



## Planning Commission Agenda

Chair Charles Fletcher  
Vice Chair Laurie Van Court  
Dan Ahrens  
Chris Cote  
Chris Teem  
Jeremy Begley  
James Chase

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Thursday, August 11, 2022

6:00 PM

**Hybrid Commission Meeting**  
**Town Hall Council Chambers**  
**100 N. Wilcox Street**  
**Castle Rock, CO 80104**  
Online: <https://crgov.webex.com/crgov>  
Phone-in: 720-650-7664  
Meeting Number: 2492 699 0899  
Meeting Password: 2022PCMeeting

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This hybrid meeting is open to the public and will be held in a virtual format in accordance with the Board and Commission Electronic Participation, Connected and Hybrid Meeting Policy. Public may choose to attend in person at Town Hall or electronically or by phone if preferred. This meeting will be hosted online and can be accessed using link and meeting information above.

To access full meeting details, please visit:

[www.crgov.com/Town Government/Boards and Commissions/Planning Commission](http://www.crgov.com/Town%20Government/Boards%20and%20Commissions/Planning%20Commission) and click on the "View current agenda packet" link.

Remote participants please sign up to speak by sending an email to the Development Services Planning Manager, Kevin Wrede ([kwrede@crgov.com](mailto:kwrede@crgov.com)) no later than 1 pm on the day of the hearing, to be added to the list of speakers. Public comments may also be given in person or submitted in writing via email, to be included in the public record.

**\*\* 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**

**6:03 pm APPROVAL OF MINUTES**

[PC 2022-016](#) Minutes: July 7, 2022 Special Planning Commission Meeting Minutes

**6:05 pm PUBLIC HEARING ITEMS**

[PC 2022-015](#) Dawson Trails Planned Development Plan and Zoning Regulations  
[2,064 acres located West of Interstate 25 and North and South of Territorial Road]

**7:05 pm TOWN COUNCIL LIAISON UPDATE**

**7:10 PM DESIGN REVIEW BOARD UPDATE**

**7:15 pm COMMISSION ITEMS**

[PC 2022-017](#) Review of Legal Training:  
Email signatures  
Public interactions  
Social media guidelines

**Check for quorum for upcoming meetings**

*Aug. 25, 2022*

*Sept. 8, 2022*

**7:30 pm STAFF UPDATE/PLANNING COMMISSION DISCUSSION ITEMS**

**7:35 pm ADJOURN**



# Town of Castle Rock

## Agenda Memorandum

**Agenda Date:** 8/11/2022

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**Item #:** **File #:** PC 2022-016

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**To:** Members of the Planning Commission

**From:** Planning Commission Administrator

**July 7, 2022 Planning Commission Special Meeting Minutes**

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### **Executive Summary**

Attached are the meeting minutes from the July 7, 2022 Planning Commission Special meeting for your review and approval.



## Planning Commission Meeting Minutes

Chair Charles Fletcher  
Vice Chair Laurie Van Court  
Dan Ahrens  
Chris Cote  
Chris Teem  
Jeremy Begley  
James Chase

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Thursday, July 7, 2022

6:00 PM

Hybrid Commission Meeting-Special  
Meeting

Town Hall Council Chambers

100 N. Wilcox Street

Castle Rock, CO 80104

Online: <https://crgov.webex.com/crgov>

Phone-in: 720-650-7664

Meeting Number: 2499 960 1658

Meeting Password: 2022PCSpecial

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### Special Meeting

#### **Agenda Item - PC 2022-015 Dawson Trails Planned Development Plan and Zoning Regulations**

**Applicant has filed a request to continue the public hearing to July 14, 2022. The Commission will act on that request at this July 7th hearing.**

This hybrid meeting is open to the public and will be held in a virtual format in accordance with the Board and Commission Electronic Participation, Connected and Hybrid Meeting Policy. Public may choose to attend in person at Town Hall or electronically or by phone if preferred. This meeting will be hosted online and can be accessed using link and meeting information above.

To access full meeting details, please visit:

[www.crgov.com/Town Government/Boards and Commissions/Planning Commission](http://www.crgov.com/Town Government/Boards and Commissions/Planning Commission) and click on the "View current agenda packet" link.

Remote participants please sign up to speak by sending an email to the Development Services Planning Manager, Kevin Wrede ([kwrede@crgov.com](mailto:kwrede@crgov.com)) no later than 1 pm on the day of the hearing, to be added to the list of speakers. Public comments may also be given in person or submitted in writing via email, to be included in the public record.

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

#### **DINNER FOR BOARD MEMBERS**

#### **CALL TO ORDER / ROLL CALL**

The meeting was called to order at 6:00 p.m. by Chair Fletcher.

**Present** 5 - Chair Charles Fletcher, Vice Chair Laurie Van Court, Dan Ahrens, Jeremy Begley, and James Chase

**Not Present** 2 - Chris Cote, and Chris Teem

**Attendance** 7 - Kevin Wrede, Sandy Vossler, Tara Vargish, Sharon Chavez, Lena McClelland, Carissa Ahlstrom, and Sandra Aguilar

## CERTIFICATION OF MEETING

Mr. Wrede confirmed the meeting and agenda had been noticed in accordance with the Open Meetings Law.

## INTRODUCTION OF NEW COMMISSION MEMBER

Chair Fletcher introduced the new Board member, Jim Chase.

## APPROVAL OF MINUTES

[PC 2022-014](#) Minutes: June 9, 2022 Planning Commission Meeting Minutes

**Attachments:** [PC06.09.2022Minutes-DRAFT](#)

**Moved by Vice Chair Van Court, seconded by Ahrens, that the Planning Commission meeting minutes for June 9, 2022 be approved as presented. The motion passed by the following vote: 5 to 0**

**Yes:** 5 - Chair Fletcher, Vice Chair Van Court, Ahrens, Begley, and Chase

**Not Present:** 2 - Cote, and Teem

## PUBLIC HEARING ITEMS

[PC 2022-015](#) Dawson Trails Planned Development Plan and Zoning Regulations - Continued from July 7, 2022 meeting. (July 14th meeting was cancelled)

**Attachments:** [Staff Report \(updated 7/1/2022\)](#)

[Attachment A: Site Vicinity Map](#)

[Attachment B: Proposed Dawson Trails PD](#)

[Attachment C: Castle Rock Ranch Planned Development - 1984](#)

[Attachment D: Westfield Trade Center Planned Development Plan - 1989](#)

[Attachment E: Dawson Ridge Planned Development Plan - 1986](#)

[Attachment F: Traffic Impact Analysis](#)

[Attachment G: Colorado Parks and Wildlife Referral Letter](#)

[Attachment H: Summaries of Neighborhood Meetings](#)

[Attachment I: Emails from the Public \(link\)](#)

[Attachment J: Twin Oaks HOA External Referral Comments](#)

[Attachment K: Keene Ranch HOA External Referral Comments](#)

[Attachment L: Fiscal Impact Analysis](#)

[Attachment M: Colorado Division of Wildlife - Elk Ranges](#)

[Attachment N: Continuance Memo to July 14, 2022](#)

Move to continue public hearing agenda item PC 2022-015: Dawson Trails Planned Development Plan and Zoning Regulations to a date certain; a special meeting of the Planning Commission on July 14, 2022 at 6 p.m.

**Moved by Ahrens, seconded by Chase, that the Planning Commission continue the public hearing agenda item PC 2022-015: Dawson Trails Planned Development Plan and Zoning Regulations to a date certain; a special meeting of the Planning Commission on July 14, 2022 at 6 p.m. The motion passed by the following vote: 5 to 0**

**Yes:** 5 - Chair Fletcher, Vice Chair Van Court, Ahrens, Begley, and Chase

**Not Present:** 2 - Cote, and Teem

## **TOWN COUNCIL LIAISON UPDATE**

None

## **DESIGN REVIEW BOARD UPDATE**

Ahrens reported that Design Review Board simply approved administrative items including oath of office, adoption of updated bylaws and election of officers.

## **COMMISSION ITEMS**

### **Check for quorum for upcoming meetings**

All board members present are available for the July 14 and July 28 meetings, as well as the legal training on July 21.

## **STAFF UPDATE/PLANNING COMMISSION DISCUSSION ITEMS**

None.

## **ADJOURN**

**Moved by Chair Fletcher, seconded by Vice Chair Van Court, that the Planning Commission meeting be adjourned at 6:08 p.m. The motion passed by the following vote: 5 to 0**

**Yes:** 5 - Chair Fletcher, Vice Chair Van Court, Ahrens, Begley, and Chase

**Not Present:** 2 - Cote, and Teem

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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:** 8/11/2022

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**Item #:** File #: PC 2022-015

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**To:** Members of the Planning Commission

**From:** Sandy Vossler, Senior Planner, Development Services Department

**Dawson Trails Planned Development Plan and Zoning Regulations  
[2,064 acres located West of Interstate 25 and North and South of Territorial Road]**

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### **Executive Summary**

Dawson Trails I, LLC (applicant), on behalf of all current owners of record, has submitted a Major Planned Development Amendment application, known as Dawson Trails Planned Development (PD). The Dawson Trails PD is proposing to rezone land that includes a major portion of the Westfield Trade Center PD and almost all of the Dawson Ridge PD, with the exception of three 1-acre parcels.

Please see the attached staff report and associated attachments for full project details.

### **Attachments**

Staff Report - Planning Commission Aug. 11, 2022

Attachment A: Site Vicinity Map

Attachment B: Proposed Dawson Trails Planned Development Plan and Zoning Regulations

Attachment C: Castle Rock Ranch Planned Development - 1984

Attachment D: Westfield Trade Center Planned Development Plan - 1989

Attachment E: Dawson Ridge Planned Development Plan - 1986

Attachment F: Traffic Impact Analysis

Attachment G: Colorado Parks and Wildlife Referral Letter

Attachment H: Summaries of Neighborhood Meetings

Attachment I: Emails from the Public

Attachment J: Twin Oaks HOA External Referral Comments

Attachment K: Keene Ranch HOA External Referral Comments

Attachment L: Fiscal Impact Analysis

Attachment M: Colorado Division of Wildlife - Elk Ranges

## AGENDA MEMORANDUM

**To:** Planning Commission

**From:** Sandy Vossler, Senior Planner, Development Services Department

**Title:** **Dawson Trails Planned Development Plan and Zoning Regulations**  
[2,064 acres located West of Interstate 25 and North and South of Territorial Road]

### Executive Summary

Dawson Trails I, LLC (applicant), on behalf of all current owners of record, has submitted a Major Planned Development Amendment application, titled as Dawson Trails Planned Development (PD). The Dawson Trails PD application proposes to rezone property that includes a portion of the Westfield Trade Center PD and all of the Dawson Ridge PD, with the exception of three 1-acre parcels.

The Dawson Trails PD consists of approximately 2,064 acres, and is located in the southwest quadrant of the Town boundaries; it is west of Interstate 25 (I-25) and north and south of Territorial Road (Attachment A). The future Crystal Valley Parkway/I-25 Interchange (Interchange) will align with Territorial Road. The Interchange is a Town capital improvement project, planned in partnership with Douglas County and the Colorado Department of Transportation, that is currently in the design phase.

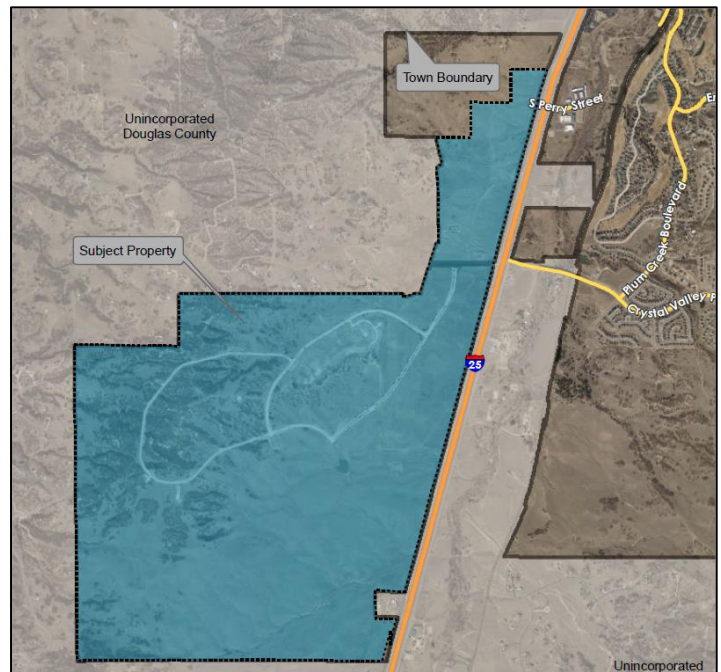


Figure 1: Site Vicinity Map

Compared to the underlying PD zoning, the rezoning proposal represents a substantial reduction in residential density and commercial square footage, and a significant increase in open space. Highlights of the proposed PD Plan and Zoning Regulations include

### Key Elements

- A 202% increase in open space.
- 26% reduction in the total number of residential dwelling units.
- An approximate 82% reduction in commercial/office/retail/industrial square footage.

- Buffer widths increased from a maximum of 100 feet to a minimum of 250 feet.
- A Wildland/Urban Interface Wildfire Vegetation Management Plan.
- A 56% reduction in high density residential units, from approximately 5,453 to 2,400.
- A highway oriented sign plan.
- Prescriptive architectural design standards.

### Summary of Proposal

The Dawson Trails PD zoning proposes a maximum of 5,850 dwelling units and 3.2 million square feet of commercial, office, restaurant, retail, and industrial uses. Public and private open space totals 748 acres and an additional 227.6 acres of land will be dedicated to the Town for development of public facilities such as regional parks, schools, fire station, trails, mobility hub, etc. (Attachment B).

The proposed PD Zoning Regulations include permitted uses, development standards, architectural standards and signage regulations (Attachment B). Of note are the provisions for a pedestrian-oriented public gathering place/mainstreet concept located in the heart of the commercial area.

Town of Castle Rock and owner obligations are formalized in the Dawson Trails Development Agreement (DA) that will be considered and acted upon by Town Council. The DA is a contract between the Town and the developer that addresses obligations, infrastructure improvements, phasing, open space and water rights conveyances. The highlights of the Dawson Trails DA are summarized in this report as an informational item. Of note, the DA includes a \$50 million contribution to the Interchange and the most stringent Water Efficiency Plan implemented in the Town of Castle Rock to date.

The applicant has held five formal neighborhood meetings since April 13, 2021. In addition, the applicant has met informally with surrounding Homeowner Associations (HOAs) and residents on at least ten occasions to date.

The purpose of this staff report is to provide an analysis of the proposed Dawson Trails PD Plan and Zoning Regulations, and make a recommendation to Planning Commission on this proposal. Staff has thoroughly reviewed the project and the

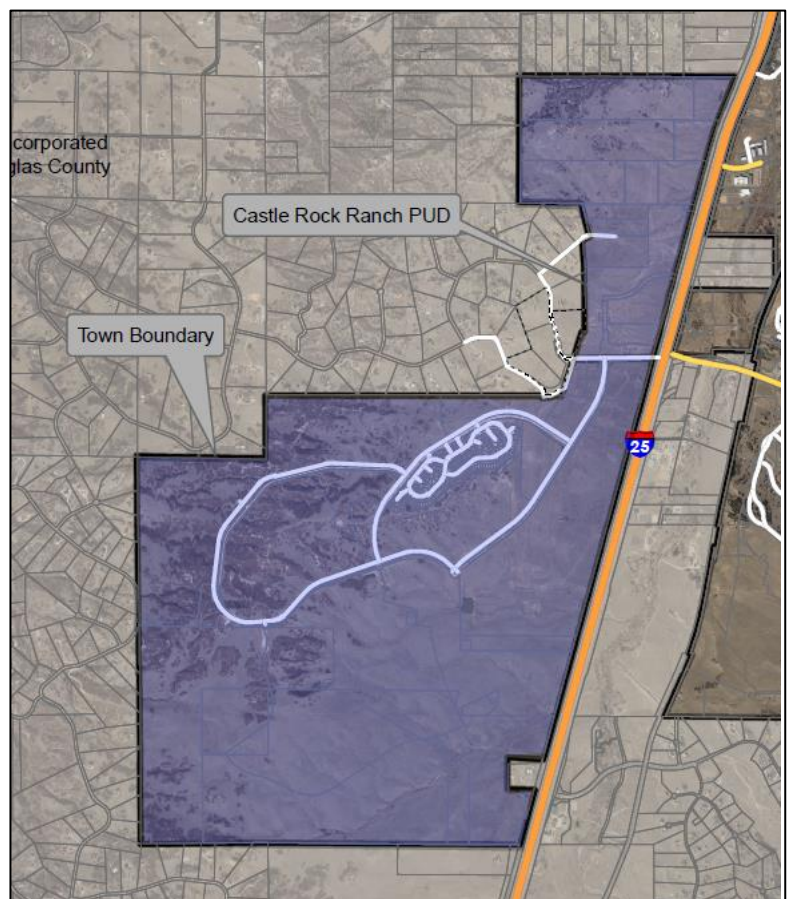


Figure 2: Castle Rock Ranch PD - 1984

applicant has made all staff requested changes to the proposal.

Based on the detailed staff analysis, explained in this report, staff recommends that Planning Commission recommend approval of the Dawson Trails PD to Town Council.

Town Council will hold a public hearing on Tuesday, August 16<sup>th</sup> to consider and act on the 1<sup>st</sup> reading of the proposed PD amendment and the Development Agreement. Town Council's 2<sup>nd</sup> reading and final action on the PD and DA is anticipated to be held on Tuesday, September 6<sup>th</sup>.

## **Background**

The Dawson Trails PD proposes to rezone land within the Town of Castle Rock that is currently in two different zoning districts; Westfield Trade Center PD and Dawson Ridge PD. These two PDs were originally annexed and zoned under the Castle Rock Ranch PD. A brief history of the incorporation and zoning of the land is included in the following section.

### **Castle Rock Ranch PD**

In 1984, Castle Rock Ranch (CRR) was annexed to the Town of Castle Rock and zoned Planned [Unit] Development (Attachment C). CRR consisted of about 2,261 acres and zoned to allow 7,900 dwelling units. Residential housing types and densities ranged from low density single-family detached homes at 1 dwelling unit per acre (du/ac), to high density multi-family units at 20 du/ac. Over two-thirds of the 7,900 dwelling units were planned as higher density development ranging from 8 du/ac to 20 du/ac. Density transfers up to 20% between planning areas was allowed with Council approval at the time of the site development plan and platting, with maximum dwelling units not to exceed 7,900.

Non-residential uses included 173 acres of commercial, 287 acres of office/commercial and 295 acres of industrial uses. The CRR PD did not establish a maximum square footage of non-residential uses, however using the assumptions discussed below and shown in Table 1, an estimated 20,560,320 square feet of non-residential uses were permitted in the CRR PD. The purpose for estimating the permitted square footages is to allow a relevant comparison to the proposed Dawson Trails PD.

This estimate assumes the net acreage (excluding road rights-of-way) is 85% of the gross acreage and buildings are assumed to be 2-stories in height. The percentage of lot coverage is the actual maximum allowed in the CRR PD. It is important to note that the 2-story assumption is a conservative estimate, since the CRR PD Zoning Regulations allowed commercial and office buildings a maximum height of 50 feet, and 75 feet as a Use by Special Review. Maximum building height of industrial buildings was 40 feet.

**Castle Rock Ranch PD Non-Residential Square Footage**

	Commercial	Office/Comm	Light Industrial	Total S.F.
<b>Gross Acreage</b>	173 ac.	287 ac	295 ac.	
<b>Net Acreage*</b>	147 ac.	244 ac.	251 ac.	
<b>Lot Coverage</b>	35% = 51 ac.	35% = 85 ac.	40% = 100 ac.	
<b>Sq. Ft. x 2-stories</b>	4,443,120 sf.	7,405,200 sf.	8,712,000 sf.	<b>20,560,320 sf.</b>

Table 1: Estimate of Non-Residential Square Footage in Castle Rock Ranch PD

The Public Land Dedication was approximately 248 acres, or 11% of the site. The CRR PD, however, did not establish an overall minimum public open space dedication. Instead the CRR PD plan outlined areas of “Suggested Private Open Space” and the Zoning Regulations required a minimum of 20%, 252 acres, private open space be designated in each residential planning area at the time of site development plan and platting.

A maximum 30-foot private open space easement was required as a buffer where non-residential use areas within the PD abutted residential uses outside of the PD. A 50 to 100-foot building setback was required along southern boundary of the Twin Oaks Subdivision. The Keene Ranch PD was not approved by Douglas County until 1992, after the CRR PD was already approved. See page 10 of this report for more information on the surrounding subdivisions.

The CRR zoning regulations anticipated the potential future construction of an Interstate 25 interchange within the property, and allowed for increased intensity of uses in planning areas adjacent to arterial roadways developed with the Interchange, with Town Council approval. In 1986, Castle Rock Ranch PD was rezoned into two new zoning districts, creating Dawson Ridge PD, south of Territorial Road, and Westfield Trade Center PD (Westfield), north of Territorial Road.

### Westfield Trade Center PD

The Westfield Trade Center PD (Westfield) was approved in 1986 and amended in 1989. The 1989 Westfield PD Plan and Zoning Regulations remain in place and valid at the present time (Attachment D).

The Westfield PD is zoned for approximately 39 acres of commercial uses and 301 acres of light industrial/research and development uses. The Westfield PD Plan identifies an interchange at I-25 and Territorial Road/Douglas Lane. Westfield planning area 5, immediately adjacent to the future Interstate interchange is allowed a maximum of 2,486,514 non-residential building square footage. The total estimated square footage of commercial, light industrial and research/development permitted in Westfield is 11,721,234 sf, using the same assumption method described on page 3.

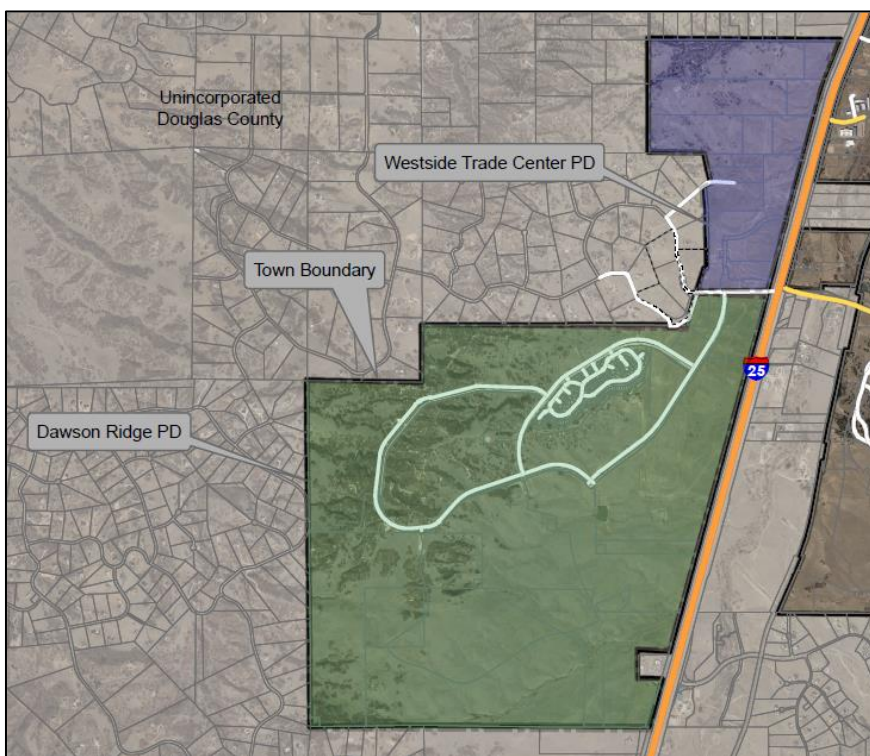


Figure 3: Dawson Ridge PD and Westfield Trade Center PD - 1986

### Westfield Trade Center PD

	Commercial	Lt. Industrial/R&D	Totals
<b>Planning Area 5</b>	2,486,514 sf.		2,486,514 sf.
<b>All other Planning Areas</b>			
Gross Ac.	13 ac.	301 ac.	
Net Ac.**	11 ac.	256 ac.	
Lot Coverage	35% = 4 ac.	40% = 102 ac.	
Sq. Ft. x 2-stories	348,480 sf.	8,886,240 sf.	9,234,720 sf.
<b>Grand Totals</b>	<b>2,834,994 sf.</b>	<b>8,886,240 sf.</b>	<b>11,721,234 sf.</b>

\*Assuming that all acreage developed as Office and Commercial.

\*\*Assuming that net is 85% of the gross acreage

Table 2: Estimate of Non-Residential Square Footage in Westfield Trade Center PD

The Dawson Trails PD proposes to rezone approximately 184 acres of the southern half of Westfield Trade Center. The remaining portion of Westfield will retain zoning for approximately 13 acres of commercial uses and 105 acres of industrial research and development uses, equating to approximately 3,484,800 square feet of non-residential development (See Table 3). Future development of the 3,484,800 square feet of commercial, industrial and research and development uses remaining in Westfield must comply with the Westfield Trade Center PD and all current Town requirements, including provision of sufficient water rights dedication to meet the estimated demand and mitigation of traffic impacts.

### Westfield Trade Center PD Remaining [Not included in Dawson Trails PD]

	Commercial	Lt. Industrial/R&D	Totals
Gross Ac.	13 ac.	105 ac.	
Net Ac.**	11 ac.	89 ac.	
Lot Coverage	35% = 4 ac.	40% = 36 ac.	
Sq. Ft. x 2-stories	348,480 sf.	3,136,320 sf.	3,484,800 sf.
<b>Grand Totals</b>	<b>348,480 sf.</b>	<b>3,136,320 sf.</b>	<b>3,484,800 sf.</b>

\*Assuming that all acreage developed as Office and Commercial.

\*\*Assuming that net is 85% of the gross acreage

Table 3: Estimate of Non-Residential Square Footage Remaining in Westfield Trade Center PD

Residential uses are not permitted in the Westfield PD. The public land dedication in Westfield is 37 acres and no public open space is set aside in the Westfield PD. A private open space easement/setback buffer ranging from 50 to 100 feet is established along the common boundary between Westfield and the Twin Oaks Subdivision.

### Dawson Ridge PD

In 1986, the majority of the CRR PD land, was rezoned as Dawson Ridge PD, allowing a maximum of 7,900 residential dwelling units, with densities ranging from 1 du/ac to 20 du/ac (Attachment E). The rezoning carried forward the CRR higher density allowances, with more than two-thirds of the dwelling units planned with densities ranging from 8 du/ac to 20 du/ac. Approximately 127 acres of land was zoned commercial, 156 acres was zoned office/commercial, and 151 acres was zoned for mixed use (commercial, office and medium to high density residential). The potential estimated square footage of commercial and office uses permitted in Dawson Ridge is 9,321,840. Table 4 reflects the estimated, cumulative 21,043,074

square feet of non-residential uses currently allowed in Dawson Ridge and Westfield combined. With the exception of Westfield planning area 5, the estimates in Table 4 assume the net acreage (excluding road right-of-way) is 85% of the gross acreage and buildings are assumed to be 2-stories; the same assumptions used for Castle Rock Ranch PD. The percentage of lot coverage is the actual maximum allowed in the respective PDs.

**Dawson Ridge PD and Westfield Trade Center PD Non-Residential Square Footage**

<b>Dawson Ridge</b>	Commercial	Office/Comm	Office/Comm/MF	Lt. Industrial	<b>Totals</b>
Gross Ac.	127 ac.	156 ac.	75.5* ac.	0	
Net Ac.**	108 ac.	133 ac.	64 ac.	0	
Lot Coverage	35% = 38 ac.	35% = 47 ac.	35% = 22 ac.	N/A	
Sq. Ft. x 2-stories	3,310,560 sf.	4,094,640 sf.	1,916,640 sf.	0	<b>9,321,840 sf.</b>
<b>Westfield</b>					
Planning Area 5	2,486,514 sf.	N/A	N/A	N/A	<b>2,486,514 sf.</b>
Remaining Planning Areas					
Gross Ac.	13 ac.	0	0	301 ac.	
Net Ac.**	11 ac.	0	0	256 ac.	
Lot Coverage	35% = 4 ac.	N/A	N/A	40% = 102 ac.	
Sq. Ft. x 2-stories	348,480 sf.	0	0	8,886,240 sf.	<b>9,234,720 sf.</b>
Westfield Subtotals	2,834,994 sf.	0	0	8,886,240 sf.	
<b>Grand Totals</b>	<b>6,145,554 sf.</b>	<b>4,094,640 sf.</b>	<b>1,916,640 sf.</b>	<b>8,886,240 sf.</b>	<b>21,043,074 sf.</b>

\*Assuming only half of the 151 acres develops as Office and Commercial.

\*\*Assuming that net is 85% of the gross acreage

Table 4: Estimate of Non-Residential Square Footage in Dawson Ridge PD and Westfield Trade Center PD

The public land dedication in Dawson Ridge is 211 acres. As with CRR PD, a minimum public open space acreage was not dedicated in the overall PD, instead a minimum of 20% of the total residential acreage, or 248 acres are required to be set aside as private open space.

The buffer and setback standards established in the CRR PD were carried over to the Dawson Ridge PD, to include the 30-foot private open space easement required where non-residential use areas within the PD abut residential uses outside of the PD and the 50-100 foot building setback from the Twin Oaks Subdivision south boundary. The 20% density transfer between planning areas and the allowance for an increase in intensity of uses with the construction of an I-25 interchange were also carried forward in the Dawson Ridge PD.

In the late 1980's, the major looped roadway, along with water, wastewater and other utility infrastructure, were installed in Dawson Ridge. Well sites and a water tank were constructed and one neighborhood, Filing 11 with 234 lots and 15 tracts, was platted. Other



Figure 4: Dawson Ridge Limited Development - 2016

improvements installed in Filing 11 included roadways, utilities, decorative perimeter fencing and landscaping. With the exception of the Dawson Ridge Filing 11 improvements and the loop road infrastructure no other development has occurred in Dawson Ridge or Westfield PDs in the 38 years since Castle Rock Ranch Planned Development was annexed to, and zoned in, the Town of Castle Rock, and no homes have been constructed.

The zoning for Westfield Trade Center PD remains in effect and Westfield could develop as zoned today. The Dawson Ridge PD zoning is still in place, however it has been suspended, as discussed below.

### *Dawson Ridge PD – Suspension Agreement*

After construction of the major roadway and utility infrastructure, the Dawson Ridge Metropolitan District No. 1 (District) filed for Chapter 9 bankruptcy in 1990. The District was also the principal landowner within the Dawson Ridge PD, having acquired the property in settlement of claims against the original master developer. As a condition to the Town's consent to the District's proposed refinancing plan, Dawson Ridge Districts 1-5 entered into a Suspension Agreement (Agreement) with the Town dated October 8, 1992. The principal land use consequence of the Agreement was that the prior entitlements to develop under the Dawson Ridge PD Plan and PD Zoning Regulations were suspended.

In order to lift this suspension for Dawson Ridge, a developer must submit a PD Plan and PD Zoning Regulations to the Town for review and approval. The applicant has purchased, or has under contract, the parcels of land included in the boundaries of the proposed Dawson Trails PD. The applicant's purpose in submitting and requesting approval of the Dawson Trails PD, is to re-establish development rights as required by the Suspension Agreement, and to create a Planned Development that is reflective of current marketing trends, lifestyles and Town values, goals and objectives.

The remainder of this report will focus on the details of the proposed Dawson Trails PD Plan and Zoning Regulations, the public outreach process, and an analysis of the review and approval criteria.

## **Discussion**

The proposed Dawson Trails Planned Development Plan is approximately 2,064 acres and includes all of the Dawson Ridge PD (except for three, 1-acre Metropolitan District parcels) and approximately 184-acres of the Westfield Trade Center PD.

### *Existing Conditions*

The following summary of existing conditions on the property is based on an updated Land Suitability Analysis Report (LSAR), dated April 13, 2022, prepared by Norris Design. The LSAR looked at the site history, cultural and historical resources and assessed the topography and natural features of the property.

As discussed previously in this report, limited development occurred within the Dawson Ridge PD during the late 1980's consisting of construction of some infrastructure improvements, which were never accepted by the Town. Such improvements included concrete road, with waterlines,



Figures 5 & 6: Dawson Ridge Infrastructure Damage - 2016

sanitary sewer lines and storm sewer located within the right-of-way (ROW). Water distribution infrastructure was also constructed to include water wells and a potable water tank. The utility systems were never connected to the Town's central systems. Given the age and condition of the infrastructure in Dawson Trails today, the Town will not accept any existing utilities to be used for the proposed development. Where appropriate, the existing infrastructure will be removed. The remainder of the site is undeveloped and has been used for cattle-grazing. The property is gated and closed to public access.

The topography consists of rolling hills with some moderate slopes and the overall grades are gentle. A ridge runs north to south through the west portion of the property. The vegetation consists of various native high-plains plant types such as yucca, Gambel Oak, and prairie grasses. Some native trees are clustered along the ridge. Pines, Cottonwoods and Russian Olive trees were planted along the limited roadway installed in the 1980's. The high water use species will be removed as new development occurs.



Figure 7: Dawson Ridge Cattle Grazing - 2016

No Waters of the US or wetlands, as defined by the U.S. Army Corps of Engineer, were identified on the property or on the USFWS National Wetland Inventory Map. One man-made pond exists on the site. It was created and used for livestock watering. This pond will be eliminated as phased construction occurs. There are Town-identified major drainageways that traverse the property. Development adjacent to the drainageways will require stabilization, protection and preservation of these drainageways in compliance with the Town Code and technical criteria.

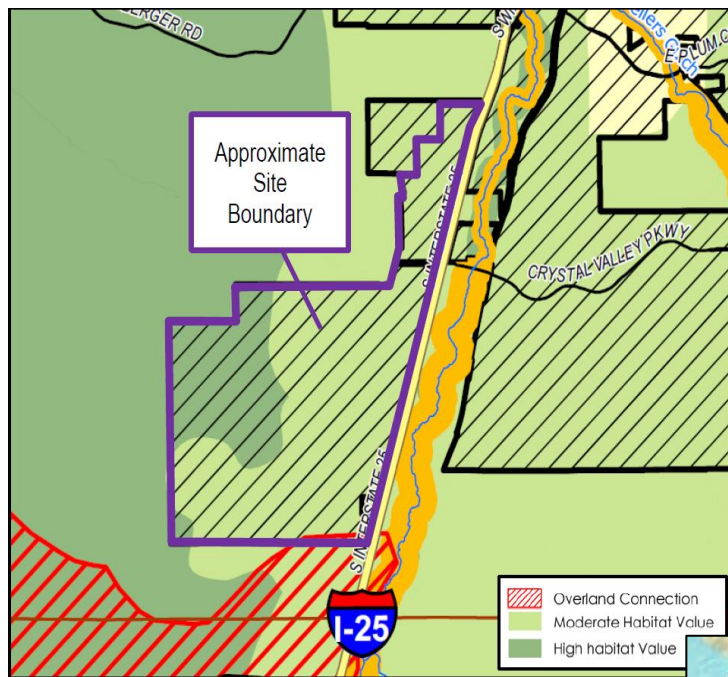


Figure 8: Douglas County Wildlife Resources Map

Specific to the presence of elk on the property, the Colorado Division of Wildlife (CDW) has identified elk ranges throughout Colorado. The Division of Wildlife Elk Ranges Map indicates that the majority of Douglas County is within the overall elk range area. Figure 9 shows the overall elk range in yellow and the winter range in light blue. The general location of Dawson Trails in Figure 9 is outlined in blue. See Attachment M for the full state-wide map with legend.

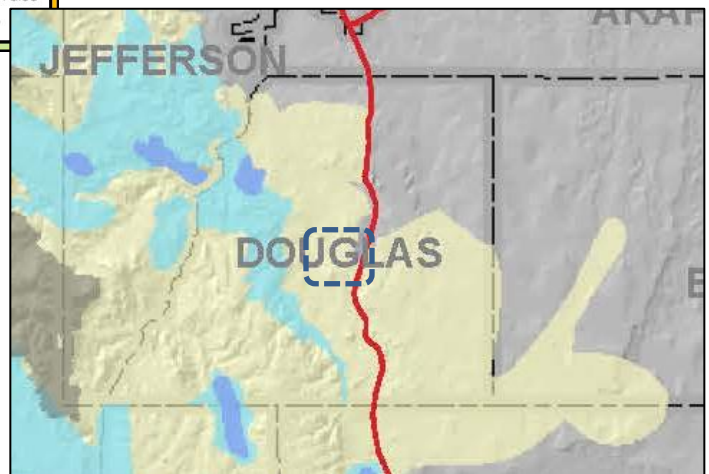


Figure 9: Colorado Division of Wildlife Elk Ranges Map

Various species of migratory birds such as Black-billed Magpies, Rock Doves and Scrub Jays were identified on the site. Development on the property will be subject to the restrictions of the Migratory Birds Treaty Act. Burrowing Owls were not specifically identified on the property, however the presence of prairie dog burrows was confirmed north of Territorial Road. A Burrowing Owl survey will be required prior to development in that area that would occur during the Owl's breeding season, between March 15 and October 31.

Eagles have been seen in the area, and photographed adjacent to the property along the west frontage road. The Colorado Department of Parks and Wildlife indicated that the property does not contain Bald Eagles; no Bald or Golden Eagles, or their nests were identified on the property. The Town's Wildlife Specialist has inspected the site and reached the same conclusion.

Measures incorporated in the Dawson Trails PD intended to mitigate impacts to wildlife and natural resources on the site are discussed in more detail in the External Referral and Analysis sections of this report.

## Surrounding Uses

The proposed Dawson Trails PD abuts unincorporated Douglas County to the north, west and south (Figure 10). The Twin Oak Subdivision (Twin Oaks) is located north and west of the Dawson Trails PD and is accessed from the east by Territorial Road, the general location of the future Crystal Valley/I-25 Interchange. The Twin Oaks Subdivision was approved and platted in 1973 and consists of approximately 56 lots. The property is straight zoned as Large Rural Residential (LLR) in Douglas County, which is characterized by large lot, single-family detached residences and limited agricultural uses. LLR densities range from one dwelling per 34.9 acres to one dwelling per 10 acres.

Castle Mesa South is adjacent to the northwest corner of Dawson Trails. The development was approved and platted in 1971. It consists of approximately 17 lots and is straight zoned as Estate Residential, which allows single-family residential home sites with densities ranging from 1 du/ac to 1 du/4.9 ac. Access to Castle Mesa South from the east is via Twin Oaks Road.

Castle Mesa West abuts the very northwest corner of Dawson Trails and is a county subdivision approved in 1972. The subdivision consists of approximately 30 lots and is straight zoned Rural Residential. Density is limited to one single-family dwelling unit per lot. Access to the subdivision is from the east and north.

Keene Ranch Planned Development is located west and southwest of the proposed Dawson Trails PD. The Keene Ranch PD was approved by Douglas County in 1992 and amended in 1994. Permitted uses include single-family detached residences with limited agricultural uses. The minimum lot size

allowed is 35 acres and the maximum number of dwelling units is 247. Tomah Road provides the primary access to Keene Ranch. A 50-foot setback from any rear or side lot line is required.

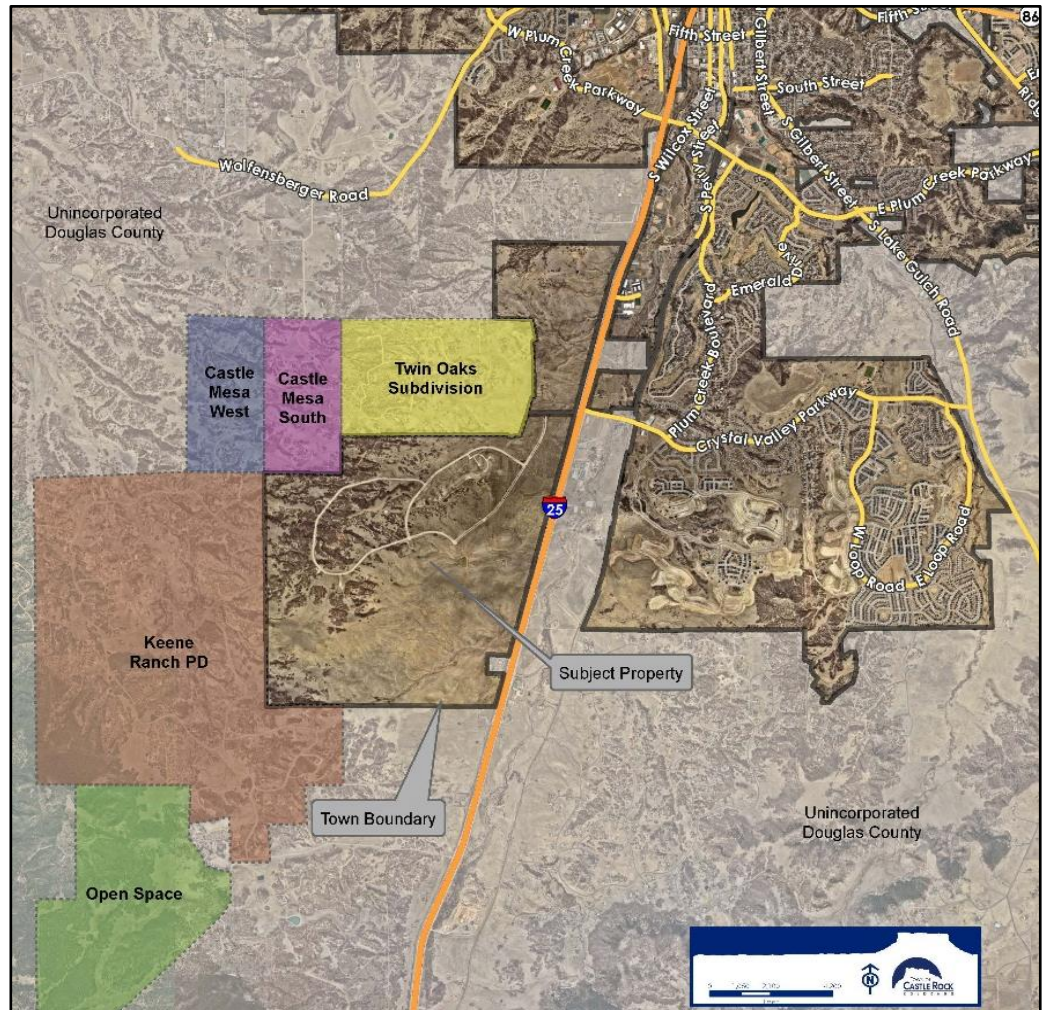


Figure 10: Surrounding County Developments

Only one emergency vehicle access (EVA) was required along the west boundary of Keene Ranch.

There are no new road connections planned through Dawson Trails to any of the surrounding developments. The developer has committed to providing Keene Ranch an additional EVA along the common boundary with Keene Ranch. A conceptual EVA location is shown on the proposed PD Plan.

The property adjacent to southeast boundary of Dawson Trails is privately owned and zoned Agriculture One, allowing for 1 dwelling unit per 35-acre lot and a range of agricultural and community uses. The eastern boundary of Dawson Trails, approximately 3 miles in length, is adjacent to the Burlington Northern/Santa Fe Railroad, the west frontage road and I-25. There is an 8-acre private property, addressed as 3211 S. Interstate 25, that breaks the Dawson Trails contiguity with the railroad, frontage road and I-25. That property is straight zoned Commercial and Estate Residential, in Douglas County and is not included in the Dawson Trails PD.

### Dawson Trails Planned Development Plan and Zoning Regulations

The proposed Dawson Trails Planned Development is located in the southwest quadrant of the Town of Castle Rock. The property is bounded by the Burlington North/Santa Fe Railroad, the west frontage road and I-25 to the east, Douglas County residential subdivisions and Agriculture One zoning to west and south, and the remainder of the Westfield Trade Center PD to the north.

The new Crystal Valley / I-25 interchange planned by the Town, will run east to west through the PD, in the general location of the existing Territorial Road. The planned interchange is a Town Capital Improvement Project (CIP) and is being coordinated by the Town of Castle Rock, in partnership with Douglas County and Colorado Department of Transportation (CDOT) and subject to Federal Highway Administration regulations. The Interchange CIP is separate from the Dawson Trails PD rezoning application. The applicant does,

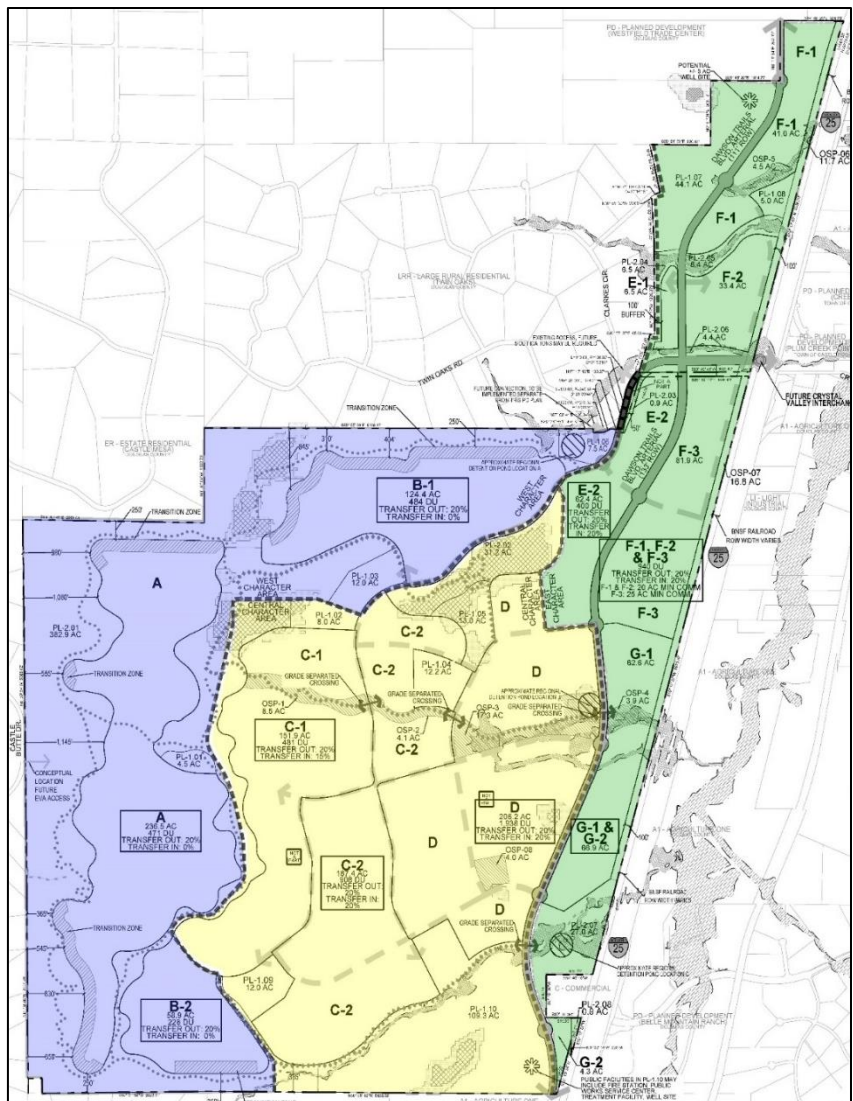


Figure 11: Planned Development Plan – Character Areas

however, have funding and construction obligations toward the Interchange and related improvements necessary to serve Dawson Trails. Those obligations are further detailed in the Development Agreement summary section below.

The PD consists of approximately 2,064 acres, and includes zoning that would allow up to 5,850 residential dwelling units, that includes a maximum of 2,400 multi-family dwelling units, and a maximum of 3,200,000 square feet of non-residential uses (Attachment B).

### *Character Areas*

The PD Plan is organized into three Character Areas based on similarities in land uses and densities, with the intensity of uses increasing from west to east. The West Character Area (West), shaded blue in Figure 11 below, consists of the lowest density single-family detached residential uses and significant interconnected open space and trail corridors. There are three planning areas in the West (A, B-1 and B-2). The average density is 2.8 dwelling units per acre. Neighborhood amenities such as pocket parks, community center or pools are permitted, however, no commercial/office/retail/industrial uses are permitted in the West Character Area.

The Central Character Area (Central), shaded yellow, serves as a transition zone within the PD, from the lower density single-family development to the west, to the higher density residential and more intense commercial/office/retail/industrial uses to the east. Central allows a wide range of residential housing types, such as single-family detached and attached, as well as, multifamily products. The average density in the Central area is 6.1 du/ac. There are three planning areas in Central (C-1, C-2 and D). Planning Areas C-1 and C-2 are limited to single-family and multifamily residential uses. Only planning area in Central that is zoned to allow non-residential uses is Planning Area D. Additionally, acreage is set aside for open space and trail corridors, a regional park, schools, fire station and other public amenities.

The East Character Area (East), shaded green, is distinguished as being a zone of commerce, employment and mixed-use development, with zoning that allows a broad range and intensity of land uses, including industrial zoning, and higher density residential development. The East area consists of seven planning areas (E-1, E-2, F-1, F-2, F-3, G-1 and G-2). No residential development is permitted in E-1, G-1 and G-2 planning areas. The average density, excluding the G planning areas is approximately 7.7 du/ac. East also includes land set aside for a regional park, a transportation mobility hub, and other public improvements.

Significant transportation system improvements are planned for the East area. A major arterial road extending north to Plum Creek Parkway and south to Tomah Road, as well as the Crystal Valley / I-25 interchange will provide access throughout the site. This north/south arterial road, Dawson Trails Boulevard, will replace the existing west frontage road, eliminating a number of existing at-grade RR crossing. The transportation improvements are discussed in more detail in the Traffic Impact Analysis and Mitigation section below.

### *Uses and Development Standards*

The proposed Dawson Trails PD represents a rezoning of the Dawson Ridge PD and approximately half of the Westfield Trade Center PD. The PD zoning proposes a maximum of 5,850 dwelling units and 3.2 million square feet of commercial, office, restaurant, retail, industrial uses. Approximately 748 acres, 36% of the property, will be set aside as public/private open

space, and an additional 227.6 acres of land, 11% of the property, will be dedicated to the Town for development of public facilities such as regional parks, fire station, trails, mobility hub, etc. (Attachment B).

If approved, the PD Amendment will result in a 26% overall reduction in residential density, 82% reduction in commercial/office/retail/industrial square footage, and 202% increase in open space, when compared to the underlying zoning on the property. The reduction in high-density residential units, from approximately 5,453 units to 2,400 units, is a difference of 56%.

### *Non-Residential Uses*

There are a wide range of non-residential uses proposed in the Dawson Trails PD, the type and intensity is dependent on the character area and planning area. No commercial/office/retail/industrial uses are permitted in Planning Areas A, B-1, B-2 in the West Character Area, nor in C-1 and C-2 the Central Character Area. The intensity of uses increases west to east across the PD, with the most intense uses located in the F and G planning area.

A minimum of approximately 111 acres of non-residential uses is required in the F and G planning areas. Self-storage uses are restricted to 30 acres total, with outdoor storage as a primary use not to exceed 15 acres. Sales and leasing of automobile, vehicle, RV, boat, motorcycle and ATVs is limited to 20 acres total.

Planning Area E-2 is zoned for a pedestrian oriented mixed use area intended to be developed as a centrally located gathering place and/or main street with development standards that promote walkability and pedestrian focal points. Convenient pedestrian and bicycle circulation, outdoor dining, and plazas will be elements of this mixed use area.

### *Residential Uses*

Residential Uses and Lot Sizes - Residential uses are proposed to include a variety of housing types ranging from low-density single family detached homes in the western portion of the development, to high-density multifamily units in the eastern portion. The lot sizes vary to provide options for clustering development, different lot configurations, reduced irrigable area and shifting market trends.

Maximum Allowed Transfer of Dwelling Units				
Character Area	Planning Area	Maximum Units	Percent Out	Percent In
West	A	471	20%	0%
	B-1	484	20%	0%
	B-2	228	20%	0%
Central	C-1	481	20%	15%
	C-2	908	20%	20%
	D	1,938	20%	20%
East	E-1	0	No Res.	No Res.
	E-2	400	20%	20%
	F-1	940	20%	20%
	F-2		20%	20%
	F-3		20%	20%
	G-1	0	No Res.	No Res.
	G-2	0	No Res.	No Res.

Table 5: Maximum Allowed Transfer of Dwelling Units

### *Density Transfers*

Under the Castle Rock Ranch PD and the Dawson Ridge PD density increases up to 20% were allowed with Council approval. The Dawson Trails PD allows administrative transfer of units between planning areas. The maximum percentage of units allowed into and out of planning areas are dependent on the proximity to county development. For example, Planning Areas A, B-1 and B-2 in the West Character Area allow a transfer of 20% of the units to other planning areas, however no units may be added to the established maximums. See Table 5 for the density transfer allowances.

### *Transition Zone*

A 150-foot Transition Zone is established along the boundaries of Planning Areas A, B-1 and B-2 nearest the county properties. Within the Transition Zone the minimum lot size is fixed at 7,700 square feet in Planning Area A, and 6,600 square feet in areas B-1 and B-2. Prescriptive standards for lighting, building colors, landscaping and fencing also apply within the Transition Zone.

### *Open Space Buffers*

Under the Castle Rock Ranch, Westfield Trade Center and Dawson Ridge PDs a 50 to 100-foot easement/building setback was required where adjacent to platted lots in the Twin Oaks Subdivision.

The Dawson Trails PD maintains the same open space buffer in Planning Areas E-1 and E-2 where adjacent to Twin Oaks. A 44-acre regional park is planned north of Planning Area E-1. The width of the open space buffer between Planning Area B-1 and Twin Oaks has been increased from a maximum of 100 feet to a minimum of 250 feet and maximum of 1,506 feet.

Castle Mesa South abuts the northwest corner of Dawson Trails. The width of the open space buffer with Castle Mesa South ranges from 1,215 feet to and 1,506 feet. The buffer also preserves an area of Minor and Moderate Skyline/Ridgeline Protection area, even though the Protection ordinance would allow development in the Minor and Moderate areas, with height limitations and mitigation measures. No development will occur on these highly visible high points.

The Keene Ranch PD was not approved by Douglas County until 1992; after the Castle Rock Ranch PD, Dawson Ridge and Westfield PDs had been approved by the Town. It is important to note that the Keene Ranch PD did not provide a prescriptive open space buffer where the PD is contiguous with the urban Town boundaries.

The Dawson Trails PD provides a dedicated open space buffer ranging from 365 feet to 1,145 feet along the west boundary that abuts Keene Ranch. The dedicated open space buffer ranges from 250 feet to 522 feet along the south boundary of Dawson Trails, shared with Keene Ranch. A 109-acre public land dedication in Dawson Trails is located east of the Keene Ranch PD where Dawson Trails abuts two large parcels, both zoned Agricultural One in Douglas County.

### *Interface Regulations*

The Residential/Non-Residential Interface Regulations (Municipal Code Chapter 17.50) and the Dissimilar Residential Interface Regulations (Municipal Code Chapter 17.51) (Interface Regulations) have limited application in Dawson Trails. As a Planned Development, the Dawson Trails PD Plan and Zoning anticipates a mix of uses, densities and housing types in abutting planning areas, therefore the Interface Regulations are not applicable to development within the PD.

The prescriptive open space buffers included in the Dawson Trail PD meet or exceed the maximum buffers required in the Interface Regulations, therefore the buffer requirements of the Interface Regulations are not applicable where Dawson Trails is adjacent to development outside of the PD. Excluding the buffer requirements, the remainder of the Interface Regulations will be applicable to development within Dawson Trails that abuts the prescriptive open space buffers designated in Planning Areas E-1 and E-2.

#### *Wildland/Urban Interface (WUI) and Emergency Vehicle Access (EVA)*

The provisions of the newly adopted Castle Rock 2022 Community Wildfire Protection Plan applies to Dawson Trails. In addition, the Dawson Trails PD includes a general Wildland/Urban Interface Wildfire Vegetation Mitigation Plan. With each future site development plan, the WUI will be further refined to address site specific topography and vegetation.

An EVA is required to be construction along the common boundary with Keene Ranch. A conceptual location is shown on the PD Plan, the actual location will be determined based on design and engineering of the planning areas in the West Character area.

#### *Trails and Grade-Separated Crossings*

An extensive trail network is planned throughout Dawson Trails. Natural surface trails are planned in the open space areas zoned PL-2. A hard surface trail system will connect planning areas internal to the development, generally in PL-1 and private open space tracts. Trail locations shown on the PD Plan are conceptual. The actual location will be dependent on topography, existing vegetation, etc. Trails located in PL-2 separating Dawson Trails from the county development will be located away from the property lines of the county lots.

Four grade-separated crossings will be constructed at interior collector roads and the main north/south arterial to support pedestrian and bicycle circulation throughout the development. At the request of the county residents, no direct trail connections will be provided to any of the county subdivisions, however the trails within Dawson Trails will be open to the general public.

#### *Public Land and Open Space*

Areas of public land and open space are designated on the Dawson Trails PD Plan as PL-1, PL-2 and OSP. PL-1 and PL-2 represent land that will be dedicated to the Town, and is accessible to the general public. The zoning allowances for the PL-1 and PL-2 districts are established in the Town of Castle Rock Municipal Code (Code), Chapter 17.30, and are restated in the Dawson Ridge PD.

Land zoned PL-1 satisfies the prescriptive public land dedication (PLD) requirements of Chapter 16.08 of the Municipal Code. The zoning permits active recreational uses, such as regional

parks and ballfields, schools, a fire station and other public and municipal facilities. The maximum building height is 50 feet. The Dawson Trails PD sets aside 227.6 acres of land to meet the PLD requirements, which is comparable to the PLD acreage provided by the underlying zoning.

Land zoned PL-2 (public open space) and OSP (private open space) counts toward the overall open space requirements of Section 17.32.050 of the Municipal Code. The Code requires a minimum of 20% of a PD be set aside as either public or private open space. The Dawson Trails PD provides 748 acres, or 36% of the site as open space. PL-2 zoning allows passive recreational uses such as open space, community buffers, and trails. Maximum building height is limited to 25 feet.

Private open space (OSP) is land that will be held in private ownership by the HOA or Metropolitan District. The permitted uses and development standards for OSP are established in the Dawson Trails PD Zoning Regulations. Permitted uses include active and developed parks, open space corridors, pools and other recreational uses. The maximum building height is 50 feet. Table 6 reflects the open space acreage proposed in Dawson Trails and provides a comparison to Castle Rock Ranch PD, Westfield Trade Center PD and Dawson Ridge PD open space dedications.

	<b>Castle Rock Ranch PD</b>	<b>Westfield Trade Center PD</b>	<b>Dawson Ridge PD</b>	<b>Dawson Trails PD</b>
Public Open Space (PL-2)	0	0	0	462.2 ac.
Private Open Space (OSP)	0	0	0	70.8 ac.
Future Open Space with Site Plan/Plat	251.8 ac.	0	247.9 ac.	215 ac.
Total Public/Private Open Space	251.8 ac.	0	247.9 ac.	975.6 ac.

Table 6: Public and Private Open Space

### *Architectural Design Standards*

The proposed Dawson Trails PD Zoning Regulations include prescriptive architectural standards that are applicable to development in the overall PD, as well as, specific criteria for Pedestrian Oriented, Commercial/Retail/ Office, Industrial, Multifamily, and Single-family Residential uses and development. Based on the themes of the three character areas, the Architectural Design Standards will guide architectural elements that are rooted in the vernacular style of Castle Rock, regional materials, and an appreciation of the scenic Front Range.

The pedestrian-oriented development will require features such as convenient pedestrian and bicycle access on all streets, access to transit stops, and shade trees, landscape planters, etc.

Commercial/Retail/Office development that tends to be vehicle-centric will focus on continuity of design in commercial centers, and include covered patios and generous pedestrian walkways. Large scale national tenants will be permitted to retain architectural elements that convey their identity and brand, while still integrating materials and design elements true to the desired character of the PD.

## Signage Standards

Prescriptive sign standards are included in the PD Zoning regulations and pertain to Landmark Signage located in the F and G planning areas located along the I-25 corridor (see Figure 12). Key provisions of the criteria include a prohibition on pole signs and electronic signs, also known as digital or LED signs, spacing, I-25 setbacks, materials and maximum height and sign area dimensions. The prohibition on LED signs is in direct response to input from surrounding county residents. Table 7 provides a synopsis of the standards applicable to the highway-oriented Landmark Signage. The signs may be internally illuminated, backlit or uplit subject to the restrictions of the Town Code. A Town approved sign permit is required.

A conceptual rendering of the Landmark sign is included in the Signage Standards, as is a list of acceptable materials and finishes.

## Skyline / Ridgeline Regulations

There are areas of minor and moderate skyline within the Dawson Trails PD, and are identified on the PD Plan. Most of the protected areas are contained within delineated public land, public and private open space areas. Where the protection areas extend into a planning area, the limits and restrictions of the Skyline/Ridgeline regulations will be applied to the Site Development Plan and Plat.

Maximum Height	Min./Max. I-25 Setback	Minimum Spacing	Maximum # of Landmark Signs	Maximum SF per Sign Face	Maximum # of Sign Faces
70 ft. above finished grade	Not < than 25 ft., not > than 300 ft.	1,500 feet	8	700 sf.	2

Table 7: Landmark Sign Criteria

## Technical Reports and Analyses

### Transportation

The Dawson Trails project submittal includes a traffic impact analysis (TIA) that evaluates potential traffic impacts and mobility connectivity within and around the Dawson Trails development (Attachment F). It is anticipated that Dawson Trails will be developed over a

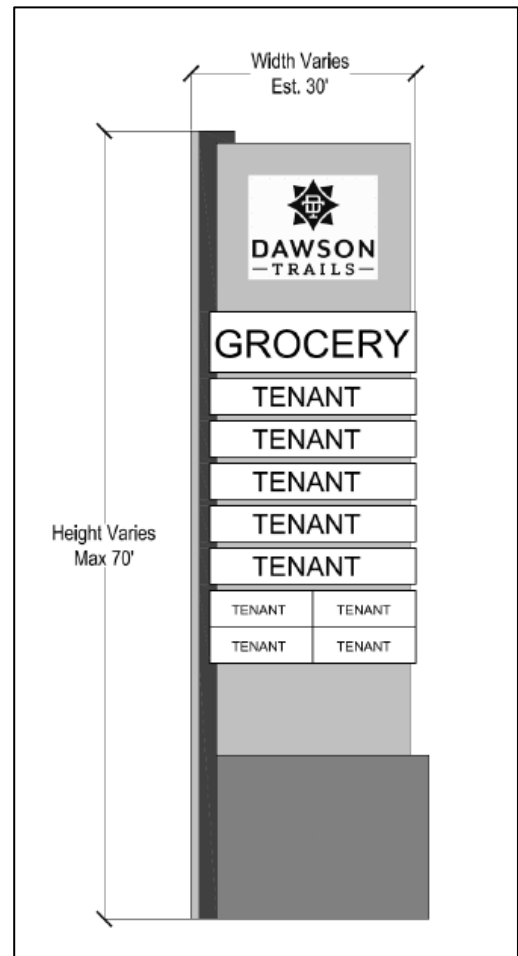


Figure 12: Conceptual Landmark Sign

period of 30 to 40 years. Town Public Works staff have reviewed and accepted the Dawson Trails TIA.

The first phase of the proposed development is anticipated to be completed in Year 2025 and is projected to include approximately 500 residential dwelling units and 180,000 square feet of general commercial/retail space. The second phase is anticipated to be completed by Year 2030 and estimated the completion of 3,100 residential dwelling units, 1,600,000 square feet of general commercial/retail/light industrial/flex space, and an elementary school with up to 450 students.

Full build out is anticipated to be completed by Year 2040 and includes an additional 2,250 residential dwelling units, 1,420,000 square feet of general commercial/retail/light industrial/flex space, an elementary school with up to 450 students, a high school with up to 2,000 students, a community facility (such as a recreation center or ice skating arena), and regional park. At full build out it is estimated Dawson Trails will generate approximately 87,025 daily vehicle trips. External trips, those that begin or end outside of Dawson Trails will account for approximately 61,455 daily vehicle trips. Internal trips, those that remain within Dawson Trails and do not utilize the interchange or external roadways, are estimated to be approximately 25,570 daily trips. The TIA also considered existing and anticipated background traffic, in addition to the estimated vehicle trips generated by the Dawson Trails PD.

The study grouped all road improvements necessary to accommodate the projected vehicle trips into three chronological phases, however some construction triggers are based on the actual vehicle trips that are generated. The bullet point lists below highlights some the key recommendations of the TIA that are attributed solely to traffic generated by the Dawson Trails development, grouped by the anticipated year they may be needed. There are other improvements necessitated by a combination of background traffic and the Dawson Trails development toward which the Dawson Trails' owners will contribute a share (such as Crystal Valley interchange). The DA, summarized later in this report, formalizes the developer/owner's obligations for on-site and off-site transportation improvements.

#### Year 2025:

- Dawson Trails Boulevard south of Plum Creek Parkway: Construct through Dawson Trails and up to Plum Creek Parkway with one lane per direction as an interim condition.
- The Dawson Trails Blvd and Plum Creek Parkway intersection will be signalized when warranted. The Dawson Trails project is funding a proportional share of this signal.
- West Frontage Road: Relocate west of the RR within the Dawson Trails boundaries to accommodate the Crystal Valley interchange. The West Frontage Road is replaced by Dawson Trails Blvd.
- Territorial Road at Twin Oaks Road / Clarkes Circle: Relocate intersections with the construction of a collector class street. At Twin Oaks Road, it is proposed that the northbound left-turn be restricted to reduce traffic through the rural community.
- New Roadway Infrastructure: Construct segments of the internal collector roadway network to serve the Phase 1 traffic.

#### Year 2030:

- Crystal Valley Parkway at Dawson Trails Boulevard: Provide the following additional lanes: second eastbound through lane, eastbound right-turn lane, second westbound left-

turn lane, second northbound and southbound through lanes, second southbound left-turn lane.

- Dawson Trails Boulevard south of Plum Creek Parkway: Widen roadway to ultimate four-lanes with two lanes per direction.
- Collector Class Street Intersections along Dawson Trails Boulevard: Proposed as multi-lane roundabouts.

Year 2040: To accommodate the background growth and trips generated by the full buildout of the Dawson Trails development, anticipated by year 2040, the following capacity improvements are expected to be needed:

- Crystal Valley Parkway at Dawson Trails Boulevard: Add the third westbound left-turn lane and receiving lane and second westbound through lane.
- Dawson Trails Boulevard south of Crystal Valley Parkway: Widen roadway to six-lanes (three per direction) between Crystal Valley Parkway and the second roundabout intersection to the south. Roundabouts will remain two circulating lanes with right-turn bypass lanes.
- Collector Class Street Intersections along Dawson Trails Boulevard: Proposed as multi-lane roundabouts.

#### *Mobility Hub/Park and Ride Improvements*

Dawson Trails development is dedicating 5 acres to the Town for a Mobility Hub, to operate as a Park and Ride in the interim. The site is located in close proximity to the existing railroad and will transition to a full mobility hub if that is funded in the Town's future.

#### *Water Infrastructure*

To adequately support the Dawson Trails development, two points of connection will need to be made to the Town's existing water system. The first will be along Crystal Valley Parkway to the east and the second will be made north of the development. All internal piping will be required of the developer to deliver the necessary flows and pressures to any point within the development. Due to the elevation changes within the proposed development, there will be three distinct pressure zones.

The connection to the Town's system will be a connection to the existing Blue pressure zone. A pump station will be needed to pump from the Blue pressure zone to the Red pressure zone with a new water storage tank being built at the same elevation as the existing storage tank within the development. A second pump station will be needed to pump from the Red pressure zone to the Green pressure zone. A future Green pressure zone tank will need to be constructed outside the development, due to the elevation constraints within the proposed Dawson Trails development. Since this new Green zone tank will be located outside the proposed development, the developer will need to acquire the land and build all necessary infrastructure to ensure water can safely be provided to this zone. Roadway construction and very limited onsite grading within the Green pressure zone boundary will be permitted until the Green zone tank infrastructure has been built.

None of the existing water infrastructure within the development constructed in the late 1980's and early 1990's will be permitted to be connected to the Town's water system, and will need to be removed. This includes all existing piping and related infrastructure.

### *Water Resources*

All groundwater rights associated with the Dawson Trails PD property must be dedicated to the Town. It is anticipated that the Dawson Trails owners will convey to the Town approximately 2,300 acre-feet of groundwater rights. Due to the property owner changes over decades, the water rights with the property, and titles, are under various stages of review by the Town's outside water attorney. No lots may be platted for development until such time as the Town has accepted the required groundwater rights to serve the platted areas. The Development Agreement (DA) contains details on the Dawson Trails Water Bank including SFE Credits, allowances for future deposits of water credits, requirements for water conservation through a Water Efficiency Plan, limitation on any development until water rights are approved by the Town, and consequences of exhausting the Water Bank.

### *Water Conservation*

A Water Efficiency Plan (WEP) was required for the Dawson Trails PD and is an attachment to the DA. The WEP provides specifications required for water saving indoor fixtures, and outdoor water reduction requirements that prohibit irrigated turf on commercial properties and residential front yards. Coloradoscape landscaping may be installed in residential front yards and a maximum of 500 square feet of irrigated turf will be allowed in residential backyards, regardless of the lot size. Irrigated turf is prohibited in multi-family complexes, except for outdoor activity areas. The provisions are the most restrictive water conservation tools to be implemented in Castle Rock.

### *Wastewater Infrastructure*

To safely convey wastewater away from the Dawson Trails development, the developer will need to connect to the Town's existing system at Plum Creek Parkway north of the development. All existing infrastructure installed decades ago will need to be removed and replaced. Lift stations may be required due to topography.

### *Floodplain*

There are five tributary drainageways to East Plum Creek within the Dawson Trails PD. These natural stream systems pose a moderate risk of flooding within the development area, and are subject to the Town's Floodplain Regulations. The developer will be required to preserve and fully stabilize these natural streams, in accordance with Town regulations, to ensure these natural resources are protected and flood risk is mitigated. Improvements may include grade control structures, regional detention and bank protection. The drainageways will generally be contained within open space dedicated to the Town of Castle Rock. The developer is also obligated to mitigate for off-site impacts to properties where the tributaries make their confluence with East Plum Creek.

### *Fiscal Impact Analysis*

The Town of Castle Rock Municipal Code states that a land use application proposing a major amendment to an existing Planned Development must address the fiscal impact of the proposal. The Fiscal Impact Analysis (FIA) generally compares the project's projected direct revenues through property, sales and use tax generation, to projected costs of providing urban services to the development.

Due to the scale and complexities of the Dawson Trails proposal, the Town obtained an independent FIA of the proposed project to determine the fiscal impact to the Town (Attachment L). The analysis and findings were completed by the firm of Economic & Planning Systems, Inc.

In summary, the Finance Department has reviewed the FIA and concluded that the FIA complies with Town Code.

### *Development Agreement*

A development agreement is a contract between the Town of Castle Rock and the property owner (Owner) that addresses required infrastructure improvements, development phasing, open space conveyances, water rights conveyances, Town service obligations, developer obligations and other relevant items. The following is a brief summary of the key elements of the DA. The development agreement is considered and acted on by Town Council.

The major obligations of the Dawson Trails Development Agreement (DA) are highlighted below.

- Owner shall be responsible for contributing \$50 Million to the total cost of the Crystal Valley Interchange (CVI).
- Owner shall design and construct the realigned west frontage road from Plum Creek Parkway to the southern boundary of the Dawson Ridge PD.
- Owner shall dedicate land for future fire station and pay \$4M toward the construction
- Metro District Service plan requires collection of 5 mills in property tax on all property in Dawson Trails that goes to Town for funding Town Services.
- Owner to dedicate land to Town for Mobility Hub/ Park-n-Ride lot near interchange.
- Owner shall convey to the Town the water rights to support the Town's obligation to provide a municipal water to the property.
- Developable lots may not be platted unless available water credits accepted by the Town have been provided.
- Owner shall implement the Water Efficiency Plan for all development within the property.
- Owner shall remove any existing onsite or offsite water, wastewater, and drainage infrastructure previously built to support this development.
- Owner, at its sole expense, shall design and construct the necessary water, wastewater, storm sewer and drainageway system improvements to serve the development.
- Owner shall design and construct an EVA through the property to provide access to Keene Ranch subdivision.

### **Public Notification and Outreach**

### Public Hearing Notice

Required public noticing was completed 15 days prior to the public hearing. Public hearing notice signs were posted on the property. Written notice letters were sent to all property owners and Homeowner Associations (HOA) within 500 feet of the property, as well as to property owners whose properties are located adjacent to the conceptual realignment of the west frontage road. In addition, written notices were emailed to persons who attended any of the neighborhood meetings and provided their email addresses.

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 and a webpage dedicated to the Dawson Trails Major PD Amendment.

### External Referrals

Requests for external referral comments were sent to local service providers, Douglas County government agencies and school district (DCSD), surrounding HOAs, as well as the Colorado Department of Transportation (CDOT), Colorado Geological Survey, Colorado Parks and Wildlife (CPW), Burlington Northern/Santa Fe Railroad (BNSF) and Plum Creek Water Reclamation Authority (PCWRA). All referral comments have been acknowledged or addressed. Referral comments of note are summarized below.

### *Surrounding HOAs*

The Twin Oaks HOA provided a list of issues of concern to their community (Attachment J). The HOA expressed concerns over increased traffic, impacts on unimproved county roads, cut-through traffic, the capacity of the Interchange to accommodate the Dawson Trails development, availability of water resources and impact to private wells, impacts to wildlife and the natural environment, need for wider buffers, and noise and light pollution, to name a few issues. They also asked for consideration of a gate to restrict access to their subdivision.

The Keene Ranch HOA expressed their primary concerns about impacts to private water wells, trail connections between Dawson Trails and Keene Ranch, trespassing on county property, adherence to Dark Sky criteria, and wider buffers for wildlife movement (Attachment K). The HOA also asked that an EVA through Dawson Trails to Keene Ranch.

In response to input from the HOAs, the following steps were taken and revisions were made to the PD Plan:

- The developer is working with the Twin Oaks HOA on relocating the entrance to the subdivision, and designing and construction entrance features that distinguish the county neighborhood and discourage unintentional vehicle trips. Privatization and/or gating of county roads is a determination that Douglas County would make. The Town would not object, as access through Twin Oaks is not a component of the Dawson Trails traffic circulation system and does not affect the function of the new Interchange.
- The traffic volumes generated by Dawson Trails will be accommodated by the capacity of the new Interchange, as well as realignment and widening of the west frontage road and extending its connection from Tomah Road to Plum Creek Parkway.

- All water rights associated with the property must be dedicated to the Town.
- The Town reserves the right to drill new water wells in Dawson Trails, however the Town must apply to the State Engineer for well permits and is subject to the same criteria for approval as owners of private wells.
- The initial submittal of the PD Plan set a minimum open space buffer of 100 feet. In response to requests from county residents and in consideration of wildlife in the area, the width of the open space buffers with Keene Ranch and Twin Oaks neighborhoods has been increased. In addition, a Transition Zone was added to the plan that establishes minimum lot sizes and special development standards.
- Areas of unique topography and stands of mature pines are preserved in open space dedications.
- The Town and developer have committed to providing an EVA between Keene Ranch and Dawson Trails. Depending on the new configuration of the Twin Oaks entry, an additional EVA may be provided to Twin Oaks, as well.
- Additional fencing will not be installed around the perimeter of Dawson Trails. Private lots within Dawson Trails that abut open space will be required to use wildlife friendly fencing. Trails within open space corridors will be located away from county properties, wherever possible.
- Dawson Trails will be subject to the Town's Illumination code that is based on the Dark Sky criteria.
- The initial Dawson Trails sign regulations allowed LED highway oriented signs. In response to objections from county residents, highway oriented LED signs are now prohibited in Dawson Trails.

### *Colorado Parks and Wildlife*

Colorado Parks and Wildlife (CPW) acknowledged that it is impossible to eliminate impacts of development on wildlife, however, impacts can be minimized through clustering configurations, density reduction and providing open space and connections for movement of wildlife (Attachment G).

The Dawson Trails PD plan provides a continuous open space buffer on the north, west and south periphery of the development south of Territorial Road. The buffer width varies with the natural features, ranging from a minimum of 250 feet to 1,506 feet. Existing east/west drainageway corridors will be preserved with the PD. In addition, the proposed rezoning represents a 26% reduction in residential density, an 83% reduction in commercial square footage and an approximate 66% increase in open space, over the existing underlying PD zoning.

### *Black Hills Energy*

Black Hills Energy identified an active natural gas distribution main that runs through the former Dawson Ridge portion of the Dawson Trails PD and serves Keene Ranch to the west. In addition, a distribution main running parallel to Territorial Road serves Twin Oaks.

Both the developer and the Town acknowledge their responsibility to relocate the distribution mains prior to the commencement of construction within Dawson Trails and the Crystal Valley/I-25 Interchange.

## *CORE Electric Cooperative (CORE)*

CORE requires that a 115 Kv transmission line and substation be included as permitted uses in the planning areas and open space tracts adjacent to the east boundary of Dawson Trails. The PD Zoning Regulations allow public utilities and specifically facilities for the storage and distribution of electricity in the pertinent planning areas.

### *Neighborhood Meetings and Public Outreach*

#### *Neighborhood Meetings*

The Town Code requires an applicant conduct a minimum of three neighborhood meetings; the first to be held prior to submittal of the land use applicant, and the final to be held just prior to the first public hearing. The purpose of the neighborhood meeting is to engage the public and surrounding property owners, in particular, the development process by taking feedback, hearing concerns and revising the plan to mitigate the issues, where possible. Town staff attends each neighborhood meeting to listen to the issues raised and answer any process-related questions.

The applicant has held five neighborhood meetings to present background information about the property, proposed rezoning, answer questions and take feedback. The first neighborhood meeting was held on April 13, 2021 using a virtual format. The meeting was well attended, with approximately 133 members of the public participating. All meeting summaries are included in Attachment H.

Participants expressed frustration with the virtual format and did not believe their questions and concerns had been adequately addressed. As a result, the applicant conducted a second meeting, prior to submittal of the application, on May 24, 2021. This meeting, and all subsequent meetings were conducted with a hybrid format, which offered both in-person and virtual attendance and participation, and the meetings continued until there were no further questions or comments by the audience.

The second meeting was attended by approximately 77 members of the public, either in-person or virtually. At the meeting the applicant provided essentially the same information as was discussed at the first meeting, such as the history of the property, the proposed zoning, buffers and open space, the PD amendment process and anticipated timeline. The applicant also discussed the realignment of the west frontage road and the location and potential timeline of the proposed Crystal Valley/I-25 Interchange, even though the Interchange CIP project is not part of the PD amendment application.

The formal land use application was submitted on August 18<sup>th</sup>, and subsequent neighborhood meetings conducted in a hybrid format were held throughout the review process on October 12, 2021, February 7, 2022 and June 27, 2022. Attendance at the meetings varied, with approximately 40 members of the public attending meeting 3, 184 people attending meeting 4 and approximately 70 people attending the most recent meeting number 5. At each meeting the applicant began by describing changes that had been made to the proposal since the previous neighborhood meeting, followed with a presentation of the revised development plan and a period of questions and answers.

### *Additional Outreach Efforts and Public Feedback*

Beyond the scheduled neighborhood meetings, the applicant has had at least ten additional meetings with surrounding neighbors to discuss the overall PD Plan and Zoning, take input, address concerns and collaborate on solutions. Town staff has typically not attended these meeting.

Public input on the project has come through the neighborhood meetings, additional outreach meetings and over 200 emails received by the Town from people interested in the proposal. The emails have been made part of the project record. Due to the volume and file sizes, copies of the emails are not attached to this staff report, but rather have been uploaded to shared folder that is accessible to the Planning Commission, Town Council and the public at <https://crgov-my.sharepoint.com/:f/p/svossler/EuqlR3HZCQ1Do6X0i-ONJIMBWf7I93WTFzATGQHAcV3nYg> (Attachment I). Copies of the emails may be downloaded and printed from the shared folder.

Feedback on the proposal has come predominantly from county residents, many of whom have expressed opposition to the proposed rezoning and development of the property. Staff has received some inquiries from Town residents primarily about the details of the proposal, and the status and timing of the Interchange project. In no particular order, the themes and areas of concern most often expressed at the meetings and articulated through the email correspondence are

- **Traffic/Transportation Improvements:** The impacts of traffic and the transportation improvements on county roads due to cut-through traffic, the number of points of access to Dawson Trails, realignment of the west frontage road and closing of the existing alignment, costs, timing and funding source of the Interchange, increased noise and light pollution and concern for property values and quality of life. Additionally, many expressed doubt that anyone would use the mobility hub/park and ride, and stated concerns that its presence would attract undesirable activity.
- **Wildlife:** Many expressed concern over the impact of development on the wildlife often seen on the property, and in the surrounding area.
- **Open Space, Buffers, Trails:** There were concerns over the amount of open space provided in Dawson Trails, the width of the open space along the north, south and west boundaries was perceived to be too narrow for an adequate buffer and wildlife movement corridors. Some objected to locating natural surface trails in the dedicated open space adjacent to Twin Oaks and Keene Ranch. Any trail connection to the surrounding county subdivisions was opposed and many expressed concerns that people using the trails would go off the designated trails and trespass on to private property in the county.
- **Water and Wastewater:** There were many question about how the property would be provided water and sanitary sewer services. Most concerns about the availability of water resources to meet the needs of the development related to fears about impacts to private wells in the surrounding subdivision, whether or not the Town opted to drill water wells in Dawson Trails in the future.
- **Zoning and Development Standards:** Much of the feedback expressed opposition to the PD amendment and development of the property based on a preference for a greater reduction in density, for large lots similar in size to the surrounding county lots, for much reduced building heights, and elimination of multifamily uses. Many indicated the belief that commercial development should be located elsewhere in Castle Rock, and some

questioned whether any additional commercial development was necessary in the Town. Again, light and noise impacts related to the development and impacts to the schools were concerns.

- Emergency services: Some questioned how the Crystal Valley Parkway Fire Station could effectively serve Dawson Trails. Many felt the WUI mitigation plan was insufficient, and believe that traffic from the new development will block county evacuation routes. A request for an EVA along the common boundary with Keene Ranch was requested.

## **Analysis**

This staff analysis takes into account the representations made in the Dawson Trails PD application, and the supporting reports and analyses submitted to date. Staff reviewed the submitted information for compliance with the Castle Rock Municipal Code (CRMC) section 17.34.030 as detailed below.

### **Planned Development Plan Approval Criteria and Analysis, CRMC 17.34.030:**

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

*The proposed Dawson Trails PD meets this criterion. The development proposal conforms to the Town of Castle Rock 2030 Vision, in that the proposed PD Plan and Zoning Regulations:*

- *Promote a diversified local economy, job creation and economic development*
- *Encourage retail and employment-based business opportunities at the new Crystal Valley / I-25 Interchange*
- *Provide opportunities for a variety of recreational opportunities and community events*
- *Balance housing, services, and employment while preserving and enhancing surface transportation, open space, water and other natural resources*

*Further, the PD Plan and Zoning meet the objectives of the Town's 2030 Comprehensive Master Plan by supporting the Four Cornerstone principles of Distinct Town Identity, Responsible Growth, Community Services and Thriving Economy. In support of the Distinct Town Identity principle, the PD Plan:*

- *Allows uses that contribute to the tradition of local community events, including art, cultural and entertainment opportunities and advance Castle Rock as a vibrant freestanding, self-sustaining community*
- *Includes an open space plan and public land dedications that preserve the natural environment and scenic vistas, as well as expands the Town's accessible, well-distributed system of parks, recreation facilities, open space and trails.*

*Castle Rock is a growing urban community. The development plan supports the Responsible Growth cornerstone by:*

- *Planning for and accommodating the needs of existing and future residents*

- *Offering cohesive neighborhoods, with a mix of land uses that support a variety of lifestyle options for Castle Rock residents*
- *Including a phasing plan that advances orderly, cost-effective and fiscally responsible growth*
- *Including buffers and a Transition Zone that recognizes, and is sensitive to, the scale and character of the surrounding neighborhoods*
- *Planning for integrated, multimodal transportation opportunities*
- *Protecting and preserving sensitive areas, ridgelines and open space*

*The Community Services cornerstone principles that support public health, safety and welfare for Castle Rock residents and businesses are met by:*

- *Providing land dedication for Town facilities such as a fire station. The developer will also contribute to the construction of a fire station that will provide emergency services for Town and County residents.*
- *Providing land dedication for construction of a Public Works service facility that will position key road equipment, such as snow plows, closer to development on the south end of Town.*
- *Providing zoning that allows health services, public and private educational facilities, as well as parks and recreation facilities*
- *Providing land for a Park and Ride facility, in the short term, that could transition into a multimodal hub given its proximity to the Interchange and the railroad*
- *Preserving scenic open space and providing a well-connected system of pedestrian trails*
- *Requiring sufficient right-of-way corridors for appropriate transportation infrastructure sized to meet necessary capacities and designed to provide efficient road connections and vehicle circulation.*

*The Thriving Economy cornerstone is intended to ensure Castle Rock is a self-sufficient community where people can work, live and play. The plan meets this principle by:*

- *Creating zoning that offers a broad range of primary employment opportunities and non-residential uses that maintain a healthy tax base, as well as mixed use neighborhoods that include complimentary and compatible land uses*
- *Locating business and industrial uses along the I-25 corridor*

*In addition, the PD plan meets the general design principles of land development by preserving areas of mature vegetation, the dominant north/south ridgeline, and drainageways, exceeding the minimum open space requirement, and conveying all water rights to the Town.*

#### **B. Relationship to surrounding area.**

*From the time of annexation and the earliest zoning, the property within the Dawson Trails PD has been an area of Town where intentional urban-level entitlements are adjacent to large lot county zoning. The proposed rezoning, while still an urban development, represents a substantial reduction in residential density and non-residential square footage, and significant increase in open space acreage and buffers.*

*In response to feedback from surrounding neighbors, the open space buffer along the northern boundary with Twin Oaks and the south boundary with Keene Ranch was increased from 100 feet to 250 feet. The minimum open space buffer along the west boundary with Keene Ranch is 365 feet. A Transition Zone has been added to planning areas in the West Character area to establish minimum lot sizes and development standards to further mitigate impacts to county residents.*

*The plan provides a variety of housing types, densities and open space designations that locates the higher density attached and multifamily residential and the active open space uses in the Central and East Character area.*

*Internally, the Central area provides a transition between the East and West areas, and their respective densities and uses. Along the shared boundary with county development, the prescriptive buffers meet or exceed the requirements of the Residential/Nonresidential Interface and the Dissimilar Interface requirements, therefore additional buffers will not be required. The Interface mitigation requirements will be applied to development that is adjacent to the county, as appropriate. The Interface regulations are not applicable to development within Dawson Trails.*

#### **C. Circulation and connectivity.**

*The proposed PD plan complies with this criterion by providing appropriate internal pedestrian and vehicle circulation, capacity and connectivity, and the DA obligates the developer to required offsite improvements. The road improvements will be phased to correspond to the rate of development within the PD. For example, in the short term, the developer will contribute to the cost of constructing the new Crystal Valley/I-25 interchange and will be responsible for extending the realigned west frontage road, to be named Dawson Trail Boulevard, from Plum Creek Parkway south to the southern boundary of Dawson Trails. Douglas County will extend Dawson Trails Boulevard to Tomah Road.*

*As noted previously in this report, an EVA will be provided along the boundary with Keene Ranch, as requested by Douglas County and the county residents. The placement of the Interchange and collector roads in Dawson Trails will impact the current access road to Twin Oaks via Clarke Circle and Twin Oaks Road. The developer is working with the Twin Oaks HOA on new access point(s) to serve the Twin Oak subdivision prioritizing a design that provides neighborhood identification, but discourages cut-through traffic. The DA formalizes the developer's obligation to design and construct the new entrance.*

#### **D. Service, phasing and off-site impacts.**

*The proposed PD amendment complies with this criterion. The PD plan, phasing plan and DA establish the necessary onsite and offsite improvements to service Dawson Trails with adequate municipal water, wastewater and sewer services. The developer is responsible for the cost and construction of the infrastructure improvements to serve the property. The Owner will contribute to the total cost of new Interchange. The Fiscal*

*Impact Analysis demonstrates the Dawson Trails development will have a net positive impact on the Town.*

*The major drainageways must be preserved and stabilized as required by the phasing plan. The groundwater rights will be dedicated to the Town creating Dawson Trails Water Bank. Application of the stringent Dawson Trails Water Efficiency Plan is intended to significantly reduce the water demand of the development.*

E. Open space, public lands and recreation amenities.

*The Dawson Trails PD meets or exceeds the requirements of this criterion. The open space reservations and public land dedications are of an appropriate configuration and location within the site and comply with applicable requirements of Chapter 16.08, CRMC and this Title. Planned Developments are required to provide a minimum of 20% open space. The Dawson Trails PD provides 36% of the site as open space. An additional 11% of the PD is zoned as public land to provide three school sites, two regional park sites, and land for a future fire station, Public Works service yard for snow plowing operations, and potential water well sites and water treatment facility.*

*Hard and soft surface trails will connect open space, parks, recreation facilities and link to the commercial use areas through a series of grade-separated crossings. Public and private open space will also provide buffers and density relief, preserve natural features such as significant tree stands, ridges and drainageways.*

F. Preservation of natural features.

*The PD plan complies with this criterion. As noted in E above, the PD Plan limits disturbance to the site's major environmental characteristics including drainageways, topography, view sheds and vegetation. The proposed PD Plan and zoning accommodate the Skyline/Ridgeline Protection Regulations in Chapter 17.48 and reasonably mitigates visual impacts upon off-site areas.*

*The PD Plan and zoning are designed to mitigate impacts to wildlife with connected open space corridor, preservation of mature stands of pines and Gambel oak, wildlife-friendly fencing along rear yards adjacent to open space, and by locating the higher density and intensity uses in the east Central and East Character areas in proximity to the major arterial, I-25 and the new Interchange.*

*Development on the site will comply with state and federal regulations such as the Migratory Bird Act. Due to the presence of prairie dog burrows north of Territorial Road, a Burrowing Owl survey will be complete prior to development in that area.*

### **Budget Impact**

Development of the property will generate review and impact fees, along with use taxes for commercial development. Future sales tax generation will provide additional revenue to fund Town services.

### **Findings**

All staff review comments and external referral comments have been addressed. As such, Town staff finds the Dawson Trails PD:

- Generally, conforms with the objectives of the Town Vision and the Comprehensive Master Plan; and
- Meets the review and approval criteria of the Castle Rock Municipal Code, Chapter 17.34.

### **Recommendation**

Staff recommends that Planning Commission recommend approval of the Dawson Trails PD to Town Council.

### **Proposed Motions**

#### **Option 1: Approval**

*"I move to recommend approval of the Dawson Trails Planned Development Plan and Zoning Regulations to Town Council."*

#### **Option 2: Approval with Conditions**

*"I move to recommend approval of the Dawson Trails Planned Development Plan and Zoning Regulations to Town Council, with the following conditions:" (list conditions)*

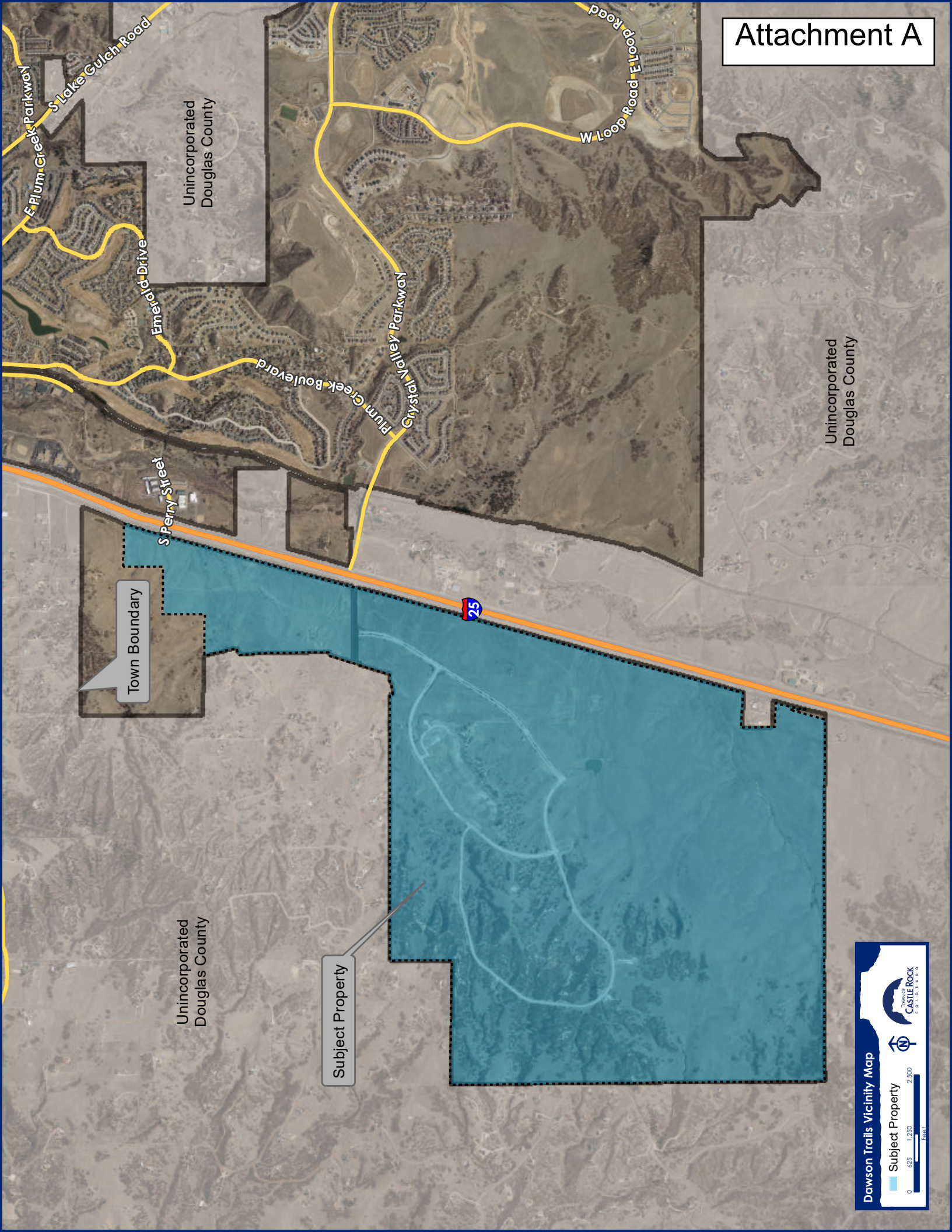
#### **Option 3: Continue item to next hearing (need more information to make decision)**

*"I move to continue this item to the Planning Commission meeting on [date], 2022, at [time]."*

### **Attachments**

Attachment A:	Site Vicinity Map
Attachment B:	Proposed Dawson Trails Planned Development Plan and Zoning Regulations
Attachment C:	Castle Rock Ranch Planned Development – 1984
Attachment D:	Westfield Trade Center Planned Development Plan – 1989
Attachment E:	Dawson Ridge Planned Development Plan – 1986
Attachment F:	Traffic Impact Analysis
Attachment G:	Colorado Parks and Wildlife Referral Letter
Attachment H:	Summaries of Neighborhood Meetings
Attachment I:	Emails from the Public (link)
Attachment J:	Twin Oaks HOA External Referral Comments
Attachment K:	Keene Ranch HOA External Referral Comments
Attachment L:	Fiscal Impact Analysis
Attachment M:	Colorado Division of Wildlife – Elk Ranges





Town Boundary

Unincorporated Douglas County

Subject Property

Unincorporated Douglas County

Unincorporated Douglas County

**Dawson Trails Vicinity Map**

Legend:  
■ Subject Property

Scale:  
0 625 1,250 2,500 Feet

Town of CASTLE ROCK COLORADO

# DAWSON TRAILS

## PLANNED DEVELOPMENT PLAN AND ZONING REGULATIONS

(AN AMENDMENT TO THE DAWSON RIDGE PRELIMINARY P.U.D. SITE PLAN AND A PORTION OF THE WESTFIELD TRADE CENTER PRELIMINARY P.U.D. SITE PLAN)

TWO PARCELS OF LAND BEING ALL OF SECTION 28 AND PORTIONS OF SECTIONS 15, 21, 22, 27, 29, 32, 33 & 34, TOWNSHIP 8 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO

### VICINITY MAP



### SHEET INDEX

- SHEET 1.....COVER
- SHEET 2.....OWNERSHIP CERTIFICATION
- SHEET 3-8.....PLANNED DEVELOPMENT PLAN
- SHEET 9.....OPEN SPACE, PUBLIC LAND, AND TRAILS PLAN
- SHEET 10.....NATURAL FEATURES MAP
- SHEET 11.....PHASING PLAN
- SHEET 12.....GRADING & DRAINAGE PLAN
- SHEET 13.....WILDLAND MANAGEMENT PLAN
- SHEET 14-18.....PD ZONING REGULATIONS
- SHEET 19.....ARCHITECTURAL DESIGN STANDARDS
- SHEET 20.....SIGN DESIGN STANDARDS

### PURPOSE STATEMENT

THE DAWSON TRAILS PDP IS AN AMENDMENT TO THE DAWSON RIDGE PRELIMINARY P.U.D. SITE PLAN AND A PORTION OF THE WESTFIELD TRADE CENTER PRELIMINARY P.U.D. SITE PLAN TO ZONE THE PROPERTY FOR RESIDENTIAL, MIXED USE, COMMERCIAL, INDUSTRIAL, OPEN SPACE, AND P.L.D.

### VESTING

THIS DAWSON TRAILS PLANNED DEVELOPMENT PLAN INCLUSIVE OF THE EMBEDDED PD ZONING REGULATIONS CONSTITUTES A SITE SPECIFIC DEVELOPMENT PLAN PURSUANT TO CHAPTER 17.08 OF THE CASTLE ROCK MUNICIPAL CODE AND §24-68-101, ET SEQ., C.R.S., AND ESTABLISHES VESTED PROPERTY RIGHTS THROUGH DECEMBER 31, 2052, TO UNDERTAKE AND COMPLETE THE DEVELOPMENT AND USE OF THE PROPERTY IN ACCORDANCE WITH THIS PLAN. THE TOWN COUNCIL MAY APPROVE A ONE TIME TEN-YEAR EXTENSION OF THE VESTING PERIOD, NOT TO EXCEED DECEMBER 31, 2062.

### TECHNICAL CRITERIA VARIANCE APPROVAL

TCV22-0031  
APPROVED 5/11/2022  
APPROVAL ALLOWS FOR REDUCED INTERSECTION SPACING BETWEEN FULL MOVEMENT INTERSECTIONS ALONG DAWSON TRAIL BLVD/PRAIRIE HAWK DR.

### SUMMARY TABLE

CHARACTER AREA	PLANNING AREA	LAND USE TYPE	ACREAGE	MAX. DWELLING UNITS	MIN TRANSITION LOT SIZE	MIN. NON-RES AREA (AC)	% OF PROPERTY	MAX BUILDING HEIGHT (1)
WEST	A	SFD	296.5	471	7,700 sf	N/A	11.5%	35'
	B-1	SFD	124.4	484	6,000 sf	N/A	8.0%	35'
	B-2	SFD	58.9	228	6,000 sf	N/A	2.9%	35'
Totals			N/A	419.8	1,183	N/A	N/A	20.3%
CENTRAL	C-1	SFD, SFA, MF, Non-Res	151.9	481	N/A	N/A	7.4%	46'
	C-2	SFD, SFA, MF, Non-Res	187.4	508	N/A	N/A	9.1%	50'
	D	SFD, SFA, MF, Non-Res	206.2	1,938	N/A	N/A	10.0%	60'
Totals			N/A	545.5	3,327	N/A	N/A	26.4%
EAST	E-1	Non-Res	6.5	N/A	N/A	6.5	0.3%	50'
	E-2	SFD, SFA, MF, Non-Res	62.4	400	N/A	N/A	3.0%	60'
	F-1	SFA, MF, Non-Res	41.0		N/A		2.0%	79/90' (1)
	F-2	SFA, MF, Non-Res	33.4	940	N/A	45	1.8%	79/90' (1)
	F-3	SFA, MF, Non-Res	81.9		N/A		4.0%	79/90' (1)
	G-1	Non-Res	62.6	0	N/A	95.9	3.0%	79/90' (1)
	G-2	Non-Res	4.3	0	N/A		0.2%	79/90' (1)
Totals			N/A	292.1	1,340	N/A	118.4	14.2%
MAX. DWELLING UNITS - ALL 3 CHARACTER AREAS COMBINED (NOT TO EXCEED)								5,850
MAX. MULTI-FAMILY DWELLING UNITS (LOCATED IN C-1, C-2, D, E-2, F-1, F-2, F-3)								2,400
MAX. COMM. NON-RES. SQ. FT. - EAST & CENTRAL CHARACTER AREAS								3,200,000
PLANNING AREAS			1,257.4					80.9%
OPEN SPACE (PL-2 & OS)			533.0					25.6%
PUBLIC LAND DEDICATION (PL-1)			227.8					11.0%
ROW (ARTERIAL)			45.7					2.2%
TOTAL PROPERTY (APPROXIMATELY)			2,063.7					100.0%

### LAND USE SUMMARY NOTE:

- FOR PLANNING AREAS F AND G, VERTICAL MIXED-USE, HOSPITALITY, MEDICAL, OFFICE, AND MULTI-FAMILY RESIDENTIAL USES ARE ALLOWED TO HAVE A MAXIMUM HEIGHT OF 90 FEET PER SECTION 8.11 ON SHEET 17.

### PDP STANDARD NOTES

- A SMALL PORTION OF THE MINERAL RIGHTS ASSOCIATED WITH THIS PROPERTY HAVE BEEN SEVERED. FOR THE SMALL PORTION OF SEVERED MINERAL RIGHTS, A WAIVER OF NOTICE BY SUCH HOLDER HAS BEEN RECEIVED AS A PART OF THE AMENDMENT.
- THIS PROPERTY LIES WITHIN FEMA ZONE X, THE UNSHADED AREA OF FIRM MAPS NO. 08035C0282G, 08035C0301G, 08035C0283F, 08035C0284G, AND 08035C0292F. REVISED MARCH 16, 2016. NO STRUCTURES SHALL BE PERMITTED IN THE APPROVED 100-YEAR FLOOD PLAIN. THE SITE ALSO HAS MAJOR DRAINAGEWAYS WITH BASIN AREAS GREATER THAN 130 ACRES ON-SITE.
- THIS PROPERTY IS WITHIN THE TOWN OF CASTLE ROCK BLUE, RED AND GREEN WATER PRESSURE ZONES.
- ALL WEATHER (CONCRETE OR ASPHALT) SURFACED ACCESS ROADS CAPABLE OF WITHSTANDING THE IMPOSED LOADS OF FIRE APPARATUS (75,000 LBS) AND ALL REQUIRED FIRE HYDRANTS SHALL BE INSTALLED AND MADE SERVICEABLE PRIOR TO AND DURING ALL VERTICAL CONSTRUCTION.
- RIGHT-OF-WAY FOR INGRESS AND EGRESS FOR EMERGENCY VEHICLES IS GRANTED OVER, ACROSS, ON AND THROUGH ANY AND ALL PRIVATE ROADS AND DRIVES.

### GENERAL NOTES

- ALL DEVELOPMENT ASSOCIATED WITH THE DAWSON TRAILS PDP SHALL COMPLY WITH ALL FEDERAL, STATE AND TOWN REGULATIONS REGARDING WILDLIFE INCLUDING THE MIGRATORY BIRD ACT AND BURROWING OWL SURVEY IF REQUIRED.
- UPDATED SOILS REPORTS SHALL BE SUBMITTED WITH EACH SITE DEVELOPMENT PLAN AND/OR PLAT.
- ALL EVA ACCESS GATES WILL INCLUDE AN OPTICOM SYSTEM OR OTHER SYSTEM APPROVED BY THE TOWN OF CASTLE ROCK FIRE DEPARTMENT.
- A WILDLAND/URBAN INTERFACE WILDFIRE VEGETATION MANAGEMENT PLAN (PLAN), OR COMPLIANCE LETTER, IS REQUIRED TO BE SUBMITTED FOR EACH PHASE OF THE PLANNED DEVELOPMENT WITH THE FIRST SGP OR CONSTRUCTION DRAWINGS FOR EVALUATION AND APPROVAL BY THE TOWN OF CASTLE ROCK FIRE DEPARTMENT. THE PLAN SHALL BE DEVELOPED BY A DESIGN PROFESSIONAL, FAMILIAR WITH WILDFIRE MITIGATION TECHNIQUES AND STANDARDS. REFER TO SHEET 13 AND THE TOWN OF CASTLE ROCK COMMUNITY WILDFIRE PROTECTION PLAN.

### LEGAL DESCRIPTION

TWO (2) PARCELS OF LAND PORTIONS OF SECTIONS 15, 21, 22, 27, 29, 32, 33 & 34, TOWNSHIP 8 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE BEARINGS FOR THIS DESCRIPTION ARE BASED ON THE NORTH LINE OF THE SOUTH HALF OF THE SOUTH HALF OF SECTION 21, TOWNSHIP 8 SOUTH, RANGE 67 WEST OF THE SIXTH P.M., BEING ASSUMED TO BEAR 89°55'56", FROM THE SOUTH 1/16TH CORNER OF SAID SECTIONS 21 & 22, BEING MONUMENTED BY A PIPE WITH A 2" ALUMINUM CAP STAMPED "LS 6935" TO THE SOUTH 1/16TH CORNER OF SAID SECTIONS 20 & 21, BEING MONUMENTED BY A PIPE WITH A 2 INCH ALUMINUM CAP, STAMPED "LS 6935", WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO.

### PARCEL 1:

BEGINNING AT THE SOUTH 1/16TH CORNER OF SAID SECTIONS 21 & 22, ALSO BEING A POINT ON THE SOUTH LINE OF TWIN OAKS, A SUBDIVISION PLAT RECORDED AT RECEPTION NO. 161972, IN THE RECORDS OF THE DOUGLAS COUNTY CLERK AND RECORDER'S OFFICE; THENCE S 89°28'35" E, ALONG THE SOUTH LINE OF SAID TWIN OAKS SUBDIVISION AND ALONG THE NORTH LINE OF THE SOUTH HALF OF THE SOUTH HALF OF SAID SECTION 22, A DISTANCE OF 404.37 FEET TO A POINT ON THE WEST LINE OF THE TWIN OAKS ROAD RIGHT-OF-WAY, AS DESIGNATED BY SAID TWIN OAKS SUBDIVISION; THENCE ALONG THE WEST LINE OF SAID TWIN OAKS DRIVE RIGHT-OF-WAY AND ALONG THE SOUTH LINE OF THE TERRITORIAL ROAD RIGHT-OF-WAY, AS DESIGNATED BY SAID TWIN OAKS SUBDIVISION, THE FOLLOWING FOUR (4) COURSES:

- S 02°01'48" E, A DISTANCE OF 52.10 FEET TO THE SOUTH LINE OF SAID TERRITORIAL ROAD RIGHT-OF-WAY;
- N 87°58'41" E, A DISTANCE OF 109.24 FEET TO A POINT OF CURVATURE;
- ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 245.68 FEET, A CENTRAL ANGLE OF 28°36'44" AND AN ARC LENGTH OF 122.69 FEET;
- N 87°21'57" E, A DISTANCE OF 23.19 FEET TO A POINT ON THE SOUTH LINE OF SAID TWIN OAKS SUBDIVISION;

THENCE S 89°28'35" E, ALONG SAID SOUTH LINE, A DISTANCE OF 174.31 FEET TO THE SOUTHEAST CORNER OF SAID TWIN OAKS SUBDIVISION; THENCE N 17°17'13" E, ALONG THE EAST LINE OF SAID TWIN OAKS SUBDIVISION, A DISTANCE OF 139.27 FEET TO A POINT ON THE EAST LINE OF SAID TERRITORIAL ROAD RIGHT-OF-WAY AND A POINT OF NON-TANGENT CURVATURE;

THENCE ALONG THE EAST LINE OF SAID TERRITORIAL ROAD RIGHT-OF-WAY THE FOLLOWING TWO (2) COURSES:

- ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 198.98 FEET, A CENTRAL ANGLE OF 31°52'19" AND AN ARC LENGTH OF 110.69 FEET, SUBTENDED BY A CHORD OF WHICH BEARS N 33°13'23" E, A DISTANCE OF 109.26 FEET;
- N 17°17'13" E, A DISTANCE OF 534.55 FEET TO A POINT ON THE SOUTH LINE OF THE TERRITORIAL ROAD RIGHT-OF-WAY AS DESIGNATED BY THAT DEED RECORDED AT RECEPTION NO. 8816440, SAID DOUGLAS COUNTY RECORDS;

THENCE N 89°40'41" E, ALONG SAID SOUTH LINE, A DISTANCE OF 1599.61 FEET TO A POINT ON THE WEST LINE OF THE BURLINGTON NORTHERN SANTA FE RAILROAD RIGHT-OF-WAY; THENCE S 15°17'57" W, ALONG SAID WEST LINE, A DISTANCE OF 8675.32 FEET TO THE NORTHEAST CORNER OF THAT PARCEL OF LAND DESCRIBED IN THAT DEED RECORDED AT RECEPTION NO. 2004131453, SAID DOUGLAS COUNTY RECORDS;

THENCE ALONG THE NORTH, WEST AND SOUTH LINES OF SAID PARCEL, THE FOLLOWING THREE (3) COURSES:

- S 89°46'16" E, A DISTANCE OF 678.73 FEET;
- S 00°19'26" W, A DISTANCE OF 600.54 FEET;
- S 89°29'06" E, A DISTANCE OF 515.85 FEET TO A POINT ON THE WEST LINE OF SAID BURLINGTON NORTHERN SANTA FE RAILROAD RIGHT OF WAY;

THENCE S 15°17'57" W, ALONG SAID WEST LINE, A DISTANCE OF 547.53 FEET TO A POINT ON THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 33; THENCE N 00°02'14" W, ALONG SAID EAST LINE, A DISTANCE OF 226.55 FEET TO A POINT ON THE WEST LINE OF SAID BURLINGTON NORTHERN SANTA FE RAILROAD RIGHT-OF-WAY;

THENCE S 15°17'57" W, ALONG SAID WEST LINE, A DISTANCE OF 789.53 FEET TO A POINT ON THE SOUTH LINE OF THE NORTH HALF OF SAID SECTION 33;

THENCE N 89°38'18" W, ALONG SAID SOUTH LINE, A DISTANCE OF 5123.28 FEET TO THE EAST QUARTER CORNER OF SAID SECTION 32, ALSO BEING THE NORTHEAST CORNER OF KEENE RANCH FILING NO. 1, A SUBDIVISION PLAT RECORDED AT RECEPTION NO. 9523375, SAID DOUGLAS COUNTY RECORDS;

THENCE S 89°21'58" W, ALONG THE NORTH LINE OF SAID KEENE RANCH FILING NO. 1 AND ALONG THE SOUTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 32, A DISTANCE OF 2414.68 FEET TO THE SOUTHEAST CORNER OF THAT PARCEL OF LAND DESCRIBED IN THAT DEED RECORDED AT RECEPTION NO. 2004061359, SAID DOUGLAS COUNTY RECORDS; THENCE ALONG THE EAST AND NORTH LINES OF SAID PARCEL OF LAND, THE FOLLOWING TWO (2) COURSES:

- N 00°19'46" W, A DISTANCE OF 208.73 FEET TO THE NORTHEAST CORNER OF SAID DEED;
- S 89°21'58" W, A DISTANCE OF 208.73 FEET TO A POINT ON THE WEST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 32, ALSO BEING A POINT ON THE EAST LINE OF SAID KEENE RANCH FILING NO. 1;

THENCE N 00°19'46" W, ALONG THE EAST LINE OF SAID KEENE RANCH FILING NO. 1, ALONG THE EAST LINE OF KEENE RANCH FILING NO. 2, A SUBDIVISION PLAT RECORDED AT RECEPTION NO. 9639479, SAID DOUGLAS COUNTY RECORDS, AND ALONG THE WEST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 32, A DISTANCE OF 2505.72 FEET TO THE NORTH QUARTER CORNER OF SAID SECTION 32;

THENCE N 00°39'34" W, ALONG THE EAST LINE OF SAID KEENE RANCH FILING NO. 2, AND ALONG THE WEST LINE OF THE EAST HALF OF SAID SECTION 29, A DISTANCE OF 5308.62 FEET TO THE NORTH QUARTER CORNER OF SAID SECTION 29, BEING THE NORTHEAST CORNER OF SAID KEENE RANCH FILING NO. 2 PLAT, AND THE SOUTHWEST CORNER OF CASTLE MESA SOUTH, A SUBDIVISION PLAT RECORDED AT RECEPTION NO. 145078, SAID DOUGLAS COUNTY RECORDS;

THENCE S 89°02'42" E, ALONG THE NORTH LINE OF THE EAST HALF OF SAID SECTION 29 AND ALONG THE SOUTH LINE OF SAID CASTLE MESA SOUTH SUBDIVISION, A DISTANCE OF 2661.01 FEET TO THE SOUTHEAST CORNER OF SAID CASTLE MESA SOUTH SUBDIVISION, BEING THE SOUTHWEST CORNER OF SAID SECTION 21;

THENCE N 00°02'04" W, ALONG THE EAST LINE OF SAID CASTLE MESA SOUTH SUBDIVISION AND ALONG THE WEST LINE OF THE SOUTH HALF OF SAID SECTION 20 AND THE WEST LINE OF THE SOUTHWEST CORNER OF SAID TWIN OAKS SUBDIVISION; THENCE S 89°55'56" E, ALONG THE SOUTH LINE OF SAID TWIN OAKS SUBDIVISION AND ALONG THE NORTH LINE OF THE SOUTH HALF OF THE SOUTH HALF OF SAID SECTION 21, A

DISTANCE OF 5286.17 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT THE FOLLOWING TWO (2) PARCELS OF LAND;

TWO (2) PARCELS OF LAND, AS DESCRIBED IN SAID DEED RECORDED AT RECEPTION NO. 2004051359, SAID DOUGLAS COUNTY RECORDS, BEING A PORTION OF THE SOUTH HALF OF SECTION 28, TOWNSHIP 8 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE BEARINGS FOR THESE EXCEPTION PARCELS ARE BASED ON THE SOUTH LINE OF SECTION 28, TOWNSHIP 8 SOUTH, RANGE 67 WEST OF THE SIXTH P.M., BEING ASSUMED TO BEAR 89°47'47" E, FROM THE SOUTHWEST CORNER OF SAID SECTION 28, BEING MONUMENTED BY A 1" PIPE WITH A 2-1/2" ALUMINUM CAP STAMPED "LS 6935" TO THE SOUTHEAST CORNER OF SAID SECTIONS 28, BEING MONUMENTED BY #6 REBAR WITH A 2-1/2" ALUMINUM CAP, STAMPED "LS 6935", WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO.

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 28, THENCE N 65°29'17" E, A DISTANCE OF 1262.53 FEET TO THE POINT OF BEGINNING; THENCE N 00°45'02" W, A DISTANCE OF 208.73 FEET; THENCE S 89°47'38" E, A DISTANCE OF 208.73 FEET; THENCE S 00°45'02" E, A DISTANCE OF 208.73 FEET; THENCE N 89°47'38" E, A DISTANCE OF 208.73 FEET TO THE POINT OF BEGINNING;

ALSO EXCEPTING THE FOLLOWING PARCEL

COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 28, THENCE N 40°06'49" E, A DISTANCE OF 1765.27 FEET TO THE POINT OF BEGINNING; THENCE N 89°47'47" W, A DISTANCE OF 208.73 FEET; THENCE N 00°45'11" W, A DISTANCE OF 208.73 FEET; THENCE S 89°47'47" E, A DISTANCE OF 208.73 FEET; THENCE S 00°45'11" E, A DISTANCE OF 208.73 FEET TO THE POINT OF BEGINNING;

CONTAINING A NET AREA OF 81,902,811 SQUARE FEET OR 1,880.230 ACRES, MORE OR LESS.

### PARCEL 2:

COMMENCING AT THE SOUTH 1/16TH CORNER OF SAID SECTIONS 21 & 22, ALSO BEING A POINT ON THE SOUTH LINE OF TWIN OAKS, A SUBDIVISION PLAT RECORDED AT RECEPTION NO. 161972, IN THE RECORDS OF THE DOUGLAS COUNTY CLERK AND RECORDER'S OFFICE; THENCE N 53°44'53" E, A DISTANCE OF 1331.13 FEET TO A POINT ON THE EAST LINE OF SAID TWIN OAKS PLAT AND A POINT ON THE NORTH LINE OF THE TERRITORIAL ROAD RIGHT-OF-WAY, AS DESIGNATED BY THAT DEED RECORDED AT RECEPTION NO. 8816440, SAID DOUGLAS COUNTY RECORDS AND THE POINT OF BEGINNING;

THENCE ALONG THE EAST LINE OF SAID TWIN OAKS PLAT, THE FOLLOWING THREE (3) COURSES:

- N 17°17'13" E, A DISTANCE OF 557.93 FEET;
- S 89°27'27" E, A DISTANCE OF 65.00 FEET;
- N 00°22'15" E, A DISTANCE OF 1329.37 FEET TO THE SOUTHWEST CORNER OF LOT 3, SAID TWIN OAKS PLAT;

THENCE N 03°03'12" W, ALONG THE WEST LINE OF SAID LOT 3, A DISTANCE OF 567.45 FEET TO THE NORTHWEST CORNER OF SAID LOT 3, BEING A POINT OF CURVATURE ON THE SOUTH LINE OF THE BRISCOE LAND RIGHT-OF-WAY, AS DESIGNATED BE SAID TWIN OAKS PLAT; THENCE ALONG THE PORTIONS OF BRISCOE LAND VACATED BY ORDINANCE NO. 86-24, RECORDED IN BOOK 680 AT PAGE 802, SAID DOUGLAS COUNTY RECORDS THE FOLLOWING TWO (2) COURSES:

- N 39°55'38" W, A DISTANCE OF 30.00 FEET TO A POINT OF NON-TANGENT CURVATURE;
- ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 329.30 FEET, A CENTRAL ANGLE OF 27°16'16" AND AN ARC LENGTH OF 156.74 FEET, SUBTENDED BY A CHORD OF WHICH BEARS S 18°42'30" E, A DISTANCE OF 155.26 FEET;

THENCE N 12°39'22" W, ALONG THE WEST LINE OF LOT 4, SAID TWIN OAKS PLAT, A DISTANCE OF 687.67 FEET TO THE NORTHWEST CORNER OF SAID LOT 4 ALSO BEING THE WEST 1/16TH CORNER OF SAID SECTIONS 15 & 22; THENCE S 89°31'22" E, ALONG THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 15, A DISTANCE OF 890.07 FEET TO THE SOUTHWEST CORNER OF THAT PARCEL OF LAND DESCRIBED IN THAT DEED RECORDED AT RECEPTION NO. 2019088324, SAID DOUGLAS COUNTY RECORDS;

THENCE ALONG THE WEST AND NORTH LINES OF PARCELS E, F & G THE FOLLOWING FOUR (4) COURSES:

- N 00°11'34" E, A DISTANCE OF 900.14 FEET;
- S 89°48'26" E, ALONG THE NORTH LINES OF PARCELS E AND F, A DISTANCE OF 1014.77 FEET TO THE SOUTHWEST CORNER OF THAT PARCEL OF LAND DESCRIBED AS PARCEL G;
- N 00°11'34" E, A DISTANCE OF 842.72 FEET;
- S 89°48'26" E, A DISTANCE OF 928.55 FEET TO A POINT ON THE WEST LINE OF THE BURLINGTON NORTHERN SANTA FE RAILROAD RIGHT OF WAY AND A POINT OF NON-TANGENT CURVATURE;

THENCE ALONG THE WEST LINE OF SAID BURLINGTON NORTHERN SANTA FE RAILROAD RIGHT-OF-WAY THE FOLLOWING TWO (2) COURSES:

- ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 5779.58 FEET, A CENTRAL ANGLE OF 05°35'04" AND AN ARC LENGTH OF 563.33 FEET, SUBTENDED BY A CHORD OF WHICH BEARS S 18°04'54" W, A DISTANCE OF 563.11 FEET;
- S 15°17'57" W, A DISTANCE OF 4536.04 FEET TO A POINT ON THE NORTH LINE OF SAID TERRITORIAL ROAD RIGHT-OF-WAY;

THENCE S 89°40'41" W, ALONG SAID NORTH LINE, A DISTANCE OF 1628.83 FEET TO THE POINT OF BEGINNING.

CONTAINING AN AREA OF 7,993,235 SQUARE FEET OR 183.499 ACRES, MORE OR LESS.

OVERALL DAWSON RIDGE PROJECT PERIMETER DESCRIPTION CONTAINS AN AREA OF 89,896,046 SQUARE FEET OR 2,063.729 ACRES, MORE OR LESS.

DAWSON TRAILS PLANNED DEVELOPMENT PLAN | PROJECT NO. PDP21-0001

DAWSON TRAILS  
PLANNED DEVELOPMENT PLAN AND ZONING REGULATIONS  
(AN AMENDMENT TO THE DAWSON RIDGE PRELIMINARY P.U.D. SITE PLAN AND A PORTION OF THE WESTFIELD TRADE CENTER PRELIMINARY P.U.D. SITE PLAN)  
TWO PARCELS OF LAND BEING ALL OF SECTION 28 AND PORTIONS OF SECTIONS 15, 21, 22, 27, 28, 33 & 34, TOWNSHIP 8 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO

**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.  
DAWSON TRAILS I LLC  
SIGNED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_  
NOTARY BLOCK  
SUBSCRIBED AND SWORN TO BEFORE ME THIS \_\_\_\_\_ DAY OF \_\_\_\_\_  
BY \_\_\_\_\_ AS \_\_\_\_\_  
OF THE DAWSON TRAILS I LLC, A COLORADO LIMITED LIABILITY COMPANY  
WITNESS MY HAND AND OFFICIAL SEAL.

NOTARY PUBLIC  
MY COMMISSION EXPIRES: \_\_\_\_\_

**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  
DAWSON TRAILS II LLC  
SIGNED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_  
NOTARY BLOCK  
SUBSCRIBED AND SWORN TO BEFORE ME THIS \_\_\_\_\_ DAY OF \_\_\_\_\_  
BY \_\_\_\_\_ AS \_\_\_\_\_  
OF THE DAWSON TRAILS II LLC, A COLORADO LIMITED LIABILITY COMPANY  
WITNESS MY HAND AND OFFICIAL SEAL  
NOTARY PUBLIC  
MY COMMISSION EXPIRES: \_\_\_\_\_

**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  
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 \_\_\_\_\_  
BY \_\_\_\_\_ AS MAYOR AND BY \_\_\_\_\_  
AS TOWN CLERK.  
WITNESS MY HAND AND OFFICIAL SEAL.  
NOTARY PUBLIC  
MY COMMISSION EXPIRES: \_\_\_\_\_

**PLANNING COMMISSION RECOMMENDATION:**  
THIS PLANNED 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 PLANNED 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 \_\_\_\_\_

**LIENHOLDER SUBORDINATION CERTIFICATE:**  
THE UNDERSIGNED ARE ALL THE MORTGAGEES AND LIENHOLDERS OF CERTAIN LANDS IN THE TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS AND STATE OF COLORADO DESCRIBED HEREON. THE UNDERSIGNED BENEFICIARY OF THE LIEN CREATED BY THE INSTRUMENT RECORDED AT RECEPTION NO. \_\_\_\_\_, DOUGLAS COUNTY, COLORADO, SUBORDINATES THE SUBJECT LIEN TO THE TERMS, CONDITIONS AND RESTRICTIONS OF THIS DOCUMENT.

SIWO LLC, A COLORADO LIMITED LIABILITY COMPANY  
SIGNED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_  
NOTARY BLOCK SUBSCRIBED AND SWORN TO BEFORE ME THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ BY \_\_\_\_\_ AS \_\_\_\_\_ OF \_\_\_\_\_  
WITNESS MY HAND AND OFFICIAL SEAL.  
NOTARY PUBLIC  
MY COMMISSION EXPIRES: \_\_\_\_\_

**DOUGLAS COUNTY CLERK AND RECORDERS CERTIFICATE:**  
THIS PLANNED DEVELOPMENT PLAN WAS FILED FOR RECORD IN THE OFFICE OF THE COUNTY CLERK AND RECORDER OF DOUGLAS COUNTY AT \_\_\_\_\_ ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_ AT RECEPTION NO. \_\_\_\_\_  
DOUGLAS COUNTY CLERK AND RECORDER  
BY: \_\_\_\_\_

**SURVEYOR'S CERTIFICATE:**  
I, \_\_\_\_\_ A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THE SURVEY AND LEGAL DESCRIPTION REPRESENTED BY THIS PLANNED DEVELOPMENT PLAN WAS MADE UNDER MY SUPERVISION AND THE DEVELOPMENT PLAN ACCURATELY REPRESENTS THAT SURVEY.  
REGISTERED LAND SURVEYOR \_\_\_\_\_ DATE \_\_\_\_\_

**TITLE CERTIFICATION:**  
I, \_\_\_\_\_ AN AUTHORIZED REPRESENTATIVE OF \_\_\_\_\_ LAND TITLE GUARANTEE COMPANY, \_\_\_\_\_ DO HEREBY CERTIFY THAT I HAVE CONDUCTED A REASONABLE AND CAREFUL EXAMINATION OF THE PUBLIC RECORDS AND STATE THAT ALL OWNERS, MORTGAGES 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 \_\_\_\_\_ BY \_\_\_\_\_ AS AUTHORIZED REPRESENTATIVE OF \_\_\_\_\_  
WITNESS MY HAND AND OFFICIAL SEAL.  
NOTARY PUBLIC  
MY COMMISSION EXPIRES: \_\_\_\_\_

PLANNED DEVELOPMENT PLAN AND ZONING REGULATIONS



1611 Barnard Street  
Denver, CO 80202  
www.northdesign.com

WESTSIDE INVESTMENT PARTNERS  
4100 E MISSISSIPPI AVE  
DENVER, CO 80246  
303.984.5900

ENGINEER & SURVEYOR  


CORE CONSULTANTS  
3473 S. BROADWAY  
ENGLEWOOD, CO 80113  
303.730.9960

DAWSON TRAILS

DAWSON TRAILS  
PLANNED DEVELOPMENT PLAN AND ZONING REGULATIONS  
(AN AMENDMENT TO THE DAWSON RIDGE PRELIMINARY P.U.D. SITE PLAN AND A PORTION OF THE WESTFIELD TRADE CENTER PRELIMINARY P.U.D. SITE PLAN)

DATE:  
PDP-01 07/08/2021  
PDP-06 12/03/2021  
PDP-06 04/13/2022  
PDP-06 05/27/2022  
PDP-06 06/09/2022

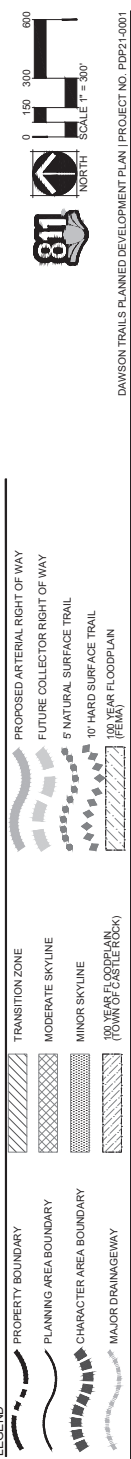
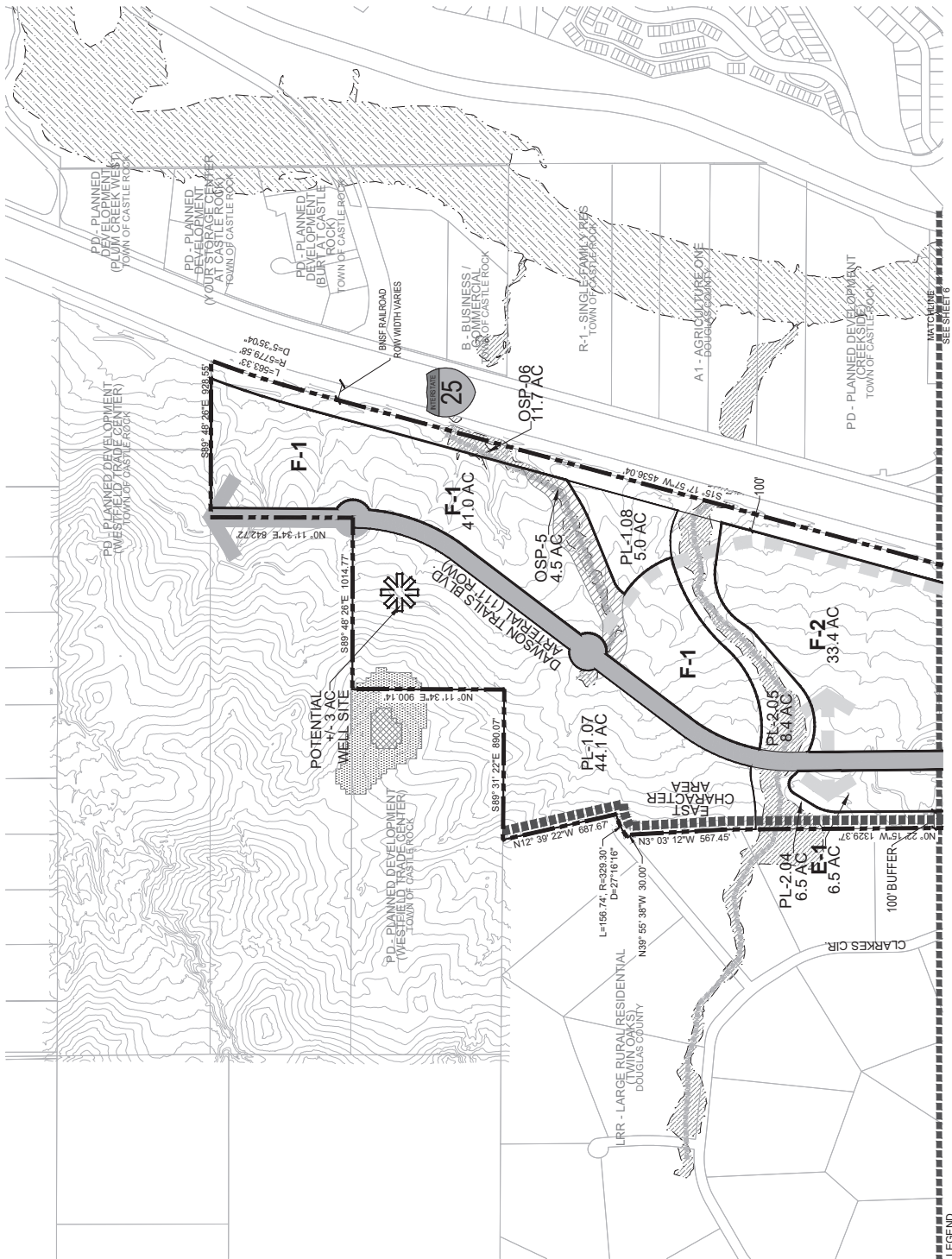
SHEET TITLE:  
OWNERSHIP  
CERTIFICATION

SHEET  
2 OF 20



# DAWSON TRAILS

PLANNED DEVELOPMENT PLAN AND ZONING REGULATIONS  
 (AN AMENDMENT TO THE DAWSON RIDGE PRELIMINARY P.U.D. SITE PLAN AND A PORTION OF THE WESTFIELD TRADE CENTER PRELIMINARY P.U.D. SITE PLAN)  
 TWO PARCELS OF LAND BEING ALL OF SECTIONS 28 AND PORTIONS OF SECTIONS 14, 21, 27, 28, 32, 33 & 34, TOWNSHIP 8 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO



DAWSON TRAILS PLANNED DEVELOPMENT PLAN | PROJECT NO. PD21-0001

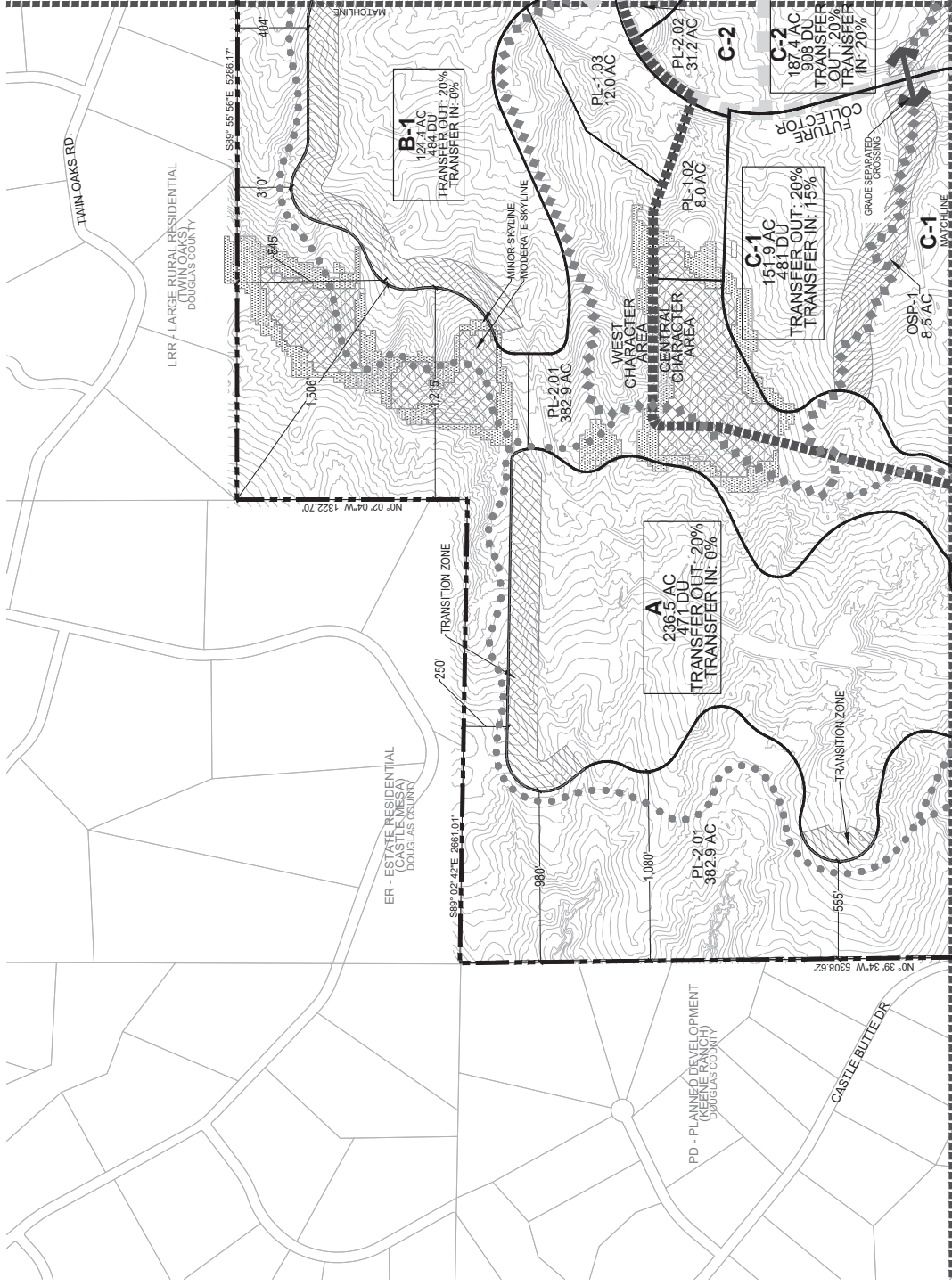
# DAWSON TRAILS

## PLANNED DEVELOPMENT PLAN AND ZONING REGULATIONS

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TWO PARCELS OF LAND BEING ALL OF SECTION 28 AND PORTIONS OF SECTIONS 14, 21, 22, 27, 28, 32, 33 & 34, TOWNSHIP 8 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS STATE OF COLORADO

KEY MAP



LEGEND



DAWSON TRAILS PLANNED DEVELOPMENT PLAN | PROJECT NO. PDP21-0001

PLANNED DEVELOPMENT  
ARCHITECTS  
**NORTIS DESIGN**  
1611 Barnard Street  
Denver, CO 80202  
www.nortisdesign.com

APPLICANT:  
**WESTSIDE INVESTMENT PARTNERS**  
4100 E MISSISSIPPI AVE  
DENVER, CO 80246  
303.984.9300

ENGINEER & SURVEYOR  
**CORE**  
3473 S. BROADWAY  
ENGLEWOOD, CO 80113  
303.730.9960

**DAWSON TRAILS**

PLANNED DEVELOPMENT PLAN AND ZONING REGULATIONS  
(AN AMENDMENT TO THE DAWSON RIDGE PRELIMINARY P.U.D. SITE PLAN AND A PORTION OF THE WESTFIELD TRADE CENTER PRELIMINARY P.U.D. SITE PLAN)

DATE:  
PDP2-01 07/08/2021  
PDP2-02 12/03/2021  
PDP2-03 04/13/2022  
PDP2-04 05/27/2022  
PDP2-05 06/09/2022

SHEET TITLE:  
PD PLAN

SHEET  
5 OF 20

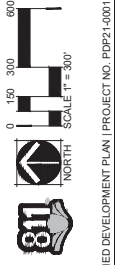
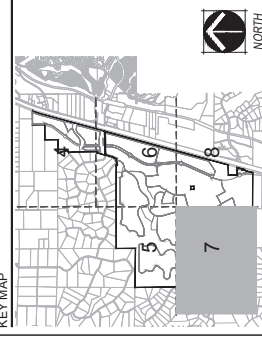
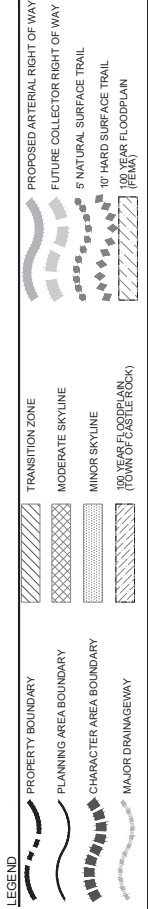
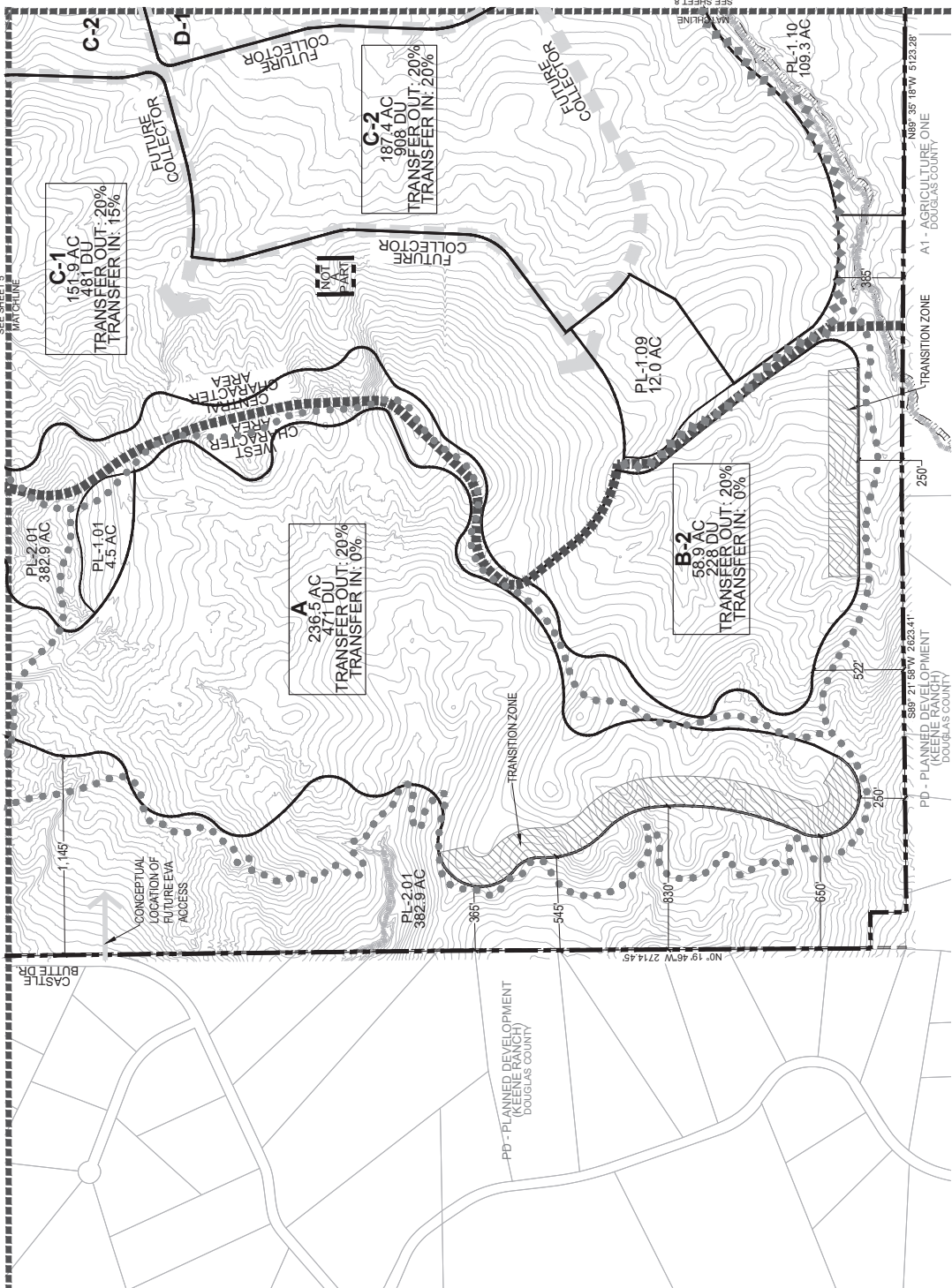
CHECKED BY: MB, SW  
DRAWN BY: DJ, JR



# DAWSON TRAILS

## PLANNED DEVELOPMENT PLAN AND ZONING REGULATIONS

(AN AMENDMENT TO THE DAWSON RIDGE PRELIMINARY P.U.D. SITE PLAN AND A PORTION OF THE WESTFIELD TRADE CENTER PRELIMINARY P.U.D. SITE PLAN)  
 TWO PARCELS OF LAND BEING ALL OF SECTIONS 14, 21, 22, 23, 32, 33 & 34, TOWNSHIP 8 SOUTH, RANGE 17 WEST OF THE SIXTH PRINCIPAL MERIDIAN, TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO

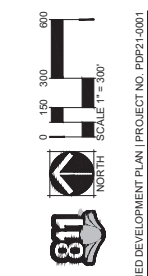
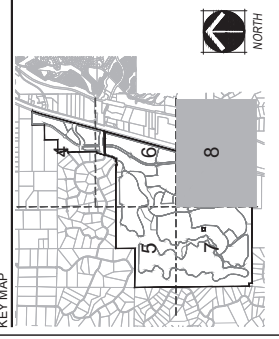
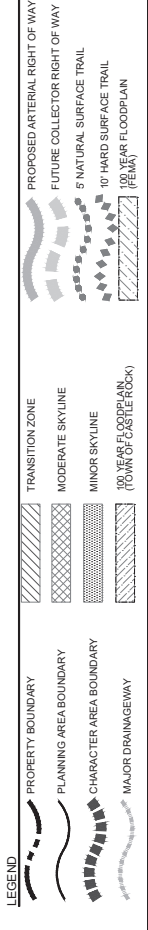
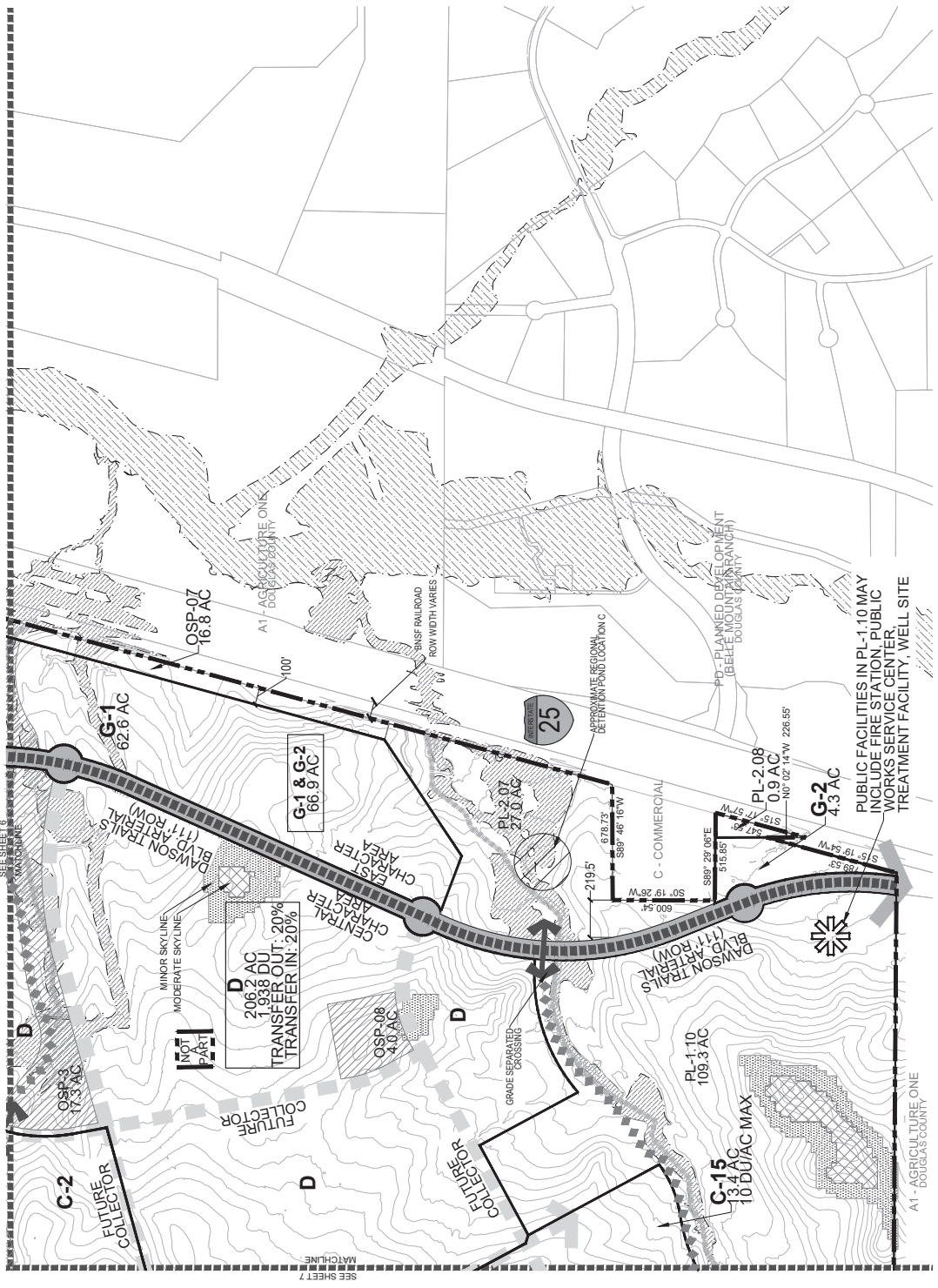


DAWSON TRAILS PLANNED DEVELOPMENT PLAN | PROJECT NO. PD-01-0001

# DAWSON TRAILS

## PLANNED DEVELOPMENT PLAN AND ZONING REGULATIONS

(AN AMENDMENT TO THE DAWSON RIDGE PRELIMINARY P.U.D. SITE PLAN AND A PORTION OF THE WESTFIELD TRADE CENTER PRELIMINARY P.U.D. SITE PLAN)  
 TWO PARCELS OF LAND BEING ALL OF SECTIONS 15, 21, 22, 27, 28, 32, 33, 34, TOWNSHIP 8 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO

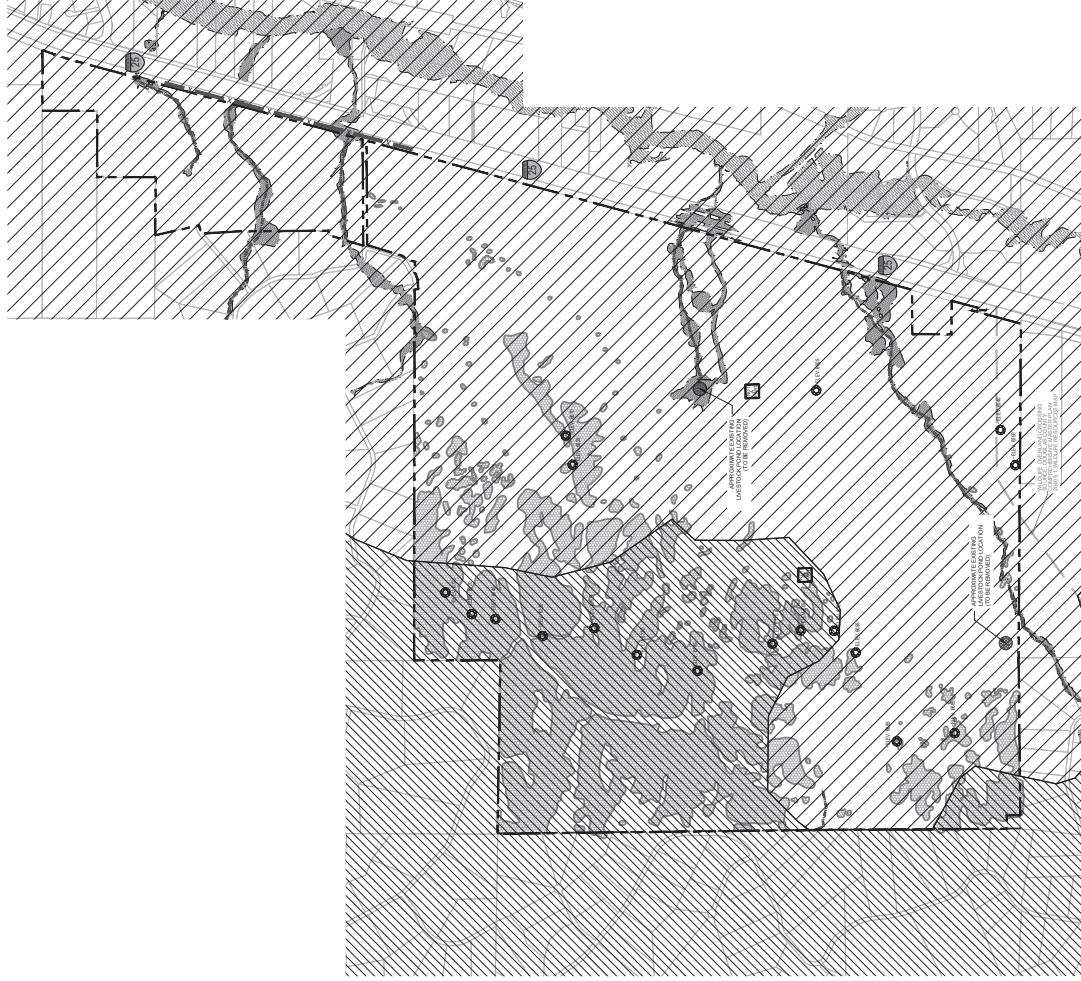




# DAWSON TRAILS

## PLANNED DEVELOPMENT PLAN AND ZONING REGULATIONS

(AN AMENDMENT TO THE DAWSON RIDGE PRELIMINARY P.U.D. SITE PLAN AND A PORTION OF THE WESTFIELD TRADE CENTER PRELIMINARY P.U.D. SITE PLAN)  
TWO PARCELS OF LAND BEING ALL OF SECTIONS 28 AND PORTIONS OF SECTIONS 14, 21, 27, 28, 32, 33 & 34, TOWNSHIP 8 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO



LEGEND

- PROPERTY BOUNDARY
- HISTORIC RAILROAD
- EXISTING VEGETATION
- HIGH HABITAT \*
- LOW HABITAT \*
- ELEV. 675
- HIGHPOINTS
- MAJOR DRAINAGEWAY
- 100 YEAR FLOODPLAIN (TOWN OF CASTLE ROCK)
- 100 YEAR FLOODPLAIN (FEMA)

\* NOTE: SOURCE DOCUMENT IS DOUGLAS COUNTY COMPREHENSIVE MASTER WILDLIFE RESOURCES MAP PLAN  
811 NORTH  
0 400 800 1600  
SCALE T' = 800'

SHEET TITLE:  
NATURAL FEATURES MAP  
SHEET  
10 OF 20

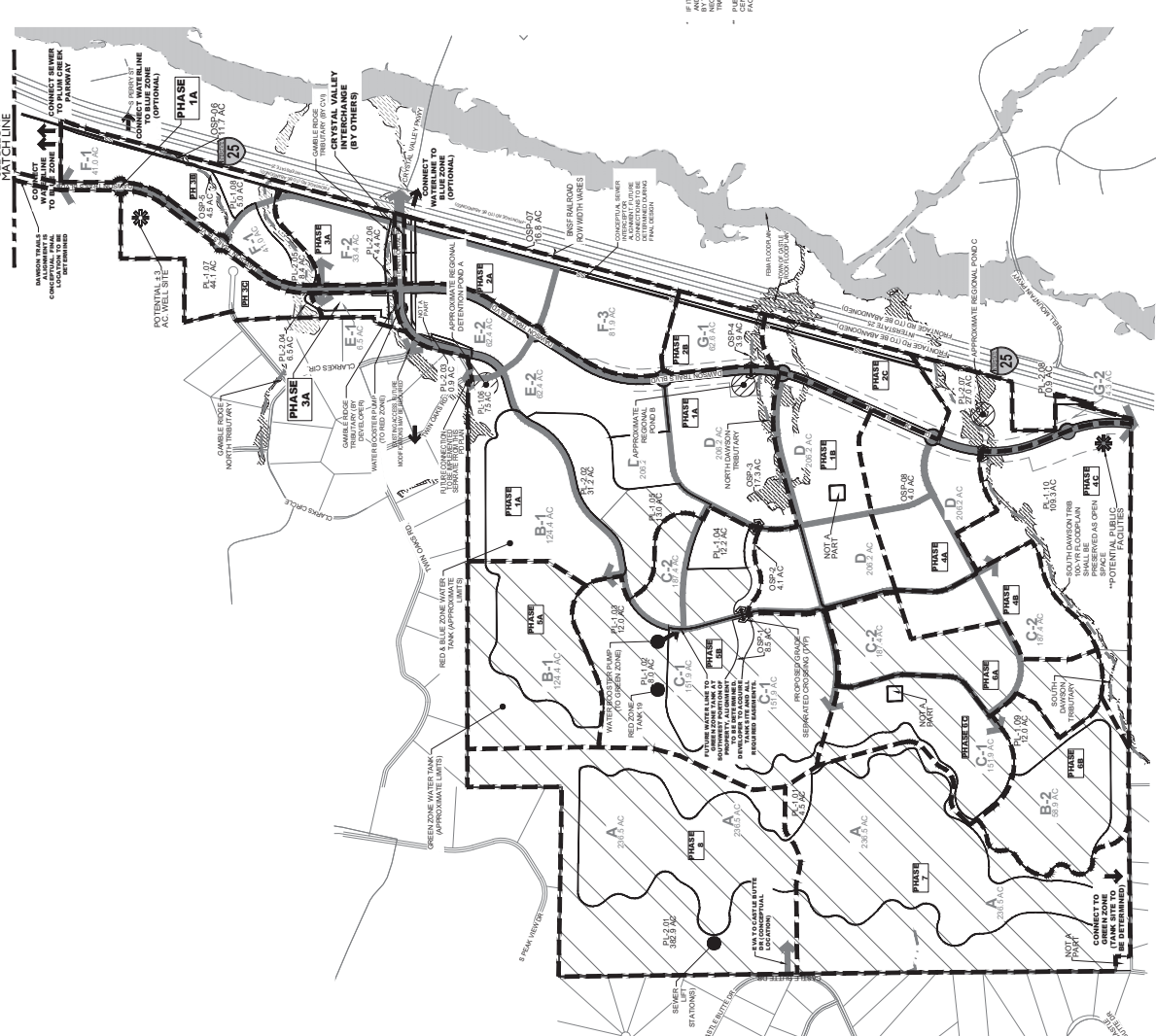
PLANNED DEVELOPMENT PLAN AND ZONING REGULATIONS  
DAWSON TRAILS  
WESTSIDE INVESTMENT PARTNERS  
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DAWSON TRAILS  
PLANNED DEVELOPMENT PLAN AND ZONING REGULATIONS  
(AN AMENDMENT TO THE DAWSON RIDGE PRELIMINARY P.U.D. SITE PLAN AND A PORTION OF THE WESTFIELD TRADE CENTER PRELIMINARY P.U.D. SITE PLAN)

DATE:  
PDP-01 07/08/2021  
PDP-02 12/03/2021  
PDP-03 04/13/2022  
PDP-04 05/27/2022  
PDP-05 06/09/2022

CHECKED BY: MB, SW  
DRAWN BY: DJ, JR

(AN AMENDMENT TO THE DAWSON RIDGE PRELIMINARY P.U.D SITE PLAN AND A PORTION OF THE WESTFIELD TRADE CENTER PRELIMINARY P.U.D. SITE PLAN)

SEE BELOW



NOT FOR  
CONSTRUCTION

**DRAFT**

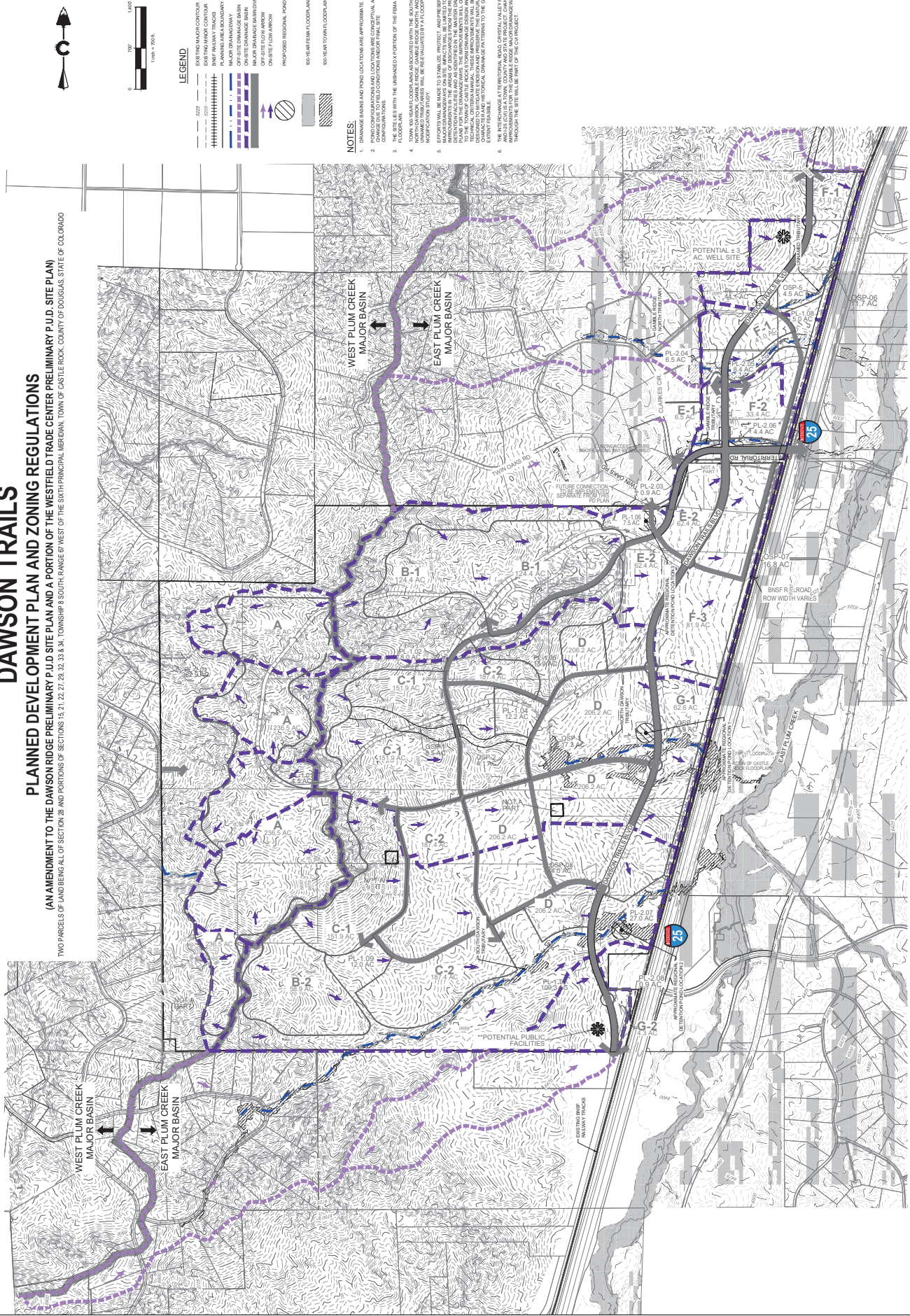
**SHEET TITLE:**

SHEET  
11 OF 20

**50**

## PLANNED DEVELOPMENT PLAN AND ZONING REGULATIONS

(AN AMENDMENT TO THE DAWSON RIDGE PRELIMINARY P.U.D. SITE PLAN AND A PORTION OF THE WESTFIELD TRADE CENTER PRELIMINARY P.U.D. SITE PLAN)



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ENGINEER &amp; SURVEYOR:

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DAWSON  
-TRAILS-

# DAWSON TRAILS

NOT FOR  
CONSTRUCTION

DATE:	PDP-01 07/08/2021
	PDP-02 12/03/2021
	PDP-03 04/13/2022
	PDP-04 05/27/2022

**DRAFT**

**SHEET TITLE:**  
**GRADING &  
DRAINAGE PLAN**

SHEET  
12 OF 20

DAWSON TRAILS PLANNED DEVELOPMENT PLAN | PROJECT NO. PDP21-0001

# DAWSON TRAILS

## PLANNED DEVELOPMENT PLAN AND ZONING REGULATIONS

(AN AMENDMENT TO THE DAWSON RIDGE PRELIMINARY P.U.D. SITE PLAN AND A PORTION OF THE WESTFIELD TRADE CENTER PRELIMINARY P.U.D. SITE PLAN)  
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### WILDLAND/URBAN INTERFACE WILDFIRE VEGETATION MANAGEMENT PLAN:

THIS PROPERTY HAS VARYING DEGREES OF COVERAGE BY MULTIPLE VEGETATIVE TYPES, THUSLY FIRE MITIGATION SHALL BE APPROPRIATELY CONSIDERED AS DEVELOPMENT MOVES FORWARD. WILDFIRE MITIGATION IS THE IMPLEMENTATION OF VARIOUS MEASURES DESIGNED TO MINIMIZE THE DESTRUCTIVE EFFECTS FROM A WILDFIRE. AT THE TIME OF SITE DEVELOPMENT PLAN, THE APPLICANT SHALL WORK WITH THE TOWN OF CASTLE ROCK FIRE DEPARTMENT TO CREATE A FINAL AND IMPLEMENTABLE URBAN/WILDLAND INTERFACE AREA VEGETATION MANAGEMENT PLAN. BELOW ARE SUGGESTED PRACTICES THAT DEVELOPERS, BUILDERS AND HOMEOWNERS CAN IMPLEMENT TO HELP MITIGATE FIRE RISK FOR RESIDENCES.

#### A. WITHIN 30 FEET OF A STRUCTURE (BUILDING ENVELOPE AND IMMEDIATE AREA)

1. CREATE A "DEFENSIBLE SPACE" TO REDUCE THE LIKELIHOOD OF A DAMAGING WILDFIRE IN THE IMMEDIATE VICINITY OF THE HOME. DEFENSIBLE SPACE IS THE AREA WHERE VEGETATION HAS BEEN DESIGNED, INSTALLED AND MAINTAINED TO REDUCE THE POSSIBILITY OF FIRE SPREADING BETWEEN THE LANDSCAPE AND THE BUILDING.
2. IF NATIVE VEGETATION HAS BEEN SUCCESSFULLY RETAINED IN THIS AREA, PRUNE TREE CANOPIES FROM THE GROUND UP TO A MINIMUM HEIGHT OF 10 FEET. REMOVE ANY SMALL OR SUPPRESSED STEMS IN THE UNDER STORY OF DOMINANT TREES. DO NOT REMOVE MORE THAN 1/3<sup>RD</sup> OF LIVE BRANCHES FROM CONIFERS.
3. WHEN PRESENT, THIN ANY SHRUBS, PARTICULARLY GAMBEL OAK, GROWING BELOW THE CANOPY OF LARGER RETAINED TREES.
4. PRUNE RETAINED CONIFEROUS TREES TO MINIMIZE CROWN OVERLAP; ISOLATE INDIVIDUAL TREES BY PRUNING BACK CANOPIES TO CREATE A SEPARATION BETWEEN TREES.
5. THIN DENSE, CONTINUOUS GAMBEL OAK STANDS AND PRUNE TALLER SPECIMENS UP FROM THE GROUND TO CREATE A MORE OPEN, TREE-LIKE FORM. REMOVE SECTIONS OF LARGE BUT LOW GROWING STANDS TO CREATE DISCONTINUOUS ISLANDS OF VEGETATION.
6. INSTALL A CONTINUOUS NON-IRRIGATED ROCK MULCH BED OR OTHER NON-COMBUSTIBLE MATERIAL FOR A MINIMUM OF 5 FEET AROUND THE PERIMETER OF THE BUILDING.
7. MINIMIZE FOUNDATION-TYPE PLANTINGS, ESPECIALLY ADJACENT TO COMBUSTIBLE SIDING. KEEP ALL SHRUB PLANTINGS A MINIMUM OF 5 FEET FROM THE FOUNDATION. EXCLUDE MORE COMBUSTIBLE SHRUB SPECIES (CONIFEROUS EVERGREENS LIKE JUNIPER, ARBORVITAE, SPRUCE, PINE AND FIR) AND SPACE SHRUBS TO CREATE LOW, NON-CONTINUOUS PLANTINGS NEAR THE BUILDING.
8. PLANT ONLY DECIDUOUS TREE AND SHRUB SPECIES WITHIN 15 FEET OF STRUCTURES. PROVIDE IRRIGATION AS REQUIRED FOR THE SUCCESSFUL ESTABLISHMENT AND LONG-TERM HEALTH OF NEW TREES.
9. PLANT TREES FAR ENOUGH AWAY FROM THE BUILDING THAT, AT MATURITY, TREE CANOPIES WILL NOT OVERHANG THE ROOF.
10. PLANT SOIL OR SEED WITH LOW-GROWING GRASS SEED MIXES.
11. PROVIDE IRRIGATION TO TURF AND NATIVE GRASSES WITHIN THIS AREA TO PREVENT SUMMER DORMANCY.
12. MAINTAIN NATIVE GRASS HEIGHT TO A MAXIMUM OF 6 INCHES.
13. PLANT WILDFLOWERS ONLY IF THEY WILL BE IRRIGATED AND WILL BE CUT BACK TO A MAXIMUM HEIGHT OF 8 INCHES AT THE END OF GROWING SEASON (FOLLOWING SEED PRODUCTION).
14. DISPOSE OF ALL SLASH OR PLANT TRIMMINGS OUTSIDE OF THIS ZONE (OFF SITE).

#### B. BETWEEN 30 FEET AND 150 FEET FROM STRUCTURES AND ROADWAYS (TREE AND SHRUB PRESERVATION AREA) NOTE: THE EXTENT OF THIS ZONE IS AFFECTED BY SLOPE AND IS GREATER WHEN STRUCTURES OR ROADWAYS ARE AT THE TOP OF THE SLOPE AND WHEN SLOPES ARE RELATIVELY STEEP. SLOPE IS LESS CRITICAL WHEN STRUCTURES ARE AT THE BASE OF A SLOPE OR ON LEVEL GROUND.

1. CLEAR SMALL DIAMETER, SNOW BENT, DISEASED, DAMAGED, OR SUPPRESSED STEMS IN THE UNDER STORY OF LARGER PINE TREES.
2. PRUNE TO RAISE THE CANOPY OF LARGE, EXISTING TREES TO 12 FEET ABOVE GROUND LEVEL.

3. THIN SHRUBS GROWING DIRECTLY BENEATH LARGER TREES PER SECTION A, NOTE 2 ABOVE.
4. REMOVE ANNUALLY, DEAD STEMS AND BRANCHES FROM SHRUBS AND TREES.
5. SPACE NEWLY PLANTED CONIFEROUS TREES (>20' TALL AT MATURITY) AT LEAST 20-30 FEET APART TO PROVIDE A MINIMUM OF 10 FEET BETWEEN CROWNS AT MATURITY. IF PINION PINE GROUPINGS (CLUMPS OF TWO OR MORE OF THE SAME SPECIES), AND CONIFEROUS SHRUB GROUPINGS ARE PLANTED, PROVIDE 20-30 FEET BETWEEN GROUPINGS. DECIDUOUS TREES AND SHRUBS ARE NOT SUBJECT TO THIS GUIDANCE WHEN PLANTED AS PART OF AN IRRIGATED AND MAINTAINED LANDSCAPE.
6. PRUNE THE BRANCHES OF SMALLER OR NEWLY PLANTED TREES AS THEY GROW, UP TO A HEIGHT OF 8-12 FEET ABOVE THE GROUND. DO NOT OVER PRUNE THE CROWNS OF SMALLER TREES.
7. TRIM OR MOW NATIVE GRASSES AND WILDFLOWERS MID-SUMMER AND IN THE FALL OR SPRING TO MAXIMUM HEIGHT OF 6 INCHES.
8. DISPOSE OF ALL SLASH OR PLANT TRIMMINGS OFF SITE, BY CHIPPING, OR OTHER MECHANICAL TREATMENTS.

#### C. BEYOND 150 FEET OF THE STRUCTURE AND OPEN SPACES (PRESERVATION / ENVIRONMENTALLY SENSITIVE AREA)

1. CLEAR SMALLER UNDERSTORY TREES AND SHRUBS PER SECTION B, NOTE 1 ABOVE.
2. UNDERTAKE SELECTIVE THINNING TO IMPROVE HEALTH AND APPEARANCE OF WOODED AND NATIVE BRUSH AREAS.
3. REMOVE SMALLER TREES IN CROWDED STANDS TO INCREASE TREE SPACING.
4. PROVIDE SEPARATION BETWEEN GAMBEL OAK CLUMPS TO BREAK UP HORIZONTAL CONTINUITY OF FUELS AND REDUCE CROWN FIRE POTENTIAL.
5. TRIM OR MOW NATIVE GRASSES ALONG TRAILS TO ALLOW POTENTIAL USE AS PRE-CONSTRUCTED FIRE LINES. THESE MOWN AREAS SHOULD BE 8 FEET WIDE ON BOTH SIDES OF TRAILS. ANY SHRUB CLUMPS RETAINED WITHIN 20 FEET OF TRAILS SHOULD PRUNED TO REDUCE LADDER FUELS AND MAINTAINED IN A MITIGATED CONDITION.
6. RETAIN AN INCREASED NUMBER OF STANDING DEAD TREES PER ACRE FOR WILDLIFE HABITAT UNLESS THEY POSE A THREAT TO UTILITIES OR HUMAN USE.
7. SLASH OR PLANT TRIMMINGS MAY BE DISPOSED OF WITHIN THIS AREA IF TREATED AND REDUCED TO A MAXIMUM DEPTH OF 6 INCHES. IF CHIPPED, MULCH DEPTH SHOULD NOT EXCEED 4 INCHES IN DEPTH.

#### D. STRUCTURAL WILDFIRE GUIDELINES

1. ALL ROOFS SHALL HAVE CLASS A FIRE RATING.
2. DECKING MATERIAL SHALL HAVE A CLASS B OR HIGHER FIRE RATING.
3. ANY FENCING CONNECTED TO STRUCTURES SHALL USE NON-COMBUSTIBLE MATERIALS WITHIN 5 FEET OF STRUCTURES OR DECKS.
4. ALL VENTS (FOUNDATION, SOFFIT, EAVE, ETC.) SHALL HAVE 1/8" INCH OR SMALLER OPENING SIZES.
5. GUTTERS SHALL BE NON-COMBUSTIBLE OR HAVE CLASS A FIRE RATING.

#### E. MAINTENANCE OF FIRE MITIGATION

1. FIRE MITIGATION ON PRIVATE LOTS IS THE RESPONSIBILITY OF THE PROPERTY OWNER.
2. FIRE MITIGATION UNDERTAKEN BY THE DEVELOPER ON OPEN SPACES OR COMMON AREAS SHALL BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION (HOA) OR ALTERNATIVELY BY A SPECIAL DISTRICT (SD), AS MAY BE DETERMINED AT THE TIME OF CONVEYANCE.
3. PLANTED VEGETATION ALONG ALL THOROUGHFARES SHALL BE MAINTAINED TO MANAGE RISK OF CROWN FIRE OR FLAME INTRUSION (IMPINGEMENT) INTO THE PUBLIC RIGHT-OF-WAY.
4. THE HOA OR SD (IF APPLICABLE) SHALL ESTABLISH PROCEDURES FOR RESIDENTS TO IMPLEMENT OR MAINTAIN WILDFIRE MITIGATION MEASURES PER C.R.S. 38-33-3-106.5 (A.K.A. SB-100, HOMEOWNER BILL OF RIGHTS).

### GENERAL NOTES:

1. A WILDLAND/URBAN INTERFACE WILDFIRE VEGETATION MANAGEMENT PLAN SHALL BE COMPLETED AND SUBMITTED TO THE TOWN OF CASTLE ROCK WITH EACH SITE DEVELOPMENT PLAN, OR SITE DEVELOPMENT PLAN AMENDMENT.
2. MITIGATION REQUIREMENTS SHALL BE COMPLETED AS ESTABLISHED IN THE DEVELOPMENT AGREEMENT.

#### APPLICANT:



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4100 E. MISSISSIPPI AVE  
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#### ENGINEER & SURVEYOR:

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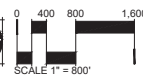
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PDP-05 06/09/2022

SHEET TITLE:  
WILDLAND  
MANAGEMENT  
PLAN

SHEET  
13 OF 20



DAWSON TRAILS  
PLANNED DEVELOPMENT PLAN AND ZONING REGULATIONS  
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PLANNER/LANDSCAPE  
ARCHITECT  
NORMA DESIGN  
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PD ZONING REGULATIONS

SECTION 1 | PURPOSE

The purpose of the Dawson Trails Planned Development Plan (PDP) and Zoning Regulations contained herein is to establish standards for the development and improvement of the property. The standards contained in these Zoning Regulations are intended to carry out the goals of this planned community.

SECTION 2 | GENERAL PROVISIONS

1. Adoption

The Zoning Regulation and the Dawson Trails Planned Development Plan have been adopted by the Town Council by Ordinance No. \_\_\_\_\_ on the 16<sup>th</sup> day of August 2022 and have been incorporated therein, pursuant to Section 17.32 of Title 17 Zoning of the Town of Castle Rock Municipal Code, after appropriate public notice and hearings.

2. Applicability

The Dawson Trails Planned Development Plan and Zoning Regulations shall run with the land and bind owners of record and successors in interest to the property.

3. Maximum Level of Development

The total number of dwelling units or total commercial, industrial, or other non-residential square footage within the established planning areas are the maximum allowed for platting and development. The maximum number of dwelling units approved for development within the Dawson Trails Planned Development (PD) is 5,850. The maximum non-residential square footage approved for development in the Dawson Trails PD is 3,200,000.

4. Relationship to Town of Castle Rock Regulations

All Town ordinances and regulation, as the same are amended from time to time, shall apply to, and be enforceable in this Dawson Trails PD. All references herein to the Town of Castle Rock Municipal Code (Code), specifically cited Code Chapters and Sections, and Town technical criteria (Criteria) shall mean in effect at the time of the approval of the Dawson Trails Planned Development Plan and Zoning Regulations, and as the Code and Criteria are amended. Accordingly, such Town ordinances and regulations shall govern and control over any conflicting provisions in the PD Zoning Regulations, unless such conflicting provision is vested as an express development right under the applicable Development Agreement.

The standard zoning requirements of the Town zoning ordinance, including off-street parking, landscaping, site development, accessory, and temporary uses, by use special review and variance processes, unless expressly varied in these zoning regulations, shall apply to the Dawson Trails PD. The PD Zoning Regulations shall not preclude the application of Town ordinances, including revisions thereto, which are of general application throughout the Town, unless such application would conflict with an express vested property right (see Chapter 17.08, CRMC).

5. Development Agreement

In addition to these regulations, certain provision of the development of the Dawson Trails PD are controlled by an agreement between the Town of Castle Rock and the Property Owners. This agreement provides for a vesting of the property rights set forth in the Dawson Trails Planned Development Plan and establishes a Water Bank for Dawson Trails. This agreement, entitled the Dawson Trails Development Agreement, between Dawson Trails I LLC and Dawson Trails II LLC, and the Town of Castle Rock (the "Development Agreement"), was adopted by the Town of Castle Rock on the 16<sup>th</sup> day of August 2022, by Resolution No. \_\_\_\_\_. In the event of a conflict between the terms of these PD Zoning Regulations and the Development Agreement, the Development Agreement shall control.

SECTION 3 | GENERAL PROJECT DESCRIPTION

3.1 Overall Development Plan

The Dawson Trails PD consists of approximately 2,063.7 acres with zoning that allows a maximum of 5,850 residential dwelling units as well as provisions for a wide range of commercial, office, industrial uses. A maximum of 3.2 million square feet of non-residential uses is permitted in Dawson Trails PD. This development plan transitions from lower density residential planning areas located in the western portions of the PD to higher density mixed-use areas located in the eastern portions of the PD.

The location of the PD property is within a designated "gateway" to Castle Rock, being situated at the southern-most boundary of the Town, west of Interstate 25 (I-25). The general character of the Dawson Trails neighborhood is shaped by an interconnected network of open space, trails, and parks. Public land dedication will be used for local and regional public facilities which may include neighborhood and regional parks, schools, and other public facilities. Roads and planning areas are planned and located to minimize impacts to existing topography and mature vegetation with preservation of many topographic high points and other natural features being incorporated into the overall design.

This development plan provides approximately 533 acres of interconnected open space which accommodates wildlife movement and habitat and includes a diversity of topography and existing foliage. All development within Dawson Trails PD is subject to and must comply with the Migratory Bird Treaty Act. No federal or state protected species were found inhabiting the property.

3.2 Character Areas and Planning Areas

1. Intent

The Dawson Trails PDP is organized into three (3) Character Areas, according to similarities in land use and development characteristics of the Planning Areas. The West Character Area generally consists of low density single-family detached residential uses on the west and north sides of the 'ridge', as well as significantly interconnected open space corridors and areas. The Central Character Area contains a wide range of residential housing types and includes opportunities for supporting neighborhood commercial uses, and key open space corridors and parks on the east side of the ridge while transitioning to the flatter terrain. The East Character Area has a general character of being a commercial, employment, and mixed-use areas with a broad range of land uses, including higher density residential uses.

2. West Character Area

The West Character Area (West) is comprised of single-family detached residences and neighborhood support amenities such as a clubhouse, community center, or other similar uses. This Character Area generally serves as the transition from the Central Character Area to the existing single-family detached residential lots located in Douglas County. The West consists of the lowest residential densities in Dawson Trails. This area also preserves large areas of key open space and natural corridors with mature vegetation, and establishes a significant natural transition buffer where adjacent County residential properties. Only single-family detached residential homes are permitted in the West. Commercial land uses are not permitted. The West Character Area is comprised of three (3) Planning Areas totaling a maximum of 1,183 dwelling units.

A. Planning Area A is the westernmost development area in the Dawson Trails PD, separated from the adjacent County residential property by a large open space buffer area. The western edges of this Planning Area conform to the existing topography and to preserve much of the physical characteristics and mature vegetation. Development in this Planning Area will consist of lower density single-family detached residential uses. A Transition Zone, with additional development standards area required, exists where Planning Area boundaries are adjacent to existing Douglas County residential development, a Transition Zone exists where additional development standards are required (See Section 6.10).

B. Planning Areas B-1 and B-2 establish the northernmost and southeastern portions of the West Character Area. These Planning Areas are closest to the existing Twin Oaks single-family detached residential subdivision (north) and the existing Keene Ranch single-family detached residential subdivision (south). As with Planning Area A, development will be characterized by single-family detached residential. The edges of these Planning Areas are established in this PD Plan to be sensitive to existing topography and other physical characteristics of the property. Transition Zone development standards as defined within the PD, apply to some edges of these Planning Areas (See Section 6.10).

3. Central Character Area

The Central Character Area (Central) acts as a transition area between the lower density West Character Area and the higher density/intensity East Character Area. This Character Area allows higher density residential uses as well as non-residential uses, primarily in the eastern portion and away from the West Character Area and closer to the East Character Area and Dawson Trails Boulevard. All residential development in the Central Area include a wide range of housing types including single-family attached and detached as well as multi-family. This Character Area will include a well-connected series of neighborhood pods, potential neighborhood commercial, and both locally and regionally oriented land uses, parks, and other open space and amenities. The Central Character Area is comprised of three (3) Planning Areas totaling a maximum of 3,327 dwelling units and limited density transfers allowed

A. Planning Area C-1 is primarily a residential land use area, with some supporting neighborhood commercial and other low intensity non-residential uses permitted as a use by special review, anticipated to occur along collector roads and around intersections. Based on land use types permitted and associated development standards, the intensity of uses and density of residential development will generally decrease from east to west within the Planning Area.

B. Planning Area C-2 is similar to Planning Area C-1 but permits slightly higher residential densities. The southern portion of this Planning Area generally permits lower levels of density, due to the proximity of the Town/County boundary.

C. Planning Area D is an area that permits a wide range of residential uses, mixed-uses, and a wide range of commercial and other non-residential uses. Both horizontal and vertically mixed land uses are appropriate and permitted. The most intense land uses and residential densities will likely occur along the major north-south arterial (Dawson Trails Boulevard) located along the eastern boundary of the Planning Area.

4. East Character Area

The East Character Area (East) is influenced by its proximity to and visibility from Interstate 25, the Crystal Valley Interchange, and Dawson Trails Boulevard. Accordingly, the type of development occurring here will tend to be higher density, mixed use (both vertical and horizontal mixed-use) as well as a wide range of non-residential uses. Residential neighborhood and commercial site design in the East will strive to create pedestrian friendly connections and provide access via a variety of modes of transportation.

Residential development in the East is anticipated to include denser and more compact housing types such as condominiums, townhouses, apartments, and high density clustered single-family detached and attached units. A maximum of 1,340 dwelling units and limited transfer of units between planning areas is allowed.

Office buildings, retail stores, restaurants, service commercial, light industrial and other similar uses will provide employment, shopping, and local and regional destinations in this Character Area. Large format retailers, also known as "big-box" stores are appropriate in Planning Areas E-2, F-1, F-2, and F-3, along with other uses.

The East Character Area is comprised of seven (7) Planning Areas, and development standards included in this PD create a logical transition to the adjacent Central Character Area. Land uses allowed among the Planning Areas are similar, with the exception of Planning Areas G-1 and G-2, which allows light and flex industrial uses and prohibits residential uses.

A. Planning Area E-1 is a mixed-use parcel, located within the I-25/Crystal Valley Interchange area and is adjacent to the Twin Oaks single-family detached residential subdivision located in Douglas County, to the west. The proximity to adjacent commercial or mixed-use Planning Areas allows for similar development opportunities, but at a lower intensity. Development standards, which establish appropriate buffer areas and lower profile buildings, serve to guide development and site planning in this Planning Area. The western boundary of this Planning Area has an existing buffer agreement, which is filed with the Douglas County Clerk and Recorder, Reception Number 8625692 and labeled on the PDP. This agreement requires a 100-foot-wide buffer in this area.

B. Planning Area E-2 in the PDP is a mixed-use parcel that is more centrally positioned in the Dawson Trails neighborhood. This Planning Area is categorized as a Pedestrian Oriented Area and has the potential to include a pedestrian-oriented cluster of uses and will provide opportunities to shop, work, live, and recreate. Pedestrian Oriented Areas beyond the one described in Planning Area E-2 may also be developed in other areas of Dawson Trails. The Pedestrian Oriented Area will include the following:

1. Include either a publicly accessible and activated square/green/plaza OR a publicly accessible and activated "main street" at least one (1) block in length with buildings fronting with entries / pedestrian access oriented onto the space or street and incorporating typical urban design elements such as on-street parking (parallel or head-in), street trees for shade, decorative/enhanced paving, lighting/street furnishings, and other elements to help establish and define the public realm of the place/street.

2. Uses include all non-residential and residential uses permitted in Planning Area E-2.

3. Enhanced elements to support pedestrian connectivity may include crosswalks, outdoor dining, pedestrian-sealed lighting (poles and/or bollards), dedicated bicycle parking in key locations, or similar improvements.

4. Development patterns in a Pedestrian Oriented Area in this portion of Planning Area E-2 should prioritize pedestrians by placing entrances of sidewalks, providing landscaping along main routes, and allowing on-street parking to help encourage slower vehicular traffic. As a primary design principal for this gathering place/main street is to be pedestrian-oriented, the transportation network in these areas should also provide safe crossings for pedestrians and cyclists and may include mid-block crossings where necessary. Additional guidelines and standards can be found in the Dawson Trails Architectural Guidelines.

C. Planning Areas F-1, F-2 and F-3 are proximate to the proposed I-25 interchange and provide the widest range of land uses within Dawson Trails. These Planning Areas are likely to contain more auto-oriented and destination type land uses while providing safe connections for cyclists and pedestrians.

D. Planning Areas G-1 and G-2 provide for a similar range of land uses as in the other portions of the East Character Area but does not permit residential land uses.

SECTION 4 | DEFINITIONS

In addition to the standard definitions found in the Town of Castle Rock Zoning Ordinance (Title 17), as amended, the following definitions of terms shall apply to this PD.

**Accessory Structure** means a detached subordinate building, the use of which is customarily incidental to that of the main building or to the main use of the land and which is located on the same lot with the main building or use.

**Adult Day Care Facility** means a facility that provides services under an adult day-care program on a daily or regular basis but not overnight for four or more elderly or handicapped persons who are not related by blood, marriage, or adoption to the owner of the facility.

**Attached or Detached Private Garages** means an accessory building or portion of a dwelling which is fully enclosed and used for the sheltering of permitted vehicles and storage of household equipment incidental to the residential occupancy. This definition shall not include a carport or other open shelter.

**Driveway Easements** means an easement placed upon a common or shared driveway, benefiting the two or more property owners which utilize such space for access.

**Funeral Home** means (a) an establishment that holds, cares for, or prepares human remains prior to final disposition, including a crematory or embalming room; (b) an establishment that holds itself out to the general public as providing funeral goods and services; (c) an establishment that provides funeral or memorial services to the public for compensation.

**Industrial, Flex** means industrial buildings which allow for a wide range of office and warehouse uses. Flex buildings usually contain a larger percentage of office space than a typical distribution warehouse building and can be easily adapted to fit the spatial needs of the tenant.

**Large Animal Clinic and Hospital** means a clinic and/or hospital that provides medical care for large animals, including but not limited to equine, ruminant, and other livestock. This may include services such as herd checks, administering medicines, checkups, and surgeries.

**Master Developer** means the Master Developer for Dawson Trails PDP and/or its assigns of all or certain phases of the project that will be the entity responsible for providing the spine infrastructure, including roads, sewer, and water for the project. The Master Developer shall form or amend the Service Plan for any required quasi-governmental metropolitan district, the property owner's association, and design review committees

**Non-Residential** means development containing commercial, retail, industrial, and institutional uses. Residential and residential amenities such as pools, clubhouses, public schools (K-12) and public facilities are not considered to be non-residential uses.

**Office, Flex** means buildings that are designed and marketed as suitable for offices but with space available that is able to accommodate bulk storage, showroom manufacturing, assembly, retail or similar operations. Generally, flex space has storefront type windows in the office area of the space.

**Residential**

**Clustered Dwelling** means single family or multi-family, attached, or detached, dwelling units which are grouped more tightly together on one lot as a means to preserve nearby open space that would otherwise be distributed among privately owned lots.

**Condominium** means a type of multi-family Dwelling. The unit is individually owned, each owner receives a recordable deed to the individual unit purchased, including the right to sell, mortgage, etc., that unit and sharing in joint ownership of any common grounds, passageways, etc.

**Dwelling or Dwelling Unit** means any building or portion thereof which is used as the private residence or sleeping place of one of more human beings, but not including hotels, motels, tourist courts, clubs, hospitals, or similar uses.

**Green Court** means a group of single family, attached or detached, dwelling units which are accessed on the rear by either a private drive or an alley. Green Court dwellings may either be on individual lots or a commonly owned lot. Typically included is a common, shared, open space area which dwellings front upon, and which is maintained by either a private homeowner's association or other similar entity.

**Motor Court** means a group of single family, attached or detached, dwelling units which are accessed by a common, shared driveway.

**Multifamily** means buildings which contain apartments or condominiums, which contain three or more dwelling units, which are accessed from interior elevators or hallways, or from individual exterior entrances, and are separated by interior walls and/or floors. Multifamily does not include boarding houses, dormitories, fraternities, sororities, bed and breakfast establishments, single-family attached or detached dwellings, or hotels and motels, adult day care, memory care, or other similar institutional uses which provide support staff.

**Patio Dwelling Unit** means a dwelling that shares at least one wall with another home. Frequently built on small lots with patios in place of a traditional back yard.

**Single Family, Attached or Detached**, means a building designed exclusively for occupancy by one family and includes (but is not limited to) townhomes, green courts, motor courts and other similar residential configurations. Apartments and condominiums are considered Multifamily.

**Townhome** means a type of Single Family Attached Dwelling in which each single Dwelling goes from ground to roof and is separated from other Townhome Dwelling Units by a common wall while having individual outside access. Townhome Dwelling Units may have no side yards, or front and rear yards and may include two, three, four, or more dwellings.

**Zero Lot Line** means an alternative type of Single Family Detached Dwelling Unit which is situated on a lot so that one or more sides rest directly on the boundary line of the lot.

**Short Term Rentals** means any dwelling or portion thereof that is available for use or is used for accommodations or lodgings of guests, paying a fee or compensation for a period of less than thirty (30) consecutive days.

**Storage, Indoor (Allowed in Planning Areas F-1, F-2, F-3, G-1, G-2 only)** means the keeping in an enclosed area of any components, products, material, merchandise, equipment, vehicles, RVs, boats, and trailers.

**Storage, Outdoor (Allowed in Planning Areas F-1, F-2, F-3, G-1, G-2 only)** means the keeping in an unenclosed area of any components, products, material, merchandise, equipment, vehicles, RVs, boats, and trailers. Fleet/company vehicles, equipment attached to fleet/company vehicles, short-term customer and staff parking, and approved trash enclosures shall not be considered outdoor storage.

**Transition Zone** is the 150' wide area identified on the PD Plan in Planning Areas A, B, 1, and B-2 that is generally located towards the PDP property boundary and indicated with the cross-hatched pattern in those Planning Areas. The Transition Zone is established with this PDP to provide standards to control a range of land use development standards within this specific portion of the Planning Area, including minimum lot size, lighting, building colors, landscaping improvements, and fencing.

DAWSON TRAILS PLANNED DEVELOPMENT PLAN | PROJECT NO. PDP21-0001

SHEET TITLE:  
PD ZONING  
REGULATIONS

SHEET  
14 OF 20

# DAWSON TRAILS

## PLANNED DEVELOPMENT PLAN AND ZONING REGULATIONS

(AN AMENDMENT TO THE DAWSON RIDGE PRELIMINARY P.U.D SITE PLAN AND A PORTION OF THE WESTFIELD TRADE CENTER PRELIMINARY P.U.D. SITE PLAN)

TWO PARCELS OF LAND BEING ALL OF SECTION 28 AND PORTIONS OF SECTIONS 15, 21, 22, 27, 29, 32, 33 & 34, TOWNSHIP 8 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO

### PD ZONING REGULATIONS

#### SECTION 5 | OVERALL PROJECT STANDARDS

##### 5.1 Planning Area Boundaries

The conceptual boundaries of all Planning Areas are shown on the Dawson Trails PD Plan. Where a Planning Area abuts an internal local street or drive or a collector street, the boundary shall be the centerline of the street, where applicable. Where a Planning Area abuts an arterial street, the boundary shall be the right-of-way of that street as indicated on the PD Plan. A Planning Area may be partially subdivided and/or subdivided into multiple filings and phases at the Site Development Plan / Plat stage of the development review process.

##### 5.2 Amendments to the PD Plan and PD Zoning Regulations

- The maximum number of dwelling units approved for development in Dawson Trails is 5,850, including a maximum number of 2,400 Multifamily dwelling units. The maximum amount of non-residential use square footage is 3,200,000 square feet, subject to subsection 3 below.

- Residential
  - Dwelling units are subject to maximum transfers in each Planning Area as noted below in Table 5.2.1. In any case, the maximum number of dwelling units approved in this PD shall not exceed 5,850.

Table 5.2.1 - Maximum Allowed Transfer of Dwelling Units			
Character Area	Planning Area	Percentage Transfer Out	Percentage Transfer In
West	A	20%	0
	B-1	20%	0
	B-2	20%	0
Central	C-1	20%	15%
	C-2	20%	20%
	D	20%	20%
	E-1	No Residential Allowed	No Residential Allowed
East	E-2	20%	20%
	F-1	20%	20%
	F-2	20%	20%
	F-3	20%	20%
	G-1	No Residential Allowed	No Residential Allowed
	G-2	No Residential Allowed	No Residential Allowed

- The actual number of dwelling units approved will be determined and calculated at the Site Development Plan / Plat stage of the development review process. A Project Tracking Sheet will be used to document the series of plats at Dawson Trails over the life cycle of the project.

- The maximum number of allowed multifamily dwelling units is capped at 2,400, however, this may be increased by up to 15% as an Administrative Amendment to this PD. In any case, the maximum number of dwelling units approved in this PD shall not exceed 5,850.

- Non-residential
  - The maximum 3,200,000 square feet of non-residential use may be increased by up to 15% as an Administrative Amendment to this PD.

- All non-residential uses in the West, Central, and East Character Areas that are residential use-supporting in nature, including but not limited to various types of amenities, clubhouses, and similar uses, shall not be counted towards the maximum allocation of non-residential use 3,200,000 square feet.

- Assisted living facilities, adult day care, memory care, nursing homes, and continuum of care uses and other institutional use types that provide staffed support services do not count towards the 5,850 maximum allowed dwelling units in this PD.

##### 5.3 Non-Residential Use Acreage Minimums

- Minimum acreages of non-residential uses are required and shall be located in F-1, F-2, F-3, G-1, and G-2 as follows:
  - Planning Areas F-1 and F-2: 20-acres
  - Planning Area F-3: 25-acres
  - Planning Area G-1: 62.6 acres
  - Planning Area G-2: 4.3 acres

##### 5.4 Storage Use Acreage Maximums

- A total cumulative maximum of 30 acres of storage uses are permitted within Planning Areas F-1, F-2, F-3, G-1, and G-2.
  - Outdoor storage shall not exceed 15 acres.
  - Indoor and outdoor storage may both be included on the same site.

##### 5.5 Automobile / Vehicle / RV / Boat / Motorcycle / All-Terrain Vehicle / Equipment Sales and Leasing Use Acreage Maximums

- A total cumulative maximum of 20 acres of Automobile / Vehicle / RV / Boat / Motorcycle / All-Terrain Vehicle / Equipment Sales and Leasing uses are permitted within Planning Areas F-1, F-2, F-3, G-1, and G-2.

##### 5.6 Road Alignments

The PDP depicts conceptual locations of roadways. Recognizing that the final road alignments are subject to detailed engineering studies, realignments of roads/streets are expected and can be accomplished by the applicant/developer through the Site Development Plan / Plat stage of the development process without any amendment to these regulations or to the PDP itself. More significant road realignments, as determined by the Town of Castle Rock Development Services Director, shall follow the PDP Amendment procedure as provided in the Town of Castle Rock Municipal Code.

##### 5.7 Trails and Trail Alignments

The PDP depicts general locations of trails. Recognizing that the final trail alignments are subject to detailed engineering studies and overall pedestrian connectivity adjustments, realignments and changes are expected, and can be accomplished by the applicant/developer through Site Development Plan / Plat stage of the development process without any amendment to these regulations or to the Plan Development Plan itself. In some cases, sidewalks planned along roadways and streets may be used to connect trail networks. Refer to the Dawson Trails PD Plan.

##### 5.8 Open Space

Open space may be public or private. Public open space, PL-1, or PL-2 will be dedicated to the Town. Private open space, OSP, will be owned by a private entity, a metropolitan district or homeowners' association. An additional approximate 215 acres to be designated as either public or private open space at time of SPD / Plat.

##### 5.9 Residential Parking

- Shared parking is allowed per Section 17.54 of the Municipal Code.
- Reduced parking standards may be requested per Section 17.54 of the Municipal Code.
- Table 5.8.1, below, identifies parking standards within the Dawson Trails PD. Parking shall follow the table below unless the applicant designates that the Town Code requirements are to be used in lieu thereof at the time of SPD.

Table 5.8.1	
Single Family Detached Dwelling	2 Spaces per Dwelling Unit
Single Family Attached Dwelling	1 space per 1 bedroom; 1.5 spaces per 2 bedrooms; 2 spaces per 3+ bedrooms; +15% of total required spaces for visitor parking
Multiple SFA & SFD on One Lot	1 space per 1 bedroom; 1.5 spaces per 2 bedrooms; 2 spaces per 3+ bedrooms; +15% of total required spaces for visitor parking
Clustering Single Family Residential Dwelling	2 Spaces per Unit
Multi-Family Residential Dwelling (Multifamily and dwellings in multiple buildings on a single lot)	1 space per 1 bedroom; 1.5 spaces per 2 bedrooms; 2 spaces per 3+ bedrooms; +20% of total required spaces for visitor parking
Notes:	
1. Off-street parking includes garage spaces (including tandem configurations), surface parking, other covered spaces, uncovered spaces, spaces accessed from private drives, and driveways.	
2. On-street parking that is directly adjacent to the lot frontage of a public or private street may be counted as part of the parking requirements in Planning Area E-2, in conjunction with review of a SPD in Section 3.4.6, of this PD.	

##### 5.10 Residential / Non-Residential Use Adjacency Standards

- Planning Area E-1 shall have a minimum 100-foot open space buffer, measured from the western Dawson Trails property boundary. No structures which require a building permit are permitted within this open space buffer.
- The northern portion of Planning Area E-2, adjacent to the proposed Major Collector, shall have a minimum 50-foot open space buffer, measured from the east boundary of the Right-of-Way for the Major Collector. No structures which require a building permit are permitted within this open space buffer.
- The buffers noted 1 and 2, above are inclusive of the buffer described in the existing buffer agreement, which is filed with the Douglas County Clerk and Recorder, Reception Number 8625892.
- The Interface requirements of Chapters 17.50 and 17.51 of the Town of Castle Rock Municipal Code shall apply in the Dawson Trails PD only to development adjacent to the buffers described in 1 and 2 above, except that no additional prescriptive buffer is required.

##### 5.11 Landscaping

All landscaping shall be in conformance with Town of Castle Rock Landscape and Irrigation Criteria Manual and the Dawson Trails Water Efficiency Plan, as amended.

##### 5.12 Grading / Drainage

The grading/drainage of an individual lot or open space tract shall not vary from the approved Plat and Construction Documents - Grading Plan, as applicable, without written approval of the Owner, certification of the Owner's Engineer(s), and Town review and approval. Any unauthorized work performed will be required to be returned to the specified grade by the individual(s) or organization(s) that authorized the change without proper approval.

##### 5.13 Town-Owned Property

No easements, grading, or other disturbance associated with development is permitted on PL-1, PL-2, or other Town owned property without written approval from the Town of Castle Rock.

##### 5.14 Compliance with Skyline/RidgeLine Protection District

All areas within the Skyline/RidgeLine protection area as shown on the Dawson Trails PD Plan shall be subject to Chapter 17.48 of the Castle Rock Municipal Code, as amended.

##### 5.15 Wildland Fire Mitigation

The natural topography and existing vegetation of the development site and adjacent open space suggests that the design of the homes and the neighborhood incorporate methods to limit the potential for the spread of wildland fires. National Fire Protection Association measures approved by the Town of Castle Rock Fire Department shall be incorporated into each Site Development Plan. An overall Wildfire Vegetation Mitigation Plan is included in the PDP and will be further defined at each stage of development as associated with future Site Development Plans when the appropriate amount of planning and engineering information and detail are known.

##### 5.16 Planning and Design

- Design and construction of lot structures, roadways, and other improvements shall be sensitive to the existing topography and nature vegetation. The proposed improvements shall achieve a blended landscape (existing conditions combined with engineered conditions) that is congruent with the intended character of the Character Area and/or Planning Area improvements being implemented, as determined feasible.
- Structures in sloping areas shall be designed to generally conform to the slope by means of stepped foundations, retaining walls or similar methods that will seek to minimize grading and site preparation, as determined feasible.
- Grading shall be shaped to compliment the natural landforms, as determined feasible.

- Roads in steeply sloping or heavily vegetated areas shall be designed to minimize the area of disturbance, while recognizing grading impacts will require changes to existing slopes and removal of existing vegetation in many areas where development improvements are to be located. Where practical, clearing of vegetation within the right-of-way shall be feathered to create more natural appearing edges.

#### SECTION 6 | PERMITTED USES AND DEVELOPMENT STANDARDS

As outlined above in the Character Area descriptions, each Character Area is further organized by Planning Areas. While the Character Areas provide a general guide for similar types of development, each Planning Area provides allowed land uses and dimensional standards.

Refer to Section 6.11 Supplemental Development Standards. Supplemental Development Standard #16 (A through E) includes standards applicable in all Planning Areas. Sections 6.1 through 6.10 establish permitted uses and development standards unique to specific Planning Areas.

##### 6.1 Planning Area A

- Permitted Uses
  - Residential
    - Single Family Detached
    - Detached Private Garage
  - Non-Residential
    - Home Occupations
    - Open Space, Public or Private
    - Private recreational and park uses, clubhouse, country clubs, recreational facilities, including but not limited to: swimming pools, sport courts, and jogging, equestrian riding, hiking and biking trails
    - Public Parks, Playgrounds, and other recreational areas
    - 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
    - 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
- Uses By Special Review
  - Solar collectors which are not part of the primary structure
  - Public Facilities
- Development Standards (unless otherwise approved by the Town at the time of SPD or Plat)
  - Transition Zone Minimum Lot Size: Residential lots located within the designated Transition Zone, as identified on the PD Plan, shall be a minimum 7,700 square feet (See Section 6.10 for additional standards)
  - Primary Structure
    - Minimum Lot Size: None

*Note: The numbers within parentheses following each standard indicate additional development standards which may apply. See Section 6.11.*

- Setbacks (3, 4, 9, 13, 14)
  - Minimum Front Setback (1, 5, 8): 15'
  - Minimum Front Setback to Garage Door Face (1, 5, 8): 20'
  - Minimum Rear Setback (8): 20'
  - Minimum Rear Setback, Alley (6, 7): 2'
  - Minimum Side Setback, Interior Lot (6, 7, 12): 5'
  - Minimum Side Street Setback (1, 5, 6, 7, 8): 15'
- Minimum Building Separation (3): 10'
- Maximum Building Height (2): 35'

##### D. Accessory Structure

- Note: The numbers within parentheses following each standard indicate additional development standards which may apply. See Section 6.11.*
- Setbacks (3, 4, 9, 13, 14)
    - Minimum Front Setback (1, 5, 8): 20'
    - Minimum Rear Setback (8): 5'
    - Minimum Rear Setback, Alley (6, 7): 2'
    - Minimum Side Setback (interior lot) (6, 7, 12): 5'
    - Minimum Side Street Setback (1, 5, 6, 7, 8): 15'
  - Minimum Building Separation (3): 10'
  - Maximum Building Height (2): 35'

##### 6.2 Planning Areas B-1 and B-2

- Permitted Uses
  - Residential
    - Single Family Detached
    - Detached private garages
  - Non-Residential
    - Open space, public or private
    - Private Recreational and Park uses, clubhouse, country clubs, recreational facilities, including but not limited to: Swimming Pools, Sport Courts, and jogging, equestrian riding, hiking and biking trails
    - Public Parks, playgrounds, and other recreational areas
    - 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.
    - 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.
- Uses By Special Review
  - Solar collectors which are not part of the primary structure
  - Public Facilities
- Development Standards (unless otherwise approved by the Town at the time of SPD or Plat)
  - Transition Zone Minimum Lot Size: Transition Zone Minimum Lot Size: Residential lots located within the designated Transition Zone, as identified on the PD Plan, shall be 6,600 square feet. (See Section 6.10 for additional standards).

##### B. Primary Structure

- Note: The numbers within parentheses following each standard indicate additional development standards which may apply. See Section 6.11.*
- Minimum Lot Size: None
  - Setbacks (3, 4, 13, 14)
    - Minimum Front Setback (1, 5, 8): 15'
    - Minimum Front Setback to Garage Door Face (1, 5, 8): 20'
    - Minimum Rear Setback (8): 20'
    - Minimum Rear Alley Setback (6, 7): 2'
    - Minimum Side Setback, interior lot (6, 7, 12): 5'
    - Minimum Side Street Setback (1, 5, 6, 7, 8): 15'
  - Minimum Building Separation (3): 10'
  - Maximum Building Height (2): 35'

##### C. Accessory Structure

- Note: The numbers within parentheses following each standard indicate additional development standards which may apply. See Section 6.11.*
- Setbacks (3, 4, 13, 14)
    - Minimum Front Setback (1, 5, 8): 20'
    - Minimum Rear Setback (8): 5'
    - Minimum Rear Alley Setback (6, 7): 2'
    - Minimum Side Setback (interior lot) (6, 7, 12): 5'
    - Minimum Side Street Setback (1, 5, 6, 7, 8): 15'
  - Minimum Building Separation (3): 10'
  - Maximum Building Height (2): 35'

# DAWSON TRAILS

## PLANNED DEVELOPMENT PLAN AND ZONING REGULATIONS

(AN AMENDMENT TO THE DAWSON RIDGE PRELIMINARY P.U.D. SITE PLAN AND A PORTION OF THE WESTFIELD TRADE CENTER PRELIMINARY P.U.D. SITE PLAN)  
TWO PARCELS OF LAND BEING ALL OF SECTION 28 AND PORTIONS OF SECTIONS 15, 21, 22, 27, 29, 32, 33, 34, 34, TOWNSHIP 4 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO

### PD ZONING REGULATIONS

#### 6.3 Planning Areas C-1 and C-2

1. Permitted Uses
  - A. Residential
    - 1. Single-Family Detached (E-2 only)
  - B. Single-Family Attached (Townhome, Duplex, Triplex, Fourplex, Zeni Lot Line Dwelling Units, Patio Dwellings, Detached Dwellings) (E-2 only)
  - C. Multi-Use (horizontal or vertical) (E-2 only)
  - D. Multifamily (E-2 only)
  - E. Outrigger Single-Family Dwelling Units, including but not limited to Zeni Lot Line Dwelling Units, Townhomes, Units, Two, Three, and Four, and other Multi-Family Dwelling Units (E-2 only)
  - F. Detached private garages
2. Non-Residential
  - A. Adult Day Care Facility
  - B. Assisted Living / Memory Care
  - C. ATM / Kiosk
  - D. Bed and Breakfast
  - E. Clinic
  - F. Day Care Center Facility
  - G. Drive-Through Facility
  - H. Educational Facility
  - I. Funeral Home
  - J. Gym / Health Club
  - K. Hospital
  - L. Hotel
  - M. Nursing Home
  - N. Office (including Flex Office)
  - O. Parking Facility (stand-alone lot / structure)
  - P. Place of Worship
  - Q. Private Club
  - R. Public facilities
  - S. Restaurant, Indoor or Outdoor
  - T. Retail
  - U. Studio Classes
  - V. Veterinary Clinic
  - W. Open Space, Public or Private
  - X. Public Parks, Playgrounds, and other non-commercial recreational areas
  - Y. Private Parks, Playgrounds, and other non-commercial recreational areas
  - Z. Other uses not listed above, which are not prohibited by any other applicable laws, ordinances, or regulations.
3. Water infrastructure including but not limited to detention/retention areas, lift stations, and piping, as well as structures typically associated with water infrastructure such as pump houses.

4. Uses By Special Review
  - A. Non-Residential
    - 1. Office
    - 2. Gym / Health Clubs
    - 3. Clinic
    - 4. Day Care Center Facility
    - 5. Private Clubs
    - 6. Retail
    - 7. Personal Services
    - 8. Commercial Services
    - 9. Public Facilities
    - 10. Studio Classes
    - 11. Veterinary Clinic
    - 12. Open Space, Public or Private
    - 13. Other uses not listed above, which are not prohibited by any other applicable laws, ordinances, or regulations.
  - B. Planning Area C-1 - 50'
  - C. Planning Area C-2 - 50'
5. Residential Structures (unless otherwise approved by the Town at the time of SDR or Plat)
  - A. Minimum Lot Size: None
  - B. Minimum Front Setback: 15.0, 6.0, 15.0'
  - C. Minimum Rear Setback: 6.0, 10.0'
  - D. Minimum Side Setback: 6.0, 10.0, 6.0, 10.0'
  - E. Minimum Building Separation: 10.0'
6. Accessory Structure
  - A. Minimum Lot Size: None
  - B. Minimum Front Setback: 15.0, 6.0, 15.0'
  - C. Minimum Rear Setback: 6.0, 10.0'
  - D. Minimum Side Setback: 6.0, 10.0, 6.0, 10.0'
  - E. Minimum Building Separation: 10.0'

\*Note: The numbers within parentheses following each standard indicate additional development standards which may apply. See Section 6.11.

#### 6.4 Planning Area D

1. Permitted Uses
  - A. Residential
    - 1. Single-Family Detached (E-2 only)
  - B. Single-Family Attached (Townhome, Duplex, Triplex, Fourplex, Zeni Lot Line Dwelling Units, Patio Dwellings, Motor Courts, Green Courts, Outrigger Dwellings)
  - C. Multifamily (Apartments, Condominiums, or other similar Multifamily Configurations)
2. Non-Residential Structures (unless otherwise approved by the Town at the time of SDR or Plat)
  - A. Minimum Lot Size: None
  - B. Minimum Front Setback: 15.0, 6.0, 15.0'
  - C. Minimum Rear Setback: 6.0, 10.0'
  - D. Minimum Side Setback: 6.0, 10.0, 6.0, 10.0'
  - E. Minimum Building Separation: 10.0'
3. Water infrastructure including but not limited to detention/retention areas, lift stations, and piping, as well as structures typically associated with water infrastructure such as pump houses.

\*Note: The numbers within parentheses following each standard indicate additional development standards which may apply. See Section 6.11.

4. Multifamily
  - 1. Outrigger Single-Family Dwelling Units
  - 2. Condominium
  - 3. Single-Family Attached (Townhome, Duplex, Triplex, Fourplex, Zeni Lot Line Dwelling Units, Patio Dwellings, Detached Dwellings) (E-2 only)
  - 4. Townhome
  - 5. Outrigger Single-Family Dwelling Units, including but not limited to Zeni Lot Line Dwelling Units, Townhomes, Units, Two, Three, and Four, and other Multi-Family Dwelling Units (E-2 only)
  - 6. Detached private garages
5. Non-Residential
  - A. Adult Day Care Facility
  - B. Assisted Living / Memory Care
  - C. ATM / Kiosk
  - D. Bed and Breakfast
  - E. Clinic
  - F. Day Care Center Facility
  - G. Drive-Through Facility
  - H. Educational Facility
  - I. Funeral Home
  - J. Gym / Health Club
  - K. Hospital
  - L. Hotel
  - M. Nursing Home
  - N. Office (including Flex Office)
  - O. Parking Facility (stand-alone lot / structure)
  - P. Place of Worship
  - Q. Private Club
  - R. Public facilities
  - S. Restaurant, Indoor or Outdoor
  - T. Retail
  - U. Studio Classes
  - V. Veterinary Clinic
  - W. Open Space, Public or Private
  - X. Public Parks, Playgrounds, and other non-commercial recreational areas
  - Y. Private Parks, Playgrounds, and other non-commercial recreational areas
  - Z. Other uses not listed above, which are not prohibited by any other applicable laws, ordinances, or regulations.
6. Water infrastructure including but not limited to detention/retention areas, lift stations, and piping, as well as structures typically associated with water infrastructure such as pump houses.

7. Uses By Special Review
  - A. Non-Residential
    - 1. Office
    - 2. Gym / Health Clubs
    - 3. Clinic
    - 4. Day Care Center Facility
    - 5. Private Clubs
    - 6. Retail
    - 7. Personal Services
    - 8. Commercial Services
    - 9. Public Facilities
    - 10. Studio Classes
    - 11. Veterinary Clinic
    - 12. Open Space, Public or Private
    - 13. Other uses not listed above, which are not prohibited by any other applicable laws, ordinances, or regulations.
  - B. Planning Area C-1 - 50'
  - C. Planning Area C-2 - 50'
8. Residential Structures (unless otherwise approved by the Town at the time of SDR or Plat)
  - A. Minimum Lot Size: None
  - B. Minimum Front Setback: 15.0, 6.0, 15.0'
  - C. Minimum Rear Setback: 6.0, 10.0'
  - D. Minimum Side Setback: 6.0, 10.0, 6.0, 10.0'
  - E. Minimum Building Separation: 10.0'
9. Accessory Structure
  - A. Minimum Lot Size: None
  - B. Minimum Front Setback: 15.0, 6.0, 15.0'
  - C. Minimum Rear Setback: 6.0, 10.0'
  - D. Minimum Side Setback: 6.0, 10.0, 6.0, 10.0'
  - E. Minimum Building Separation: 10.0'

\*Note: The numbers within parentheses following each standard indicate additional development standards which may apply. See Section 6.11.

- 6.5 Planning Area E-1 and E-2
1. Permitted Uses
  - A. Residential
    - 1. Single-Family Detached (E-2 only)
  - B. Single-Family Attached (Townhome, Duplex, Triplex, Fourplex, Zeni Lot Line Dwelling Units, Patio Dwellings, Motor Courts, Green Courts, Outrigger Dwellings) (E-2 only)
  - C. Multi-Use (horizontal or vertical) (E-2 only)
  - D. Multifamily (E-2 only)
  - E. Outrigger Single-Family Dwelling Units, including but not limited to Zeni Lot Line Dwelling Units, Townhomes, Units, Two, Three, and Four, and other Multi-Family Dwelling Units (E-2 only)
  - F. Detached private garages (E-2 only)
2. Non-Residential
  - A. Adult Day Care Facility
  - B. Assisted Living / Memory Care, or other similar institutional uses
  - C. ATM / Kiosk
  - D. Bed and Breakfast
  - E. Clinic
  - F. Day Care Center Facility
  - G. Drive-Through Facility
  - H. Educational Facility
  - I. Funeral Home
  - J. Gym / Health Club
  - K. Hospital
  - L. Hotel
  - M. Nursing Home
  - N. Office (including Flex Office)
  - O. Parking Facility (stand-alone lot / structure)
  - P. Place of Worship
  - Q. Private Club
  - R. Public facilities
  - S. Restaurant
  - T. Retail
  - U. Studio Classes
  - V. Veterinary Clinic
  - W. Open Space, Public or Private
  - X. Public Parks, Playgrounds, and other non-commercial recreational areas
  - Y. Private Parks, Playgrounds, and other non-commercial recreational areas
  - Z. Other uses not listed above, which are not prohibited by any other applicable laws, ordinances, or regulations.
3. Water infrastructure including but not limited to detention/retention areas, lift stations, and piping, as well as structures typically associated with water infrastructure such as pump houses.

4. Uses By Special Review
  - A. Non-Residential
    - 1. Office
    - 2. Gym / Health Clubs
    - 3. Clinic
    - 4. Day Care Center Facility
    - 5. Private Clubs
    - 6. Retail
    - 7. Personal Services
    - 8. Commercial Services
    - 9. Public Facilities
    - 10. Studio Classes
    - 11. Veterinary Clinic
    - 12. Open Space, Public or Private
    - 13. Other uses not listed above, which are not prohibited by any other applicable laws, ordinances, or regulations.
  - B. Planning Area E-1 - 50'
  - C. Planning Area E-2 - 50'
5. Residential Structures (unless otherwise approved by the Town at the time of SDR or Plat)
  - A. Minimum Lot Size: None
  - B. Minimum Front Setback: 15.0, 6.0, 15.0'
  - C. Minimum Rear Setback: 6.0, 10.0'
  - D. Minimum Side Setback: 6.0, 10.0, 6.0, 10.0'
  - E. Minimum Building Separation: 10.0'
6. Accessory Structure
  - A. Minimum Lot Size: None
  - B. Minimum Front Setback: 15.0, 6.0, 15.0'
  - C. Minimum Rear Setback: 6.0, 10.0'
  - D. Minimum Side Setback: 6.0, 10.0, 6.0, 10.0'
  - E. Minimum Building Separation: 10.0'

\*Note: The numbers within parentheses following each standard indicate additional development standards which may apply. See Section 6.11.

5. Non-Residential Structures (unless otherwise approved by the Town at the time of SDR or Plat)
  - A. Minimum Lot Size: None
  - B. Minimum Front Setback: 15.0, 6.0, 15.0'
  - C. Minimum Rear Setback: 6.0, 10.0'
  - D. Minimum Side Setback: 6.0, 10.0, 6.0, 10.0'
  - E. Minimum Building Separation: 10.0'
6. Accessory Structure
  - A. Minimum Lot Size: None
  - B. Minimum Front Setback: 15.0, 6.0, 15.0'
  - C. Minimum Rear Setback: 6.0, 10.0'
  - D. Minimum Side Setback: 6.0, 10.0, 6.0, 10.0'
  - E. Minimum Building Separation: 10.0'
7. Water infrastructure including but not limited to detention/retention areas, lift stations, and piping, as well as structures typically associated with water infrastructure such as pump houses.

8. Uses By Special Review
  - A. Non-Residential
    - 1. Office
    - 2. Gym / Health Clubs
    - 3. Clinic
    - 4. Day Care Center Facility
    - 5. Private Clubs
    - 6. Retail
    - 7. Personal Services
    - 8. Commercial Services
    - 9. Public Facilities
    - 10. Studio Classes
    - 11. Veterinary Clinic
    - 12. Open Space, Public or Private
    - 13. Other uses not listed above, which are not prohibited by any other applicable laws, ordinances, or regulations.
  - B. Planning Area E-1 - 50'
  - C. Planning Area E-2 - 50'
9. Residential Structures (unless otherwise approved by the Town at the time of SDR or Plat)
  - A. Minimum Lot Size: None
  - B. Minimum Front Setback: 15.0, 6.0, 15.0'
  - C. Minimum Rear Setback: 6.0, 10.0'
  - D. Minimum Side Setback: 6.0, 10.0, 6.0, 10.0'
  - E. Minimum Building Separation: 10.0'
10. Accessory Structure
  - A. Minimum Lot Size: None
  - B. Minimum Front Setback: 15.0, 6.0, 15.0'
  - C. Minimum Rear Setback: 6.0, 10.0'
  - D. Minimum Side Setback: 6.0, 10.0, 6.0, 10.0'
  - E. Minimum Building Separation: 10.0'

\*Note: The numbers within parentheses following each standard indicate additional development standards which may apply. See Section 6.11.









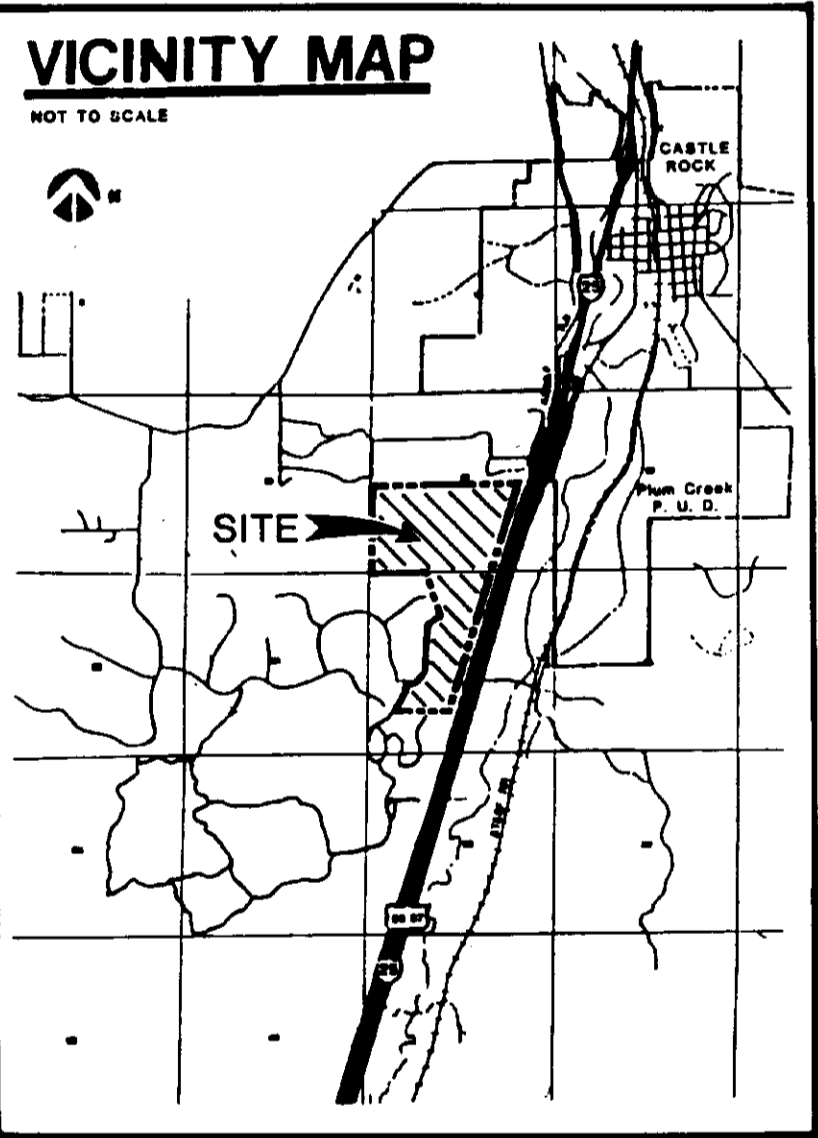
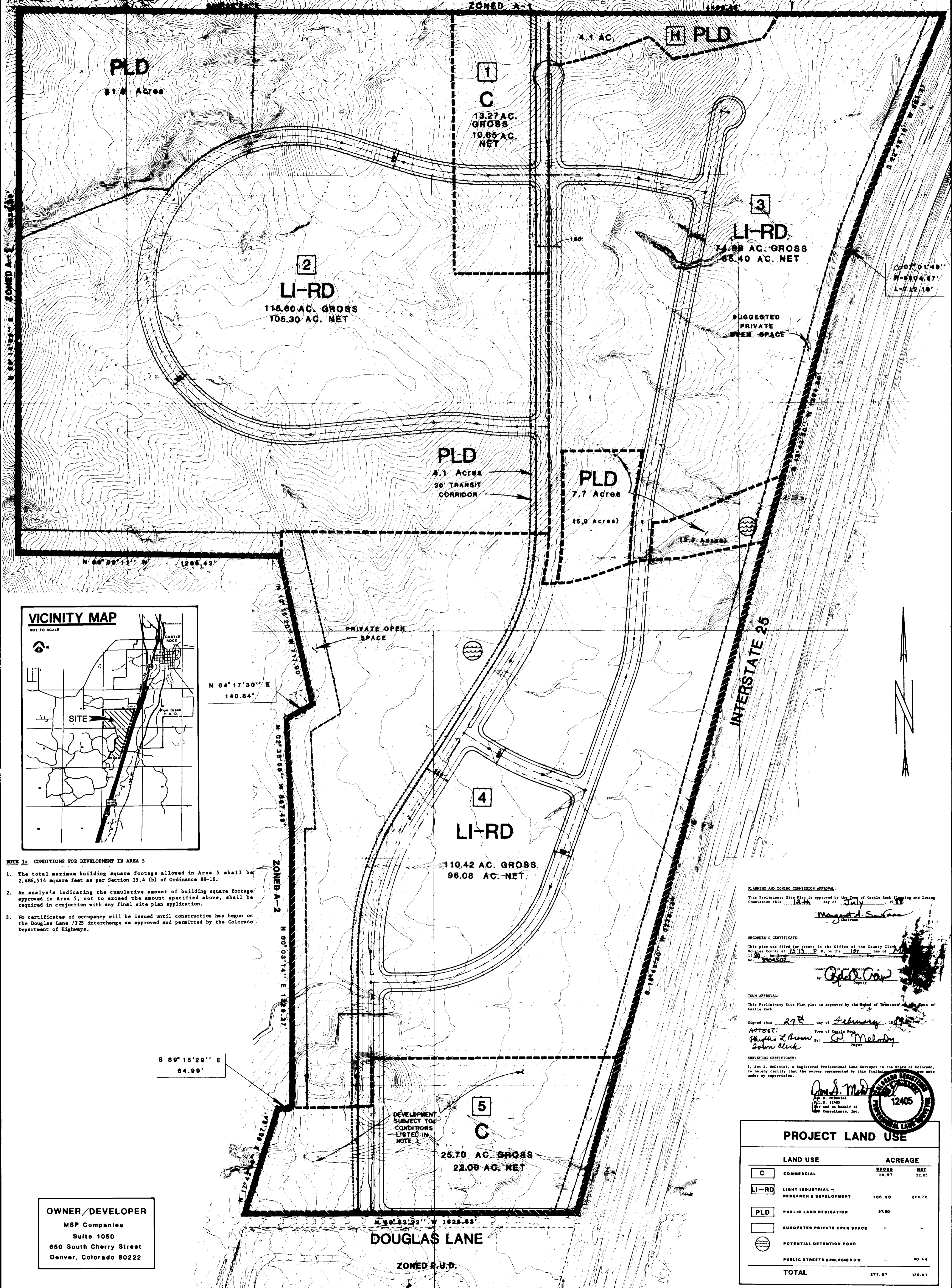


# WESTFIELD TRADE CENTER

Attachment D

## 2ND AMENDED PRELIMINARY SITE PLAN

AN AMENDMENT TO TRACT "A" OF THE CASTLE ROCK RANCH PRELIMINARY P.U.D. PLAN



### NOTE 1: CONDITIONS FOR DEVELOPMENT IN AREA 5

- The total maximum building square footage allowed in Area 5 shall be 2,486,514 square feet as per Section 13.4 (b) of Ordinance 88-16.
- An analysis indicating the cumulative amount of building square footage approved in Area 5, not to exceed the amount specified above, shall be required in conjunction with any final site plan application.
- No certificates of occupancy will be issued until construction has begun on the Douglas Lane / I25 interchange as approved and permitted by the Colorado Department of Highways.

### PLANNING AND ZONING COMMISSION APPROVAL:

This Preliminary Site Plan is approved by the Town of Castle Rock Planning and Zoning Commission this 18th day of July, 1998.

### RECORDING'S CERTIFICATE:

This plan was filed for record in the Office of the County Clerk, Douglas County at 12:15 P.M. on the 18th day of July, 1998.  
By: Carol Ann Deputy

### TOWN APPROVAL:

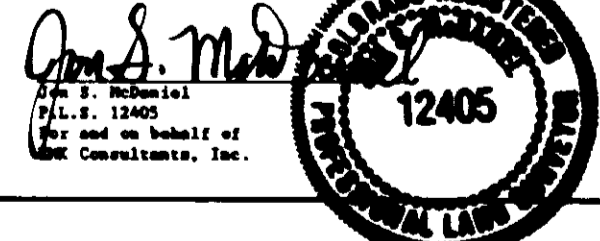
This Preliminary Site Plan is approved by the Board of Trustees of the Town of Castle Rock.

Signed this 27th day of February, 1998.

ATTEST: Phyllis L. Brown Town of Castle Rock  
John Elise Mayor

### SURVEYING CERTIFICATE:

I, Jon S. McDaniel, a Registered Professional Land Surveyor in the State of Colorado, do hereby certify that the survey represented by this Preliminary Site Plan was made under my supervision.



### PROJECT LAND USE

LAND USE	ACREAGE	NET
<b>C</b> COMMERCIAL	28.97	32.65
<b>LI-RD</b> LIGHT INDUSTRIAL - RESEARCH & DEVELOPMENT	300.90	254.76
<b>PLD</b> PUBLIC LAND DEDICATION	37.80	
SUGGESTED PRIVATE OPEN SPACE	-	-
POTENTIAL DETENTION POND	-	-
PUBLIC STREETS & RAILROAD R.O.W.	-	40.44
<b>TOTAL</b>	377.67	338.85

**OWNER/DEVELOPER**  
MSP Companies  
Suite 1050  
650 South Cherry Street  
Denver, Colorado 80222

### WESTFIELD TRADE CENTER

#### REVISIONS

No.	DESCRIPTION	DATE	BY
1	REVISE D.S. ACREAGE	6/98	
2	REVISED PLD ACREAGE	7/98	
3	ADDED SUG. PRIVATE OPEN SPACE	7/98	
4	REV. TITLE	7/98	
5	REVISE ACREAGE	10/98	M.J.E.

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CALL 534-6700  
THE DENVER INTER-UTILITY GROUP (D.I.G.)  
FOR LOCATING & MARKING GAS, ELECTRIC,  
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IF NOT ONE INCH ON THIS SHEET  
ADJUST SCALES ACCORDINGLY

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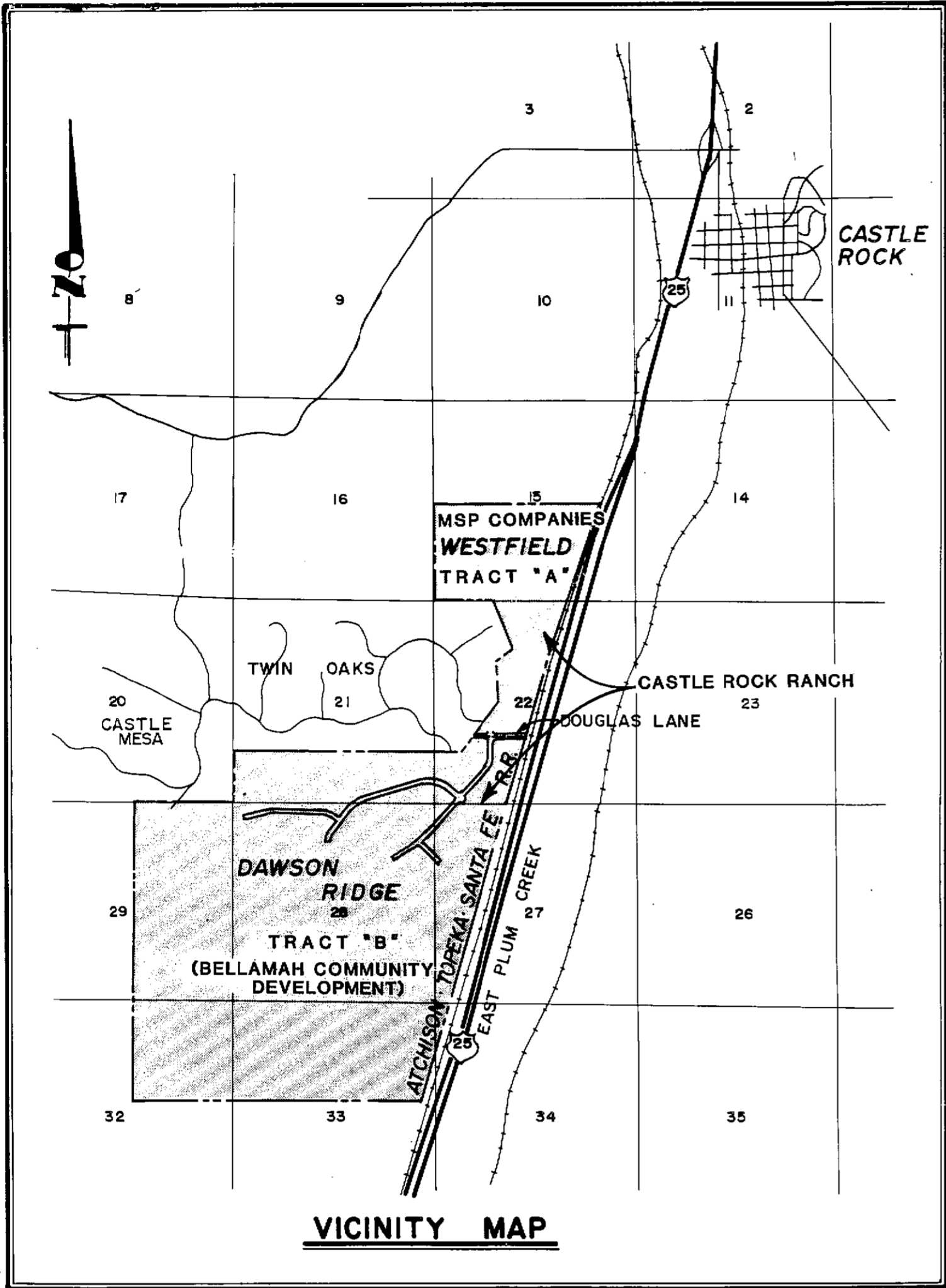


**EMK CONSULTANTS, INC.**  
ENGINEERS • SURVEYORS • LAND PLANNERS  
6061 SOUTH WILLOW DRIVE, SUITE 120  
ENGLEWOOD, COLORADO 80111  
(303) 694-1520

DAWSON R I D G E

PRELIMINARY P.U.D. SITE PLAN

AN AMENDMENT TO TRACT "B" OF CASTLEROCK RANCH P.U.D.



INDEX

1

COVER SHEET

2

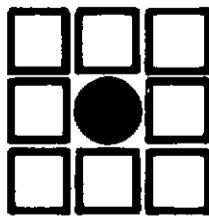
DAWSON RIDGE PUD

P.U.D. LAND USE COMPARISONS

Table I

Land Use	Density	CRR Acreage	DR Acreage	Acreage % Change	CRR DUs	DR DUs	Total # DUs Change
RA	1.0	112.72	103.65	- 8%	112	103	- 9
RB	2.5	161.76	158.06	- 2%	404	395	- 9
RC	3.5	170.84	170.84	0%	597	597	0
RD	5.0	273.06	270.56	- 1%	1365	1352	- 13
RF	8.0	344.60	344.60	0%	2756	2756	0
RG	10.0	169.41	169.41	0%	1694	1694	0
RH	20.0	26.54	22.34	-16%	530	446	- 84
Subtotal		1258.93	1239.46	- 2%	7458	7343	-115
C		128.65	126.60	- 2%			
OC		148.78	155.98	4%			
C/OC/RF		137.93	150.61	9%	442	557	115
PLD		209.02	210.66	1%			
		1883.31	1883.31	0%	7900	7900	-0-

ENGINEER



MERRICK

Telephone 303/751-0741  
(10855 E. Bethany Drive)  
Post Office Box 22026  
Denver, Colorado 80222

PREPARED APRIL 25, 1986

SHEET 1 of 2

DEVELOPER



Bellamah  
Community  
Development

Telephone 303/799-1919  
9085 E. Mineral Circle  
Suite 330  
Englewood, Colorado 80112

CLERK AND RECORDERS CERTIFICATE

STATE OF COLORADO COUNTY OF DOUGLAS

I HEREBY CERTIFY THAT THIS P.U.D. WAS FILED IN MY OFFICE

THIS 20<sup>th</sup> DAY OF November 1986 A.D. AT 9:35 O'CLOCK A.M.

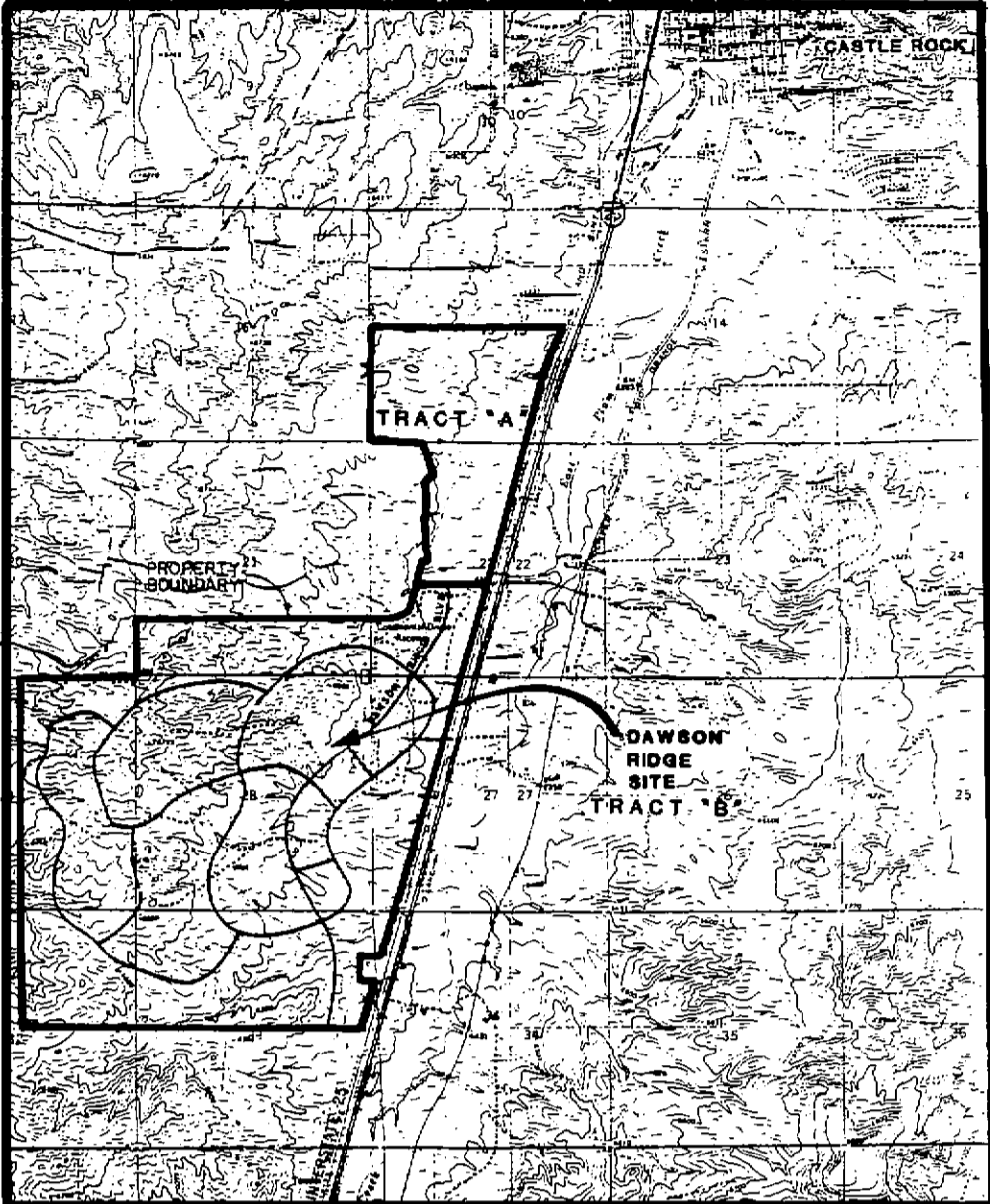
AT RECEPTION NUMBER 8625697

*James P. Thompson, Deputy*  
CLERK AND RECORDER

# DAWSON RIDGE

## PRELIMINARY P.U.D. SITE PLAN AN AMENDMENT TO TRACT "B" OF CASTLEROCK RANCH P. U. D.

### VICINITY MAP



### LAND USE

LAND USE	DENSITY	ACREAGE	D.U.'s
RA	RESIDENTIAL-TYPE A	1.0 DU/AC	103.65
RB	RESIDENTIAL-TYPE B	2.5 DU/AC	158.06
RC	RESIDENTIAL-TYPE C	3.5 DU/AC	170.84
RD	RESIDENTIAL-TYPE D	5.0 DU/AC	270.56
RF	RESIDENTIAL-TYPE F (OPTIONAL)	8.0 DU/AC	344.60
RG	RESIDENTIAL-TYPE G	10.0 DU/AC	169.41
RH	RESIDENTIAL-TYPE H	20.0 DU/AC	22.34
C	COMMERCIAL		126.60
OC	OFFICE/COMMERCIAL		155.98
C/OC/RF	COMM.-OFFICE-RF		150.61
PLD	PUBLIC LAND DEDICATION		210.66
TOTAL		1883.31	7900

### TRACT "A"

CASTLEROCK RANCH P.U.D.

NOT PART OF THIS AMENDMENT

### LEGEND

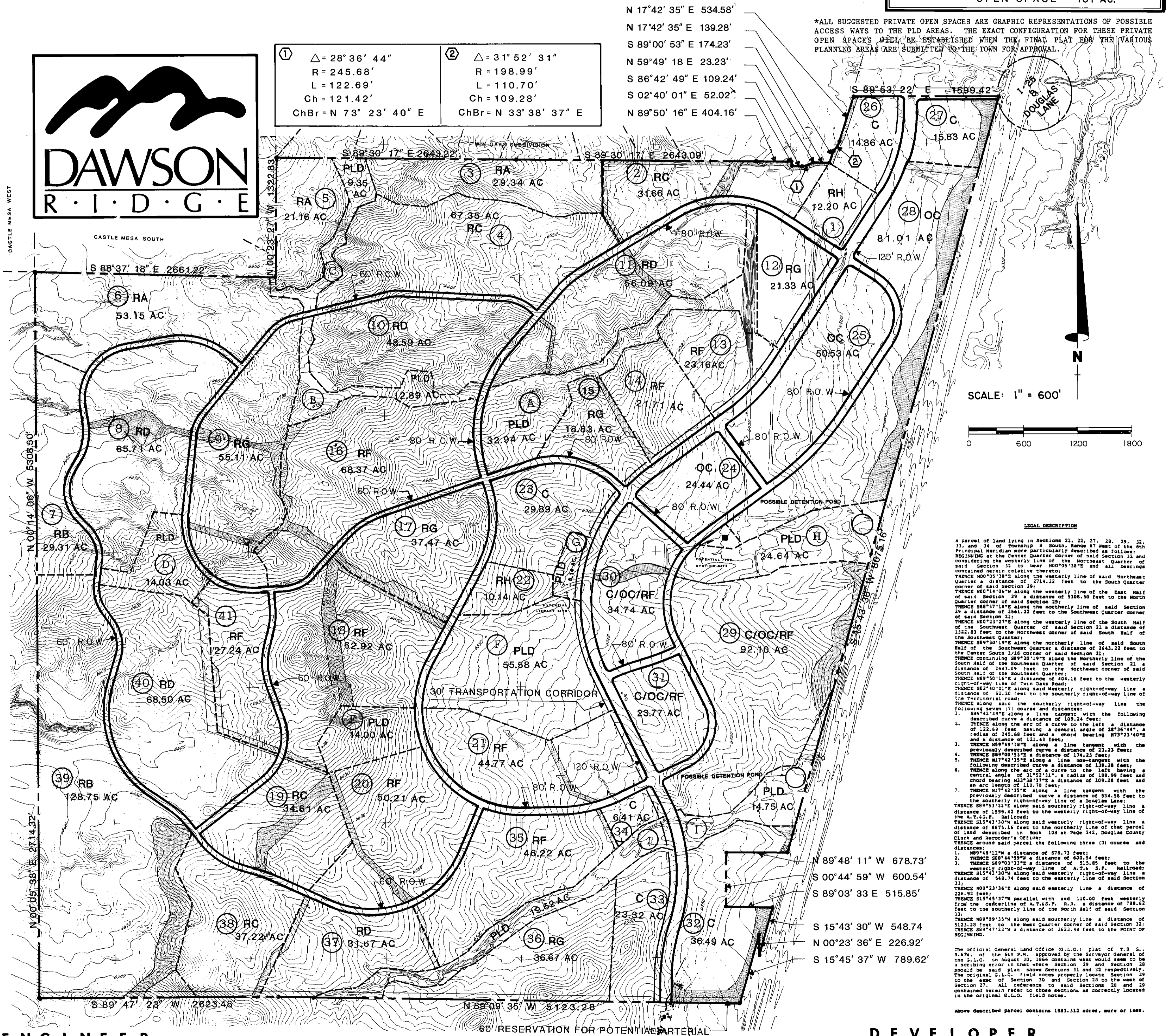
	PROPERTY BOUNDARY
	STREET R.O.W.
	PLANNING AREA BOUNDARY
	PLANNING AREA
	PUBLIC LAND DEDICATION
	POSSIBLE DETENTION POND
	SUGGESTED PRIVATE OPEN SPACE * 101 AC.



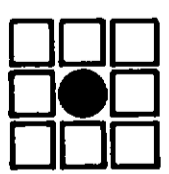
① $\Delta = 28^{\circ}36'44''$ R = 245.68' L = 122.69' Ch = 121.42' ChBr = N 73° 23' 40" E	② $\Delta = 31^{\circ}52'31''$ R = 198.99' L = 110.70' Ch = 109.28' ChBr = N 33° 38' 37" E
--	--

N 17°42' 35" E 534.58'  
N 17°42' 35" E 139.28'  
S 89°00' 53" E 174.23'  
N 59°49' 18 E 23.23'  
S 86°42' 49" E 109.24'  
S 02°40' 01" E 52.02"  
N 89°50' 16" E 404.16'

\*ALL SUGGESTED PRIVATE OPEN SPACES ARE GRAPHIC REPRESENTATIONS OF POSSIBLE ACCESS WAYS TO THE PLD AREAS. THE EXACT CONFIGURATION FOR THESE PRIVATE OPEN SPACES WILL BE ESTABLISHED WHEN THE FINAL PLAT FOR THE VARIOUS PLANNING AREAS ARE SUBMITTED TO THE TOWN FOR APPROVAL.



ENGINEER



**MERRICK**

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(10655 E. Bethany Drive)  
Post Office Box 22026  
Denver, Colorado 80222

PREPARED APRIL 25, 1986

SHEET 2 of 2

DEVELOPER



**Bellamah  
Community  
Development**

Telephone 303/799-1919  
9085 E. Mineral Circle  
Suite 330  
Englewood, Colorado 80112

Reviewed this 04 day of May, 1986,

by the Planning Commission of the Town of Castle Rock

Attest

Phyllis L. Brown, Deputy Town Clerk

Ray Bragan

Chairman

Approved this 22 day of May, 1986,

by the Board of Trustees of the Town of Castle Rock

Attest:

Phyllis L. Brown, Deputy Town Clerk

George J. Kennedy

Mayor

# Dawson Trails Master Transportation Study



**PREVIOUS SUBMITTAL DATES:** July 7 & December 6, 2021;  
April 14 & May 25, 2022

**UPDATED DATE:** June 7, 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

**Dawson Trails Traffic Impact Study**  
**Updates from Previous Submittal – Change Log:**

Preface: This report represents version #5 of the Dawson Trails Master Traffic Study. The following is a log of updates that were incorporated into this report based on the comments received from the Town of Castle Rock:

1. Updated Crystal Valley Boulevard at Dawson Trails Boulevard/Prairie Hawk Drive (Intersection #7) with a signal in the 2025 background and 2030 background scenarios.
2. Fixed typos within the level of service tables for the NB ramp intersection on Plum Creek Parkway (Intersection #9).
3. Based on the listed changes, the volumes were volumes throughout the study intersections and the analysis, tables, figures, and report was updated accordingly.

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Level of Service Definitions  
Existing Traffic Data  
Intersection Capacity Worksheets  
Signal Warrant Analysis  
Internal Trips Calculations

## Executive Summary

The purpose of this traffic study is to evaluate potential traffic impacts and mobility connectivity within and around the proposed Dawson Trails development in Castle Rock, CO. The project site is generally bounded by Interstate 25 (I-25) to the east, Yucca Hills Road to the north, Twin Oaks neighborhood to the west, and approximately Colt Circle to the south.

It is anticipated that Dawson Trails will be developed over time and for the purpose of this traffic study, three phases were assumed to understand the roadway infrastructure needs and approximate timeline of need.

The first phase of the proposed development is anticipated to be completed in Year 2025 and includes approximately 500 residential dwelling units and 180,000 square feet of general commercial/retail space. The second phase of Dawson Trails is anticipated to be completed by Year 2030 and includes 3,100 residential dwelling units, 1,600,000 square feet of general commercial/retail/light industrial/flex space, and an elementary school with up to 450 students. The full build out is anticipated to be completed by Year 2040 and includes 2,250 residential dwelling units, 1,420,000 square feet of general commercial/retail/light industrial/flex space, an elementary school with up to 450 students, a high school with up to 2,000 students, a community facility (such as a recreation center or ice skating arena), and regional park. This totals to 5,850 dwelling units and approximately 3.2 million square feet of commercial space (mix of retail, flex, office, or light industrial).

Accounting for anticipated non-single occupancy vehicle (non-SOV) trips and internal capture trip reduction, and home-based trips internal to the property, the full build out of the project site is estimated to generate approximately 87,025 daily, 6,700 AM peak hour trips, 8,760 PM peak hour trips, and 8,385 Saturday midday peak hour trips. It was estimated that the external trips (those that begin or end outside of Dawson Trails) would be approximately 61,455 daily trips with about 4,250 trips occurring in the AM peak hour, 6,220 trips occurring in the PM peak hour, and 5,900 trips in the Saturday midday peak hour at full build-out (new and pass-by trips). The internal trips (those that remain within Dawson Trails, do not utilize the interchange or external roadways) were estimated to be approximately 25,570 daily trips, 2,450 trips in the AM peak hour, 2,540 trips in the PM peak hour, and 2,480 trips in the Saturday peak hour.

### Current Study Area Traffic Conditions

All of the study intersections currently operate overall at LOS D or better in the AM, PM, and Saturday midday peak hours, with two intersections on Plum Creek Parkway having one turning movement operating at LOS E/F in a peak period that could be improved with signal timing adjustments.

---

## **Short-Term Improvements (Year 2025)**

To address the expected issues at the study intersections, the improvements listed below are recommended to accommodate the background traffic growth and project development trips anticipated to be completed by Year 2025.

- **Crystal Valley Interchange** – Extend Crystal Valley Parkway west over I-25 and the railroad tracks. Provide a full-movement interchange with I-25. \*\*
- **West Frontage Road** – Remove through Dawson Trails boundaries to accommodate the Crystal Valley interchange and tie back into existing alignment where appropriate.
- **Prairie Hawk Drive Extension (named Dawson Trails Boulevard south of Plum Creek Parkway)** – Construct through Dawson Trails and up to Plum Creek Parkway (one lane per direction in interim).
- **East Frontage Road** – Realign to accommodate the Crystal Valley interchange and tie back into existing alignment where appropriate. \*\*
- **West Frontage Road and Territorial Road (future Dawson Trails Boulevard at Crystal Valley Parkway)** – With the Crystal Valley Interchange, relocate this intersection to the ultimate location to the west. \*\*
  - Provide westbound, northbound, and southbound approaches with one left-turn lane, one through lane, and one right-turn lane; and the eastbound approach with one left-turn lane and one through/right-turn lane. The westbound and northbound right-turns are proposed to be channelized and free. \*\*
  - With Phase 1 of the development signalize this intersection.
  - It is understood that this intersection will be constructed to the ultimate width on all approaches. This study assumes that the unnecessary lanes will be striped out and not utilized until volumes warrant the need for use.
- **East Frontage Road and Crystal Valley Parkway** – With the Crystal Valley Interchange, relocate this intersection to the ultimate location and roundabout design with the I-25 northbound off-ramp. \*\*
- **Crystal Valley Parkway at Plum Creek Boulevard** – Roundabout being constructed by the Town of Castle Rock in Year 2023.
- **Territorial Road at Twin Oaks Road / Clarkes Circle** – Relocate intersections with the construction of the new internal Collector A. At Twin Oaks Road and Collector A, it is proposed that the northbound left-turn be restricted to reduce traffic through the rural community.

- **New Roadway Infrastructure** – Construct segments of the internal collector roadway network to serve the Phase 1 traffic.
  - **Collector Intersections along Dawson Trails Boulevard** – Proposed as multi-lane roundabouts. The proposed access north of Crystal Valley Parkway will be a  $\frac{3}{4}$  movement intersection with side-street stop-control.

*\*\* Indicates an improvement that was also recommended under Year 2025 background conditions (without the project).*

### **Mid-Term Improvements (Year 2030)**

To address the anticipated circulation needs at the study intersections, the improvements listed below are recommended to accommodate the background traffic growth and project development trips projected to be completed by Year 2030.

- **Crystal Valley Parkway at Dawson Trails Boulevard** – Provide the following additional lanes: second eastbound through lane, eastbound right-turn lane, second westbound left-turn lane, second northbound and southbound through lanes, second southbound left-turn lane.
- **Prairie Hawk Drive Extension (named Dawson Trails Boulevard south of Plum Creek Parkway)** – Widen roadway to ultimate cross-section with four-lanes (two per direction).
- **Collector Intersections along Dawson Trails Boulevard** – Proposed as multi-lane roundabouts.

### **Long-Term Improvements (Year 2040)**

The Town of Castle Rock's *Transportation Master Plan* recommends building more roadway capacity and complete streets citywide. The Dawson Trails project team recommends providing enhanced designs with acceptable operations for streets and intersections that provide safe and accessible facilities for all users, regardless of ability, age, or mode.

To accommodate the background growth and trips generated by the full buildout of the Dawson Trails development in Year 2040, the following capacity improvements are expected to be needed:

- **Crystal Valley Parkway at Dawson Trails Boulevard** – Add the third westbound left-turn lane and receiving lane and second westbound through lane.
- **Prairie Hawk Drive Extension (named Dawson Trails Boulevard south of Plum Creek Parkway)** – Widen roadway to six-lanes (three per direction) between Crystal Valley Boulevard and Intersection #105. Roundabouts will remain two circulating lanes with right-turn bypass lanes.
- **Collector Intersections along Dawson Trails Boulevard** – Proposed as multi-lane roundabouts.

A summary of the recommended improvements and estimated year the improvement is shown on **Figure 14A and Figure 14B**.

## DAWSON TRAILS

### MASTER TRANSPORTATION STUDY

#### 1.0 Introduction

The Fox Tuttle Transportation Group has prepared this traffic impact study for the development of 2,063± acres located on the south end of Castle Rock, Colorado. The Dawson Trails project is located west of I-25 and the West Frontage Road and extends north and south of Territorial Road. The property will be developed over time with the first phase planned to be completed within the next five years and future phases occurring over 15+ years. Dawson Trails is proposed to have a mix of land uses including residential, commercial, office, light industrial, schools, and recreation. **Figure 1** provides a vicinity map for the proposed project.

The purpose of this study is to assist in identifying potential traffic impacts within the study area as a result of this project. The traffic study addresses existing, short-term (Year 2025), mid-term (Year 2030), and long-term (Year 2040) peak hour intersection conditions in the study area with and without the project-generated traffic. The information contained in this study is anticipated to be used by the Town of Castle Rock staff in identifying any intersection or roadway deficiencies and potential improvements for the build-out condition and future scenarios. This study focused on the weekday AM and PM, and Saturday midday peak hours which represents the periods of highest trip generation for the proposed uses and adjacent street traffic. The study is consistent with the requirements of the Town of Castle Rock's *Transportation Design Criteria Manual* (2018). The following supporting documents were reviewed and incorporated into this analysis as appropriate:

- Town of Castle Rock Transportation Master Plan. Felsburg Holt & Ullevig. October 2017.
- Westfield Trade Center Planned Development documentation from 1989 to the present.
- Right-of Way Plans and Conceptual Designs for the planned Crystal Valley Parkway Interchange.
- Conceptual alignment and plans for future extension of Prairie Hawk Drive.

## 2.0 Project Description

The Dawson Trails site is currently vacant land that is located on the west side of I-25 and adjacent to the Twin Oaks neighborhood. The proposed land use plan includes commercial, residential, and civic land uses. For the purpose of this traffic study it was assumed that the site plan will include up to:

- 5,850 residential dwelling units (DU)
- 900,000 sq. ft. of retail
- 800,000 sq. ft. of general office building
- 1,125,000 square feet (sq. ft.) of flex space (a mix of light industrial and office)
- 375,000 sq. ft. of light industrial
- Two Elementary Schools (up to 450 students each)
- One High School (up to 2,000 students)
- One Community Facility (such as Ice Arena or Recreation Center)
- One Regional Park and Several Neighborhood Parks

Note that these land uses represent one of many scenarios that could occur based on market dynamics and represent a reasonable baseline assumption for determining traffic impacts of the site at a master plan level. It is anticipated that this report evaluates the highest density of homes, commercial, office, and industrial spaces that could be built within Dawson Trails. In addition, the study assumes a similar development type in the Westfield parcel adjacent to northwest corner of the project property which is excluded from current total project acreage.

For the purpose of this traffic study, the first phase of Dawson Trails is assumed to be completed and occupied by Year 2025, the second phase is assumed to be completed by Year 2030, and the final phase is anticipated to be completed by Year 2040. The project proposes to have access on the future extension of Prairie Hawk Drive (named Dawson Trails Boulevard through the project) and construct several collector roadways for internal circulation and mobility for all road users. Other local streets will be constructed to provide the most beneficial access into and around each of the planning areas. The land uses, phasing, and access plan are provided on **Figure 2**.

## 3.0 Study Considerations

### 3.1 Data Collection

Intersection turning movement volumes were collected in April 2021 at seven (7) existing intersections and along five (5) roadway segments. The intersection turning movement counts were collected during the weekday AM and PM peak hours, as well as the Saturday midday peak hour, including pedestrians and bicyclists. Historic daily volumes were gathered from the Colorado Department of Transportation's (CDOT) Transportation Data Management System (TDMS) and forecasts were gathered from the *Town of Castle Rock Transportation Master Plan (2017)*. The two intersections on Plum Creek Parkway at the I-25 interchange were counted as part of the Miller's Landing project in March 2019 and utilized in this project analysis.

The existing traffic volumes are illustrated on **Figure 3A** and **Figure 3B**. The existing intersection geometry and traffic control are also shown on this figure. Signal-related information for the existing signalized intersections along Plum Creek Parkway were provided by the Town of Castle Rock and utilized within the analysis. Count data sheets are provided in the **Appendix**.

### 3.2 Evaluation Methodology

The traffic operations analysis addressed the signalized and unsignalized intersection operations using the procedures and methodologies set forth by the *Highway Capacity Manual (HCM)*<sup>1</sup>. Existing Peak Hour Factors (PHF) were applied to the intersections for the existing, while PHFs were increased for future scenarios per *HCM* recommendations. Study intersections were evaluated using Synchro software (v10). The proposed roundabout intersections were evaluated with Sidra software.

### 3.3 Level of Service Capacity Analysis

A Level of Service analysis was conducted to determine the existing and future performance of the study area intersections and accesses to determine the most appropriate intersection traffic controls and auxiliary lanes for future conditions.

To measure and describe the operational status of the study intersections, transportation engineers and planners commonly use a grading system referred to as "Level of Service" (LOS) that is defined by the *HCM*. LOS characterizes the operational conditions of an intersections traffic flow, ranging from LOS A

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<sup>1</sup> *Highway Capacity Manual*, Highway Research Board Special Report 209, Transportation Research Board, National Research Council, 6<sup>th</sup> Edition (2016).

(indicating very good, free flow operations) and LOS F (indicating congested and sometimes oversaturated conditions). These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with traveling through the intersections. The intersection LOS is represented as a delay in seconds per vehicle for the intersection as a whole and for each turning movement.

Based on the Town's *Transportation Design Criteria Manual* (2018), the minimum acceptable level of service is LOS D. No through movement shall operate below LOS D and no left-turn movement shall operate below LOS E or have queues blocking the adjacent through lane. If a study intersection currently does not meet this Town's standard, then the project impact cannot degrade the intersection further without appropriate mitigation measures to keep the performance at the intersection similar to existing operations.

Criteria contained in the *HCM* was applied for these analyses in order to determine peak hour LOS for each scenario. A more detailed discussion of LOS methodology is contained in the **Appendix** for reference.

## 4.0 Existing Conditions

### 4.1 Roadways

The study area boundaries are based on the amount of traffic to be generated by the project and potential impact to the existing roadway network. The primary public roadways that serve the project are discussed in the following text and illustrated on **Figure 1**.

**Interstate 25 (I-25)** is a north-south freeway (CDOT classification of F-W) that travels the length of Colorado from Wyoming to New Mexico. I-25 provides regional and local access through the Front Range, including connecting the Town of Castle Rock to Denver to the north and Colorado Springs to the south. CDOT was recently widened I-25 between Castle Rock and Monument to include one managed, express toll lane to supplement the existing two travel lanes per direction and wider shoulders for safety purposes. The posted speed limit is 75 miles per hour (mph). I-25 services approximately 75,000 to 85,000 vehicles per day (vpd) in the project vicinity. Existing access to I-25 from the project site is as follows:

- Plum Creek Parkway (full-movement) interchange located 2.0 miles north of Territorial Road, accessed via the W. Frontage Road.
- Tomah Road (southbound I-25 only) interchange located 3.0 miles south of Territorial Road, accessed via the W. Frontage Road.

- Sky View Lane (full-movement) interchange located 5.1 miles south of Territorial Road, accessed via the W. Frontage Road

**West Frontage Road** is a north-south, two-lane roadway that parallels I-25 and provides local access to properties and businesses on the west side of the interstate. West Frontage Road extends from Plum Creek Parkway (north) to Sky View Lane (south). Recent counts taken north of Territorial Road indicate that this roadway services approximately 3,200 vpd to 6,300 vpd depending on the day of the week. The posted speed limit is 45 mph within the project vicinity. The West Frontage Road is proposed to be disconnected from the I-25 southbound on-ramp through the Dawson Trails project site. It is anticipated that the West Frontage Road will be utilized until Prairie Hawk Drive is extended south of Plum Creek Parkway (named Dawson Trails Boulevard). The portion of West Frontage Road between Plum Creek Parkway and the I-25 southbound on-ramp is anticipated to become one-way southbound and redesigned as an on-ramp. The extension of Prairie Hawk Drive (proposed to be named Dawson Trails Boulevard south of Crystal Valley Parkway) to the south will provide north-south connectivity and to be classified as a Major Arterial per the Town of Castle Rock's Transportation Master Plan (TMP). The new roadway will connect to West Frontage Road south of the project site. For the purpose of this study, it is anticipated that Dawson Trails Boulevard will be constructed with Phase 1 of the project and create a new intersection on Plum Creek Parkway.

**East Frontage Road / Wilcox Street** is a north-south, two-lane roadway that parallels I-25 and provides local access to downtown Castle Rock, several neighborhoods, and businesses on the east side of the interstate. Wilcox Street extends from Wolfensberger Road to Perry Street and continues as East Frontage Road to Sky View Lane (south). Historic traffic volumes indicate that East Frontage Road services approximately 7,500 vpd north of Perry Street. The posted speed limit is 45 mph. Per the Town of Castle Rock's Transportation Master Plan (TMP), East Frontage Road will remain a Minor Arterial into the future.

**Crystal Valley Parkway** is an east-west, major arterial with a four-lane cross section extending from East Frontage Road to Lake Gulch Road. The roadway provides access to several neighborhoods, a few small businesses, the Rhyolite Regional Park, and Fire Station #152. Crystal Valley Parkway services between 3,200 vpd and 8,300 vpd depending on the day of the week. The posted speed limit is 35 mph. The Town of Castle Rock is currently in the process of alternative evaluation and designing the planned Crystal Valley Parkway interchange (full-movement) to I-25. Based on the current information from the Town of Castle Rock, the I-25 interchange design is recommended to be a partial cloverleaf with a signal at the I-25 southbound ramp terminal, a

free-flow ramp for I-25 on-ramp, and a roundabout at the I-25 northbound off-ramp that will include the East Frontage Road<sup>2</sup>.

**Plum Creek Parkway** is a major arterial east-west roadway that provides access through southern Castle Rock, extending from Wolfensberger Road (west) to Ridge Road (east). West of I-25, this arterial is currently two lanes and east of the interchange it widens to four lanes. The counts indicate that Plum Creek Parkway carries approximately 6,600 vpd west of I-25. The posted speed limit is 30 mph near the I-25 interchange and transitions to 45 mph to the west. Plum Creek Parkway provides direct access to I-25 with a full-movement interchange.

**Plum Creek Boulevard** is a north-south, two-lane Collector roadway that connects Plum Creek Parkway to Crystal Valley Parkway and provides local access to residential communities, the Plum Creek Golf and Country Club, Douglas County Fairgrounds, D.C. Oaks High School, and a few small businesses. South of Plum Creek Parkway this roadway services between 4,400 vpd to 6,500 vpd depending on the day of the week. South of Cherry Plum Way, this roadway services between 1,000 vpd and 1,650 vpd. The posted speed limit is 30 mph.

**Territorial Road** is gravel two-lane roadway that services primarily residential uses on the west side of I-25 and the future Dawson Trails development. An at-grade railroad crossing exists on Territorial Road just west of the West Frontage Road with stop-control and no gates. Currently, the roadway services an average of 370 vpd and has a posted speed limit of 25 mph. Territorial Road will be reconstructed and realigned as Dawson Trails develops. The future roadway is identified as a Major Arterial to Twin Oaks Road per the Town of Castle Rock's TMP.

## 4.2 Intersections

The study area includes nine (9) existing intersections that are listed below with the current traffic control and were analyzed for existing and future background year traffic operations:

1. Plum Creek Parkway at Wilcox Street [signalized]
2. Plum Creek Parkway at Perry Street [signalized]
3. Plum Creek Parkway at Plum Creek Boulevard [signalized]
4. West Frontage Road at I-25 Southbound On-Ramp [free-flow, no side street approach]

<sup>2</sup> Crystal Valley Interchange Traffic Analysis Technical Report. Apex Design, a Consor Company. February 2022.

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5. Crystal Valley Parkway at Plum Creek Boulevard [side-street stop controlled]
  6. Crystal Valley Parkway at East Frontage Road [side-street stop controlled]
  7. West Frontage Road at Territorial Road [side-street stop-controlled]
  8. I-25 Southbound Ramps / West Frontage Road at Plum Creek Parkway [signalized]
  9. I-25 Northbound Ramps at Plum Creek Parkway [signalized]

The existing lane configuration at each of the study locations is illustrated on **Figure 3A** and **Figure 3B**.

#### 4.3 Pedestrian and Bicycle

Currently, there are sidewalks and/or wide multi-use paths on both sides of Plum Creek Parkway and Crystal Valley Parkway. Plum Creek Boulevard has a wide detached sidewalk along one side of the roadway that switches as appropriate. There are no sidewalks or trails along the Frontage Roads. Along Plum Creek Parkway, there are small sections that lack sidewalks. The Colorado Front Range Trail travels along the Union Pacific Railroad on the east side of I-25 and provides connections to regional and local multi-modal infrastructure.

There are buffered bike lanes on Plum Creek Boulevard for majority of the length starting at Plum Creek Parkway. The rest of the study roadways do not provide designated bike facilities. Bicyclists are permitted to ride within the travel lanes or on the multi-use paths along the Frontage Roads, Crystal Valley Parkway, and Plum Creek Parkway.

#### 4.4 Transit

Currently, the Town of Castle Rock does not participate in the Regional Transportation District for regional transit services and there is no local service available. The Town provides vouchers and funds for a taxi service and senior center transportation. In the recently published *Castle Rock Transit Feasibility Study (October 2020)* the Town evaluated the need for and implementation of transit to support their multimodal transportation goals. The study highlighted three preferred operating models that would support the different transit demands of the community and would be beneficial to Dawson Trails in the future.

#### 4.5 Year 2021 Existing Intersection Capacity Analysis

The existing volumes, lane configuration, and traffic control are illustrated on **Figure 3A** and **Figure 3B**. The results of the LOS calculations for the intersections are summarized in **Table 1**. The details of LOS and delay for each movement are provided in **Table 2** (refer to **Appendix**). The intersection Level of Service

worksheets are attached in the **Appendix**. All of the intersections operate overall at LOS D or better in the three peak hours.

**Table 1: Existing Overall Level of Service Summary**

No.	Intersection	Traffic Control	AM Peak Hour	PM Peak Hour	Sat Peak Hour
1	Plum Creek Pkwy at Wilcox St	Signal	C	D	C
2	Plum Creek Pkwy at Perry St	Signal	B	C	B
3	Plum Creek Pkwy at Plum Creek Blvd	Signal	B	A	B
4	West Frontage Road at I-25 SB On-Ramp	N/A	A (A)	A (A)	A (A)
5	Crystal Valley Pkwy at Plum Creek Blvd	Stop	A (C)	A (C)	A (B)
6	Crystal Valley Pkwy at East Frontage Rd	Stop	A (C)	A (D)	A (D)
7	West Frontage Rd at Territorial Rd	Stop	A (B)	A (B)	A (C)
8	Plum Creek Pkwy at I-25 SB Off-Ramp / W. Frontage Rd	Signal	C	C	C
9	Plum Creek Pkwy at I-25 NB Off-Ramp / On-Ramp	Signal	B	B	A

*Note: For unsignalized intersections, the worse approach/movement LOS is also listed in parenthesis*

All project intersections are shown to be operating overall at LOS D or better in the AM, PM, and Saturday midday peak hours. The following study intersections have movements that operate at LOS E or worse during one or more peak hours:

- **#1 – Plum Creek Parkway and Wilcox Street:** This signalized intersection operates overall at LOS C or LOS D in the evaluated peak hours; however, the eastbound left-turn movement currently operates at LOS E in the Saturday midday peak hour. The 95<sup>th</sup> percentile queue<sup>3</sup> for this movement was calculated to be approximately 146 feet (about 6 vehicles) in the same peak period, which is maintained within the existing 280 feet storage length.

**Recommendations:** Consider adding a couple seconds of green time to the eastbound left-turn protected phase during the Saturday midday peak period, as appropriate. It is typical for left-turn

<sup>3</sup> It should be noted that the 95<sup>th</sup> percentile queue length is a theoretical queue that is 1.65 standard deviations above the average queue length. In theory, the 95<sup>th</sup> percentile queue would be exceeded 5% of the time based on the average queue length, but it is also possible that a queue this long may not occur.

movements to experience delays during peak periods due to limited green time or minimum gaps in opposing traffic during the permitted phase.

- **#2 – Plum Creek Parkway and Perry Street:** This signalized intersection operates overall at LOS B or LOS C during the three peak hours; however, the northbound right-turn movement operates at LOS F in the PM peak hour and LOS E in the Saturday midday peak hour. The 95<sup>th</sup> percentile queues for this movement were estimated at approximately 65 feet or less, which is equal to the existing storage length.

**Recommendations:** Consider adding a couple seconds of green time to the northbound through phase during the PM and Saturday midday peak periods, as appropriate.

## 5.0 Future Conditions

### 5.1 Annual Growth Factor and Future Volume Methodology

In order to forecast the future peak hour traffic volumes, background traffic growth assumptions were estimated based on various resources: Town of Castle Rock's *Transportation Master Plan*, DRCOG regional model projections, CDOT data, and previous traffic impact studies within the area. Through the literature review, it was determined that the daily volumes forecasted for Year 2040 presented in the *Transportation Master Plan* were the most current predictions for the study area arterials and potential land development. The previous traffic model for the Town included the Dawson Trails and Westfield properties with forecasts of approximately 5,619 households and 5,738 employment jobs. This is similar to the proposed development to be constructed within the vacant properties. The traffic model assumed the majority of through north-south traffic would utilize I-25 and not travel on the Frontage Roads or future extension of Prairie Hawk Drive (named Dawson Trails Boulevard within project).

A comparison of the DRCOG base-year vs. 2040 projections shows annual growth of approximately 1.2% along Plum Creek Parkway on the east side of I-25. The Town TMP projects a full build 2040 volume of 24,900 vpd on Plum Creek Parkway just west of I-25. The Dawson Trails development area is included in these models. The forecasts for Crystal Valley Parkway, Plum Creek Boulevard, and the East and West Frontage Roads showed an annual growth rate of approximately 7% over the next 20 years, which includes development traffic from Dawson Trails, Westfield Trade Center, Crystal Valley Ranch, Lanterns, and Kings Ridge.

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To estimate the background volumes, the following methodology was applied:

**Year 2025**

- 0.5% annual growth on all roadways
- Plus, Miller's Landing Short-Term Trips
- Plus, 20% of Trips from Neighborhoods along Crystal Valley Parkway still under construction<sup>4</sup>

**Year 2030**

- 1.2% annual growth on Plum Creek Parkway
- 0.5% annual growth on other study roadways
- Plus, Miller's Landing Long-Term Trips
- Plus, 100% of Trips from Neighborhoods along Crystal Valley Parkway

**Year 2040**

- 1.2% annual growth on Plum Creek Parkway
- 0.5% annual growth on other study roadways
- Plus, Miller's Landing Long-Term Trips
- Plus, 100% of Trips from Neighborhoods along Crystal Valley Parkway
- Plus, Westfield Trade Center<sup>5</sup>

By the Year 2025, it is anticipated that the Crystal Valley interchange will be constructed and provide full-movement access to I-25, as well as provide east-west access over the interstate and along the south end of Town. Volumes were adjusted throughout the study area to account for the redirected traffic that will utilize the new Crystal Valley interchange instead of Plum Creek Parkway.

Using the above listed assumptions, the Year 2025 background traffic is summarized on **Figures 4A and 4B**; the Year 2030 background traffic is summarized on **Figures 5A and 5B**; and the Year 2040 background traffic is summarized on **Figures 6A and 6B**.

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<sup>4</sup> There are approximately 1,250 vacant lots within the Kings Ranch, Lanterns, and Crystal Valley Ranch communities. Trip generation was estimated by applying rates for single-family homes and then distributed throughout the study area.

<sup>5</sup> Westfield Trade Center is the land to the west of Dawson Trails and north of Territorial Road. It was estimated that 146 acres of the total 194 acres will be developable. For the purpose of this traffic study, it was assumed that there will be up to 154,200 sq. ft. of retail, 746,440 sq. ft. of "flex space" that will be either light industrial or office, and 500 multi-family units.

## 5.2 Year 2025 Anticipated Transportation Network

As shown in the Transportation Master Plan, it is planned that the following roadway and intersection improvements will be completed by Year 2025 background:

- **Crystal Valley Interchange** – Extend Crystal Valley Parkway west of East Frontage Road, over I-25 and the railroad tracks. The Town is currently working on evaluating and determining the most appropriate interchange design; therefore, this traffic study for Dawson Trails does not analyze the interchange intersections.
- **West Frontage Road and Territorial Road** – With the Crystal Valley Interchange, this existing intersection will be removed. A new intersection will be constructed with Crystal Valley Parkway/Territorial Road and the future Dawson Trails Boulevard, which is to the west over the railroad tracks.
  - It is understood that the intersection of Crystal Valley Parkway at Dawson Trails Boulevard will be constructed to the ultimate width on all approaches. This study assumes that the unnecessary lanes will be striped out and not utilized until volumes warrant the need for use.
  - The assumed lane configuration in the short-term scenario was based on the conceptual ultimate design of the intersection with the interchange and the forecasted background volumes. It was assumed that the westbound, northbound, and southbound approaches will provide one left-turn lane, one through lane, and one right-turn lane; and the eastbound approach will provide one left-turn lane and one through/right-turn lane.
  - In the short-term background scenario, this intersection can remain stop-controlled based on volumes.
- **Crystal Valley Parkway at Plum Creek Boulevard** – Town of Castle Rock plans to reconstruct the intersection as a roundabout. It was assumed that the eastbound and westbound approaches will include one left/through lane and one through/right lane, while the northbound approach will include one left-turn lane and one left/through/right lane and the southbound approach will include one shared left/through/right lane.
- **Crystal Valley Parkway at Dawson Trails Boulevard** – It is understood that this intersection will be constructed with the Crystal Valley Interchange as the ultimate configuration. This analysis just provides the timing of when lanes are warranted based on volumes or operations. The Town can decide to stripe out lanes that are not needed or provide all lanes which are anticipated to have improved levels of service than shown in this traffic study.

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- In 2025 background, the following lanes are anticipated to be needed: eastbound – one left-turn lane and one through/right-turn lane; and westbound, northbound, and southbound – one left-turn lane, one through lane, one right-turn lane. In the interim this intersection can be side-street stop-control (eastbound/westbound).
  - **East Frontage Road and Crystal Valley Parkway** – Based on the Crystal Valley Interchange Traffic Analysis Technical Report (February 2022), this existing intersection will be relocated to the east and be incorporated into the I-25 Northbound Ramp intersection on Crystal Valley Parkway. The Technical Report recommended that this intersection be designed as a five-legged, multi-lane roundabout to accommodate traffic exiting I-25 from the south and traffic on the East Frontage Road. Since this intersection was evaluated and designed as part of the interchange analysis, it is not included in the future scenarios of the Dawson Trails study.
  - **Crystal Valley Parkway at Dawson Trails Boulevard** – Signalize. Based on the signal warrant analysis, the signal is not warranted until 2030 background or with portions of Dawson Trails development generating traffic. However, with the interchange project it is likely the signal will be installed proactively; therefore, this analysis assumes the signal will be operations in 2025 background.
  - **Prairie Hawk Drive / Dawson Trails Boulevard** – For comparison purposes, it was assumed the planned arterial will be constructed west of the railroad tracks and create a new intersection on Plum Creek Parkway. The ultimate design is to provide four lanes (two per direction). It is understood that this roadway will be constructed with the first phase of Dawson Trails as a two-lane roadway (one lane per direction) and the construction, phasing, and funding of the new roadway will be coordinated with the Town of Castle Rock, Douglas County, CDOT, and Dawson Trails.
    - Note that through volumes on Dawson Trails Boulevard are not anticipated to need the second through lane without development traffic. Therefore, it is assumed the second through lane is a right-turn drop lane or striped out until needed.

These intersection improvements were assumed to be in place in the background condition for the short-term scenario and shown on **Figure 4A and Figure 4B**.

The MUTCD states that a traffic signal should not be installed unless one or more of the warrants are met and an engineering study finds that installing a traffic signal will improve the overall safety and operation of the intersection. The listed future signalized intersection should be monitored as development and growth occur within and near the study area to determine if and when other signal warrants are met.

Future signal timing phases and cycle lengths were based on the existing timing parameters along Plum Creek Parkway and optimized, as necessary.

### 5.3 Year 2025 Background Intersection Capacity Analysis

The study area intersections were evaluated to determine baseline conditions for the Year 2025 background scenario and to identify any capacity constraints associated with short-term background traffic (refer to **Section 5.1** for growth assumptions). It was assumed that the roadway and intersection improvements listed in **Section 5.2** will be implemented by Year 2025 background. The background volumes, lane configuration, and traffic control are illustrated on **Figure 4A** and **Figure 4B**.

The Level of Service criteria discussed previously was applied to the study area intersections to determine the impacts with the short-term background volumes. This analysis assumes the existing signal timing on Plum Creek Parkway will remain the same.

The results of the LOS calculations for the intersections are summarized in **Table 3**. The details of LOS and delays for each movement are provided in **Table 2** (refer to **Appendix**). The intersection Level of Service worksheets are attached in the **Appendix**.

**Table 3: Year 2025 Background Overall Level of Service Summary**

No.	Intersection	Traffic Control	AM Peak Hour	PM Peak Hour	Sat Peak Hour
1	Plum Creek Pkwy at Wilcox St	Signal	C	D	D
2	Plum Creek Pkwy at Perry St	Signal	B	C	C
3	Plum Creek Pkwy at Plum Creek Blvd	Signal	B	A	B
4	West Frontage Road at I-25 SB On-Ramp	<i>Frontage Rd. removed and On-Ramp remains.</i>			
5	Crystal Valley Pkwy at Plum Creek Blvd	Rdabt	A	A	A
6	Crystal Valley Pkwy at East Frontage Rd	<i>This intersection will be included in Crystal Valley NB Off-Ramp Intersection (Rdabt)</i>			
7	Crystal Valley Parkway at Dawson Trails Blvd / Prairie Hawk Dr	Signal	C	C	C
8	Plum Creek Pkwy at I-25 SB Off-Ramp / W. Frontage Rd	Signal	C	C	C
9	Plum Creek Pkwy at I-25 NB Off-Ramp / On-Ramp	Signal	B	B	B
10	Plum Creek Pkwy at Prairie Hawk Dr/Dawson Trails Blvd	Signal	B	B	B

*Note: For unsignalized intersections, the worse approach/movement LOS is also listed in parenthesis*

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In summary, all the of the study intersections are estimated to operate at LOS D or better in the short-term background scenario. Movements that operated at LOS E/F in the existing scenario were estimated to continue to operate at these levels. The following movements were calculated to operate at LOS E/F in one or more of the peak hours in Year 2025 background as described below:

- **#1 – Plum Creek Parkway and Wilcox Street:** This signalized intersection operates overall at LOS C or LOS D in the evaluated peak hours; however, the eastbound left-turn movement was estimated to operate at LOS F in the Saturday peak hour. The 95<sup>th</sup> percentile queue for this movement was calculated to be approximately 186 feet (about 8 vehicles) in the same peak period, which is maintained within the existing 280 feet storage length.

**Recommendations:** Consider adding a couple seconds of green time to the eastbound left-turn protected phase during the Saturday peak period, as appropriate. It is typical for left-turn movements to operate below LOS D due to limited green time or minimum gaps in opposing traffic during the permitted phase.

- **#2 – Plum Creek Parkway and Perry Street:** This signalized intersection operates overall at LOS C or better during the three peak hours; however, the northbound right-turn movement was estimated to continue to operate at LOS F in the PM peak hour and LOS E in the Saturday midday peak hour. The 95<sup>th</sup> percentile queues for this movement were estimated at approximately 65 feet or less, which is equal to the existing storage length.

**Recommendations:** Consider adding a couple seconds of green time to the northbound through phase during the PM and Saturday midday peak periods, as appropriate.

#### 5.4 Year 2030 Planned Transportation Network

In addition to the listed transportation improvements in Year 2025 background, there are assumed roadway and intersection improvements in Year 2030 background based on the Town's upcoming projects, intersection movement volumes, and signal warrant analysis. It was assumed the following roadway and intersection improvements are constructed prior to Year 2030 background:

- **West Frontage Road** – Remove the portion of roadway between the I-25 Southbound On-Ramp and the south boundary of Dawson Trails. This is assumed to happen in background for analysis purposes of comparing similar scenarios. It is understood this roadway change will be coordinated with the Town of Castle Rock, Douglas County, CDOT, and Dawson Trails.

- It is assumed that the I-25 Southbound On-Ramp south of Plum Creek Parkway will remain but not have through traffic in the northbound or southbound directions unless needed for minimal local travel to existing homes and property.
- **Prairie Hawk Drive / Dawson Trails Boulevard** – Widen to the planned four-lane arterial. It is understood that this roadway will be a part of the Dawson Trails project, but is included in the background for comparison purposes.
  - Note that through volumes on Dawson Trails Boulevard are not anticipated to need the second through lane without development traffic. Therefore, it is assumed the second through lane is a right-turn drop lane or striped out until needed. It is understood that the intersection at Crystal Valley Parkway will be constructed as the ultimate design. This analysis just provides the timing of when lanes are warranted based on volumes or operations. The Town can decide to stripe out lanes that are not needed or provide all lanes which are anticipated to have improved levels of service than shown in this traffic study.

These roadway and intersection improvements were assumed to be in place in the mid-term background condition and are shown on **Figure 5A and Figure 5B**.

The Manual on Uniform Traffic Control Devices<sup>6</sup> (MUTCD) guidance states that a traffic signal should not be installed unless one or more of the warrants are met. Though, the satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a signal. The MUTCD also states that a traffic signal should not be installed unless an engineering study finds that installing a traffic signal will improve the overall safety and operation of the intersection. The listed future signalized intersections should be monitored as development and growth occur within and near the study area to determine if and when other signal warrants are met. Future signal timing phases and cycle lengths were based on the existing timing parameters along Plum Creek Parkway and optimized, as necessary.

## 5.5 Year 2030 Background Intersection Capacity Analysis

The study area intersections were evaluated to determine baseline conditions for the Year 2030 background scenario and to identify any capacity constraints associated with background traffic in the mid-term scenario (refer to **Section 5.1** for growth assumptions). The mid-term background volumes, lane configuration, and traffic control are illustrated on **Figure 5A and Figure 5B**.

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<sup>6</sup> Manual on Uniform Traffic Control Devices. Federal Highway Administration. Washington, D.C. 2009.

The Level of Service criteria discussed previously was applied to the study area intersections to determine the impacts with the mid-term background volumes. The analysis assumed the signal timing at all signalized intersections would be adjusted to accommodate the additional lanes and change in traffic volumes. It should be noted that the peak hour factors were adjusted to the HCM suburban default of 0.92 (if the existing factor is less than 0.92) on the arterials and local streets since it is assumed that the peak periods will become longer with peak hour traffic spread more evenly over the hour as traffic increases than is experienced today.

The results of the LOS calculations for the intersections are summarized in **Table 4**. The details of LOS and delays for each movement are provided in **Table 2** (refer to **Appendix**). The intersection Level of Service worksheets are attached in the **Appendix**.

**Table 4: Year 2030 Background Overall Level of Service Summary**

No.	Intersection	Traffic Control	AM Peak Hour	PM Peak Hour	Sat Peak Hour
1	Plum Creek Pkwy at Wilcox St	Signal	C	D	C
2	Plum Creek Pkwy at Perry St	Signal	B	C	B
3	Plum Creek Pkwy at Plum Creek Blvd	Signal	B	A	B
4	West Frontage Road at I-25 SB On-Ramp	<i>Frontage Rd. removed and On-Ramp remains.</i>			
5	Crystal Valley Pkwy at Plum Creek Blvd	Rdabt	A	A	A
6	Crystal Valley Pkwy at East Frontage Rd	<i>This intersection will be included in Crystal Valley NB Off-Ramp Intersection (Roundabout)</i>			
7	Crystal Valley Pkwy at Dawson Trails Blvd / Prairie Hawk Dr	Signal	B	B	C
8	Plum Creek Pkwy at I-25 SB Off-Ramp / W. Frontage Rd	Signal	B	B	B
9	Plum Creek Pkwy at I-25 NB Off-Ramp / On-Ramp	Signal	B	B	B
10	Plum Creek Pkwy at Prairie Hawk Dr / Dawson Trails Blvd	Signal	C	C	C

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In summary, all the of the study intersections are estimated to operate at LOS D or better in the mid-term background scenario. Movements that operated at LOS E/F in the existing or Year 2025 background scenarios were estimated to improve as traffic spreads over the hour, cycle lengths are slightly increased, and signal timings are adjusted. The timing worksheets are included in the **Appendix**.

## 5.6 Year 2040 Planned Transportation Network

In addition to the listed transportation improvements in Year 2025 and Year 2030 background, there are assumed roadway and intersection improvements in Year 2040 background based on the Town's upcoming projects, intersection movement volumes, and signal warrant analysis. It was assumed the following roadway and intersection improvements are completed prior to Year 2040 background:

- **Prairie Hawk Drive / Dawson Trails Boulevard** – Allow all four through lanes to be available for use through and between intersections.
- **Crystal Valley Parkway at Dawson Trails Boulevard** –Provide second northbound and southbound through lanes and provide second southbound left-turn lane.

These roadway and intersection improvements were assumed to be in place in the background condition for the long-term scenario and shown in **Figure 6A and Figure 6B**. The details of the signal warrant analysis are provided in the **Appendix**.

## 5.7 Year 2040 Background Intersection Capacity Analysis

The study area intersections were evaluated to determine baseline operations for the Year 2040 background scenario and to identify any capacity constraints associated with background traffic in the long-term scenario (refer to **Section 5.1** for growth assumptions). The long-term background volumes, lane configuration, and traffic control are illustrated on **Figure 6A and Figure 6B**.

The Level of Service criteria discussed previously was applied to the study area intersections to determine the impacts with the long-term background volumes. The analysis assumed the signal timing at all signalized intersections would be adjusted to accommodate the additional lanes and change in traffic volumes. As previously discussed, the peak hour factors were adjusted, as necessary.

The results of the LOS calculations for the intersections are summarized in **Table 5**. The details of LOS and delays for each movement are provided in **Table 2** (refer to **Appendix**). The intersection Level of Service worksheets are attached in the **Appendix**.

**Table 5: Year 2040 Background Overall Level of Service Summary**

No.	Intersection	Traffic Control	AM Peak Hour	PM Peak Hour	Sat Peak Hour
1	Plum Creek Pkwy at Wilcox St	Signal	C	D	C
2	Plum Creek Pkwy at Perry St	Signal	A	B	B
3	Plum Creek Pkwy at Plum Creek Blvd	Signal	B	C	B
4	West Frontage Road at I-25 SB On-Ramp	<i>Frontage Rd. removed and On-Ramp remains.</i>			
5	Crystal Valley Pkwy at Plum Creek Blvd	Rdabt	A	A	A
6	Crystal Valley Pkwy at East Frontage Rd	<i>This intersection will be included in Crystal Valley NB Off-Ramp Intersection (Roundabout)</i>			
7	Crystal Valley Pkwy at Dawson Trails Blvd / Prairie Hawk Dr	Signal	C	C	C
8	Plum Creek Pkwy at I-25 SB Off-Ramp / W. Frontage Rd	Signal	B	C	C
9	Plum Creek Pkwy at I-25 NB Off-Ramp / On-Ramp	Signal	B	B	B
10	Plum Creek Pkwy at Prairie Hawk Dr / Dawson Trails Blvd	Signal	C	C	C

In summary, all the of the study intersections are estimated to operate at LOS D or better overall in the long-term background scenario.

## 6.0 Future Conditions with the Dawson Trails Development

Dawson Trails is anticipated to include a mix of commercial, residential, office, flex space, light industrial, schools, and recreational uses. The site is planned to be developed over several phases. For the purpose of this traffic study, three phases were assumed to evaluate the short-term, mid-term, and long-term scenarios. The National Cooperative Highway Research Program (NCHRP)'s *Report 365: Travel Estimation Techniques for Urban Planning*<sup>7</sup> provides trip characteristics for and data to support household-based approaches for trip estimation and modeling.

<sup>7</sup> *NCHRP Report 365 – Travel Estimation Techniques for Urban Planning*. Transportation Research Board. Washington, D.C. 1998. And *NCHRP Report 684 – Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*. Transportation Research Board. Washington, D.C. 2011.

These types of trips are contained within the Dawson Trails property to shop at or work at or recreate at land uses within the site without traveling on the external roadways. Data in NCHRP 365 shows that on average 20% of home-based trips are to/from work, 57% are “home-based other”, which would include trips to/from schools, to/from retail, etc., and the remaining 23% being “non-home based”, which could be deliveries, mail, and other services.

Assumptions for Dawson Trails trips were made using the NCHRP data as a basis. It was assumed that retail trips were 40% internal home-based trips, flex space trips were 30% internal home-based trips, and light industrial trips were 15% internal home-based trips. All of the internal, home-based trips between planning areas were assigned to the study roadways and through internal intersections and intersections along Dawson Trails Boulevard. The internal trips are accounted for in the trip assignment and analysis.

Since the school is anticipated to primarily serve the residences of Dawson Trails and adjacent neighborhoods, it was assumed that majority of the trips would be internal, diverted, or non-auto. Typically, school traffic does not create new traffic, instead redirects home-to-work and work-to-home trips. It is anticipated that 90% of the elementary school trips and 10% of the high school trips will be from the homes within Dawson Trails and the remaining trips will travel from the nearby neighborhoods. It should be noted that the internal school traffic was redirected from residential trips since those traveling to/from another school will redirect to the new school and then return to their route.

## 6.1 Trip Generation

A trip generation estimate was performed to determine the traffic characteristics of the proposed maximum density of the Dawson Trails development. The trip rates contained in the ITE [Trip Generation Manual](#) were applied to estimate the traffic for the proposed land uses as listed below:

- #110 “General Light Industrial”
- #210 “Single-Family Detached Housing”
- #220 “Multi-Family Housing (Low-Rise)”
- #520 “Elementary School”
- #530 “High School”
- #465 Ice Skating Rink
- #488 Soccer Complex (conservative land use assumption for the park)
- #710 “General Office Building”
- #820 “Shopping Center”
- #857 “Discount Club”

Specific uses and tenants for the majority of the commercial spaces are unknown at this time. It is anticipated that a small portion will be retail and the majority will be either office, flex space, or light industrial (“flex” space). For the flex commercial space it was assumed that 50% will be office/flex and

50% will be light industrial. The square footage of the two potential land uses is listed in the trip generation table.

In the Saturday peak hour, the *Trip Generation Manual* provides the trip rates for the land use generator during its peak hour and not the peak hour of the day. The Trip generation Manual provides time of day tables that indicate when the peak hour has typically been documented for residential or commercial land uses. The data indicated that on Saturday the residential peak is 12.5% less during the commercial peak; therefore, the trip rates for the residential units were reduced by the listed percentage to represent the peak hour more accurately on Saturday.

**Table 6A** (external trips) and **Table 6B** (internal) provide the detailed trip generation estimates for the three phases of the future Dawson Trails community (refer to the **Appendix**). The proposed project is expected to experience new trips, also known as ‘primary trips’, pass-by trips, multi-use trips, and non-auto trips which are discussed below:

Primary Trips. These trips are made specifically to visit the site and are considered “new” trips. Primary trips would not have been made if the proposed project did not exist. Therefore, this is the only trip type that increases the total number of trips made on a regional basis.

Pass-By Trips. Pass-by trips do not create any increase in the traffic volumes within the primary impact area. In fact, the only impact of the pass-by trips is at the site driveways and adjacent intersections where through movements become turning movements into and out of the site. Therefore, pass-by trips have no additional impact on the road system beyond the site’s driveways or immediately adjacent intersections. With or without pass-by trips, the total trips to/from a project will remain the same. Pass-by was only applied to the retail portions of the Dawson Trails site and it was assumed some of the pass-by trips would be from I-25. Per ITE data, the pass-by percentages by land use and peak hour were applied as shown in the trip generation tables.

Multi-Use/ Multi-Purpose Trips. These trips occur from one land use or building to another within the planning area boundaries. Multi-use or multi-purpose trips typically do not affect the site access points, nor add any additional traffic volumes to the adjacent street network. Based on ITE *Trip Generation Manual*, the internal capture for the Dawson Trails project was calculated to be up to 16%. For conservative purposes, a 10% internal capture reduction was applied to the trip generation for commercial land uses and assumed to not travel on arterial or collector roadways.

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Non-Auto Trips. These trips are those that are completed by walking, biking, or transit or persons that telework. The future pedestrian and bicycle amenities will encourage residents, employees, customers, and visitors to make non-auto trips to/from and within the Dawson Trails community. The non-auto trips are assumed to be a 5% for commercial and residential land uses and 10% for the recreational land uses.

**Table 7** summarizes the land uses that were assumed for the Dawson Trails development for each phase. Phasing is illustrated on **Figure 2**.

**Table 7: Land Use Assumptions per Phase**

Land Use Type		Size (rounded)
<b>Phase 1 (Year 2025)</b>		
Single-Family Homes /Townhomes		500 dwelling units
Commercial (Retail and Service)		180,000 sq. ft.
<b>Phase 2 (Year 2030)</b>		
Single-Family Homes		1,935 dwelling units
Multi-Family Homes		1,165 dwelling units
Elementary School		450 Students
Commercial (Retail and Service)		483,000 sq. ft.
Office Space		217,000 sq. ft.
Flex Space (Office)		450,000 sq. ft.
Flex Space (Light Industrial)		450,000 sq. ft.
<b>Phase 3 (Year 2040)</b>		
Single-Family Homes		1,092 dwelling units
Multi-Family Homes		1,158 dwelling units
Elementary School		450 Students
High School		2,000 Students
Commercial (Retail and Service)		237,000 sq. ft.
Office Space		583,000 sq. ft.
Light Industrial		375,000 sq. ft.
Flex Space (Office)		112,500 sq. ft.
Flex Space (Light Industrial)		112,500 sq. ft.
Recreation Center / Ice Arena		60,000 sq. ft.
Regional Park		12 fields/courts
<b>Total Dawson Trails Development</b>		
Residential Homes		5,850 dwelling units
Commercial (Retail and Service)		900,000 sq. ft.
Office		800,000 sq. ft.
Light Industrial		375,000 sq. ft.
Flex Space (Office or Light Industrial)		1,125,000 sq. ft.
Elementary School		900 Students
High School		2,000 Students

## Estimated Trips

Dawson Trails was estimated to generate approximately 87,025 daily trips with about 6,700 trips occurring in the AM peak hour, 8,760 trips occurring in the PM peak hour, and 8,385 trips in the Saturday midday peak hour at full build-out (new and pass-by trips). The total trips listed include all external and internal trips. It was estimated that the external trips would be approximately 61,455 daily trips with about 4,250 trips occurring in the AM peak hour, 6,220 trips occurring in the PM peak hour, and 5,900 trips in the Saturday midday peak hour at full build-out (new and pass-by trips). The internal trips were estimated to be approximately 25,570 daily trips, 2,450 trips in the AM peak hour, 2,540 trips in the PM peak hour, and 2,480 trips in the Saturday peak hour. **Table 6A** summarizes the external trips that begin or end outside of Dawson Trails. **Table 6B** summarizes the internal trips that remain within Dawson Trails, do not utilize the interchange or external roadways, and were assigned to the local roadway network within Dawson Trails.

## 6.2 Trip Distribution and Assignment

The estimated trip volumes were distributed onto the study area street network based on existing traffic characteristics and available capacity, and anticipated destinations, as well as regional growth and future roadway infrastructure. The assumed distributions by land use type are listed below in **Table 8** and presented on **Figure 7**:

**Table 8: Trip Distribution Summary**

To/From	Percentage
North I-25 via Crystal Valley Interchange	35%
North I-25 via Plum Creek Parkway	5%
North Prairie Hawk Drive / Dawson Trails Blvd.	15%
North Wilcox Street via Frontage Roads	5%
North Perry Street via E. Frontage Road	3%
South I-25 via Crystal Valley Interchange	20%
South W. Frontage Road (Dawson Trails Blvd.)	5%
East Crystal Valley Parkway	4%
East Plum Creek Parkway	2%
West Plum Creek Parkway via. Prairie Hawk Drive / Dawson Trails Blvd.	2%
West via Twin Oaks Neighborhood	<1%
Existing Businesses/Neighborhoods East of I-25	4%

Using these distribution assumptions, the projected site traffic for each planning area was assigned to the study area roadway network for the weekday AM and PM peak hours and the Saturday midday peak hour during each of the three phases based on the most convenient route and available access.

The Phase 1 site-generated volumes for Year 2025 are shown on **Figures 8A and 8B** (existing intersections) and **Figure 8C** (proposed access). The site-generated volumes for the completion of Phases 1 and 2 are shown on **Figures 9A and 9B** (existing intersections) and **Figure 9C** (proposed access). The site-generated volumes for the full buildout of Dawson Trails are shown on **Figures 10A and 10B** (existing intersections) and **Figure 10C** (proposed access).

### 6.3 Proposed Roadway Network and Access

The future extension of Prairie Hawk Drive and realignment of West Frontage Road will be the primary arterial for the project. It is anticipated that two lanes of the arterial will be constructed with Phase 1 and widened in the future as volumes and operations warrant. South of Plum Creek Parkway, this proposed four-lane roadway will be named Dawson Trails Boulevard. The Dawson Trails project plans to construct several collector roadways internally to the site that will provide access between Dawson Trails Boulevard and the planning areas. Each phase will include segments of the proposed roadways to serve the planned development with anticipated completion with the final phase. In addition to the anticipated background roadway and intersection improvements, the following proposed roadway and intersection improvements are recommended to accommodate the proposed trip volume<sup>8</sup>:

#### Phase 1 (Year 2025):

- **Prairie Hawk Drive / Dawson Trails Boulevard** – Construct as a two-lane roadway (one lane per direction) between Plum Creek Parkway and the south boundary of the Dawson Trails property.
- **Crystal Valley Parkway at Plum Creek Boulevard** – Roundabout (per Town plans and design).
- **Crystal Valley Parkway at Dawson Trails Boulevard** – Signalize (based on signal warrant analysis).
  - It is understood that this intersection will be constructed to the ultimate width on all approaches. This study assumes that the unnecessary lanes will be striped out and not utilized until volumes warrant the need for use.

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<sup>8</sup> 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.

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- **Territorial Road at Twin Oaks Road / Clarkes Circle** – Relocate intersections with the construction of the new internal Collector A. It is proposed that Twin Oaks Road be realigned to the south to create an intersection on Collector A. It is anticipated that Clarkes Circle connect to Collector A as an emergency access.
    - **Twin Oaks Road at Collector A** – Provide a left-turn lane on Collector A southbound. Do not permit a left-turn movement for the northbound approach. Add stop signs on the side-street approaches.
  - **New Roadway Infrastructure** – Construct collector roadways from Dawson Trails Boulevard into and through the Dawson Trails property. Internal roadways and intersections will be aligned, designed, and analyzed at the filing level.
  - **Intersections along Dawson Trails Boulevard** – It is proposed that the full movement intersections be constructed as roundabouts, except for Collector Road A that will be signalized since it is the west leg of the Dawson Trails Boulevard at Crystal Valley Parkway intersection. Additional restricted movement accesses along Dawson Trails Boulevard will be identified and evaluated at the filing level of the project, as well as internal intersections along the collector roadways.
    - **#102 Collector H:** Construct roundabout with one approach lane on the northbound and southbound approaches, one left-turn/right-turn lane on the westbound approach, and one westbound right-turn bypass lane.
    - **#104 Access E-2/F-1.3:** Construct roundabout with one approach lane on the northbound and southbound approaches and one left-turn/right-turn lane on the eastbound approach
    - **#105 Collector Road B:** Construct roundabout with one approach lane on the northbound and southbound approaches and one left-turn/right-turn lane on the eastbound approach.
    - **#106 Collector Road C:** Construct roundabout with one approach lane on the northbound and southbound approaches and one left-turn/right-turn lane on the eastbound approach.
    - It is understood that roundabouts will be constructed to the ultimate configuration to reduce reconstruction in the future. Interim roundabout geometry can be incorporated to build the ultimate diameter but only use necessary lanes for each phase. The traffic study lists the lanes needed per the volumes, but the Town can decide to stripe out or provide interim curbing/raised pavement to restrict use of certain lanes.

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**Phase 2 (Year 2030):**

- **Prairie Hawk Drive / Dawson Trails Boulevard** – Widen to a four-lane roadway (two lanes per direction) between Plum Creek Parkway and the south boundary of the Dawson Trails property. The roundabout intersections will be constructed to the ultimate design to accommodate the widening in the future.
- **Crystal Valley Parkway at Dawson Trails Boulevard** – With the Phase 2 development volume, this intersection will need to provide the following additional lanes from the previous scenarios/phases: second eastbound through lane, one eastbound right-turn lane, second westbound left-turn lane, and second northbound and southbound through lanes. Protected only phasing for dual left-turn phase.
- **Twin Oaks Road at Collector A** – Signalize and provide one westbound left-turn lane.
- **New Roadway Infrastructure** – Construct collector roadways from Dawson Trails Boulevard into and through the Dawson Trails property. Internal roadways and intersections will be aligned, designed, and analyzed at the filing level.
- **Intersections along Dawson Trails Boulevard** – It is proposed that the full-movement intersections be constructed as roundabouts. Additional accesses will be identified and evaluated at the filing level of the project.
  - **#101 Access F-1:** Construct roundabout with two approach lanes on the northbound and southbound approaches, and one approach lane on the westbound approach.
  - **#102 Collector:** Construct eastbound approach with one inbound lane and one outbound lane.
  - **#104 Access E-2/F-1.3:** Construct westbound approach with one left-turn lane, one through/right-turn lane, and one right bypass lane. Upgrade the eastbound approach to include one left-turn lane, one left-turn/through/right-turn lane, and one right bypass lane. Add right-turn bypass lanes on the northbound and southbound approaches.
  - **#105 Collector Road B:** Construct westbound approach with one left-turn lane, one through/right-turn lane, and one right bypass lane. Upgrade the eastbound approach to include one left-turn lane, one left-turn/through/right-turn lane, and one right bypass lane. Add right-turn bypass lanes on the northbound and southbound approaches.
  - **#106 Collector Road C:** Construct westbound approach with one left-turn lane, one through/right-turn lane, and one right bypass lane. Upgrade the eastbound approach to include one left-turn lane and one left-turn/through/right-turn lane.

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- **#107 Collector Road D:** Construct roundabout with two approach lanes on the northbound and southbound approaches, and one approach lane on the eastbound approach.
  - **All roundabout intersections:** change to two-lane circulation to accommodate widening of Dawson Trails Boulevard/Prairie Hawk Drive. It is understood that roundabouts will be constructed to the ultimate configuration to reduce rebuilding in the future. Interim roundabout geometry can be incorporated to build the ultimate diameter but only use necessary lanes for each phase. The traffic study lists the lanes needed per the volumes, but the Town can decide to stripe out or provide interim curbing/raised pavement to restrict use of certain lanes.

**Phase 3 – Full Buildout (Year 2040):**

- **Prairie Hawk Drive / Dawson Trails Boulevard** – Widen to a six-lane roadway (three lanes per direction) between Crystal Valley Boulevard and Intersection #105. The third lane will be dropped at the appropriate downstream intersection as a right-turn lane and roundabout will not have three circulating lanes.
- **Crystal Valley Parkway at Dawson Trails Boulevard** – Provide the following lanes: third westbound left-turn lane and receiving lane and second westbound through lane.
- **New Roadway Infrastructure** – Construct collector roadways from Dawson Trails Boulevard into and through the Dawson Trails property. Internal roadways and intersections will be aligned, designed, and analyzed at the filing level.
- **Intersections along Dawson Trails Boulevard** – It is proposed that the full-movement intersections be constructed as roundabouts. Additional accesses will be identified and evaluated at the filing level of the project.
  - **#101 Access F-1:** Construct eastbound approach with one inbound lane and one outbound lane.
  - **#108 Access G-2/High School:** Construct roundabout with two approach lanes on the northbound and southbound approaches, and one approach lane on the eastbound and westbound approaches.

Refer to **Figures 8C** and **9C** and **10C** for an illustration of the proposed access locations.

It should be noted that the internal accesses will be identified and vetted in more detail during the design stages of specific parcels and adjustments to access will be made as necessary based on discussions with

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Town staff, land use types, and traffic flow. This master traffic study will be updated if changes to access significantly impact the trip generation, traffic flow, or infrastructure needs.

#### **6.4 Proposed Pedestrian and Bicyclist Facilities**

Dawson Trails plans to provide sidewalks and trails throughout the project site that will connect the residential areas to the commercial land uses, neighborhood parks, the recreation center, the regional park, the schools and to a wide multi-use path along Dawson Trails Boulevard. Refer to the site plan for details on sidewalks, trails, and bike lanes within the Dawson Trails community. As the design details of the project are developed and specific areas are planned, the pedestrian and bicyclist facilities, connections, and crossings will be determined and included in the design submittals. The internal multi-modal accommodations are anticipated to link to external facilities as proposed in the Town's TMP. It is understood that some of the pedestrian and bicyclist infrastructure may include signal crossing, grade separated crossing, or other enhancements to provide a safe environment for people walking or biking and to encourage non-auto travel.

The Town of Castle Rock's TMP proposes that there will be an on-street bike lane/shoulder along Dawson Trails Boulevard (Prairie Hawk Drive Extension), Plum Creek Parkway, Crystal Valley Parkway, and East Frontage Road.

#### **6.5 Proposed Mobility Hub**

Per discussions with the Town of Castle Rock and CDOT, a portion of land will be reserved for a mobility hub for future transit services. Currently, the location is planned to be in Planning Area F-1 (PL 1.08) (north of Crystal Valley Parkway and east of Dawson Trails Boulevard). The potential mobility hub will provide a park-n-ride for future local or regional transit services that are being planned for the area. This will connect to the future pedestrian and bicyclist facilities to complete the "first and final" mile of a transit commute. The exact design and amenities of the mobility hub have not been determined at this time and will continue to be defined as the Dawson Trails project is developed.

Planning Area F-1 (PL 1.08) is planned to be a mix of commercial uses within this traffic study. The trip generation assumed that the entire parcel will be commercial space since this is the highest traffic generator between the two land use types (commercial vs. park-n-ride). If the mobility hub is constructed, then the trip generation is anticipated to be significantly lower than commercial businesses and services.

#### **6.6 Year 2025 Background + Project (Phase 1) Intersection Capacity Analysis**

This section discusses impacts associated with the addition of the Phase 1 of Dawson Trails development trips in the short-term scenario. The site-generated volumes for Phase 1 were added to the Year 2025

background volumes and are illustrated on **Figures 11A and 11B** (existing intersections) and **Figure 11C** (proposed intersections). These figures also illustrate the necessary traffic control and lane configurations for all of the study intersections and proposed accesses. The recommended improvements in the Year 2025 background scenario were assumed to be implemented. The analysis assumed the existing signal timing is held at the existing signalized intersections. Future signalized intersections had optimized timing with parameters similar to the existing timing plans for those on Plum Creek Parkway.

The results of the LOS calculations for the intersections are summarized in **Table 9**. The details of the LOS and delays for each movement are listed in **Table 2** (existing intersections) and **Table 10** (proposed intersections). The intersection Level of Service worksheets are attached in the **Appendix**.

**Table 9: Year 2025 Background + Project (Phase 1) Overall Level of Service Summary**

No.	Intersection	Traffic Control	AM Peak Hour	PM Peak Hour	Sat Peak Hour
1	Plum Creek Pkwy at Wilcox St	Signal	C	D	C
2	Plum Creek Pkwy at Perry St	Signal	B	C	C
3	Plum Creek Pkwy at Plum Creek Blvd	Signal	B	A	B
4	West Frontage Road at I-25 SB On-Ramp	<i>Frontage Rd. removed and On-Ramp remains.</i>			
5	Crystal Valley Pkwy at Plum Creek Blvd	Rdabt	A	A	A
6	Crystal Valley Pkwy at East Frontage Rd	<i>This intersection will be included in Crystal Valley NB Off-Ramp Intersection (Roundabout)</i>			
7	Crystal Valley Pkwy at Dawson Trails Blvd	Signal	C	C	D
8	Plum Creek Pkwy at I-25 SB Off-Ramp	Signal	B	C	B
9	Plum Creek Pkwy at I-25 NB Off-Ramp / On-Ramp	Signal	B	B	B
10	Plum Creek Pkwy at Prairie Hawk Dr / Dawson Trails Blvd	Signal	C	C	C
102	Dawson Trails Blvd at Collector Road H	Rdabt	A	A	A
103	Dawson Trails Blvd & E-1/F-2 Access	Stop	A (B)	A (B)	A (B)
104	Dawson Trails Blvd & E-2/F-3 Access	Rdabt	A	C	B
105	Dawson Trails Blvd & Collector Road B	Rdabt	A	A	A
106	Dawson Trails Blvd & Collector Road C	Rdabt	A	A	A
109	Collector Road A at Twin Oaks Road	Stop	A (B)	A (B)	A (B)

*Note: For unsignalized intersections, the worse approach/movement LOS is also listed in parenthesis*

The study intersections will operate acceptably in the short-term scenario with the addition of Phase 1 trips with the recommended mitigation measures (listed in Section 6.3). All movements and overall LOS were calculated to be LOS D or better in all peak periods. The proposed accesses intersections for Phase 1 are anticipated to operate overall at LOS A in the three peak hours with all movements at LOS D or better.

## 6.7 Year 2030 Background + Project (Phase 1 & 2) Intersection Capacity Analysis

This section discusses impacts associated with the completion of the second phase of the Dawson Trails development with the proposed mid-term scenario. The site-generated volumes for the first two phases were added to the Year 2030 background volumes and are illustrated on **Figures 12A and 12B** (existing intersections) and **Figure 12C** (proposed accesses). These figures also illustrate the necessary traffic control and lane configurations for all of the study intersections and proposed intersections. The recommended improvements in the previous scenarios were assumed to be implemented and signal timings were optimized as appropriate.

The results of the LOS calculations for the intersections are summarized in **Table 11**. The details of the LOS and delay for each movement are summarized in **Table 2** (existing intersections) and **Table 13** (proposed intersections). The intersection Level of Service worksheets are attached in the **Appendix**.

**Table 11: Year 2030 Background + Project (Phase 1 & 2) Overall Level of Service Summary**

No.	Intersection	Traffic Control	AM Peak Hour	PM Peak Hour	Sat Peak Hour
1	Plum Creek Pkwy at Wilcox St	Signal	C	D	D
2	Plum Creek Pkwy at Perry St	Signal	B	B	B
3	Plum Creek Pkwy at Plum Creek Blvd	Signal	B	A	B
5	Crystal Valley Pkwy at Plum Creek Blvd	Rdabt	A	B	A
6	Crystal Valley Pkwy at East Frontage Rd	<i>This intersection will be included in Crystal Valley NB Off-Ramp Intersection (Roundabout)</i>			
7	Crystal Valley Pkwy at Dawson Trails Blvd	Signal	D	D	D
8	Plum Creek Pkwy at I-25 SB Off-Ramp	Signal	B	B	B
9	Plum Creek Pkwy at I-25 NB Off-Ramp / On-Ramp	Signal	C	B	B
10	Plum Creek Pkwy at Prairie Hawk Dr / Dawson Trails Blvd	Signal	C	C	C
101	Dawson Trails Blvd at F-1 Access	Rdabt	A	A	A

No.	Intersection	Traffic Control	AM Peak Hour	PM Peak Hour	Sat Peak Hour
102	Dawson Trails Blvd at Collector Road H	Rdabt	A	A	A
103	Dawson Trails Blvd & E-1/F-2 Access	Stop	A (B)	A (B)	A (C)
104	Dawson Trails Blvd & E-2/F-3 Access	Rdabt	A	C	B
105	Dawson Trails Blvd & Collector Road B	Rdabt	A	A	B
106	Dawson Trails Blvd & Collector Road C	Rdabt	A	A	A
107	Dawson Trails Blvd & Collector Road D	Rdabt	A	A	A
109	Collector Road A at Twin Oaks Road	Signal	A	A	A

*Note: For unsignalized intersections, the worse approach/movement LOS is also listed in parenthesis*

All of the study intersections will operate acceptably in the mid-term scenario with the completion of Phases 1 & 2 of Dawson Trails project with the recommended mitigation measures (listed in Section 6.3). The intersection of Collector A and Twin Oaks Road was evaluated with a signal and roundabout. Both traffic control options were calculated to operate at LOS A in the three peak hours. The 95<sup>th</sup> percentile queues with the signal were estimated to extend to 110 feet or less and with a roundabout the queues were estimated to extend 50 feet or less.

## 6.8 Year 2040 Background + Project (Phases 1 & 2 & 3) Intersection Capacity Analysis

This section discusses impacts associated with the full buildout of the Dawson Trails development with the proposed long-term scenario. The site-generated volumes for the entire development were added to the Year 2040 background volumes and are illustrated on **Figures 13A and 13B** (existing intersections) and **Figure 13C** (proposed intersections). These figures also illustrate the necessary traffic control and lane configurations for all of the study intersections and proposed accesses. The recommended improvements in the previous scenarios were assumed to be implemented and signal timing was optimized.

The results of the LOS calculations for the intersections are summarized in **Table 12**. The details of the LOS and delays for each movement are summarized in **Table 2** (existing intersections) and **Table 13** (proposed intersections). The intersection Level of Service worksheets are attached in the **Appendix**.

**Table 12: Year 2040 Background + Project (Full Buildout) Overall Level of Service Summary**

No.	Intersection	Traffic Control	AM Peak Hour	PM Peak Hour	Sat Peak Hour
1	Plum Creek Pkwy at Wilcox St	Signal	C	D	D
2	Plum Creek Pkwy at Perry St	Signal	A	C	B
3	Plum Creek Pkwy at Plum Creek Blvd	Signal	B	C	C
5	Crystal Valley Pkwy at Plum Creek Blvd	Rdabt	B	B	A
6	Crystal Valley Pkwy at East Frontage Rd	<i>This intersection will be included in Crystal Valley NB Off-Ramp Intersection (Roundabout)</i>			
7	Crystal Valley Pkwy at Dawson Trails Blvd	Signal	D	E	E
8	Plum Creek Pkwy at I-25 SB Off-Ramp	Signal	B	C	C
9	Plum Creek Pkwy at I-25 NB Off-Ramp / On-Ramp	Signal	C	C	C
10	Plum Creek Pkwy at Prairie Hawk Dr / Dawson Trails Blvd	Signal	C	C	C
101	Dawson Trails Blvd at F-1 Access	Rdabt	A	B	B
102	Dawson Trails Blvd at Collector Road H	Rdabt	A	B	C
103	Dawson Trails Blvd & E-1/F-2 Access	Stop	A (B)	A (C)	A (C)
104	Dawson Trails Blvd & E-2/F-3 Access	Rdabt	B	C	D
105	Dawson Trails Blvd & Collector Road B	Rdabt	B	B	C
106	Dawson Trails Blvd & Collector Road C	Rdabt	B	B	C
107	Dawson Trails Blvd & Collector Road D	Rdabt	A	A	A
108	Dawson Trails Blvd at PA15/Park Access	Rdabt	A	A	A
109	Collector Road A at Twin Oaks Road	Signal	A	B	B

*Note: For unsignalized intersections, the worse approach/movement LOS is also listed in parenthesis*

All of the study intersections are predicted to operate acceptably in the long-term scenario with the full buildout of Dawson Trails with the recommended mitigation measures (listed in Section 6.3). One intersection has movements that are anticipated to operate below LOS D with the additional project trips:

- **#7 – Dawson Trails Boulevard and Crystal Valley Parkway:** This future signalized intersection was calculated to operate overall at LOS D in the AM peak hour, LOS E in the PM peak hour, and LOS E in the Saturday peak hour due to the high volumes on all movements, especially the turning

movements, and limited green time. During the morning peak hour the eastbound and southbound left-turn movements were estimated to operate at LOS E which is typical for left-turns at an arterial/arterial intersection at full buildout and protected only phasing. During the PM peak hour, the eastbound left-turn, eastbound through and the westbound left-turn were estimated to operate at LOS E. During the Saturday peak hour, all four left-turn movements and the eastbound and westbound through movements were estimated to operate at LOS E.

The 95<sup>th</sup> percentile queues for the eastbound left-turn movement were calculated to extend up to 308 feet and the queues for the westbound left-turn movement were calculated to be 451 feet or less. The 95<sup>th</sup> percentile queues for the northbound left-turn movement were estimated to be up to 47 feet. The 95<sup>th</sup> percentile queues for the southbound left-turn movement were estimated to be 543 feet or less.

**Recommendations:** No mitigation measures are recommended, except to ensure the storage length is adequate to accommodate the queue lengths and that signal timing is adjusted once volumes are generated. The ultimate design of this intersection already is expected to provide multiple left-turn and free right-turn lanes to accommodate the high volumes to/from the future Crystal Valley Interchange. The cycle length is assumed to be maxed out at 150 seconds. No other mitigation measures are available for consideration.

The intersection of Collector A and Twin Oaks Road was evaluated with a signal and roundabout. Both traffic control options were calculated to operate at LOS A in the three peak hours. The 95<sup>th</sup> percentile queues with the signal were estimated to extend to 320 feet or less and with a roundabout the queues were estimated to extend 50 feet or less.

**Table 13** lists the estimated queues for all the study intersections. **Figure 14A** illustrates the recommended intersection design with mitigation measures as either background (non-project related) or project-implemented (by phase). **Figure 14B** illustrates the anticipated phasing of roadway construction, widening, and intersection connections. **Figure 15** summarizes the daily volume on the internal roadways with the full buildout.

## 7.0 Queuing Analysis

A queuing analysis was performed to determine if the average and 95<sup>th</sup> percentile queues would be accommodated by the existing or future storage length and if any of the queues impact an upstream intersection/access. **Table 13** provides the storage lengths and the 95<sup>th</sup> percentile queues for each existing

and future scenario as calculated by Synchro or Sidra (assuming each vehicle utilizes 25 feet of space). It should be noted that the 95<sup>th</sup> percentile queue length is a theoretical queue that is 1.65 standard deviations above the average queue length. In theory, the 95<sup>th</sup> percentile queue would be exceeded 5% of the time based on the average queue length, but it is also possible that a queue this long may not occur.

As shown in **Table 13**, majority of the queues are shorter than the provided storage length in all scenarios. Queues that exceed existing or future storage lengths are highlighted in blue text. The maximum queue length is highlighted in purple text. The study intersections that will be at or near capacity are anticipated to experience longer queues with any additional traffic. There are several intersections that will need long storage lengths to maintain the calculated queues. There are a couple existing auxiliary lanes that will not be able to be lengthened to accommodate a future queue since they are limited by adjacent accesses/intersections.

## 8.0 Dawson Trails Boulevard Access Plan

A high-level access management plan has been developed for Dawson Trails Boulevard through the project site. The purpose of the plan is to provide approximate locations of full movement access and provide the estimated distances between these intersections. Majority of the full movement intersections on Dawson Trails Boulevard are proposed to be multi-lane roundabouts with a signal at Crystal Valley Parkway/Collector A. **Figure 16** illustrates the access management plan for Dawson Trails Boulevard for full movement intersections.

The Town of Castle Rock Transportation Design Criteria Manual (2018) states that “full access to major arterials shall be limited to one-half (1/2) mile intervals or more, plus or minus 200-feet, in order to achieve good speed, capacity and optimal signal progression” in Section 3.2.3.4.B. As shown on **Figure 16**, the intersection spacing is less than ½ mile between all of the intersections. This criterion is unnecessary on a corridor that has roundabouts instead of signals since the required ½ mile spacing is to optimize progression of the signal timing along the main thoroughfare to maintain a speed of 45 mph. With roundabouts, progression is not needed and closer intersection spacing can be achieved with high efficiency. For those intersections identified as signal or potential signal, it is anticipated that progression can be achieved. A variance request has been submitted to the Town.

At this level of analysis, accesses between the full movement intersections have not been identified and will be decided and evaluated at the SDP/filing stage of this project. It is anticipated that any additional

access intersections will be restricted to  $\frac{3}{4}$  movement or right-in, right-out to reduce congestion and improve safety along Dawson Trails Boulevard.

## 9.0 Conclusions

The Dawson Trails project proposes to develop up to 5,850 single-family or multi-family dwelling units and 3.2 million square feet (sq. ft.) of commercial space, including retail, office, light industrial, and flex space. The site plans to provide land for two elementary schools and one high school, as well as a large regional park with a recreational center. The Dawson Trails property is on the west side of I-25 on the south end of Castle Rock and in the vicinity of the future Crystal Valley Interchange. The development will be phased over time and this traffic study assumes the first phase will be completed by Year 2025, the second phase will be completed by Year 2030, and the final phase will be completed by Year 2040.

The project includes multiple access locations along the future extension of Prairie Hawk Drive, named Dawson Trails Boulevard south of Plum Creek Parkway and through the project. Internally other collector and local streets will be constructed to provide the most beneficial access into and around the site, which will be evaluated at the filing level. Several trails are planned to provide mobility and accessibility for people walking and biking.

The project is estimated to generate approximately 87,025 daily trips with about 6,700 trips occurring in the AM peak hour, 8,760 trips occurring in the PM peak hour, and 8,385 trips in the Saturday midday peak hour at full build-out. Nearly 35% of the total project trips will be home-based trips and internal to the Dawson Trails site between residential planning areas to/from the commercial space, schools, and recreational areas. **It was determined that the proposed roadway system can accommodate the projected traffic volumes for buildout conditions.** The phasing of the roadways and lane configurations are shown on **Figure 14**.

**Figure 14** illustrates the recommended mitigation measures as either background (non-project related) or project-implemented. **Figure 15** summarizes the daily volume on the internal roadways with the full buildout. The responsibility and cost contribution of the anticipated roadway and intersection improvements are not a part of the traffic impact study but are anticipated be negotiated within future development agreements.



# COLORADO

## Parks and Wildlife

Department of Natural Resources

Northeast Regional Office

6060 Broadway

Denver, CO 80216

P 303.291.7227

September 20, 2021

Sandy Vossler, Senior Planner  
Town of Castle Rock Development Services Department  
100 N. Wilcox Street  
Castle Rock, CO 80109

RE: Dawson Trails Planned Development (Project #PDP21-0001)

Dear Sandy Vossler:

Thank you for the opportunity to comment on the Dawson Trails Planned Development (PDP21-0001). The mission of Colorado Parks and Wildlife (CPW) is to perpetuate the wildlife resources of the state, to provide a quality state parks system, and to provide enjoyable and sustainable outdoor recreation opportunities that educate and inspire current and future generations to serve as active stewards of Colorado's natural resources. Our goal in responding to land use proposals such as this is to provide complete, consistent, and timely information to all entities who request comment on matters within our statutory authority.

The 2062-acre project area is located west of I-25 and south of Territorial Road in Castle Rock, CO Douglas County. The property currently consists of open meadows, pine trees, and Gambel's Oak.

The proposed development includes a plan to allow a maximum of 5,850 residential units on the property, together with a maximum of 3.2 million square feet of commercial and other non-residential uses. The proposed plan includes roughly 36% of the total land area to be designated as either open space or public land dedication (PLD).

The main impacts to wildlife from this development include fragmentation and loss of habitat. Fragmentation of wildlife habitat has been shown to impede the movement of wildlife across the landscape. Open space areas are more beneficial to wildlife if they connect to other nearby natural areas creating corridors for movement. The areas of wildlife habitat that most closely border human development show heavier impacts than do areas on the interior of the open space. However, when open space areas are smaller in size, the overall impacts of the fragmentation is greater (Odell and Knight, 2001). By keeping open space areas larger in size and contiguous, the overall benefit to wildlife increases dramatically.

Although it is impossible to eliminate fragmentation and habitat loss with any development, impacts to wildlife can be minimized through the use of clustering configurations, density reduction, and providing open space and corridors for wildlife. With respect to the proposed project, clustering the anticipated lots and allowing a continuous corridor is encouraged to minimize fragmentation of wildlife habitat and increase the size of open space or undisturbed areas on the parcel.



When planning trails, special consideration should be given to the impact trails have on wildlife within the area. Trails have the ability to contribute to fragmentation of habitat, disrupt the natural movement of wildlife through an area, and spread noxious weeds. Trails should not cut through riparian areas or wetland areas and should remain at least 150 feet from each side of a riparian/wetland area. Trails should also be placed at the edges of open space areas and should be no wider than 8 feet throughout their entire length.

Noxious weeds should be monitored very closely. The spread of noxious weeds on and around the property is a concern for wildlife. Invasive plants endanger the ecosystem by disturbing natural processes and jeopardizing the survival of native plants and the wildlife that depend on them. CPW recommends the implementation of a weed management plan that may already exist within Douglas County.

CPW would expect a variety of wildlife species to utilize this site on a regular basis, including small to mid-sized mammals, big game, songbirds, and raptors. Raptors are protected from take, harassment, and nest disruption at both the state and federal levels. Should a raptor nest be discovered or constructed on the property, CPW recommends the coordination of buffer zones around the nest during the nesting and fledging seasons. This will prevent the intentional or unintentional disturbance and destruction of an active nest. For further information on this topic, a copy of the document “Recommended Buffer Zones and Seasonal Restrictions for Colorado Raptors” can be provided by the local District Wildlife Manager (DWM) upon request.

Prairie dog colonies may exist within the development site, and with that, the possibility exists for the presence of burrowing owls. Burrowing owls live on flat, treeless land with short vegetation, and nest underground in burrows dug by prairie dogs, badgers and foxes. These raptors are classified as a state threatened species and are protected by both state and federal laws, including the Migratory Bird Treaty Act. These laws prohibit the killing of burrowing owls or disturbance of their nest. Therefore, if any earth-moving will begin between March 15<sup>th</sup> and October 31<sup>st</sup>, a burrowing owl survey should be performed. Guidelines for performing a burrowing owl survey can be obtained from the local District Wildlife Manager.

CPW also recommends that any prairie dog colony discovered on the property be completely vacated of living animals prior to the start of any earth-moving. If prairie dogs are present and any earth-moving is to be done on site, CPW recommends euthanasia or relocation (with the appropriate permit) prior to any work being done. If relocation is chosen, please consult with the local District Wildlife Manager for the required permit.

Due to the location of this proposed project, it is inevitable big game species including elk, deer, bear, and mountain lion will be present, as well as additional small game mammals. Based on data outlined in CPW’s Species Activity Mapping, part or all of the property contains the following designations:

- Black Bear Summer Concentration Area
- Black Bear Overall Range
- Mt. Lion Human Conflict Area.
- Elk Resident Population Area
- Elk Summer Range

- Mule Deer Summer Range
- Mule Deer Resident Population Area
- Mule Deer Winter Range
- Preble's Meadow Jumping Mouse Overall Range
- Golden Eagle Breeding Range
- Peregrine Falcon Foraging Area

As mentioned above, the project area lies within excellent bear and lion habitat, and both species will be observed in the area. Residents should expect to see these species and be familiar with how to avoid conflicts with them. Each year, CPW is forced to euthanize bears as a result of human-bear conflicts which typically begin with bears accessing attractants including human food, trash, and birdfeeders/hummingbird feeders. Residents should be provided with CPW documentation on human-wildlife conflict prevention and mitigation. Prospective buyers should be informed that wildlife such as foxes, coyotes, deer, elk, bears, mountain lions, etc. might frequent the residential area in search of food and cover. Residents residing in this area should take the proper precautions to minimize conflicts by supervising and protecting their pets and reducing attractants on their property. Homeowners can do their part by reviewing CPW literature and learn how to avoid inviting wildlife into their yards. Due to the potential for human-wildlife conflicts associated with this project, please consider the following recommendations when educating future homeowners about the existence of wildlife in the area:

- Develop and enforce strict policies on the management of human food, trash, bird feeders, and other attractants on the properties.
- Inform residents that the intentional and unintentional feeding of big game animals is illegal.
- Place all trash in bear-resistant trash cans and dumpsters with a locking mechanism. Information on bear-resistant devices can be obtained through the local DWM.

Thank you again for the opportunity to comment on the Dawson Trails Planned Development (Project #PDP21-0001). Please do not hesitate to contact CPW about ways to continue managing the property in order to maximize wildlife value while minimizing potential conflicts. If you have any further questions, please contact the local District Wildlife Manager, Sean Dodd, at (303) 291-7134.

Sincerely,



Matt Martinez  
Area Wildlife Manager

Cc: M. Leslie, S. Schaller, S. Dodd

Neighborhood Meeting Summary - Dawson Ridge PD Amendment  
First Neighborhood Meeting – April 13, 2021 from 6:00 PM – 7:15 PM

Norris Design held a neighborhood meeting to discuss a proposed Major Planned Development (PD) Amendment to the Dawson Ridge PD and a portion of the Westfield Trade Center PD located west of Interstate 25 (I-25) and West Frontage Road, approximately one-mile south of Plum Creek Parkway and one-mile north of Tomah Road. A vicinity map and copy of the presentation is attached.

This meeting represented the first required neighborhood meeting. The Meeting was conducted virtually via Zoom. The neighborhood meeting was offered to all property owners and Homeowner Associations (HOA) within 500-feet of the proposed project, as well as property owners beyond 500-feet whose properties are adjacent to the West Frontage Road. In addition, the Plum Creek, Heckendorf, and Crystal Valley HOAs, and the Lanterns developers were sent notices of the meeting. Written notices were sent out, the property was posted with Public Notice signs and a notice was posted on the Town website 15 days prior to the meeting. The written notice and website posting included a vicinity map, a project narrative, a concept development plan, and a concept land use plan. The meeting was held on Tuesday, April 13, 2021 from 6:00 PM to 7:15 PM. The following represents a summary of the first neighborhood meeting.

Applicant Representatives:

- Lawrence Jacobson, Westside Development Partners
- Jake Schroeder, Westside Development Partners
- Mitch Black, Norris Design
- Alisha Hammett, Norris Design
- Jeremy Lott, Norris Design
- Stacey Weeks, Norris Design
- Steve Tuttle, Fox Tuttle Traffic Engineers
- Blake Calvert, Core Civil

Town Representatives:

- Sandy Vossler, Planning
- Cara Reed, Community Outreach Liaison
- Keith Johnston, Public Works
- Brian Kelley, Public Works
- Aaron Monks, Public Works
- Tom Reiff, Public Works – Traffic
- Brian Peterson, Parks and Recreation
- Bob Slentz, Town Attorney's Office
- Tara Vargish, Development Services

Public Participants:

- 303.578.6260
- 303.681.8078
- 303.901.0725
- 303-856-5788
- 720.737.2047
- 012671
- Aaron Monks
- Al Heinrich
- Art Griffith
- Barbara Shaw & Otto Biasio
- Bates
- Betsi and Tom Young
- Blake Amen
- Bm
- Bob and Cathy Dewald
- Bob Krebs
- Brad Stettler

- Bryan Scott
- Cameron McClellan
- Carol
- Carol Szanjencki
- Chad C
- Chad Rodriguez
- Chuck Hutton
- Claudia Ura
- Craig
- Damian Cox
- Dan Branda
- Dan Clemens
- Dan Koda
- Danny Chapparo
- Dave Hammelman
- David Boyle Sr
- Dawn
- Dawn Granie
- Denny (dennis) & Gina Ingram
- Diana & Robert Hopper
- Diane
- Diane
- Don Skidmore
- Donna Wempen & Robert Parkhurst
- DT
- Eileen
- Evan
- Gina Eckert
- Gloria Martin
- GUEST
- H Keith Johnston
- J Hollberg
- Jai Chinakonda
- Jamee. Haines
- Jason Rouse
- Jennifer Oceguera
- Jill Cox
- Jim
- John
- John Graboski
- John Santiago
- John Wright
- John Feher
- Joseph Showers
- JT
- Justin Stone
- Kathy Heinrich
- Katie James
- Katrina Jennings
- Kay Kireilis
- Kevin Smith
- Kristin Read
- Krista

- Larry Larkins
- Larry Martin
- Larry Walters
- Laura & Dan Thompson
- Lauren
- Lesli Frits
- Linda
- Linda Clark
- Lisa Skidmore
- Loren Ligoeki
- Lucy Block
- Margit Evensta
- Mark Witkiewicz
- Melanie
- Mick Madsen
- Mike Rector
- Monica Keady
- Morgan Parks
- Morgan Parks (2)
- Office Computer
- Park Jennigs
- Paul Moss
- Ray & Joyce
- Richard
- Renee Rodrigue
- Salihagic
- Sean Dodd
- Shanda Staggs
- Shawn Martin
- Sue Parks
- T Ferguson
- Tania Martinez
- Tara Vargish
- The King
- Theresakepple
- Tim Evans
- Tom
- Tom Calhoun
- Tom Cathy Olson
- Trathman
- Val R
- Vivien & Richard Van Buren
- Vonnie Hoffmeyer
- Wade
- Walt
- Wed
- Win7j
- Zach

The applicant presentation discussed the following:

- History of the annexation and zoning, the infrastructure construction, the project bankruptcy and years of dormancy.
- Background on Westside Development Partners and previous projects.

- Overview of the proposed land plan; mix of uses, Interchange Overlay District at new interchange, 5800 dwelling units, 3.2 million square feet of commercial/office/retail/restaurant/industrial.
- Overview of West Frontage Road and Crystal Valley/I-25 Interchange projects and Town, Douglas County and State collaboration efforts.
- Location of primary road connections and no road connections to the west.
- Timeframe for submittal in early June.
- Flowchart of Town processes, including PDP Amendment, Site Development Plan, Platting, Site Grading, Infrastructure construction, Building Permits and Certificate of Occupancy.

The remainder of the meeting was focused on answering questions from the participants that were submitted in writing via the Zoom Chat function. The sign-in sheet forwarded from the development team indicated 133 participants, which included Town and Applicant representatives. Questions were directed to the Developers, the Planning and Engineering consultants and Town staff. All questions submitted were downloaded, and all questions and answers covered in the meeting were also captured. At the close of the meeting, Ms. Hammett asked that anyone who's question wasn't answered or who may have additional questions to email them to her. She would respond in writing within 72 hours.

The participants raised concerns about increased traffic on county roads, the West Frontage Road and impacts of the new interchange. They also asked about and stated concerns over the cost of the interchange, Town plans to annex Twin Oaks properties, the location, amount, width and definition of open space, impacts to wildlife, especially elk herds traversing the property, whether there would be domestic wells and septic systems on the property, whether there would be equestrian trails in the open space, what type of commercial is expected, the timing for construction, the status of current zoning on the properties, what is sustainable development, West Frontage Road ROW north of Westfield Trade Center, any feedback from the RR on the realignment of the frontage road and the new interchange, types of traffic studies that are required, the amount and status of ground water rights associated with the property, whether the Town will pump water on the site. In addition to the questions and concerns raised during the neighborhood meeting, staff received emails from several nearby residents with questions and comments in the two weeks prior to the meeting, and received a few more emails following the meeting with additional questions and comments.

Staff has attached the vicinity map, a copy of the presentation, the sign-in sheet and the questions submitted and those answered during the meeting.

## **Neighborhood Meeting Summary - Dawson Trails PD Amendment**

### **Neighborhood Meeting #2 – May 24, 2021 at 6:00 PM**

Westside Investment Partners, Inc. held a neighborhood meeting to discuss a proposed Major Planned Development (PD) Amendment (to be named Dawson Trails) to the Dawson Ridge PD and a portion of the Westfield Trade Center PD located west of Interstate 25 (I-25) and West Frontage Road, approximately one-mile south of Plum Creek Parkway and one-mile north of Tomah Road. A vicinity map and copy of the presentation are attached.

The first required neighborhood meeting was held virtually on April 13<sup>th</sup>. A second pre-submittal neighborhood meeting was scheduled because attendee feedback indicated that some attendees wanted to be able to ask their questions live and not type them. This second meeting was held in the Town Hall Town Council Chambers as a hybrid meeting, with in-person and virtual participation offered. Written notice of the meeting was sent to all property owners and Homeowner Associations (HOA) within 500-feet of the proposed project. Additionally, the property was posted with Public Notice signs and a notice was posted on the Town website 15 days prior to the meeting. The written notice and website posting included a vicinity map, a project narrative, a concept development plan, and a concept land use plan. The meeting was held on Monday, May 24, 2021 from 6:00 PM until approximately 8:10 pm. The following represents a summary of the first neighborhood meeting.

#### **Applicant Representatives:**

- Lawrence Jacobson, Westside Investment Partners
- Jake Schroeder, Westside Investment Partners
- Kevin Smith, Westside Investment Partners
- Mitch Black, Norris Design
- Alisha Hammett, Norris Design
- Jeremy Lott, Norris Design
- Stacey Weaks, Norris Design
- Steve Tuttle, Fox Tuttle Traffic Engineers
- Blake Calvert, Core Civil

#### **Town Representatives:**

- Caryn Johnson - Town Council Member
- Laura Cavey - Town Council Member
- Tim Dietz – Town Council Member
- Sandy Vossler, Development Services (DS) Planning
- Cara Reed, DS Community Outreach Liaison
- Julie Parker – DS Administration
- Tara Vargish – DS Director
- Dave Corliss – Town Manager
- Shannon Eklund – Town Manager's Office Administration
- Santi Smith - DS Technical Coordinator

#### **Public Participants:**

Approximately 20 community members attended the meeting in-person.

- Randy Bruns
- Carol and Jerry Wrightsmare
- R. Eisele
- Cheri Anstrand
- Katrina and P. Jennings

- Don and Lisa Skidmore
- Joe Showers
- Jack and Gina Eckert
- Zachary and Becky P.
- Levi Lowell
- Damian Cox
- Richard Van Buron
- Joan Boyd
- Tim Lowell
- Rory Hodgson

Approximately 55 people attended the meeting virtually.

- Andrea Daihl
- Bev Clemens
- Bruce MacCormack
- Cali Nichols
- Call in user 3- 303946
- Carol Szajnecki
- Chad Carloss
- Craig Obrien
- D. White
- Dan Banda
- Danny Chapparo
- David Boyle
- Dawn Granie
- Dean Stange
- Dennis Ingram
- Diana Hopper
- Diane Evans
- Diane Hollberg
- Elieen Woodzell
- Gary Parkhurst
- Glen Burmeister (x2)
- Gloria Martin
- Joanne Klotz
- Joe K
- John
- John Hollberg
- John Smith
- Julie Heath
- Kay Kirelilis
- Kelly
- Kenneth Ho
- Kevin Wrede
- Larry Larkins
- Larry Martin
- Laura Thomspson
- Lauren Tempel

- Lesli Fritts
- Lisa Sutton
- Margit Evensta
- Mark Jurgemeyer
- Melissa Hoelting
- Mina Tucker
- Pamala Orr
- Randy Parks
- Robert Smith
- Ross Woodzell
- Shawn Martin
- Sue Parks
- Tim Lowell II
- Tom and Betsy Young
- Trish Riber
- Vicki
- Wade Deberry

Members of the applicant's development team presented the following information and the attached PowerPoint.

- History of the property of the last 40 plus years.
- The proposed land use framework including a 25% reduced density, >50% open space, parks, trails, mixed use neighborhood, commercial/office/retail, variety of housing types, neighborhood and national retailers, and primary employment.
- Buffers between new development and surrounding County residential properties, and distance between Dawson Trails lot lines and existing County homes.
- Expansion and extension of the West Frontage Road.
- Crystal Valley Parkway Interchange location and estimated timeline.
- Proposed Interchange Overlay zoning at the Crystal Valley Interchange.
- Proposal compliance with the Southwest Quadrant Plan and the Town's Comprehensive Master Plan.
- Estimated Timeline for submittal and review, with public hearings anticipated in the late Fall.
- Various steps and applications in the Town development approval process; PD Plan amendment, Site Development Plan, Platting, site grading and infrastructure construction, building permits, infrastructure acceptance by the Town, Certificates of Occupancy.

The remainder of the meeting was an open question and answer period. Attendees, both present in-person and participating remotely, were given an opportunity to direct their questions and concerns to the development team and Town staff. The development team compiled a list of attendees indicating approximately 77 community members participated in the meeting. The team also captured the questions and answers that were discussed (copy attached).

The participants raised questions and concerns similar to those expressed at the April 13<sup>th</sup> neighborhood meeting. Specifically there were inquiries and discussion of the cost, timing and funding of the new interchange and frontage road improvements, increased traffic on County roads, water resources available to serve the development and impacts on existing domestic wells, businesses that would be allowed in the commercial areas and who decides which businesses will be allowed to move in, how long will access to their properties be impacted, what are the IO PD permitted uses and development standards, reduction of light pollution, the types of trails proposed, requests for wider buffers and reduction in number of units, opposition to multifamily housing, what are the long term anticipated impacts of the project, location of the parks, preservation of quality of life for surrounding residents, impacts to wildlife on and surrounding the property and preservation of corridors, location of access points to the new development, how is feedback being tracked.

Neighborhood Meeting Summary – Dawson Trails [Proposed Rezoning: Residential, Mixed Use, Office, Industrial] – 2062 acres

Neighborhood Meeting #3 – Oct. 12, 2021, 6:00 p.m. to 8:00 p.m.

Location and Format – P.S. Miller Library, Hybrid

Westside Partners held a neighborhood meeting to present and discuss the Dawson Trails PD Plan and Zoning as submitted to the Town for first review on August 18. The proposal includes 2200 MF units, 3650 SF-D units, 3.2 million square feet of non-residential (1.9M s.f. Flex space, 200K s.f. Office, 553K light industrial, 535K retail), 751 (36%) acres open space, and 245 (12%) acres public land. The public land dedication anticipates one high school, two elementary schools, a regional park and Town recreation and fire facilities.

This meeting represented the third required neighborhood meeting; additional neighborhood meetings will be held prior to the public hearings. The meeting was conducted in a hybrid format. The neighborhood meeting notice was mailed to all property owners within 500-feet of the project site, as well as surrounding HOAs, and property owners adjacent to the west frontage road. The written notice included a project narrative, vicinity map, PD Plan, and trails plan. Approximately 21 people attended in person and 17 attended virtually. The following represents a summary of the neighborhood meeting.

Applicant Representatives:

- Larry Jacobson, Westside Partners
- Jake Schroeder, Westside Partners
- Mitch Black, Norris Design
- Jeremy Lott, Norris Design
- Stacey Weeks, Norris Design
- Ty Robbins, Norris Design
- Dave Jenkins, Norris Design
- Blake Calver, CORE Engineering
- Steve Tuttle, Fox/Tuttle Traffic Consultants

Town Representatives:

- Camden Bender, Community Outreach Program Manager
- Cara Reed, Neighborhood Liaison
- Sandy Vossler, Senior Planner
- Tara Vargish, Development Services Director
- Caryn Johnson, Town Councilwoman, District #5
- Tim Dietz, Town Councilman, District #6

In-person Attendees

- Don & Lisa Skidmore
- Lesli Fritts
- Bev Clemens
- Jan & Glen Burmeister
- Rory Hodgson
- Cliff Orson
- Scott Allmon
- Doug Schull
- Sue Parks
- Joe Showers
- Mike Rector
- Katrina Jennings
- Randy Parks

- Dennis & Gina Ingram
- Peter Smith
- Jerry & Carol Wrightsman
- Al Heinrich

#### Virtual Participants

1. Melanie Calhoun
2. Mark Albright
3. Carol Kingery
4. Damian Cox
5. Larry Larkins
6. Tom Rathman
7. Diane Fischer
8. Scott Allmon
9. Now
10. Almikolajczyk
11. Carol
12. Craig
13. Kathy Heinrich
14. Kristi Cal
15. Janet Redmond
16. Galaxy S21 Ultra 5G
17. 13039109448

The applicant presentation discussed the following:

- Project summary of
  - Vicinity map
  - Property history
  - Submittal package to the Town
  - PD Plan
  - Crystal Valley Interchange update
  - West Frontage Road Update
  - Interchange Overlay Planning Areas
  - Site Utilization breakdown
  - Character Areas
  - Open Space and Public Land
  - Phasing Plan
  - Compliance with the Southwest Quadrant Plan and Comprehensive Master Plan
  - Anticipated timeline for public hearings

Attendees and participants had the following comments and questions:

- Frontage road safety from increased traffic, including construction vehicle traffic. Will there be a commitment to have frontage road complete before any development happens? Response: Applicant is working with Town to ensure frontage road is in place, is working to have emergency access in place, and working on timing specifics through future development review (CDs, DA). Town's firm position is interchange and frontage road must be open. Applicant's understanding is that horizontal site work may concurrent with CVI construction.
- Would capping annual building permits affect the financial viability of the project? Applicant: Development is operating under current conditions and regulations.  
Where is water coming from and will it affect existing wells? Applicant: Water efficiency plan is part of PDP amendment. Dawson Trails will tie into town's infrastructure to provide water. Town has robust standards for responsible and efficient water use.

- Concern with motorists using frontage road like another highway lane. Applicant: Road will be constructed in accordance with Town standards and will involve many key stakeholders and agencies to review and approve design.
- Traffic Issues; what studies have been done, or are planned to determine the impact to Twin Oaks community? How to mitigate negative impacts? The trip generation – 8 trips per household – will have an overwhelming impact to the community. Why medium density on northern edge adjacent to Twin Oaks vs. low density and larger lots for better transition/cushion? Applicant: Traffic study considers interchange, frontage roads, access points, with background data being factored in. Traffic study under review by the Town. Roads will be designed to provide sufficient capacity to handle traffic demand. Street system avoids carrying collectors further into site than necessary, for infrastructure efficiency purposes. Extent of infrastructure determines density and intensity of certain areas.
- Reference to page 15 of the PDP – provision committing to not reducing perimeter buffers should apply to all planning areas adjacent to County development. Applicant: Acknowledges the omission and will update document to add the same provision to other planning areas adjacent to County development.
- Is there a minimum required density necessary to trigger construction of the interchange? Applicant: Interchange is already needed, and this development is needed to contribute and participate in the design and construction. We can now factor in proposed density of project and will factor in commercial SF as well. We now have known numbers to include to inform the improvement details.
- Recently purchased home in Twin Oaks, is concerned with proximity to homes in Dawson Trails, do you want to buy my house? Applicant: Not interested in purchasing the property.
- Who can we reach out with additional questions and more information? There are lots of unknowns at this point and is there any reason why we can't wait until infrastructure is in place, and wait before committing to these plans? Applicant: Developer is working towards a plan that has long term viability and resilience to market shifts and changing circumstances. There is a strong desire to contribute to a high quality of life within Castle Rock.
- Concerned with traffic on Territorial Road and gravel roads throughout Twin Oaks with bridal easements, wildlife, horses, etc. How can you minimize traffic redirection in case of an accident on I-25 or poor weather? Applicant: Steve Tuttle, traffic consultant, the traffic study will consider all aspects and impacts, including possible cut-thru traffic. Intersection sizing, de-emphasizing certain access points, traffic calming techniques, and design elements to discourage cut-thru traffic will all be considered and implemented where appropriate.
- Expressed audio difficulties for online participants. Applicant: Increased volume and increased proximity to the laptop microphone.
- Roadway projects are behind construction throughout the metro area. Concerned with timing of completion of proposed roadway infrastructure. Will there be improvements made to Plum Creek Parkway? Recommended a higher growth rate factor in the TIS. Applicant: Regional modeling and assumptions from DRCOG have been used in the TIS. Study also incorporates known developments in the area, including Miller's Landing and associated improvements to Plum Creek Parkway.
- What are the water requirements (how much is required) and is there enough? Applicant: Blake Calvert, civil engineer, Development Agreement will quantify water resources to be dedicated to the Town. The Town is the water provider, and a water bank will be established for residential and non-residential units on site, as well as irrigation. Particular details are dependent on ultimate uses. A water consultant is working on a water efficiency plan which will inform site design decisions. The Town has informed developer that there is water resources and capacity available.
- Concerned with noise and light impacts on proposed PLD area at the SE corner of the site; it is not a good plan or location for a park and ball fields. The development also needs more OS and needs to downzone further to preserve quality of life and reduce impacts on wildlife. Applicant: Developer is taking wildlife impacts into consideration, including preserving open space and identifying OS corridors on the PDP.

The project is located in Councilmember Dietz' district.

The meeting adjourned at 8:00 p.m.; the library was closing and staff asked that the meeting be concluded.

**Neighborhood Meeting #4**  
**Dawson Trails Major PD Amendment (2062 acres)**  
**Feb. 7, 6:00 p.m. to 9:00 p.m.**  
**Location and Format – Town Council Chambers, Hybrid**

Westside Partners held a neighborhood meeting to present and discuss the Dawson Trails PD Plan and Zoning, including changes to the plan since the previous neighborhood meeting held in October. The proposal is for 5,850 dwelling units to include single family attached and detached, and multi-family, as well as 3.2 million square feet of non-residential uses such as office, retail, and industrial. Approximately 751 (36%) acres open space, and 245 (12%) acres public land are proposed. The public land dedication anticipates one high school, two elementary schools, a regional park and Town recreation and fire facilities.

This meeting represented the fourth neighborhood meeting; an additional neighborhood meeting will be held prior to the public hearings. The meeting was conducted in a hybrid format. The written notice included a project narrative, vicinity map, PD Plan, and trails plan. Approximately 100 people attended in person and 84 attended virtually. The following represents a summary of the neighborhood meeting.

**Applicant Representatives:**

- Larry Jacobson, Westside Partners
- Jake Schroeder, Westside Partners
- Mitch Black, Norris Design
- Jeremy Lott, Norris Design
- Stacey Weeks, Norris Design
- Kevin Rohrbough, Core Engineering
- Blake Calvert, CORE Engineering
- Steve Tuttle, Fox/Tuttle Traffic Consultants

**Town Representatives:**

- Dave Corliss, Town Manager
- Mark Marlowe, Director, Castle Rock Water
- Tony Felts, Assistant Director
- Kevin Wrede, Planning Manager
- Camden Bender, Community Outreach Program Manager
- Cara Reed, Neighborhood Liaison
- Amy Becker, Administrative Assistant
- Julie Parker, Sr. Office Assistant
- Santi Smith, Technical Coordinator
- Sandy Vossler, Senior Planner
- Donna Ferguson, Senior Planner
- Laura Cavey, District #2
- Tim Dietz, Town Councilman, District #6

In-person Attendees: 100 people attended the meeting in person. See attached sign-in sheet.

Virtual Participants: 84 residents joined the meeting virtually. See Virtual attendees list.

The applicant's presentation included a PowerPoint presentation and discussion of:

- Project Overview
  - Vicinity map
  - Property history

- Dawson Trails Vision: Approximately 5,850 dwelling units including single-family detached, attached, Multi-family, Townhomes, Traditional, Semi-Custom and Custom. 3.2 million square feet of commercial uses to include grocers, restaurants, office, light industrial and primary employment opportunities.
- Conceptual Master Plan
- Plan Changes since October 2021 Neighborhood Meeting
  - Character Areas and Districts
    - Densities, maximum building heights and intensity of uses decrease from east to west.
  - Fixed Boundary Lines
    - Applies to Planning Area boundaries adjacent to existing county development in the West Character Area.
  - Transition Zone Standards
    - Contiguous to Fixed Boundary Lines
    - Area of largest minimum lot sizes, subdued building colors, exterior lighting restrictions, landscape screening, wildlife-friendly fencing.
    - West Character Area will have lower density, larger lots which were previous represented to be a minimum of 15,000 s.f. The plan has evolved, smaller lots are more desirable to reduce irrigated back yards and reduce water use. The minimum lot size in the Districts A transition zone is 8,800 s.f.
  - Highway Sign Standards
    - Only allowed within 300 feet of I-25 in Districts F and G.
    - Maximum height is 75 feet
    - 700 s.f. per sign face area, with a maximum of 2 signs faces.
    - LED highway signs no longer proposed
  - Architectural Standards
    - Applicable to non-residential development
    - Facades to include vertical elements, parapet walls, etc.
    - High quality, durable materials.
    - Low reflectivity colors
    - No unshielded light fixtures.
  - Water Efficiency Plan (WEP)
    - Design standards will apply to indoor and outdoor in residential and non-residential development areas.
    - Residential education, verification, monitoring and enforcement required in order to achieve compliance.
  - Wildlife accommodations
    - Compliance with all Federal, State and Local requirements.
    - Open space allows for wildlife movement
    - Density clustered to maximum contiguous open space
  - Wildfire Protection Planning
    - Town approved Community Wildfire Protection Plan.
    - Wildland/Urban Interface Wildfire Vegetation Management Plan is included in the PD Plan.
  - Open Space and PLD
    - Ridgeline is preserved
    - Buffers areas enlarged
    - East/West drainage corridors will be stabilized, but remain natural.
    - Trails have been removed from narrowest open space corridors and will connect through the neighborhoods.
  - Crystal Valley Interchange (CVI)
    - Preliminary CVI configuration was presented
  - West Frontage Road alignment
    - Town, County and Development have agreed on alignment from CVI to Tomah Road.
    - Roadway is in design.

- Douglas County is responsible for improvements from Dawson Trails southern boundary to Tomah Road.
- Anticipated Process Timeline
  - Next neighborhood meeting – Spring/Summer 2022
  - Public Hearings – Spring/Summer 2022

Questions, comments, and responses are grouped by general topic.

### General Questions and Comments

Q: Is there somewhere else in Castle Rock where this proposed non-residential uses could be developed? Are the homes being built to support the commercial?

A: *The 3.2 million square feet of non-residential is intended to support Dawson Trails, the Town and County and the Region.*

Q: Where are the students going to go to school?

A: *There is land set aside for two elementary and one high school in Dawson Trails. Douglas County School District is a referral agency and has been on the property to identify preferred locations. The land will be zoned to allow school use and dedicated to the Town to hold until needed by the School District.*

Q: Where else have you developed that is adjacent to rural areas? Dawson Butte open space is an area dedicated for the benefit of wildlife. No matter what you do with experts and clustering, this plan will not support the wildlife, and they will die. You should buy property elsewhere to compensate or dedicate \$10 million dollars toward the purchase of other land.

A: *The applicant requested time to consider the request.*

Q: I live in Castle Mesa and we don't have an HOA that receives notices and invitations.

A: *The submittal documents are online.*

Q: Does the Town require a certain housing type?

A: *No, the Town doesn't specific a certain type or quantity of housing types. The vision for Dawson Trails is to provide a range of housing types to appeal to and meet the needs of a cross section of the population.*

Comment: Based on the growth of Castle Rock since Dawson Ridge was initially zoned, the number of dwelling units should be cut in half.

Comment: The county development is large lot, acreage lots, and the densities in the A and B Districts are higher density development. There is a disconnect.

Comment: The residential is a pain in the neck for you. You could very simply drop down to 5,500 dwelling units. It's not big money for you.

### Character Areas, Districts, Fixed Boundaries and Transition Zones

Q: What can be built in the Transition Zone and open space buffer? Can densities in B Districts be reduced to match A.

A: *No residential or non-residential development may be constructed in the opens space buffers adjacent to existing Douglas County development. The transition zone has development standards for minimum lot sizes, color, lighting, etc. The flatter topography in District B and its proximity to the interchange are conducive to higher density, unlike District A where draws, hills and outcroppings makes lower density, clustered development more appropriate.*

Q: How does a density of two dwelling units/acre fit with reduced density in the A Districts?

A: *The residential development will be clustered to achieve the density and preserve open space.*

Q: Could the lots in the A District be enlarged to provide a larger buffer?

A: *The development plan does not include large acreage lots. By clustering and providing open space buffers, the open space is held for the common use and kept out of private property ownership.*

Q: How is the density of multi-family calculated?

*A: Typical multi-family development would be several acres. Each unit is counted against the maximum number of units allowed. Duplex would be two units. A complex with 100 apartments would be 100 units.*

### Roadway System, CVI and West Frontage Road, TIA

Q: Is there a road planned west from Dawson Trails to Highway 105, other than Twin Oaks and Clarke Roads?

*A: No new road connections are planned from Dawson Trails west to Highway 105.*

Q: Dawson Trails is adjacent to large lot county development. The only way to travel west to Hwy. 105 is via Twin Oaks Road and Peakview Road. We ride our horses, bikes and we hike along our roads. Will the county residents have access to the Dawson Trails trails for hiking and horse-riding? How will Keene Ranch private equestrian trails be protected and Dawson Trails residents be stopped from trespassing?

*A: The connection points are being coordinated with Douglas County. The feedback from the public to-date has generally been that interconnected trails are not desired, since that would allow Dawson Trails residents to access trails in Twin Oaks and Keene Ranch. The applicant is aware of the Keene Ranch trail easements. At the time of site planning, and platting, the boundaries of the dedicated open space will be established, along with points of access, and potential trespassing signage.*

Q: The changes are appreciated, but I still don't want this to move forward. You said you don't care about the Twin Oaks roads, is that still the case? Is Briscoe Lane going to connect to the commercial area?

*A: The developer does not have control over the county roads in the Twin Oaks subdivision. The Town, County and developer are collaborating on preliminary Twin Oaks Road and Clarke Road intersection sketches; consultants are working on potential options. Briscoe Lane will not connect to Dawson Trails; that connection was vacated several years ago.*

Q: Will you include Larkspur in the traffic analysis? Traffic during the Renaissance Festival is always bad and this is only going to make it worse. Will there be a traffic light at Bear Dance and Tomah Road? I'm afraid I won't be able to get out of my house.

*A: The Town of Castle Rock traffic engineers require background traffic to be included in the traffic modeling in the TIA. Any off-site road improvements or intersection controls necessitated by the Dawson Trails development will be identified in the final TIA.*

Q: I'm alarmed to hear there will be a Park and Ride? Why and who's is going to use it?

*A: The Town is planning ahead for future transit.*

Q: Will the new west frontage road be constructed before the development is started? Who's paying for it?

*A: The new west frontage road will be constructed concurrent with the CVI and required to be open when the interchange opens. The interchange is expected to open in 2025. The developer will be contributing to the interchange and is responsible for the west frontage road design and construction of two lanes from the interchange to the southern boundary of Dawson Trails. The Town is responsible for two lanes, also to the southern boundary.*

### Architectural Standards and Highway Signage

Q: Do the architectural standards address noise?

*A: The architectural standards address how things will look. The Town noise ordinance will apply to Dawson Trails.*

Q: The height of the highway oriented signs is a concern. Many people have their view to the east and 75' signs will impact their view. Will you consider that the south end of Castle Rock is rural and illuminated signs will be a negative impact.

*A: The highway signs will not be LED.*

### Wildland Fire

Q: The Town is ignoring their county neighbors when it comes to traffic, fire mitigation, evacuation. Is the Town taking into account traffic beyond what will be generated by Dawson Trails? During the Haymen fire, county residents couldn't get to the interstate; they were boxed in.

*A: The Town requires the traffic analysis to consider existing traffic volumes, known as background traffic, in modeling the traffic impacts of the development. Regarding hazard evacuation, Tomah Road is currently an at-*

*grade RR crossing. The realignment of the west frontage road and the CVI will eliminate evacuation through an at-grade crossing.*

Q: The Crystal Valley Fire Station already has a large area to cover, how is it going to be able to cover Dawson Trails?

*A: There will be a new fire station in Dawson Trails.*

### Water and Water Efficiency Plan

Q: How much turf will be allowed?

*A: The maximum turf is being determined in the Water Efficiency Plan.*

Q: The Denver Aquifer is volatile. Will the Town agree not to pump wells on the site? Will the Developer purchase a long term bond to be used if the county domestic wells go dry and the Town has to bring them into the Town's water system?

*A: The Town will own the water rights beneath Dawson Trails, and reserves the right to drill wells. The applicant cannot provide an immediate answer regarding the bond, but will consider it.*

Q: Where is the water coming from to serve this development? How much water does Castle Rock use in a day? Is the Town required to have an augmentation plan? Do you have a plan to serve the site with water? Sterling Ranch has a conservation plan.

*A: The ground water associated with the property will be dedicated to the Town. Dawson Trails have been in the Town's long-range plans to serve. The WEP will determine the amount of water that will be used. Home sites will not have individual domestic wells. The Town reserves the right to drill wells, but must follow the same state requirements for augmentations, etc. The Town is investing millions of dollars to be able to transition to 100% renewable water by 2055. The WEP is based on Town of Castle Rock requirements that are very stringent. The WEP is expected to meet or exceed the Sterling Ranch conservation plan.*

### Wildlife

Q: There are elk, moose, bear and eagles observed on the property from time to time. There is insufficient space in the plan for migration. The trails should be kept closer to the homes. The recommendation of the Douglas County Area Resource manager should be followed.

*A: The recommendations of the State of Colorado Natural Resources Division are being followed. There is no prescriptive requirement for wildlife corridors. There is no known wildlife migration corridor on the property. The plan proposes a connected open space network for wildlife movement. Fencing to safely accommodate wildlife will be required on peripheral lots.*

The meeting adjourned at approximately 9:00 pm. The site is in Councilman Dietz' District #6.

Attachments: Link to dropbox containing the following (<https://crgov-my.sharepoint.com/:f:/p/svossler/ErtF7etAGLZliocxGmusDSgB5iw7SYyKQDjiz4o8546tcQ>)

- In-Person Sign-in Sheet
- Virtual Attendees List
- Presentation PowerPoint includes
  - Vicinity Map
  - Character Areas and Districts
  - Conceptual Plan
  - Open Space and Trails Plan
  - Phasing Plan
  - Crystal Valley Parkway Interchange
  - West Frontage Road New Alignment

**Neighborhood Meeting #5**  
**Dawson Trails Major PD Amendment (2064 acres)**  
**June 27, 6:00 p.m. to 7:40 p.m.**  
**Location and Format – Town Council Chambers, Hybrid**

Westside Partners held a neighborhood meeting to present and discuss the Dawson Trails PD Plan and Zoning will be proposed to the Planning Commission at a public hearing on July 7<sup>th</sup>. The proposal is for 5,850 dwelling units, to include single family attached and detached and multi-family units, as well as 3.2 million square feet of non-residential uses such as office, retail, and industrial. Approximately 748 acres or 36% of the site, will be set aside as open space, and 228 acres, 11%, will be dedicated as public land. The public land dedication anticipates one high school, two elementary schools, a regional park and Town recreation and fire facilities.

This meeting represented the fifth neighborhood meeting held prior to the Planning Commission hearing and was conducted in a hybrid format. The written notice included a project narrative, vicinity map, PD Plan, and trails plan. Approximately 23 people attended in person and 45 attended virtually. The following represents a summary of the neighborhood meeting.

**Applicant Representatives:**

- Larry Jacobson, Westside Partners
- Mitch Black, Norris Design
- Jeremy Lott, Norris Design
- Stacey Weeks, Norris Design
- Dave Jenkins, Norris Design
- Kevin Rohrbough, Core Engineering
- Blake Calvert, Core Engineering
- Steve Tuttle, Fox/Tuttle Traffic Consultants

**Town Representatives:**

- Dave Corliss, Town Manager
- Tara Vargish, Development Services Director
- TJ Kucewesky, Assistant Director
- Kevin Wrede, Planning Manager
- Julie Parker, Sr. Office Assistant
- Carissa Ahlstrom, Administrative Assistant
- Santi Smith, Technical Coordinator
- Sandy Vossler, Senior Planner
- Jason Gray, Town Council, Mayor
- Tim Dietz, Town Council, District #6
- Caryn Johnson, Town Council, District 5

**Douglas County Representatives**

- George Teal, Board of County Commissioners

The applicant's presentation included a PowerPoint presentation, an overview of the history of the property and summary of the Dawson Trails vision and the proposed Planned Development (PD) Plan and Zoning Regulations. In the presentation of the PD Plan, the themes, uses and densities of the three Character Areas; West, Central and East were discussed. A slide comparing the current PD Plan to the plan presented at the last neighborhood meeting supplemented the summary of modifications made to the plan in response to public input and staff review comments. Specific modifications were itemized as follows:

- Planning Area refined
- Buffer widths increased
- Dawson Trails Boulevard alignment
- Location of community park
- Public land acreage adjusted
- Pedestrian oriented district identified with specific development standards
- Twin Oaks entrance refined to mitigate traffic impacts
- EVA for Keene Ranch added

Transition Zones were explained and a summary of the applicable development standards were presented. The proposed Highway Oriented Sign Regulations discussion highlighted the prohibition on Electronic Message Signs, the maximum of eight signs allowed, the maximum 70-foot height, and maximum 700 square feet per sign face. A summary of the Architectural Standards indicated that variations in roof heights and shapes, use of light to medium intensity colors with low reflectivity and articulated facades would be required, among other standards.

The questions, concerns and feedback from those attending were similar to the issues raised at the previous neighborhood meetings. There were concerns expressed about impacts to wildlife, traffic volumes, cut-through traffic, and proposed development standards and uses. The following highlights the more specific questions.

Q: What happens if our wells go dry? Why aren't pipes being installed now to serve Keene Ranch and Twin Oaks?

*A: Any extension of water to those surrounding subdivisions is a question for the Town as water provider.*

Q: What happens if people don't follow architectural standards. What is the maximum height in West area? Will traffic be routed through Twin Oaks subdivision? How will trespassing be addressed? Why are there 3 well sites shown on the PD Plan?

*A: Non-compliance with zoning regulations is an enforcement issue that would be addressed by the Town. The maximum height is 35', and only single-family detached homes are allowed. The developer has been working with Twin Oaks residents on new location and configuration of the entrance. Trespassing on private property is enforced through Castle Rock Police or Douglas County Sheriff. The Town has no current plans to drill water wells on the site, but reserves the right to do so, subject to the permitting criteria of the state engineer.*

Q: What will be fenced?

*A: Private lots within Dawson Trails will be fenced.*

Q: Why don't we have someone here to answer trespassing and water well questions.

*A: The Town Manager, Dave Corliss addressed the question. Colorado law protects water rights through processes and law. The Town wants to be a good neighbor. We are very sensitive and protective of water rights. The Town cannot drill and pump someone else's water. This development is going to look different than other development in CR due to the stringent water use restrictions of the Water Efficiency Plan. New fencing will not be installed along the exterior property line of the PD*

*The Town have over 100 miles of trails, many of which are adjacent to private property. Use and access is addressed through education and signage. No horses or motorized vehicles are allowed on Town trails. While the Town would have preferred consolidated areas of open*

*space elsewhere in the PD, we have encouraged the open space buffers in place on the edges of the PD. Subject area, technical experts will be present at the public hearings to address questions in detail.*

Q: How many lanes will Dawson Trails Boulevard have and will it include bike lanes? When will portion to PC parkway begin.

*A: The Interchange project include the extension of Dawson Trails Blvd from the interchange south to Tomah Road, which will open when the interchange opens. Bike lanes will be included on both sides of the road, with grade separated crossings. Dawson Trails Blvd to Plum Creek Parkway is in design, and will constructed in phases according to the traffic warrants.*

The meeting adjourned at approximately 7:40 pm. The site is in Councilman Dietz' District #6.

## Attachment I

Due to the volume and file sizes of email correspondence and attachments received by the Town, the copies of the emails are not attached to this staff report, but rather have been uploaded to shared folder that is accessible to the Planning Commission, Town Council and the public at <https://crgov-my.sharepoint.com/:f:/p/svossler/EuqIR3HZCQ1Do6X0i-ONJIMBWf7I93WTFzATGQHAcV3nYg>. Copies of the emails can also be downloaded and printed from the shared folder.

January 10, 2022

From the Twin Oaks Homeowners' Association

To the Town of Castle Rock's Town Council:

Thank you for requesting our comments on the first revision to the Dawson Trails PDP rezoning plan that would develop the open space surrounding the Twin Oaks neighborhood. While our specific concerns remain (outlined in our initial comments dated September 23, 2021 and attached), we reiterate that now is not the appropriate time to make significant decisions on what development and services the Town may need in the short and long term. As stated in our previous comments, we urge the Town to pause until the impacts of COVID are truly understood from a commercial and residential development perspective.

That said, no matter when and how Dawson Trails is developed, there are several key impacts we strongly urge the Town Council to mitigate. By "baking in" these requirements to the zoning plan, you can help ensure the established and mature communities surrounding Dawson Trails can retain much of their rural (and in our case, equestrian) feel, and individual property owners are less impacted by traffic, views, light, noise, and signage. As mentioned in our previous comments, those specific suggestions are:

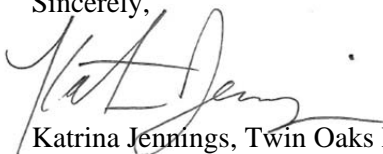
1. Restrict the type of businesses allowed in Dawson Trails commercial areas to those with a market cap under \$1 billion;
2. Require minimum setbacks of 300 feet from the property line throughout, particularly along commercial zones;
3. Restrict building height to two stories throughout to preserve views;
4. Forbid any bright or neon lighting at any time, require streetlights to point down only, and forbid nighttime lighting on commercial buildings beyond minimal security lighting.

In addition, our residents have offered two additional suggestions since September:

5. Restrict commercial signage to the height of the building to preserve views;
6. Require xeriscaping and "water smart" landscaping in common areas (medians, etc.) and encourage residential developers to reduce landscaping that uses large quantities of water.

Thank you again for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Katrina Jennings', is written over a horizontal line.

Katrina Jennings, Twin Oaks Homeowners' Association President  
On behalf of the Twin Oaks neighborhood

September 23, 2021

From the Twin Oaks Homeowners' Association

To the Town of Castle Rock's Town Council:

Thank you for requesting our comments on the Dawson Trails PDP regarding rezoning in anticipation of developing the open space surrounding the Twin Oaks neighborhood. We very much appreciate the Town's consideration of the impact of this proposal on our neighborhood, which is significant and in nearly all respects negative. We sincerely hope that the consideration extends beyond a mere hearing of our input into actions that protect not only Twin Oaks but the specialness of the Town of Castle Rock, which has all but disappeared as a result of severe over-development. This is a prime opportunity for the Town Council to show discretion, foresight, and courage that will incur the gratitude of the citizens and benefit the Town long into the future.

### **Executive Summary**

Understanding that the proposal at hand is for rezoning, we are nonetheless submitting at this time a list of our overall concerns for the entire project. Not being development law specialists, we are not familiar with which issues pertain to rezoning and which come into play at a later stage. However it is clear to us that any issue not addressed as early as possible will be by-passed in this process due to developers' greed and avariciousness that has driven the obsession with developing every square inch of Castle Rock as quickly as possible. Stop or amend the rezoning and you stop or amend the project.

The Town Council has for years given lip service to "responsible development" and preserving Castle Rock's "small-town feel." The moment a luxury condo mega-plex was allowed to tower over our historic downtown, those promises rang hollow. To continue reckless expansion in this current era of extreme economic uncertainty, when existing businesses and residents of Castle Rock are struggling, lacks foresight. Supply chains and understaffing have Castle Rock consumers facing empty shelves and sky-rocketing prices, and we simply don't know what the future holds. The worst thing for Castle Rock would be another huge project like the outlet mall that sits half-empty five years after completion- or that is never even completed due to lack of supplies and labor and rising inflation.

The Crystal Valley interchange is not even formally drawn up yet let alone completed. We urge the Town to take a pause on development until this pivotal project is complete. Wait and see what it does to traffic. Wait and see if Miller's Landing can host successful businesses in a post-COVID economy. Wait and see if the outlet mall can recover. Wait and see if the Town can find a developer whose project will enable people who work in Castle Rock to live in Castle Rock instead of profiting off of another crop of rootless commuters who strain rather than enhance our local economy. Take a much-needed pause and earn a reputation for responsible development that endures.

## Detailed Comments

Based on a survey of our residents and multiple community discussions, the following are our primary concerns:

### 1. Traffic through Twin Oaks

Between the forthcoming Crystal Valley interchange and this development, our neighborhood's dirt road will be destroyed by the traffic volume. Google maps directs people down our dirt road (Twin Oaks Road) to travel from the south end of Castle Rock out to Littleton. Our road will be inundated with commuter traffic to large employers like Lockheed Martin as soon as the interchange is completed.

Meanwhile, according to government statistics, 5,800 homes in Dawson Trails will mean 18,000 people with 11,600 cars taking 72,000 trips per day. If only 1/5<sup>th</sup> of those trips take Twin Oaks Road to cut over to 105, that's 14,400 additional trips on our rural dirt road. To put that in context, the County recently disapproved a development plan that would have put 600 additional trips on our road because it was deemed too destructive to the road.

Our neighborhood is what it is in part because of the dirt roads. We are an equestrian community, and the value of our properties depends on the usability of the roads for riding. Already there is so much traffic on the road that some residents no longer feel comfortable riding on it. The proposed development will make this road unusable for us: not safe to drive on, ride on, or walk on.

### 2. Traffic in Castle Rock

Castle Rock has already outgrown the Crystal Valley interchange. We appreciate the Town's position regarding the need for the interchange and its location, even though it will cause many problems for our neighborhood. But all of the Town's arguments regarding the interchange fall apart when it then turns around and adds 18,000 additional people in Dawson Trails, not to mention the huge developments still being put in on the East side of I-25. The interchange will improve nothing about Castle Rock traffic if this irresponsible development is allowed to continue. Enough is enough.

### 3. Water

All properties in Twin Oaks rely on private wells, so we are keenly attentive to the water questions surrounding this development. There are not enough water rights to support this development. Additionally, all the current talk of "graywater" sources is irrelevant: whether you can recycle the water or not, you need the water in the first place when you add 18,000 people. Currently that water does not exist.

We understand that Castle Rock has a good reputation for adhering to its water requirements and that appropriate water rights will be required of the developer. We intend to monitor this and hope that the Town will live up to its reputation in this regard.

#### 4. Trails/Access

As an equestrian neighborhood, we maintain bridle easements between our properties that are open to all residents. We also enjoy access to trails around the neighborhood and with other neighborhoods. We are concerned both about our continued access to riding trails and of the likelihood of trespassing with overdeveloped cheek-by-jowl super-conforming housing and commercial properties pressed up against our backyards.

#### 5. Wildlife – Favorable

Twin Oaks and its surrounding neighborhoods highly value the wildlife that shares our space. The proposed development will destroy a bald eagle nesting ground as well as territory home to elk, golden eagles, peregrine falcons, various other raptors, deer, and the occasional moose. It's simply heartbreaking to contemplate the cavalier destruction of one of the last remaining beautiful natural spaces in Castle Rock.

#### 6. Wildlife – Unfavorable

At the same time, development threatens our properties, pets, and livestock due to the pushing into our neighborhood of undesirable wildlife such as prairie dogs, coyotes, bobcats, and mountain lions. We insist that the prairie dog infestation be dealt with by thorough extermination to prevent relocation into our neighborhood.

#### 7. Setbacks

Understanding that there is no official Town requirement for setbacks, we would like to emphasize that it is in everyone's best interest to keep as much separation as possible between the town and country properties. Putting a commercial building 100 feet from a rural property is ridiculous and won't benefit either party. At least half of properties bordering the proposed development have shooting ranges in their backyards and shoot safely and regularly. This will not change when the development goes in. Many properties also have livestock that produces a good deal of noise and odor. Whether a commercial tenant or a suburban homeowner, the target customers for this development will not want to deal with these "country" issues.

An effective setback is not necessarily about only distance. Separation can be produced with natural barriers that provide visual and auditory privacy in both directions. We welcome creative solutions in this area.

#### 8. Views

Our property values are highly dependent on the views the homes in Twin Oaks enjoy. These have been eroded over time as Castle Rock has recklessly expanded. The proposed development will eliminate the views for some of our properties and interfere with it for nearly every property.

#### 9. Crime

Crime has noticeably escalated in and around Castle Rock in the past few years. More people mean more crime, no matter what. Castle Rock needs to fund and enlarge its law enforcement before it even begins to consider even more development. Doing otherwise is irresponsible.

#### 10. Light pollution

“Dark Skies” ordinances notwithstanding, from Twin Oaks we have watched as year after year our ability to view the stars at night has declined. With development directly adjoining us, no amount of restriction will protect this.

#### 11. Litter

Developed areas of Castle Rock similar to what the developer envisions for Dawson Trails have huge problems with litter. Parks like Paintbrush Park have so much litter parents have to clean up before their young children can safely play. With the types of wildlife in our area, especially bears, uncontrolled trash is a serious danger beyond being an eyesore and inconvenience. We have yet to hear any plan for addressing this issue.

#### 12. Natural Environment

Besides our own neighborhood, we question what the impact will be to the Dawson’s Butte trail and surrounding area. There is not much point to an “open space” policy if things are so built up around the open space that no wildlife can flourish there. Given our open spaces some space!

#### 13. Property Values

Rural properties like ours benefit to some extent from proximity to a town, particularly a nice town. However Castle Rock has utterly abandoned anything but a pretext of being a “nice, small town” at this point. No one wants to live in a horse community where you can’t ride for all the traffic or on 10 acres that you can’t enjoy for all the noise, crime, and pollution caused by high-density neighbors. We are concerned that in addition to our quality of life our properties will lose market value as well.

#### 14. Equestrian Use

Prior developments in Castle Rock have included officially public parks and trails that in practice are only used by those in development and that therefore benefit the developer at the Town's and taxpayer's expense. We urge the Town to make this developer pay for what they get and for what they cost the Town. As part of that, we ask that equestrian access be included in the trails and open space in the development.

#### 15. Quality of life – Twin Oaks

Our neighborhood largely consists of families and retirees. Our quality of life depends on a peaceful natural environment; the use of our land for horses, livestock, and recreation; and safety for our families. It will be quite an adjustment simply with the Crystal Valley interchange going in, let alone yet another huge development. Let us adjust to one thing at a time.

#### 16. Quality of life – Castle Rock

Contrary to the PR materials, Castle Rock long ago lost its small-town feel. We urge the Council to take an objective walk around and open their eyes to the current reality of Castle Rock: the increasing homeless/panhandler problem, the blandness of the endless Southern California-style stripmalls, the traffic issues, the litter in the parks, the empty storefronts and rundown appearance of the outlet mall, the overwhelming population that makes public events difficult to access and impossible to feel a sense of community in, the lack of genuine local businesses, the overabundance of chain stores, the empty shelves at the grocery store that have not been fully stocked since early 2020, the disconnect between the people who currently live in Castle Rock- the families and retirees- and the people monstrosities like Riverwalk and Encore are trying to attract- rootless commuters who will abandon Castle Rock the minute something more favorable is available to them.

The taxpayers of Castle Rock deserve better. They deserve a pause on reckless development and time to adjust, rebuild and expand infrastructure, and increase basic resources. Don't let the same greedy forces that destroyed Parker take Castle Rock down next.

#### 17. Impact to Business in Castle Rock

Existing businesses in Castle Rock are suffering. The outlet mall is full of empty storefronts, and nearly every business is unable to hire. The \$500,000 homes this developer wants to get rich selling will not provide employees to these businesses, and the additional commercial spaces will only add to the competition. Further, with the Crystal Valley interchange in place, the proposed development will take Crystal Valley customers away from the businesses downtown.

Castle Rock makes substantial tax revenue off of the agricultural industry as well, with businesses like Tractor Supply and more recently Murdoch's. How will these businesses

continue to thrive when the rural communities are pushed further and further out? If Twin Oaks becomes a neighborhood of McMansions with no livestock or farming, these businesses will go elsewhere and the tax revenue of Castle Rock will suffer.

In the wake of COVID-19 is not the time to approve something like this development. Supply chains are a wreck, food prices are inflating at astonishing rates, and businesses are failing all around us. The Town can afford to wait 6 months or 12 months and see if this is truly a “new normal” before committing to more development that makes these problems worse. This Pollyanna belief in an economy that always recovers is outdated and will lead Castle Rock into disaster long-term.

### **Specific Proposals**

Specific to the rezoning, again we want to emphasize that we are not familiar enough with the relevant law to know which issues ought to be addressed at this time, other than that denial of the rezoning would end the project (and we certainly welcome and encourage that outcome!). However, a few items seemed pertinent to the current proposal that we would like to put forward now:

1. Restrict the type of businesses allowed in Dawson Trails commercial areas to those with a market cap under \$1 billion;
2. Require minimum setbacks of 300 feet from the property line throughout, particularly along commercial zones;
3. Restrict building height to two stories throughout to preserve views;
4. Forbid any bright or neon lighting at any time, require streetlights to point down only, and forbid nighttime lighting on commercial buildings beyond minimal security lighting.

Finally, our biggest ask is: do not finalize any rezoning for at least 12 months. Wait and determine the impacts of COVID-19 and what the Town truly needs at that point. This is the last significant undeveloped space in the Town limits, which means it’s our last chance to do it right. But the current economic uncertainty makes it impossible to know what is right and what will endure. You can bring so much good to Castle Rock by just taking a short pause.

Thank you again for your time and consideration.

Sincerely,

Katrina Jennings, Twin Oaks Homeowners’ Association President

On behalf of the Twin Oaks neighborhood

**From:** [Jason Rouse](#)  
**To:** [Sandy Vossler](#)  
**Subject:** Re: Dawson Trails PD Amendment - Request for External Referral Comments  
**Date:** Thursday, October 14, 2021 11:14:14 PM

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Hey Sandy,

Below is the response from the Keene Ranch HOA regarding Dawson Trails. Basically similar comments as were provided 6 months ago.

Sandy Vossler, Senior Planner  
 Town of Castle Rock  
 100 N Wilcox Street  
 Castle Rock, CO 80109

Sandy,

Below are the external referral comments from Keene Ranch for the proposed Dawson Trails Planned Development Amendment. I shared these concerns with both you and the Developer last spring. To reiterate, our primary concerns are:

1. Water. All Keene Ranch homes have their own individual water wells from the Denver Formation and we have been tracking aquifer fluid levels for over 10 years. Though there has been some depletion, the rate of depletion has been nominal and our community is currently well supplied at current usage. It is our understanding that the Dawson Trails Developer will be dedicating all of their water rights to the Town and tying into the Town's water and sewer system. Thereafter, the Town may drill new wells to provide the required water for Dawson Trails and the Town. With our wells being senior to any wells the Town may drill, we expect the Town to drill in zones that do not increase the rate of depletion in the Denver Formation. Keene Ranch also has water rights in the Arapahoe and Laramie/Fox Hills zones and any impacts to these aquifers must also be prevented. Similar to Keene Ranch, no development should be allowed to impact any of the aquifer recharge zones in Dawson Trails.
2. Trails. It is our understanding that there will be no trail interconnects between the 2 Developments.
3. Fencing. It is our understanding that the 2 communities will work together to improve the fencing between our developments to reduce/prevent trespassing.
4. Road Access. Current development Plan does not have an emergency road access between the 2 Developments. Keene Ranch requests input from the local fire district to determine if an emergency access between the 2 Developments is needed for evacuation from either development in the event of a wild fire.
5. Dark Sky Lighting. It is our understanding that all lighting in Dawson Trails will follow Dark Sky criteria.
6. Setbacks/Wildlife Corridors. Though the current plan shows some open space directly adjacent to Keene Ranch, there is critical wildlife habitat in the areas near Dawson Ridge which Dawson Trails and Keene Ranch are a part of. Colorado Parks and Wildlife had direct involvement with the Keene Ranch Planned Development, which limited the number of Units, types of fencing, interaction with pets/livestock, and development in drainage areas, to ensure our neighborhood was wildlife friendly and sufficient corridors were available. Keene Ranch also had to set aside 200 acres for elk calving grounds that is inaccessible to anyone. We believe that Dawson Trails should be required to provide comparable wildlife mitigation.

Keene Ranch appreciates the opportunity to present our concerns and look forward to working through any issues with the Town and Dawson Trails.

Regards,  
Jason Rouse  
Keene Ranch HOA President

----- Original Message -----

On Tuesday, September 7th, 2021 at 4:39 PM, Sandy Vossler <[SVossler@crgov.com](mailto:SVossler@crgov.com)> wrote:

Good Afternoon,

The Town of Castle Rock is requesting external referral comments on the proposed Dawson Trails Planned Development Amendment. Attached is the referral request. The PD documents have been uploaded to a dropbox that you may access via <https://app.box.com/s/tpmw1j2mogz3kwz1kcswj6l1c8vhj51h>. Some of the files are large and may take significant time to download. This referral is part of the formal external review process, wherein requests are sent to service providers, State and Douglas County agencies, homeowner associations and metropolitan districts. You may share the link and referral documents with your membership, and the Town will gladly accept individual responses from residents, however, relative to this request for comments we are seeking formal input from your HOAs on behalf of your residents. If possible we'd like to receive your comments by September 23<sup>rd</sup>, however, if you need addition time, just let me know. In the meantime, if you have any questions, please call or email me. Thank you, Sandy

***Kindest Regards,***

**Sandy Vossler, Senior Planner**

Town of Castle Rock

Development Services Department

100 N. Wilcox Street

Castle Rock, CO 80109

720-733-3556 or 720-765-7776



**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>

## Final Report

# Dawson Trails Fiscal Impact Analysis

*The Economics of Land Use*



**Prepared for:**  
Town of Castle Rock

**Prepared by:**  
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EPS #213018

April 21, 2022

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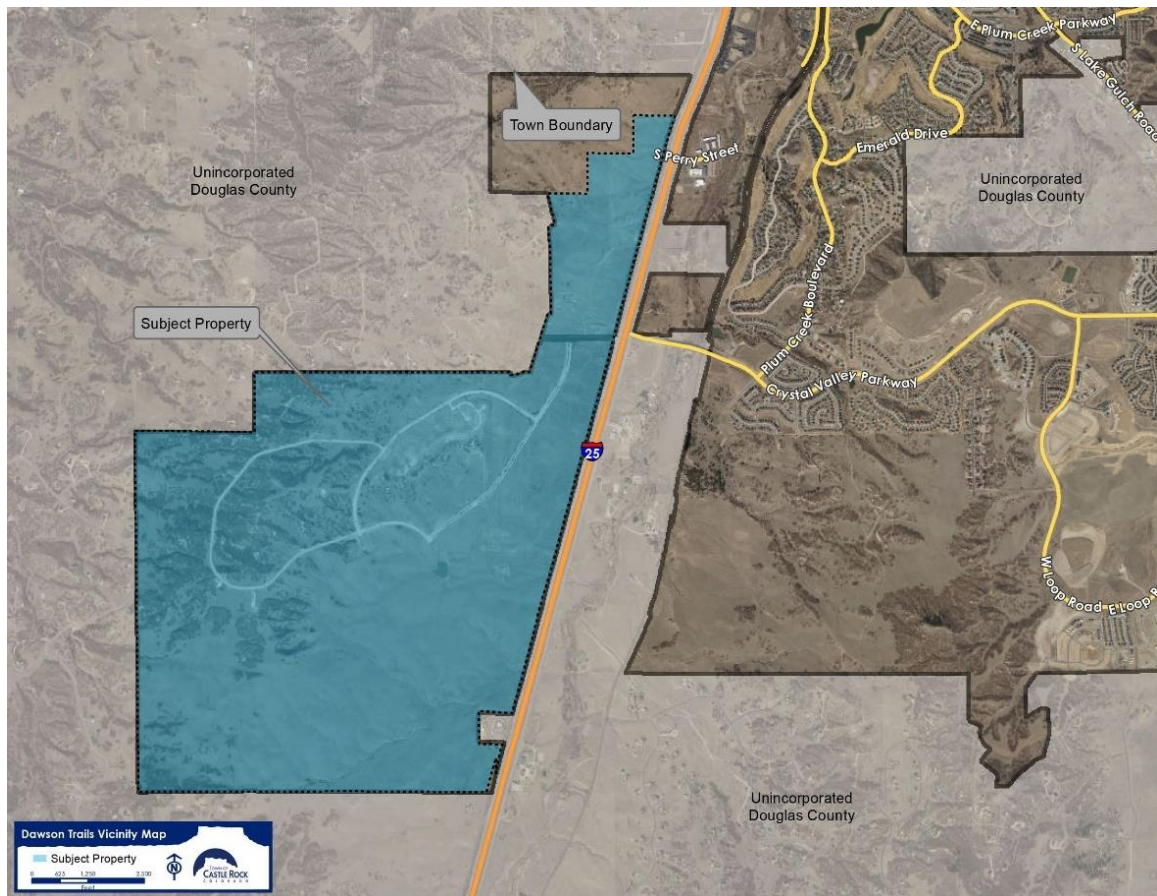
# 1. Introduction and Summary of Findings

## Introduction

This report summarizes the analysis and conclusions of Economic & Planning Systems (EPS) regarding the fiscal impacts of the proposed Dawson Trails Planned Development in the Town of Castle Rock, Colorado. The Dawson Trails project includes property in the Dawson Ridge and Westfield Trade Center areas previously annexed to the Town as part of the Castle Rock Ranch Planned Development. Westside Property Investment Company, Inc., and its affiliates (Developer), have submitted a rezoning proposal for Dawson Trails Planned Development that includes the entire Dawson Ridge Planned Development and a portion of Westfield Trade Center Planned Development.

The Dawson Trails Planned Development property consists of approximately 2,064 acres and is located west of Interstate 25, south of Plum Creek Parkway and north of Tomah Road, as shown in **Figure 1**.

**Figure 1. Dawson Trails Vicinity Map**



The development plan includes 5,850 residential dwelling units and 3.2 million square feet of commercial space, including retail, office, hotel, and industrial uses, as summarized in **Table 1**. The project is also planned to include 500 acres of publicly dedicated open space and an additional 243 acres of private open space areas.

**Table 1. Dawson Trails Development Program**

Type	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Total	% Total
<b>Residential For Sale (Sq. Ft.)</b>								
Single Family Detached	516	535	911	790	192	0	2,944	50%
Duplex	120	112	40	42	0	0	314	5%
Townhome	124	0	40	0	0	0	164	3%
<b>Total</b>	<b>760</b>	<b>647</b>	<b>991</b>	<b>832</b>	<b>192</b>	<b>0</b>	<b>3,422</b>	<b>58%</b>
<b>Residential For Rent (Sq. Ft.)</b>								
Single Family Detached	0	90	0	0	0	0	90	2%
Multifamily	555	320	353	300	330	480	2,338	40%
<b>Total</b>	<b>555</b>	<b>410</b>	<b>353</b>	<b>300</b>	<b>330</b>	<b>480</b>	<b>2,428</b>	<b>42%</b>
<b>Total Residential</b>	<b>1,315</b>	<b>1,057</b>	<b>1,344</b>	<b>1,132</b>	<b>522</b>	<b>480</b>	<b>5,850</b>	<b>100%</b>
<b>Commercial (Sq. Ft.)</b>								
Retail	180,000	125,000	100,000	75,000	120,000	0	600,000	19%
Office	0	0	0	0	800,000	0	800,000	25%
Hotel	75,000	75,000	75,000	75,000	0	0	300,000	9%
Industrial	1,500,000	0	0	0	0	0	1,500,000	47%
<b>Total Commercial</b>	<b>1,755,000</b>	<b>200,000</b>	<b>175,000</b>	<b>150,000</b>	<b>920,000</b>	<b>0</b>	<b>3,200,000</b>	<b>100%</b>

Source: Developer; Economic & Planning Systems

The commercial uses are primarily located along with west side of I-25. The higher-density residential development would be located in proximity to the planned Crystal Valley interchange, while the single family homes would be located in the center, west, and south areas of the property. The planned development also includes buffer areas along the north, west, and southern edges of the proposed residential neighborhoods. Over 50 percent of the property would be planned for open space, parks, and trails.

## Scope of Work

This report and analysis are presented in three sections following this Introduction and Summary of Findings as follows:

- **Development Program and Market Inputs** – This section presents the proposed development program by phase, detailing market inputs including estimated annual absorption and sales and lease values.
- **Fiscal Model Assumptions** – This section describes the public finance model developed by EPS to estimate the fiscal impacts of the proposed development on the Town of Castle Rock. The model was developed using the Town’s annual budget and annual comprehensive financial report (ACFR) to identify the major revenues, expenditures, and trends. The model inputs include revenue and expenditure factors by land use category.
- **Fiscal Impacts** – This section provides a summary of the estimated revenues, expenditures, and net fiscal impacts of the proposed development program by phase, land use category, and in total. Additionally, a sensitivity analysis was included to demonstrate the estimated fiscal impact of a reduced retail development program.

## Summary of Findings

**1. *The proposed Dawson Trails development program has a balance of land uses that will result in a positive fiscal balance for the Town.***

The average annual net fiscal impact of Dawson Trails on the Town’s General Fund, Transportation Fund, and Community Center Fund is estimated at a positive \$1.5 million, \$3.1 million, and \$89,000 at full stabilization, respectively. The total annual net fiscal impact at full stabilization is estimated at \$4.6 million.

**2. *The estimated household incomes for new residents generates sufficient sales tax revenues from new household retail spending to offset the cost burden of providing services by the Town.***

Approximately 61 percent of total sales tax revenue generation is estimated to be attributable to local spending by new households in the residential development. If the retail square footage was reduced to zero across the six phases of development, the project is estimated to still have a positive ongoing net fiscal impact of \$2.0 million annually.

**3. *At full stabilization, retail development has the highest net fiscal impact for the Town, followed by for sale single family detached housing and hotel space.***

The ongoing net fiscal impact of retail, single family and hotel land uses totals \$2.7 million, \$1.8 million, and \$1.2 million annually, respectively. Additionally, office space and multifamily residential housing represent the greatest cost burden for the Town, with ongoing net fiscal impacts of negative \$380,000 and negative \$165,000 annually, respectively.

**4. *The positive net fiscal impacts of the development are contingent upon the relatively high average household incomes that support the capture of taxable retail sales.***

For sale single family detached housing has the highest residential ongoing net fiscal impact of \$624 per unit. The high revenue generation relative to other residential housing types is primarily attributable to the high household income at an average of \$150,000. By comparison, multifamily residential development, which has the lowest net fiscal impact of any residential use, has an average household income of \$54,000.

## 2. Development Program and Market Inputs

This section of the report summarizes the proposed development program by land use category and by phase. The market inputs to the fiscal model are also identified including estimated annual absorption and sales and lease values for the proposed development land uses.

### Residential Development Program

#### For-Sale Housing

Dawson Trails is proposed to contain a total of 3,422 for-sale housing units including 314 duplexes, 164 townhouses, and 2,944 single family detached housing units as shown in **Table 2**. The single family detached units range from 32-foot-wide alley loaded homes to 100-foot-wide estate lots. The majority of the units (2,134 out of a total of 3,422) are proposed to be standard 40- to 60-foot-wide suburban density lots.

**Table 2. For Sale Housing Development Program**

Type	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Total	% Total	Sale Value
<b>Residential For Sale (Sq. Ft.)</b>									
Duplex	120	112	40	42	0	0	314	9%	\$495,000
Townhome	124	0	40	0	0	0	164	5%	\$427,500
32' Alley Loaded	0	150	34	0	0	0	184	5%	\$495,000
40' Alley Loaded	0	75	100	0	0	0	175	5%	\$540,000
40s	130	210	228	80	24	0	672	20%	\$540,000
50s	240	100	305	175	28	0	848	25%	\$607,500
60s	146	0	244	224	0	0	614	18%	\$675,000
70s	0	0	0	100	45	0	145	4%	\$765,000
80s	0	0	0	100	45	0	145	4%	\$900,000
90s	0	0	0	111	0	0	111	3%	\$1,125,000
100s	0	0	0	0	50	0	50	1%	\$1,350,000
<b>Total/Average</b>	<b>760</b>	<b>647</b>	<b>991</b>	<b>832</b>	<b>192</b>	<b>0</b>	<b>3,422</b>	<b>100%</b>	<b>\$624,608</b>
<b>Development Timing</b>									
Start Year	2026	2028	2030	2033	2035	N/A			
End Year	2029	2030	2036	2036	2037	N/A			

Source: Developer; Economic & Planning Systems

The annual volume of development, year of initial development, and average sales value of each product type in current dollars is also shown. Estimated sales values range from \$427,500 for townhouses and \$495,000 for duplex units up to \$1.35 million for the 50 100-foot-wide estate lots. The majority of housing units with 40- to 60-foot lot frontages are expected to be priced at \$540,000 to \$675,000.

### For Rent Housing

The Dawson Trails Development is proposed to contain 2,428 rental units, as shown in **Table 3**, which comprises 42 percent of the total 5,850 planned units. The majority of the rental housing, 2,338 units, is expected to be built as apartments and spread out over the six development phases. The project also proposes to contain a single family detached neighborhood with 90 housing units that are planned to be rented.

**Table 3. For Rent Housing Development Program**

Type	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Total	% Total	Sale Value
<b>Residential For Rent (Sq. Ft.)</b>									
Multifamily	555	320	353	300	330	480	2,338	96%	\$225,000
Single Family Detached	0	90	0	0	0	0	90	4%	\$450,000
<b>Total/Average</b>	<b>555</b>	<b>410</b>	<b>353</b>	<b>300</b>	<b>330</b>	<b>480</b>	<b>2,428</b>	<b>100%</b>	<b>\$233,340</b>
<b>Development Timing</b>									
Start Year	2026	2026	2027	2031	2035	2040			
End Year	2034	2032	2033	2037	2041	2046			

Source: Developer; Economic & Planning Systems

The estimated market values for rental units for purposes of estimating assessed values for property taxes is \$225,000 per apartment and \$450,000 per single family detached housing unit. Apartment construction is expected to be started in Phase 2 in 2026. The single family units for rent are also planned for development in Phase 2, with construction starting in 2028.

### Commercial Development Program

The Dawson Trails development is proposed to contain 3.2 million square feet of commercial development comprised of 600,000 square feet of retail, 800,000 square feet of office, 300,000 square feet of hotel space, and 1.5 million square feet of industrial space. The development values, date of initial development, and average absorption are shown in **Table 4** below.

**Table 4. Commercial Development Program**

Type	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Total	%Total	Market Value
<b>Commercial (Sq. Ft.)</b>									
Retail	180,000	125,000	100,000	75,000	120,000	0	600,000	19%	\$194.08
Office	0	0	0	0	800,000	0	800,000	25%	\$200.00
Hotel	75,000	75,000	75,000	75,000	0	0	300,000	9%	\$135.00
Industrial	1,500,000	0	0	0	0	0	1,500,000	47%	\$175.00
<b>Total/Average</b>	<b>1,755,000</b>	<b>200,000</b>	<b>175,000</b>	<b>150,000</b>	<b>920,000</b>	<b>0</b>	<b>3,200,000</b>	<b>100%</b>	<b>\$181.08</b>
<b>Development Timing</b>									
Start Year	2027	2028	2028	2029	2029	N/A			
End Year	2037	2032	2034	2036	2044	N/A			

Source: Developer; Economic &amp; Planning Systems

## Development Values

Key assumptions for the development, used as inputs to the fiscal impact analysis, are summarized in **Table 5**. Based on sales and construction values, the project is estimated to have a total market value of \$3.3 billion.

**Table 5. Dawson Trails Property Valuation**

Description	Factor	Total Value
<b>Residential Development Value</b>		
Multifamily	\$225,000 per unit	\$526.1M
Duplex	\$495,000 per unit	\$155.4M
Single Family Detached (For Rent)	\$450,000 per unit	\$40.5M
Single Family Detached (For Sale)	\$649,412 per unit	\$1.9B
Townhome	\$427,500 per unit	\$70.1M
<b>Total</b>	<b>\$462,215 per unit</b>	<b>\$2.7B</b>
<b>Commercial Development Value</b>		
Retail	\$194 per sq. ft.	\$116.5M
Office	\$200 per sq. ft.	\$160.0M
Hotel	\$135 per sq. ft.	\$40.5M
Industrial	\$175 per sq. ft.	\$262.5M
<b>Total</b>	<b>\$181 per sq. ft.</b>	<b>\$579.5M</b>
<b>Total Development Value</b>		<b>\$3.3B</b>

Source: Developer; Economic &amp; Planning Systems

Employment is estimated based on an average factor of 650 square feet per employee for retail, 250 square feet for office, 850 square feet for hotel, and 1,000 square feet for industrial. There are expected to be an estimated 5,976 jobs in the commercial space at Dawson Trails at buildout, as shown in **Table 6**.

**Table 6. Dawson Trails Employment**

Description	Factor	Total Jobs
<b>Total Employment</b>		
Retail	650 sq. ft. per emp.	923
Office	250 sq. ft. per emp.	3,200
Hotel	850 sq. ft. per emp.	353
Industrial	1,000 sq. ft. per emp.	1,500
<b>Total</b>	<b>733 sq. ft. per emp.</b>	<b>5,976</b>

Source: Developer; Economic & Planning Systems

Retail sales taxes are an important generator of revenues for the Town. The 600,000 square feet of retail space is estimated to generate an average of \$307 per square foot in taxable sales, as shown in **Table 7**. Retail sales levels range from \$180 per square foot for large retail support space and \$265 per square foot for smaller “main street” retail stores to \$536 per square foot for grocery stores. Revenues subject to sales tax range from 75 to 100 percent of the total depending on the store type. Additionally, the percentage of net new retail revenues, revenues that would not otherwise be generated if the development did not occur, ranges from 25 to 50 percent depending on the type of retail.

**Table 7. Retail Value and Sales per Square Foot Assumptions**

Description	Sq. Ft.	Imp. Value	Personal Prop.	Total Value	Sales per SF [1]	% Taxable	Taxable Sales per	% Net New
<b>Retail</b>								
Large Format Retail	180,000	\$85	\$10	\$95	\$334	100%	\$334	50%
Large Support	100,000	\$185	\$5	\$190	\$180	75%	\$135	50%
Grocer	125,000	\$175	\$25	\$200	\$536	85%	\$455	25%
Grocer Support	75,000	\$400	\$10	\$410	\$536	75%	\$402	25%
Mainstreet	120,000	\$200	\$5	\$205	\$265	75%	\$198	25%
<b>Total/Average</b>	<b>600,000</b>	<b>\$183</b>	<b>\$11</b>	<b>\$194</b>	<b>\$362</b>	<b>85%</b>	<b>\$307</b>	<b>37%</b>

[1] Avg. of 2019 and 2020 sales

Source: Economic & Planning Systems

### 3. Fiscal Model Assumptions

This section describes the revenue and expenditure factors used in the fiscal impact model to estimate the fiscal impacts of the proposed development on the Town of Castle Rock. The Town's 2021 annual budget was used to identify the major revenues, expenditures, and trends. The calculation of model inputs, including revenue and expenditure factors by land use category, are then estimated.

#### Demographic Factors

Demographic inputs are used to determine baseline Town service levels on a per resident or per employee basis. For many of the Town's revenues and expenditures, this analysis utilizes a "Proportionate Share" methodology to estimate the cost of providing services to future development based on current expenditures. It also estimates current revenues in a similar manner. This methodology derives demand for Town services, proportional to Town residents and employees over a typical 24-hour period. It provides a basis in the model for computing the cost per service hour for a given population across Town departments providing services to the proposed development. These factors are summarized in **Table 8**, and show an overall service demand split of approximately 78 percent residential, 22 percent commercial.

**Table 8. Demographic Factors**

Description	Factor	Amount
<b>Demographic Factors</b>		
Population		72,168
Households		24,273
Housing Units		25,596
Jobs		21,200
Maintained Lane Miles		711
Retail Area (sf)		4,187,958
Office/Inst. Area (sf)		1,251,398
Industrial Area (sf)		1,233,466
Lodging Area (sf)		N/A
<b>Proportionate Share Estimate</b>		
<b>Residential Conditions</b>		
Population		72,168
Non-Working Residents	55.8%	40,264
Working Residents	44.2%	31,904
Out Commuter Residents	82.5%	26,310
Live/Work Residents	17.5%	5,594
<b>Residential Service Demand</b>		
Non-Working Residents	20 hours per day	805,276
Out Commuter Residents	14 hours per day	368,346
Live/Work Residents	14 hours per day	<u>78,313</u>
<b>Residential Total</b>		<b>1,251,935</b>
<b>Commercial Conditions</b>		
Total Jobs		21,200
Less: Mult. Job Holders	5.60%	<u>1,187</u>
<b>Total Employment</b>		<b>20,013</b>
In-Commuting Employees	72.05%	14,419
Live/Work Employees	27.95%	5,594
<b>Employment Service Demand</b>		
Non-Working Residents	4 hours per day	161,055
In-Commuting Employees	10 hours per day	144,190
Live/Work Employees	10 hours per day	<u>55,938</u>
<b>Commercial Total</b>		<b>361,183</b>
<b>Total Service Demand</b>		<b>1,613,118</b>
<b>Residential Service Demand</b>		<b>1,251,935</b>
% of Total		77.6%
<b>Commercial Service Demand</b>		<b>361,183</b>
% of Total		22.4%

Source: Town of Castle Rock; Economic &amp; Planning Systems

## Nexus to Growth Factors

Specific revenues and expenditures are tied to future development through nexus to growth factors, which account for the relationship between revenues/expenditures and new development. Factors used in this model include:

- **Case Studies** – Indicate that a specific revenue or expenditure item was estimated using a tailored approach. Case studies used in this analysis include detailed estimates of property tax and sales tax revenues.
- **Residents** – Correlates the specific revenue or expenditure item to future growth in residents.
- **Employees (Commercial)** – Correlates the specific revenue or expenditure item to future growth in employees.
- **Service Population** – Reflects the service demand hours associated with residents and employees in the town. The model shows roughly 78 percent of service demand is attributed to providing services to residential development and 22 percent of service demand is attributed to serving commercial development.
- **Fixed Revenues/Expenditures** – Indicates that a specific revenue or expenditure item does not have a nexus to growth and as a result is not tied to future development. For specific revenue items that are estimated to be fixed, expenditures are adjusted accordingly, thus both the revenues and expenditures are adjusted equally. Net expenditures for individual departments are calculated by subtracting department-specific revenue items or the department's pro rata share of fixed revenues from total department expenditures.

## Variability Factors

In addition to nexus to growth factors, the model includes assumptions relating to fixed and variable revenues and expenditures. This is captured in a "Variability Factor" that enables the model to account for the proportion of revenues or expenditures that are assumed to be variable (i.e., impacted by future development). Generally, revenues are typically assumed to be 100 percent variable and expenditures are estimated to be 25 to 100 percent variable, depending on the department. For example, Town administrative functions are relatively fixed and therefore have a lower variability. Existing staff are able to accommodate a substantial amount of growth without adding staff or other costs. By contrast, other functions, such as streets, have a high variability, reflecting a strong correlation between new growth and the need to expand services.

## General Fund

This section summarizes the revenue and expenditure assumptions used to estimate the net fiscal impact of the Dawson Trails development to the Town's General Fund. The analysis is based on the Town's adopted 2021 budget.

### Revenues

The model accounts for General Fund revenue impacts from the Dawson Trails development by linking each major revenue source to a nexus to growth factor and variability factor, as summarized below and shown in **Table 9** below.

**Sales Tax** – Annual sales tax revenues are estimated based on the amended 2021 budget and account for 61.9 percent of the Town's General Fund revenue. Of the Town's total 4.0 percent sales tax rate, 70.29 percent of the generated revenue is allotted to the General Fund. Sales tax revenues from the Dawson Trails development are estimated through a case study, which incorporates two methodologies to estimate sales tax revenue: Point of Sale and Point of Origin.

The Point of Sale methodology relies on an estimate of total sales and corresponding sales tax generated by commercial uses associated with a specific project. The Point of Origin methodology estimates future sales tax revenues based on the spending potential and local capture of households associated with each individual project.

**Property Tax** – Property taxes represent 2.4 percent of the Town's General Fund revenues and are estimated through a case study based on the total development value of Dawson Trails. The development values, corresponding with the project's anticipated absorption schedule, are applied the state's residential assessment rate of 7.15 percent and the commercial assessment rate of 29.00 percent, and multiplied by the Town mill levy of 1.196.

**Other Revenues** – Other revenue sources represent the remaining 35.7 percent of the Town's General Fund revenue. Of these revenue sources, the largest are Motor Vehicle Taxes (8.1 percent of total revenue), management fees (7.4 percent of total revenue), and charges for services (4.9 percent of total revenue). These revenue streams are primarily estimated based on a service population nexus to growth factor. The remaining revenue sources have no direct nexus to this project and are assumed to be fixed revenue sources. Fixed revenues are netted from the overall estimated revenues for the project.

## Expenditures

All departments funded through the Town's General Fund, apart from Parks, are accounted for on a service population basis, as shown in **Table 9**. Based on the anticipated level of future growth in the Town and the current staffing levels in these departments, department expenditures are estimated to range from 25 to 100 variable. Parks are accounted for on a residential population basis, linking all future growth in park expenditures to the additional residents anticipated from the Dawson Trails development.

**Table 9. General Fund Nexus to Growth Factors**

Description	Amended Budget 2021	% of Total	Nexus Factor	Variability	Res. Hourly 1,251,935	Comm. Hourly 361,183	Total Hourly 1,613,118	Per Ln Mile 711
<b>General Fund Revenues</b>								
Property Tax	\$ 1,391,327	2.4%	Case Study	100.0%	\$ -	\$ -	\$ -	\$ -
Use Tax	\$ -	0.0%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
Sales Tax	\$ 35,779,398	61.9%	Case Study	100.0%	\$ -	\$ -	\$ -	\$ -
Motor Vehicle Tax	\$ 4,676,142	8.1%	Service Population	100.0%	\$ -	\$ -	\$ 2.90	\$ -
Other Taxes	\$ 419,690	0.7%	Service Population	100.0%	\$ -	\$ -	\$ 0.26	\$ -
Franchise Fees	\$ 2,533,582	4.4%	Service Population	100.0%	\$ -	\$ -	\$ 1.57	\$ -
Licenses & Permits	\$ 104,819	0.2%	Service Population	100.0%	\$ -	\$ -	\$ 0.06	\$ -
Intergovernmental	\$ 361,485	0.6%	Service Population	100.0%	\$ -	\$ -	\$ 0.22	\$ -
Charges for Service	\$ 2,852,385	4.9%	Service Population	100.0%	\$ -	\$ -	\$ 1.77	\$ -
Management Fees	\$ 4,304,660	7.4%	Service Population	100.0%	\$ -	\$ -	\$ 2.67	\$ -
Fines & Forfeitures	\$ 423,989	0.7%	Service Population	100.0%	\$ -	\$ -	\$ 0.26	\$ -
Investment Earnings	\$ 349,353	0.6%	Fixed	100.0%	\$ -	\$ -	\$ -	\$ -
System Development Fees	\$ -	0.0%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
Contributions & Donations	\$ 28,000	0.0%	Service Population	100.0%	\$ -	\$ -	\$ 0.02	\$ -
Transfers In	\$ 638,142	1.1%	Service Population	100.0%	\$ -	\$ -	\$ 0.40	\$ -
Interfund Loan Revenue	\$ 780,450	1.4%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
Debt & Financing Revenue	\$ -	0.0%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
Other Revenue	\$ 280,830	0.5%	Service Population	100.0%	\$ -	\$ -	\$ 0.17	\$ -
Fund Balance Transfer	\$ 2,876,894	5.0%	Fixed	100.0%	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 57,801,146</b>	<b>100.0%</b>			<b>\$ -</b>	<b>\$ -</b>	<b>\$ 10.31</b>	
<b>General Fund Expenditures</b>								
Town Council	\$ 365,510	0.6%	Service Population	25.0%	\$ -	\$ -	\$ 0.05	\$ -
Town Manager	\$ 1,065,830	1.8%	Service Population	25.0%	\$ -	\$ -	\$ 0.14	\$ -
Human Resources	\$ 820,110	1.4%	Service Population	50.0%	\$ -	\$ -	\$ 0.22	\$ -
Community Relations	\$ 908,970	1.6%	Service Population	50.0%	\$ -	\$ -	\$ 0.24	\$ -
DoIT	\$ 3,974,850	6.9%	Service Population	50.0%	\$ -	\$ -	\$ 1.06	\$ -
Facilities	\$ 1,477,770	2.6%	Service Population	50.0%	\$ -	\$ -	\$ 0.39	\$ -
Town Attorney	\$ 1,176,380	2.0%	Service Population	50.0%	\$ -	\$ -	\$ 0.31	\$ -
Town Clerk	\$ 393,100	0.7%	Service Population	50.0%	\$ -	\$ -	\$ 0.10	\$ -
Municipal Court	\$ 453,392	0.8%	Service Population	50.0%	\$ -	\$ -	\$ 0.12	\$ -
Finance - Departmental	\$ 3,162,710	5.5%	Service Population	50.0%	\$ -	\$ -	\$ 0.84	\$ -
Police	\$ 16,510,480	28.6%	Service Population	100.0%	\$ -	\$ -	\$ 8.82	\$ -
Fire	\$ 17,695,361	30.6%	Service Population	100.0%	\$ -	\$ -	\$ 9.45	\$ -
Development Services	\$ 656,929	1.1%	Service Population	50.0%	\$ -	\$ -	\$ 0.18	\$ -
Parks	\$ 7,736,848	13.4%	Residential	100.0%	\$ 5.32	\$ -	\$ -	\$ -
Finance Non-Departmental	\$ 1,402,906	2.4%	Service Population	50.0%	\$ -	\$ -	\$ 0.37	\$ -
<b>Total</b>	<b>\$ 57,801,146</b>	<b>100.0%</b>			<b>\$ 5.32</b>	<b>\$ -</b>	<b>\$ 22.31</b>	<b>\$ -</b>

Source: Town of Castle Rock; Economic & Planning Systems

## Transportation Fund

This section summarizes the revenue and expenditure assumptions used to estimate the net fiscal impact of the Dawson Trails development to the Town's Transportation Fund. The analysis is based on the Town's adopted 2021 budget.

### Revenues

Variable revenue sources for the Transportation Fund are primarily attributable to sales tax, use tax, and motor vehicle tax, as shown in **Table 10**.

**Sales Tax** - The Town of Castle Rock's sales tax rate is 4.0 percent, of which 24.46 percent is allotted for the Transportation Fund. Similar to the General Fund, sales tax revenue generation from the Dawson Trails development is estimated through a case study, which incorporates the Point of Sale and Point of Origin methodology. Sales tax revenues account for 42.2 percent of the fund's total revenue.

**Motor Vehicle Tax** - Motor vehicle tax accounts for roughly 8.6 percent of the Town's Transportation Fund revenues. It is estimated using a service population nexus factor.

**Use Tax** - Roughly 36 percent of the Town's residential use tax revenues are allotted to the Transportation Fund. Use tax revenues are estimated on a one-time basis based on the estimated development value and corresponding material value associated with each use. The total material value is multiplied by the Town's 4.0 percent use tax rate to provide an estimate of revenues attributable to the Dawson Trails development. Use tax revenues account for 7.3 percent of the fund's total revenue.

### Expenditures

Transportation Fund expenditures are estimated based on a Cost per Lane Mile case study. This approach applies the average cost of maintaining one lane mile in the town to the estimated number of new lane miles associated with Dawson Trails. The development is anticipated to require 10.4 new miles of 4 lane roads, 3.8 new miles of 6 lane roads, and 73.4 new miles of 2 lane roads.

**Table 10. Transportation Fund Nexus to Growth Factors**

Description	Amended Budget 2021	% of Total	Nexus Factor	Variability	Res. Hourly 1,251,935	Comm. Hourly 361,183	Total Hourly 1,613,118	Per Ln Mile 711
<b>Transportation Fund Revenues</b>								
Property Tax	\$ -	0.0%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
Use Tax	\$ 2,165,522	7.3%	Case Study	100.0%	\$ -	\$ -	\$ -	\$ -
Sales Tax	\$ 12,448,201	42.2%	Case Study	100.0%	\$ -	\$ -	\$ -	\$ -
Motor Vehicle Tax	\$ 2,535,979	8.6%	Service Population	100.0%	\$ -	\$ -	\$ 1.57	\$ -
Other Taxes	\$ -	0.0%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
Franchise Fees	\$ -	0.0%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
Licenses & Permits	\$ -	0.0%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
Intergovernmental	\$ 7,285,191	24.7%	Fixed	100.0%	\$ -	\$ -	\$ -	\$ -
Charges for Service	\$ -	0.0%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
Management Fees	\$ -	0.0%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
Fines & Forfeitures	\$ -	0.0%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
Investment Earnings	\$ 218,921	0.7%	Fixed	100.0%	\$ -	\$ -	\$ -	\$ -
Impact Fees	\$ -	0.0%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
System Development Fees	\$ -	0.0%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
Contributions & Donations	\$ -	0.0%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
Transfers In	\$ -	0.0%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
Interfund Loan Revenue	\$ -	0.0%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
Debt & Financing Revenue	\$ -	0.0%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
Other Revenue	\$ 1,500	0.0%	Service Population	100.0%	\$ -	\$ -	\$ 0.00	\$ -
Fund Balance Transfer	\$ 4,811,328	16.3%	Fixed	100.0%	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 29,466,642</b>	<b>100.0%</b>			<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1.57</b>	
<b>Transportation Fund Expenditures</b>								
Personnel	\$ 4,955,470	16.8%	Per Lane Mile	50.0%	\$ -	\$ -	\$ -	\$ 571.90
Services & Other	\$ 15,916,805	54.0%	Per Lane Mile	100.0%	\$ -	\$ -	\$ -	\$ 3,673.84
Supplies	\$ 826,173	2.8%	Per Lane Mile	100.0%	\$ -	\$ -	\$ -	\$ 190.69
Capital	\$ 5,391,113	18.3%	Per Lane Mile	100.0%	\$ -	\$ -	\$ -	\$ 1,244.35
Debt & Financing	\$ 909,500	3.1%	Per Lane Mile	100.0%	\$ -	\$ -	\$ -	\$ 209.93
Interfund Loan	\$ -	0.0%	Per Lane Mile	100.0%	\$ -	\$ -	\$ -	\$ -
Transfers Out	\$ 1,467,581	5.0%	Per Lane Mile	100.0%	\$ -	\$ -	\$ -	\$ 338.74
<b>Total</b>	<b>\$ 29,466,642</b>	<b>100.0%</b>			<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 6,229.45</b>

Source: Town of Castle Rock; Economic &amp; Planning Systems

## Community Center Fund

This section summarizes the revenue and expenditure assumptions used to estimate the net fiscal impact of the Dawson Trails development to the Town's Community Center Fund. The analysis is based on the Town's adopted 2021 budget.

### Revenues

Variable revenue sources for the Community Center Fund are primarily attributable to sales tax, use tax, motor vehicle tax, and charges for services, as shown in **Table 11** below.

**Sales Tax** – Of Castle Rock's 4.0 percent sales tax rate, 5.25 percent is allotted to the Community Center Fund. Similar to the General Fund and Transportation Fund, sales tax revenue generation from the Dawson Trails development is estimated through a case study that incorporates the Point of Sale and Point of Origin methodology. Sales tax revenues account for 31.1 percent of the fund's total revenue.

**Motor Vehicle Tax** – Motor vehicle tax accounts for 5.3 percent of the Town's Community Center Fund revenues. It is estimated using a service population nexus factor.

**Charges for Services** – Charges for services accounts for 54.5 percent of the fund's total revenues and are estimated based on a residential nexus factor.

**Use Tax** – Approximately 6 percent of the Town's residential use tax revenues are allotted to the Community Center Fund. Use tax revenues are estimated on a one-time basis based on the estimated development value and corresponding material value associated with each use. The total material value is multiplied by the Town's 4.0 percent use tax rate to provide an estimate of revenues attributable to the Dawson Trails development. Use tax revenues account for 3.9 percent of the fund's total revenue.

### Expenditures

Community Center Fund expenditures are estimated based on the Town's service population and all expenditure line items are estimated based on a variability factor of 100 percent, apart from Personnel, which is assumed to be 80 percent variable.

**Table 11. Community Center Fund Nexus to Growth Factors**

Description	Amended Budget 2021	% of Total	Nexus Factor	Variability	Res. Hourly 1,251,935	Comm. Hourly 361,183	Total Hourly 1,613,118	Per Ln Mile 711
<b>Community Center Fund Revenues</b>								
Property Tax	\$ -	0.0%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
Use Tax	\$ 334,764	3.9%	Case Study	100.0%	\$ -	\$ -	\$ -	\$ -
Sales Tax	\$ 2,672,024	31.1%	Case Study	100.0%	\$ -	\$ -	\$ -	\$ -
Motor Vehicle Tax	\$ 458,716	5.3%	Service Population	100.0%	\$ -	\$ -	\$ 0.28	\$ -
Other Taxes	\$ -	0.0%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
Franchise Fees	\$ -	0.0%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
Licenses & Permits	\$ -	0.0%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
Intergovernmental	\$ -	0.0%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
Charges for Service	\$ 4,680,242	54.5%	Residential	100.0%	\$ 3.74	\$ -	\$ -	\$ -
Management Fees	\$ -	0.0%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
Fines & Forfeitures	\$ -	0.0%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
Investment Earnings	\$ 7,704	0.1%	Fixed	100.0%	\$ -	\$ -	\$ -	\$ -
Impact Fees	\$ -	0.0%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
System Development Fees	\$ -	0.0%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
Contributions & Donations	\$ -	0.0%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
Transfers In	\$ -	0.0%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
Interfund Loan Revenue	\$ -	0.0%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
Debt & Financing Revenue	\$ -	0.0%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
Other Revenue	\$ 41,616	0.5%	N/A	100.0%	\$ -	\$ -	\$ -	\$ -
Fund Balance Transfer	\$ 399,184	4.6%	Fixed	100.0%	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 8,594,250</b>	<b>100.0%</b>			<b>\$ 3.74</b>	<b>\$ -</b>	<b>\$ 0.28</b>	
<b>Community Center Fund Expenditures</b>								
Personnel	\$ 4,785,820	55.7%	Service Population	80.0%	\$ -	\$ -	\$ 2.13	\$ -
Services & Other	\$ 2,620,131	30.5%	Service Population	100.0%	\$ -	\$ -	\$ 1.45	\$ -
Supplies	\$ 675,800	7.9%	Service Population	100.0%	\$ -	\$ -	\$ 0.38	\$ -
Capital	\$ 400,000	4.7%	Service Population	100.0%	\$ -	\$ -	\$ 0.22	\$ -
Debt & Financing	\$ -	0.0%	Service Population	100.0%	\$ -	\$ -	\$ -	\$ -
Interfund Loan	\$ -	0.0%	Service Population	100.0%	\$ -	\$ -	\$ -	\$ -
Transfers Out	\$ 112,499	1.3%	Service Population	100.0%	\$ -	\$ -	\$ 0.06	\$ -
<b>Total</b>	<b>\$ 8,594,250</b>	<b>100.0%</b>			<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4.24</b>	<b>\$ -</b>

Source: Town of Castle Rock; Economic &amp; Planning Systems

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## 4. Fiscal Impacts

The section of the reports summarizes the estimated Town revenues, expenditures, and net fiscal impacts of the proposed development program by fund, phase, and land use category.

### Fiscal Impact by Fund

#### Revenues

Ongoing and one-time revenue generation estimates were provided for the General Fund, Transportation Fund, and Community Center Fund. Ongoing annual revenue associated with the Dawson Trails project is estimated to average \$16.3 million at full stabilization. Additionally, one-time use tax revenues total an estimated \$71.1 million over the course of buildout, from 2026 to 2046. Revenue generation estimates are shown in **Table 12** and summarized below.

#### Ongoing Revenue

**Property Tax Revenues** – Property tax revenues are allotted to the General Fund. The project has an overall development value of \$3.3 billion at full buildout. Applying the state’s residential assessment rate of 7.15 percent and the commercial assessment rate of 29.00 percent, multiplied by the Town mill levy of 1.196, Dawson Trails is estimated to generate \$434,000 in property tax revenue at full stabilization.

**Sales Tax Revenues** – Sales tax revenues are estimated based on the Point of Origin and Point of Sale methodologies.

- **Point of Sale methodology** - The project is estimated to generate a weighted average of \$307 per square foot in taxable retail sales, of which 37 percent are estimated to represent net new revenues to the Town. At full stabilization, the development is anticipated to generate \$94.0 million annually in net new retail sales. After applying the 4.0 percent sales tax rate retained by the Town, Dawson Trails generates \$4.0 million annually in sales tax revenue.
- **Point of Origin methodology** – After full buildout, new households from the project are estimated to spend \$148.0 million annually on retail goods within the Town of Castle Rock. After applying the 4.0 percent sales tax rate retained by the Town, Dawson Trails households generate \$6.4 million annually in additional sales tax revenue at full stabilization.

In total, at full stabilization Dawson Trails is estimated to generate \$10.4 million in annual sales tax revenue. Approximately 39 percent the total sales tax generated can be attributed to the retail and hotel development on the site, while 61 percent can be attributed to additional household spending from the residential uses. Of the total sales tax generated, 70.3 percent, 24.5 percent, and 5.2 percent are allotted to the General Fund, Transportation Fund, and Community Center Fund, respectively.

**General Revenue** – General revenue is a funding source for the Community Center Fund and includes the motor vehicle tax and charges for services, which are generated based on a service population and residential nexus factor, respectively. General revenue totals an estimated \$1.1 million annually at full stabilization.

**Other Revenue** – Other revenue includes smaller funding sources generated by the General Fund and Transportation Fund. These sources are primarily generated on a service population basis and total \$3.7 million annually in the General Fund and \$569,000 in the Transportation Fund, at full stabilization.

#### ***One-Time Revenue***

**Use Tax Revenues** – Use tax revenues are allotted to the Transportation Fund, Community Center Fund, Transportation Capital Fund, General Long-Term Planning Fund, and Economic Development Fund.

The total material value associated with new construction from Dawson Trails averages \$187.5 million and totals \$1.7 billion over the 21-year buildout period from 2026 to 2046. After applying the 4.0 percent use tax rate retained by the Town, Dawson Trails generates an average of \$3.7 million annually and a total of \$71.1 million, in use tax revenue.

#### **Expenditures**

Annual expenditures are estimated on a service population, residential, or per lane mile basis, depending on the fund, as shown in **Table 9**, **Table 10**, and **Table 11**. The Dawson Trails development is estimated to generate a total annual service cost of negative \$11.6 million per year, which is comprised of negative \$9.5 million from General Fund services, negative \$546,000 from Transportation Fund services, and negative \$1.5 million from Community Center Fund services, as shown in **Table 12**.

## Ongoing Net Fiscal Impact

The average annual net fiscal impact of Dawson Trails on the Town's General Fund, Transportation Fund, and Community Center Fund is estimated at a positive \$1.5 million, \$3.1 million, and \$89,000 at full stabilization, respectively, as shown in **Table 12**. The total net fiscal impact at full stabilization is estimated at \$4.6 million.

**Table 12. Summary of Revenues, Expenditures, and Net Fiscal Impact by Fund**

Description	General Fund	Transportation Fund	Community Center Fund	Other Funds [1]	Total
<b>Ongoing Revenues</b>					
Sales Tax - General	\$6,802,978	\$2,367,347	\$508,118	--	\$9,678,443
Sales Tax - County Transfer	--	\$725,883	--	--	\$725,883
Property Tax	\$434,050	--	--	--	\$434,050
Other Revenues	\$3,726,225	\$568,779	--	--	\$4,295,004
General Revenue	--	--	\$1,113,630	--	\$1,113,630
<b>Total</b>	<b>\$10,963,253</b>	<b>\$3,662,009</b>	<b>\$1,621,748</b>	<b>--</b>	<b>\$16,247,011</b>
<b>Ongoing Expenditures</b>					
<b>Total</b>	<b>-\$9,505,452</b>	<b>-\$546,059</b>	<b>-\$1,533,189</b>	<b>--</b>	<b>-11,584,700</b>
<b>Ongoing Net Fiscal Impact</b>	<b>\$1,457,801</b>	<b>\$3,115,950</b>	<b>\$88,560</b>	<b>\$0</b>	<b>\$4,662,311</b>
<b>One-Time Revenues</b>					
Use Tax - General	--	\$19,782,114	\$3,058,078	\$43,260,007	66,100,200
Use Tax - County Transfer	--	\$4,957,515	--	--	\$4,957,515
<b>Total</b>	<b>--</b>	<b>\$24,739,629</b>	<b>\$3,058,078</b>	<b>\$43,260,007</b>	<b>71,057,715</b>

[1] Other Funds include the Transportation Capital Fund, General Long-Term Planning Fund, and Economic Development Fund  
Source: Economic & Planning Systems

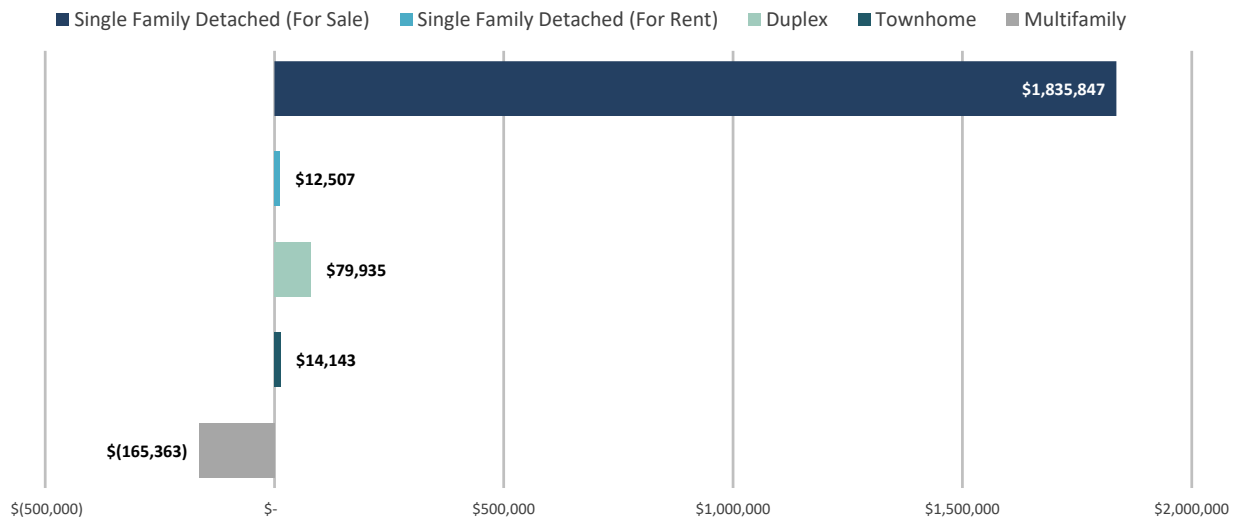
## Fiscal Impact by Land Use

### Residential Fiscal Impact

#### Ongoing Net Fiscal Impact

The proposed residential land uses result in a positive ongoing net fiscal impact to the Town in aggregate, as shown in **Figure 2**. At full buildout, the impacts range from negative \$165,000 annually for the multifamily product to positive \$1.8 million annually for the single family for sale product. The variations are largely due to the estimated household income for each unit type, which is related to sales tax revenues attributed to household spending under the Point of Origin methodology.

**Figure 2. Residential Ongoing Net Fiscal Impact at Full Stabilization**

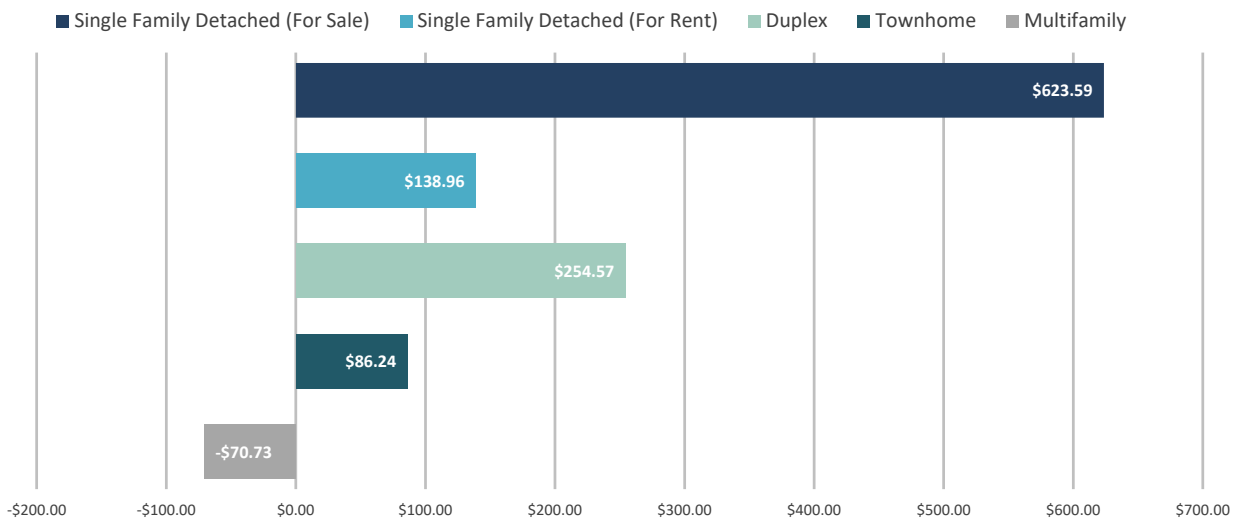


Source: Economic & Planning Systems

### ***Ongoing Net Fiscal Impact Per Unit***

The ongoing net fiscal impact per unit of each residential use track similarly to the net fiscal impacts in aggregate, as seen in **Figure 3**. At full stabilization, for sale single family detached housing has the highest ongoing net fiscal impact at \$624 per unit. Multifamily residential housing has the lowest ongoing net fiscal impact at negative \$71 per unit. For rent single family detached housing, duplexes, and townhomes have net fiscal impacts of \$139, \$255, and \$86 per unit, respectively.

**Figure 3. Residential Ongoing Net Fiscal Impact per Unit at Full Stabilization**

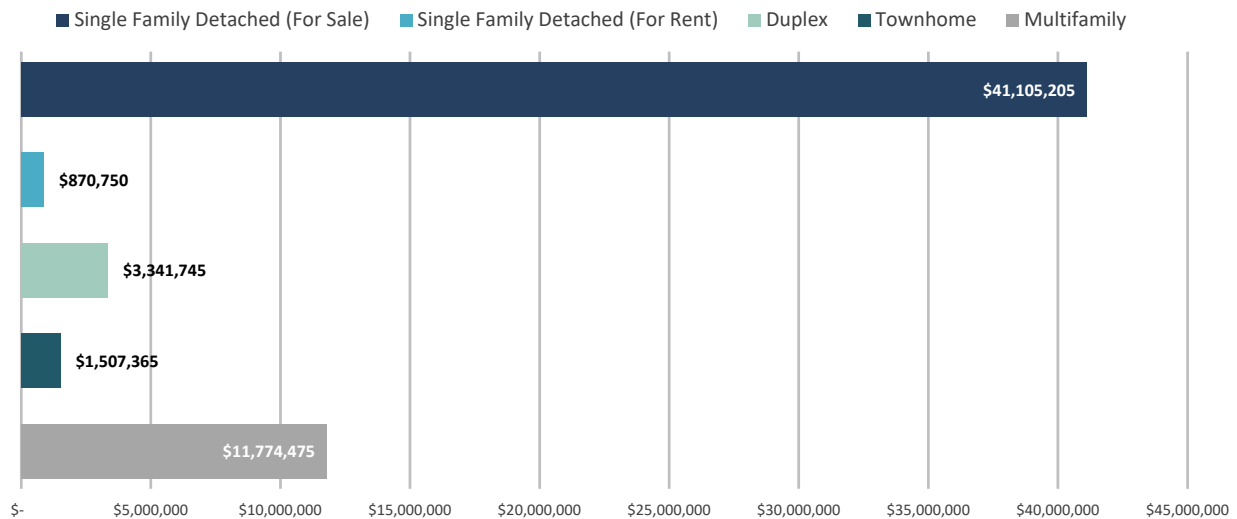


Source: Economic & Planning Systems

### One-Time Revenues

In addition to ongoing revenues, the residential uses account for a total of \$58.6 million in one-time use tax revenues generated between 2026-2046, as seen below in **Figure 4**. Residential use tax revenues account for approximately 82 percent of the total use tax revenues generated throughout the project's buildout.

**Figure 4. Residential One-Time Use Tax Revenue, 2026-2046**



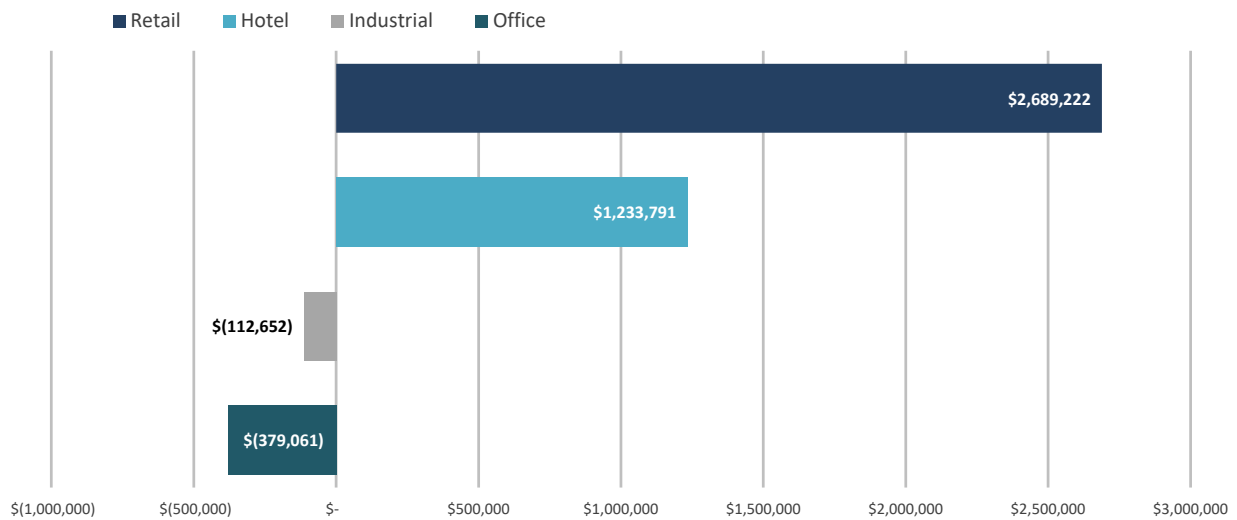
Source: Economic & Planning Systems

## Commercial Fiscal Impact

### Ongoing Net Fiscal Impact

The highest fiscal returns associated with the commercial component of the project are generated by the retail and hotel land uses, as shown in **Figure 5**. The retail and hotel space have a positive average annual fiscal impact of \$2.7 million and \$1.2 million, respectively. The positive fiscal returns are buoyed largely by the generation of retail sales tax. Industrial and office space have a net fiscal impact of negative \$113,000 and negative \$379,000, respectively.

**Figure 5. Commercial Ongoing Net Fiscal Impact at Full Stabilization**

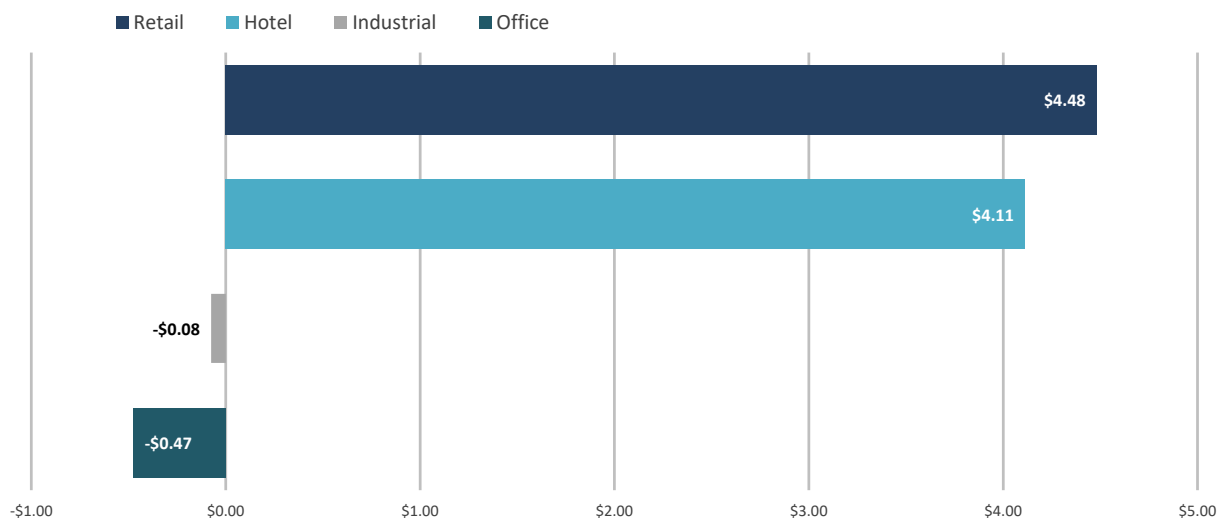


Source: Economic & Planning Systems

### ***Ongoing Net Fiscal Impact Per Square Foot***

The ongoing net fiscal impact for square foot of the commercial uses closely mirrors the net fiscal impact of each use in aggregate, as seen in **Figure 6**. The retail and hotel uses have the highest ongoing net fiscal impact at \$4.48 and \$4.11 per square foot, respectively. The office and industrial uses have ongoing net fiscal impacts of negative \$0.08 and negative \$0.47 per square foot, respectively.

**Figure 6. Commercial Ongoing Net Fiscal Impact per Square Foot at Full Stabilization**

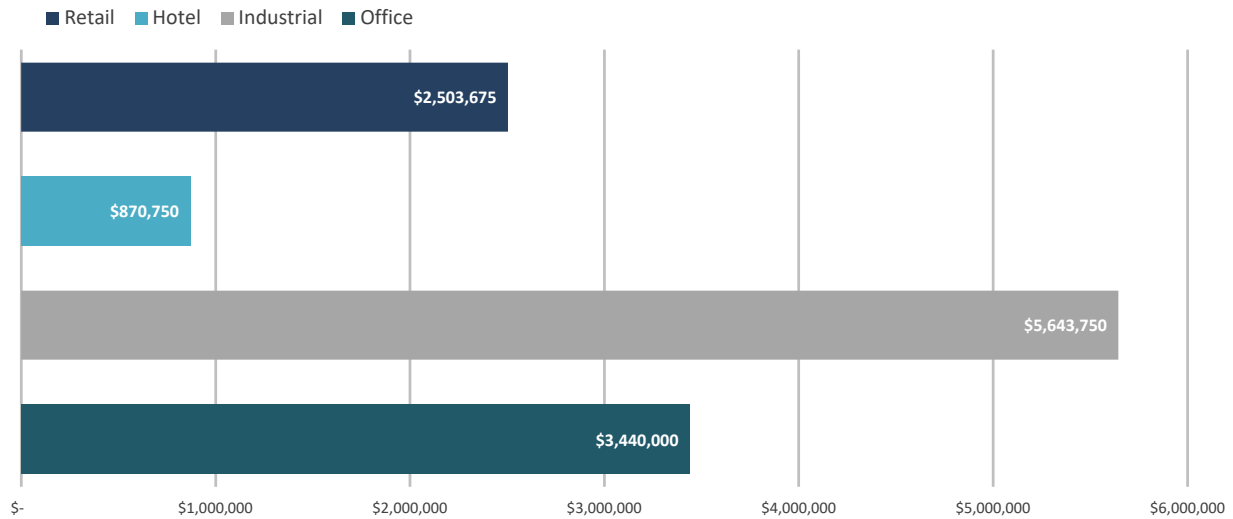


Source: Economic & Planning Systems

### One-Time Revenues

Commercial uses account for \$12.5 million in one-time use tax revenues, which represents 18 percent of total use tax revenues generated between 2026-2046, as seen below in **Figure 7**. Use tax revenues range from \$871,000 generated by hotel space to \$5.6 million generated by industrial space.

**Figure 7. Commercial One-Time Use Tax Revenue, 2026-2046**



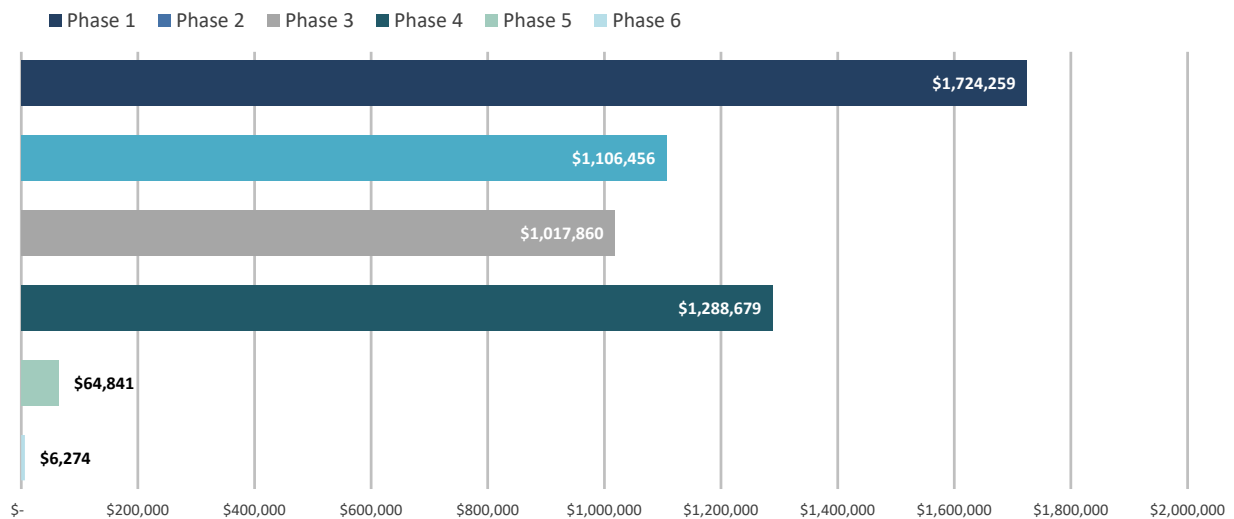
Source: Economic & Planning Systems

## Fiscal Impact by Phase

### Ongoing Net Fiscal Impact

The net fiscal impacts are also tabulated by phase of development, as shown in **Figure 8**. The greatest positive fiscal benefits are estimated to be generated in Phase 1, which has a net fiscal impact of \$1.7 million annually at full stabilization. Phase 1 is anticipated to include 30 percent of the total retail space and approximately 20 percent of the total single family for sale households, which account for the highest household incomes of any residential component. Phase 6 has the lowest fiscal impact at roughly \$6,274 annually in large part because it is proposed to contain the lowest volume of development out of the six phases.

**Figure 8. Ongoing Net Fiscal Impact at Full Stabilization by Phase**

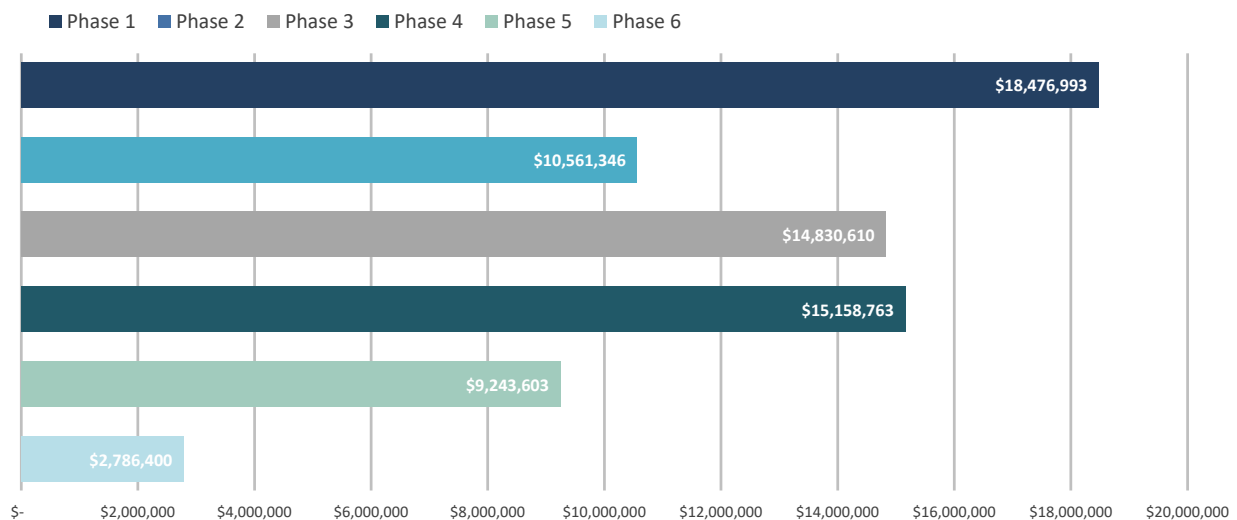


Source: Economic & Planning Systems

### One-Time Revenues

The one-time use tax revenues associated with each phase follow a similar pattern to the net fiscal impacts. Phase 1 is anticipated to generate the most use tax revenue with a total of \$18.5 million, as shown in **Figure 9**. The lowest use tax generation is anticipated to occur in phase 6, with a total of \$2.8 million.

**Figure 9. One-Time Use Tax Revenue Generation by Phase, 2026-2046**



Source: Economic & Planning Systems

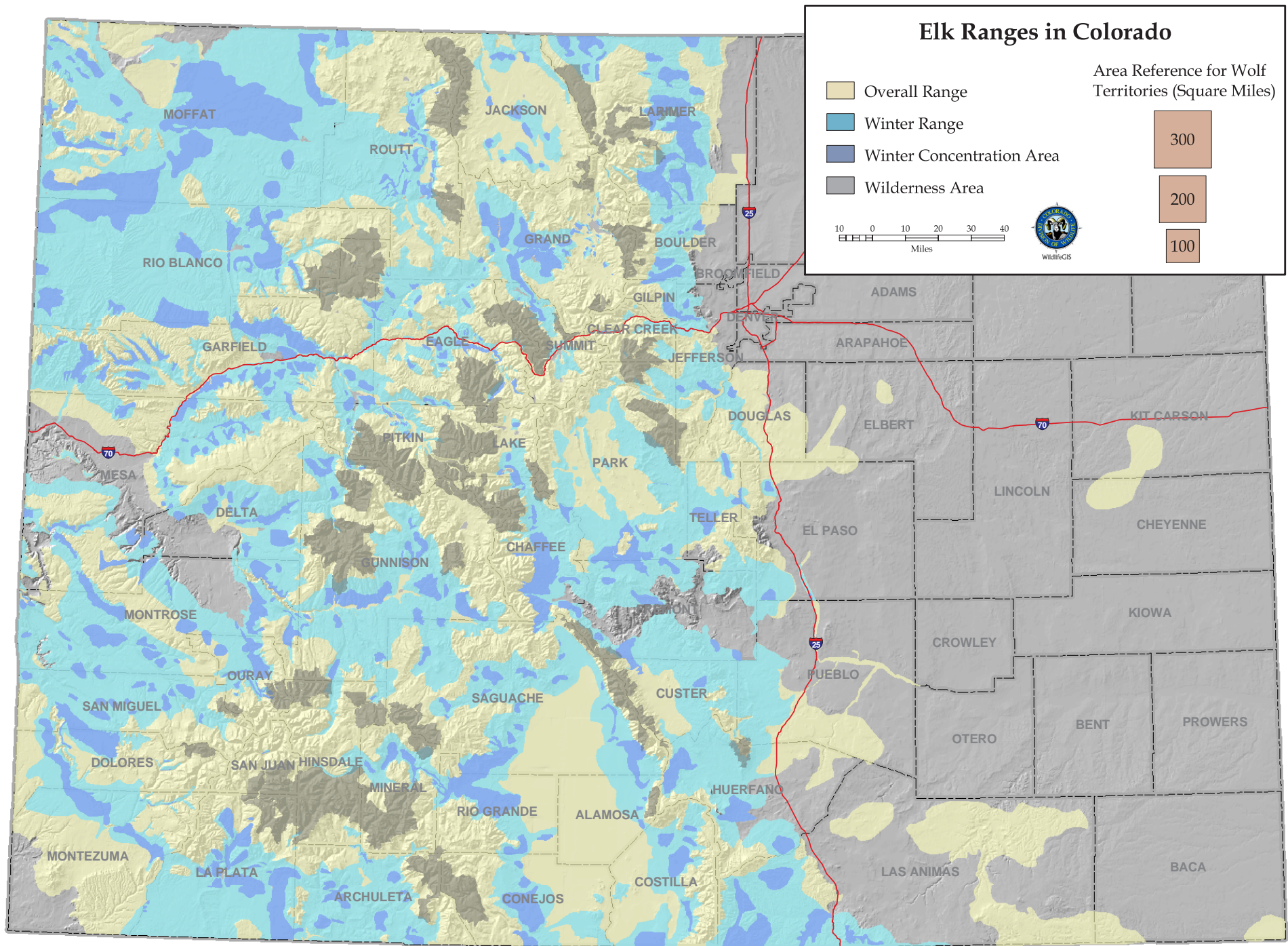
## Retail Sensitivity Analysis

The development's reliance on retail was analyzed by reducing the square footage in each phase by factors ranging from 20 to 100 percent, as shown in **Table 13**. The results of the analysis indicate that at full stabilization, the development would have a positive net fiscal impact of \$2.0 million annually if the retail square footage was reduced to zero square feet. The project's reliance on retail is relatively low due to sales tax generation potential attributed to residential development in the Point of Origin methodology. Under the current set of assumptions, commercial development is anticipated to generate only 39 percent of total sales tax revenue.

**Table 13. Retail Sensitivity Analysis, Ongoing Net Fiscal Impact**

Description	Retail Square Footage Reduction					
	Baseline	20%	40%	60%	80%	100%
<b>Retail Deliveries (Sq. Ft.)</b>						
Phase 1	180,000	144,000	108,000	72,000	36,000	-
Phase 2	125,000	100,000	75,000	50,000	25,000	-
Phase 3	100,000	80,000	60,000	40,000	20,000	-
Phase 4	75,000	60,000	45,000	30,000	15,000	-
Phase 5	120,000	96,000	72,000	48,000	24,000	-
Phase 6	-	-	-	-	-	-
<b>Total</b>	<b>600,000</b>	<b>480,000</b>	<b>360,000</b>	<b>240,000</b>	<b>120,000</b>	<b>-</b>
<b>Average Annual Net Fiscal Impact</b>	<b>\$4,662,311</b>	<b>\$4,124,466</b>	<b>\$3,586,622</b>	<b>\$3,048,777</b>	<b>\$2,510,933</b>	<b>\$1,973,088</b>

Source: Economic & Planning Systems





# Town of Castle Rock

## Agenda Memorandum

**Agenda Date:** 8/11/2022

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**Item #:** **File #:** PC 2022-017

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**To:** Members of the Planning Commission

**From:**

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### Executive Summary

### Attachments

Attachment A

# Boards and Commissions Manual

Information, Rules and Procedures



EXCELLENCE • DEDICATION • SERVICE

# Table of Contents

Town Government Structure	Page 3
Boards & Commissions Origins	Page 3
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Conduct of Meetings	Pages 9-10
Quasi-Judicial Public Hearing Procedure	Page 11
Code of Conduct Section of Castle Rock Municipal Code	Pages 12-13
Notice of Resignation Form	Page 14

# Town Government Structure

Town Council is the legislative body of our Town government, made up of seven members including the Mayor and Mayor Pro Tem. Each Councilmember is elected on a nonpartisan basis for a four-year overlapping term to represent an election district, and the Mayor is elect to represent the Town at large. The Mayor Pro Tem is elected from among the Councilmembers by a majority vote and serves a two-year term.

Council has a responsibility to adopt ordinances that become law or resolutions related to public policy; to confirm consensus on internal and administrative issues; to approve the budget and necessary appropriations; to approve major contracts or agreements; and to provide direction to Town staff on land use decisions including annexations, zoning, subdivision and development agreements. Additionally, Town Council appoints the Town Manager, Town Attorney and Municipal Judge.

Council also appoints members to the Town's boards and commissions. Boards and commissions serve in an advisory role to Council and present recommendations, through the department staff liaison, as part of the overall review of certain agenda items before Council.

The Town of Castle Rock operates within a Council-manager form of government. The Town Manager is responsible for implementing policy decisions and legislative actions taken by Town Council. The Town Manager is also responsible for the overall management and day-to-day operations of the Town.

## Boards & Commissions Origins

The Town of Castle Rock was incorporated as a municipal corporation in 1881 and remained a statutory town under the Colorado constitution until 1987, when a Home Rule Charter was adopted. The Town's advisory boards and commissions, created in the early 1990s, were a way to engage the community in civic responsibility. Some commissions are required by State Statute or the Town Charter. New boards or commissions may be created by Town Council to advise Council and perform such functions as the Council may designate. Typically, most boards and commissions are created to perform defined duties within a specific area of interest for an indefinite period of time.

## TOWN COUNCIL

Jason Gray, Mayor

Kevin Bracken, Mayor Pro Tem - District 3

Ryan Hollingshead, District 1

Laura Cavey, District 2

Desiree LaFleur, District 4

Caryn Johnson, District 5

Tim Dietz, District 6

## Town Manager

David L. Corliss

## Town Attorney

Michael J. Hyman

## Town Clerk

Lisa Anderson

# Types of Boards and Commissions

Advisory boards and commissions review information, gather public input and make recommendations in an advisory role to Town staff and Council.

## **Advisory Boards & Commissions**

Castle Rock Water Commission

Parks & Recreation Commission

Public Art Commission

Public Safety Commission

Public Works Commission

Quasi-judicial boards and commissions have decision-making powers within their areas of expertise. Quasi-judicial proceedings must be conducted in accordance with procedural due process, including the required adequate prior notice, the opportunity for public input and the guarantee of an impartial and neutral finding. Any conflict of interest, ex parte contacts or prejudgment must be avoided.

## **Quasi-Judicial Boards & Commissions**

Board of Adjustment

Board of Building Appeals

Design Review Board

Historic Preservation Board

Planning Commission

The Election Commission is an independent body charged with overseeing the implementation of election procedures consistent with the State statutes, the Town Charter and Town ordinances related to election conduct. The commission also reviews and adjusts the election district boundaries.

## **Independent Boards & Commissions**

Election Commission

# Appointee Guidelines

## **General Provisions**

- Town of Castle Rock residents are preferred for appointment to Town Boards or Commissions, followed by those who live outside of Town but within Douglas County.
- If residency status changes during the term of service, the appointee shall resign his or her appointment
- Employees of the Town of Castle Rock are not eligible to serve on Town boards and commissions
- All board and commission members are appointed and serve at the pleasure of Town Council
- Any member is subject to removal, with or without cause, by a majority vote of Town Council
- Appointees serve in an advisory role and without compensation
- Council appoints replacements for unexpired term vacancies, as needed, for the remainder of the vacated term
- If appointee experiences recurring attendance problems for reasons other than emergency, medical condition or military leave, the member's appointment shall be terminated per the applicable bylaws of the board or commission
- Each member is expected to work cooperatively with other members to be objective, fair, honest and respectful of all viewpoints
- Appointees should exhibit a strong commitment to public service through a thorough and impartial review of all matters presented before the board or commission
- Members should represent the overall public good and not that of any exclusive group or interest
- Boards and commissions may require specific qualifications for appointment that satisfy occupational background, professional knowledge, experience or education requirements

## **Term Limitations**

- No appointed member may serve concurrently on more than one board or commission
- Terms run from June 1 through May 31
- The term for all board or commission members (with the exception of the DDA, Board of Building Appeals and Election Commission) is two years
- No appointee may serve more than three consecutive terms, or six years, with the exception of members of the Historic Preservation Board
- A partial term is defined as any period of time less than one-half of a term
- Some boards and commissions have other terms of appointment as identified below:
  - DDA appointees, by Statute, serve four-year terms, with a maximum of two terms, or a total of eight years
  - Board of Building Appeals appointees, by Municipal Code, serve three-year terms, with a maximum of two terms, or a total of six years
  - Election Commission appointees, by Charter, serve three-year terms, with a maximum of two terms, or a total of six years
  - Historic Preservation Board members may serve four consecutive terms, or a total of eight years
- Once an appointee is termed out, s/he is eligible to serve on a different board or commission immediately
- Appointees who have termed out are not eligible to re-apply to serve on the same board or commission until a four-year break in service has occurred
- Appointees must be confirmed by Town Council prior to voting as a member of a board or commission
- Appointments to the Design Review Board, which arise from membership on a parent commission, are terminated if member resigns or is terminated from the parent board or commission
- A formal notice of resignation should be submitted to the Town Manager's Office to substantiate the vacancy. The effective date of the resignation notice is the date received unless a future date is indicated

## **Responsible Membership & Conduct**

- Members of Boards or Commissions are subject to rules of ethical conduct as established by the Town Charter and Code
- Members should recuse themselves from voting on – and from attempting to influence – any decision, involvement, discussion or consideration of any issue in which they have a financial or personal conflict of interest
- When a conflict of interest exists, a member shall make a verbal disclosure and recuse themselves, physically removing themselves from the proceedings at hand
- Members shall not use any confidential or privileged information for private personal gain
- Members shall not knowingly disclose confidential or privileged information to any third party
- Members should remember that their actions and statements assume special significance and, if not responsibly discharged, could result in a situation detrimental to the Town's best interests
- Members shall not speak on behalf of a board or commission unless specifically authorized to do so. Among the actions that require such authorization are the member using his/her position as part of a signature line in correspondence. Members are welcome to participate in public dialogue as private residents but should use care to not give the impression that their input has any relationship to their board or commission service
- Liability acting individually as a board or commission member is far greater than liability for actions of the board or commission as a whole
- Members should represent the overall public good and not that of an exclusive group or interest
- Acceptance of gifts from persons doing business with the Town or desiring to do business is prohibited

Following these procedures will ensure the validity and integrity of our Town boards and commissions. Further Code of Conduct requirements are included in the Town's Municipal Code and are also shown beginning on Page 12 of this document.

# Conduct of Meetings

- Notices of meetings are published on CRgov.com, in addition to the designated location for posting notices at Town Hall
- Meetings are required to be noticed 24 hours in advance
- Public hearings related to quasi-judicial commissions are required to be noticed in advance per legal guidelines
- All board and commission meetings shall be open to the public, and Councilmembers may also attend
- Public comment at regular meetings may be allowed to address items not on the scheduled agenda at the discretion of the Chair
- Public comment by speakers may be time limited, and there may also be an overall time limit for public comment
- The public may also comment during a public hearing on the hearing subject in accordance with procedures established by the board or commission for this purpose
- Each board or commission shall conduct their meetings in a manner that is procedurally correct
- Boards and commissions are empowered to promulgate their own internal rules and regulations not in conflict with the ordinances of the Town
- Any matter not addressed by the Bylaws shall be governed by Robert's Rules of Order
- To conduct business and any formal action, it is necessary that a quorum of the membership be present at the meeting
- A quorum consists of the majority of the total number of members comprising the board or commission
- If a quorum is not present for a meeting, those present can adjourn the meeting for a later date and time with a majority vote
- Members should notify the Town staff liaison as far in advance as possible of a known meeting absence for purposes of determining a quorum

- Each board or commission shall appoint a Chair and Vice Chair officer from among its members, by a majority vote, for a term of one year. The Chair and Vice Chair are to be elected at the first meeting in June
- The responsibility of the Chair is to preside at all meetings of the board or commission to expedite the business of the agenda
- The Chair shall sign all correspondence on behalf of the board or commission
- The Chair may call a special meeting or cancel a regular meeting
- The Vice Chair shall be empowered with the same duties and authorities as the Chair in the absence of the Chair
- If both the Chair and Vice Chair are absent from a meeting, members present at such meeting may designate a Chair Pro Tem to temporarily preside over said meeting
- Chairpersons are permitted to participate in debate of matters before the board or commission and shall also be permitted to vote on all matters
- Notice of a meeting cancellation will be published on CRgov.com, in addition to the designated location for posting notices at Town Hall, at least 24 hours in advance of the meeting
- Rescheduling a canceled meeting will be considered a special meeting and will be noticed appropriately
- All agenda packets are posted to CRgov.com for appointees to review prior to the meeting and for general public knowledge
- It is the responsibility of the board or commission to provide complete, concise and accurate reporting and recommendations, as well as the voting record, to Town Council through the Town staff liaison and the Council agenda, enabling Council to act knowledgeably and expeditiously

# Quasi-Judicial Public Hearing Procedure

Public hearings are held before quasi-judicial boards and commissions as required by law. In such quasi-judicial proceedings, public hearings should be conducted in substantial compliance with the following provisions:

- Notice of public hearings are mandated by law, including the form of notice and the timing of the advance notice. These legal requirements are properly handled by the staff liaison;
- Conduct of a public hearing will include the Chair stating the purpose of the hearing, and the introduction of the applicant and subject or application. After the staff report and applicant presentation, public comment is taken. Documentation of all pertinent records in support of the testimony become part of the record. An opportunity for rebuttal testimony by the applicant will be allowed, as well as questions from the board or commission, in follow up of presented testimony;
- The Chair's primary responsibility is to ensure that all points of view and individual interests are heard;
- Speakers are limited to five minutes for public comment;
- The applicant is limited to five minutes for rebuttal response;
- Once the Chair has closed the public hearing, the item is referred to the board or commission for purposes of discussion and recommendation;
- The action taken is recorded in the form of a motion, properly seconded and voted upon. Action must be by an affirmative vote of at least a quorum;
- Action taken may recommend approval, approval with conditions, denial, or a continuation to a later meeting date.

## Chapter 2.05 – Code of Conduct

### 2.05.020 – Restrictions generally

- A.** Members shall not disclose or use any confidential or privileged information in furtherance of any personal or pecuniary interest or to further the personal or pecuniary interest of any other person.
- B.** Members shall not vote or render a final decision on an issue that directly affects a business or project in which the member either has a financial interest or is engaged as counsel, consultant, representative or agent.
- C.** Unless expressly permitted by state statute, members shall not solicit or accept any gift, compensation, reward, gratuity or any item of value which would tend to influence a reasonable person in the member's position to depart from the faithful and impartial discharge of his or her public duties; or which the member knows or which a reasonable person in a similar position should know is primarily for the purpose of influencing public action.
- D.** Members shall not assist any person for a fee or other compensation in obtaining any contract, claim, license, permit, permission, approval or other economic benefit from the Town.
- E.** Members shall not hold a substantial financial interest in any business or enterprise which is a party to a Town contract made by the Town Council or board upon which the member has been appointed or elected.
- F.** Members shall not accept a fee, contingent fee or any other compensation for promoting or opposing passage of legislation, except for the member's official compensation as provided by the Town Charter, ordinance or contract.
- G.** Members shall not appear on behalf of any private person, business or entity before the Town Council or board upon which the member has been appointed or elected.

### 2.05.025 – Prohibited gifts

Unless permitted under Section 2.05.026, members and employees shall not solicit or accept any gift from any person, either directly or indirectly through the member or employee's spouse or dependent child, which gift the member or employee knows, or which a reasonable person in the member or employee's position should know under the circumstances, is either:

- A.** A gift that would tend to improperly influence that member or employee to depart from the faithful and impartial discharge of his or her public duties; or

**B.** A gift being solicited or given for the primary purpose of rewarding the member or employee for an official action he or she has taken or may take.

#### **2.05.030 – Appearances by members**

**A.** No member shall appear on behalf of another person concerning any matter before the Municipal Court, unless ordered to do so by subpoena of the Court.

**B.** Nothing in this Section shall be construed as prohibiting members from addressing a Council or a board of which they are not a member.

#### **2.05.040 – Misuse of confidential information**

A member shall not knowingly disclose confidential or privileged information to any third party unless the Town Council authorizes the disclosure of the information. This Section is not intended to impair or limit public access to information that is otherwise publicly available.

#### **2.05.050 – Conflict of interest disclosure; stepping down procedures**

**A.** A member who has a conflict of interest in any matter proposed or pending before the official body shall disclose the conflict of interest to the official body upon which the official sits prior to action of the official body on such matter, shall not vote thereon and shall refrain from attempting to influence the other members of the official body voting on the matter.

**B.** A member shall be excused from voting on any matter for which he or she has a conflict of interest, shall refrain from discussing the matter with any other member of the official body of which the person is a member and shall physically absent himself or herself from the room in which the matter is being considered.

**C.** For purposes of a quorum and calculating the number of votes necessary to pass a matter, the excused official shall not be counted as part of the quorum.

**D.** The provisions of this Section concerning disclosure and leaving the meeting room shall be in addition to any requirement of state law.



## Notice of Resignation from Town Board or Commission

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Board or Commission: \_\_\_\_\_

Effective Date: \_\_\_\_\_

My Appointed Term is: \_\_\_\_\_

Reason for Resignation

\_\_\_\_\_

\_\_\_\_\_  
*Signature*

\_\_\_\_\_  
Please send a copy to the Executive Assistant – Other written formats are also acceptable (e.g. email)

# Boards & Commissions Legal Training

Lena McClelland, Assistant Town Attorney

Mike Hyman, Town Attorney

# Presentation Overview

- Role of the boards and commissions
- Role of the Town Attorney's Office
- Quasi-Judicial Proceedings
- Best practices for quasi-judicial hearings

# Role of Boards & Commissions

- Powers, duties, and general information can be found in the code and in each individual board's bylaws
  - Planning Commission (Chapter 2.16)
  - Board of Adjustment (Chapter 17.06)
  - Board of Building Appeals (Section 15.30.090)
  - Design Review Board (Section 17.42.100)
  - Historic Preservation Board (Section 15.64.030)

# Role of the Town Attorney's Office

- Provide legal advice to the Board or Commission
- Ensure compliance with hearing procedures
- Provide legal training and updates to the Board or Commission
- Provide legal advice to the Town staff, when requested

# Quasi-Judicial Proceedings: What is a quasi-judicial matter?

- A public approval process that:
  - Includes notice and an opportunity to be heard for interested individuals;
  - Involves the application of existing standards to facts developed at a public hearing; and
  - Affects specific individuals or property (as opposed to being a generally applicable public policy or law)

# Quasi-Judicial Proceedings: What is the quasi-judicial role?

- As a member of a board or commission you are tasked with making decisions that may affect the protected property rights of a specific person or entity – aka a quasi-judicial matter
- In these cases, you are essentially acting as a “judge” in order to afford the applicant **due process**
  - The right to use property that a person owns or has a right to possess is a fundamental constitutional right
  - Due Process Clause: No person shall be deprived “of life, liberty or property, without due process of law.”
- It is the duty of the board or commission to provide applicants with due process by:
  - Remaining fair and impartial
  - Considering only the evidence presented at the hearing

# Quasi-Judicial Proceedings: Legislative vs. Quasi-Judicial Acts

- What is a legislative act?
  - Reflects public policy relating to matters of a permanent or general character
  - Not usually restricted to a particular individual or entity
    - Affects the legal rights of specific individuals only in the abstract
  - Prospective in nature
  - You act as “legislators” when you review and make general rules
    - When you apply those general rules to specific people or entities and property, you are acting in your quasi-judicial role

# Quasi-Judicial Proceedings: Legislative vs. Quasi-Judicial Acts

- What is a quasi-judicial act?
  - Determines the rights of a specific person or entity in relation to a specific property interest (often an interest relating to land or a license)
  - Based on facts developed at a hearing to resolve the particular interest in question
  - You act as the quasi-judges and hear the evidence and then apply the existing legal standards to the specific case

# Quasi-Judicial Proceedings: Legislative vs. Quasi-Judicial Acts

Legislative Acts	Quasi-judicial Acts
Adoption of general health and safety ordinances	Action on a proposed rezoning application
Adoption of a master plan	Hearing on a proposed liquor license
Adoption of general amendments to the subdivision, zoning or licensing ordinances	Disciplinary hearing to suspend or revoke a liquor license, business license or other protected license
Adoption of an annexation ordinance	Subdivision or development hearing
	Hearing on a variance request or sign code appeal

# Quasi-Judicial Proceedings: The Hearing Process

- How to prepare yourself for a hearing
  - Get into the “judge” frame of mind early
    - Stay neutral
    - Be careful of making prejudicial comments
    - Avoid ex-parte communications
  - Review your packet!
    - Consider the key issues and any questions you might have for the hearing
    - Focus on the scope of the hearing – knowing what the hearing is not about is important
  - Confirm that you don’t have any conflicts of interest (financial, personal, etc.)
    - If you do, be prepared to recuse yourself at the start of the hearing – don’t hesitate to reach out to the Town Attorney’s Office for guidance

# Quasi-Judicial Proceedings: The Hearing Process

- What happens at the hearing?
  - Anyone is permitted to testify and present evidence
    - Town staff presents first
    - The applicant, or their representative, makes their presentation second
    - Members of the public are invited to speak
  - Board or commission members may ask questions of Town staff, the applicant, or any speaker
  - Deliberation by the board or commission
  - Action

# Quasi-Judicial Proceedings: Ex-Parte Communications

- What does ex-parte communications mean?
  - “Ex-parte” is a Latin phrase that means “on one side only; by or for one party”
  - Contacts/communications between an interested party and the decision maker that take place without public notice and outside the record
  - What are examples of ex-parte communications?
    - Can be oral or written communication
    - Rule of thumb: if you didn’t find out the information while you were “on the record” in a meeting then it might be an ex-parte communication

# Quasi-Judicial Proceedings: What are the Risks?

- State claims
  - Rule 106 claims
- Federal claims
- Insurability issues
- Practical risk

Questions?