# PLANNING COMMISSION REGULAR MEETING
# MONDAY, DECEMBER 15, 2025
# AGENDA

**Monday, December 15, 2025** **6:00 PM** **Hearing Room**

**Disclaimer - This packet is provided for informational purposes only and is subject to change. Some documents may have been unavailable at the time this agenda was prepared. For additional information, contact the responsible staff person.**

Instructions to access the video or audio of the meeting are available here: https://www.douglas.co.us/board-county-commissioners/boards-commissions/planning-commission/ To submit written public comment and/or exhibits for a Planning Commission meeting, please send them, in advance, to planningcommission@douglas.co.us. Instructions for providing audio comments at the remote meeting are available at the webpage above.

**1. Call to Order**

a. Pledge of Allegiance

b. Roll Call

c. Attorney Certification of the Agenda

d. Planning Commission Disclosures

**2. Approval of Minutes**

a. Unofficial Minutes from December 1, 2025. **4191**

**Attachments:** Unofficial Minutes from December 1, 2025

**3. Land Use Hearing Items**

a. 2050 Douglas County Transportation Plan. **4207**
Curt Weitkunat, AICP, Planning Manager — *Department of Community Development*

**Attachments:** MI2025-023 - Continuance Memo
Staff Report - MI2025-023
2050 Douglas County Transportation Plan

b. 6222 and 6226 East Roxborough Drive, New Maintenance and Fleet Buildings - Location and Extent - Project File: LE2025-022. **4186**
Carolyn Washee-Freeland, AICP, Senior Planner — *Department of Community Development*

**Attachments:** Staff Report - LE2025-022
LE2025-022 - Supplemental Memo

c. Range Metro District Offsite Utilities Project - Location and Extent - Project File: LE2025-024. **4189**
Mike Pesicka, AICP, Principal Planner — *Department of Community Development*

**Attachments:** Staff Report - LE2025-024

d. Town of Sedalia, Block 7, Lots 9 through 14 - Use by Special Review - Project File: US2025-009. **4193**
Matt Jakubowski, AICP, Chief Planner — *Department of Community Development*

**Attachments:** Staff Report - US2025-009

e. Pinery Planned Development, 34th Amendment - Major Planned Development Amendment - Project File: ZR2025-010. **4208**
Mike Pesicka, AICP, Principal Planner — *Department of Community Development*

**Attachments:** Staff Report - ZR2025-010

f. Highlands Ranch Planned Development, 82nd Amendment - Major Planned Development Amendment - Project File: ZR2025-011. **4190**
Curt Weitkunat, AICP, Planning Manager — *Department of Community Development*

**Attachments:** Staff Report - ZR2025-011

## 4. Adjournment

***The Next Regular Meeting Will be Held on Monday, January 5, 2025 @ 6:00 p.m.***

**MEETING DATE:** December 15, 2025

**DESCRIPTION:** Unofficial Minutes from December 1, 2025.

**ATTACHMENTS:**

Unofficial Minutes from December 1 2025

# PLANNING COMMISSION REGULAR MEETING
# MONDAY, DECEMBER 1, 2025
# MINUTES

**Monday, December 1, 2025** **6:00 PM** **Hearing Room**

**1. Call to Order**

Commissioner Gilmartin presented virtual hearing instructions.

a. Pledge of Allegiance

b. Roll Call

**PRESENT**
Commissioner Len Abruzzo
Commissioner Stephen Allen
Commissioner Calvin Downs
Commissioner Jack Gilmartin
Commissioner Mark Hampton
Commissioner Ed Kubly
Commissioner Michael McKesson
Commissioner Ed Rhodes
Commissioner Jim Smallwood
**EXCUSED**
Alternate Mark Witkiewicz

c. Attorney Certification of the Agenda

Arielle Denis, Assistant County Attorney, stated that all items on today's agenda have been reviewed by the County Attorney's Office, they have been properly noticed, and the Commission has jurisdiction to hear them.

d. Planning Commission Disclosures

Commissioner Mike McKesson, Calvin Downs, and Len Abruzzo stated they have disclosures pertaining to the Highlands Ranch Planned Development item. All stated that they are homeowners within the Highlands Ranch Community Association.

Arielle Denis asked the Commissioners if they feel they can consider this item fairly and impartially in hearing the information this evening.

Commissioner Mike McKesson, Calvin Downs, and Len Abruzzo all stated, “yes.”

Arielle Denis stated that she would like to rehabilitate these Commissioners in being able to hear the information and not recusing themselves at the podium.

## 2. Approval of Minutes

a. Unofficial Minutes from November 17, 2025.

Commissioner Stephen Allen moved that the Commission approve the Minutes from November 17, 2025 as amended.

| | |
|---|---|
| **RESULT:** | APPROVED |
| **MOVER:** | Stephen Allen |
| **SECONDER:** | Mike McKesson |
| **AYES:** | Len Abruzzo, Stephen Allen, Calvin Downs, Jack Gilmartin, Mark Hampton, Ed Kubly, Mike McKesson |
| **ABSTAIN:** | Ed Rhodes, Jim Smallwood |

## 3. Approval of the 2026 PC Public Hearing Schedule

a. Proposed 2026 PC Public Hearing Schedule

Commissioner Calvin Downs moved that the Commission approve the 2026 PC Public Hearing Schedule.

| | |
|---|---|
| **RESULT:** | APPROVED |
| **MOVER:** | Calvin Downs |
| **SECONDER:** | Len Abruzzo |
| **AYES:** | Len Abruzzo, Stephen Allen, Calvin Downs, Jack Gilmartin, Mark Hampton, Ed Kubly, Mike McKesson, Ed Rhodes, Jim Smallwood |

## 4. Land Use Hearing Items

a. Elora Development Feeder Extension – Location and Extent – Project File: LE2025-021.

Matt Jakubowski, AICP, Chief Planner - Department of Community Development - presented the proposed application.

The applicant's representative, Tony Pollack, HDR Engineering – provided additional information.

Commissioner Gilmartin opened public comment.

There was no public comment.

Commissioner Gilmartin closed public comment.

Commissioner Gilmartin opened Planning Commission discussion.

The applicant's representative, Trevor Britton, HDR Engineering – provided additional information.

Commissioner Len Abruzzo moved to approve the Elora Development Feeder Extension –

Location and Extent – Project File: LE2025-021.

| | |
|---|---|
| **RESULT:** | APPROVED |
| **MOVER:** | Len Abruzzo |
| **SECONDER:** | Calvin Downs |
| **AYES:** | Len Abruzzo, Stephen Allen, Calvin Downs, Jack Gilmartin, Mark Hampton, Ed Kubly, Mike McKesson, Ed Rhodes, Jim Smallwood |
| **NAYS:** | None |

b. Pinecrest Community Church – Minor Development Plat – Project File: SB2024-070.

Heather Scott, AICP, Principal Planner - Department of Community Development - presented the proposed application.

The applicant's representative, Robin Brown – provided additional information.

Commissioner Gilmartin opened public comment.

There was no public comment.

Commissioner Gilmartin closed public comment.

Commissioner Gilmartin opened Planning Commission discussion.

The applicant's representative, Will Kirchner, Pinecrest Community Church – provided additional information.

Commissioner Stephen Allen moved to recommend approval of the Pinecrest Community Church – Minor Development Plat – Project File: SB2024-070.

| | |
|---|---|
| **RESULT:** | APPROVED |
| **MOVER:** | Stephen Allen |
| **SECONDER:** | Ed Kubly |
| **AYES:** | Len Abruzzo, Stephen Allen, Calvin Downs, Jack Gilmartin, Mark Hampton, Ed Kubly, Mike McKesson, Ed Rhodes, Jim Smallwood |
| **NAYS:** | None |

c. Highlands Ranch Planned Development, 81st Amendment – Planned Development Major Amendment – Project File: ZR2025-004.

Brett Thomas, AICP, Chief Planner - Department of Community Development - presented the proposed application.

The applicant's representative, Woody Bryant, Highlands Ranch Community Association – provided additional information.

Commissioner Gilmartin opened public comment.

Kate Madden, Denver, CO – provided comment.

Anthony Colaruso, Cherokee Ridge Estates HOA – provided comment.

Sarah Kilgore, Douglas County, CO – provided comment.

Laura Dalpiaz, Douglas County, CO – provided comment.

Amy Turrell, Douglas County, CO – provided comment.

Barb Baker, Douglas County, CO – provided comment.

Commissioner Gilmartin closed public comment.

Commissioner Gilmartin opened Planning Commission discussion.

The applicant's representative, Mark Giebel, Highlands Ranch Community Association – provided additional information.

Commissioner Ed Rhodes moved to recommend denial of the Highlands Ranch Planned Development, 81st Amendment – Planned Development Major Amendment – Project File: ZR2025-004, subject to the 1 recommendation provided by staff.

| | |
|---|---|
| **RESULT:** | FAILED |
| **MOVER:** | Ed Rhodes |
| **SECONDER:** | Stephen Allen |
| **AYES:** | Stephen Allen, Jack Gilmartin, Mark Hampton, Ed Rhodes |
| **NAYS:** | Len Abruzzo, Calvin Downs, Ed Kubly, Mike McKesson, Jim Smallwood |

Commissioner Mike McKesson moved to recommend approval of the Highlands Ranch Planned Development, 81st Amendment – Planned Development Major Amendment – Project File: ZR2025-004, subject to the 1 recommendation provided by staff.

| | |
|---|---|
| RESULT: | APPROVED |
| MOVER: | Mike McKesson |
| SECONDER: | Ed Kubly |
| AYES: | Len Abruzzo, Calvin Downs, Ed Kubly, Mike McKesson, Jim Smallwood |
| NAYS: | Stephen Allen, Jack Gilmartin, Mark Hampton, Ed Rhodes |

d. Sterling Ranch Planned Development, 14th Amendment – Planned Development Major Amendment – Project File: ZR2025-012.

Brett Thomas, AICP, Chief Planner - Department of Community Development - presented the proposed application.

The applicant's representative, Susan Beckman, Sterling Ranch Development Company – provided additional information.

Commissioner Gilmartin opened public comment.

William Muller, Plum Creek View Ridge HOA – provided comment.

Doug Chestnutt, Douglas County, CO – provided comment.

Commissioner Gilmartin closed public comment.

Commissioner Gilmartin opened Planning Commission discussion.

Commissioner Calvin Downs moved to recommend approval of the Sterling Ranch Planned Development, 14th Amendment, Planned Development Major Amendment – Project File: ZR2025-012.

| | |
|---|---|
| **RESULT:** | APPROVED |
| **MOVER:** | Calvin Downs |
| **SECONDER:** | Ed Kubly |
| **AYES:** | Len Abruzzo, Stephen Allen, Calvin Downs, Jack Gilmartin, Mark Hampton, Ed Kubly, Mike McKesson, Ed Rhodes, Jim Smallwood |
| **NAYS:** | None |

## 5. Adjournment

The meeting was adjourned at 8:25 p.m.

_____

Calvin Downs, Secretary

_____

Samantha Hutchison, Recording Secretary

**MEETING DATE:** December 15, 2025

**STAFF PERSON RESPONSIBLE:** Curt Weitkunat, AICP, Planning Manager

**DESCRIPTION:** 2050 Douglas County Transportation Plan.

**SUMMARY:** The request is for adoption of the 2050 Transportation Master Plan.

**STAFF ASSESSMENT:** In staff's assessment, the 2050 Douglas County Transportation Plan is consistent with the Comprehensive Master Plan and relevant statutory requirements of the State of Colorado and may be approved. The Planning Commission may adopt the 2050 Douglas County Transportation Plan.

**REVIEW:**

| | | |
|---|---|---|
| Steven E Koster | Approve | 12/5/2025 |
| Samantha Hutchison - FYI | Notified - FYI | 12/5/2025 |

**ATTACHMENTS:**

MI2025-023 - Continuance Memo
Staff Report - MI2025-023
2050 Douglas County Transportation Plan

DOUGLAS COUNTY
COLORADO

# Memo

**Date:** December 11, 2025

**To:** Douglas County Planning Commission

**From:** Janet Herman P.E., Director of Public Works

**CC:** Kathie Haire, PTP, Principal Traffic Engineer
Jason Oldham P.E., Traffic Engineering and Operations Manager
Zeke Lynch P.E., Assistant Public Works Director
Curtis J. Weitkunat, AICP, Long Range Planning Manager

**Subject:** **2050 Douglas County Transportation Plan**

**Project File:** **MI2025-011**

**Planning Commission Hearing:** **December 15, 2025 6:00 p.m.**

Staff requests a continuance for the adoption of the 2050 Douglas County Transportation Master Plan to the February 2, 2026 Planning Commission Hearing date. Staff is working to address some outstanding topics in the Plan.

The joint Board and Planning Commission work session will be rescheduled for Monday, January 12, 2026 at 5:00 p.m.

DOUGLAS COUNTY
COLORADO

# Staff Report

**Date:** December 3, 2025

**To:** Douglas County Planning Commission

**From:** Janet Herman P.E., Director of Public Works JH for Janet Herman

**CC:** Kathie Haire, PTP, Principal Traffic Engineer
Jason Oldham P.E., Traffic Engineering and Operations Manager
Zeke Lynch P.E., Assistant Public Works Director
Curtis J. Weitkunat, AICP, Long Range Planning Manager

**Subject:** **2050 Douglas County Transportation Plan**

**Project File:** **MI2025-011**

**Planning Commission Hearing:** **December 15, 2025 @ 6:00 p.m.**

## I. EXECUTIVE SUMMARY

The Douglas County 2050 Transportation Plan ("2050 DCTP"), a sub-element of the Comprehensive Master Plan (CMP) defines a long-range vision for a multimodal transportation system that offers more choices in how people travel. The purpose of the 2050 Douglas County Transportation Plan update is to review present conditions, identify future transportation network improvements, and ensure that adequate right of way is preserved for future improvements.

The 2050 Douglas County Transportation Plan will serve as a key resource document for Douglas County staff as well as the community. Staff will utilize the updated plan for development review, determining right of way dedication requirements, and in capital project planning. The update process will evaluate a range of alternatives to meet demand, including different travel modes, capital investments and land uses. Specific network improvements will be identified and prioritized based on relative need, timing, and cost.

## II. REQUEST

### A. Request

The request is for adoption of the 2050 Douglas County Transportation Plan.

### B. Process

In the State of Colorado, it is the duty of the County Planning Commission to draft and adopt a Comprehensive Master Plan for the unincorporated territory of the county, pursuant to C.R.S. 30-28-106 (1). Per 30-28-106 (3a) the master plan of a county may include the general location and extent of transportation facilities including the

priorities, anticipated costs, and funding proposals. The development of the Douglas County 2050 Transportation Plan with the Comprehensive Master Plan integrates land use and transportation planning.

## C. Project Description

The purpose of the 2050 Douglas County Transportation Plan is to understand present conditions, identify future transportation network improvements, and ensure that adequate right of way is preserved. The 2050 Douglas County Transportation Plan will serve as a key resource document for Douglas County staff as well as the community. Staff will utilize the updated plan for development review, determining right of way dedication requirements, and in capital project planning. The update process will evaluate a range of alternatives to meet demand, including different travel modes, capital investments and land uses. Specific network improvements will be identified and prioritized based on relative need, timing, and cost.

### Research and Review

The 2050 DCTP incorporates and builds upon the concepts and recommendations from previous planning efforts reviewing existing plans, studies, standards, and guidelines. Local, regional and statewide plans were also incorporated into the 2050 DCTP foundation. The 2050 DCTP considers and builds upon information within the previous Douglas County 2040 Transportation Master Plan (adopted 2019), the most recent local agency transportation plans, recent studies conducted by the County and local agencies, and the most recent Denver Regional Council of Governments (DRCOG) 2050 Regional Transportation Plan.

### Existing Conditions

Data describing the transportation facilities and services in the County were developed through an evaluation of the existing transportation system. Urban and rural areas have fundamental different characteristics with regards to density of road networks, land use, and travel patterns. Consequently, roadway types are established within a functional classification system to reflect the diverse influences and characteristics of roads within Douglas County. The Douglas County Engineering Division has adopted a Functional Street Classification Plan based on projected traffic volumes, land use, and expected growth levels.

### Multimodal Facilities and Services

Technical analysis evaluated the existing transportation network for level of service (LOS) type operational performance, connectivity, and service gaps to identify strengths and weaknesses. Future conditions for the plan year were evaluated based on the DRCOG travel demand model. The DRCOG activity-based model was reviewed to identify travel patterns and corridor mobility performance and validated using StreetLight data specific to Douglas County. Origin-Destination (O-D) links and demands between activity centers and gateways into/out of the County were reviewed along with details such as trip type, mode of travel, and trip attributes

including trip length and time may also be analyzed to provide insights into travel demand. Alternative travel modes are an important component of the 2050 DCTP including bicycles, pedestrians, and transit. Vehicular flow has enhanced service through the use of Intelligent Transportation System providing communication to all County traffic signals and network devices.

**Travel Demand Development**
A travel demand model for Douglas County was prepared as part of the 2050 DCTP update. The model provides for the input of land use for each planning horizon, along with an assumed roadway network, to assess the travel demand placed on the roadway system. The DRCOG model was utilized to develop daily vehicular forecasts on the primary roadway facilities and develop forecasts based on the density and location of households and jobs; existing and planned roadways and how much traffic they can accommodate, as well as the associated multimodal system. Through coordination with the Community Development Department's 2040 Comprehensive Master Plan, revised land use data were utilized on a zonal level. Travel demand forecasts were developed for four planning horizons: 2030, 2040, 2050, and beyond.

**Travel Forecasts and Network Performance**
The purpose of the TP travel demand forecasts are to produce future average daily traffic volumes for use in planning and design. These forecasts are utilized to determine the need of a project, number of roadway lanes needed and for alternative transportation systems. A network performance evaluation was conducted for each of the planning horizon years of 2030, 2040, 2050, and beyond 2050 by comparing the forecasted traffic volumes to the level of service (LOS) daily threshold volume for the corresponding roadway function classifications. This process allowed the determination where daily volumes would be approaching or exceeding the specified LOS threshold volume for the corresponding roadway type. Douglas County has identified threshold criteria of LOS D for urban roadways and LOS C for rural roadways. This evaluation criterion was used to help facilitate a determination when specific roadway improvements are needed.

**Integrated Planning Effort**
The 2050 DCTP was managed by the Douglas County Public Works Engineering Department with a Stakeholder Engagement Team (SET) providing direction and review of the technical analysis and draft recommendations. The SET included an interdisciplinary team of key staff from Public Works Engineering, Community Development, and Open Space and Natural Resources.

Agency outreach was conducted to receive input from local, regional, and state transportation stakeholders that involved representatives from CDOT, Regional Transportation District (RTD), DRCOG, Aurora, Castle Pines, Castle Rock, Larkspur, Littleton, Lone Tree, Parker, and the Highlands Ranch Metro District.

**Recommended Transportation System Plan**
The projects and programs recommended by 2050 DCTP vary in type and scale to address near- and long-term mobility needs aligned with the guidance of the CMP and the Goal Framework. The comprehensive list of projects and programs are intended to advance the county's mobility goals including safety, service to all users, sustainability, resiliency, and system efficiency.

The projects are presented in project horizon "bands" based on recommended timing, including Near-Term (2026-2030), Mid-Term (2031-2040), and Long-Term (2041-2050). These three bands are also constrained by forecast funding using current funding strategies. There are additional projects listed in a Vision 2050+ horizon based on the total needs analysis of the planning project to meet the county's mobility goals including, service to all users, sustainability, resiliency, and system efficiency. These projects should be considered if additional funding becomes available within the 2050 DCTP planning horizon.

**Public Outreach**
The 2050 Transportation Plan involved significant community engagement during key phases of the planning process. Community engagement efforts offered opportunities for members of the community to participate.

The public engagement efforts included Public Meetings, Project Web Page, Comment Database Site, Agency Coordination and the Referral Process.

An engagement process that actively listened to voices in the community to shape project outcomes and that considered a broad range of solutions mutually explored through information sharing, education, and respectful discussion.

- Collaborated with County leaders and staff, agencies, and other stakeholders representing the diverse interests of the community to identify the goals, priorities, and preferred strategies that will meet future mobility needs and other goals such as quality of life, sustainability, and economic opportunity.

- Delivered a data driven analysis to transparently identify needs and communicate the strategy choices and consequences, to identify a specific list of projects and other actions to advance implementation of the plan. The process of developing the Plan included an evaluation of strengths, weaknesses, opportunities, and constraints (SWOC) to characterize the functioning of the current and future mobility network relative to a goal framework established through collaboration with the County and advisory stakeholders. The results of the SWOC analysis will be used to generate potential strategies and solutions to enhance future mobility. Preferred strategies and solutions will be refined into specific projects and other actions as an implementation plan. This plan includes an implementation toolbox of recommended priorities, potential funding strategies, and information to support future project funding pursuits.

**Review and Inclusion of Outreach Comments**
Community feedback and agency comments were analyzed and synthesized relative to transportation goals, objectives, and policies.

**Referral Process**
The "referral draft" of the 2050 DCTP was referred for review and comment by referral agencies and the public over a 30-day period. The scheduled public meeting provided an opportunity for additional discussions with citizens.

**Post-referral Analysis and Review**
Referral agency and public comments on the draft Plan were evaluated by staff, inclusive of analysis and synthesis of community feedback comments relative to transportation goals, objectives, and policies. Four (4) local agency referral responses requested incorporation of specific local improvements into the 2050 DCTP. The requested improvements were reviewed and incorporated into the 2050 DCTP.

**Final Draft**
The final compilation of the document has been developed with revised text, maps, and graphics and was reviewed by the Planning Commission on November 17, 2025.

**Planning Commission Review & Adoption**
The Planning Commission reviewed the draft 2050 Douglas County Transportation Plan and provided the listed comments and suggested revisions:

- Review for consistency in terminology
- Review the graphs for accuracy and display
- Review staff-suggested rural road paving in light of CMP policies
- Review statistical significance of survey results
- Review work from home percentage
- Enhance bicycle facility discussion differentiating between bike to work trips and work from home
- Passenger rail expansion
- Added locational description to numbered sub-areas

The comments and suggestions were reviewed and incorporated into the final draft.

The 2050 Transportation Plan is scheduled for public hearing and adoption before the Planning Commission. Following its adoption, the Plan will be certified to the Board of County Commissioners.

**D. Public Outreach**
The 2050 DCTP was shaped through a collaborative process that reflects the needs of Douglas County's diverse communities. It engaged three key groups: county leadership, who offered operational and policy insights; a Stakeholder Engagement Team of planning and advocacy partners who regularly advised on the plan's

direction; and the public, whose input helped guide priorities for the county's transportation future. The public outreach effort focused on:

- Website: 2050 Transportation Plan - Douglas County
- News: Colorado county asks for public input on $2 billion plan for transportation improvements to accommodate growth - CBS Colorado
- Four Stakeholder Engagement Team (SET) meetings
- Four Public Road Show Pop-Up Events (Parker, Highlands Ranch, Castle Rock, and Castle Pines)
- Two countywide surveys with over 1,000 combined responses
- Online public comment map

### E. Summary of Recommendations

The recommended transportation system includes improvements for the roadway network, bicycle and pedestrian facilities, and transit services and considers emerging trends likely to impact the DCTP into the future. The provision of adequate facilities to satisfy the forecasted travel demand is an important consideration in the development of the recommended multimodal transportation system. The TP recommends an efficient transportation system that is integrated with local agency and jurisdiction transportation plans to provide countywide connectivity.

## III. PUBLIC NOTICE AND INPUT

The 2050 DCTP "Draft Referral" was sent out for review through the referral process on October 15, 2025 to obtain public and referral agency feedback. Referrals were sent electronically to all agencies on the County's referral list, inclusive of homeowners' associations. Additionally, social media outreach was utilized to reach the broader community and individuals.

## IV. STAFF ASSESSMENT

In staff's assessment, the 2050 Douglas County Transportation Plan is consistent with the CMP and relevant statutory requirements of the State of Colorado and may be approved. The Planning Commission may adopt the 2050 Douglas County Transportation Plan.

**ATTACHMENTS** **PAGE**

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2050 Douglas County Transportation Plan ..... 9

RESOLUTION NO. PC25-___

DOUGLAS COUNTY PLANNING COMMISSION
A RESOLUTION ADOPTING
THE DOUGLAS COUNTY 2050 DOUGLAS COUNTY TRANSPORTATION PLAN

*WHEREAS*, pursuant to C.R.S. § 30-28-106(1), it is the duty of the Douglas County Planning Commission ("Planning Commission") to make and adopt a master plan for the physical development of the unincorporated territory of Douglas County; and

*WHEREAS*, pursuant to C.R.S. § 30-28-108, the Planning Commission may amend, extend, or add to a master plan or carry out any part of it into greater detail from time to time; and

*WHEREAS*, pursuant to C.R.S. § 30-28-106(3)(a) the master plan of Douglas County shall, in part, show the Planning Commission's recommendations for the development of the unincorporated territory of the county and includes the general location, character, and extent of existing, proposed, or projected streets or roads, rights-of-way, highways, bridges, parkways, mass transit routes and corridors; and the general location and extent of transportation facilities including the priorities, anticipated costs, and funding proposals of such facilities; and

*WHEREAS*, in 2003, the Planning Commission adopted the Douglas County 2020 Transportation Master Plan; and

*WHEREAS*, in 2009, the Planning Commission adopted the Douglas County 2030 Transportation Master Plan; and

*WHEREAS*, in 2019, the Planning Commission adopted the Douglas County 2040 Transportation Master Plan; and

*WHEREAS*, staff engaged with the Douglas County citizens in a thorough public outreach process in support of the update to the 2040 Transportation Master Plan; and

*WHEREAS*, Public Works Engineering Division and the Planning Services Division of the Department of Community Development worked in conjunction with each other to engage the public in the community outreach process; and

*WHEREAS*, pursuant to C.R.S. § 30-28-106(1), the 2050 Douglas County Transportation Plan has been reviewed by the Planning Commission, and the Planning Commission has accepted and considered oral and written public comments throughout the process of developing it; and

*WHEREAS*, the Planning Commission considered the 2050 Douglas County Transportation Plan at a public hearing held on December 15, 2025.

*NOW, THEREFORE, BE IT RESOLVED*, by the Douglas County Planning Commission, that:

1. The 2050 Douglas County Transportation Plan dated December 15, 2025, including any amendments approved by the Planning Commission by motion in the public hearing held on December 15, 2025, all of which are incorporated herein and made a part hereof by this reference, is hereby adopted for the unincorporated area of Douglas County, superseding the 2040 Transportation Master Plan approved October 19, 2019, as amended.

2. In connection with the printing of the 2050 Douglas County Transportation Plan, the Director of Public Works Engineering is authorized to make any appropriate corrections to the grammar, syntax, and format of the 2050 Transportation Plan.

3. A copy of the 2050 Douglas County Transportation Plan, together with a copy of this resolution, shall be certified to the Board of County Commissioners of the County of Douglas, State of Colorado, and to the Planning Commissions of all municipalities within Douglas County.

*BE IT FURTHER RESOLVED*, that the 2050 Douglas County Transportation Plan is hereby incorporated by reference into and is a part of the Douglas County 2040 Comprehensive Master Plan adopted August 5, 2019.

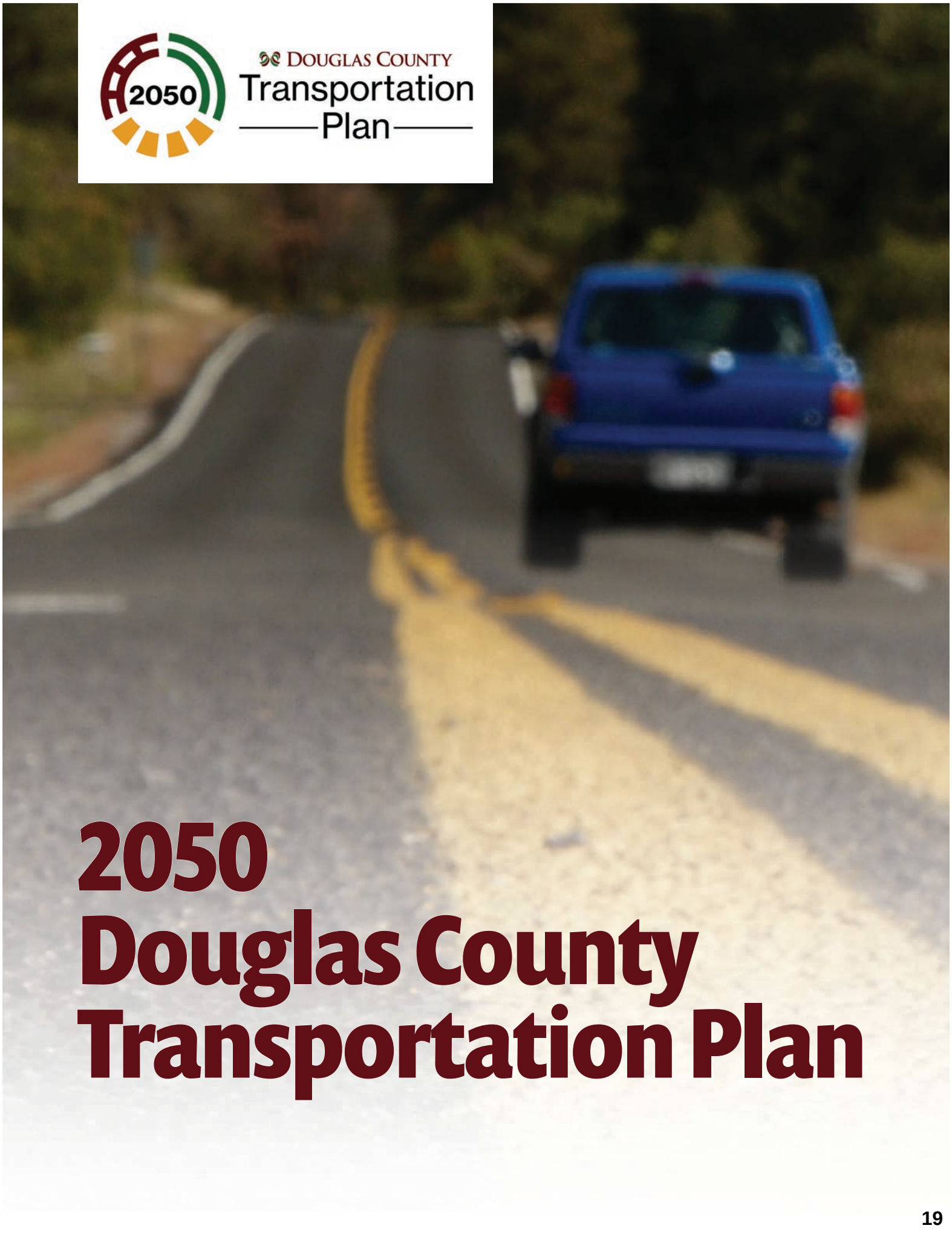
*PASSED AND ADOPTED* this 15th day of December 2025, in Castle Rock, Douglas County, Colorado.

DOUGLAS COUNTY PLANNING COMMISSION

BY:_____
Jack Gilmartin, Acting Chair

ATTEST:

BY:_____
Calvin Downs, Secretary




# 2050 Douglas County Transportation Plan

# 2050 Douglas County Transportation Plan

**Douglas County Department of Public Works**
Engineering Division
100 Third Street, Suite 220
Castle Rock, CO 80104

## Accessibility Disclaimer

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# ACKNOWLEDGEMENTS

Thank you to all who contributed their time and energy to creating the 2050 Douglas County Transportation Plan.
The plan could not have been created without the assistance and input from the the following individuals and the public.

## BOARD OF COMMISSIONERS

**Abe Laydon** – Commissioner, District #1
**George Teal** – Commissioner, District #2
**Kevin Van Winkle** – Commissioner, District #3

## PLANNING COMMISSION

**Len Abruzzo** – District #3
**Stephen Allen** – District #2
**Calvin Downs** – District #3
**Jack Gilmartin** – District #1
**Mark Hampton** – District #2
**Edward Kubly** – District #1
**Michael McKesson** – District #3
**Edward A. Rhodes** – District #2
**James Smallwood** – District #1
**Mark Witkiewicz** – District #2

## DOUGLAS COUNTY PROJECT TEAM

**Nick Giauque**
**Art Griffith**
**Katherine Haire**
**Janet Herman**
**Zeke Lynch**
**Jason Oldham**
**Benjamin Pierce**
**Dan Roberts**
**Dina Rogers**
**Curt Weitkunat**
**Maisie Wingerter**

## CONSULTANT TEAM

olsson

**Karen Aspelin**
**Lauren Ellens**
**Jenna Friesen**
**Lauren Hildreth**
**Kyle McLaughlin**
**Alex O'Connell**
**Adam Rankin**
**Ben Rehm**
**Ted Ritschard**
**Stacey Roach**
**Chris Rolling**
**Troy Russ**
**Michelle Schefflin**
**Hannah Sievers**

ATG | DCCM

**Tim Smith**
**Mike Chaney**

## STAKEHOLDER ENGAGEMENT TEAM

**Dave Aden** – Town of Parker
**Victoria Byler –** Colorado Department of Transportation
**Derek Castellano** – Douglas County Sheriff's Office
**Rand Clark** – Douglas County Community Services
**Rich Cosgrove** – Douglas County School District
**Forrest Dykstra** – Highlands Ranch Metro District
**Ryan Edwards** – Highlands Ranch Metro District
**Bob Epstein** – Douglas County Senior Foundation
**Dole Grebenik** – City of Castle Pines
**Debb Haynie** – Castle Rock Senior Center
**Daniel Hutton** – South Denver Transportation Management Association
**Chris Hudson** – Town of Parker
**Jim Katzer** – Arapahoe County
**Heather Kelly** – Douglas County Conservation District
**Sasha Larson** – Arapahoe/Douglas Works! Workforce Center
**Kiernan Malefsky** – Regional Transportation District
**Kevin McHugh** – Castle Rock Chamber of Commerce
**Cal McNutt** – Colorado Department of Transportation
**Chris Meehan** – Douglas County School District
**Cole Neder** – Denver Regional Council of Governments
**Larry Nimmo** – City of Castle Pines
**Mark O'Harold** – Douglas County Sheriff's Office
**Tom Reiff** – Town of Castle Rock
**Shane Roberts** – City of Littleton
**Alvan-Bidal Sanchez** – Denver Regional Council of Governments
**Justin Schmitz** – City of Lone Tree
**Quinn Schulz** – South Denver Transportation Management Association
**Bill Sirois** – Regional Transportation District
**Kelsey Thiessen** – Aging Resources of Douglas County
**Teri Vogel** – Bicycle Colorado
**Tom Williams** – Town of Parker

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# ACRONYMS

- 2050 DCTP – 2050 Douglas County Transportation Plan
- ADA – Americans with Disabilities Act
- AI – Artificial Intelligence
- BRT – Bus Rapid Transit
- C470 – Colorado State Highway 470
- CDOT – Colorado Department of Transportation
- CIP – Capital Improvements Plan
- CMP – Comprehensive Master Plan
- CO-83 – Colorado State Highway 83
- CO-86 – Colorado State Highway 86
- CR – County Road
- DCEDC – Douglas County Economic Development Corporation
- DCSD – Douglas County School District
- DIA – Denver International Airport
- DRCOG – Denver Regional Council of Governments
- E470 – E-470 Public Highway Authority
- FRPR – Front Range Passenger Rail
- FSCP – Functional Street Classification Plan
- GHG – Greenhouse Gas
- GIS – Geographic Information Systems
- I-25 – Interstate 25
- IGA – Intergovernmental Agreement
- ITS – Intelligent Transportation Systems
- LOS – Level of Service
- LRT – Light Rail Transit
- O-D – Origin-Destination
- PCI – Pavement Condition Index
- PT – Planning Time
- PTI – Planning Time Index
- ROW – Right of Way
- RTD – Regional Transportation District
- SARIA – South Aurora Regional Improvement Authority
- SDP – Service Development Plan
- SET – Stakeholder Engagement Team
- SWOC – Strengths, Weaknesses, Opportunities, and Constraints
- TAZ – Transportation Analysis Zone
- TDM – Travel Demand Model
- TMP – Transportation Master Plan
- TOD – Transit-Oriented Development
- US-85 – US Highway 85
- VMB – Variable Message Board
- VRU – Vulnerable Road User



# Section 1
# Purpose & Overview

**The 2050 Douglas County Transportation Plan (2050 DCTP) serves as a strategic guide for shaping Douglas County's transportation system over the next 25 years, ensuring it aligns with community priorities while addressing transportation needs. It envisions a safe, efficient, and sustainable network that enhances quality of life and economic vitality. Designed as a living document, the plan will support future decisions to prioritize and program capital investments and other actions to address evolving challenges.**

## What will this plan do?

The 2050 DCTP outlines Douglas County's strategy for building a future-ready transportation system that reflects community values like resilience, accessibility, safety, efficiency, and sustainability. It sets ambitious goals, evaluates current and future needs, and translates them into strategic investments and a prioritized list of projects. This comprehensive approach ensures the plan remains flexible and responsive to growth, change, and stakeholder input.

## Big picture challenges facing Douglas County

Douglas County faces several key challenges in planning its transportation future, including rapid internal and regional growth, infrastructure demands that exceed available funding, and evolving travel behaviors driven by technology and remote work. The county must also balance infrastructure development with sustainability concerns and the need to coordinate regionally to ensure seamless mobility. These factors require strategic prioritization, innovative funding, and adaptive planning to meet current and future needs. This plan evaluates current needs, forecasts anticipated changes, and considers these big picture challenges in an integrated approach driven by public process and informed by data driven analysis.

The 2050 DCTP is more than an update to the county's previous 2040 plan; it is designed to respond to a rapidly changing environment. Douglas County and the region continue to experience significant population growth, driving increased demand on the transportation system. At the same time, advancements in technology are reshaping how vehicles operate and how transportation systems connect. Expectations for personal mobility are evolving, with growing interest in diverse travel options and changing workplace dynamics. The 2050 DCTP offers a timely opportunity to reassess the county's transportation system and develop a forward-looking strategy that addresses emerging needs and priorities.

The 2050 DCTP included a robust technical analysis of the transportation system while tempering these analytics with a deliberate assessment of how the system serves people, and their goals for community, economic opportunity, and quality of life. The following discussion describes the key foundational elements of the planning process and their importance.



# FOUNDATIONAL ELEMENTS

## Integrated Planning

The development of a multimodal transportation plan builds upon previous planning efforts. Reviewing relevant plans from Douglas County, local jurisdictions, and regional agencies ensures that their analyses and recommendations inform the creation of the 2050 DCTP. Transportation plans developed by other jurisdictions provide critical insights into local priorities, infrastructure needs, and planned investments. By integrating these local plans, the 2050 DCTP aligns regional strategies with community-level goals, fostering a more cohesive and effective transportation network.

One of the most significant prior planning efforts that informed the development of this 2050 DCTP is the Douglas County 2040 Comprehensive Master Plan (CMP). The CMP was also driven by an extensive public process that developed a countywide vision, goals, and objectives for topics of land use, the natural and built environment, and quality of life. This 2050 DCTP is designed to be mutually supportive of the CMP, aligning transportation investments more effectively with the desired outcomes.

In the State of Colorado, it is the duty of the County Planning Commission to draft and adopt a Comprehensive Master Plan for the unincorporated territory of the county, pursuant to C.R.S. 30-28-106 (1). Per 30-28-106 (3a) the master plan of a county may include the general location and extent of transportation facilities including the priorities, anticipated costs, and funding proposals. The development of the 2050 Douglas County Transportation Plan with the Comprehensive Master Plan integrates land use and transportation planning.



### Shared Vision and Goals

Both plans are built around a shared vision for the county's future. The CMP outlines broad goals for land use, growth management, environmental stewardship, and community services. The 2050 DCTP supports these goals by ensuring the transportation system can accommodate projected growth, development patterns, and how people can move throughout the county.



### Land Use and Transportation Integration

The 2050 DCTP uses land use projections from the CMP to forecast travel demand and determine where transportation infrastructure is needed. For example, areas identified in the CMP for higher-density development or employment centers are prioritized in the 2050 DCTP for road expansions, transit services, and multimodal facilities



### Coordinated Planning Process

Douglas County emphasizes an integrated planning effort, where transportation planning is not done in isolation. The 2050 DCTP incorporates data and direction from the CMP, including population forecasts, employment trends, and land use maps, to ensure consistency across planning documents.



### Policy Alignment

The CMP provides the policy framework that guides zoning, subdivision regulations, and development approvals. The 2050 DCTP translates these policies into actionable transportation projects and capital improvement programs. This ensures that transportation investments align with land use decisions and community priorities.



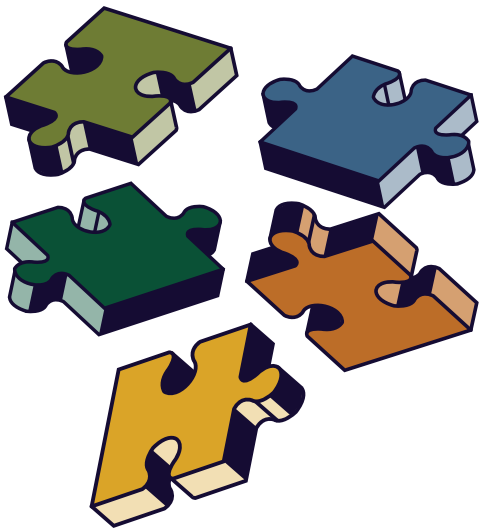
### Implementation and Decision-Making

Both plans are used by county officials when making decisions about land use applications, infrastructure funding, and development approvals. The CMP sets the criteria, and the 2050 DCTP provides the technical and logistical roadmap to meet those criteria.



## Public and Stakeholder Engagement

The development of the plan was guided by a collaborative and inclusive planning process designed to reflect the needs and aspirations of Douglas County's diverse communities. The plan engaged with three distinct audiences to ensure a well-rounded and inclusive planning process. The Douglas County leadership team, which consisted of the county staff provided critical insights from operational, policy, and county perspectives. The Stakeholder Engagement Team (SET) served as a recurring advisory group composed of municipal representatives, advocacy organizations, cultural groups, and residents, meeting regularly to shape the plan's direction. Finally, the public, including Douglas County residents and others who live, work, or travel through the county, were invited to share their experiences and priorities to help guide the future of transportation in the county. Public outreach included multiple virtual surveys and in-person events. Public and agency comments are included in ***Appendix B - Community Engagement Summary.***



## Goal Framework

The Goal Framework was shaped through early stakeholder engagement and serves as the foundation for key analytical metrics, guiding the identification of potential projects and actions to enhance system performance. Centered around five core goals: resilience, service to all, safety, reliability, and sustainability, the framework provides a lens through which the existing transportation system is evaluated. Assessing how well the current system aligns with these goals helps uncover areas of unmet needs or opportunities for significant improvement. Identifying gaps both in performance and geography through data-driven analysis and robust stakeholder and public input has been essential in defining system shortcomings. These identified needs directly inform the development of strategies and projects that will shape the future transportation network.

## Performance-Based Needs Analysis and Need-Driven Projects

The 2050 DCTP applies a performance-based planning process to assess the transportation system, identify shortfalls in current or future performance, and identify corrective actions to align performance with expectations. This process provides a more comprehensive evaluation of how the system serves people and communities using a Goal Framework developed through a public process.

- The Goal Framework establishes what is essential and is used to measure how the system performs
- System needs are identified as deficiencies in performance (rather than an assumed project)
- A wide range of strategies to address each need is considered to serve the entire Goal Framework best

This process better aligns transportation investments to serve mobility and community goals.

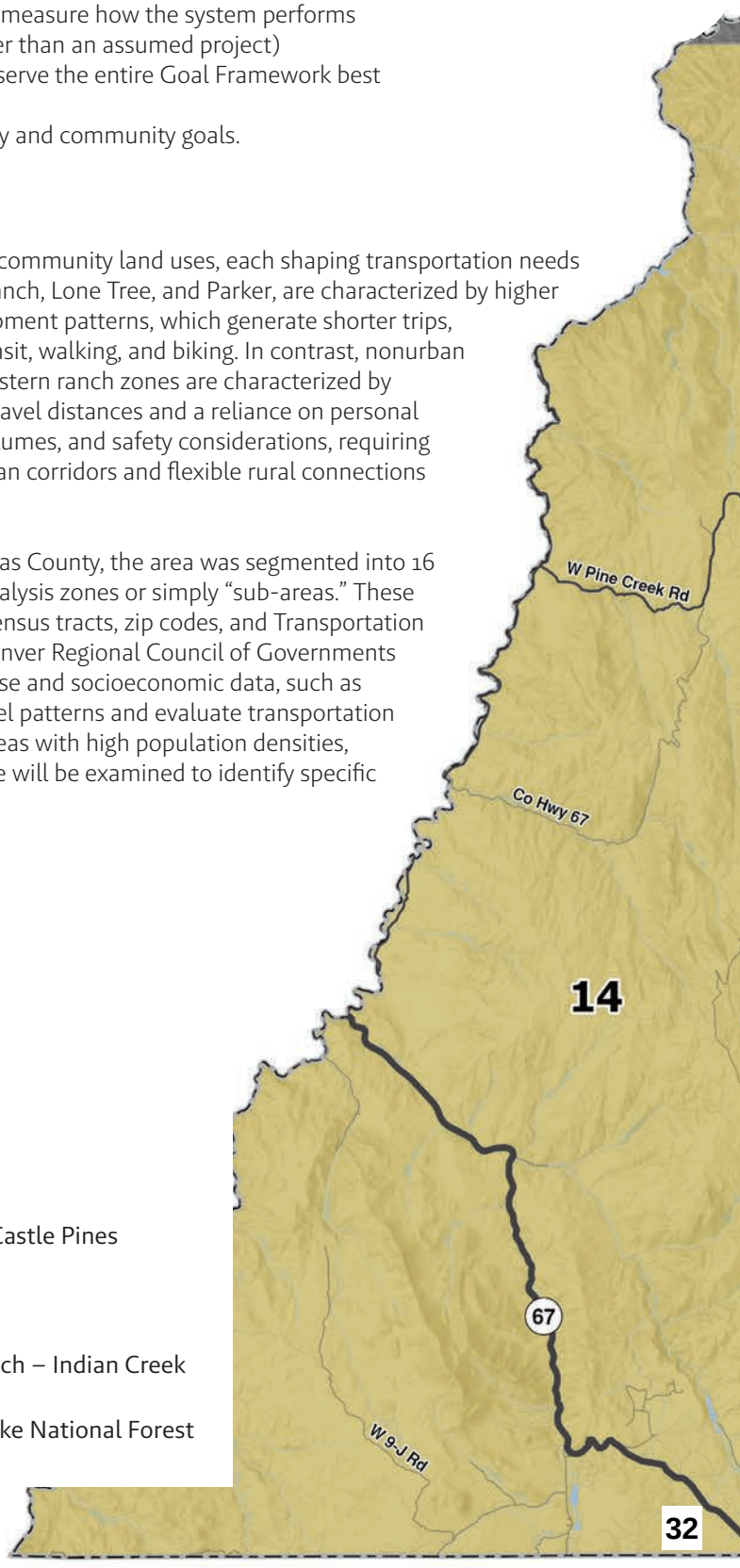
## Sub Areas - Content Aware Process

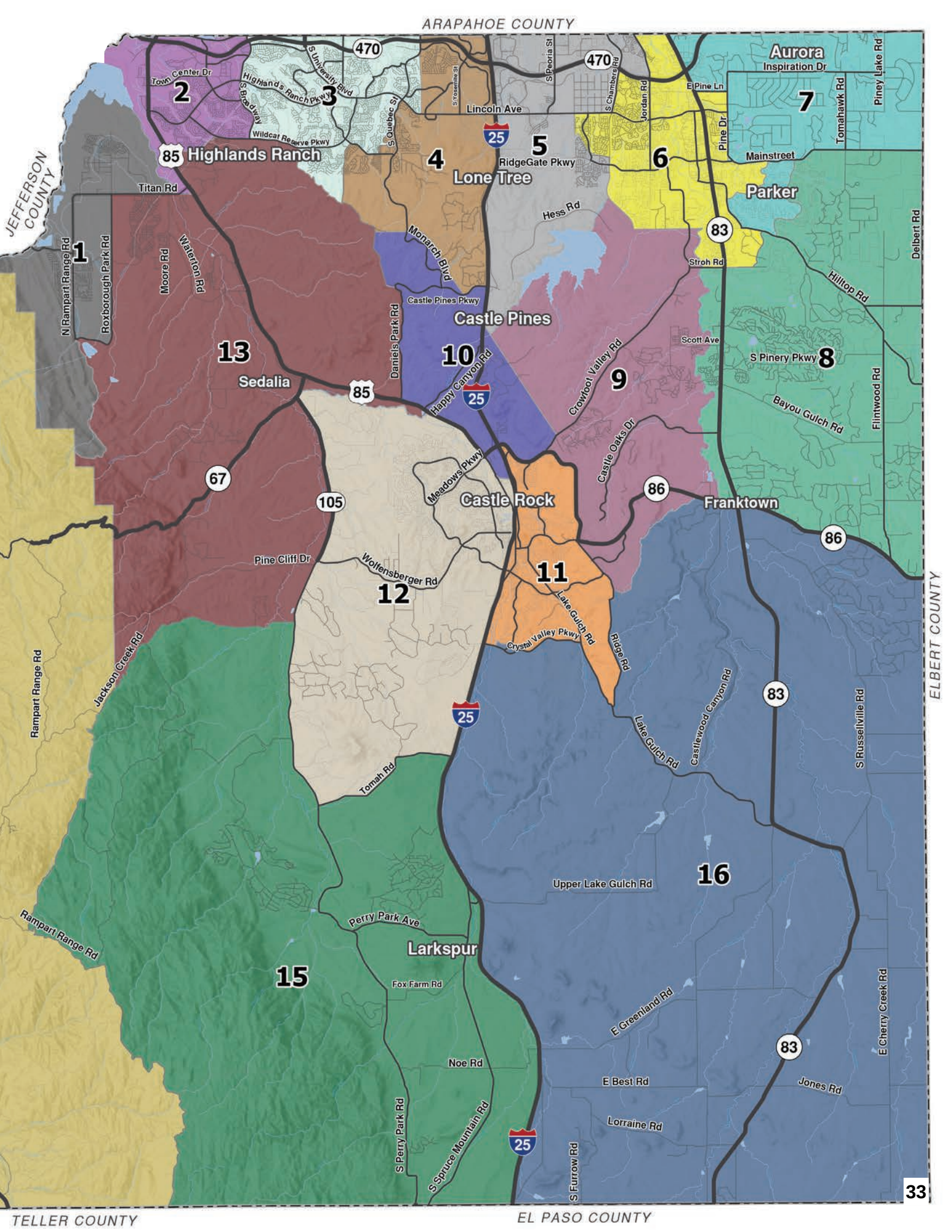
Douglas County features a diverse mix of urban, nonurban, and rural community land uses, each shaping transportation needs and infrastructure in distinct ways. Urban areas, such as Highlands Ranch, Lone Tree, and Parker, are characterized by higher population densities, commercial centers, and more compact development patterns, which generate shorter trips, greater demand for multimodal transportation options, including transit, walking, and biking. In contrast, nonurban areas and rural communities like Sedalia, Perry Park, and the southeastern ranch zones are characterized by low-density residential and agricultural land uses, leading to longer travel distances and a reliance on personal vehicles. These differing contexts influence roadway design, traffic volumes, and safety considerations, requiring a transportation network that accommodates both high-capacity urban corridors and flexible rural connections while supporting safe and efficient travel for all users.

To address the varied land uses and population distributions in Douglas County, the area was segmented into 16 distinct zones for transportation analysis, known as transportation analysis zones or simply "sub-areas." These sub-areas were developed using a combination of datasets such as census tracts, zip codes, and Transportation Analysis Zones (TAZs), which are the geographic units used by the Denver Regional Council of Governments (DRCOG) in its regional travel demand model. TAZs aggregate land use and socioeconomic data, such as households and employment, into manageable areas to forecast travel patterns and evaluate transportation improvements. The division into 16 zones was designed to address areas with high population densities, diverse land uses, and varying transportation requirements. Each zone will be examined to identify specific transportation constraints, needs, and strategies.

**Figure 1.1 - Douglas County Sub Areas**

- Sub Area 1: Roxborough – Chatfield – W Sterling Ranch
- Sub Area 2: W Highlands Ranch – N US-85
- Sub Area 3: E Highlands Ranch
- Sub Area 4: Surrey – W Lone Tree – N Castle Pines
- Sub Area 5: Meridian – Grand View – E Lone Tree
- Sub Area 6: Stonegate – Central Parker
- Sub Area 7: Far Northeast – Inspiration – Aurora
- Sub Area 8: Northeast – Pinery – SE Parker – Flintwood
- Sub Area 9: Crowfoot – SW Parker – NE Castle Rock – E Castle Pines
- Sub Area 10: Castle Pines Village – Happy Canyon
- Sub Area 11: E Central Castle Rock
- Sub Area 12: Keene – Dawson – W Castle Rock
- Sub Area 13: Sedalia – Louviers – Cherokee – Sterling Ranch – Indian Creek
- Sub Area 14: W Douglas County – S Platte – Deckers
- Sub Area 15: W Plum Creek – Larkspur – Perry Park – E Pike National Forest
- Sub Area 16: Cherry Valley – SE Castle Rock – Franktown




ARAPAHOE COUNTY
JEFFERSON COUNTY
ELBERT COUNTY
TELLER COUNTY
EL PASO COUNTY
Aurora
Inspiration Dr
Highlands Ranch
Lone Tree
Parker
Castle Pines
Castle Rock
Franktown
Sedalia
Larkspur
Town Center Dr
Broadway
Highlands Ranch Pkwy
S University Blvd
Wildcat Reserve Pkwy
S Quebec St
S Yosemite St
S Peoria St
Lincoln Ave
RidgeGate Pkwy
S Chambers Rd
Jordan Rd
E Pine Ln
Pine Dr
Tomahawk Rd
Piney Lake Rd
Mainstreet
Titan Rd
Hess Rd
Monarch Blvd
Stroh Rd
Delbert Rd
Hilltop Rd
N Rampart Range Rd
Roxborough Park Rd
Moore Rd
Waterton Rd
Castle Pines Pkwy
Daniels Park Rd
Scott Ave
S Pinery Pkwy
Crowfoot Valley Rd
Happy Canyon Rd
Bayou Gulch Rd
Flintwood Rd
Castle Oaks Dr
Meadows Pkwy
Pine Cliff Dr
Wolfensberger Rd
Crystal Valley Pkwy
Lake Gulch Rd
Ridge Rd
Jackson Creek Rd
Rampart Range Rd
Castlewood Canyon Rd
S Russellville Rd
Tomah Rd
Upper Lake Gulch Rd
Perry Park Ave
Fox Farm Rd
E Greenland Rd
E Cherry Creek Rd
Noe Rd
E Best Rd
Jones Rd
Lorraine Rd
S Perry Park Rd
S Spruce Mountain Rd
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## 1 Data Collection

The process began with data collection, gathering information on transportation infrastructure, traffic volumes, population trends, land use, safety records, and community demographics. This critical first step creates the foundational database necessary for evidence-based planning.

## 2 System Conditions Analysis & Travel Demand Forecasting

Collected data was analyzed to assess current system performance and travel demand patterns. This includes evaluating existing infrastructure conditions, network reliability, congestion points, safety hotspots, and projected growth trends. The result is a detailed "state of the system" that highlights both strengths and areas of concern.

## 3 Performance-Based Needs

With a clear Goal Framework in place, each sub area was examined to identify specific gaps and needs. This geographic and performance-based screening ensures that unique challenges and opportunities in each community are surfaced and prioritized according to countywide objectives.

## 4 Identification of Strategies

For the identified needs, the plan explored a range of strategies, including multimodal enhancements, safety improvements, technology integration, or infrastructure upgrades to determine the most effective approaches for addressing the established needs in pursuit of the desired performance or ambition.

# PLANNING PROCESS

The 2050 DCTP process is built on a series of deliberate, interconnected steps that transform data and community input into effective, actionable outcomes.

This stepwise, data-driven approach ensures that transportation investments are aligned with community values, responsive to current and future demands, and strategically targeted to produce lasting benefits for all who live and work in, or travel through Douglas County.

## Defining Goals and Ambitions

Grounded in stakeholder and public engagement, the plan established core goals for the future transportation system. These goals serve as the touchstone for subsequent decision-making. The plan also considered the relative ambition for each goal in varying contexts to understand if the desired increase in performance could be characterized on a scale from incremental to transformational.

PERFORMANCE BASED NEEDS

POTENTIAL GOALS

PREFERRED GOALS



## Developing Actions, Projects, and Programs

The final step is translating preferred strategies into concrete actions, such as capital projects, operational programs, and policy initiatives. Each action is designed to directly address identified needs and to reinforce the county's vision for a resilient, equitable, and future-ready transportation network.

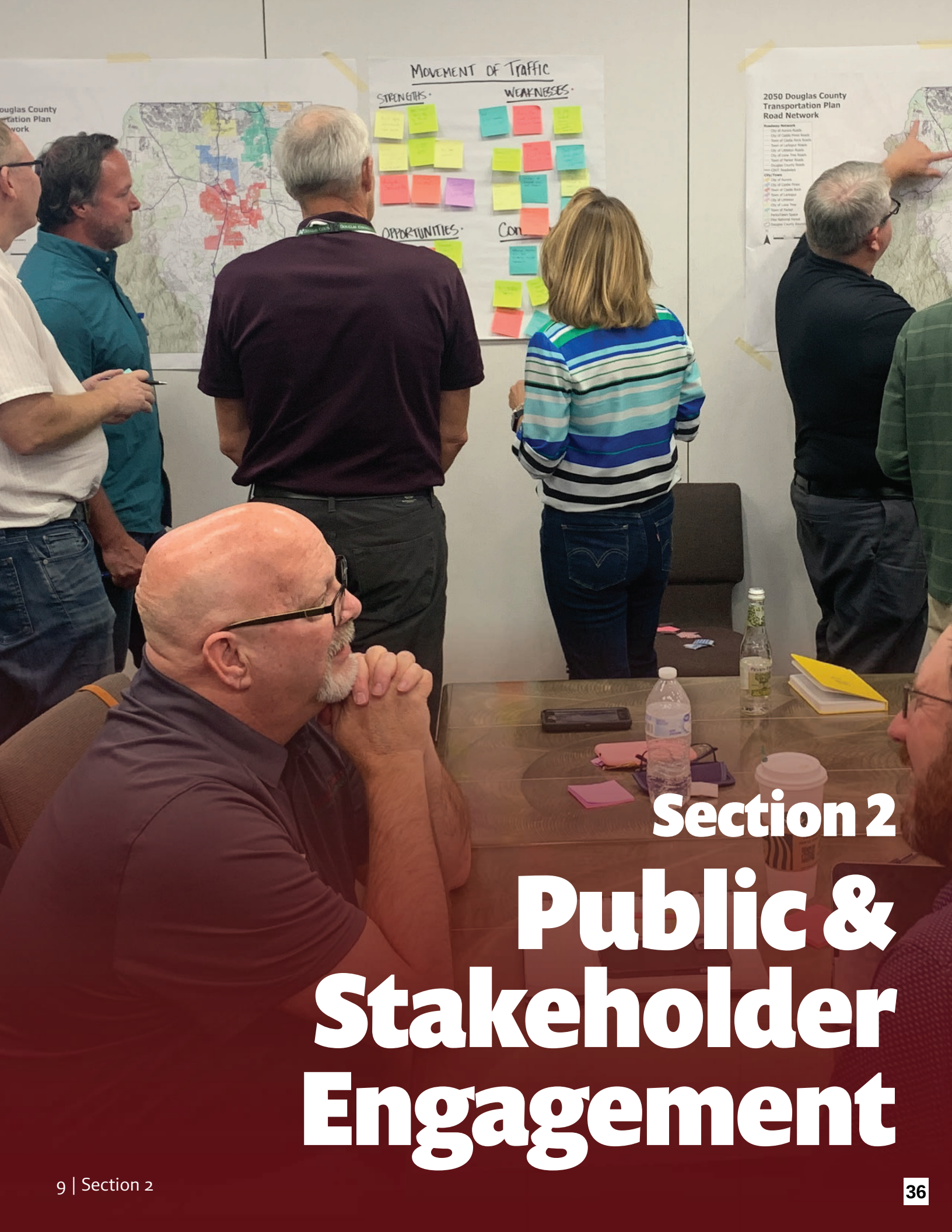
**ACTIONS**

1. Projects
2. Priorities
3. Program

**DELIVERABLES**

1. Plan Document
2. Policy Recommendations
3. Funding Toolbox

6




# Section 2

# Public & Stakeholder Engagement

The 2050 DCTP was shaped through a collaborative process that reflects the needs of Douglas County's diverse communities. It engaged three key groups: county leadership, who offered operational and policy insights; a Stakeholder Engagement Team of planning and advocacy partners who regularly advised on the plan's direction; and the public, whose input helped guide priorities for the county's transportation future.

## Engagement Activity

**4** Stakeholder Engagement Team (SET) Meetings

**4** Public Road Show Pop-Up Events

**2** Douglas County Staff Work Sessions

**Survey #1** **223** respondents

**Survey #2** **779** respondents

**140** contributions to a Public Comment Map

During development of the 2050 DCTP two other relevant surveys were conducted in Douglas County. The public survey conducted for the Integrated Transit and Multimodal Study and the Countywide Citizen (or Resident) Survey asked questions highly relevant to the 2050 DCTP planning process. The results of these surveys provided additional information in the development of plan recommendations. **Results of these complementary surveys are illustrated on page 16.**

## Outreach Tools

The 2050 Transportation Plan used many tools to reach as many individuals, communities, stakeholders and interest groups as possible during the planning process.




**Printed Materials**

**Social Media Outreach & Coordination**

**Comment & Public Input Map**

2050dctp.com

**Douglas County Plan Website**

**Public Road Show Events**

# WHAT WE HEARD & HOW WE USED IT

**The Stakeholder Engagement Team provided guidance at key milestones.**

## 1 SET Meeting #1 | Perspectives & SWOC Analysis

The first SET meeting aimed to gather diverse perspectives on Douglas County's transportation system. SET members weighed in on existing conditions and started to establish future desires. Key themes of the "Strengths, Weaknesses, Opportunities, and Challenges" exercises include improving connections, addressing the needs of an aging population, enhancing accessibility, supporting multimodal transportation, enhancing safety, securing funding, and focusing on county-specific needs. These themes were used to develop some general goal areas.

## 2 SET Meeting #2 | Development of Goal Framework

The second SET meeting focused on shaping and refining the goal areas of the transportation plan. SET members shared their ideas and perspectives for each goal, helping to identify key themes. Following this, participants engaged in an exercise to determine the desired level of ambition for each goal, choosing between incremental, significant, or transformational change and discussed what those levels would look like in the context of transportation in the county.

## 3 SET Meeting #3 | Needs Analysis & Strategies

The third SET meeting provided an overview of the transportation needs analysis and explored potential strategies to address those needs. Members had the opportunity to respond to identified sub area needs across the county, contribute additional insights, and suggest strategic ideas. Their feedback was especially valuable in highlighting overlooked areas and ensuring the plan reflects the knowledge of those most familiar with the county.

## 4 SET Meeting #4 | Summary of Candidate Projects & Refining Plan Actions

The fourth SET meeting allowed members to review and provide input on a preliminary list of potential transportation programs, policies, maintenance approaches and funding strategies. Programs are structured initiatives designed to achieve specific transportation outcomes, while policies guide decision-making and planning practices. Maintenance strategies focus on preserving and enhancing infrastructure over time, and funding strategies determine how projects and services will be financially supported. Members categorized their suggestions based on an urgent need, which would be the most impactful, and long-term implementation potential. Additionally, a list of potential projects was presented for review and input. By evaluating these candidate projects, members helped identify which initiatives should be prioritized in the near term and which could be scheduled for later implementation. Worksheets were provided to remind participants of the Goal Framework and their previously defined ambition levels, reinforcing how each project aligns with the county's goals and identified needs.

## Key Public & Stakeholder Insights



**Top Challenges**
Congestion, growth management, maintenance, and transit options.



**Environmental Priorities**
Reducing greenhouse gas emissions, encouraging active lifestyles, and protecting open space.



**Multimodal Priorities**
Investing in trails, bike infrastructure, and connections to parks and transit.



**Movement Priorities**
Intersection improvements, reliable travel times, and new connections.



**Accessibility**
Emphasis on serving those without personal vehicles, older adults, and people with disabilities.



**Safety Priorities**
Reducing fatal/severe crashes, addressing hotspots, and improving pedestrian crossings.



**Infrastructure Priorities**
Maintaining paved roads, snow removal, and bridge maintenance.

# SURVEYS

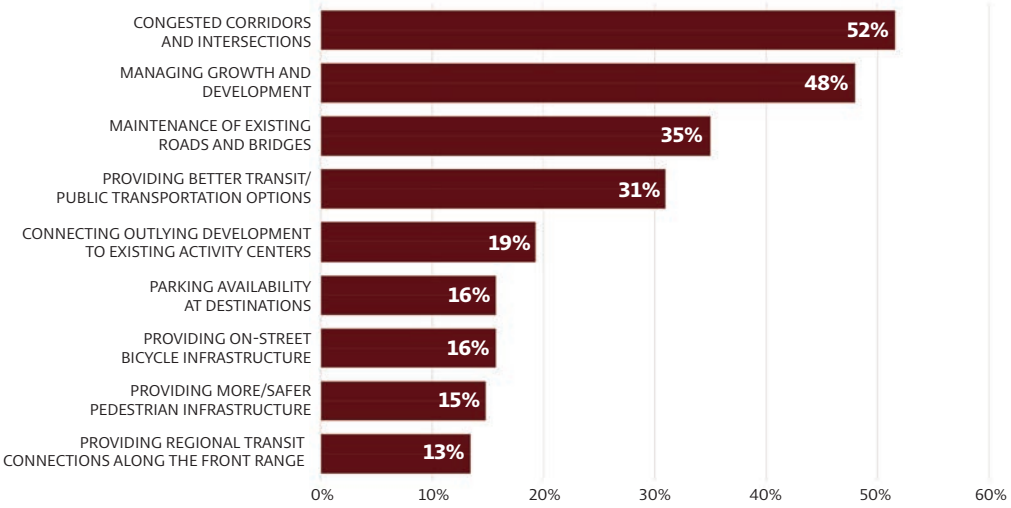
The public surveys invited residents to share their transportation values.

## Public Survey #1 - Strengths and Weaknesses

The purpose of the first survey was to collect initial feedback from the community on their experiences to identify the strengths and weaknesses of the current transportation system. The survey included questions about respondents' use of transportation modes and challenges, safety, infrastructure health, traffic movement and environmental impacts. This survey also allowed respondents to provide location specific comments on an interactive map. Results from this survey provided additional guidance to develop the Goal Framework and conduct the need analysis.

**What are the top three greatest challenges facing the future of Douglas County's transportation system?**

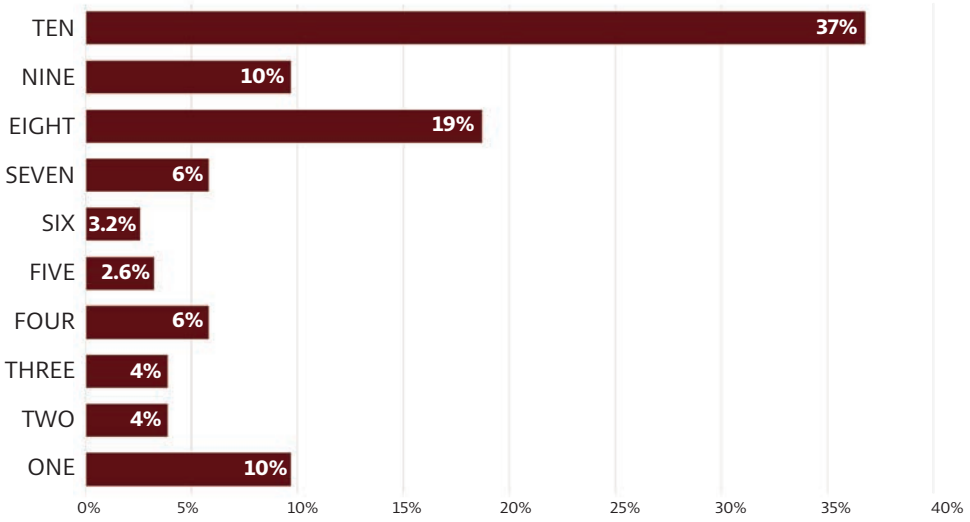
*The bar chart below represents the percentage of survey respondents that chose each "challenge" as one of their "top three." For example, 52% of survey respondents selected "congested corridors and intersections" as a top three challenge facing Douglas County.*




Survey respondents found **CONGESTED CORRIDORS AND INTERSECTIONS** to be the greatest challenge to face in Douglas County.

**On a scale of not important at all to extremely important, how important is it for people in Douglas County to have a variety of transportation choices (driving, walking, biking, bus, etc.)? Rate from 1 being least important to 10 being highest importance.**

*The bar chart below represents each percentage of survey respondents that ranked the importance of transportation choice in Douglas County as a 1 (lowest importance) through 10 (highest importance).*

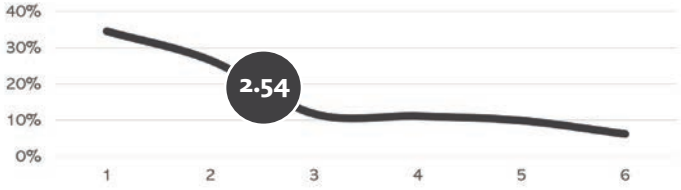



On average, survey respondents rated the importance of transportation mode choice as **7.29**.

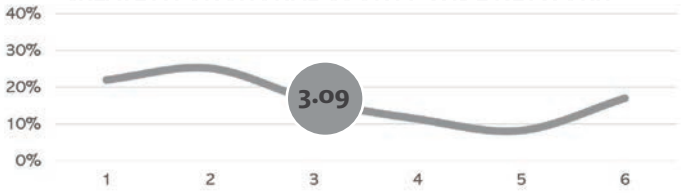
*The curvilinear lines on the charts below represent the distribution of how each choice was ranked in priority with* ***one being the highest.*** *For example, over 30% of respondents ranked the choice of "continue to invest in the county-wide trails system" as the number one priority. The number in the circle is the resulting average ranking by all respondents.*

**Regarding multimodal system connections, prioritize the following list in the order of importance to you with the most important on top.**

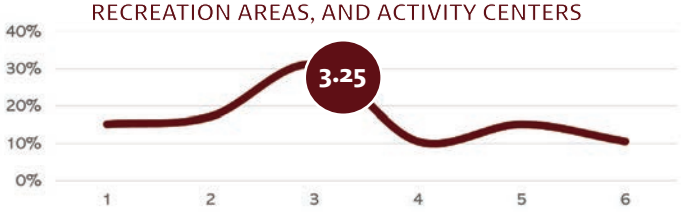
CONTINUE TO INVEST IN THE COUNTY-WIDE TRAILS SYSTEM



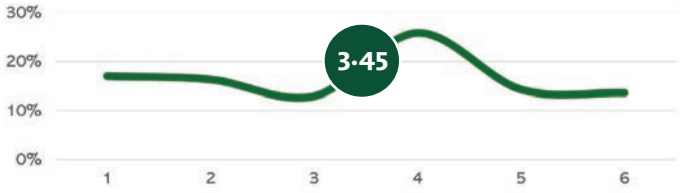

PROVIDE APPROPRIATE BICYCLE INFRASTRUCTURE TO CREATE A FUNCTIONAL COUNTY-WIDE NETWORK



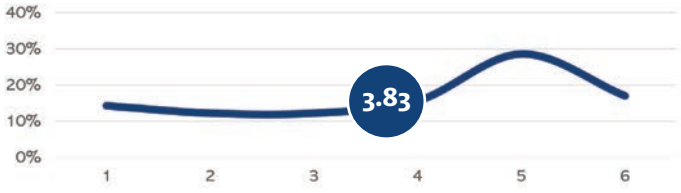

INCREASE MULTIMODAL CONNECTIONS TO PARKS, RECREATION AREAS, AND ACTIVITY CENTERS



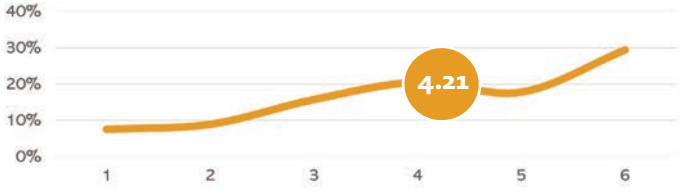

CREATE CONNECTIONS TO REGIONAL TRANSIT SERVICES




PURSUE REGIONAL TRANSIT SERVICE ACROSS THE COUNTY

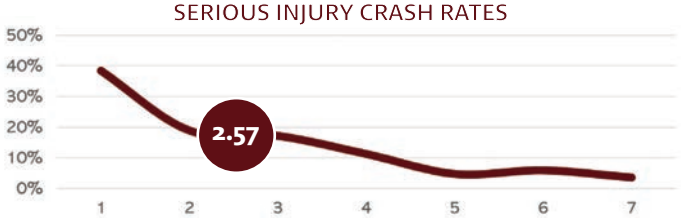



PROVIDE MORE PARK AND RIDE OPPORTUNITIES AND CONNECTIONS TO TRANSIT

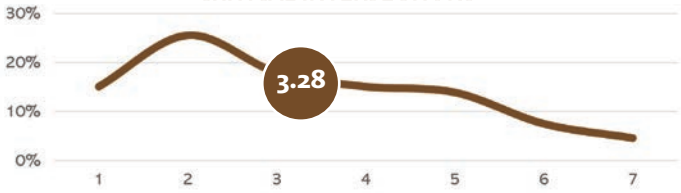



**Regarding safety, prioritize the following list in the order of importance to you with the most important on top.**

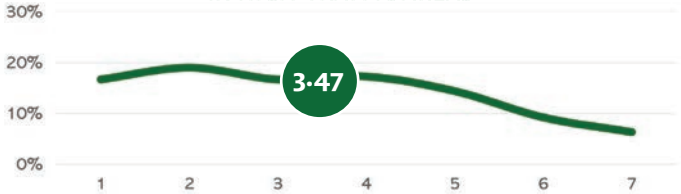
MAINTAINING LOW FATAL AND SERIOUS INJURY CRASH RATES



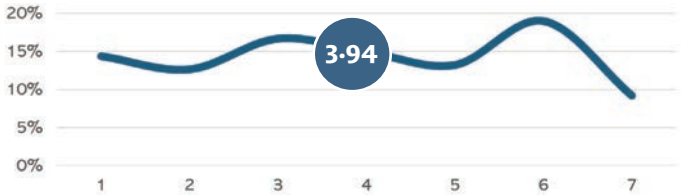

ADDRESS SAFETY HOTSPOTS INCLUDING CRITICAL INTERSECTIONS



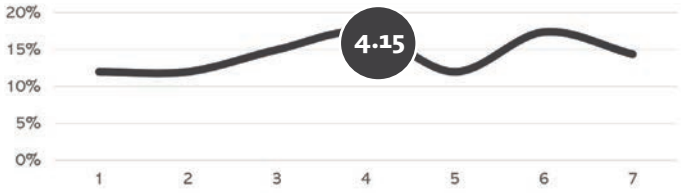

PROVIDING SAFE PEDESTRIAN CROSSING IN HIGH-TRAFFIC AREAS



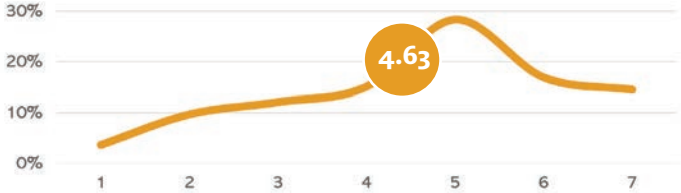

REDUCING DISTRACTED DRIVING INCIDENTS



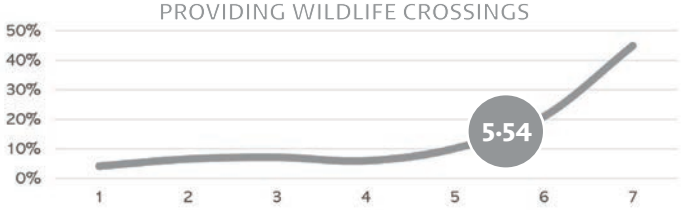

ENHANCING ALL-WEATHER ROADWAY SAFETY




PROVIDING EMERGENCY RESPONSE/EVACUATION ROUTES




PROVIDING WILDLIFE CROSSINGS

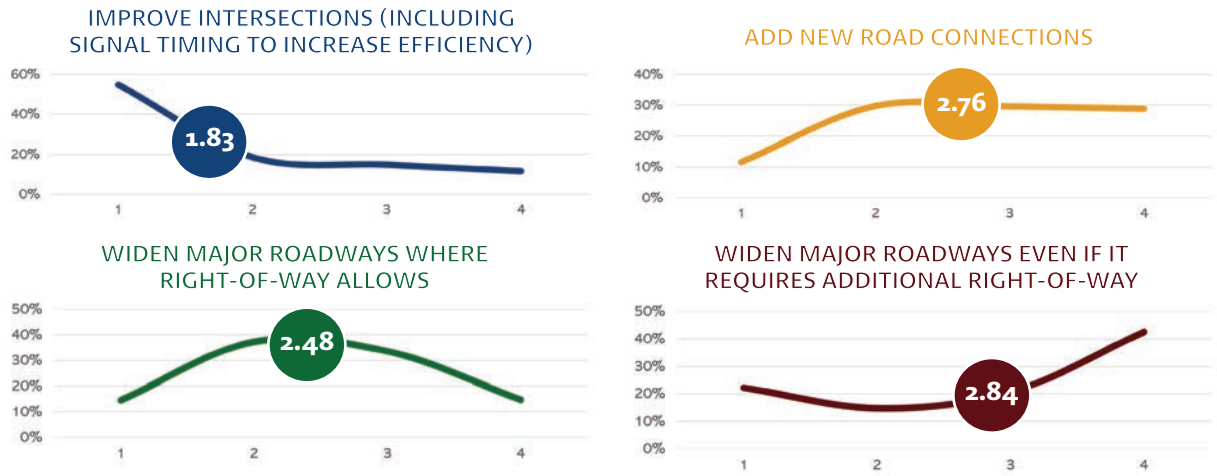


## Public Survey #2 - Priorities and Preferred Strategies

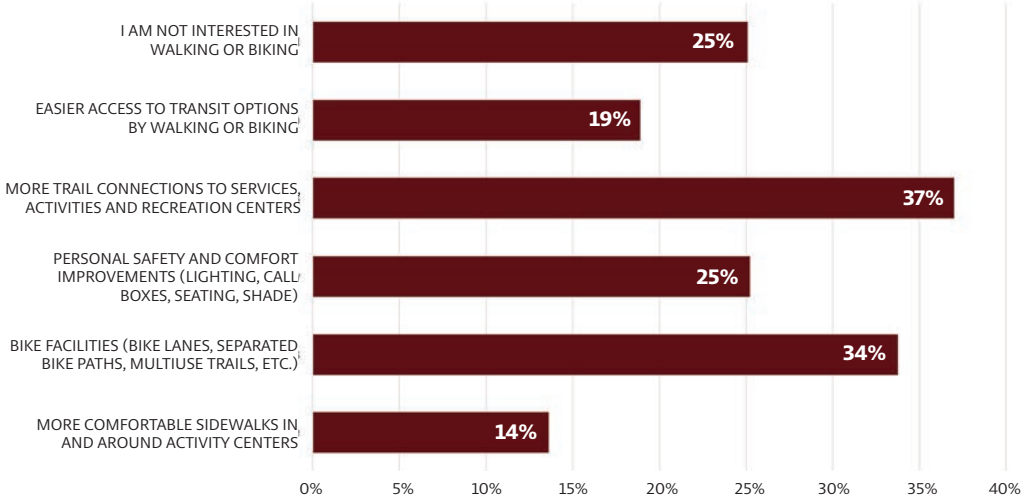
The purpose of the second survey was to collect input from the community on their priorities and preferred strategies for improving the transportation system. Results from this survey provided additional guidance in developing plan recommendations including capital projects and other strategies.

**Rank the road improvements from highest to lowest based on how you would prioritize them.**

*The curvilinear lines on the charts below represent the distribution of how each choice was ranked in priority with* ***one being the highest.*** *The number in the circle is the resulting average ranking by all respondents.*

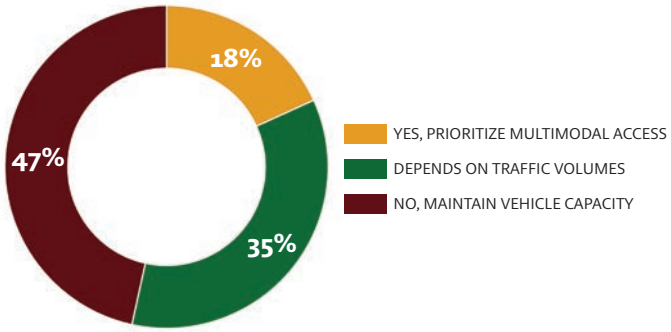



**What changes to infrastructure would encourage you to walk or bike more often in your community?**

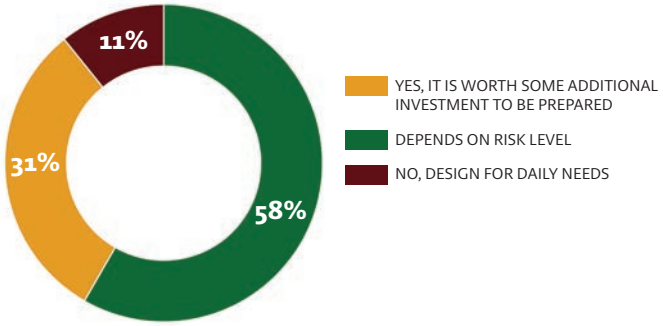



Survey respondents found **MORE TRAIL CONNECTIONS** to be the way to most encourage more walking or biking.

**Should Douglas County reduce vehicle lanes to create space for sidewalks, bike lanes, or shorter pedestrian crossings?**




**With the risks that exist for fire and weather emergencies, should routes be identified and improved specifically for emergency access?**



## Integrated Transit and Multimodal Study

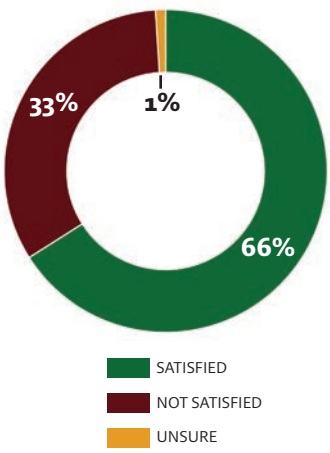
The 2025 Integrated Transit and Multimodal Study was completed to better understand community needs and shape future transit options. As part of that effort, a public survey was conducted in early 2025 to provide feedback on transit needs, barriers, and preferences. Responses to that survey communicated that:

- 17% of survey respondents **currently use transit** within northern Douglas County
- A transit route from **Lone Tree to Castle Rock** via Castle Pines route is favorable with survey respondents
- In general, survey respondents would use transit **at least monthly** if it served their destinations
- **Frequent and reliable service, safety, and affordable fares** might encourage for transit use by survey respondents
- Survey respondents are **concerned that they have paid into RTD** without seeing benefits

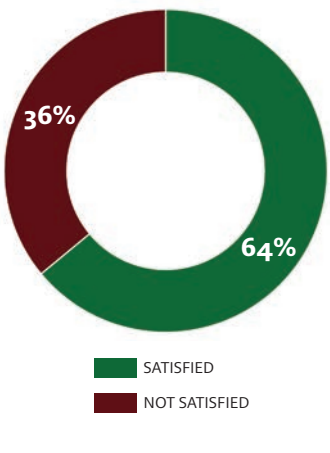
## Countywide Resident Survey (2025)

The Countywide Resident Survey (2025) was a comprehensive public opinion survey conducted to assess residents' satisfaction with county services and gather feedback on key community issues. Within that survey, there were transportation-related questions that were used to help gain an understanding of the overall opinion of transportation in the county. It indicates that the majority of respondents were satisfied with maintenance and traffic management, while expressing less confidence in the effectiveness of the transportation system.

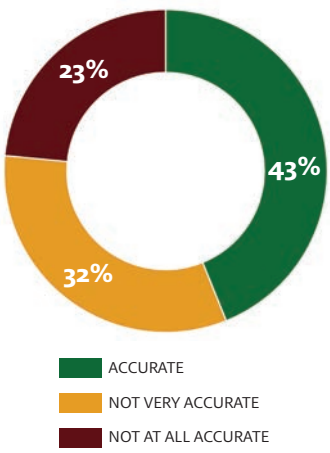
**Road Maintenance and Resurfacing**

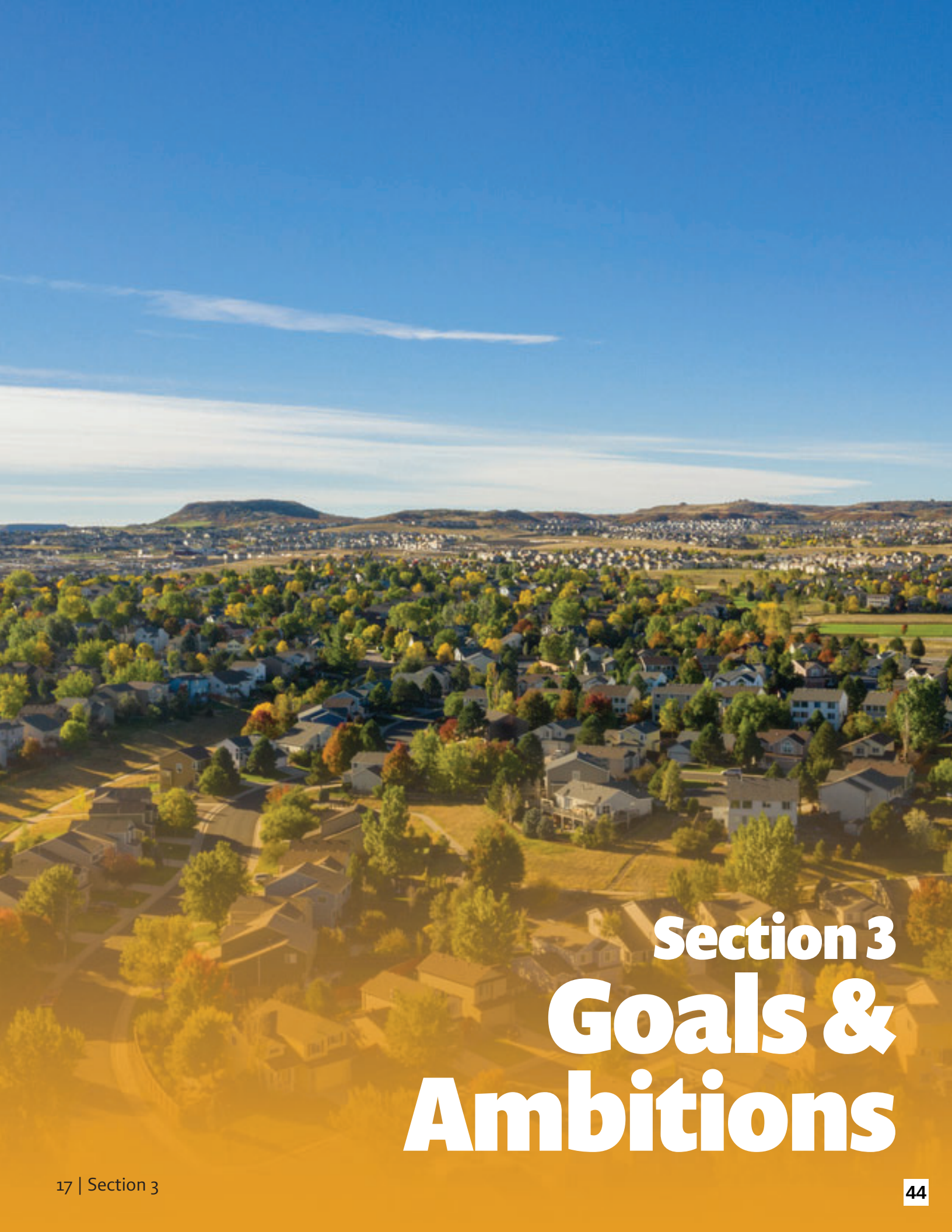



**Traffic Management**




**Has a Transportation System that is Effective and Adequate**





# Section 3
# Goals & Ambitions

Core goal areas were established early in the planning process through input from the public and stakeholders. The goal areas represent consistently discussed topics of the desired qualities for a future transportation system in Douglas County. Using direct input from SET members and an evaluation of consistent themes from public input, relative levels of ambition for each of these core goals were evaluated. Ambitions are described as the desired level of positive outcomes and are characterized by an increasing scale of incremental, significant, or transformational change. This framework of goals and ambitions guided the entire planning process to evaluate needs, shape investment decisions, prioritize actions, and ensure that strategies align with the community's values and long-term vision for mobility.

## Vision from Comprehensive Plan

Douglas County's Comprehensive Master Plan envisions a future that balances growth with the preservation of its unique communities and natural resources. Guided by ten core community values, with one including transportation access, the plan sets goals to support sustainable development, protect rural character, and enhance quality of life.

The transportation access values focus on goals that create a transportation network that supports the movement of people and goods while enhancing access, mobility, and quality of life. The plan envisions a diverse transportation system that improves travel choices, reduces vehicle miles traveled, and supports healthier, more active communities. It also emphasizes the importance of aligning transportation planning with land use policies to preserve community character and promote sustainable growth.



# Comprehensive Plan Vision

***The plan envisions a diverse transportation system that improves travel choices, reduces vehicle miles traveled, and supports healthier, more active communities. It also emphasizes the importance of aligning transportation planning with land use policies to preserve community character and promote sustainable growth.***

# GOAL FRAMEWORK

The 2050 DCTP is built around five key goal areas that characterize core elements of the county's vision for a future-ready transportation system. The Goal Framework forms the backbone of the plan and guides every recommendation, project, and policy. The following goal areas were developed through public input and coordination with county staff and SET members as elements that described a desired transportation system:



## Resilient Network

A resilient transportation network is one that can withstand, adapt to, and recover from disruptions whether caused by natural disasters, crashes, congestion, or infrastructure failures while continuing to provide reliable mobility for people and goods. A resilient transportation network is proactive, not reactive, and designed to anticipate challenges and maintain service under stress, ensuring safety, accessibility, and continuity for all users.

**Key Characteristics:** Redundancy and Alternative Routes; Emergency Access and Eliminating Bottlenecks, Risk Mitigation (Emergency or Hazard Planning)



## Service to All Users

This goal emphasizes that all people, whether they walk, bike, drive, or use transit, should have safe, convenient, and reliable options to reach their destinations. It includes ensuring that infrastructure supports people with disabilities, older adults, and those without access to a personal vehicle. By prioritizing accessibility in design, investment, and policy, the transportation system can better reflect the diverse needs of the entire population and promote fair access to opportunity.

**Key Characteristics:** Accessibility to Destinations (Educational, Recreational, Commercial, etc.), Accessibility for All, Multimodal options



## Safety

This plan should invest in a system that protects all users from harm, with a focus on eliminating severe and fatal crashes. A safe transportation network prioritizes the needs of vulnerable road users such as pedestrians, bicyclists, and motorcyclists who face higher risks in traffic environments.

**Key Characteristics:** Crash prevention, focus on Safety Hot spots, severity reduction, and Vulnerable Road User crashprevention



## Efficient Movement

This plan should prioritize investments in projects that enhance the movement of more people and support reliable travel for all users, regardless of mode. The transportation network should feature well-connected corridors, coordinated signal timing, and infrastructure designed to minimize disruptions. It must also ensure that multimodal options—such as transit, biking, and walking—are readily available, and that the system can maintain consistent performance during peak periods or unexpected events.

**Key Characteristics:** System capacity for future demand (Volume/Capacity). Reliable travel times; Reducing Long Trips



## Sustainable

This plan should encourage a sustainable transportation network that supports long-term vitality while reducing environmental impacts. Sustainability includes ongoing maintenance and preservation of existing infrastructure, ensuring roads, bridges, and other facilities remain safe, functional, and cost-effective over time. By investing in durable materials, efficient operations, and proactive asset management, a sustainable network avoids costly replacements and disruptions, while supporting a resilient and adaptable system.

**Key Characteristics:** Infrastructure Condition, Environmental Stewardship (greenhouse gas, minimizing impacts on natural habitats, efficient land use); Efficient Maintenance and Preservation

# AMBITIONS

## Setting the tone for strategic decision making/investments

This long-range transportation plan envisions a future where the county's transportation system is shaped by a bold yet balanced level of ambition; advancing toward a network that is resilient, flexible, safe, efficient, and sustainable. Building on a framework of five core goals areas, the plan considers pathways for transformational change where needed, such as adapting infrastructure that is resilient and accessible for all travelers. At the same time, it identifies significant and incremental changes that strengthen the system's foundation, like modernizing maintenance practices to support sustainability, enhancing multimodal safety, and improving operational efficiency. By aligning ambition levels with strategic priorities, this plan ensures that every investment contributes to a transportation system that is prepared for future challenges, responsive to community needs, and committed to long-term stewardship.

As part of the plan development, relative levels of ambition for each of the five core goal areas were evaluated from direct stakeholder input and evaluation of public input. The plan also considers how the level of ambition may vary by the diverse contexts of Douglas County, from rural agricultural to suburban neighborhood, to a variety of activity centers. The ambition evaluation was not intended to result in a consensus direction but rather inform the development of potential strategies and future decisions.

## Levels of Ambition

Recognizing different levels of ambition —incremental, significant, and transformational —helps shape the scale and direction of strategies.

**INCREMENTAL CHANGES** involve focused, gradual adjustments to existing transportation systems and policies. These changes are typically easier to implement and are less disruptive.

**SIGNIFICANT CHANGES** are more substantial than incremental changes and often involve policy shifts or major investments. These changes can have a considerable impact on the transportation system and may require significant resources and planning.

**TRANSFORMATIONAL CHANGES** are fundamental shifts that may rethink elements of the transportation system. These changes are driven by new technologies, societal needs, or environmental challenges and aim to align the transportation system to these evolving needs.

## To achieve...

**Resilient Network**, it will require




**Service to All Users**, it will require




**Safety**, it will require




**Efficient Movement**, it will require




**Sustainable**, it will require






# Section 4
# Existing Conditions Assessment

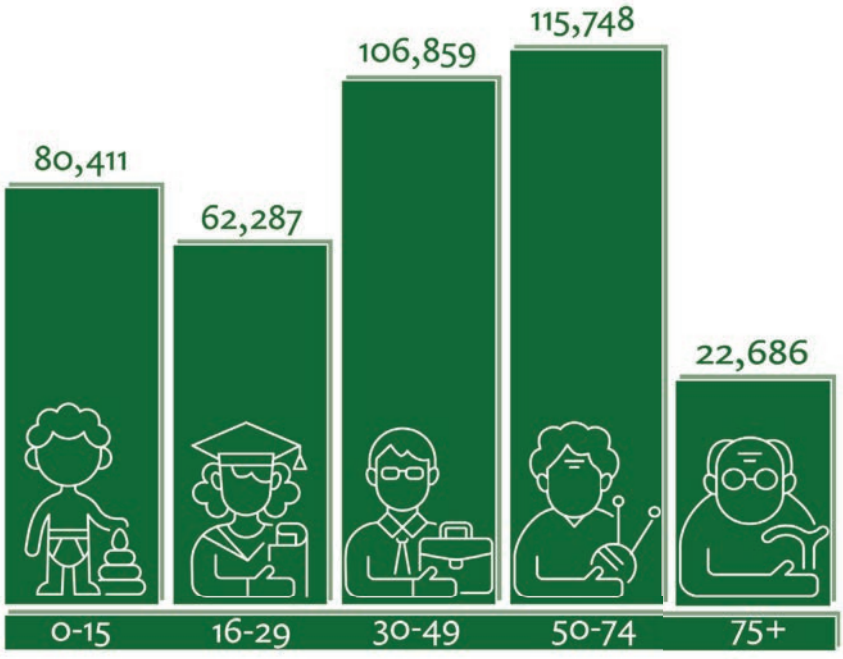
# WHO'S TRAVELING?

According to the 2024 U.S. Census Bureau estimates, Douglas County has an estimated population of 383,906, with approximately 292,054 residents of driving age, indicating a high level of potential roadway demand. Among this population, an estimated 55,208 individuals are aged 65 or older, representing a growing demographic with distinct mobility needs. The largest age cohort in 2024 is the 50–74 age group, comprising nearly 30% of the county's population. This indicates that a substantial portion of Douglas County residents will transition into the 75+ age group over the next 25 years.

By 2050, the county can expect a significant increase in its senior population, driven by aging Baby Boomers and Gen X residents. This demographic shift will have major implications for transportation planning. Older adults in the county will remain active and continue to rely on the transportation network for essential travel, including medical appointments, shopping, and social activities.

To support safe and equitable access, transportation planning should incorporate infrastructure improvements, including enhanced signage, high-visibility pedestrian crossings, and expanded transit services. These measures are critical to maintaining mobility, safety, and independence for older adults while improving overall system performance and inclusivity.

**Figure 4.1 - 2024 Douglas County Population By Age Group**




## How Douglas County residents travel to work*...

**63%** Drive alone

**10%** Another mode (Bike/Walk/Motorcycle/Other)

**1%** Use public transit

**1%** Work from home

**5%** Carpool

*Source: 2024 American Community Survey 1-Year Estimates (https://data.census.gov/vizwidget?g=050XX00US08035&infoSection=Commuting)

## Douglas County maintains over **1,284 miles** of roadways*

**153 miles** of arterial roadways
**276 miles** of collector roadways
**855 miles** of local roadways

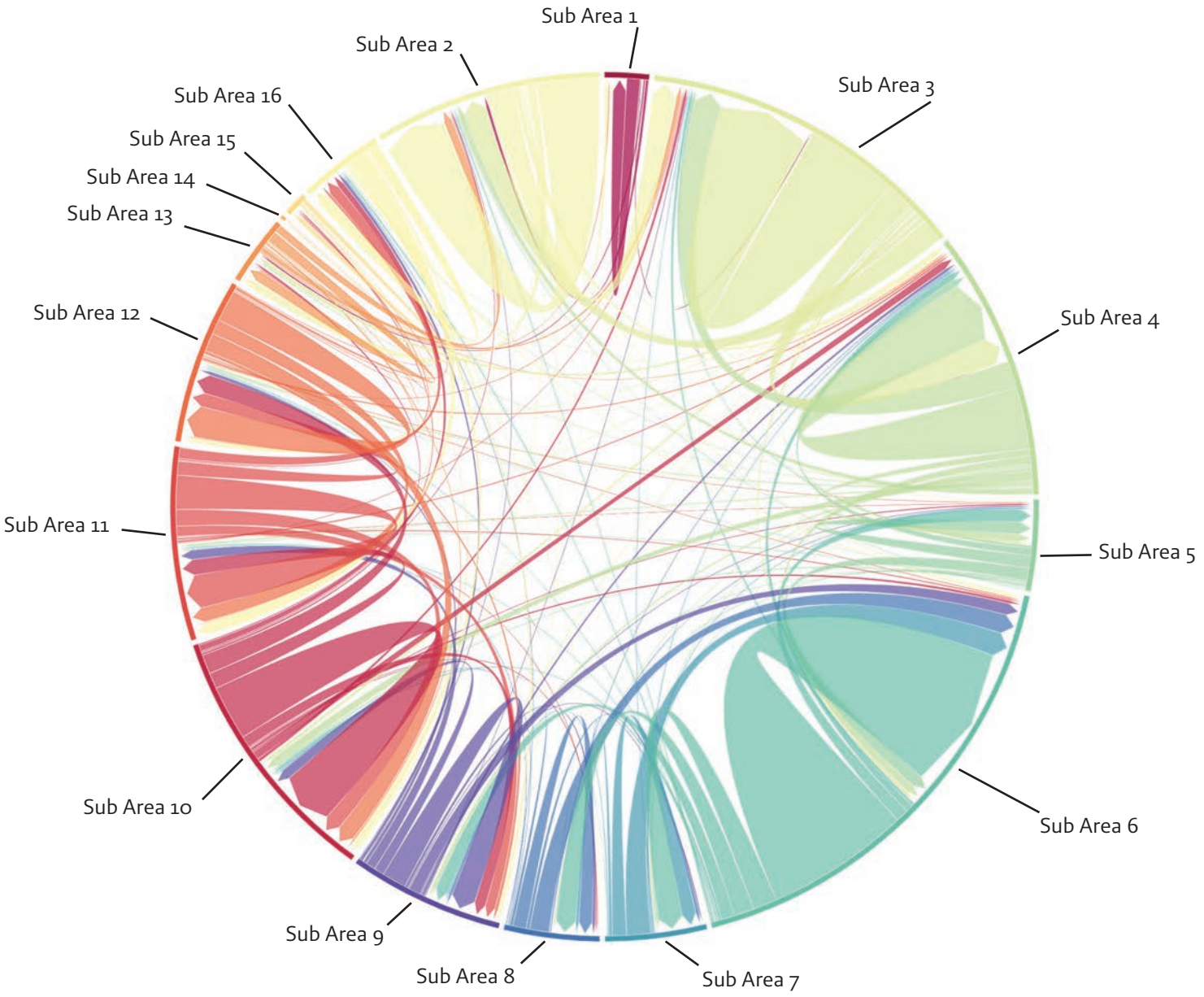
*Note: these statistics include only those roads under county jurisdiction, and do not include Colorado highways, toll roads, or municipal roads.

# WHERE ARE PEOPLE GOING?

Understanding where people travel within and beyond Douglas County is essential for planning a transportation system that meets current and future needs. This analysis examined travel patterns within Douglas County sub areas. The travel origin-destination chord diagram visually represents the flow of trips between different sub areas. Each segment around the circle corresponds to a sub area, and the connecting arcs (or "chords") illustrate the volume and direction of travel between and within sub areas. Thicker chords indicate higher trip volumes, highlighting strong travel demand or connectivity between specific areas. The strongest connections were observed between sub areas 2 & 3, 3 & 4, 6 & 7, and 6 & 8.

These relationships are visually represented in the chord diagram in ***Figure 4.2 - Origin-Destination Chord Chart.*** Douglas County experiences significant travel activity both within its borders and across regional boundaries, particularly with El Paso and Elbert Counties. The DRCOG Focus model shows strong origin-destination patterns along major corridors like I-25, CO-83, and CO-86, reflecting commuting, recreational, and freight movements. External trips entering Douglas County are forecasted to grow, especially from El Paso County, driven by regional expansion. Eastern routes are experiencing increased demand due to significant residential growth in Elbert County, which has expanded substantially over the past decade.

**Figure 4.2 - Origin-Destination Chord Chart**



# Origin & Destination

**75.3 %** of all trips originating in Douglas County end somewhere else in Douglas County according to Origin-Destination analysis.



# ROADWAY NETWORK

Douglas County's network includes major north-south highways (I-25, US-85, CO-83, CO-105) to provide alternatives for incident management and emergency detours. The county has a variety of east-west roadways throughout the north half, with sparse options south of Castle Rock.

To better understand and address these challenges, it is important to examine the structure and function of the existing roadway network in Douglas County. The county's roads are organized into a functional hierarchy that supports a range of travel needs, from regional connectivity to local access. This network plays a critical role in shaping mobility, safety, and accessibility for all users.

## Roadway Classification

Roadways in Douglas County can be classified functionally as arterials, collectors, and local roads, regardless of whether they are in urban or rural settings. This classification reflects the role each roadway plays in the transportation network. Arterials are designed to carry high volumes of traffic over longer distances and connect major destinations. Collectors serve as intermediate routes, gathering traffic from local roads and directing it to arterials, while balancing mobility and property access. Local roads provide direct access to individual properties and support low-speed, low-volume travel within neighborhoods or rural areas. While design standards may vary between urban and rural environments, the functional purpose of each classification remains consistent across the county.

## Maintenance and Infrastructure Condition

Douglas County prioritizes the upkeep of its transportation infrastructure to ensure safety, reliability, and long-term performance. The Department of Public Works oversees maintenance of roads, sidewalks, bridges, and drainage systems in unincorporated areas. Routine activities include snow and ice removal, pothole repairs, street sweeping, and maintenance of traffic signals, signage, and pavement markings.

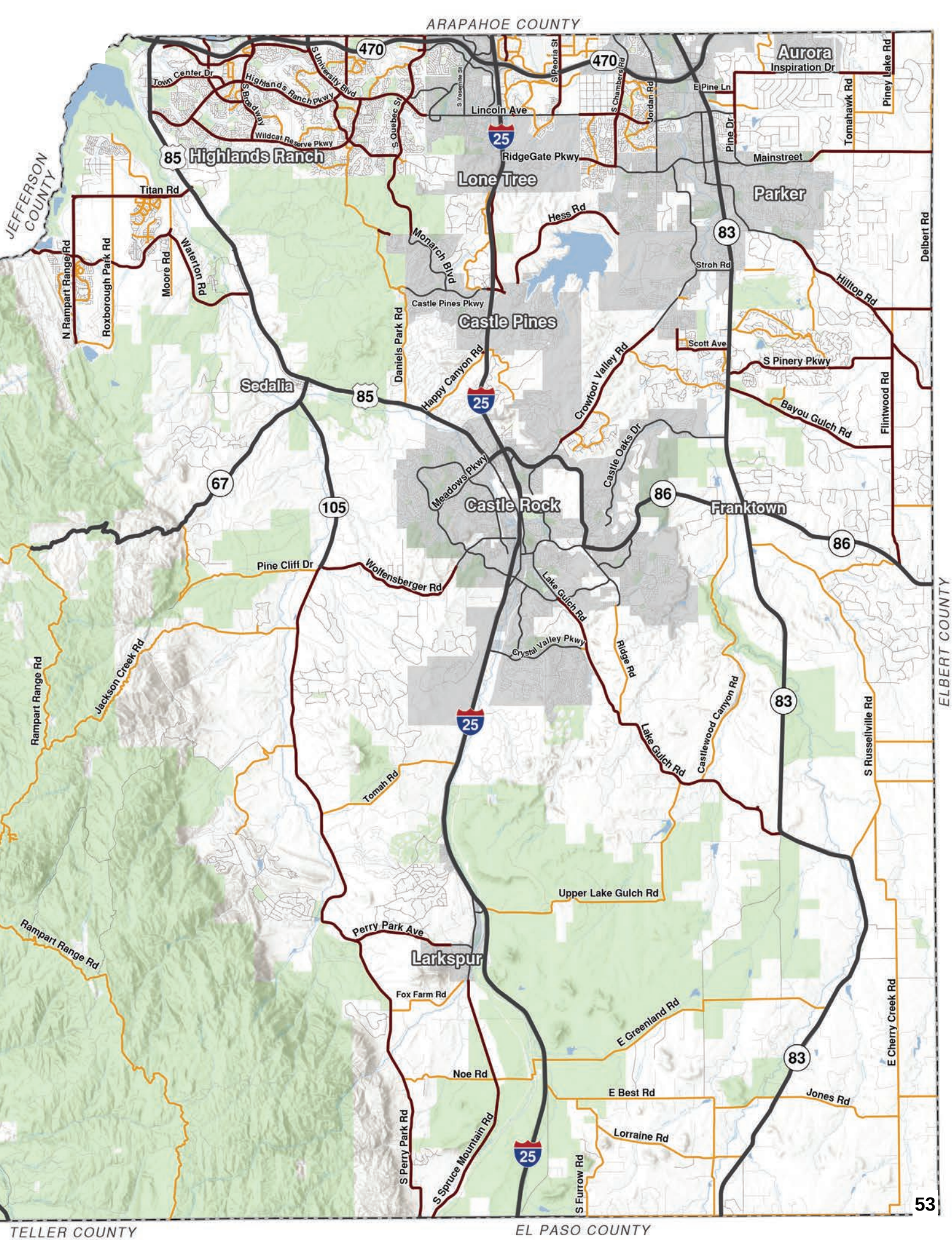
The county uses an asset management program to guide maintenance decisions and allocate resources efficiently. Pavement conditions are tracked using the Pavement Condition Index (PCI), which helps assess roadway quality and prioritize improvements. Most paved roads in the county are in good or excellent condition, while unpaved roads are monitored separately.

Bridge infrastructure is also regularly assessed. The majority of the county's 75 bridges are in good or satisfactory condition, with many constructed in the last 50 years. Bridges in fair condition require ongoing monitoring and maintenance, while those in poor condition may need major rehabilitation or replacement. Proactive monitoring helps extend the lifespan of these critical assets and avoid costly emergency repairs.




**Figure 4.3 - Douglas County Maintained Roads**

- Arterial Road
- Collector Road
- Local Road
- CDOT Highway (not maintained by Douglas County)
- Major Road (not maintained by Douglas County)
- Other Roads (not maintained by Douglas County)
- Municipal Boundary
- Parks / Open Space


ARAPAHOE COUNTY
JEFFERSON COUNTY
ELBERT COUNTY
TELLER COUNTY
EL PASO COUNTY
Aurora
Inspiration Dr
E Pine Ln
Piney Lake Rd
Tomahawk Rd
Pine Dr
Mainstreet
Parker
Delbert Rd
Hilltop Rd
Stroh Rd
Scott Ave
S Pinery Pkwy
Flintwood Rd
Bayou Gulch Rd
Franktown
Castle Oaks Dr
Crowfoot Valley Rd
Castle Rock
Meadows Pkwy
Lone Tree
RidgeGate Pkwy
Lincoln Ave
S Chambers Rd
Jordan Rd
S Peoria St
S Yosemite St
S Quebec St
Highlands Ranch
Town Center Dr
Highland's Ranch Pkwy
S Broadway
Wildcat Reserve Pkwy
S University Blvd
Titan Rd
Hess Rd
Monarch Blvd
Castle Pines Pkwy
Castle Pines
Daniels Park Rd
Happy Canyon Rd
Sedalia
Waterton Rd
Moore Rd
Roxborough Park Rd
N Rampart Range Rd
Rampart Range Rd
Jackson Creek Rd
Pine Cliff Dr
Wolfensberger Rd
Lake Gulch Rd
Crystal Valley Pkwy
Ridge Rd
Castlewood Canyon Rd
S Russellville Rd
Tomah Rd
Upper Lake Gulch Rd
Perry Park Ave
Larkspur
Fox Farm Rd
E Greenland Rd
E Cherry Creek Rd
Noe Rd
E Best Rd
Jones Rd
Lorraine Rd
S Perry Park Rd
S Spruce Mountain Rd
S Furrow Rd
470
25
85
83
86
105
67

# ROADWAY PERFORMANCE & FUTURE DEMAND

Analyzing traffic congestion is essential for identifying problem areas and informing transportation improvements. This plan used DRCOG's regional Travel Demand Model to evaluate roadway performance through Level of Service (LOS), which measures operational conditions from free flow (LOS A) to severe congestion (LOS F). Some roadway segments that are not yet included in the DRCOG model are not shown.

The analysis identified both congested corridors and critical intersections, locations where recurring delays significantly impact traffic flow. These intersections often act as chokepoints and are key candidates for operational or geometric improvements. Roadways experiencing the most severe congestion (LOS E or F) are primarily arterial routes leading into urban centers such as Parker, Castle Rock, and Lone Tree. These corridors also serve growing residential areas, contributing to increased traffic volumes and delay.

## Sub Area Growth

Several Douglas County sub areas are experiencing varying levels of growth, with the most rapid occurring in the northern part of the county, specifically in Sub Areas 1, 5, and 13, as well as in central areas such as Sub Areas 9, 10, and 12, which include and surround Castle Pines and Castle Rock. Moderate growth is observed in Sub Areas 4, 6, 7, and 11, located in and around Lone Tree, Parker, and Castle Rock.

**Table 4.1 - Critical Intersections***

| | |
|---|---|
| C470 & S Broadway | Mainstreet & S Chambers Road |
| County Line Road & S Broadway | McArthur Ranch Road & S Monarch Boulevard |
| County Line Road & S Quebec Street | Pine Lane & N Pine Drive |
| E Lincoln Avenue & N Pine Drive | S University Blvd & S Quebec St |
| E Lincoln Avenue & S Peoria Street | SH-83 & Lake Gulch Road |
| E Parker Road & Delbert Road | SH-83 & Russellville Rd |
| E Wildcat Reserve Parkway & Fairview Parkway | SH-86 & Flintwood Road |
| Highlands Ranch Parkway & Fairview Parkway | US-85 & Daniels Park Road |
| Highlands Ranch Parkway & S University Boulevard | US-85 & Happy Canyon Road |
| Highlands Ranch Parkway & Wildcat Reserve Parkway | US-85 & Highlands Ranch Parkway |
| Inspiration Rd & Tomahawk Road | W Wolfensburger Road & Perry Park Road |

In contrast, Sub Areas 2, 3, 8, 14, 15, and 16 are considered stable, with limited new development. These areas include Highlands Ranch, the Pinery, and rural portions in the southern portion of the County. These growth patterns help identify where future transportation investments may be most needed to support shifting travel demand and development pressures. Areas experiencing high or moderate growth are likely to see increased traffic volumes, greater strain on existing infrastructure, and rising demand for multimodal options. By aligning transportation improvements with these growth trends, Douglas County can proactively address congestion, enhance connectivity, and ensure that the transportation network continues to serve residents and businesses efficiently as the region evolves.

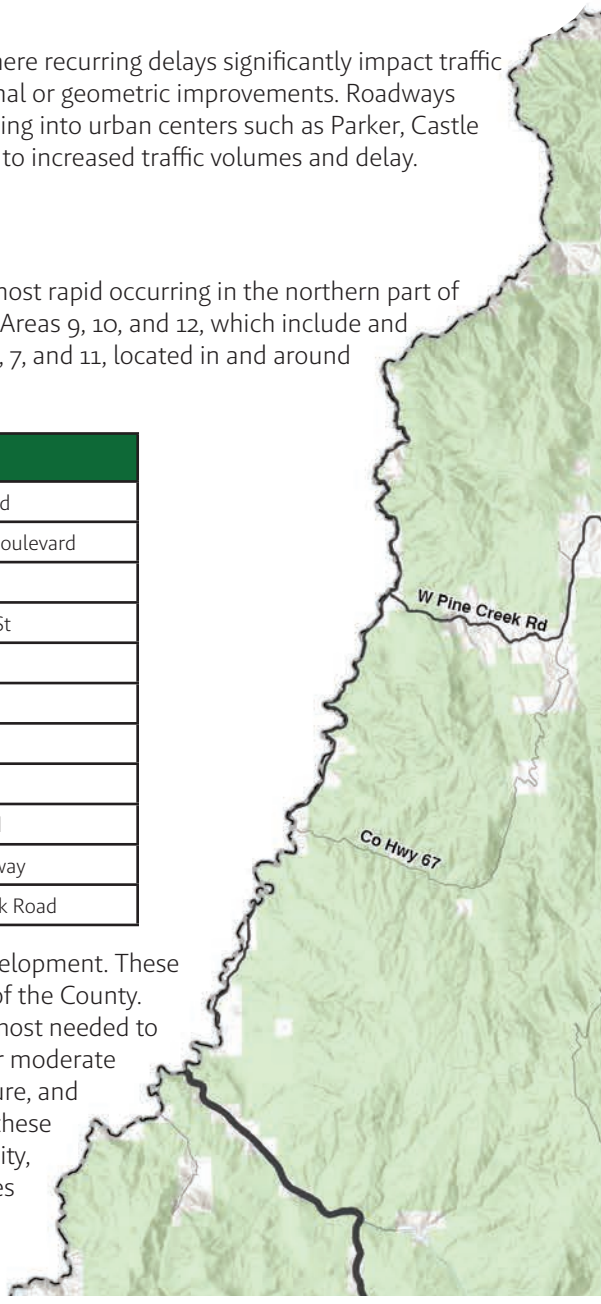
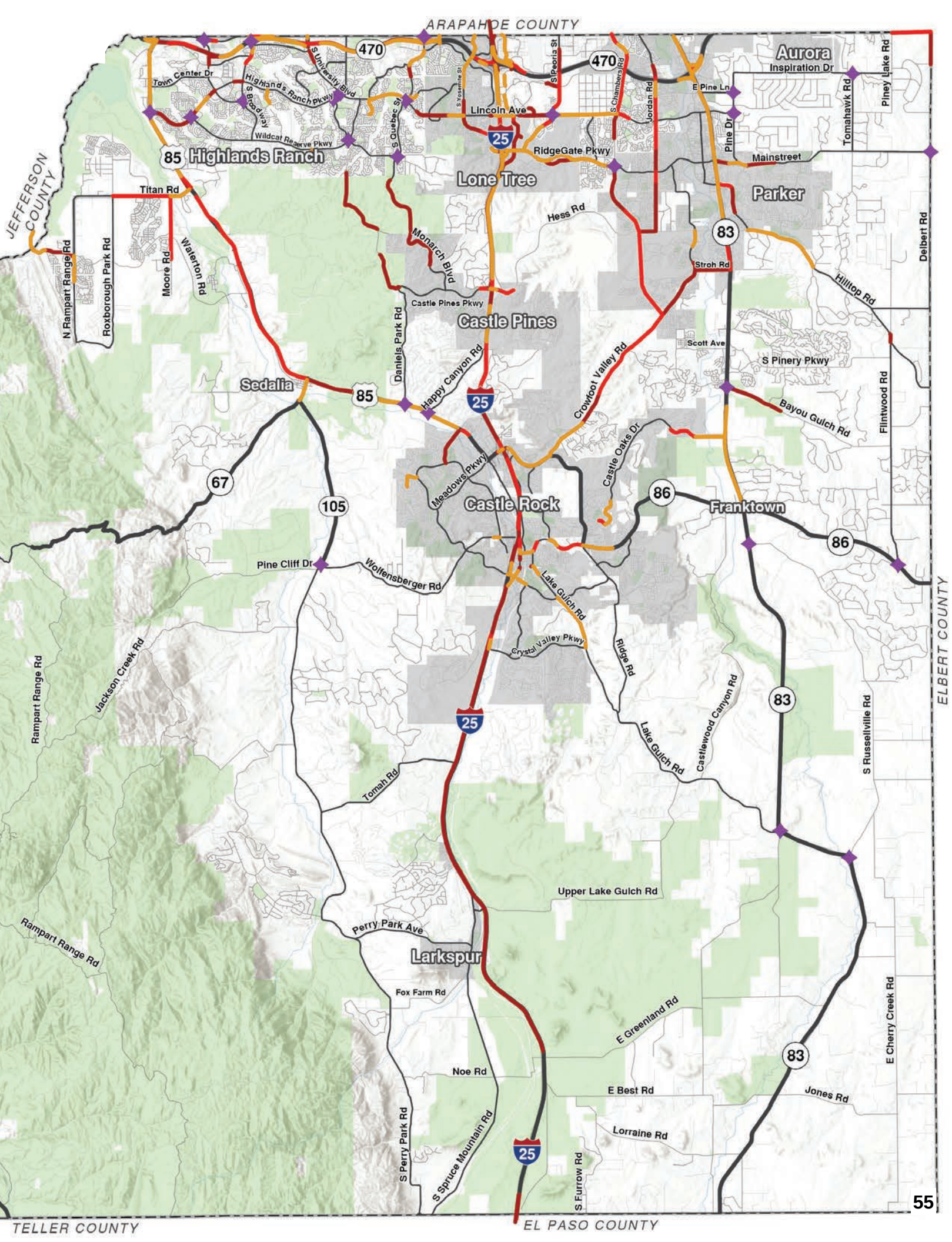



**Figure 4.4 - Congested Segments and Intersections**

- 2023 Congested Road Segments
- 2030 Congested Road Segments
- 2050 Congested Road Segments
- 2023 Congested Intersection
- Municipal Boundary
- Parks / Open Space

Congested segments are defined based on the DRCOG model as roadway links operating at a volume-to-capacity ratio greater than 0.91, corresponding to Level of Service E or F.

* The critical intersections identified are limited to those under the jurisdiction of Douglas County. Intersections within local jurisdictions such as Parker, Castle Rock, Castle Pines, and Lone Tree are excluded from this list.


ARAPAHOE COUNTY
JEFFERSON COUNTY
ELBERT COUNTY
TELLER COUNTY
EL PASO COUNTY
Aurora
Inspiration Dr
E Pine Ln
Tomahawk Rd
Piney Lake Rd
Pine Dr
Mainstreet
Parker
Delbert Rd
Hilltop Rd
Stroh Rd
Scott Ave
S Pinery Pkwy
Bayou Gulch Rd
Flintwood Rd
Hess Rd
Lone Tree
RidgeGate Pkwy
Lincoln Ave
S Peoria St
S Chambers Rd
Jordan Rd
S Yosemite St
470
25
83
Highlands Ranch
85
Town Center Dr
Highlands Ranch Pkwy
S Broadway
S University Blvd
Wildcat Reserve Pkwy
S Quebec St
Titan Rd
Moore Rd
Waterton Rd
N Rampart Range Rd
Roxborough Park Rd
Monarch Blvd
Castle Pines Pkwy
Castle Pines
Daniels Park Rd
Happy Canyon Rd
Crowfoot Valley Rd
Sedalia
Castle Oaks Dr
Meadows Pkwy
Castle Rock
Franktown
86
67
105
Pine Cliff Dr
Wolfensberger Rd
Lake Gulch Rd
Crystal Valley Pkwy
Ridge Rd
Castlewood Canyon Rd
S Russellville Rd
Rampart Range Rd
Jackson Creek Rd
Tomah Rd
Upper Lake Gulch Rd
Perry Park Ave
Larkspur
Fox Farm Rd
E Greenland Rd
E Cherry Creek Rd
Noe Rd
E Best Rd
Jones Rd
Lorraine Rd
S Perry Park Rd
S Spruce Mountain Rd
S Furrow Rd

# SAFETY

Crash data from recent years in Douglas County shows clear shifts in roadway safety patterns*. Crashes initially declined during the early 2020s, likely due to reduced travel activity during the COVID-19 pandemic. However, despite the overall drop in crash frequency during that period, the number of fatal collisions increased. In the years following the pandemic, crash volumes began to rise again, accompanied by a noticeable increase in crashes resulting in injuries. High-frequency crash corridors were concentrated in more densely populated areas like Highlands Ranch and Lone Tree. However, the number of fatal crashes does not always align with high crash volumes, rural areas such as Sub Area 8 (Hilltop Road) and Sub Area 15 (Perry Park Road) experienced disproportionately high fatal crash rates. These locations warrant further analysis to assess contributing factors such as roadway design, speed limits, and environmental conditions.

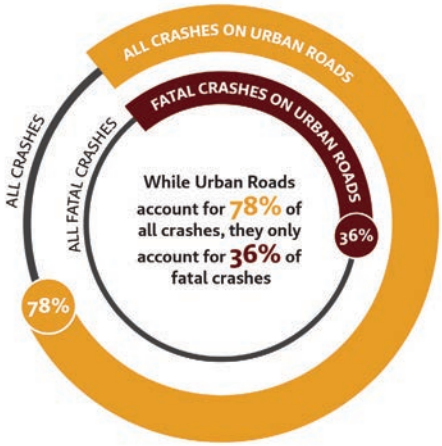
Crashes involving Vulnerable Road Users (VRUs), including bicyclists, pedestrians, and motorcyclists are concentrated in the northern, more urban areas of the county. Motorcycle crashes, however, remain a concern in certain rural locations, particularly along CR 105. While bicycle-related crashes have shown a slight decline, pedestrian crashes are trending upward. Although VRU fatalities are relatively low, the consistent occurrence of these crashes underscores the need for targeted safety measures. Enhancing safety for pedestrians, cyclists, and motorcyclists is essential to reducing crash risk and supporting active transportation. Further analysis is needed to better understand contributing factors, including fault and crash circumstances.

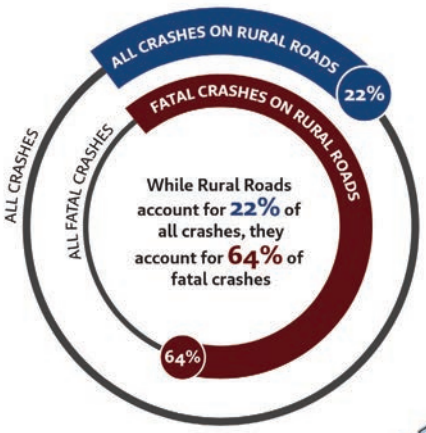
## Congestion and Critical Intersections

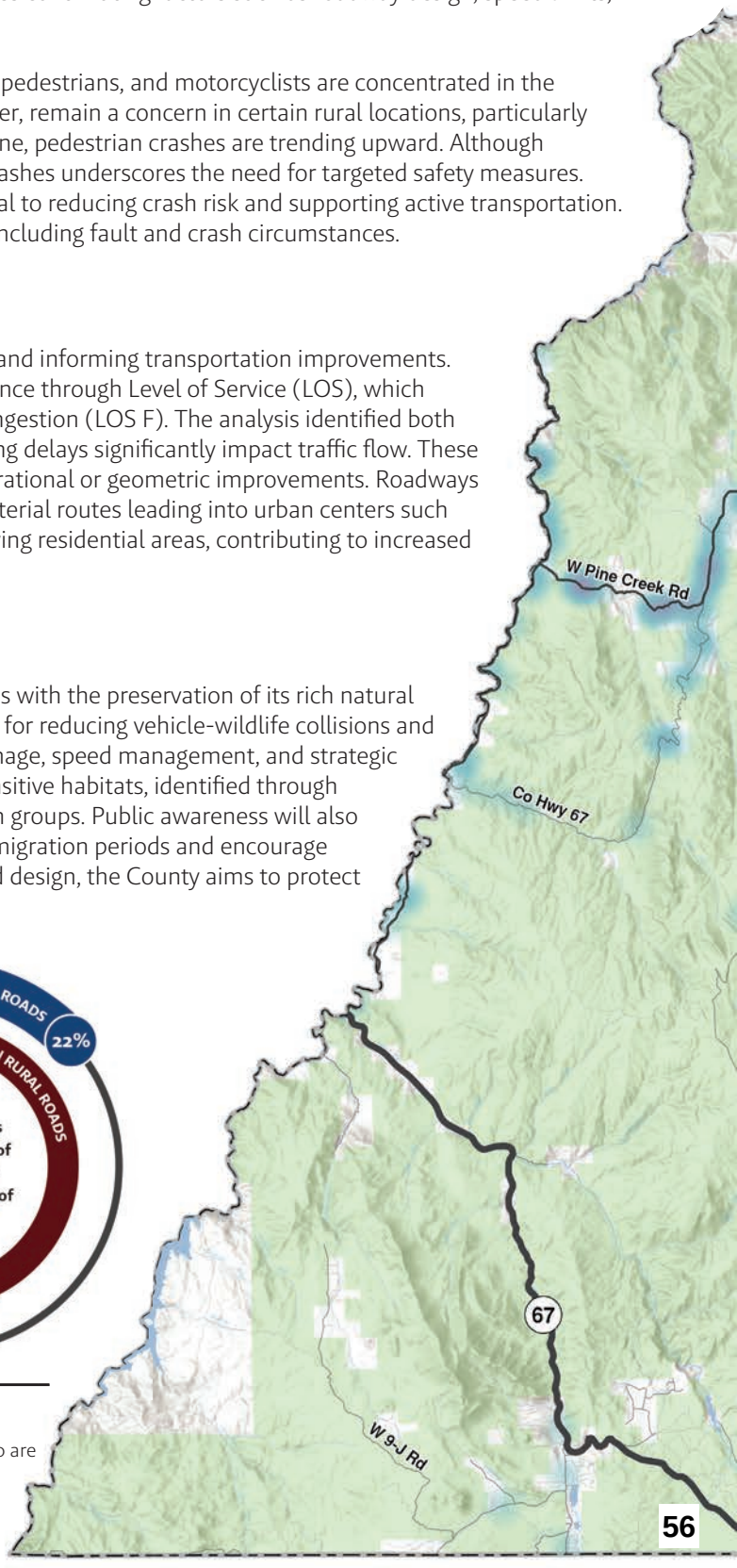
Analyzing traffic congestion is essential for identifying problem areas and informing transportation improvements. This plan used regional modeling tools to evaluate roadway performance through Level of Service (LOS), which measures operational conditions from free flow (LOS A) to severe congestion (LOS F). The analysis identified both congested corridors and critical intersections, locations where recurring delays significantly impact traffic flow. These intersections often act as chokepoints and are key candidates for operational or geometric improvements. Roadways experiencing the most severe congestion (LOS E or F) are primarily arterial routes leading into urban centers such as Parker, Castle Rock, and Lone Tree. These corridors also serve growing residential areas, contributing to increased traffic volumes and delay.

## Wildlife and Vehicle Safety

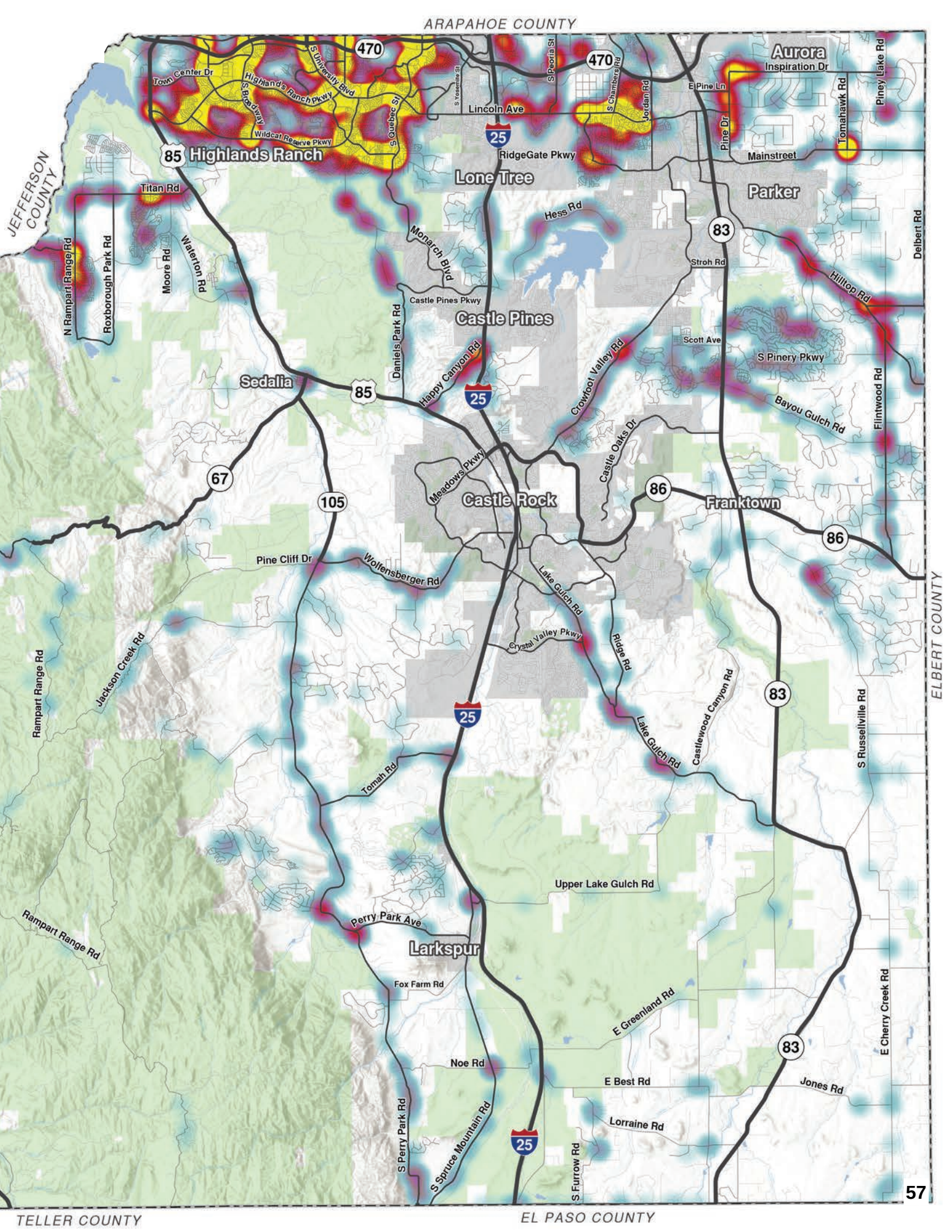
Douglas County's transportation network must balance mobility needs with the preservation of its rich natural environment. Wildlife crossings and habitat connectivity are essential for reducing vehicle-wildlife collisions and maintaining ecological health. Safety measures such as enhanced signage, speed management, and strategic fencing will be prioritized in areas with high migration activity and sensitive habitats, identified through collaboration with Colorado Parks and Wildlife and local conservation groups. Public awareness will also be strengthened through educational campaigns that highlight peak migration periods and encourage driver caution. By integrating wildlife considerations into planning and design, the County aims to protect biodiversity while ensuring safe and efficient travel for all users.




*Crash data presented here includes only incidents that occured on roads within unincorporated Douglas County. Crashes within municipal boundaries and on CDOT roadways - including Interstate 25, U.S. Highway 85, and State Highways 83, 86, and 470 are excluded from these counts.


ARAPAHOE COUNTY
JEFFERSON COUNTY
ELBERT COUNTY
TELLER COUNTY
EL PASO COUNTY
Aurora
Inspiration Dr
Highlands Ranch
Lone Tree
Parker
Castle Pines
Castle Rock
Franktown
Sedalia
Larkspur
470
85
25
83
86
67
105
Town Center Dr
S University Blvd
Highlands Ranch Pkwy
S Broadway
Wildcat Reserve Pkwy
S Quebec St
S Yosemite St
S Peoria St
Lincoln Ave
RidgeGate Pkwy
S Chambers Rd
Jordan Rd
E Pine Ln
Pine Dr
Tomahawk Rd
Piney Lake Rd
Mainstreet
Titan Rd
Hess Rd
Monarch Blvd
Stroh Rd
Delbert Rd
Hilltop Rd
N Rampart Range Rd
Roxborough Park Rd
Moore Rd
Waterton Rd
Castle Pines Pkwy
Daniels Park Rd
Happy Canyon Rd
Crowfoot Valley Rd
Scott Ave
S Pinery Pkwy
Bayou Gulch Rd
Flintwood Rd
Castle Oaks Dr
Meadows Pkwy
Pine Cliff Dr
Wolfensberger Rd
Lake Gulch Rd
Crystal Valley Pkwy
Ridge Rd
Castlewood Canyon Rd
S Russellville Rd
Rampart Range Rd
Jackson Creek Rd
Tomah Rd
Upper Lake Gulch Rd
Perry Park Ave
Fox Farm Rd
E Greenland Rd
E Cherry Creek Rd
Noe Rd
E Best Rd
Jones Rd
Lorraine Rd
S Perry Park Rd
S Spruce Mountain Rd
S Furrow Rd

# ACTIVE TRANSPORTATION NETWORK

## Bicycle Network

Douglas County features a robust system of bike and pedestrian infrastructure, highlighted in its 2025 Bicycling Map. While most rural roads are designated as Bike Routes with "Share the Road" signage, they typically lack dedicated bike lanes. In contrast, the northern part of the county, particularly areas like Highlands Ranch and key corridors such as Havana Street, Hess Road, and Crowfoot Valley Road, offer designated bike facilities. Highlands Ranch also includes a network of multi-use paths designed for non-motorized travel, accommodating bicyclists, pedestrians, and other recreational users.

## Trail System

The county offers a rich and varied trail system that spans scenic open spaces, regional parks, and wilderness areas. Key regional trails include the East-West Regional Trail, Cherry Creek Regional Trail, and High Line Canal Trail which provide long distance connectivity for hikers, bikers, and equestrians. While several open space areas have designated trails, they are generally not interconnected, meaning that traveling between them often requires the use of a vehicle.

## Bicycle and Trail Network Challenges

Douglas County boasts a robust and well-utilized bicycle and trail network, reflecting significant investment in active transportation and recreational infrastructure. However, several key issues limit the system's full potential to serve as a viable transportation option and regional connector:

**Costly Gaps at Arterial Crossings:** While the network is largely continuous, incremental gaps, particularly at arterial roadway crossings, pose safety and accessibility challenges. These gaps often require expensive infrastructure solutions such as grade-separated crossings or signalized intersections, which can delay connectivity improvements. However, they also limit the effectiveness of the trail system investments already made. For example, the trail system within Highlands Ranch is extensive but lacks many improvements to facilitate safe crossings of arterial roadways and limited connections to key destinations such as commercial centers, schools, and transit hubs. This limits the utility of the trails for everyday travel and reduces their role in to being localized recreational trails within specific neighborhoods.

**Insufficient Regional Integration:** There are significant hurdles to enhancing active mode connections countywide to connect open spaces, communities, and activity centers including fiscal and physical constraints. The resulting fragmentation hinders the county's ability to support long-distance active travel and regional recreation for all users. However, intentional investments in existing roadway corridors could provide more multimodal options. For example, Douglas County has made substantial investments in open space preservation and access. However, the existing trail network does not fully leverage these assets to create meaningful connections between open spaces and the broader transportation system. Enhancing these linkages would maximize the return on public investment and expand access for all users.

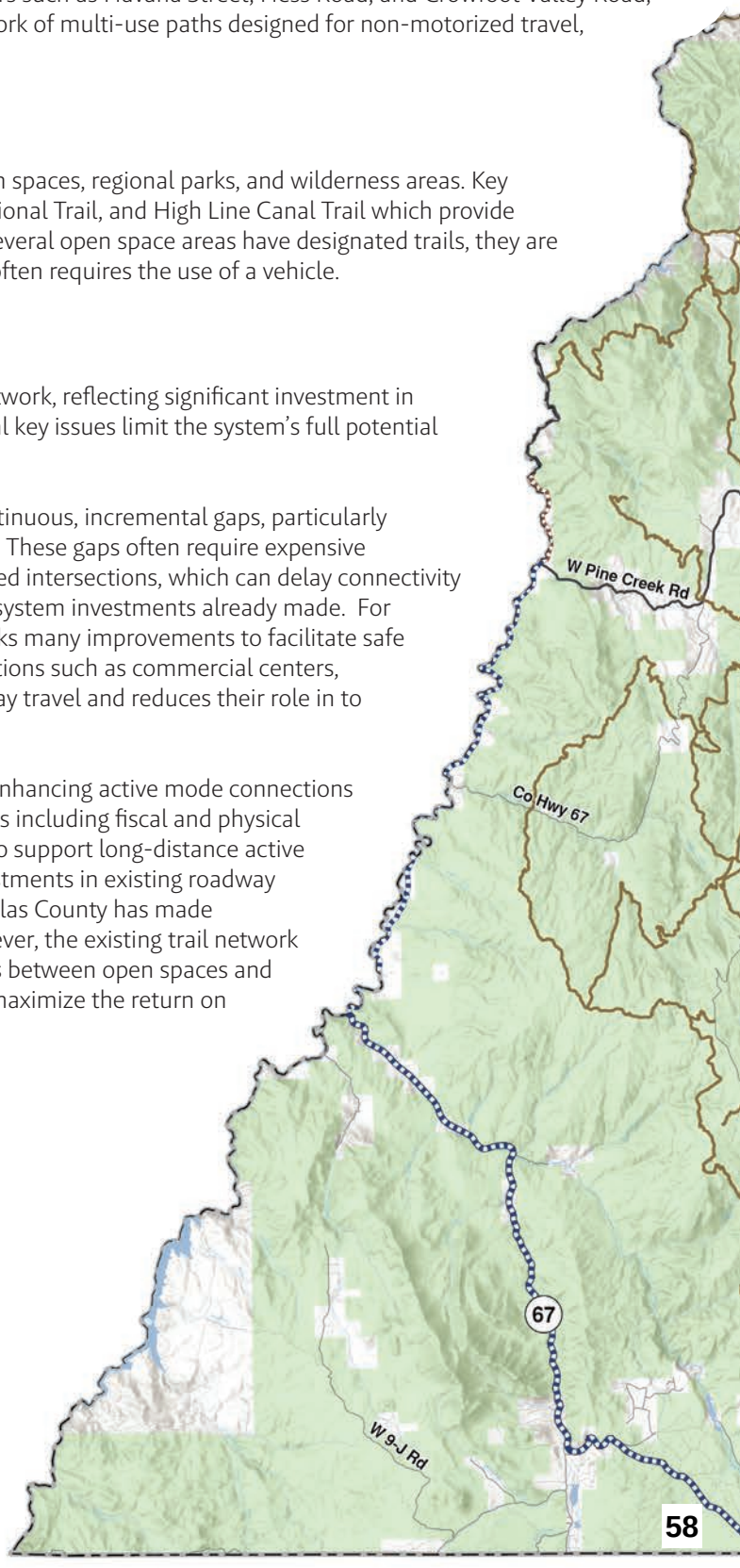
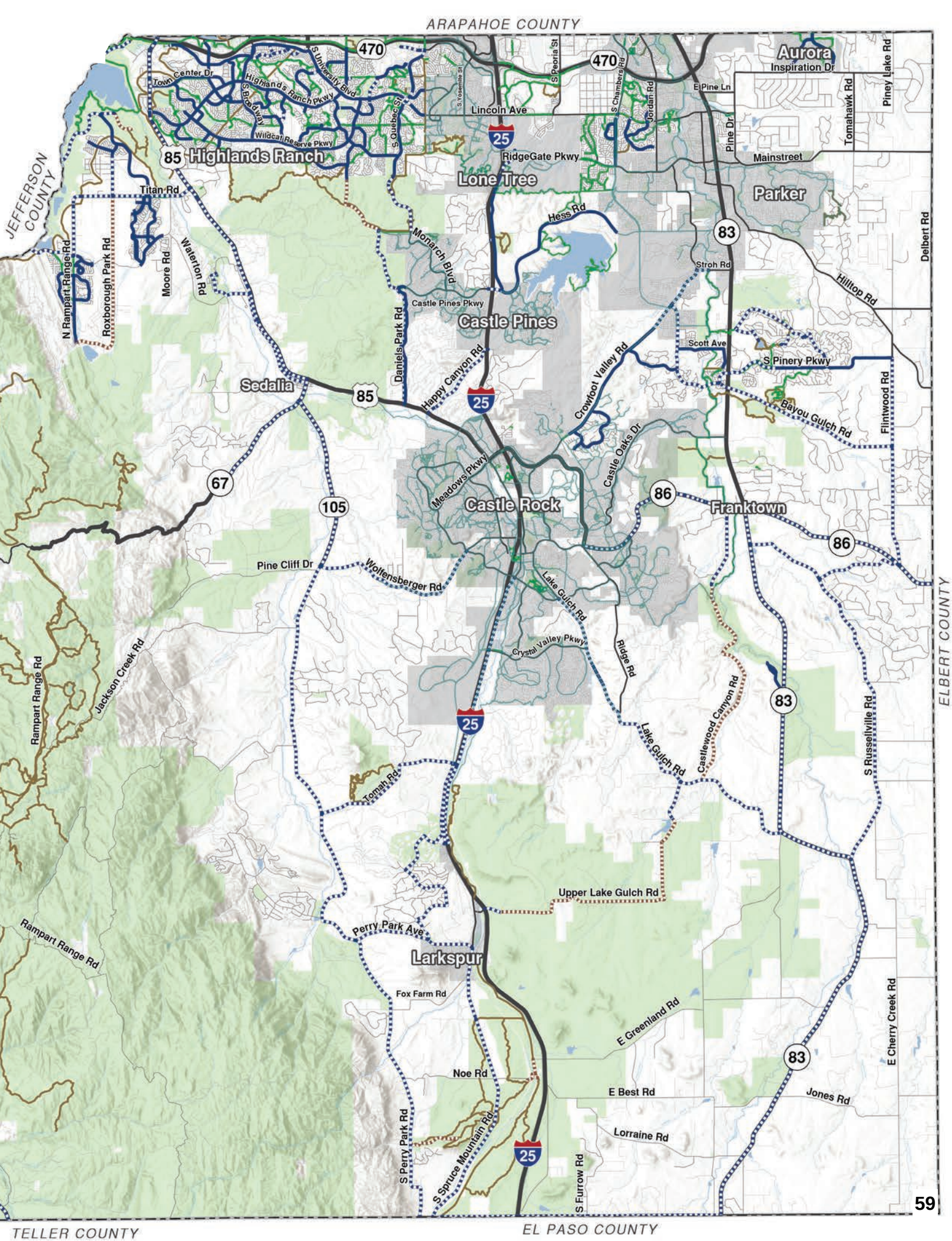



**Figure 4.5 - Douglas County Active Routes**

- Bike Lanes (On-Street)
- Bike Route (Gravel)
- Bike Route (Paved)
- Municipal Bike Facilities

**Multi-Use Trails**

- Paved Path
- Unpaved Path
- County Trail


ARAPAHOE COUNTY
JEFFERSON COUNTY
ELBERT COUNTY
TELLER COUNTY
EL PASO COUNTY
470
Aurora
Inspiration Dr
E Pine Ln
Piney Lake Rd
Tomahawk Rd
Pine Dr
Mainstreet
Parker
Delbert Rd
Hilltop Rd
Stroh Rd
Scott Ave
S Pinery Pkwy
Bayou Gulch Rd
Flintwood Rd
Town Center Dr
Highland's Ranch Pkwy
S Broadway
S University Blvd
Wildcat Reserve Pkwy
S Quebec St
S Yosemite St
S Peoria St
S Chambers Rd
Jordan Rd
Lincoln Ave
85
Highlands Ranch
Lone Tree
RidgeGate Pkwy
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Titan Rd
Hess Rd
Monarch Blvd
Castle Pines Pkwy
Castle Pines
Daniels Park Rd
Happy Canyon Rd
Crowfoot Valley Rd
Castle Oaks Dr
Meadows Pkwy
Castle Rock
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Pine Cliff Dr
Wolfensberger Rd
Lake Gulch Rd
Crystal Valley Pkwy
Ridge Rd
Castlewood Canyon Rd
S Russellville Rd
Tomah Rd
Upper Lake Gulch Rd
Perry Park Ave
Larkspur
Fox Farm Rd
E Greenland Rd
E Cherry Creek Rd
Noe Rd
E Best Rd
Jones Rd
Lorraine Rd
S Perry Park Rd
S Spruce Mountain Rd
S Furrow Rd
N Rampart Range Rd
Roxborough Park Rd
Moore Rd
Waterton Rd
Rampart Range Rd
Jackson Creek Rd

# TRANSIT SYSTEM

Douglas County's current transit network is limited but evolving, with services concentrated in more suburban areas and targeted programs supporting specific populations. The Regional Transportation District (RTD) services are available in more densely populated communities like Highlands Ranch, Lone Tree, and Parker. These urbanized areas benefit from higher demand and infrastructure to support transit. However, in the southern, rural portion of the county, transit options are very limited, leaving personal vehicles as the primary and only transportation option.

## Transit Challenges and Opportunities

Transit in Douglas County remains limited, with few options available to meet the growing and changing needs of residents. Despite this, there is a strong and consistent public demand for expanded transit services, particularly as the county prepares for a more regional approach to mobility and addresses the needs of an aging population.

**Limited Existing Transit Options:** The county currently lacks a comprehensive transit system, leaving many residents, especially those without access to a personal vehicle, without viable alternatives for travel. This gap disproportionately affects individuals with disabilities, lower-income households, and the growing populations of older adults.

**Public Support for Expansion:** Community engagement has revealed a clear desire for more transit choices, including regional connections, local circulators, and specialized services. However, it is understood that this sentiment is not universal and when the cost of such investments is considered sentiments may change.

**Emerging Regional Investments:** State-led efforts such as CDOT's Bustang expansion and the proposed Front Range Passenger Rail may integrate Douglas County into a broader regional transit network. These investments could provide high-capacity, long-distance travel options that connect the county to major employment centers and neighboring communities. A regional approach may be of more importance as Douglas County is now being more significantly impacted by growth in adjacent counties.

**Innovative and Inclusive Service Models:** Building on the decade of success in Lone Tree, Douglas County expanded Link On Demand into Highlands Ranch in 2025. The county is actively seeking partnerships, identifying funding, and looking to expand regional ride-share into other areas of the county.

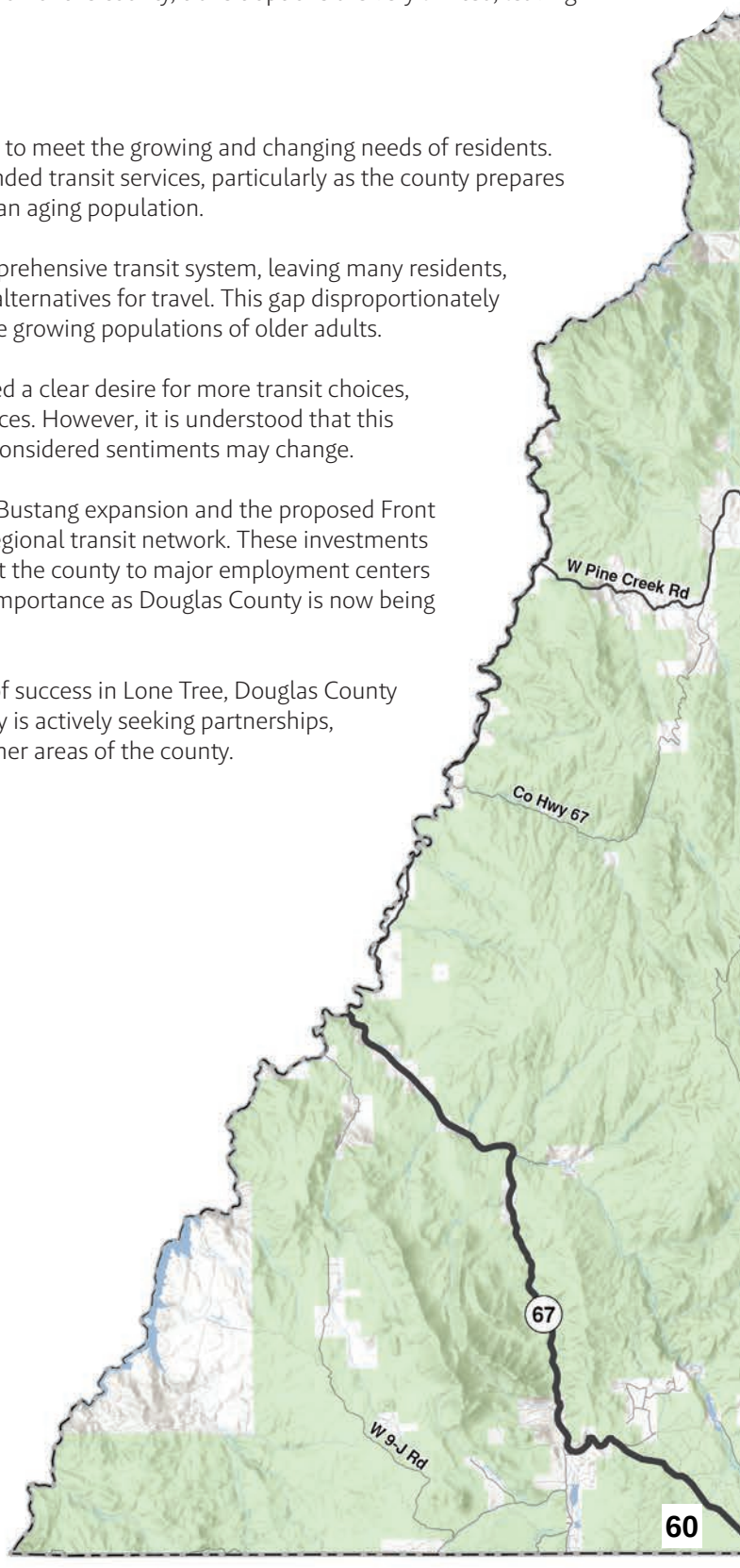
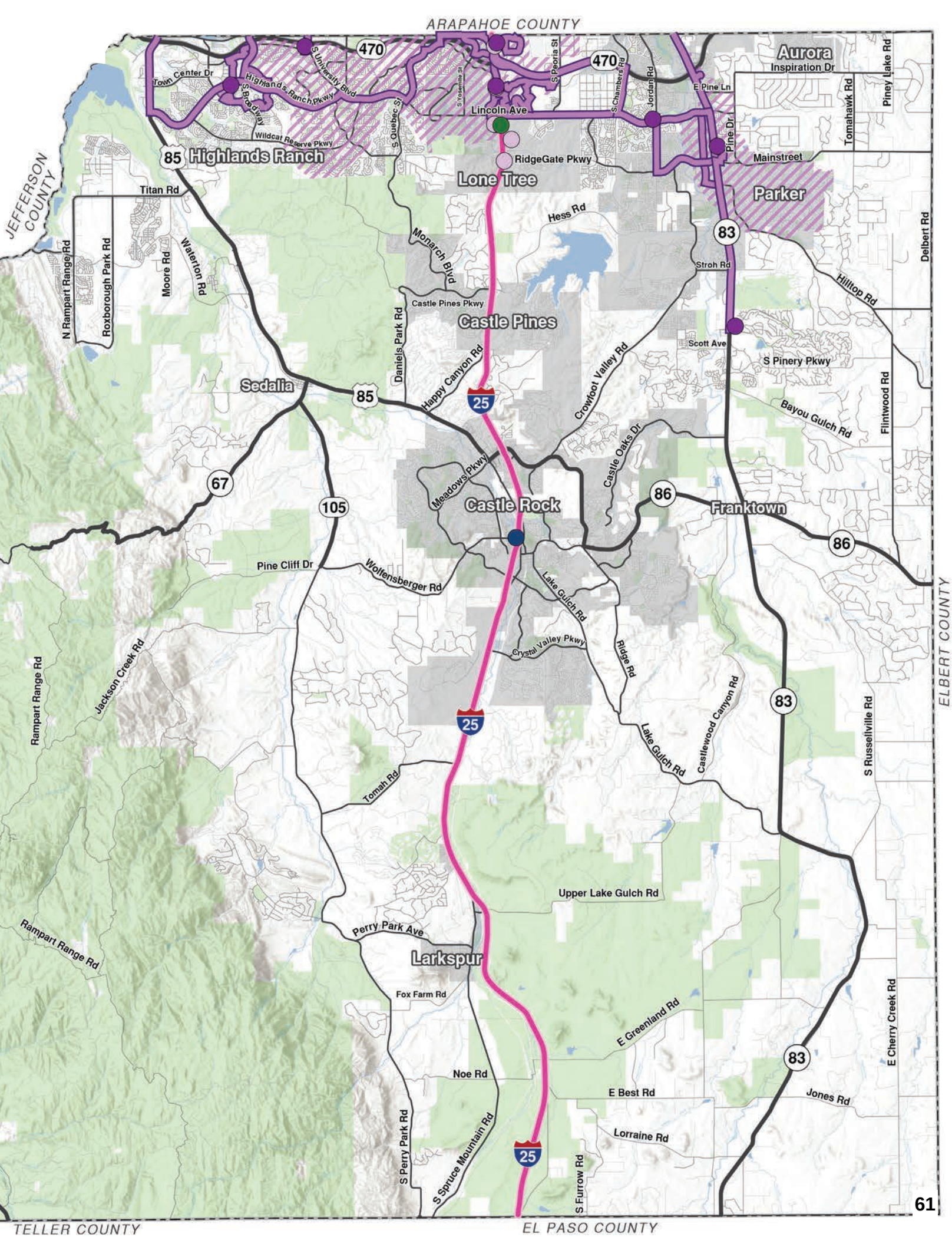
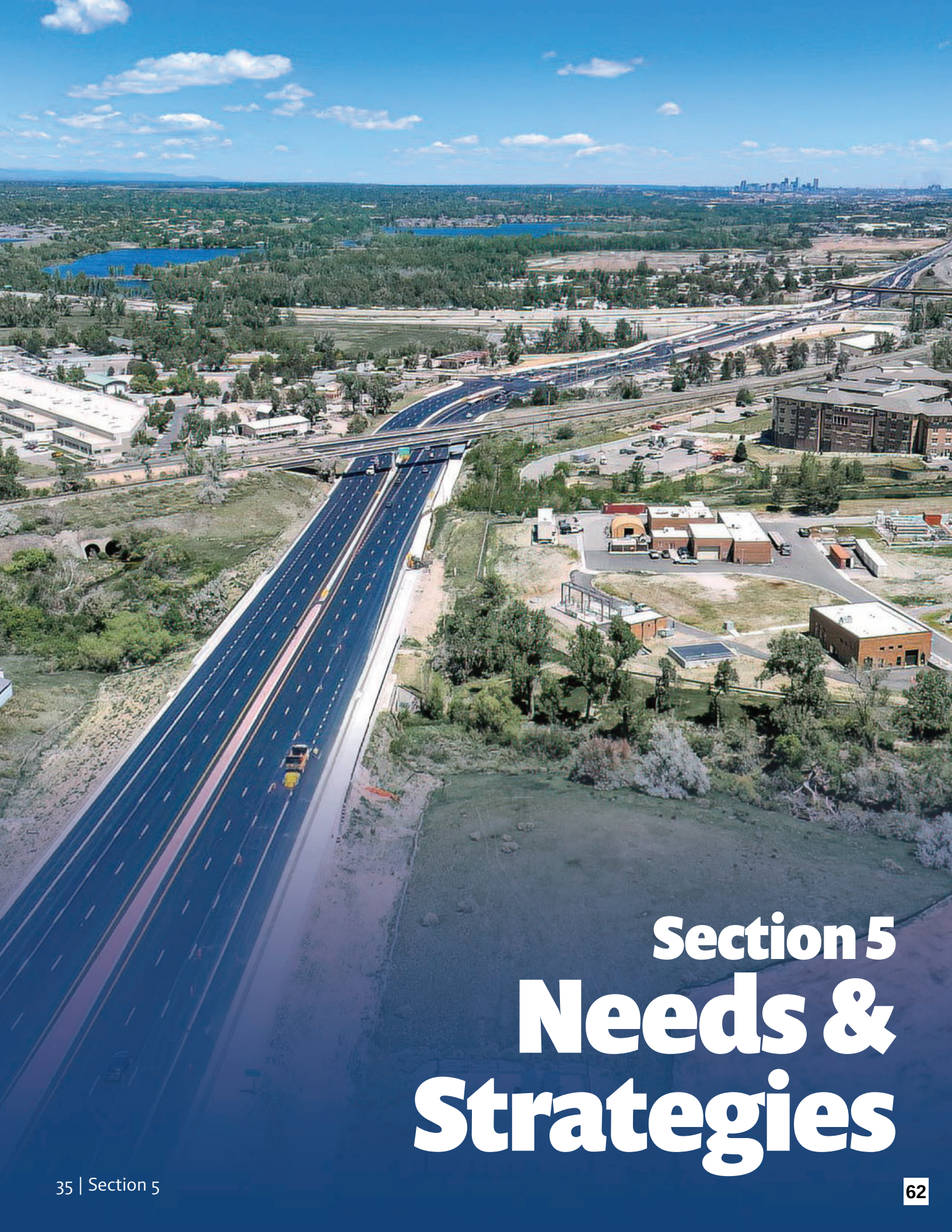



**Figure 4.6 - County Existing Transit Network**

- RTD Routes
- CDOT Bustang South Route
- Park n Ride
- RTD Light Rail Station
- Lone Tree Mobility Hub
- Future Castle Rock Mobility Hub
- Call n Ride


ARAPAHOE COUNTY
JEFFERSON COUNTY
ELBERT COUNTY
TELLER COUNTY
EL PASO COUNTY
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Inspiration Dr
Town Center Dr
Highlands Ranch Pkwy
S Broadway
S University Blvd
Wildcat Reserve Pkwy
S Quebec St
S Yosemite St
S Peoria St
S Chambers Rd
Jordan Rd
E Pine Ln
Lincoln Ave
Pine Dr
Tomahawk Rd
Piney Lake Rd
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S Furrow Rd



# Section 5
# Needs & Strategies

As mentioned previously, this 2050 Transportation Plan divided Douglas County into 16 sub areas to better address the unique mobility improvements needs of the County's diverse development pattern, population distribution, and travel expectations. Once established, detailed needs assessment evaluations were conducted for each sub area's mobility infrastructure to better understand how each sub area and specifically their mobility infrastructure meets the characteristics of each of the Transportation Plan's identified five mobility goals.

This evaluation process included reviewing previous relevant planning efforts, compiling key sub area mobility data, evaluating future demands and travel patterns, assessing/scoring mobility needs, and brainstorming solutions.

## Needs Analysis

To align future project recommendations within each county sub area with the overarching Transportation Plan's mobility goals, needs were evaluated using a methodology that directly linked them to the plan's five mobility goals and their associated three characteristics. For instance, the goal of "Safety" includes characteristics such as crash hot spots, severe collisions, and the safety of vulnerable road users, which clarify the specific issues the goal aims to address and improve.

## Process and Scoring System

Each sub area was assessed against the Goal Framework characteristics to determine deficiencies in the sub area, and the severity of the mobility goal deficiency (low, medium, high, critical) are highlighted below.




The overall assessment of all 16 sub areas is presented in ***Table 5.1 - Needs Analysis*** Douglas County staff and SET members played key roles in assisting in identifying sub area needs and determining their relative urgency. It's important to note that some of each sub area's characteristics as having a "Low" level of need still face challenges; these needs are simply less critical when compared to others across the county. While the plan aims to identify and address as many needs as possible with specific projects and programs, this assessment places particular emphasis on the most critical needs and potential solutions expected to deliver the greatest positive impact on the county's transportation network in alignment with the 2050 Transportation Plan five mobility goals.

## From Needs to Solutions: Strategy and Project Development

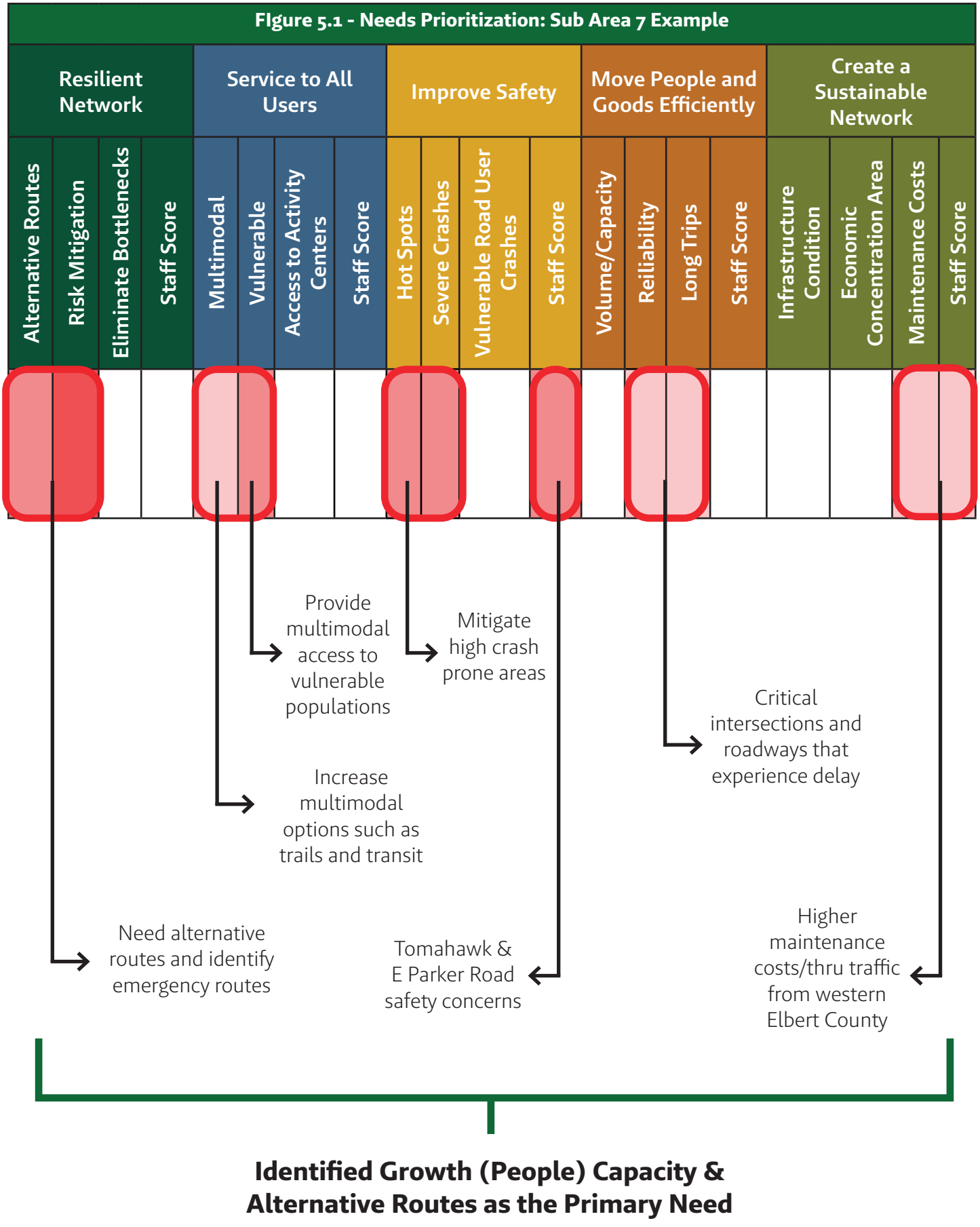
After identifying the needs within each sub area, the team applied a multi-faceted approach to brainstorm potential strategies tailored to those needs. Each sub area was evaluated to generate ideas that directly addressed its specific challenges. This brainstorming process incorporated insights from county staff, feedback collected through the initial public survey and comment map, and input from SET group members. An annotated example of how this need analysis leads to recommendations are shown in ***FIgure 5.1 -Needs Prioritization: Sub Area 7 Example.***

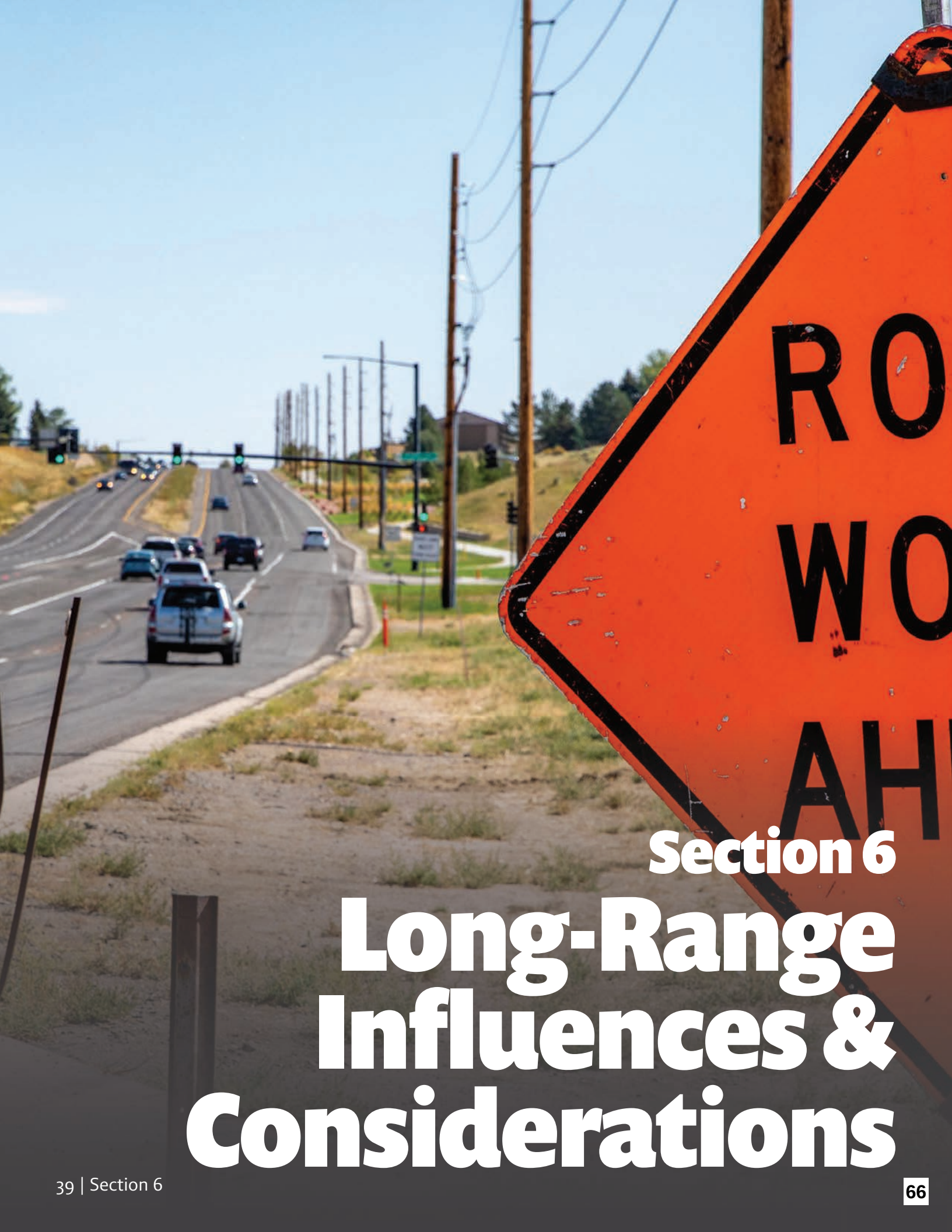
The strategy brainstorming process generated a wide range of targeted, potential solutions to address identified needs. Understanding the transportation needs and strategies in Douglas County requires recognizing the distinct challenges faced by urban and rural areas. The county's needs analysis identified key priorities, including congested corridors, managing growth and development, improving safety, expanding transit options, and maintaining roads and bridges. Issues like congestion and growth are primarily concentrated in the urbanized northern part of the county, while rural areas are more affected by roadway safety and infrastructure maintenance. Developing a range of solutions tailored to the unique urban and rural contexts is essential for effectively translating these needs into actionable projects.

The team reviewed individual strategies to find patterns and logical groupings, ultimately combining them into more comprehensive project concepts. Project development aimed to create coherent, actionable projects that the county could eventually scope and implement. These projects are designed to address multiple related needs within each sub area while contributing to broader improvements across the county's transportation system in alignment with the 2050 DCTP goals.

| Table 5.1- Needs Analysis* | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sub Areas | Resilient Network | | | Service to All Users | | | Improve Safety | | | Move People and Goods Efficiently | | | Create a Sustainable Network | | |
| | Alternative Routes | Risk Mitigation | Eliminate Bottlenecks | Multimodal | Vulnerable | Access to Activity Centers | Hot Spots | Severe Crashes | Vulnerable Road User Crashes | Volume/Capacity | Reiliability | Long Trips | Infrastructure Condition | Economic Concentration Area | Maintenance Costs |
| 1 | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | |
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| 15 | | | | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | | | | |

*Note - Refer to page 5 for a list of sub area names.


FIgure 5.1 - Needs Prioritization: Sub Area 7 Example
Resilient Network
Service to All Users
Improve Safety
Move People and Goods Efficiently
Create a Sustainable Network
Alternative Routes
Risk Mitigation
Eliminate Bottlenecks
Staff Score
Multimodal
Vulnerable
Access to Activity Centers
Staff Score
Hot Spots
Severe Crashes
Vulnerable Road User Crashes
Staff Score
Volume/Capacity
Reiliability
Long Trips
Staff Score
Infrastructure Condition
Economic Concentration Area
Maintenance Costs
Staff Score
Provide multimodal access to vulnerable populations
Mitigate high crash prone areas
Critical intersections and roadways that experience delay
Increase multimodal options such as trails and transit
Need alternative routes and identify emergency routes
Tomahawk & E Parker Road safety concerns
Higher maintenance costs/thru traffic from western Elbert County
Identified Growth (People) Capacity & Alternative Routes as the Primary Need



## Section 6

# Long-Range Influences & Considerations

The previous section of the Transportation Plan highlighted the transportation improvement needs assessment conducted by the sub area to ensure each of the county's sub areas' mobility infrastructure meets the objectives of the county's five mobility goals. While those transportation needs were identified using both existing conditions and projected demands, the analysis leaned the evaluation more toward current conditions to ensure the Transportation Plan's recommended project list is weighed to address the immediate mobility needs of each sub area.

However, as a 25-year transportation plan, it is important to position county resources toward the long-term mobility needs of the county. Recommended projects for the later years of a 25-year plan are often difficult to predict and evolve due to unanticipated trends. This is why most long-range plans are updated every 10 years.

This section of the Douglas County 2050 Transportation Plan presents five emerging trends and strategic considerations Douglas County should consider to ensure future resources are adaptable and resilient and continue to achieve the county's mobility goals in the later years of this document's planning horizon.

## Population Growth in Adjacent Counties

Douglas County's population increased by nearly 40% since 2000 according to the US Census. In comparison, neighboring El Paso and Elbert counties have grown by 20% and 30% respectively over the same period. Projections from the Colorado State Demographer predict that Douglas County's population will grow at a lower 16% through 2050. However, over the same 25 years, El Paso and Elbert counties are expected to grow by 40% and 63% respectively. This marks a shift in growth rates, as adjacent counties to the south and east may see higher population growth rates than that of Douglas County going forward.

There are three types of vehicle trips countywide that would be impacted by this emerging population growth trend: internal/external, and external trips. Internal trips are those trips that have an origin and destination within Douglas County. Internal/external trips are those trips that have either an origin, or a destination in Douglas County. External trips are those trips with neither a trip origin, nor a destination within Douglas County. These 'through' trips are passing through Douglas County without stopping.

This growth trend suggests there will be an increase in external trips passing through Douglas County, competing with trips that benefit the community for use on Douglas County's limited street network. Currently, external, or through trips account for upwards of 30% of all trips in Douglas County. That is expected to increase by 2050.



## Aging Population

Douglas County's population is aging. The State Demographer shows the county's population today is distributed fairly evenly, with only 15% of the population being over the age of 65. By 2050, the State projects 26% of Douglas County residents will be 65-years of age, or older. The data also shows that Douglas County is expected to see decreases in the number of people between 0 and 55.

This aging trend will likely impact Douglas County's future land use patterns and its long-range transportation needs.

Older people and empty nesters tend to seek smaller-lot and higher-density housing near existing amenities. The anticipated growth that comes with older populations and empty nesters will likely occur in the established northern portions of the county and along the I-25 corridor south to Castle Rock.

Transportation needs associated with this aging population tend to suggest that continued investment in established areas will be needed to improve personal accessibility and mobility, and there will be a growing need to provide increased transit services for the mobility flexibility it provides for an aging population.

This need has been generally appreciated by the community through numerous surveys. According to approximately 37% of respondents of this mobility plan's survey, they agreed that providing a variety of transportation choices is of the highest importance.

The Douglas County Integrated Transit and Multimodal Study conducted a survey for the public with an opportunity to give input on the potential transit service in the county. The survey received 549 responses, where 17% of respondents said they currently use transit within northern Douglas County, and about half of respondents said they would use transit at least monthly if it served their destinations.

**Table 6.1 - Population Age Change**

| Age | 2025 | Percent | 2050 | Percent | Difference |
|---|---|---|---|---|---|
| Age 0-5 | 25,407 | 6.4% | 25,485 | 5.4% | -1.0% |
| Age 6-15 | 55,714 | 14.0% | 51,783 | 11.0% | -3.0% |
| Age 26-35 | 46,229 | 11.6% | 43,722 | 9.3% | -2.4% |
| Age 36-45 | 55,459 | 13.9% | 59,278 | 12.5% | -1.4% |
| Age 46-55 | 58,093 | 14.6% | 62,855 | 13.3% | -1.3% |
| Age 56-64 | 44,491 | 11.3% | 54,192 | 10.6% | 0.3% |
| Age 65+ | 61,083 | 15.5% | 122,920 | 26.3% | 10.8% |
| **Total** | **393,892** | **100%** | **466,822** | **100%** | **-** |

**Source:** Colorado Demography Office, Douglas County Population, accessed September, 2025, https://demography.dola.colorado.gov/

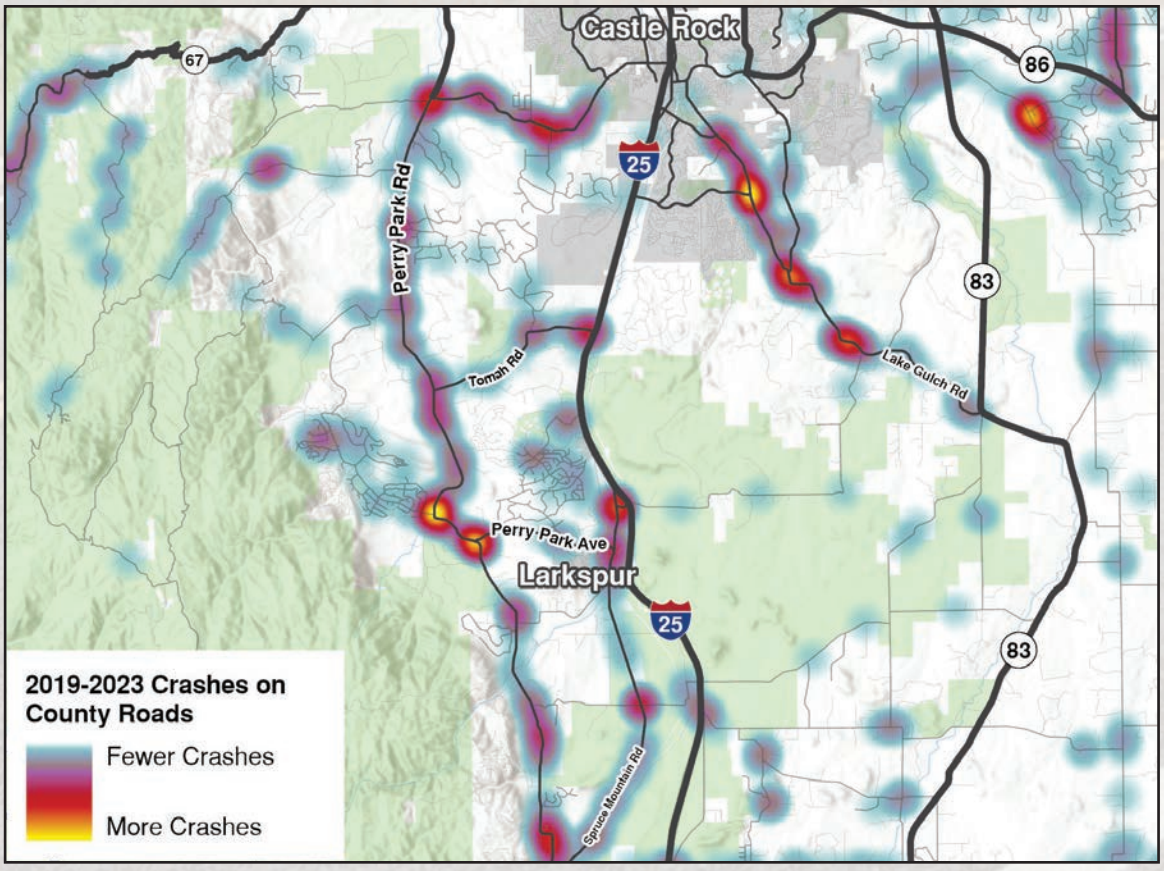
## Increasing Use, Conflict, and Crashes on Rural Roadways

Douglas County's rural areas and recreational amenities are state-wide attractions. As the county and the entire Front Range continue to grow, there will be continual increases in people accessing these areas, hunting, camping, four-wheeling, hiking, cycling, and mountain biking, to name a few. Additionally, these rural roadways will experience continual increases in commuting use as congestion grows countywide, and motorists find alternative routes to avoid it.

Countywide crash analysis indicates the more urban northern areas of the county are experiencing more frequent, often less severe, crash types, dominated by congestion-related and VRU (pedestrian/cyclists) collisions. The rural portions of the County are experiencing less frequent, but more severe crashes, that are dominated by higher-speed incidents, collisions with wildlife, and lane and roadway departures.

Population growth combined with the county's recreational attractiveness will increase the use of the county's rural roadways and will result in increases in the number and type of conflicts and crashes that occur. These conflicts and crashes will likely include both traditional rural categories (such as wildlife collisions, lane and roadway departures, and weather-related incidents) and more typical urban categories (such as the variety of vehicle and vulnerable user collisions) associated with congestion.

**Figure 6.1 - 2019-2023 Crashes on County Roads**



## Increasing Frequency of Extreme Weather Events and Population Growth

Continued population growth in Douglas County and the Front Range is bringing expanded residential development into areas with limited roadway networks and constrained evacuation options. The rural areas of Douglas County consist of narrow two-lane roadways, gravel roads, or single access points that can quickly become overwhelmed in a large-scale evacuation.

The Front Range is experiencing a rising frequency of extreme weather events and natural disasters. The region has seen larger, faster-moving wildfires, more intense precipitation events leading to flash flooding, and winter storms that disrupt transportation for extended periods.

As more residents settle in Douglas County's rural areas and adjacent counties, particularly within the wildland-urban interface, the margin for error in managing evacuations shrinks for county Officials. Increasing bottlenecks, limited network, combined with long travel distances to safe zones, put lives at risk without clear long-range strategies for traffic flow, alternative routing, and resource deployment.

## Growing Capabilities of Technology

The emerging and expanding capabilities of technology in the transportation industry presents Douglas County with growing opportunities to more efficiently manage its traffic operations. Three technologies are at the forefront of this emerging opportunity, offering evolving capabilities to monitor, predict, and respond to traffic conditions more efficiently and in real time.

**Intelligent Transportation Systems (ITS)** - ITS provides the foundation for modern traffic management. Through advanced sensors, traffic cameras, dynamic message signs, and adaptive signal control, Douglas County utilizes ITS to monitor its roadway conditions and adjust traffic operations dynamically. This is done now by utilizing adaptive signal timing systems to reduce congestion through real-time traffic volumes rather than relying on static signal plans.

**Artificial intelligence (AI)** – AI is advancing ITS capabilities by offering capabilities to analyze large volumes of traffic data to predict congestion patterns and optimize traffic signal networks rather than react to them. Soon, Douglas County could apply AI-driven models to improve its conventional ITS systems and refine signal operations, reducing inefficiencies and enabling more precise allocation of limited resources.

**Connected Vehicle Technologies** - Connected vehicles promise even greater system efficiency gains by facilitating direct communication between vehicles and infrastructure (V2I). As more of the private vehicle fleet becomes equipped with connected technology, Douglas County could receive anonymized, high-frequency data on vehicle speeds, locations, and braking patterns—providing a more complete and timelier picture of roadway conditions than fixed sensors alone. This real-time data provided by connected vehicles enables advanced warning systems for drivers, dynamic speed harmonization, and improved incident detection.

# MOBILITY GOALS & STRATEGIC CONSIDERATIONS

## Resilient Network

A resilient transportation network means Douglas County's rural roads can adapt to growing demands for emergency access and function as evacuation routes during extreme weather events. With continued population growth in the County and neighboring areas, these capabilities are increasingly critical. ***While preserving the County's rural character remains a priority***, strategic infrastructure upgrades, such as introducing all-weather roadways, are necessary to provide dependable access for residents, emergency services, and commerce throughout the year. Surfacing enhancements are usually programmed as a strategy for addressing rising maintenance costs. Investments for resiliency should also be considered such as the "farm to market" network strategy of many rural areas.

**Long-term Strategic Consideration -** Douglas County should consider improving the all-weather functionality of key rural roadways to create a more resilient network to respond to weather events or other unplanned emergencies. All weather surfacing would provide emergency management officials with options for access and evacuation. One example is discussed below.

## East Upper Lake Gulch Road / Garten Road

Upgrading the surfacing of East Upper Lake Gulch Road and maintaining it during the winter months would provide a resilient connection to Lake Gulch Road and CO-83 for emergencies. Any other improvements should be sensitive to the character of the designated Open Space and its wildlife and are not recommended.

**Figure 6.3 - East Upper Lake Gulch Road/Garten Road**



# Service to All Users

Service to all users means that all people, including the aging population, should have safe, convenient, and reliable mobility options to reach their destinations and the county's transportation system supports people with disabilities, older adults, and those without access to a personal vehicle.

**Long-term Strategic Consideration -** The county should continue to plan for and advance transit planning and investment to serve the aging populations in the urban areas and major transportation corridors within Douglas County long into the future. Douglas County's aging population and continually expanding urban areas suggest the county should continue preparing for premium transit as a more viable transportation option in the northern part of the county and the I-25 Corridor for the long term. As Douglas County's population continues to grow and its transportation system matures, transit will continue to become a more important mobility choice for the residents of Douglas County.

## Transit Integration Plans

The three regional transit projects elevate Douglas County's role in the region's complete mobility network. Each position the county for further transit considerations and first and last mile improvement studies to ensure transit plays a successful role as part of Douglas County's future balanced transportation system, better serving all of Douglas County's residents.

## Front Range

Interstate 25 is the backbone of north/south travel in the Front Range. Despite the recent expansion of I-25, Douglas County and the entire Front Range continue to be challenged by congestion and would benefit from diversifying the travel choices in the corridor. Douglas County should continue to support premium transit alternatives along the I-25 corridor to ensure more reliable travel times, better connections existing communities for all mobility users, and further promote economic and more resilient and sustainable growth in the county. The Colorado Department of Transportation (CDOT) is working with the Front Range Passenger Rail District to develop the Front Range Passenger Rail Service Development Plan (SDP). The SDP is a comprehensive document that demonstrates a full-build vision for passenger rail, outlining the planning and implementation steps to realize passenger rail along the Front Range. Douglas County will continue to have active participation in this planning effort, which is critical to ensuring various transportation options can connect people to and from Douglas County.

## RidgeGate Parkway & Castle Pines Transit Mobility Corridors

Long-range transit mobility corridors between Downtown Parker and Castle Pines and the Lone Tree City Center RTD light rail station have been included in the DRCOG financial constraints 2050 should continue to be endorsed by the Douglas County to be studied in the long term. These potential corridors, along with the Broadway / Lincoln BRT, will help interconnect Douglas County's established communities that will likely have the highest concentration of aging population and those needing

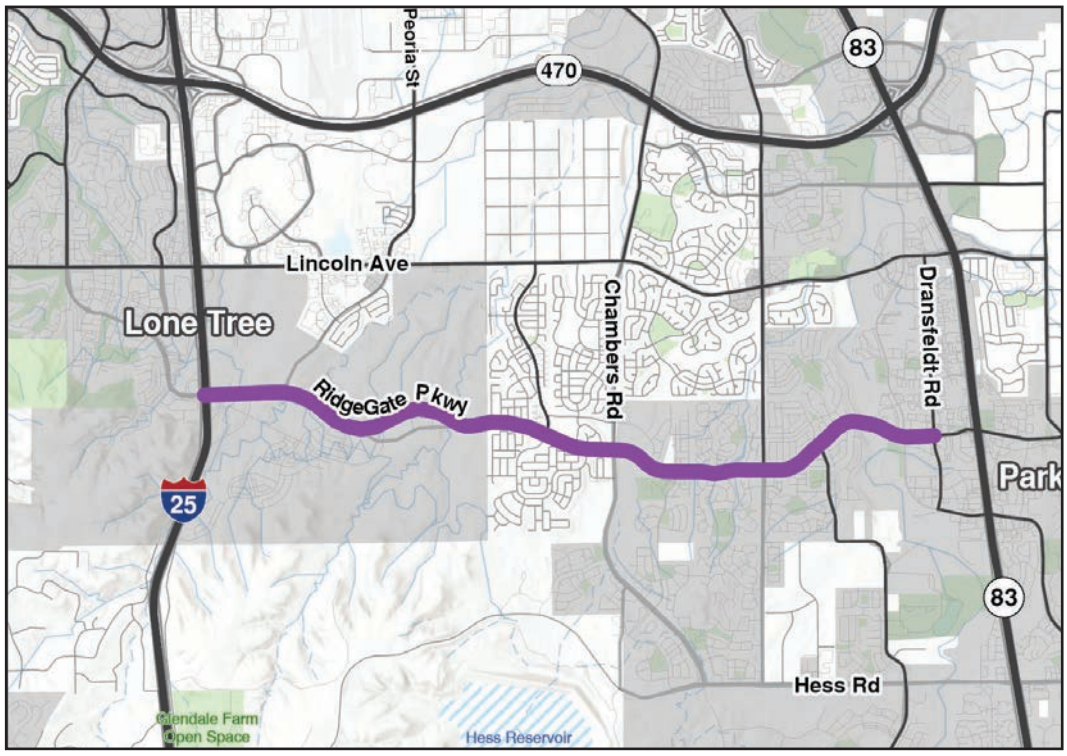



**Figure 6.4 - RidgeGate Parkway & Castle Pines Transit Mobility Corridors**

## Broadway Bus Rapid Transit (BRT) - Colfax to Highlands Ranch Parkway

BRT is an important component of the greater Denver region's current and Douglas County's future transportation and mobility network. There are 11 BRT corridors identified in the Denver Regional Council of Governments (DRCOG 2050) Regional Transportation Plan. The Regional Transportation Plan identified the need for BRT service to Douglas County along the Broadway corridor in the years 2030-2039. This project would provide regional connectivity for residents of Douglas County to travel in and out of Denver. The full implementation of improvements corridor-wide would also make north-south travel into Denver more efficient and safer for Douglas County residents. Douglas County should continue to support the development of this BRT corridor to help meet the County mobility five mobility goals and aging population trends.

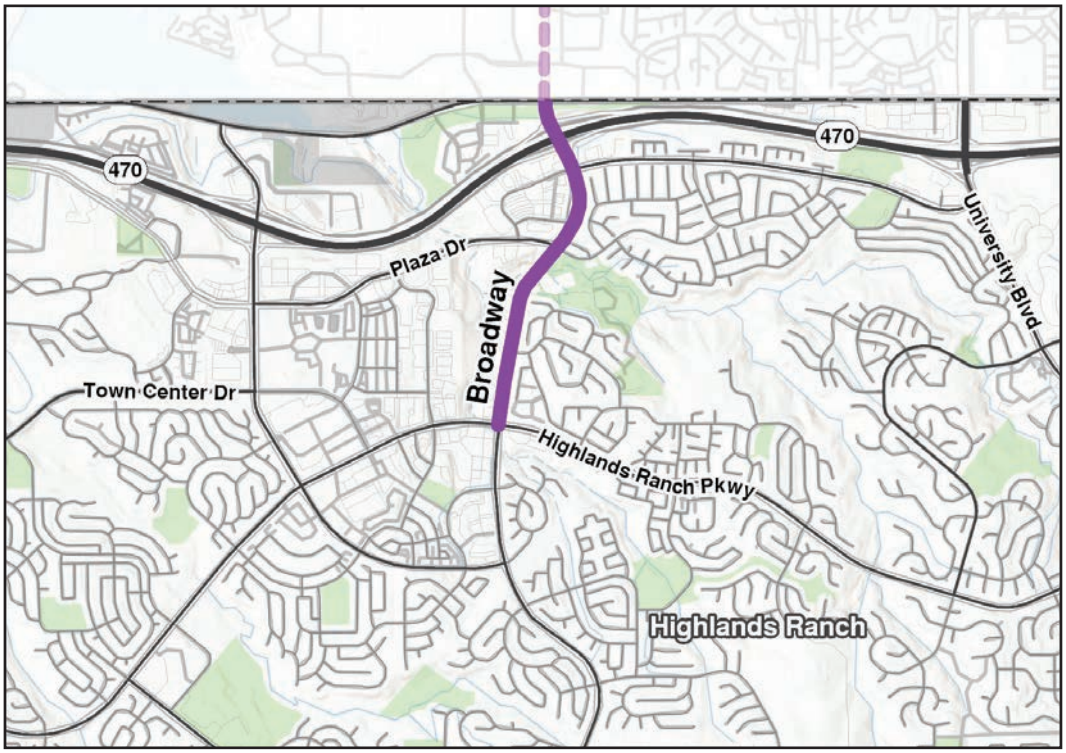



**Figure 6.5 - Broadway Bus Rapid Transit (BRT) - Colfax to Highlands Ranch Parkway**

## Safety

Safety means the county is preparing for the continual increasing use, conflicts, and crashes which are occurring on rural roadways. Douglas County should consider establishing a Rural Roadway Safety Program in the long term that directly addresses two leading issues on rural roadways: travel lanes and roadway departures and collisions with vulnerable users, such as cyclists.

**Long-term Strategic Consideration -** The county should recognize many of Douglas County's rural roadways, like CR 105 between Palmer Lake and Sedalia, are experiencing rising traffic volumes from both daily commuting and recreational trips associated with population growth. Many of these rural roads are designed for lower volumes and slower speeds. Higher traffic volumes increase the risk of severe crashes, be it lane, or roadway departures, or collisions with vulnerable users.

## The Rural Roadway Safety Program

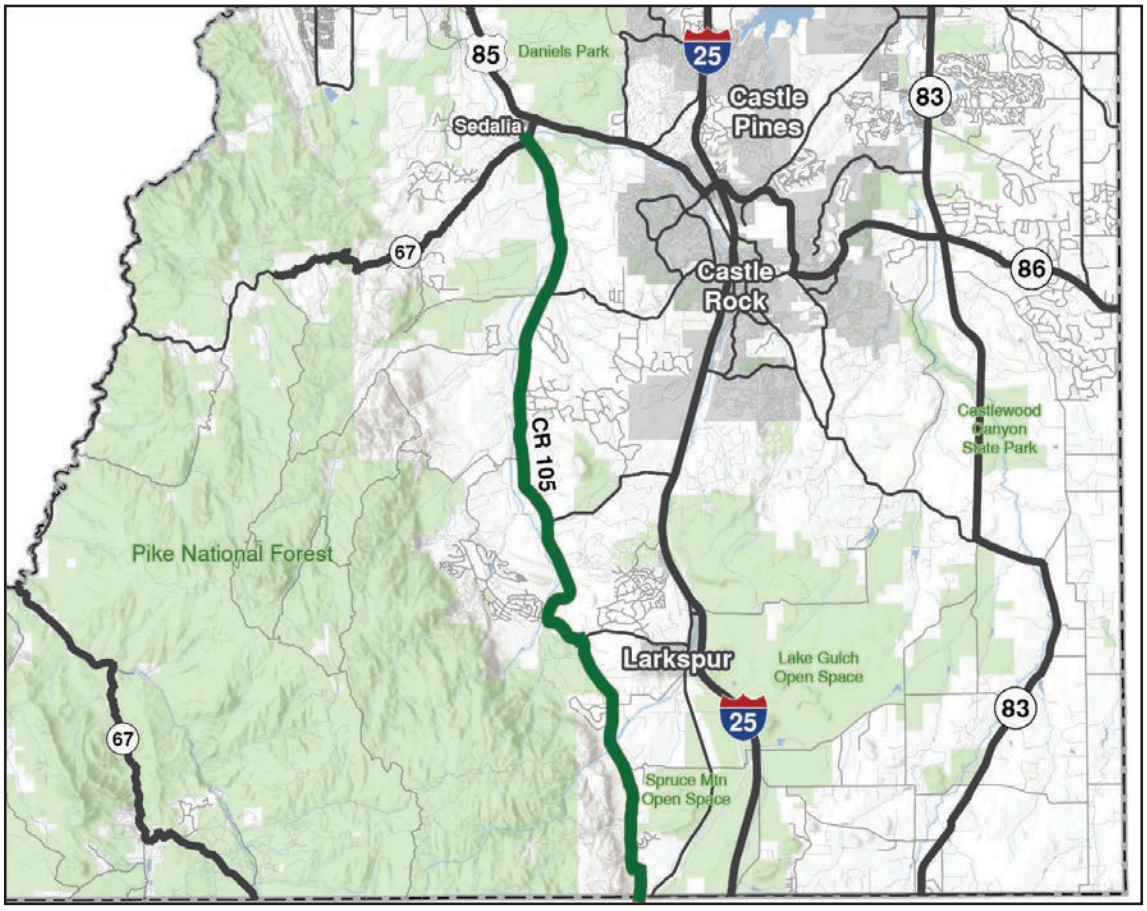
A countywide rural roadway safety program could include a comprehensive shoulder improvement component that widens and paves roadway shoulders wherever feasible and install rumble strips. Wider shoulders create safer recovery zones for errant vehicles, while also providing space for cyclists and pedestrians. Complementing this, the installation of centerline and edge-line rumble strips can alert inattentive or drowsy drivers before a departure occurs. For curves or high-crash locations, enhanced delineation, guardrails, and high-friction surface treatments should be prioritized.

The program should rely on crash history, traffic counts, and growth forecasts to prioritize corridors most in need of shoulder widening, rumble strips, and multimodal improvements. Systematic evaluation will ensure investments provide the greatest safety benefit. By systematically investing in a rural roadway safety program, Douglas County can significantly reduce roadway departure crashes and protect vulnerable road users. This proactive program will save lives, enhance mobility, and ensure the county's rural roadways safely accommodate both growth and recreational use in the years ahead.

## CR 105 between Palmer Lake and Sedalia

A leading candidate for roadway showcasing growing conflicts with recreational and commuting traffic trend is CR 105, between Palmer Lake and Sedalia. CR 105 is a scenic rural roadway that provides access to many of Douglas County's preserved open spaces. The roadway also is experiencing increases in both recreational activity because of the quality of open spaces and the quality of the ride for roadway cyclists. These increasing recreation activities correspond with increasing commuting traffic from rural areas and alternative routes by traditional I-25 motorists.

**Figure 6.6 - CR 105 between Palmer Lake and Sedalia**




# Efficient Movement

Efficient Movement means Douglas County should prioritize investments in projects that enhance the movement of more people and support reliable travel for all users, regardless of mode by leveraging the growing capabilities of technology.

**Long-term Strategic Consideration -** As technologies, like AI, emerge and connected vehicle technologies scale, the importance of standardized and localized data collection and management cannot be overstated. Douglas County should first recognize all the emerging technologies - ITS, AI, and connected vehicles - rely on robust, accurate, and context-specific data.

## Standardize and Localize Data Management Practices

Localized data, such as detailed traffic counts, turning movement patterns, weather impacts, land use changes, and even school schedules, ensures that technology solutions are tailored to the unique characteristics of Douglas County. Without high-quality local data, algorithms may misinterpret traffic conditions, adaptive systems may underperform, and decision-making may be less effective. By investing in strong data collection programs unique to Douglas County and ensuring that information is shared across agencies, Douglas County can maximize the return on technology investments and foster a more integrated, responsive transportation network.

# Sustainable Networks

Sustainable Networks means Douglas County should preserve the capacity of existing commuting corridors and focus long-term investments on interconnecting established, but underutilized corridors. The county should consider leveraging its capacity to accommodate increasing population and commuting traffic growth while encouraging additional interconnectivity long-term projects and updated land development subdivision and zoning regulations which promote connectivity in the long-term.

Growth in eastern Douglas County and the expected long-term growth in El Paso and Elbert counties to the south and east will continue to place pressure on the I-25 and CO-83 corridors, challenging the financial resources of Douglas County, CDOT, the Town of Castle Rock, and the Town of Parker.

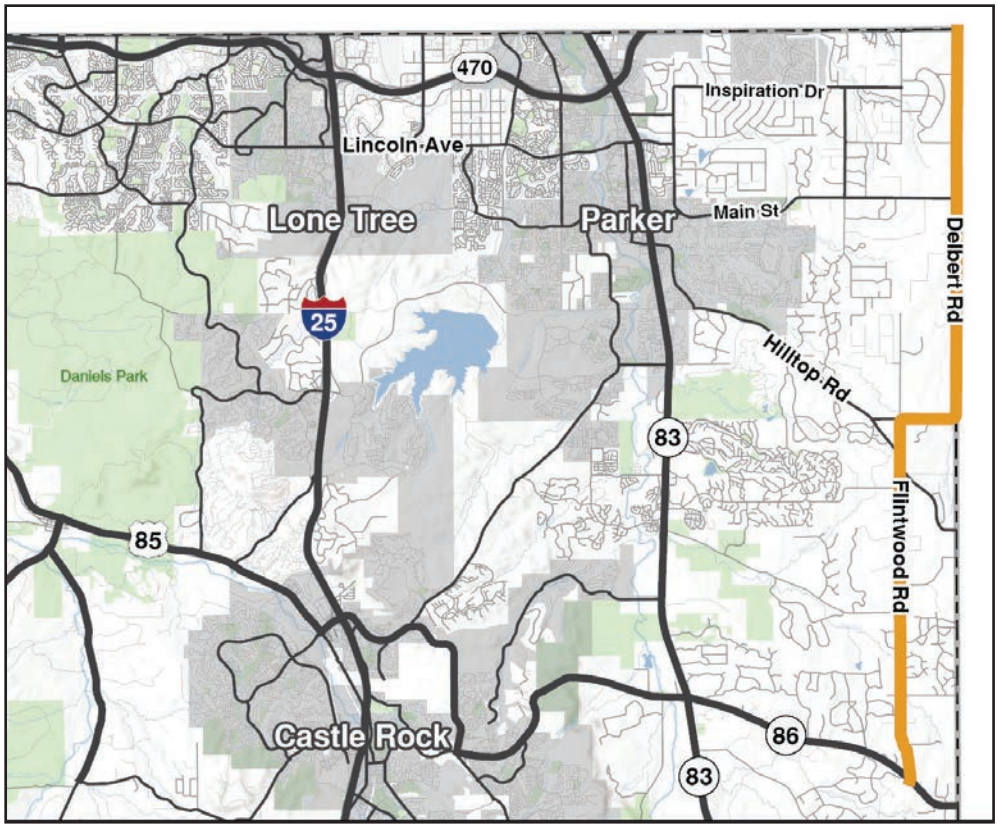
Interconnecting established corridors through public initiative, while also encouraging/requiring private development to be more interconnected through the county's subdivision and zoning regulations, will aid in both asset and emergency management, increasing system-wide capacity while also promoting fiscal responsibility in the long-term.

**Long-term Strategic Consideration -** Douglas County should begin preparing for and prioritizing better interconnecting existing corridors rather than continuing to widen, or grade-separate heavily used existing corridors.

## Connect Flintwood/Delbert and SH 86 Corridors

Continued growth in Douglas County and increasing growth rates in both El Paso and Elbert counties will require mobility alternatives to both I-25 and CO-83 as continued widening of the corridors become financially and politically challenging. Improving the interconnectivity between the Flintwood / Delbert and SH 86 corridors in eastern Douglas County would provide a third major north south corridor in Douglas County. This interconnection would provide the growing areas of Eastern Douglas County and adjacent areas with a viable alternative to traversing the already congested CO-83 corridor and the east west roadways that feed this congestion. Any future widening of Delbert Road on the border of Douglas and Elbert counties should be a shared investment as it provides a mutual benefit to address growth and its impacts.

**Figure 6.7 - Connect Flintwood/Delbert and SH 86 Corridors**



# Pine Drive Extension to the Future Aurora Parkway

This long-discussed extension of Pine Street to the planned Aurora Parkway would provide a needed north-south connection, parallel to CO-83 and its congested interchange with E-470 in the long-term.

The timing of this important connection is subject to the Aurora Parkway being constructed by private development and its bridge over E-470 being built by the City of Aurora and funded through the South Aurora Regional Improvement Authority (SARIA), a collection of metro-districts responsible for financing the bridge. The bridge is currently designed to 60% and is fully funded. However, the project is on hold pending the private development community constructing the Aurora Parkway Corridor. No construction date has been identified.

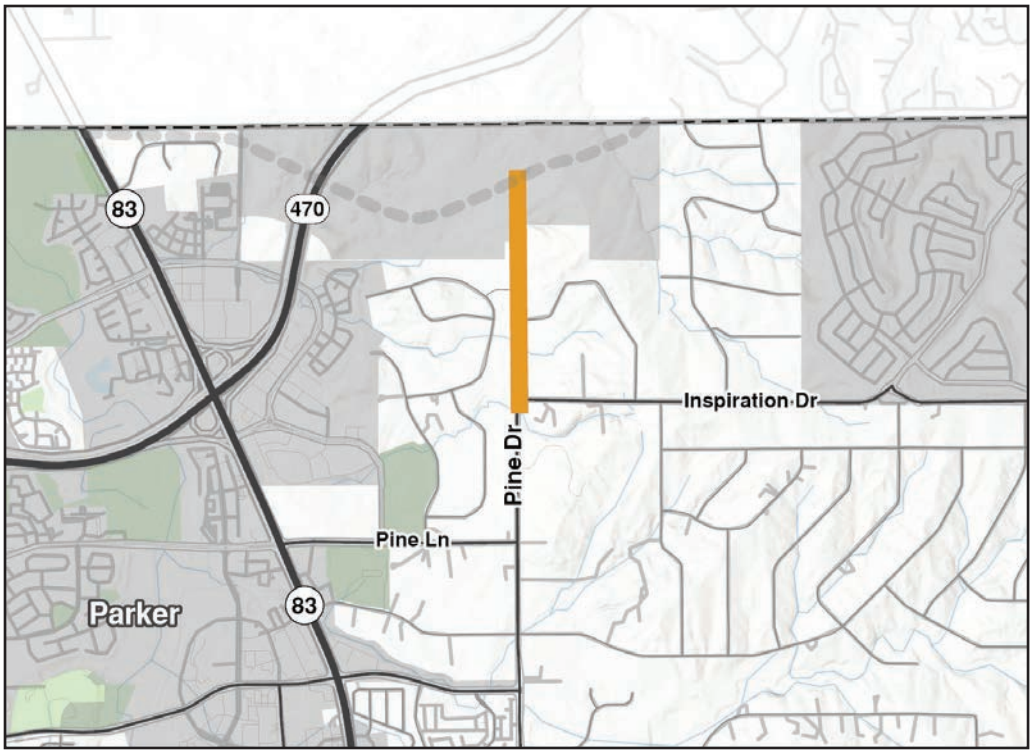



**Figure 6.8 - Upgrade and Connect East Greenland from I-25 to CO-83**

There are steps needed in the near-term to ensure this connection can be completed in the long-term. Douglas County should establish a formal Intergovernmental Agreement (IGA) with the City of Aurora and Arapahoe County to ensure the Arapahoe County portion of the Pine Street connection is committed to by all parties. Once the IGA is established, Douglas County, in partnership with the City of Aurora and Arapahoe County, should conduct a corridor study and develop a right-of-way acquisition plan to ensure the connection can be built. The funding and construction of the Pine Street connection should be programmed for the long term, recognizing the uncertainty of the timing of the Aurora Parkway construction.

The DRCOG model scenario was run to determine how traffic volumes would be impacted if the Pine Drive extension was constructed and how traffic would be impacted if it wasn't constructed. Based on the model output, if Pine Drive is constructed, it would significantly redistribute traffic from surrounding roads. Nearby routes experience reductions and there would be less traffic going further into Parker to access CO-83 to travel north. Without the extension, these roads handle higher volumes, concentrating traffic on existing connectors and main corridors. Overall, building Pine Drive improves network connectivity, reduces pressure on adjacent roads and disperses traffic more evenly across the system. The figures below illustrate forcast traffic volumes on the 2050 roadway network for two cases: Without the Pine Drive extension link (***Figure 6.9 - Existing Pine Drive***) and with the proposed Pine Drive extension link (***Figure 6.10 - Proposed Pine Drive Extension***).

**Figure 6.9 - Existing Pine Drive**

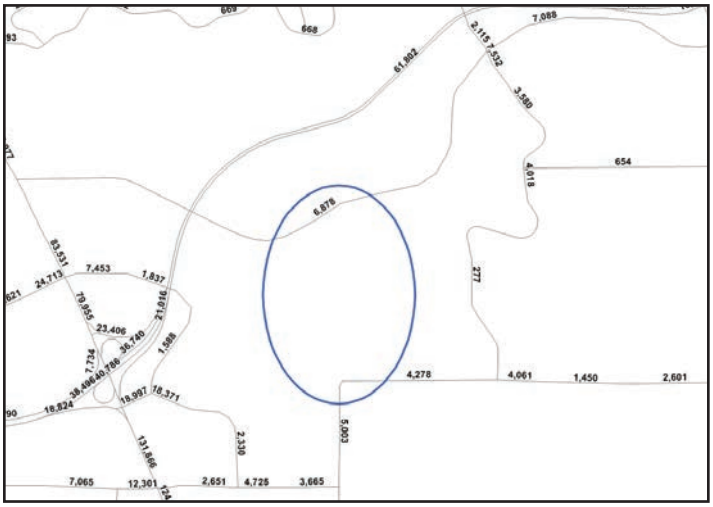
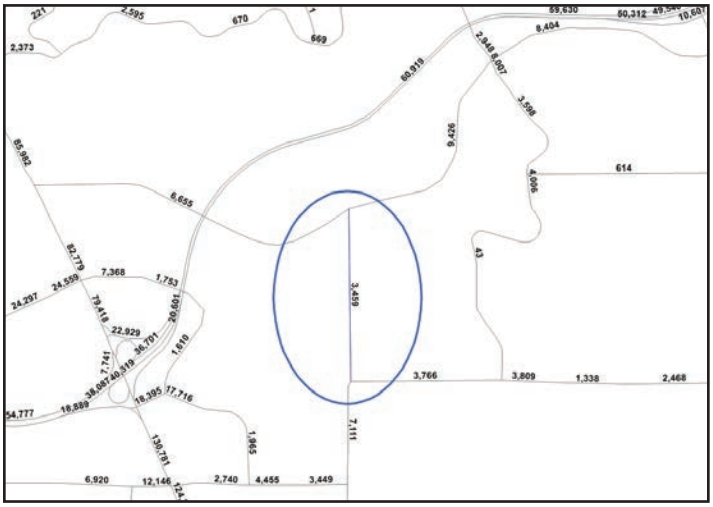


**Figure 6.10 - Proposed Pine Drive Extension**



## Upgrade and Connect East Greenland from I-25 to CO-83

Continued growth in Douglas County and increasing growth rates in El Paso County would require continued improvements and interconnections of existing North-South transportation corridors. Upgrading and extending East Greenland from I-25 to CO-83 would provide residents of southern Douglas County and El Paso County mobility choices as congestion occurs on I-25, maximizing the capacity of both corridors.

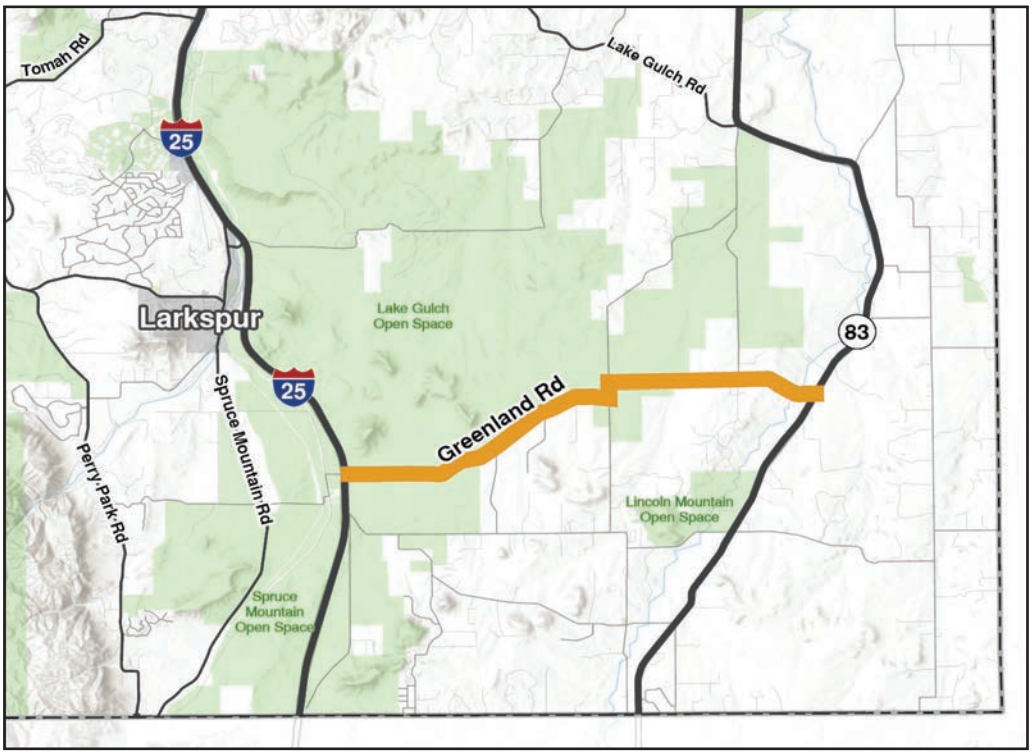



**Figure 6.11 - Upgrade and Connect East Greenland from I-25 to CO-83**

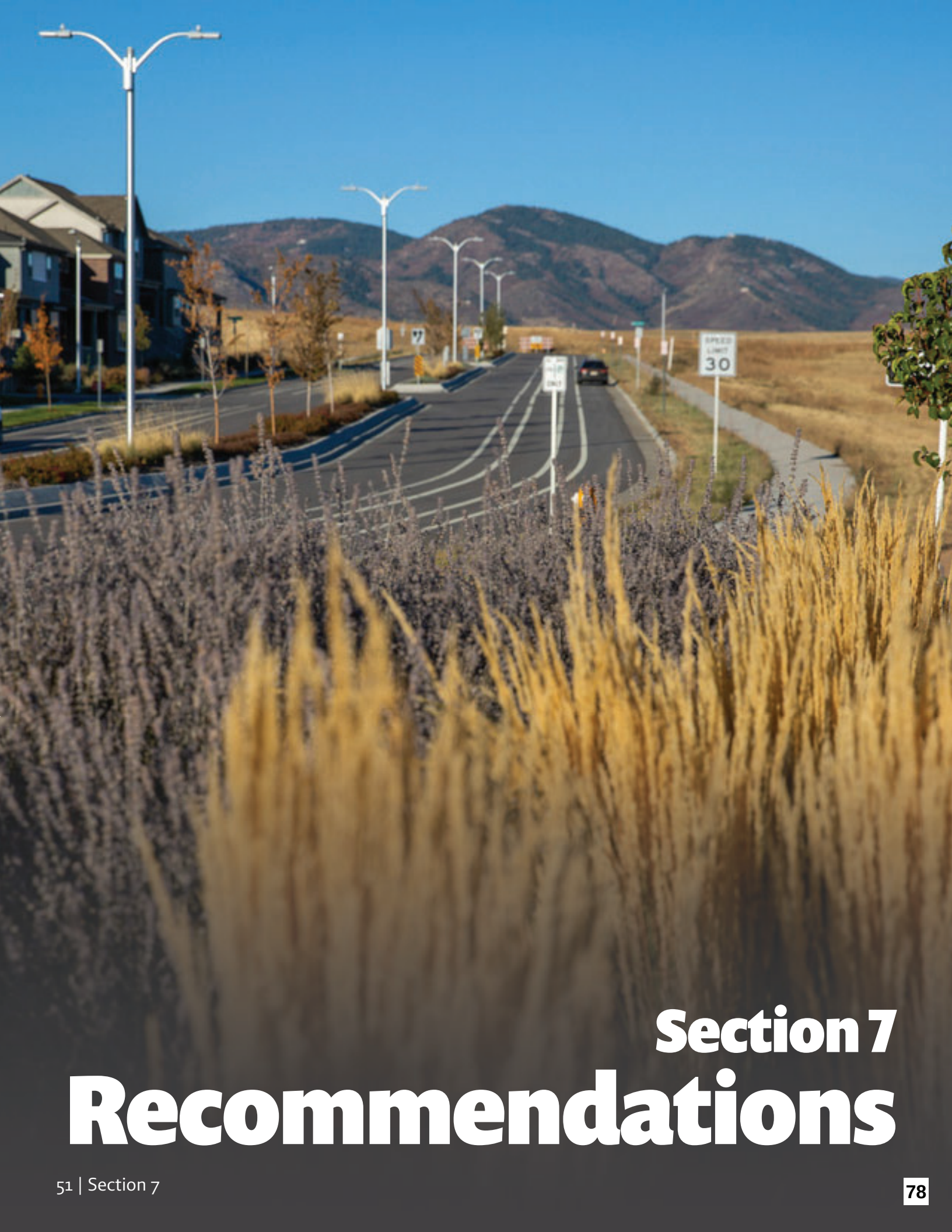
# Mitigate Unintended Outcomes

Transportation investments impact land use. Both near-term and long-term projects identified in this Transportation Plan will improve the mobility and safety of those traveling within and through Douglas County. However, these improvements will create unanticipated influences on the timing, location, and density of future land development in Douglas County, as well as El Paso and Elbert counties. While the timing and location of future development is very speculative and influenced by many factors, Douglas County should consider more directly aligning transportation and land use decisions with desired outcomes including economic and quality of life.

**Long-term Strategic Consideration -** As Douglas County continues to grow, competition for county resources increases, and transportation funding becomes constrained, future land use and transportation planning in Douglas County should become more integrated to better mitigate unanticipated outcomes and better manage limited county transportation resources.

## Create an Integrated Comprehensive Plan and Transportation Mobility Plan

Many rapidly developing municipalities and counties in Colorado and throughout the nation develop integrated land use and transportation mobility plans simultaneously. This integrated approach is recommended for Douglas County to consider during its next Transportation Plan update. Through this integrated effort the county would be better able to mitigate unanticipated outcomes, engage the community more efficiently, and able to utilize transportation investments to guide growth to minimize their impact on county resources.




# Section 7
# Recommendations

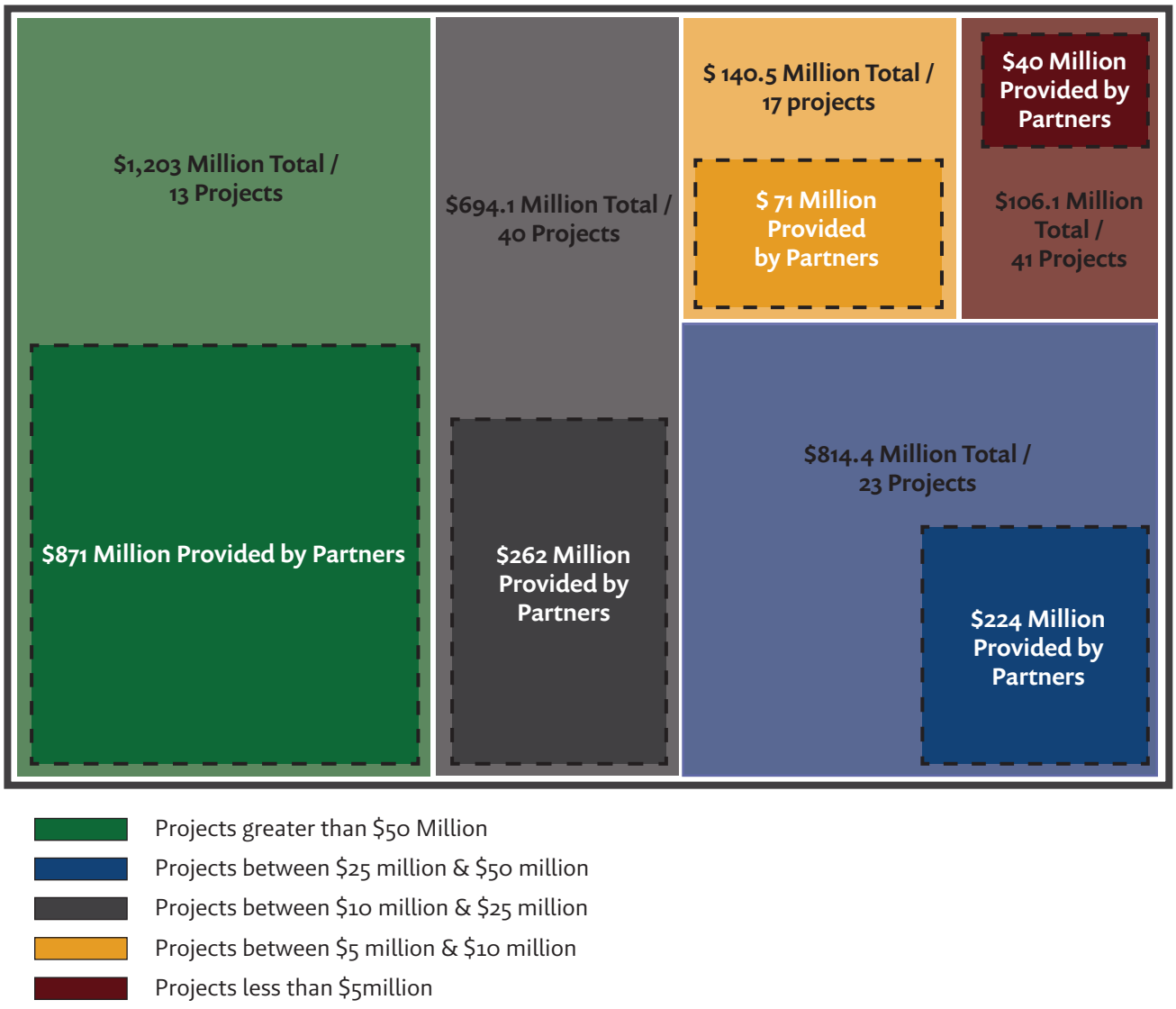
The projects and programs recommended by this plan vary in type and scale to address near and longer-term mobility needs aligned with the guidance of the CMP and the Goal Framework. The comprehensive list of projects and programs are intended to advance the county's mobility goals including safety, service to all users, sustainability, resiliency, and system efficiency. They are presented in project horizon "bands" based on recommended timing, including: near-term (2026-2030), mid-term (2031-2040), and long-term (2041-2050). These three bands are also constrained by forecast funding using current funding strategies.

There are additional projects listed in a post-2050 horizon based on the total needs analysis of this planning project. These projects should be considered if additional funding becomes available within the 2050 DCTP planning horizon.

Order of magnitude planning-level cost estimates are provided, with the more immediate needs being identified the first 5 years. These cost estimates were generated to inform future budgeting discussions and decisions. The Douglas County Staff and Board of County Commissioners should review the recommended project list and prioritize projects and program needs annually during its budgeting process to determine the timing of their implementation based on the county's financial resources.

## What do the 2050 DCTP Projects Cost?

**Figure 7.1 - Capital Projects (By Size)**



## Project Development

This 2050 DCTP includes a total, unconstrained list of 167 recommended capital projects and programs of smaller projects. These programs include recommended funding for investments in ongoing needs, such as traffic signal replacement, bridge repair, and enhancements to the countywide trail system. Most programs are recommended to continue into each of the future project horizon bands and so are repeated.

These recommendations were identified through a combination of previously identified needs by county staff and CIP, relevant projects previously identified in the 2040 TMP, an independent assessment by sub area conducted during this planning effort, and input gathered from SET members and the community during outreach efforts.

The following charts provide a snapshot overview of the entire project list.

**Figure 7.2 - Number of Projects by Project Type**

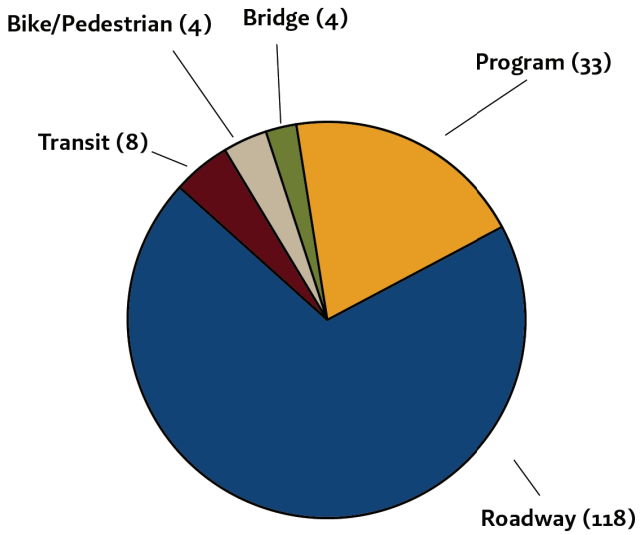



**Figure 7.3 - Ongoing Programs (25 Year Investment)**



The full descriptions of each recommended project and program is provided in ***Appendix A*** of this report. The full project list provides the project name, the county sub area(s) it is located in, the goal framework-based needs it was primarily targeted to address, the time frame it should be constructed, planning level costs, and whether a funding partnership is recommended. Additional information is also presented in ***Appendix A.***

Although the transportation plan includes only three active transportation projects, two are large-scale, countywide programs focused on closing critical trail gaps to improve regional connectivity. These projects aim to create a more continuous and accessible trail network across the county. In addition, targeted improvements to trail crossings are planned specifically within the Highlands Ranch area, where complex intersections and high trail usage present key opportunities to enhance safety and multimodal access.

While no formal studies are described separately in the project recommendations, each listed project will undergo a preliminary analysis to refine its scope, assess feasibility, and identify specific needs prior to implementation. This early-stage evaluation will help determine appropriate design elements, potential constraints, and alignment with community goals and multimodal priorities. The approach ensures that projects are responsive to local context and can be effectively phased or scaled based on available resources and stakeholder input.

It is important to note that the entire list of projects and programs recommended on this list is not financially constrained to the financial resources of Douglas County, but rather they are based on the mobility needs of the community. The next section of this Transportation Plan describes the county's financial resources and transportation funding opportunities.






# Section 8
# Implementation

The creation of this Transportation Plan offers the Board of County Commissioners the opportunity to serve broader development expectations and provide a clear nexus between the county's transportation investments meeting the community's mobility goals. The Plan identifies how recommended mobility projects, programs, and policies are translated into specific tangible improvements which improve the quality of life and economy of Douglas County.

This chapter of the Plan presents a framework for implementing the county's full list of needed mobility investments over the next 25 years. Specifically, this chapter presents an approach that recognizes:

- The scale of the mobility challenge facing the county
- The growing on-going maintenance responsibilities
- Funding sources and upcoming sunsets

This implementation chapter also highlights how Douglas County's strong private development market and its growing regional influence can be strategically leveraged to foster new partnerships and unlock currently untapped funding opportunities. Lastly, this chapter presents how a regular review of needed improvements can inform the annual budgeting process so that it can be more flexible and resilient in advancing the most needed transportation investments.

## Scale of the Mobility Challenge: The Increasing Mobility Needs and Backlogged Action

More than 160 projects and programs are identified in this 2050 DCTP, totaling an order of magnitude cost estimate of over $2 billion. Many of these needed improvements were previously identified and are backlogged from recommendations identified in the 2040 Transportation Plan and the county's CIP.

The backlog of actions indicates the county is at a crossroads where growing mobility needs are outpacing the county's ability to timely finance their improvements. While the existing three primary funding sources dedicated to transportation position the county well, the on-going backlog of projects and emerging trends suggest the county needs to renew existing revenue sources that are soon to sunset. But those will only accommodate the status quo. Are additional funding sources needed?

## Growing Maintenance Responsibilities

Douglas County provides an exceptional level of service in maintaining its transportation infrastructure, snow and ice mitigation, weed control, and other elements of a highly functional system. These "operating costs" exceeded $40 million this year and have grown by over 10% since 2020.

If new funding opportunities are prioritized to overcome the backlog of transportation improvements needed and the full list of recommended improvements are implemented by 2050, the funding for the maintenance of these improvements must also be considered.

## Funding Sources and Upcoming Sunsets

Currently, revenue for Douglas County transportation improvements and maintenance programs comes from three funds.

**Road and Bridge Fund (Fund 200)** - Funding for Fund 200 is generated from an allocation of 3.731 mills of the county's total 18.726 County Property Tax Mill Levy (20%). This fund included monies from auto ownership taxes, and state highway user taxes. These funds are primarily used for roadway maintenance projects but also support other transportation-related projects, including stormwater/drainage, traffic services, snow removal, and capital improvements within Douglas County. Colorado State Statues require a share back of 50% of property taxes collected with Aurora, Castle Pines, Castle Rock, Larkspur, Littleton, Lone Tree, and Parker for their transportation projects. Total Fund 200 revenues in 2024 was over $68 million. This has grown by 22.7% since 2020.

**Road Sales & Use Tax Fund (Fund 230**) - Funding for Fund 230 comes from a voter-approved countywide sales and use tax. This fund accounts for 0.40% of the county's 1% sales and use tax. The road sales and use tax is collected countywide, including within the incorporated boundaries of Castle Rock, Larkspur, Parker, Castle Pines, and Lone Tree. In Lone Tree, Douglas County retains 100% of the revenue collected inside the Park Meadows Mall ring-road. The municipal share back of Fund 230 revenues collected within the municipal boundaries is 75%. Douglas County retains 25% of Fund 230's revenue collected. Fund 230 revenues in 2024 was over $50 million.  This has grown by 35.1% since 2020.

It is important to note Fund 230 will 'sunset' at the end of 2030, within the Transportation Plan's planning horizon.  Douglas County voter approval would be needed to extend or possibly increase these transportation revenues beyond 2030. If the Fund is not continued past 2030County and local agency transportation budgets will be significantly impacted.

**Transportation Infrastructure Fund (Fund 235)** –Fund 235 utilizes 0.18% of the County's Justice Center's Sales and Use Tax approved by Voters in November 2019. The fund supports transportation projects within the county and is not subject to share backs with county municipalities. Approximately 28% of Fund 235's sales tax revenues will remain in perpetuity for transportation infrastructure investments.

However, it is important to note, the remaining 72% of the transportation sales tax revenues will sunset at the end of 2035. Fund 235 revenues in 2024 were $25 million meaning approximately $18 million dedicated to transportation funding will sunset in 2035, reducing the county's transportation budget. Douglas County voter approval would be needed to recreate these transportation revenues beyond 2035.

## Continued Growth and Leveraging Private Investment

If additional revenue is prioritized to address the County's transportation investment backlog and have the full list of improvements recommended projects be implemented by 2050, a supplemental revenue source, or alternative to an extension or increase in countywide sales tax revenue dedicated to transportation could be the creation of a transportation impact fee. The Board of County Commissioners could consider leveraging the County's continued growth and private development and create a transportation impact fee to ensure new users on the system pay their proportionate share of the future transportation demands.  A potential transportation impact fee could help Douglas County finance transportation improvements needed to maintain the County's desired transportation level of service and reduce the fiscal burden on existing residents.

## Growing Regional Impacts and Needed Collaboration

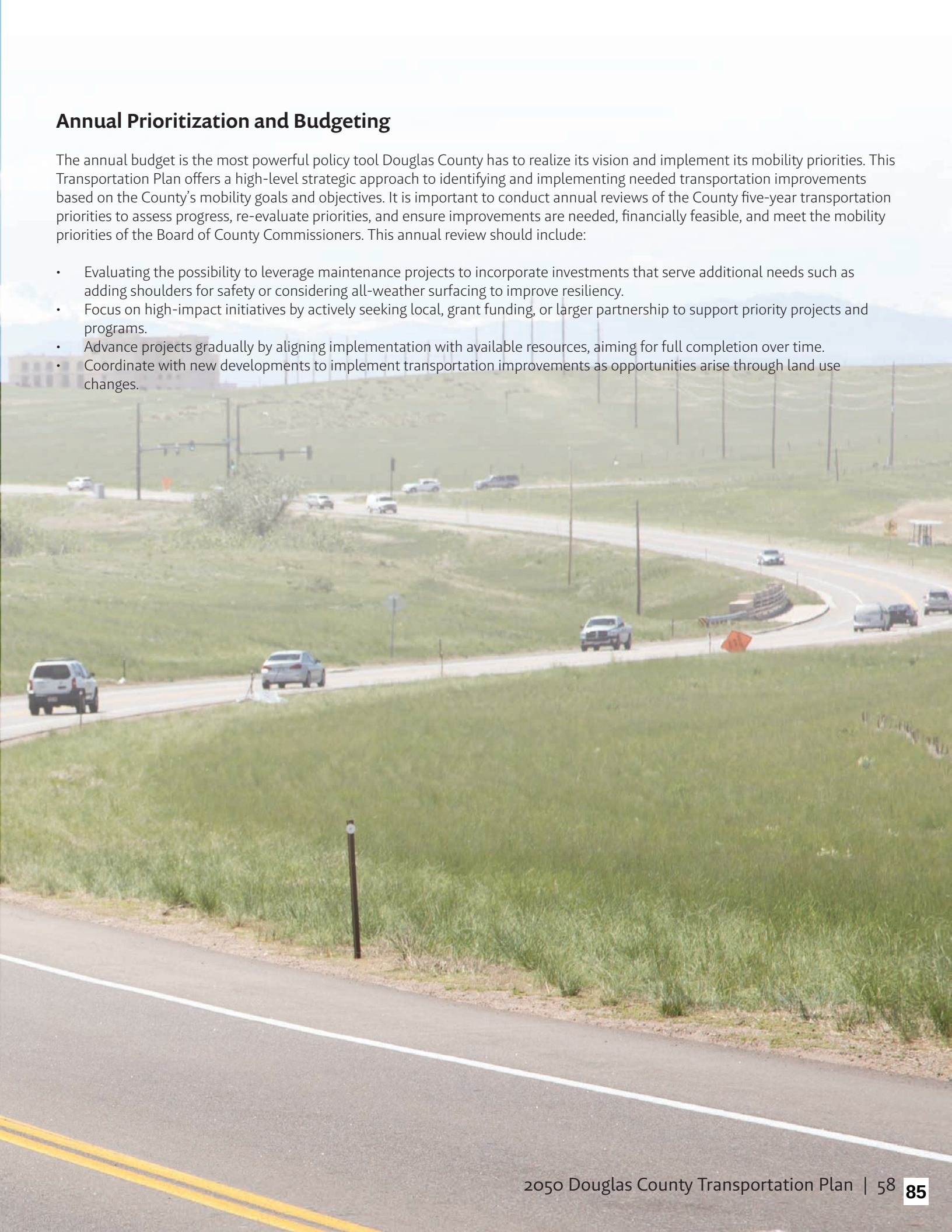
Transportation impacts on Douglas County are increasing from continued regional growth in the Denver Metropolitan Region, Elbert County, and El Paso County. Douglas County has a strong history of proactive collaboration and partnerships with the municipalities within Douglas County and with DRCOG, and CDOT.

However, regional growth and transportation impacts are expanding and expected to increase from growth within Elbert and El Paso counties.  Solutions to mitigate these increasing regional impacts, such as the Pine Street extension, where a regional partnership between Douglas County, the City of Aurora, and Arapahoe County, is needed to improve mobility conditions in Douglas County. Similarly, more improvements will be needed in the easter portions of Douglas County, such as improvements to Delbert Road, to mitigate growth in Elbert County.  More funding collaboration with regional partners would benefit Douglas County and reduce its transportation financing burden from impact caused by increasing growth in adjacent communities.

## Annual Prioritization and Budgeting

The annual budget is the most powerful policy tool Douglas County has to realize its vision and implement its mobility priorities. This Transportation Plan offers a high-level strategic approach to identifying and implementing needed transportation improvements based on the County's mobility goals and objectives. It is important to conduct annual reviews of the County five-year transportation priorities to assess progress, re-evaluate priorities, and ensure improvements are needed, financially feasible, and meet the mobility priorities of the Board of County Commissioners. This annual review should include:

- Evaluating the possibility to leverage maintenance projects to incorporate investments that serve additional needs such as adding shoulders for safety or considering all-weather surfacing to improve resiliency.
- Focus on high-impact initiatives by actively seeking local, grant funding, or larger partnership to support priority projects and programs.
- Advance projects gradually by aligning implementation with available resources, aiming for full completion over time.
- Coordinate with new developments to implement transportation improvements as opportunities arise through land use changes.



# Future Planning

This 2050 DCTP serves as a strategic guide for shaping Douglas County's transportation system over the next 25 years, ensuring it aligns with community priorities including the CMP while addressing transportation needs. It envisions a safe, efficient, and sustainable network that enhances quality of life and economic vitality. Designed as a living document, the plan will support future decisions to prioritize and program capital investments and other actions to address evolving challenges.

The county and surrounding areas will continue to see growth and change, while travel demands, patterns, preferences, and technologies will influence future needs and potential solutions. The unconstrained project list of Appendix A reflects a goal-driven list of investments that will create a transportation system to support the Vision of the CMP and the Goal Framework of this planning process. This unconstrained project list should adapt to future context and condition while continuing to address the underlying need.

Sufficient changes may also change community goals or re-prioritize them. To respond to these evolving conditions, county-wide transportation plans should be updated periodically and if possible, when the CMP is next updated.

## Goal Aligned Flexibility

This is a long-range plan and must incorporate flexibility. For the lifespan of this plan, future decisions should incorporate the following considerations that were identified as consistent themes of the public process. They will serve as guideposts to align future investments even as the conditions and context continue to evolve.

### We want to move safely!

The goal of safety in our transportation system was consistently identified as a priority in the Goal Framework. Public input also illustrated the full range of the concept of safety to include multiple elements.

- Safety should be a priority. Investments in the system should address existing safety challenges and new facilities should incorporate safety-driven design.
- Safety should be independent of travel mode for those who drive, ride, walk, or roll.

### We are drivers!

Douglas County is a car-centric community. The efficient movement of vehicles on our roadway network remains a primary focus. The transportation system must reflect real world needs and mobility choices of today and the near future. Congested corridors and associated travel delays have real economic and environmental cost.

### We also want more choices!

A consistent theme heard throughout the process is the need for more travel choices to serve all users. Travel choices include driving, ride sharing, transit, and the active modes including biking and walking. There is a diversity of users of the transportation network including drivers, people who want another choice, and people who do cannot drive due to fiscal or physical condition. Travel purpose, weather and topography may narrow choices for some, just as affordability, ability, or personal priorities may shape the needs of others. More travel choices create a more mobile community. The commonality expressed is a desire to better serve the entirety of our community, including a significant aging population.

## We should prepare for technology driven changes!

The world and transportation have changed considerably since the last transportation plan was completed over 20 years ago. Changes in transportation, communication, safety, and other technologies will continue to change the needs of our residents and the transportation system that serves them. Electric vehicles for personal use and for transit are impacting how we think of serving these users. Enhancements to automobile driving and communications systems offer exciting opportunities to improve the safety and efficiency of our roadways. Advances in artificial intelligence (AI) offer promises of more efficient traffic control systems, connected vehicles and optimized asset management.

We will continue to evaluate promising technological changes and the opportunities they present where we see value in meeting the larger goals of the community.

## Local funding is empowering!

Current local funding for transportation improvements empowers us to invest where we choose. The revenues from local taxes (Fund 200 Property Tax Mill Levy, Fund 230 Road Sales and Use Tax, and Fund 235 Transportation Infrastructure Sales and Use Tax) fund a significant portion of transportation improvements in the county. These monies are used to fund County projects, share in funding projects with state and local agencies where there are shared priorities, and provide required local match for state and federal grant funds. How they are used is determined locally and without conditions from others. Local funding supports local priorities including our urbanized activity centers, fantastic recreation opportunities, and preserving our rural heritage.

However, Fund 230 "sunsets" (expires) at the end of 2030 including a significant portion that is shared back to municipalities in Douglas County. 72% of Fund 235 will sunset by the end of 2035. Our community needs to plan for a way forward. The next update to the master transportation plan will look significantly different without this local investment.



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APPENDIX

A

# Detailed Table of Projects

| Project ID | Project Type | Project Detail Type | Project Name | Road 1 | Road 2 | Description | Subarea 1 | Subarea 2 | Subarea 3 | Status | Resilient Network | Service to All Users | Safety | Efficient Movement | Sustainable | Project Horizon | Total Cost | % from DC | Amt. from DC | % from other Agencies or Developers | Amt. from Partners | Partners (Agency/ Developer) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Near-Term (2026-2030) Projects** | | | | | | | | | | | | | | | | | | | | | | |
| 1 | Roadway | Operational | Chambers Road / Lincoln Avenue Intersection Improvements | S Chambers Rd | Lincoln Ave | Improves intersection operations through targeted design, signal, and infrastructure upgrades | 5 | 6 | | Project | | | | X | | Near-Term (2026-2030) | $ 4,000,000 | 100 | $ 4,000,000 | 0 | $ - | |
| 2 | Roadway | Operational | Waterton Road / Moore Road Traffic Signal | Waterton Rd | Moore Rd | Improves intersection operations through targeted design, signal, and infrastructure upgrades | 13 | | | Project | | | | X | | Near-Term (2026-2030) | $ 1,500,000 | 100 | $ 1,500,000 | 0 | $ - | |
| 3 | Roadway | Operational | County Line Road / I-25 Operational Improvements (East of I-25) | County Line Rd | I-25 (east side) | Improves intersection operations through targeted design, signal, and infrastructure upgrades | 5 | | | Project | | | | X | | Near-Term (2026-2030) | $ 4,600,000 | 25 | $ 1,150,000 | 75 | $ 3,450,000 | TBD |
| 4 | Bike/Pedestrian | Multimodal | C-470 Trail Bike / Ped Bridge over Broadway | C470 | Broadway | C-470 Trail Bike / Pedestrian Bridge over Broadway | 2 | 3 | | Project | | X | X | | | Near-Term (2026-2030) | $ 8,000,000 | 25 | $ 2,000,000 | 75 | $ 6,000,000 | CDOT |
| 5 | Roadway | Corridor Improvements | US 85 Improvements | Titan Rd | Highlands Ranch Pkwy | Widen US-85 from 4 to 6 lanes | 2 | | | Project | | | X | X | | Near-Term (2026-2030) | $ 9,000,000 | 0 | $ - | 100 | $ 9,000,000 | Chatfield Basin Developers |
| 6 | Bridge | Bridge | Jackson Creek Road over West Plum Creek Bridge Replacement | Jackson Creek Rd | | Bridge Replacement | 13 | | | Project | X | | | | X | Near-Term (2026-2030) | $ 6,500,000 | 100 | $ 6,500,000 | 0 | $ - | |
| 7 | Bridge | Bridge | Dakan Road over West Plum Creek Bridge Replacement | Dakan Rd | | Bridge Replacement | 15 | | | Project | X | | | | X | Near-Term (2026-2030) | $ 5,500,000 | 100 | $ 5,500,000 | 0 | $ - | |
| 8 | Bridge | Bridge | Crystal Valley Pkwy over Sellers Gulch Bridge Improvements | Crystal Valley Pkwy | | Bridge Repairs | 11 | | | Project | X | | | | X | Near-Term (2026-2030) | $ 500,000 | 100 | $ 500,000 | 0 | $ - | |
| 9 | Roadway | Intersection Safety Improvements | Broadway / HRP Intersection | S Broadway | Highlands Ranch Pkwy | Improves intersection safety and operations through targeted design, signal, and infrastructure upgrades | 2 | 3 | | Project | | | X | X | | Near-Term (2026-2030) | $ 8,500,000 | 60 | $ 5,100,000 | 40 | $ 3,400,000 | CDOT HSIP |
| 13 | Roadway | Operational | SH 83 / Prairie Canyon Ranch Access | SH 83 | Prairie Canyon Access | Improves intersection safety and operations through targeted design, signal, and infrastructure upgrades | 16 | | | Project | | | X | X | | Near-Term (2026-2030) | $ 3,500,000 | 60 | $ 2,100,000 | 40 | $ 1,400,000 | TBD |
| 17 | Roadway | Operational | Tomahawk Road / East Parker Road Intersection Improvements | Tomahawk Rd | E Parker Rd | Intersection operational improvements at Tomahawk Road & E Parker Road | 7 | 8 | | Project | | | X | X | | Near-Term (2026-2030) | $ 5,000,000 | 20 | $ 1,000,000 | 80 | $ 4,000,000 | CDOT HSIP |
| 18 | Roadway | Operational | Happy Canyon / I-25 Interchange | Happy Canyon Rd | I-25 | Reconstruct Interchange at Happy Canyon Road and I-25 | 10 | | | Project | | | | X | | Near-Term (2026-2030) | $ 40,000,000 | 50 | $ 20,000,000 | 50 | $ 20,000,000 | Castle Pines & CDOT |
| 20 | Roadway | Operational | Quebec / Park Meadows Drive Operational Improvements | S Quebec St | Park Meadows Drive | Operational improvements at S Quebec and Park Meadows Drive | 3 | | | Project | | | | X | | Near-Term (2026-2030) | $ 3,000,000 | 100 | $ 3,000,000 | 0 | $ - | |
| 21 | Roadway | Operational | US 85 / Ron King Dr Intersection | US 85 | Ron King Dr | Improves intersection operations through targeted design, signal, and infrastructure upgrades | 13 | | | Project | | | | X | | Near-Term (2026-2030) | $ 3,000,000 | 100 | $ 3,000,000 | 0 | $ - | |
| 23 | Roadway | Operational | US 85 / Titan Parkway Interchange | US 85 | Titan Pkwy | Modify Interchange with operational improvements | 2 | 13 | | Project | | | | X | | Near-Term (2026-2030) | $ 22,000,000 | 100 | $ 22,000,000 | 0 | $ - | |
| 27 | Roadway | Multimodal | Lincoln Avenue | Park Meadows Dr | Oswego St | Multimodal Safety and Operational Improvements on Lincoln Avenue corridor | 4 | | | Project | | | X | X | | Near-Term (2026-2030) | $ 40,000,000 | 50 | $ 20,000,000 | 50 | $ 20,000,000 | DRCOG, Lone Tree, Developers |
| 28 | Bridge | Bridge | Bridge Rehabilitation or Replacement - BGT for JeffCo Str # F-6-7 | | | Bridge Rehabilitation | 14 | | | Project | X | | | | X | Near-Term (2026-2030) | $ 4,000,000 | 50 | $ 2,000,000 | 50 | $ 2,000,000 | TBD |
| 29 | Program | Asset Management | Bridge Rehabilitation or Replacement (Countywide) | | | Bridge Rehabilitation or Replacement (Countywide) | All | | | Project | X | | | | X | Near-Term (2026-2030) | $ 4,000,000 | 100 | $ 4,000,000 | 0 | $ - | |
| 31 | Roadway | Paving | Grigs Road Improvements | Daniels Park Rd | Valleybrook Dr | Final Phase of Grigs Road Paving | 4 | | | Project | | | | X | | Near-Term (2026-2030) | $ 2,000,000 | 100 | $ 2,000,000 | 0 | $ - | |
| 33 | Bike/Pedestrian | Multimodal | Colorado Bike / Ped Bridge over C-470 | C-470 | S Colorado Blvd | Bike/Pedestrian bridge over C-470 | 3 | | | Project | | X | X | | | Near-Term (2026-2030) | $ 8,000,000 | 25 | $ 2,000,000 | 75 | $ 6,000,000 | DRCOG |
| 34 | Roadway | Corridor Improvements | Hilltop Road Widening | Crestview Dr to Singing Hills Rd | Singing Hills Rd to Flintwood Rd | Widen Hilltop from 2 to 4 lanes | 8 | | | Project | X | | | X | | Near-Term (2026-2030) | $ 22,000,000 | 100 | $ 22,000,000 | 0 | $ - | |

| Project ID | Project Type | Project Detail Type | Project Name | Road 1 | Road 2 | Description | Subarea 1 | Subarea 2 | Subarea 3 | Status | Resilient Network | Service to All Users | Safety | Efficient Movement | Sustainable | Project Horizon | Total Cost | % from DC | Amt. from DC | % from other Agencies or Developers | Amt. from Partners | Partners (Agency/ Developer) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Near-Term (2026-2030) Projects *(continued)*** | | | | | | | | | | | | | | | | | | | | | | |
| 35 | Roadway | Corridor Improvements | Waterton Road (aka Airport Road) | Lavaun Rd | US 85 | Minor improvements to Waterton Road corridor | 13 | | | Project | | | | X | | Near-Term (2026-2030) | $ 4,500,000 | 100 | $ 4,500,000 | 0 | $ - | |
| 36 | Roadway | Corridor Improvements | Crowfoot Valley Road Widening | Macanta Blvd | Bayou Gulch Rd | Widen Crowfoot Valley Road 2 to 4 lanes | 9 | | | Project | | | | X | | Near-Term (2026-2030) | $ 30,000,000 | 100 | $ 30,000,000 | 0 | $ - | |
| 37 | Bike/Pedestrian | Trail | Waterton Trail over South Platte River | | | Extend Waterton Trail over the South Platte River | 1 | | | Project | | X | | | | Near-Term (2026-2030) | $ 12,000,000 | 100 | $ 12,000,000 | 0 | $ - | |
| 38 | Roadway | Corridor Improvements | Waterton Rd Widening (west) & Replace Bridge | Wadsworth Blvd | Campfire St | Widen Waterton Road from 2 to 4 lanes and include bridge replacement | 1 | | | Project | | | | X | | Near-Term (2026-2030) | $ 26,000,000 | 100 | $ 26,000,000 | 0 | $ - | |
| 39 | Roadway | Corridor Improvements | Waterton Rd Widening (east) | Moore Rd | North Zebulon Ring Rd | Widen Waterton Road from 2 to 4 lanes. | 1 | 13 | | Project | | | | X | | Near-Term (2026-2030) | $ 3,000,000 | 100 | $ 3,000,000 | 0 | $ - | |
| 40 | Roadway | Intersection Safety Improvements | Transportation Improvements for Zebulon Park | | | Various transportation improvements associated with Zebulon Park | 13 | | | Project | | | | X | | Near-Term (2026-2030) | $ 16,000,000 | 100 | $ 16,000,000 | 0 | $ - | |
| 56 | Roadway | Corridor Improvements | Fifth Street Widening | Woodlands Blvd | Ridge/Founders Pkwy | Widen Fifth Street from 2 to 4 lanes | 11 | | | Project | | | | X | | Near-Term (2026-2030) | $ 15,000,000 | 0 | $ - | 100 | $ 15,000,000 | Castle Rock |
| 57 | Roadway | Corridor Improvements | Wolfensberger Road Widening | Coachline Rd | Prairie Hawk Rd | Widen Wolfensburger from 2 to 4 lanes | 12 | | | Project | | | | X | | Near-Term (2026-2030) | $ 12,000,000 | 0 | $ - | 100 | $ 12,000,000 | Castle Rock |
| 71 | Roadway | New Connection | Happy Canyon Rd (East of I-25) | I-25 | Canyonside Blvd | New 2 lane collector roadway | 9 | 10 | | Project | X | | | X | | Near-Term (2026-2030) | $ 5,000,000 | 0 | $ - | 100 | $ 5,000,000 | TBD |
| 108 | Bike/Pedestrian | Multimodal | Advancing Lincoln Avenue (Park Meadows Drive to Oswego Street) | Havana St | Lincoln Ave | New Bike / Ped Grade Separation on south side of Lincoln Ave over I-25 and EB to NB loop ramp | 5 | | | Project | | X | | X | | Near-Term (2026-2030) | $ 10,000,000 | 30 | $ 3,000,000 | 70 | $ 7,000,000 | TBD |
| 112 | Roadway | Future Corridor Enhancements | Pine Drive Extension Corridor Evaluation | Pine Dr | Aurora Pkwy | Conduct a corridor evaluation to define the alignment and right-of-way widths for the extension of Pine Dr to Aurora Pkwy | 7 | | | Project | X | | | X | | Near-Term (2026-2030) | $ 200,000 | 100 | $ 200,000 | 0 | $ - | |
| 500 | Transit | Mobility & Access | Douglas County Link On Demand & Mobility Program (2026-2030) | | | Extend Douglas County Link On Demand Services in northern Douglas County | All | | | Project | | X | | X | | Near-Term (2026-2030) | $ 30,000,000 | 100 | $ 30,000,000 | 0 | $ - | |
| 501 | Program | Asset Management | Emergency Storm Drainage | | | Drainage repairs as they arise | All | | | Project | | | | | X | Near-Term (2026-2030) | $ 2,500,000 | 100 | $ 2,500,000 | 0 | $ - | |
| 502 | Program | Asset Management | Pavement Management | | | Asphalt & Concrete Paving, Maintenance / Reconstruction, Sidewalks, ADA Ramps | All | | | Project | X | | | | X | Near-Term (2026-2030) | $ 110,000,000 | 100 | $ 110,000,000 | 0 | $ - | |
| 503 | Program | Safety | Safety & Congestion Management | | | Countywide projects to address spot safety needs | All | | | Project | | | X | X | | Near-Term (2026-2030) | $ 2,000,000 | 100 | $ 2,000,000 | 0 | $ - | |
| 504 | Program | Safety | School & Pedestrian Safety | | | Countywide School & Pedestrian Safety projects | All | | | Project | | X | X | | | Near-Term (2026-2030) | $ 500,000 | 100 | $ 500,000 | 0 | $ - | |
| 505 | Program | Asset Management | Stormwater Priorities | | | Stormwater improvements | All | | | Project | | | | | X | Near-Term (2026-2030) | $ 22,000,000 | 100 | $ 22,000,000 | 0 | $ - | |
| 507 | Program | Technology & Operations | Traffic Hazard Elimination | | | Conceptual Design for Safety and Operational Countywide Improvements | All | | | Project | | | X | X | | Near-Term (2026-2030) | $ 8,000,000 | 100 | $ 8,000,000 | 0 | $ - | |
| 508 | Program | Technology & Operations | Traffic Signal and Intelligent Transportation Upgrades | | | Traffic signal and Intelligent Transportation upgrades | All | | | Project | | | | X | X | Near-Term (2026-2030) | $ 5,450,000 | 100 | $ 5,450,000 | 0 | $ - | |
| 509 | Program | Asset Management | Traffic Signal Replacement | | | Reconstruct and replace aging installations | All | | | Project | | | | X | X | Near-Term (2026-2030) | $ 10,000,000 | 100 | $ 10,000,000 | 0 | $ - | |
| 515 | Transit | Mobility & Access | Integrated Transit & Multi-Modal Feasibility 2026/2027 Pilot Project(s) | | | Integrated Transit & Multi-Modal Pilot Project(s) for increase transit access in the County | All | | | Project | | X | | | | Near-Term (2026-2030) | $ 2,500,000 | 10 | $ 250,000 | 90 | $ 2,250,000 | TBD |

| Project ID | Project Type | Project Detail Type | Project Name | Road 1 | Road 2 | Description | Subarea 1 | Subarea 2 | Subarea 3 | Status | Resilient Network | Service to All Users | Safety | Efficient Movement | Sustainable | Project Horizon | Total Cost | % from DC | Amt. from DC | % from other Agencies or Developers | Amt. from Partners | Partners (Agency/ Developer) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Mid-Term (2031-2040) Projects** | | | | | | | | | | | | | | | | | | | | | | |
| 24 | Roadway | Corridor Improvements | Waterton Road Widening | Moore Rd | Reynolds Dr | Widen Waterton Road from 2 to 4 lanes includes bridges | 1 | | | Project | X | X | | X | X | Mid-Term (2031-2040) | $ 28,000,000 | 100 | $ 28,000,000 | 0 | $ - | |
| 32 | Roadway | Operational | US 85 / Airport Road Interchange | | | US-85 and Airport Road interchange operational improvements | 13 | | | Project | X | | X | X | | Mid-Term (2031-2040) | $ 74,000,000 | 100 | $ 74,000,000 | 0 | $ - | |
| 42 | Roadway | Operational | Waterton Road Operational Improvements | | | Waterton Road (Signal or Roundabout at Middlefork and at Roxborough Park Road intersections) | 1 | 13 | | Project | | | X | X | | Mid-Term (2031-2040) | $ 8,000,000 | 100 | $ 8,000,000 | 0 | $ - | |
| 44 | Roadway | Access Improvements | Waterton Rd / Louviers Blvd | | | Operational Improvements at Waterton Road and Louviers Boulevard | 13 | | | Project | | | X | X | | Mid-Term (2031-2040) | $ 5,000,000 | 100 | $ 5,000,000 | 0 | $ - | |
| 45 | Roadway | Corridor Improvements | Rampart Range Road Widening | Waterton Rd | Titan Rd | Widen Rampart Range Road from 2 to 4 lanes. | 1 | | | Project | | | | X | | Mid-Term (2031-2040) | $ 28,000,000 | 100 | $ 28,000,000 | 0 | $ - | |
| 46 | Roadway | Corridor Improvements | Moore Road Widening | Waterton Rd | Plum Valley Heights | Widen Moore Road from 2 to 4 lanes. | 13 | | | Project | | | | X | | Mid-Term (2031-2040) | $ 4,000,000 | 100 | $ 4,000,000 | 0 | $ - | |
| 47 | Roadway | Corridor Improvements | Peoria Widening | Belford Ave | Lincoln Ave | Widen Peoria Street from 2 to 4 lanes | 5 | | | Project | | | | X | | Mid-Term (2031-2040) | $ 6,000,000 | 100 | $ 6,000,000 | 0 | $ - | |
| 48 | Roadway | Corridor Improvements | Inspiration Drive | Pine Dr | Aurora city limits | Inspiration Drive corridor improvements Pine Drive to Aurora City Limits - located east of Travois Trail | 7 | | | Project | | | | X | | Mid-Term (2031-2040) | $ 16,000,000 | 100 | $ 16,000,000 | 0 | $ - | |
| 49 | Roadway | Corridor Improvements | University Blvd Improvements | Dad Clark Dr | County Line Rd | Safety, Operational & Multimodal Improvements on University Boulevard | 3 | 3 | | Project | | | | X | | Mid-Term (2031-2040) | $ 8,000,000 | 100 | $ 8,000,000 | 0 | $ - | |
| 50 | Roadway | Corridor Improvements | Titan Road Widening | Moore Rd | Titan Cir | Widen Titan Road from 2 to 4 lanes. Includes operational and floodplain improvements | 1 | 2 | 13 | Project | | | | X | X | Mid-Term (2031-2040) | $ 8,000,000 | 100 | $ 8,000,000 | 0 | $ - | |
| 52 | Roadway | Corridor Improvements | Titan Road Widening | Rampart Range Rd | Eagle River St | Widen Titan Road from 2 to 4 lanes. | 1 | 13 | | Project | | | | X | | Mid-Term (2031-2040) | $ 18,000,000 | 100 | $ 18,000,000 | 0 | $ - | |
| 54 | Roadway | Corridor Improvements | Founders Pkwy/SH 86 Widening | Crowfoot Valley Rd | Fifth/Ridge Rd | Widen Founders Parkway/State Highway 86 from 4 to 6 lanes | 9 | 11 | | Project | | | | X | | Mid-Term (2031-2040) | $ 39,000,000 | 0 | $ - | 100 | $ 39,000,000 | CDOT; Others: TBD |
| 55 | Roadway | Corridor Improvements | State Highway 86 Widening | Founders/Ridge Rd | Enderud Blvd | Widen State Highway 86 from 2 to 4 lanes | 9 | | | Project | | | | X | | Mid-Term (2031-2040) | $ 14,000,000 | 0 | $ - | 100 | $ 14,000,000 | CDOT; Others: TBD |
| 58 | Roadway | Corridor Improvements | E-470 Public Highway Authority Widening | I-25 | Parker Rd | Widen E-470 from 6 to 8 lanes | 5 | 6 | | Project | | | | X | | Mid-Term (2031-2040) | $ 60,000,000 | 0 | $ - | 100 | $ 60,000,000 | CDOT |
| 59 | Roadway | Corridor Improvements | Pine Lane Widening | SH 83 | Crown Crest Blvd | Widen Pine Lane from 2 to 4 lanes | 6 | 7 | | Project | | | | X | | Mid-Term (2031-2040) | $ 10,000,000 | 20 | $ 2,000,000 | 80 | $ 8,000,000 | TBD |
| 61 | Roadway | Corridor Improvements | Upgrade Interlocken St to Collector | Scott Ave | Old Schoolhouse Rd | Upgrade Interlocken Street to Collector | 8 | | | Project | | | | X | | Mid-Term (2031-2040) | $ 5,000,000 | 20 | $ 1,000,000 | 80 | $ 4,000,000 | TBD |
| 62 | Roadway | Corridor Improvements | Peoria St Widening | Lincoln Ave | RidgeGate Blvd | Widen Peoria Street from 4 to 6 lanes | 5 | | | Project | | | | X | | Mid-Term (2031-2040) | $ 6,000,000 | 60 | $ 3,600,000 | 40 | $ 2,400,000 | TBD |
| 63 | Roadway | Corridor Improvements | Chambers Rd Widening | E-470 | Lincoln Ave | Widen Chambers Road from 4 to 6 lanes | 5 | 6 | | Project | | | | X | | Mid-Term (2031-2040) | $ 18,000,000 | 100 | $ 18,000,000 | 0 | $ - | |
| 65 | Roadway | Corridor Improvements | Chambers Rd Widening | Mainstreet/RidgeGate Pkwy | Hess Rd | Widen Chambers Road from 4 to 6 lanes | 5 | 6 | 9 | Project | | | | X | | Mid-Term (2031-2040) | $ 23,000,000 | 0 | $ - | 100 | $ 23,000,000 | TBD |
| 66 | Roadway | Corridor Improvements | Chambers Rd Widening | Hess Rd | Stroh Rd | Widen Chambers Road from 4 to 6 lanes | 9 | | | Project | | | | X | | Mid-Term (2031-2040) | $ 14,000,000 | 0 | $ - | 100 | $ 14,000,000 | TBD |
| 67 | Roadway | Corridor Improvements | Chambers Rd Widening | Stroh Rd | Crowfoot Valley Rd | Widen Chambers Road from 4 to 6 lanes | 9 | | | Project | | | | X | | Mid-Term (2031-2040) | $ 20,000,000 | 0 | $ - | 100 | $ 20,000,000 | TBD |
| 68 | Roadway | Corridor Improvements | Bayou Gulch Rd Widening | Scott Ave | Pradera Pkwy | Widen Bayou Gulch Road from 2 to 4 lanes | 9 | | | Project | X | | | X | | Mid-Term (2031-2040) | $ 4,000,000 | 100 | $ 4,000,000 | 0 | $ - | |

| Project ID | Project Type | Project Detail Type | Project Name | Road 1 | Road 2 | Description | Subarea 1 | Subarea 2 | Subarea 3 | Status | Resilient Network | Service to All Users | Safety | Efficient Movement | Sustainable | Project Horizon | Total Cost | % from DC | Amt. from DC | % from other Agencies or Developers | Amt. from Partners | Partners (Agency/ Developer) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Mid-Term (2031-2040) Projects *(continued)*** | | | | | | | | | | | | | | | | | | | | | | |
| 69 | Roadway | Corridor Improvements | Bayou Gulch Rd Widening | Pradera Pkwy | Old Schoolhouse Rd/SH 83 | Widen Bayou Gulch from 2 to 4 lanes | 8 | 9 | | Project | X | | | X | | Mid-Term (2031-2040) | $ 24,000,000 | 100 | $ 24,000,000 | 0 | $ - | |
| 70 | Roadway | New Connection | Canyonside Blvd Extension | Hess Rd | Crowfoot Valley Rd | Canyonside Boulevard; 4 lane extension | 5 | 9 | | Project | X | | | X | | Mid-Term (2031-2040) | $ 12,000,000 | 0 | $ - | 100 | $ 12,000,000 | TBD |
| 72 | Roadway | Corridor Improvements | Upgrade Ridge Rd to a Collector | Castle Rock boundary | Lake Gulch Rd | Upgrade Ridge Road to a Collector | 11 | 16 | | Project | | | | X | | Mid-Term (2031-2040) | $ 16,000,000 | 100 | $ 16,000,000 | 0 | $ - | |
| 73 | Roadway | Corridor Improvements | State Highway 83 Widening | South Pinery Pkwy | Bayou Gulch Rd | Widen State Highway 83 from 4 to 6 lanes | 8 | | | Project | X | | | X | | Mid-Term (2031-2040) | $ 5,000,000 | 0 | $ - | 100 | $ 5,000,000 | CDOT; Others: TBD |
| 74 | Roadway | Corridor Improvements | State Highway 83 Widening | Bayou Gulch Rd | Castle Oaks Dr | Widen State Highway 83 from 4 to 6 lanes | 8 | | | Project | X | | | X | | Mid-Term (2031-2040) | $ 28,000,000 | 0 | $ - | 100 | $ 28,000,000 | CDOT; Others: TBD |
| 90 | Roadway | Corridor Improvements | Crowfoot Valley Rd Widening | Bayou Gulch/Chambers Rd | Stroh Rd | Widen Crowfoot Valley Road from 2 to 4 lanes | 9 | | | Project | | | | X | | Mid-Term (2031-2040) | $ 24,000,000 | 0 | $ - | 100 | $ 24,000,000 | TBD |
| 91 | Roadway | New Connection | New Stroh Road Connection | SH 83 | Hilltop Rd | New Stroh Road Connection from SH 83 to Hilltop Road | 6 | 8 | | Project | | | | X | | Mid-Term (2031-2040) | $ 11,000,000 | 100 | $ 11,000,000 | 0 | $ - | |
| 93 | Roadway | Corridor Improvements | Hess Road Widening | Canyonside Blvd | S Chambers Rd | Widen Hess Road from 2 to 4 lanes | 5 | | | Project | | | | X | | Mid-Term (2031-2040) | $ 27,000,000 | 100 | $ 27,000,000 | 0 | $ - | |
| 95 | Roadway | Corridor Improvements | RidgeGate Pkwy Widening | Lone Tree Eastern Limits | S Chambers Rd | Widen RidgeGate Parkway from 4 to 6 lanes | 5 | | | Project | | | | X | | Mid-Term (2031-2040) | $ 14,000,000 | 100 | $ 14,000,000 | 0 | $ - | |
| 99 | Transit | New Transit Service | Castle Pines Transit Mobility Corridor: Castle Pines to RidgeGate RTD Station | RidgeGate Pkwy | Happy Canyon Rd | New transit corridor | 5 | 10 | | Project | | X | | X | | Mid-Term (2031-2040) | $ 20,000,000 | 10 | $ 2,000,000 | 90 | $ 18,000,000 | TBD |
| 100 | Transit | New Transit Service | Regional Bus Rapid Transit | | | Transit corridor and supporting safety/multimodal improvements | 2 | 3 | | Project | | X | | X | | Mid-Term (2031-2040) | $ 80,000,000 | 0 | $ - | 100 | $ 80,000,000 | TBD |
| 101 | Roadway | Corridor Improvements | Plum Creek Pkwy Widening | Wolfensberger Rd | I-25 (west side) | Widen Plum Creek Parkway from 2 to 4 lanes | 12 | | | Project | X | | | X | | Mid-Term (2031-2040) | $ 11,000,000 | 0 | $ - | 100 | $ 11,000,000 | TBD |
| 103 | Roadway | Corridor Improvements | Lincoln Ave Widening & Multimodal Improvements | Oswego St | Keystone Blvd | Widen Lincoln Avenue 4 to 6 lanes and add Multimodal improvements | 5 | | | Project | | X | | X | | Mid-Term (2031-2040) | $ 50,000,000 | 100 | $ 50,000,000 | 0 | $ - | |
| 105 | Roadway | Corridor Improvements | US-85 Widening | Daniels Park Rd | Meadows Pkwy | Widen US-85 from 2 to 4 lanes | 10 | | | Project | | | X | X | | Mid-Term (2031-2040) | $ 45,000,000 | 0 | $ - | 100 | $ 45,000,000 | CDOT; Others: TBD |
| 106 | Roadway | Corridor Improvements | US-85 Widening | Sedalia (SH 67) | Daniels Park Rd | Widen US-85 from 2 to 4 lanes | 13 | | | Project | | | X | X | | Mid-Term (2031-2040) | $ 40,000,000 | 0 | $ - | 100 | $ 40,000,000 | CDOT; Others: TBD |
| 107 | Roadway | Safety | I-25 / Lincoln Ave Interchange Safety & Operational Improvements | Lincoln Ave | I-25 | Improves intersection efficiency and safety through targeted design, signal optimization, and infrastructure upgrades | 5 | | | Project | | | | X | | Mid-Term (2031-2040) | $ 20,000,000 | 0 | $ - | 100 | $ 20,000,000 | CDOT; Others: TBD |
| 115 | Roadway | Paving | Pave Noe Road | I-25 | Perry Park Rd | Pave Noe Road to Perry Park Road and include Railroad crossing & drainage improvements | 15 | | | Project | X | | | X | | Mid-Term (2031-2040) | $ 20,000,000 | 100 | $ 20,000,000 | 0 | $ - | |
| 116 | Roadway | Paving | Pave Greenland Road | I-25 | SH 83 | Pave Greenland Road and include geometric improvements | 16 | | | Project | X | | | X | | Mid-Term (2031-2040) | $ 18,000,000 | 100 | $ 18,000,000 | 0 | $ - | |
| 118 | Roadway | Corridor Improvements | Establish Flintwood Rd/Singing Hills Rd/Delbert Rd Corridor | Hilltop Rd | northern County boundary | Roadway and Intersection Improvements to establish an intuitive north-south corridor in eastern Douglas County (does not include widening) | 7 | 8 | | Project | X | | | | X | Mid-Term (2031-2040) | $ 25,000,000 | 100 | $ 25,000,000 | 0 | $ - | |
| 137 | Roadway | Intersection Safety Improvements | Waterton Rd & Rampart Range Rd Intersection Improvements | Waterton Rd | Rampart Range Rd | Improve intersection safety through targeted design, signal, and infrastructure upgrades | 1 | | | Project | | | X | | | Mid-Term (2031-2040) | $ 3,000,000 | 100 | $ 3,000,000 | 0 | $ - | |
| 138 | Roadway | Intersection Efficiency Improvements | McArthur Ranch Rd & Grigs Rd Intersection Improvements | McArthur Ranch Rd | Grigs Rd | Improves intersection efficiency through targeted design, signal optimization, and infrastructure upgrades | 3 | 4 | | Project | | | | X | | Mid-Term (2031-2040) | $ 200,000 | 100 | $ 200,000 | 0 | $ - | |
| 139 | Roadway | Intersection Efficiency Improvements | E Mainstreet & S Chambers Rd Intersection Improvements | E Mainstreet | S Chambers Rd | Improves intersection efficiency through targeted design, signal optimization, and infrastructure upgrades | 5 | 6 | | Project | | | | X | | Mid-Term (2031-2040) | $ 200,000 | 100 | $ 200,000 | 0 | $ - | |

| Project ID | Project Type | Project Detail Type | Project Name | Road 1 | Road 2 | Description | Subarea 1 | Subarea 2 | Subarea 3 | Status | Resilient Network | Service to All Users | Safety | Efficient Movement | Sustainable | Project Horizon | Total Cost | % from DC | Amt. from DC | % from other Agencies or Developers | Amt. from Partners | Partners (Agency/ Developer) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Mid-Term (2031-2040) Projects *(continued)*** | | | | | | | | | | | | | | | | | | | | | | |
| 144 | Roadway | Intersection Safety Improvements | Inspiration Dr Tomahawk Rd Intersection Improvements | Inspiration Dr | Tomahawk Rd | Improve intersection safety through targeted design, signal, and infrastructure upgrades | 7 | | | Project | | | X | | | Mid-Term (2031-2040) | $ 1,500,000 | 100 | $ 1,500,000 | 0 | $ - | |
| 145 | Roadway | Intersection Safety Improvements | E County Line Rd & Piney Lake Rd Intersection Improvements | E County Line Rd | Piney Lake Rd | Improve intersection safety through targeted design, signal, and infrastructure upgrades | 7 | | | Project | | | X | | | Mid-Term (2031-2040) | $ 1,500,000 | 50 | $ 750,000 | 50 | $ 750,000 | Aurora and developers |
| 146 | Roadway | Intersection Efficiency Improvements | Bayou Gulch Rd & SH 83 Intersection Improvements | Bayou Gulch Rd | SH 83 | Improves intersection efficiency through targeted design, signal optimization, and infrastructure upgrades | 8 | | | Project | | | | X | | Mid-Term (2031-2040) | $ 200,000 | 100 | $ 200,000 | 0 | $ - | |
| 147 | Roadway | Intersection Efficiency Improvements | Flintwood Rd & Deerfield Rd & SH 86 Intersection Improvements | Flintwood Rd | SH 86 | Improves intersection efficiency through targeted design, signal optimization, and infrastructure upgrades | 8 | 16 | | Project | | | | X | | Mid-Term (2031-2040) | $ 200,000 | 100 | $ 200,000 | 0 | $ - | |
| 148 | Roadway | Intersection Safety Improvements | Crowfoot Valley Rd & Pradera Pkwy Intersection Improvements | Crowfoot Valley Rd | Pradera Pkwy | Improve intersection safety through targeted design, signal, and infrastructure upgrades | 9 | | | Project | | | X | | | Mid-Term (2031-2040) | $ 1,500,000 | 100 | $ 1,500,000 | 0 | $ - | |
| 149 | Roadway | Intersection Safety Improvements | Daniels Park Rd & W Castle Pines Pkwy Intersection Improvements | Daniels Park Rd | W Castle Pines Pkwy | Improve intersection safety through targeted design, signal, and infrastructure upgrades | 10 | | | Project | | | X | | | Mid-Term (2031-2040) | $ 1,500,000 | 100 | $ 1,500,000 | 0 | $ - | |
| 152 | Roadway | Intersection Efficiency & Safety Improvements | Lake Gulch Rd & Crystal Valley Pkwy Intersection Improvements | Lake Gulch Rd | Crystal Valley Pkwy | Improve intersection safety and efficiency through targeted design, signal, and infrastructure upgrades | 11 | 16 | | Project | | | X | | | Mid-Term (2031-2040) | $ 1,500,000 | 50 | $ 750,000 | 50 | $ 750,000 | TBD |
| 153 | Roadway | Intersection Efficiency Improvements | W Wolfensberger Rd & Perry Park Rd Intersection Improvements | W Wolfensberger Rd | Perry Park Rd | Improves intersection efficiency through targeted design, signal optimization, and infrastructure upgrades | 12 | 13 | | Project | | | | X | | Mid-Term (2031-2040) | $ 1,500,000 | 50 | $ 750,000 | 50 | $ 750,000 | TBD |
| 155 | Roadway | Intersection Safety Improvements | W Perry Park Ave & SH 105/Perry Park Rd Intersection Improvements | W Perry Park Ave | Perry Park Rd | Improve intersection safety through targeted design, signal, and infrastructure upgrades | 15 | | | Project | | | X | | | Mid-Term (2031-2040) | $ 3,000,000 | 100 | $ 3,000,000 | 0 | $ - | |
| 158 | Roadway | Intersection Efficiency Improvements | Lake Gulch Rd & SH 83 Intersection Improvements | Lake Gulch Rd | SH 83 | Improves intersection efficiency through targeted design, signal optimization, and infrastructure upgrades | 16 | | | Project | | | | X | | Mid-Term (2031-2040) | $ 1,500,000 | 50 | $ 750,000 | 50 | $ 750,000 | CDOT; Others: TBD |
| 160 | Roadway | Intersection Safety Improvements | Lincoln Ave & N 3rd Street Safety Improvements | Lincoln Ave | N 3rd St | Improve intersection safety through targeted design, signal, and infrastructure upgrades | 6 | | | Project | | | X | | | Mid-Term (2031-2040) | $ 1,500,000 | 100 | $ 1,500,000 | 0 | $ - | |
| 167 | Roadway | New Connection | New Arterial thru Lone Tree Town Center | Peoria St | Sky Ridge Ave | New 4 Lane Arterial | 5 | | | Project | | | | X | | Mid-Term (2031-2040) | $ 5,000,000 | 0 | $ - | 100 | $ 5,000,000 | TBD |
| 171 | Roadway | Corridor Improvements | Prairie Hawk Dr Widening | Topeka Way | Plum Creek Pkwy | Widen Prairie Hawk Drive from 2 to 4 lanes | 12 | | | Project | X | | | X | | Mid-Term (2031-2040) | $ 10,000,000 | 0 | $ - | 100 | $ 10,000,000 | TBD |
| 173 | Roadway | Corridor Improvements | Prairie Hawk Dr Widening | Wolfensberger Rd | Meadows Pkwy | Widen Prairie Hawk Drive from 2 to 4 lanes | 12 | | | Project | | | | | | Mid-Term (2031-2040) | $ 16,000,000 | 0 | $ - | 100 | $ 16,000,000 | TBD |
| 175 | Roadway | Corridor Improvements | Crystal Valley Pkwy Widening | Lake Gulch Rd | Idylwood St | Widen Crystal Valley Parkway from 2 to 4 lanes | 11 | | | Project | X | | | X | | Mid-Term (2031-2040) | $ 9,000,000 | 0 | $ - | 100 | $ 9,000,000 | TBD |
| 180 | Roadway | New Connection | Dawson Trails Blvd | Crystal Valley Pkwy | Plum Creek Pkwy | New roadway connection | 12 | | | Project | X | | | X | | Mid-Term (2031-2040) | $ 25,000,000 | 0 | $ - | 100 | $ 25,000,000 | Town of Castle Rock and Developer |

| Project ID | Project Type | Project Detail Type | Project Name | Road 1 | Road 2 | Description | Subarea 1 | Subarea 2 | Subarea 3 | Status | Resilient Network | Service to All Users | Safety | Efficient Movement | Sustainable | Project Horizon | Total Cost | % from DC | Amt. from DC | % from other Agencies or Developers | Amt. from Partners | Partners (Agency/ Developer) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Mid-Term (2031-2040) Projects *(continued)*** | | | | | | | | | | | | | | | | | | | | | | |
| 511 | Program | Trail | Countywide Program to complete missing gaps in Trail Network | | | Enhance/connect trail connections throughout County | All | 13 | | Project | X | X | | X | X | Mid-Term (2031-2040) | $ 10,000,000 | 100 | $ 10,000,000 | 0 | $ - | |
| 512 | Program | Trail | Highlands Ranch Arterial Roadways Trail Crossing Enhancements | | | Improve priority trail crossings with enhanced at grade or grade-separated crossings | 2 | 3 | | Project | | X | X | | | Mid-Term (2031-2040) | $ 10,000,000 | 100 | $ 10,000,000 | 0 | $ - | |
| 513 | Program | Safety | Rural Roadway Safety | | | Widens and paves roadway shoulders wherever feasible and install rumble strip | Rural | | | Project | | | X | | | Mid-Term (2031-2040) | $ 20,000,000 | 100 | $ 20,000,000 | 0 | $ - | |
| 514 | Transit | New Transit Service | Link on Demand Expansion | | | Extend Douglas County Link On Demand Services | All | | | Project | | X | | X | X | Mid-Term (2031-2040) | $ 60,000,000 | 100 | $ 60,000,000 | 0 | $ - | |
| 516 | Program | Emergency Response | Roadway Resiliency and Disaster Response | | | Implement Improvements recommended by county wide evaluation of evacuation/emergency travelsheds | All | | | Project | X | | | | | Mid-Term (2031-2040) | $ 20,000,000 | 100 | $ 20,000,000 | 0 | $ - | |
| 600 | Program | Asset Management | Emergency Storm Drainage | | | Drainage repairs as they arise | All | | | Project | X | | | | X | Mid-Term (2031-2040) | $ 5,000,000 | 100 | $ 5,000,000 | 0 | $ - | |
| 602 | Program | Asset Management | Pavement Management | | | Asphalt & Concrete Paving, Maintenance / Reconstruction, Sidewalks, ADA Ramps | All | | | Project | X | | | | X | Mid-Term (2031-2040) | $ 220,000,000 | 100 | $ 220,000,000 | 0 | $ - | |
| 604 | Program | Safety | Safety & Congestion Management | | | Countywide projects to address spot safety needs | All | | | Project | | | X | X | | Mid-Term (2031-2040) | $ 4,000,000 | 100 | $ 4,000,000 | 0 | $ - | |
| 606 | Program | Safety | School & Pedestrian Safety | | | Countywide School & Pedestrian Safety projects | All | | | Project | | X | X | | | Mid-Term (2031-2040) | $ 1,000,000 | 100 | $ 1,000,000 | 0 | $ - | |
| 608 | Program | Asset Management | Stormwater Priorities | | | Stormwater improvements | All | | | Project | X | | | | X | Mid-Term (2031-2040) | $ 44,000,000 | 100 | $ 44,000,000 | 0 | $ - | |
| 610 | Program | Technology & Operations | Traffic Hazard Elimination | | | Safety & Operational Improvements for Hazard Mitigation | All | | | Project | X | | X | X | X | Mid-Term (2031-2040) | $ 16,000,000 | 100 | $ 16,000,000 | 0 | $ - | |
| 612 | Program | Technology & Operations | Traffic Signal & Intelligent Transportation Upgrades | | | Traffic signal and Intelligent Transportation upgrades | All | | | Project | X | | X | X | X | Mid-Term (2031-2040) | $ 10,900,000 | 100 | $ 10,900,000 | 0 | $ - | |
| 614 | Program | Asset Management | Traffic Signal Replacement | | | Reconstruct and replace aging installations | All | | | Project | X | | X | X | X | Mid-Term (2031-2040) | $ 20,000,000 | 100 | $ 20,000,000 | 0 | $ - | |
| 618 | Program | Asset Management | Sustainable Bridge Program | | | Bridge rehabilitation or replacement projects | All | | | Project | X | | | | X | Mid-Term (2031-2040) | $ 8,000,000 | 100 | $ 8,000,000 | 0 | $ - | |

| Project ID | Project Type | Project Detail Type | Project Name | Road 1 | Road 2 | Description | Subarea 1 | Subarea 2 | Subarea 3 | Status | Resilient Network | Service to All Users | Safety | Efficient Movement | Sustainable | Project Horizon | Total Cost | % from DC | Amt. from DC | % from other Agencies or Developers | Amt. from Partners | Partners (Agency/ Developer) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Long-Term (2041-2050) Projects** | | | | | | | | | | | | | | | | | | | | | | |
| 51 | Roadway | Intersection Safety Improvements | County Highway 105 Safety Improvements | Wolfensberger Rd | Spruce Mtn Road | Safety & Multimodal Improvements - Wolfensberger to Perry Park Ave to Noe Road to Spruce Mountain Rd / Palmer Lake | 12 | 15 | | Project | | | X | | | Long-Term (2041-2050) | $ 36,000,000 | 100 | $ 36,000,000 | 0 | $ - | |
| 60 | Roadway | Corridor Improvements | Singing Hills Rd Widening | Hilltop Rd | Delbert Rd | Widen Singing Hills Road from 2 to 4 lanes | 8 | | | Project | | | | X | | Long-Term (2041-2050) | $ 17,000,000 | 100 | $ 17,000,000 | 0 | $ - | |
| 64 | Roadway | Corridor Improvements | Chambers Rd Widening | Lincoln Ave | Mainstreet/ RidgeGate Pkwy | Widen Chambers Road from 4 to 6 lanes | 5 | 6 | | Project | | | | X | | Long-Term (2041-2050) | $ 11,000,000 | 100 | $ 11,000,000 | 0 | $ - | |
| 75 | Roadway | Corridor Improvements | State Highway 83 Widening | Castle Oaks Dr | SH 86 | Widen State Highway 83 from 2 to 4 lanes | 8 | | | Project | X | | | X | | Long-Term (2041-2050) | $ 24,000,000 | 0 | $ - | 100 | $ 24,000,000 | CDOT |
| 78 | Roadway | Corridor Improvements | Mainstreet/E Parker Rd Widening | Canteberry Pkwy | Delbert Rd | Widen Mainstreet/ E Parker Road from 2 to 4 lanes | 7 | 8 | | Project | X | | | X | | Long-Term (2041-2050) | $ 34,000,000 | 100 | $ 34,000,000 | 0 | $ - | |
| 82 | Roadway | New Connection | North Pinery Pkwy Extension | Bayou Gulch Rd | SH 83 | New 4 lane Extension on North Pinery Parkway. This also includes bridge over Cherry Creek | 8 | | | Project | X | | | X | | Long-Term (2041-2050) | $ 20,000,000 | 50 | $ 10,000,000 | 50 | $ 10,000,000 | TBD |
| 98 | Transit | New Transit Service | Corridor Transit Planning / RidgeGate Parkway Transit Mobility Corridor | | | New transit corridor on RidgeGate Parkway | 5 | 6 | | Project | | X | | X | | Long-Term (2041-2050) | $ 100,000,000 | 10 | $ 10,000,000 | 90 | $ 90,000,000 | TBD |
| 117 | Roadway | Paving | Pave Upper Lake Gulch Rd / East Upper Lake Gulch Road | I-25 | DirectTV Private Road | Pave Upper Lake Gulch Road and East Upper Lake Gulch Road | 16 | | | Project | X | | | X | | Long-Term (2041-2050) | $ 30,000,000 | 100 | $ 30,000,000 | 0 | $ - | |
| 119 | Roadway | Corridor Improvements | Flintwood Road Widening | SH 86 | Singing Hills Rd | Widen Flintwood Road from 2 to 4 lanes & add shoulders | 8 | | | Project | X | | | X | | Long-Term (2041-2050) | $ 65,000,000 | 100 | $ 65,000,000 | 0 | $ - | |
| 122 | Roadway | Corridor Improvements | Bayou Gulch Road Widening | SH 83 | Flintwood Rd | Widen Bayou Gulch Road from 2 to 4 lanes & add shoulders | 8 | | | Project | | | | X | | Long-Term (2041-2050) | $ 46,000,000 | 100 | $ 46,000,000 | 0 | $ - | |
| 133 | Roadway | Corridor Improvements | Wolfensberger Rd Widening | Castle Rock city limits | Perry Park Rd | Widen Wolfensberger Road from 2 to 4 lanes | 12 | | | Project | X | | | X | | Long-Term (2041-2050) | $ 40,000,000 | 100 | $ 40,000,000 | 0 | $ - | |
| 154 | Roadway | Intersection Safety Improvements | County Highway 67 & Pine Creek Rd Intersection Improvements | County Highway 67 | Pine Creek Rd | Improve intersection safety through targeted design, signal, and infrastructure upgrades | 14 | | | Project | | | X | | | Long-Term (2041-2050) | $ 1,500,000 | 100 | $ 1,500,000 | 0 | $ - | |
| 156 | Roadway | Intersection Safety Improvements | E Palmer Divide Ave & Spring Valley Rd Intersection Improvements | E Palmer Divide Ave | Spring Valley Rd | Improves intersection efficiency through targeted design, signal optimization, and infrastructure upgrades | 16 | | | Project | | | | X | | Long-Term (2041-2050) | $ 1,500,000 | 100 | $ 1,500,000 | 0 | $ - | |
| 157 | Roadway | Intersection Safety Improvements | Upper Lake Gulch Rd & Garton Rd Intersection Improvements | Upper Lake Gulch Rd | Garton Rd | Improve intersection safety through targeted design, signal, and infrastructure upgrades | 16 | | | Project | | | X | | | Long-Term (2041-2050) | $ 1,500,000 | 100 | $ 1,500,000 | 0 | $ - | |
| 159 | Roadway | Intersection Safety Improvements | S Russellville Rd & SH 83 Intersection Improvements | S Russellville Rd | SH 83 | Improve intersection safety through targeted design, signal, and infrastructure upgrades | 16 | | | Project | | | X | | | Long-Term (2041-2050) | $ 1,500,000 | 50 | $ 750,000 | 50 | $ 750,000 | CDOT |
| 169 | Roadway | New Connection | Aurora Pkwy Extension | SH 83 | Douglas County Line (and beyond) | New Aurora Parkway Extension | 7 | | | Project | X | | | X | | Long-Term (2041-2050) | $ 80,000,000 | 0 | $ - | 100 | $ 80,000,000 | TBD |
| 170 | Roadway | New Connection | Valley Drive Extension | Plum Creek Pkwy | South St/Gordon Dr | Valley Drive Extension | 11 | | | Project | X | | | X | | Long-Term (2041-2050) | $ 3,000,000 | 100 | $ 3,000,000 | 0 | $ - | |
| 172 | Roadway | Corridor Improvements | Bierstadt Way Widening | San Luis St | Meridian Blvd | Widen Bierstadt Way from 4 to 6 lanes | 5 | | | Project | | | | X | | Long-Term (2041-2050) | $ 4,000,000 | 0 | $ - | 100 | $ 4,000,000 | TBD |
| 178 | Roadway | New Connection | New Arterial Roadway that extends Pine Drive to Aurora Pkwy | Inspiration Dr | Aurora Pkwy | Extend Pine Drive to Aurora Parkway | 7 | | | Project | X | | | X | | Long-Term (2041-2050) | $ 40,000,000 | 20 | $ 8,000,000 | 80 | $ 32,000,000 | TBD |
| 179 | Roadway | Paving | Pave E Best Road | I-25 | SH-83 | Pave E Best Road from I-25 to SH-83 | 16 | | | Project | X | | | X | | Long-Term (2041-2050) | $ 18,000,000 | 100 | $ 18,000,000 | 0 | $ - | |
| 181 | Roadway | Intersection Efficiency Improvements | US-85 & Meadows Pkwy Intersection | US-85 | Meadows Pkwy | Intersection improvements at US-85 and Meadows Pkwy | 12 | | | Project | X | | | X | | Long-Term (2041-2050) | $ 10,000,000 | 0 | $ - | 100 | $ 10,000,000 | DRCOG, Town of Castle Rock |

| Project ID | Project Type | Project Detail Type | Project Name | Road 1 | Road 2 | Description | Subarea 1 | Subarea 2 | Subarea 3 | Status | Resilient Network | Service to All Users | Safety | Efficient Movement | Sustainable | Project Horizon | Total Cost | % from DC | Amt. from DC | % from other Agencies or Developers | Amt. from Partners | Partners (Agency/ Developer) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Long-Term (2041-2050) Projects *(continued)*** | | | | | | | | | | | | | | | | | | | | | | |
| 517 | Program | Emergency Response | Roadway Resiliency and Disaster Response | | | Implement Improvements recommended by county wide evaluation of evacuation/emergency travelsheds | All | | | Project | | | | | | Long-Term (2041-2050) | $ 20,000,000 | 100 | $ 20,000,000 | 0 | $ - | |
| 601 | Program | Asset Management | Emergency Storm Drainage | | | Drainage repairs as they arise | All | | | Project | X | | | | X | Long-Term (2041-2050) | $ 5,000,000 | 100 | $ 5,000,000 | 0 | $ - | |
| 603 | Program | Asset Management | Pavement Management | | | Asphalt & Concrete Paving, Maintenance / Reconstruction, Sidewalks, ADA Ramps | All | | | Project | X | | | | X | Long-Term (2041-2050) | $ 220,000,000 | 100 | $ 220,000,000 | 0 | $ - | |
| 605 | Program | Safety | Safety & Congestion Management | | | Countywide projects to address spot safety needs | All | | | Project | | | X | X | | Long-Term (2041-2050) | $ 4,000,000 | 100 | $ 4,000,000 | 0 | $ - | |
| 607 | Program | Safety | School & Pedestrian Safety | | | Countywide School & Pedestrian Safety projects | All | | | Project | | X | X | | | Long-Term (2041-2050) | $ 1,000,000 | 100 | $ 1,000,000 | 0 | $ - | |
| 609 | Program | Asset Management | Stormwater Priorities | | | Stormwater improvements | All | | | Project | X | | | | X | Long-Term (2041-2050) | $ 44,000,000 | 100 | $ 44,000,000 | 0 | $ - | |
| 611 | Program | Technology & Operations | Traffic Hazard Elimination | | | Safety & Operational Improvements for Hazard Mitigation | All | | | Project | X | | X | X | X | Long-Term (2041-2050) | $ 16,000,000 | 100 | $ 16,000,000 | 0 | $ - | |
| 613 | Program | Technology & Operations | Traffic Signal & Intelligent Transportation Upgrades | | | Traffic signal and Intelligent Transportation upgrades | All | | | Project | X | | X | X | X | Long-Term (2041-2050) | $ 10,900,000 | 100 | $ 10,900,000 | 0 | $ - | |
| 615 | Program | Asset Management | Traffic Signal Replacement | | | Reconstruct and replace aging installations | All | | | Project | X | | X | X | X | Long-Term (2041-2050) | $ 20,000,000 | 100 | $ 20,000,000 | 0 | $ - | |
| 616 | Transit | New Transit Service | Link on Demand Expansion | | | Extend Douglas County Link On Demand Services | All | | | Project | | X | | X | X | Long-Term (2041-2050) | $ 60,000,000 | 100 | $ 60,000,000 | 0 | $ - | |
| 617 | Program | Trail | Countywide Trail Crossing Enhancements | | | Improve Priority Trail Crossings with updated signage or grade-separated crossings. | All | | | Project | | X | X | | | Long-Term (2041-2050) | $ 10,000,000 | 100 | $ 10,000,000 | 0 | $ - | |
| 619 | Program | Asset Management | Sustainable Bridge Program | | | Bridge Rehabilitation or Replacement Projects | All | | | Project | X | | | | X | Long-Term (2041-2050) | $ 8,000,000 | 100 | $ 8,000,000 | 0 | $ - | |

| Project ID | Project Type | Project Detail Type | Project Name | Road 1 | Road 2 | Description | Subarea 1 | Subarea 2 | Subarea 3 | Status | Resilient Network | Service to All Users | Safety | Efficient Movement | Sustainable | Project Horizon | Total Cost | % from DC | Amt. from DC | % from other Agencies or Developers | Amt. from Partners | Partners (Agency/ Developer) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Vision (2050+) Projects** | | | | | | | | | | | | | | | | | | | | | | |
| 83 | Roadway | Corridor Improvements | State Highway 86 Corridor Improvements | SH 83 | Delbert Rd | Widen State Highway 86 from 2 to 4 lanes | 8 | 16 | | Project | | | | X | | Vision (2050+) | $ 56,000,000 | 0 | $ - | 100 | $ 56,000,000 | CDOT; Others: TBD |
| 110 | Roadway | Interchange Improvements | I-25: Meadows-Founders Interchange Reconstruction | I-25 | Meadows-Founders Pkwy | I-25/Meadows-Founders interchange capacity improvements | 11 | | | Project | | | | X | | Vision (2050+) | $ 75,000,000 | 0 | $ - | 100 | $ 75,000,000 | CDOT; Others: TBD |
| 120 | Roadway | Future Corridor Enhancements | County Road 67 Corridor Improvements | N Rampart Range Rd | S Platte River Rd | Future corridor improvements based on conceptual design (Safety) | 14 | | | Project | | | X | X | | Vision (2050+) | $ 12,000,000 | 100 | $ 12,000,000 | 0 | $ - | |
| 121 | Roadway | Future Corridor Enhancements | Tomah Road Corridor Improvements | I-25 | Perry Park Rd | Future corridor improvements based on conceptual design (Safety) | 15 | | | Project | X | | | | | Vision (2050+) | $ 16,000,000 | 100 | $ 16,000,000 | 0 | $ - | |
| 123 | Roadway | Future Corridor Enhancements | Lincoln Avenue Corridor Improvements | N 1st St | western Parker limit | Future corridor improvements based on conceptual design (Safety) | 5 | | | Project | | | X | X | | Vision (2050+) | $ 14,240,000 | 100 | $ 14,240,000 | 0 | $ - | |
| 124 | Roadway | Future Corridor Enhancements | S Quebec Street Corridor Improvements | E County Line Rd | S University Blvd | Future corridor improvements based on conceptual design (Safety) | 3 | | | Project | | | X | X | | Vision (2050+) | $ 15,280,000 | 100 | $ 15,280,000 | 0 | $ - | |
| 125 | Roadway | Future Corridor Enhancements | E Wildcat Reserve Parkway Corridor Improvements | Broadway | S University Blvd | Future corridor improvements based on conceptual design (Safety) | 3 | | | Project | | | X | X | | Vision (2050+) | $ 29,520,000 | 100 | $ 29,520,000 | 0 | $ - | |
| 126 | Roadway | Future Corridor Enhancements | E County Line Road Corridor Improvements | Primo Rd | Park Meadows Center Rd | Future corridor improvements based on conceptual design (Safety) | 3 | | | Project | | | X | X | | Vision (2050+) | $ 63,200,000 | 100 | $ 63,200,000 | 0 | $ - | |
| 127 | Roadway | Future Corridor Enhancements | S University Boulevard Corridor Improvements | E County Line Rd | S Quebec St | Future corridor improvements based on conceptual design (Safety) | 3 | | | Project | | | X | X | | Vision (2050+) | $ 28,480,000 | 100 | $ 28,480,000 | 0 | $ - | |
| 128 | Roadway | Future Corridor Enhancements | S. Broadway Corridor Improvements | E County Line Rd | W Wildcat Reserve Pkwy | Future corridor improvements based on conceptual design (Safety) | 2 | | | Project | | | X | X | | Vision (2050+) | $ 24,560,000 | 100 | $ 24,560,000 | 0 | $ - | |
| 129 | Roadway | Future Corridor Enhancements | Town Center Drive Corridor Improvements | S Foothills Canyon Blvd | W Highlands Ranch Pkwy | Future corridor improvements based on conceptual design (Safety) | 2 | | | Project | | | X | X | | Vision (2050+) | $ 11,600,000 | 100 | $ 11,600,000 | 0 | $ - | |
| 130 | Roadway | Future Corridor Enhancements | Kendrick Castillo Way Corridor Improvements | Plaza Dr | S Broadway | Future corridor improvements based on conceptual design (Safety) | 2 | | | Project | | | X | X | | Vision (2050+) | $ 12,400,000 | 100 | $ 12,400,000 | 0 | $ - | |
| 132 | Roadway | New Connection | New Arterial west of 1st Street | Lincoln Ave | Compark Blvd | New 4 lane Arterial west of 1st Street (Lincoln Ave to Compark Blvd). | 6 | | | Project | X | | | X | | Vision (2050+) | $ 20,000,000 | 80 | $ 16,000,000 | 20 | $ 4,000,000 | TBD |
| 134 | Roadway | Future Corridor Enhancements | Inspiration Drive Corridor Improvements | Pine Dr | Gartrell Rd | Future corridor improvements based on conceptual design (Safety) | 7 | | | Project | | | X | X | | Vision (2050+) | $ 10,000,000 | 100 | $ 10,000,000 | 0 | $ - | |
| 161 | Roadway | Future Corridor Enhancements | State Highway 86 Corridor Improvements | eastern Castle Rock limits | eastern County line | Future corridor improvements based on conceptual design (Safety) | 8 | 9 | 16 | Project | | | X | X | | Vision (2050+) | $ 29,400,000 | 100 | $ 29,400,000 | 0 | $ - | |
| 168 | Transit | New Transit Service | RTD FasTracks SW Corridor Extension | Plaza Dr | Mineral Ave | RTD FasTracks Extension | 2 | | | Project | X | | | X | | Vision (2050+) | $ 320,000,000 | 0 | $ - | 100 | $ 320,000,000 | TBD |
| 177 | Roadway | Corridor Improvements | C-470 Additional Managed Lanes | Broadway | I-25 | Add Managed Toll Lanes to C-470 | 2 | 3 | 4 | Project | X | | | X | | Vision (2050+) | $ 110,000,000 | 0 | $ - | 100 | $ 110,000,000 | CDOT; Others: TBD |
| 718 | Roadway | Corridor Improvements | Widen Delbert Rd Corridor | Singing Hills Rd | northern County boundary | Widen to complete Flintwood/Singing Hills/Delbert Rd north-south corridor in eastern Douglas County | 7 | 8 | | Project | X | | | X | | Vision (2050+) | $ 50,000,000 | 100 | $ 50,000,000 | 0 | $ - | |

APPENDIX

B

# Community Engagement Summary

*Appendix B summarizes all engagement activities during the planning process. A full documentation of responses compiles all comments received from various events and stores them in one location.*

## Project Marketing

Multiple forms of marketing collateral and media outlets were utilized to ensure that Douglas County residents were aware of the opportunities to be involved in the transportation planning process. These communication channels included dedicated project web pages, the utilization of County social media accounts, newsletters and signage. Douglas County hosted a project webpage with information about the project and opportunities for input. That webpage was linked to a separate Social Pinpoint website with more detailed project information, public meeting materials, and public surveys.

## Public Surveys

### Survey #1

Survey #1 was open for responses early in the data gathering phase of the project in March 2025. The purpose of the first survey was to collect initial feedback from the community on their experiences to identify the strengths and weaknesses of the current transportation system. The survey included questions about respondents' use of transportation modes and challenges, safety, infrastructure health, traffic movement and environmental impacts. The survey received 214 responses.

#### What We Heard:

Respondents emphasized the importance of maintaining existing infrastructure, managing congestion, and improving safety. Top challenges identified include congested corridors, growth management, and limited public transit options. Safety priorities focused on reducing serious crashes and improving pedestrian crossings. Infrastructure concerns centered on road maintenance and snow removal, while traffic movement issues highlighted problematic intersections and unreliable travel times. There was strong support for expanding the county-wide trail system and bicycle infrastructure. Public comments also stressed the need for better planning before development, equitable investment across the county, and enhanced mobility options for seniors, disabled individuals, and those without personal vehicles. Overall, the feedback reflects a desire for a balanced, multimodal, and safety-focused transportation strategy.

A comment map was also provided to gather location-based transportation-related issues. Most comments focused on safety, followed by multimodal transportation. One hundred forty mapped comments were received.

### Survey #2

Survey #2 was developed to more deeply understand community perceptions and pinpoint top priorities. This second round had two components, a quickpoll question and a nine-question survey. The quickpoll was available on both Nextdoor and the Social Pinpoint website, where the survey was hosted.

The quickpoll had 723 responses and asked: *What is your top priority that Douglas County should focus on to improve the transportation system?*

33% (255) Add regional roadway capacity and connectivity (add lanes, expand arterial intersections, improve auto travel times)

21% (165) Expand public transit services (shuttles, park and rides, and paratransit)

21% (165) Increase maintenance (resurface roadways, repair bridges/culverts, modernize signal systems)

15% (114) Construct bicycle and pedestrian infrastructure (close gaps, add bike lanes, increase walkability, and encourage active transportation)

10% (80) Improve traffic safety and controls (new signals, roundabouts, and signage)

The survey had 664 responses.

### What We Heard:

Responses revealed strong public support for prioritizing critical infrastructure and maintenance over new capital projects. Key funding priorities included community benefits and long-term sustainability, while intersection improvements were the top-ranked road enhancement. Respondents favored trail connections and bike facilities to encourage walking and biking, though many preferred to maintain vehicle capacity over reallocating lanes. A majority supported widening roads over expanding public transit, and while opinions on roundabouts were mixed, most agreed on the need for emergency access route investments. System-wide efficiency was prioritized over equity-focused investments.

## Pop-Up Events

*The following are a list of different pop-up events that the project team attended to spread awareness about and receive input on the Douglas County Transportation Plan.*

### Pop Up Event: Road Show

In an effort to bring awareness to the project and the project survey, the project team held four individual pop-up events throughout Douglas County during the initial data gathering phase. These events were set up with activity stations, allowing participants to come and go at their leisure. Members of the project team were available to share information and answer questions about the project. These pop-up events occurred at the following locations at the specified times.

City of Parker - Wednesday, March 5, 2025
Douglas County Library, 20105 Mainstreet, Parker, CO 80138
8:30 a.m. - 10:00 a.m.
Event Hall B

Highlands Ranch Metro District - Wednesday, March 5
Douglas County Library, 9292 S Ridgeline Blvd, Highlands Ranch, CO 80129
1:30 p.m. - 3:30 p.m.
First Floor Conference Room

City of Castle Rock- Thursday, March 6

Douglas County Library, 100 S Wilcox St, Castle Rock, CO 80104
10:00 a.m. - 12:00 p.m.
Conference Room C

City of Castle Pines - Thursday, March 6
Douglas County Library, 360 Village Square Ln, Castle Pines, CO 80108
5:00 p.m. - 7:00 p.m.
First Floor Conference Room

# Summary of Results from Pop-Up Events

## Feedback on Goal Areas

### Goal Area #1 – Resilient Network

The comments emphasize the need for roads designed to accommodate current traffic levels while planning for future growth, incorporating various transportation modes based on citizen behavior. There is a call for better snow clearance information and enhanced evacuation planning, particularly in the southwest part of the county, addressing issues like stalls, accidents, and fires. The need for improved north-south and east-west routes, beyond Parker Road and I-25, is highlighted. Multiple paths and modes of transportation from origins to destinations are desired, along with the inclusion of emergency evacuation routes coordinated with municipalities. Specific concerns include evaluating Castlewood Canyon Road for erosion, providing maps of proposed new roadway connections, and showing municipal mandated roadways.

### Goal Area #2 – Service to All Users

The comments highlight the need for more roundabouts and pedestrian/trail crossings, as well as the return of the F-line on light rail with increased frequency and express options. There is a call for better traffic management during events to avoid jams. While the County has excellent recreational multimodal facilities, there is a need for safer and more prioritized bike, pedestrian, and transit options. Public transit should be a priority, with a focus on getting people out of cars. Circulator buses are recommended for certain areas. Adoption of multimodal features should be tracked to guide infrastructure investment, and regional partners like RTD should be involved in providing innovative solutions. Improved snow clearance information and better RTD service to the suburbs, including weekends and extended hours, are also requested.

### Goal Area #3 – Safety

The comments emphasize the need for lower speeds in Highlands Ranch and Sterling Ranch to enhance safety for pedestrians and cyclists. There is a call for fewer crashes and shorter emergency response times, along with more "Share the Road" signs for bicyclists and additional speed control options. Some wonder how to make roads faster and safer without always slowing down traffic. More rapid flashing beacons are requested for the Sterling Ranch area. Speed concerns are noted on Waterton Road, Titan Road, and Highlands Ranch Parkway. Safety is seen as a coordinated effort between citizens and municipalities, with specific concerns for Sterling Ranch residents using regional trails that cross main roads like Waterton Road. Suggestions include decreasing conflict points through improved signal operation and separated

bike/pedestrian facilities. Additionally, there is interest in knowing the top safety concerns in Parker, Castle Rock, Castle Pines, Lone Tree, and Highlands Ranch.

## Goal Area #4 – Efficient Movement

The comments emphasize the need for better traffic management around schools. There is a request for a breakdown of mode share for biking, walking, and working from home. Larger, high-speed traffic circles like those at Plum Creek and Founders are praised. Improved coordination of signal timing between Parker and Lone Tree is desired for more predictable travel times. Efficient travel with limited risk and adequate parking is important. More north-south routes and the widening of roads like Crowfoot Pine from Lincoln to the Aurora line are needed. Comparable travel times across different modes of transportation are emphasized, with public transit and bike facilities needing to be more direct and efficient. Encouraging carpooling, especially to the Tech Center, and providing incentives for businesses to support this is suggested. Last-mile transportation solutions are crucial to promoting public transportation, and reliable travel times are a key priority. Municipalities can influence citizen behavior and preferences in transportation choices, but government should use funding to resolve regional network issues.

## Goal Area #5 – Sustainable

The comments highlight the need for more and wider bridges to ensure safety and accommodate future growth. Improving quality of life through safe multimodal options is emphasized, along with concerns about maintaining existing and future infrastructure and securing funding. There is a call to return to using buses for school transportation to reduce idling by parents. Creating a culture of mass transportation with RTD and sustaining wildlife corridors are important. Sustainability should involve a vision for an efficient network that can adapt to future options. Lastly, there is a concern that driving is often necessary to enjoy amenities.

## Levels of Ambition for Change

Attendees were encouraged to vote on the level of change they desired for each goal area. The options for the level of change were: Transformational Change, Significant Change, and Incremental Change. Each attendee was given 4 votes: 2 votes for Incremental Change (red dot), 1 vote for Significant Change (yellow dot), and 1 vote for Transformational Change (green dot). Descriptions of each of these changes are described as:

Incremental Changes involve small, gradual adjustments to existing transportation systems and policies. These changes are typically easier to implement and are less disruptive.

Significant Changes are more substantial than incremental changes and often involve major policy shifts or large-scale projects. These changes can have a considerable impact on the transportation system and may require significant resources and planning.

Transformational Changes are fundamental shifts that completely overhaul the transportation system. These changes are driven by new technologies, societal needs, or environmental challenges and aim to create a modern, efficient, and sustainable transportation network.

The Sustainable goal area received the most total votes, followed closely by Resilient Network and Efficient Movement. Resilient Network received the most votes for Transformational Change with 5 votes, while the Sustainable goal received 5 votes for Significant Change, and both Resilient Network and Service to All Users received 4 Incremental Change votes.

## Stakeholder Events and Meetings

*The following subsections provide a more detailed understanding of the project's stakeholder events and meetings.*

## SET Meeting #1

SET Meeting #1 took place on October 10, 2024, from 1:00 – 3:00 p.m. at 100 Third Street, Castle Rock, CO 80104. The project team led the group through a series of exercises to gather feedback about the County's existing conditions.

### Key Findings

### Vision and Goals

What is Working Well:

- Strong regional cooperation and partnerships between jurisdictions.
- Effective communication of the county's master plan and leveraging funds for transportation projects.
- Partnerships with local agencies and nonprofits to enhance multimodal improvements, senior transit, and grant-funded services.
- Growth in pedestrian infrastructure, such as sidewalks and trails.
- Effective road maintenance and efforts to improve rural traffic safety.

What is Not Working Well:

- Environmental concerns like road runoff pollution and impacts on wildlife.
- Lack of comprehensive broadband, which affects telecommuting and connected infrastructure.
- Public transportation services and funding are inadequate, especially in areas like Castle Rock, leading to a "transportation desert."
- Gaps in low-cost transportation options and investment in transit infrastructure.
- Insufficient pedestrian infrastructure and connectivity, particularly around schools and rural areas.

### Topic Stations

Safety:

Strengths: Low fatal crash rate and some existing funding for improvements.

Weaknesses: Increasing traffic volumes, lack of pedestrian crossings, and distracted driving.

Opportunities: New technologies like safety sensors and increased funding for aging populations retiring from driving.

Constraints: Limited funding, compliance challenges, and enforcement limitations.

System Conditions and Maintenance:

- Strengths: Well-maintained local transportation services and roadways.

- Weaknesses: Aging infrastructure, slow development progress, and limited east-west mobility.
- Opportunities: Various grants for vehicle maintenance.
- Constraints: Budget limitations and increasing maintenance costs.

Movement of Traffic:

- Strengths: Some rural safety improvements and efficient local networks.
- Weaknesses: Lack of east-west connections and inconsistent bike/pedestrian networks.
- Opportunities: Eastward connections and traffic management strategies.
- Constraints: Balancing congestion management with bike/pedestrian improvements and political resistance to expansion.

Multimodal System Connections:

- Strengths: Existing multimodal street standards and connectivity to North County RTD services.
- Weaknesses: Poor first- and last-mile transit connections and limited mass transit options.
- Opportunities: Expansion of bike lanes and door-to-door services for older adults.
- Constraints: Economic challenges, geographic barriers, and limited community buy-in.

Policy and Coordination:

- Strengths: Collaborative efforts in senior transit and shared goals across the county.
- Weaknesses: Rural isolation and funding limitations.
- Opportunities: Integration of new ride-request technologies and improved data sharing.
- Constraints: Regional policies not aligned with county needs and limited technology use among older adults.

Service and Users:

- Strengths: Established infrastructure for human services in urbanized areas.
- Weaknesses: Low bike commuting rates and challenges in rural connectivity.
- Opportunities: ADA-compliant routes and expanded transit services for aging populations and individuals with disabilities.
- Constraints: Funding limitations and commuter infrastructure not meeting local needs.

Stakeholder Feedback for the Plan:

- The plan should accommodate the county's demographic changes, particularly the aging population.
- Emphasis on maintaining dynamic, integrated plans that align with surrounding jurisdictions and evolving demands.
- Youth outreach and involvement in plan development, especially from college students, is necessary.

## SET Meeting #2

SET Meeting #2 took place on February 12, 2025, from 1:00 – 3:00 p.m. at 100 Third Street, Castle Rock, CO 80104. The project team presented existing conditions to members of the stakeholder group, allowing them to inquire about specific data sets and key findings.

After the presentation, the project team led the stakeholders through several exercises to assess their level of ambition for each goal area (Safety, Sustainability, Resiliency, Efficient Movement, and Service for All Users). All comments from this event are available in the *Full Documentation of Responses*.

## Key Findings

## Goal Area Key Themes

Participants were asked to jot down their ideas on post-it notes for each goal area, which were then gathered and organized into themes. The goal area and themes are listed below:

Goal Area #1 – Resiliency Themes

- Alternative routes
- Emergency routes
- Multimodal and flexible transportation options

Goal Area #2 – Service to All Users Themes

- Mode choice and accessibility
- Equitable and inclusive access

Goal Area #3 – Safety Themes

- Reduction of fatal and serious injury crashes
- Speed management, enforcement, and education
- Bike and pedestrian safety

Goal Area #4 – Efficient Movement Themes

- Reliable travel times
- Direct routes
- Efficient intersections

Goal Area #5 – Sustainable Themes

- Environmental Stewardship
- Long-term infrastructure viability
- Low or no emission transportation options

## Levels of Ambition for Change

Similar to the pop-up meetings, SET attendees were invited to evaluate their ambition levels for incremental, significant, and transformational changes in each goal area by individually voting. Attendees were given a Level of Ambition paper to markup based on their initial impressions. Each table group then discussed their results among themselves and later as a larger group. After these discussions, the same exercise was repeated, but this time attendees placed colored dots in the respective change categories on a poster, with everyone contributing. Each dot color had a different weight: red dots were worth 1 point, yellow dots 2 points, and green dots 3 points. Below are the results and total scores of the exercise.

- Goal Area #1 – Resiliency: 36 points
- Goal Area #2 - Service To All Users: 21 points
- Goal Area #3 – Safety: 29 points
- Goal Area #4 - Efficient Movement: 33 points

- Goal Area #5 – Sustainability: 16 points

## Goals Areas and Level of Ambition for Change

After considering the goal areas and the extent of changes they desired, SET members were asked to write down their ideas for each goal area. These ideas were then categorized by the level of change: incremental, significant, or transformational. The summarized ideas for each goal area are presented below.

*Goal Area #1 – Resiliency* aims to enhance the robustness and adaptability of infrastructure.

Incremental changes include developing alternate routes to I-25.

Significant changes involve providing county-wide alternate routes, implementing an adaptable signal system, constructing roundabouts, creating a grid of arterials to avoid reliance on key corridors, overbuilding infrastructure to accommodate future demands, and engaging in scenario-based planning for natural and man-made disasters.

Transformational changes focus on connecting and sensitizing all infrastructure assets and establishing a capital fund to reduce the cost of equipment and vehicle upkeep.

*Goal Area #2 – Service to All Users* aims to enhance transportation accessibility and inclusivity.

Incremental changes include increasing transportation options such as public transit, electric scooters, and e-bikes, and adding more bike and pedestrian options in various zones.

Significant changes involve eliminating on-street parking.

Transformational changes focus on enhancing community-based transportation services, providing bike lanes on all roads or 8-foot paved shoulders, making all modes of transport available to all users, implementing county-wide micro transit, ensuring public transportation serves all of Douglas County, and creating bike lanes isolated from vehicular and pedestrian traffic, maintained actively to keep routes clear.

*Goal Area #3 – Safety* focuses on enhancing road safety for all users.

Incremental changes include adding more bike lanes in north/central Douglas County, reintroducing drivers' education in schools, optimizing signal timing, and increasing safety education for all.

Significant changes involve integrating automated work zone information into navigation apps like WAZE/Google Maps, fostering a culture of safety to make DUIs socially unacceptable, enforcing traffic laws, implementing more bike lanes, and slower speeds.

Transformational changes aim to reduce speed limits across all roads, convert intersections to roundabouts, install protective left turn signals, advance warning detection, create physical separation for different modes of transport, eliminate permissive left turns at all signals, introduce wildlife fencing and slower speeds in wildlife-heavy rural areas.

*Goal Area #4 – Efficient Movement* focuses on improving traffic flow and transportation efficiency.

Incremental changes include adding additional right and left turn lanes at intersections, conducting corridor studies, and optimizing signal timing.

Significant changes involve constructing roundabouts, providing Douglas County School District (DCSD) school buses for all students, and creating more continuous flow intersections.

Transformational changes aim to require roadway connections between residential neighborhoods (eliminating cul-de-sacs), implementing a county-wide traffic control system, converting all intersections to roundabouts or traffic circles, extending acceleration lanes, enhancing land use and transportation coordination, and improving intersection efficiency to increase the level of service (LOS).

*Goal Area #5 – Sustainability* aims to enhance sustainable transportation options and infrastructure.

Significant changes include prioritizing funding to sustain local transit services, eliminating on-street parking, increasing transportation options such as public transit, electric scooters, and e-bikes, and installing more EV chargers.

Transformational changes involve incorporating complete streets in all designs, grading roads to increase vehicle efficiency on popular routes, providing ample options for electrification of all modes of transport, shifting CDOT's focus back to capacity, securing permanent reliable revenue from county-wide transportation projects, and getting included in CDOT's 10-year plans.

## SET Meeting #3

SET Meeting #3 took place on May 29, 2025, from 10:00 a.m. – 12:00 p.m. at 100 Third Street, Castle Rock, CO 80104. The project team presented an overview of the transportation needs analysis and explored potential strategies to address those needs. Members had the opportunity to respond to identified sub-area needs across the county, contribute additional insights, and suggest strategic ideas. Their feedback was especially valuable in highlighting overlooked areas and ensuring the plan reflects the knowledge of those most familiar with the county.

### Key Findings

### Sterling Ranch Sub Area

Overview

- Strong focus on US-85 corridor, multi-modal connectivity, and supporting rapid development (especially in Sterling Ranch and Louviers).
- Several responses emphasized infrastructure expansion, policy changes, and safety improvements.

### Key Themes and Comments

1. US-85 Corridor & Roadway Improvements

- Widespread support for widening US-85 and improving Airport Road, Kelly Avenue, and Pine Drive.
- Emphasis on hot spot safety improvements and intersection upgrades.
- Roundabouts and traffic circles suggested for better flow.

2. Multi-Modal & Trail Connectivity
    - Strong interest in:
        - Trail connections (Waterton Canyon, local trails, Lone Tree Link).
        - Bike/pedestrian infrastructure and complete streets.
        - Micro-mobility and last-mile solutions.
        - Eco-passes and e-bike incentives for new residents.
    - Some skepticism about passenger rail, though LRT extension near US-85 and C-470 was proposed.
3. Policy & Planning
    - Calls to:
        - Change policies to support alternative modes and regional connectivity.
        - Balance regional mobility with local development.
        - Standardize grid development and improve land use planning.
4. Growth & Development Pressures
    - Sterling Ranch and Zebulon Park identified as major growth areas.
    - Requests to redraw boundaries to include these areas.
    - Concerns about limited access, evacuation routes, and wildfire risks.
5. Transit & Regional Connections
    - Suggestions for:
        - Light rail connections.
        - Mobility hubs and D Line extensions.
        - Transit investment and new modal choices.
6. Safety & Access
    - Emphasis on building safe infrastructure now as development occurs.
    - Sidewalks should be 8–10 feet wide to accommodate all users.
    - Limited in/out access and need for more network touchpoints.

## Highlands Ranch East Sub Area

### Overview

- Many responses focused on safety, multi-modal improvements, and transit accessibility, especially for vulnerable populations like seniors, children, and families.
- Several responses emphasized micro transit, trail connectivity, and traffic calming strategies.

### Key Themes and Comments

1. Safety & Hot Spots
    - Strong emphasis on:
        - Reducing speed limits and adding traffic calming.
        - Improving crossings (e.g., Lincoln Avenue, Broadway/C-470).
        - Prioritizing crash hot spots over expansion.

        - Roundabouts to replace signals.
        - Spot roadway improvements highlighted in multiple responses.

2. Multi-Modal & Active Transportation
    - Support for:
        - Bike/pedestrian safety and connectivity.
        - Grade-separated trail crossings.
        - Pedestrian bridges/tunnels.
        - Road diets and multi-modal arterials.
        - Active transportation improvements.
3. Transit & Micro Mobility
    - Calls for:
        - Expanded micro transit to reduce wait times and serve local trips.
        - Park-n-rides and TOD (Transit-Oriented Development).
        - BRT/express bus on major corridors.
        - Alternatives to reach LRT.
4. Equity & Accessibility
    - Design for aging-in-place, families, and seniors.
    - Focus on safe, comfortable infrastructure for all users.
5. Regional Connectivity & Governance
    - Interest in:
        - Regional trail connections.
        - Incorporation or governance changes due to “weird geographies”.
        - Devolving county-maintained roads to local control.
6. Technology & Innovation
    - Mention of increasing use of technology though details were incomplete.

## Meridian/Stonegate Sub Area

## Key Themes and Comments

1. Infrastructure & Access Needs
    - Critical improvements needed at Lincoln and Havana.
    - Emphasis on safe routes to schools and trails.
    - Access to the future Lone Tree City Center is a priority.
    - Anticipated dense development in growth areas requires strong multi-modal and transit access.
2. Mobility Incentives & Sustainability
    - Proposes incentives for transit use, such as:
        - Free passes
        - Eco-passes, subscriptions, and e-bikes for new residents.
        - Encourages live/work/play environments to reduce commuting.
        - Highlights the need for EV charging infrastructure to support sustainability.

## Parker East Sub Area

### Overview

- Strong focus on traffic safety, connectivity, and multi-modal improvements.
- Several responses emphasized regional coordination, especially with Aurora and Elbert County.
- Mixed views on rail transit feasibility, with multiple responses rejecting it for rural areas.

### Key Themes and Comments

1. Safety & Hot Spot Improvements
    - Fix crash-prone intersections (e.g., Pine Lane & Pine Drive, Inspiration Road).
    - Roundabouts suggested for high-risk intersections.
    - Safe Systems approach recommended, including VRU safety and connectivity.
    - Better signal operations and VMB (Variable Message Boards) for traffic management.
2. Connectivity & Road Network Enhancements
    - Improve Inspiration corridor and Delbert Road to support regional traffic.
    - Connect Pine Drive to Aurora Parkway for alternate routing.
    - Add interchange to E-470 and widen key roads.
    - Build out local networks to meet demand.
    - No easy access to Main Street from neighborhoods—needs addressing.
3. Multi-Modal & Active Transportation
    - Emphasis on:
        - Sidewalks, bike lanes, and trail connectivity.
        - Complete Streets policy and regional trail connections.
        - Micro transit and transit connections between Parker and Aurora.
4. Transit & Rail
    - Passenger rail and LRT seen as not feasible in rural areas.
    - Some support for FRPR station and TOD.
    - Transit incentives and micro transit preferred.
5. Development & Planning
    - Need to connect private developments and extend the regional grid.
    - Review past developments to improve connectivity and avoid “stroads”.
    - Consider Parker annexation and regional coordination.

## Rural Southeast Sub Area

### Overview

- Strong emphasis on safety, especially at high-crash locations.
- Many responses focused on roadway improvements, traffic calming, and regional connectivity.
- Several comments addressed the challenges of rural infrastructure and limited alternative routes.

### Key Themes and Comments

1. Safety & Crash Hot Spots

- High-crash areas like Lake Gulch Road, Crystal Valley Parkway, and I-25 between Upper Lake Gulch and Crystal Valley were frequently mentioned.
- Suggested strategies:
    - Reflective signage, roadway safety audits, and tech-focused solutions.
    - Speed monitoring, patrols, and traffic calming (e.g., rumble strips, speed bumps).
    - Straightening roadways and addressing causes like speeding, wildlife, or bike/pedestrian conflicts.

2. Roadway Improvements & Capacity
    - Calls to:
        - Build more pavement and expand capacity.
        - Update and pave key roads like Greenland Road and implement CDOT studies.
        - Address roadway continuity and surface quality (16.5).
3. Alternative Routes & Regional Connectivity
    - Need for alternative routes to disperse traffic, especially in southeast Douglas County.
    - Lake Gulch Road used as a bypass when I-25 is congested.
    - New development and interchanges noted as influencing traffic patterns.
4. Multi-Modal & Active Transportation
    - Support for:
        - Bike lanes and trail connectivity.
        - New modal choices to diversify transportation options.
5. Policy & Coordination
    - Suggestions to:
        - Tie crash data into resilient network planning.
        - Incorporate improvements into existing capital improvement plans (CIP).
        - Engage with school districts (DCSD) for enforcement and awareness.

## SET Meeting #4

SET Meeting #4 took place on July 29, 2025, from 1:30 – 3:30 p.m. at 100 Third Street, Castle Rock, CO 80104. The project team presented a preliminary list of potential transportation programs, policies, maintenance approaches and funding strategies. Programs are structured initiatives designed to achieve specific transportation outcomes, while policies guide decision-making and planning practices. Maintenance strategies focus on preserving and enhancing infrastructure over time, and funding strategies determine how projects and services will be financially supported. Members categorized their suggestions based on an urgent need, which would be the most impactful, and long-term implementation potential. Additionally, a list of potential projects was presented for review and input. By evaluating these candidate projects, members helped identify which initiatives should be prioritized in the near term and which could be scheduled for later implementation. Worksheets were provided to remind participants of the goal framework and their previously defined ambition levels, reinforcing how each project aligns with the county's goals and identified needs. A complete list of projects from the meeting is available in the *Full Documentation of Responses*.

## Key Findings

Countywide Programs/Policies/Maintenance/Funding Strategies Key Findings from worksheets:

## Top Urgent Actions

Urgent *Programmatic* examples from SET members include:

1. Traffic Calming Playbook and consistency across the county
2. Flexible Transit Models & Partnerships

Urgent *Policy* examples from SET members include:

1. Safety Policy and Dashboard for evaluation
2. Connectivity Between Developments
3. System Governance

Urgent *Maintenance Strategy* examples from SET members include:

1. Complete a Cost Analysis of Paved vs. Unpaved Roads for a comparison of maintenance costs.

Urgent *Funding Strategy* examples from SET members include:

1. Sales Tax Extension for Transportation (includes the sales tax beyond 2030, listing projects for the extension, and a ballot measure to support it)
2. Enhance Local Funding
3. Partnerships with other agencies and local jurisdictions

## Top Impactful Actions

Impactful *Programmatic* examples from SET members include:

1. Flexible Transit Models (includes exploring flexible models, improving service coverage, coordinating growth, integration with RTD, and general flexibility).
2. Traffic Calming

Impactful *Policy* examples from SET members include:

1. System Governance / Comprehensive Plan Integration (includes systematic integration of the comprehensive plan with development review, permitting, infrastructure needs, and design policies).
2. Safe System Approach: adoption of a safety-first framework for transportation planning.
3. Update Development Standards to modernize standards to align with current planning and infrastructure goals.

Impactful *Maintenance Strategy* examples from SET members include:

1. Reduce maintenance needs through robust materials & properly designed plans

Impactful *Funding Strategy* examples from SET members include:

1. Sales Tax Extension for Transportation Funding - extend the sales tax beyond 2030, possibly to 2050 for transportation projects.

## Top Long Term/2050 Implementation

Long term *Programmatic* examples from SET members include:

1. Flexible Transit Models/Extension of Transit in Douglas County
2. Traffic Calming / Traffic Calming Playbook

Long term *Policy* examples from SET members include:

1. System Governance / Comprehensive Plan Integration to improve system interconnectivity between jurisdictions.

Long term *Maintenance Strategy* examples from SET members include:

1. Pave Rural Roads
2. Develop a Snow Drift Removal Plan

Long term *Funding Strategy* examples from SET members include:

1. New Taxes

## Project Identification

Urgent priorities included the Pine Drive to Aurora Parkway extension, countywide trails plan to address trail gaps, and intersection improvements at Lincoln Avenue/Chambers Road, Pine Drive/Inspiration Drive, and Broadway and C-470.

Frequently mentioned impactful projects included the Pine Drive extension, the 1st Street extension to Compark Boulevard, multiple trail enhancements such as crossing improvements and gap closures, and expanded transit and microtransit services.

Projects identified as challenging but beneficial by 2050 included Bus Rapid Transit (BRT) on Broadway. The mixed feedback on the Pine Drive extension, being seen as both urgent and long-term provided Douglas County staff with valuable insight for further exploration.

Rural projects were identified as ranging from critical to long-term priorities, with mixed feedback on implementation feasibility. These included paving rural roads, adding shoulders, conducting safety audits for Perry Park Road, and extending or improving Delbert Road to enhance both county and regional connectivity.

# Full Documentation of Responses

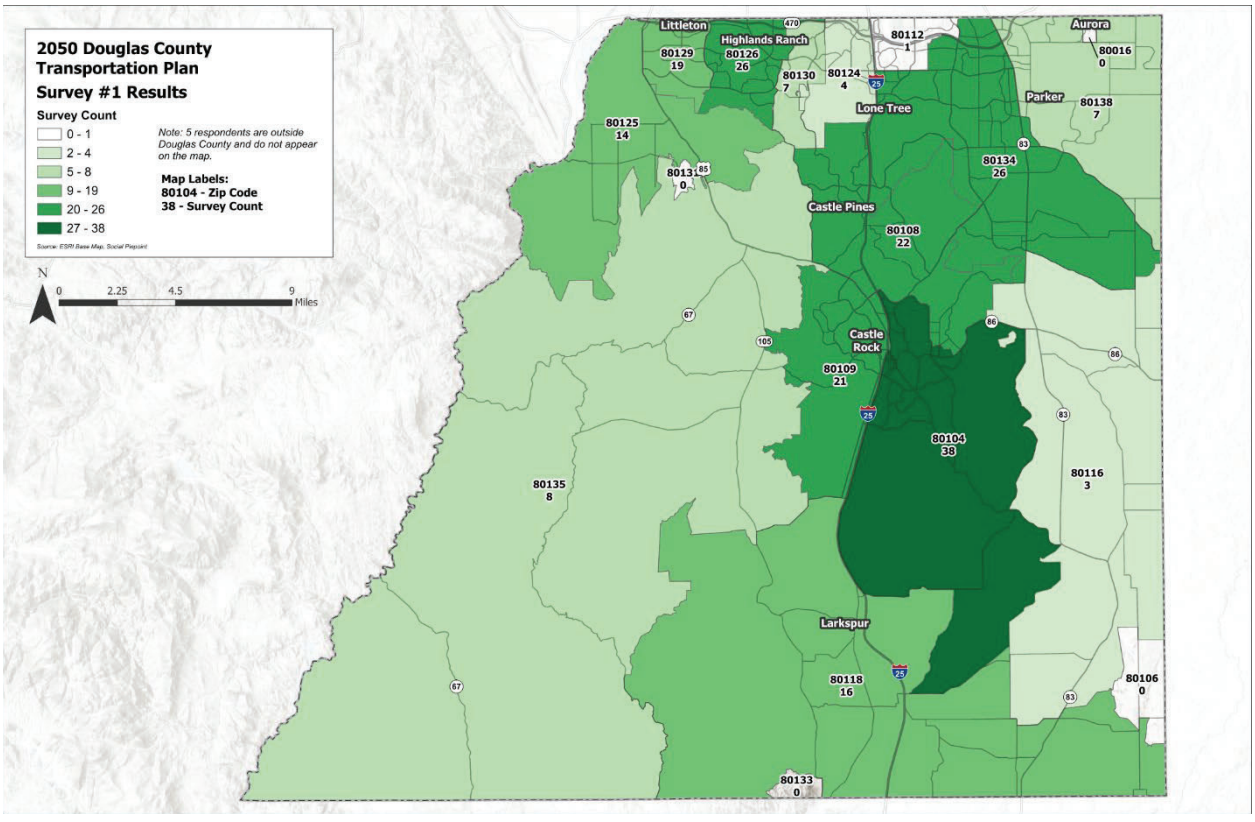
*The following is a full list of all comments and responses received during the planning process. For an analysis of each meeting's or event's comments, please refer to their respective section above.*

## Public Survey #1 Results

The public survey was conducted online through Social Pinpoint from March 5th through March 31st. A total of 214 people contributed to the survey over this time period.

*Contributor Demographics*

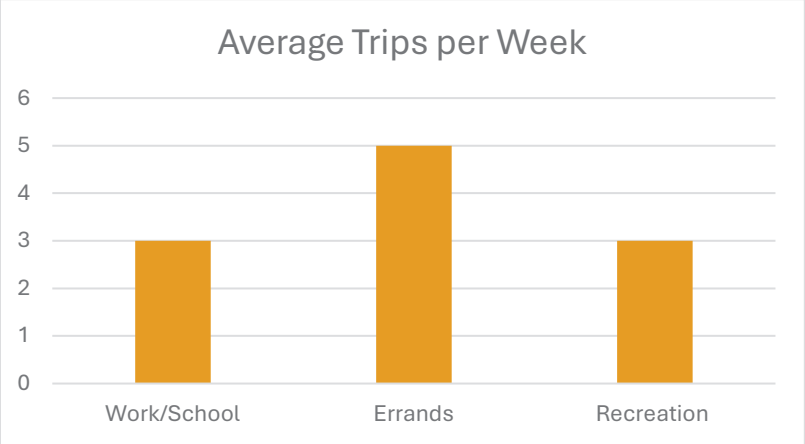
- The greatest number of contributors fell between the ages of 30 and 74 years of age.
- 51% of contributors are employed full-time and 29% of them are retired.
- Most of the contributors had an income ranging between $75,000 and $199,999.
- Most contributors live in 80126 and 80104 zip codes as shown in the map below:




*Public Survey #1 Results by Zip Code*

## Trip Purpose

Survey contributors were asked the number of trips per week they take to work or school, to run errands, and to recreation.




*Public Survey #1 Average Trips per Week*

## Transportation Modes

Douglas County residents were asked how often they travel by the following transportation modes:

- Drive your personal vehicle
- Walk or mobility device (such as a wheelchair) to a destination
- Walk or mobility device (such as a wheelchair) for recreation
- Ride a bike to a destination
- Ride a bike for recreation
- Ride transit (bus, school bus, or RTD)
- Drive your work vehicle
- Use rideshare (taxi, Uber, Lyft, etc.)
- Use shared bikes or scooters (Lime, Bird, etc.)

## Transportation Challenges

The top challenges facing the future of Douglas County's transportation according to Douglas County residents are:

1. Congested Corridors
2. Managing Growth and Development
3. Maintenance of Existing Roads and Bridges
4. Providing Better Transit/Public Transportation Options

## Transportation Mode Choice

Approximately 37% of survey respondents agreed that providing a variety of transportation choices is of the highest importance.

## Transportation Safety

Survey contributors ranked the following list in order of importance regarding safety. (1 being most important, 7 being least important)

1. Maintaining Low Fatal and Serious Injury Crashes
2. Addressing Safety Hotspots Including Critical Intersections
3. Providing Safe Pedestrian Crossing in High Traffic Areas
4. Reducing Distracted Driving Incidents
5. Enhancing All-Weather Roadway Safety
6. Providing Emergency Response/Evacuation Routes
7. Providing Wildlife Crossings

## Infrastructure Health

Survey contributors ranked the following list in order of importance regarding health of existing infrastructure in Douglas County. (1 being most important, 6 being least important)

1. Maintaining of Paved Roads
2. Snow Removal and De-Icing
3. Maintaining Critical Bridges
4. Maintaining All Bridges
5. Installation and Maintenance of Landscaping and Aesthetics Along Roadways
6. Grading and Dust Control on Gravel Rural Roads

## Traffic Movement

Survey contributors ranked the following list in order of importance regarding movement of traffic in Douglas County. (1 being most important, 8 being least important)

1. Address Intersections that Impact Overall Traffic Flow
2. Provide Reliable Travel Times on Key Corridors
3. Provide Reliable Travel Times on All Roadways
4. Provide New Connections and Alternative Routes
5. Encourage Modes of Travel Other than Vehicles
6. Encourage Strategies to Reduce Peak Travel
7. Expanding Existing County Roadway Network
8. Expanding Strategies that Support Ride Share/Carpooling

## Multimodal System Connections

Survey contributors ranked the following list in order of importance regarding multimodal system connections in the county. (1 being most important, 5 being least important)

1. Continue to Invest in the County-wide Trails System
2. Provide Appropriate Bicycle Infrastructure to Create a Functional County-wide Network
3. Increase Multimodal Connections to Parks and Recreation Areas, and Activity Centers
4. Create Connections to Regional Transit Services
5. Provide More Park and Ride Opportunities and Connections to Transit

## Policy and Coordination

Survey contributors ranked the following list in order of importance regarding transportation policy and coordination in the county. (1 being most important, 5 being least important)

1. Prioritize Maintaining Current System Over Building New Roads
2. Continue to Pursue Partner Strategies with Local Jurisdictions and Other Agencies on Transportation Investments
3. Align Transportation Investments with Development Including Associated Impact Fees
4. Explore Dedicated Regional Transportation Funding Shared by Residents
5. Prioritize Transportation Investment in Underserved Areas

## Service and Users

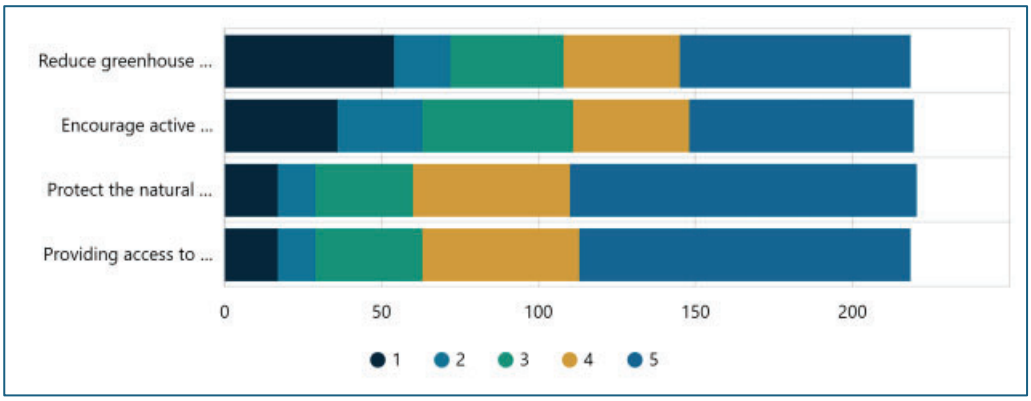
Survey contributors ranked the following list in order of importance regarding transportation service and users in Douglas County. (1 being most important, 4 being least important)

1. Provide Mobility Options for Those Without Access or Ability to Use Personal Vehicles
2. Make Transportation Investment to Encourage Tourism and Recreation
3. Engage Partners to Provide On-Demand Mobility Services
4. Improve Access to Essential Services Through ADA-Compliant Multimodal Connections

## Environmental Impact of Transportation

Survey Contributors were asked to rank the following environmental impacts of transportation in order of importance. (1 being least important and 5 being highest importance)

1. Reduce Greenhouse Gas Emissions
2. Encourage Active Lifestyles Through Transportation Options
3. Protecting the Natural Environment
4. Providing Access to Parks, Recreation, and Open Space




*Public Survey #1 Survey respondents Environmental Impacts order of Importance*

## Contributor Comment Themes from Open Response Questions

Survey comments from the open-ended questions were collected and organized into themes. These comments are not associated with the map comments that are provided above. These themes are not ranked by importance.

## What additional transportation safety measures would positively impact you and your family's safety?

### Comment Themes:

1. Bicycle and Pedestrian Infrastructure: Strong support for improving bicycle and pedestrian infrastructure, including off-road paths, segregated bike lanes, wider sidewalks, and better street crossings.
2. Traffic Management: Concerns about speeding, red light running, and aggressive driving. Suggestions include reducing speed limits, increasing enforcement, and implementing traffic mitigation measures like roundabouts.
3. Neighborhood Safety: Issues with residential streets being used as shortcuts, creating safety concerns. Suggestions include reducing traffic on these roads and improving safety measures.
4. Event and Emergency Traffic: Need for better traffic control during events and clear fire evacuation plans.
5. Distracted Driving: Concerns about distracted driving, with suggestions for steeper fines and better enforcement of cell phone usage laws.
6. Roundabouts: Issues with the size and design of roundabouts, with suggestions for larger roundabouts and better driver education on how to navigate them.
7. Public Safety: Increase law enforcement presence to address traffic issues and improve overall public safety.
8. Reflective Paint and Lighting: Use more reflective paint on roadways for better visibility and improve lighting in dark areas.
9. Traffic Light Issues: Fix unreliable stoplight sensors, synchronize traffic lights, and ensure consistent yellow light durations.

10. Street Lighting and Roundabouts: Address issues with ultra-bright street lights and make roundabouts bigger.
11. Bicycle Safety: Mandate licenses for bikes, improve bike lanes, and provide adequate shoulders on roads.
12. Neighborhood Traffic: Prevent non-residents from using neighborhood streets for school routes and address speeding in residential areas.
13. Law Enforcement: Hire more deputies, enforce traffic laws more strictly, and issue more speeding tickets.
14. Speed Limits: Lower speed limits on highways and inner roads to improve safety.
15. Rural Road Maintenance: Improve road maintenance and lighting in rural areas.
16. Pedestrian Safety: Improve pedestrian crossings, add left turn arrows at busy intersections, and ensure better lighting in dark areas.
17. Congestion Management: Manage congested intersections and merge areas to reduce accidents.
18. Event Traffic Management: Improve traffic flow and control during events like the Renaissance Festival.
19. Education Campaigns: Educate drivers about sharing the road with pedestrians, cyclists, and other road users.
20. Road Maintenance: Improve road maintenance, including better water drainage, snow removal, and fixing potholes.
21. Speed Limits and Noise Ordinances: Enforce speed limits, reduce speed limits on certain roads, and enforce noise ordinances for vehicles.
22. Bicycle and Pedestrian Safety: Enhance bicycle and pedestrian safety with better infrastructure, including underpasses, curbing, and marked crossings.
23. Equitable Funding: Ensure transportation funding is equitable across different parts of the county.
24. Wildlife Crossings: Implement wildlife crossings to improve safety on roads like Wadsworth south of 470.
25. Alternative Transportation: Encourage alternative transportation options and improve infrastructure for recreational traffic.
26. Development Control: Control growth and ensure infrastructure is in place before allowing new developments.

## What specific improvements would you like to see in the condition and maintenance of county roadways?

## Comment Themes:

1. Pothole Repair and Road Maintenance: Accelerate pothole repair, improve reporting options, conduct proactive maintenance, use higher grade materials, and apply proper pothole filling techniques.
2. Road Safety and Infrastructure: Improve construction warnings, replace missing street signs, address drainage issues in older neighborhoods, and implement slower speed limits with roundabouts and timed lights.
3. Landscaping and Environmental Concerns: Implement water-friendly landscaping with native plants and beautify roads with natural tree dividers.
4. Community and Sustainability: Prioritize snow removal on sidewalks, focus on sustainable materials and energy usage, and increase litter pickup efforts.
5. Specific Road Issues: Address poor condition of County Line Road, fix paving improvements on Tenderfoot Drive and Spruce Mountain Road, and improve Titan Road and Airport Road intersections.

## What specific traffic challenges do you face and how could they be addressed?

## Comment Themes:

1. Congestion and Traffic Flow: Many comments highlight issues with congestion on major roads and intersections, and the need to improve traffic flow through better signal timing and road design.
2. Safety Concerns: There are significant concerns about safety, including dangerous intersections, speeding, aggressive driving, and the need for better law enforcement and traffic control measures.
3. Infrastructure and Planning: Comments emphasize the need for better infrastructure planning before allowing new developments, and the impact of construction on existing traffic patterns.
4. Public Transit and Alternative Modes: There is a call for more public transit options, better connectivity for pedestrians and cyclists, and mixed opinions on multi-modal transportation investments.
5. Event and School Traffic: High traffic volumes during events and school drop-off/pick-up times are causing inconvenience and safety issues.
6. Population Growth: Rapid population growth is exacerbating traffic problems, and there are suggestions to manage growth more effectively.
7. Alternative Routes and Travel Options: The need for alternative routes and travel options to alleviate congestion on main roads is frequently mentioned.
8. Environmental and Quality of Life Concerns: Issues such as traffic noise, pollution, and wildfire danger due to dense housing developments are also highlighted.

## Are there any bottlenecks or capacity constraints?

## Comment Themes:

1. Truck Traffic: Concerns about trucks in the left lane, excessive semi-truck traffic, and the need for better regulation of truck routes and times.
2. Key Intersections: Issues at specific intersections, including Plum Creek and I-25, Santa Fe and Titan, and Santa Fe and Airport Road.
3. Congestion: High congestion on major corridors like I-25, E-470, and Santa Fe, especially during peak times.
4. Roundabouts and Traffic Lights: Inefficient roundabouts and poorly timed traffic lights causing delays and safety concerns.
5. Infrastructure Planning: Need for better infrastructure planning to handle growth and traffic, including widening roads and improving intersections.
6. Bicycle Safety: Lack of safe bicycle connections, especially on US-85 south of Sedalia.
7. Public Transit and Alternatives: Mixed opinions on public transit, with some opposition to buses and light rail in Castle Rock.
8. School Traffic: Congestion caused by school drop-off and pick-up times, with suggestions for staggered schedules or better infrastructure.
9. Environmental Concerns: Issues with traffic noise, pollution, and the impact of development on areas like Waterton Canyon.

## What additional multimodal transportation options would you like to see developed?

## Comment Themes:

1. Bicycle Infrastructure: There is strong support for a comprehensive and safe bicycle trail and road network, including large bike paths, bike trails, and bridges over major roadways. Some comments suggest keeping bike routes off roads to reduce fatalities and requiring licenses for bikes on public streets.
2. Public Transit: Opinions on public transit are mixed. Some advocate for better transit systems, including light rail, regional commuter rail, bus rapid transit, and free shuttles. Others express concerns about the impact of public transit on safety and crime.
3. Infrastructure Planning: There is an emphasis on the need for well-planned and complete transportation systems, including bike and pedestrian lanes on all roads, and better connectivity for public transit.
4. Alternative Transportation: Suggestions include alternative transportation options such as electric vehicles on bike paths, county-provided Uber-type transportation, and inter-town shuttles.
5. RTD Accountability: Concerns are raised about the Regional Transportation District (RTD) system, including safety, schedules, and the need for better management and accountability.
6. Environmental and Quality of Life: There is support for maintaining rural open space trails, improving trail infrastructure, and providing more parking spaces for off-road vehicles.

7. Opposition to Multimodal Transportation: Many comments express strong opposition to multimodal transportation options, including light rail, high-speed trains, and bike lanes. Concerns include impracticality for daily use, high costs, and safety issues.
8. Infrastructure and Connectivity: Suggestions for improving infrastructure include protected bike lanes, pedestrian bridges, shuttle bus services, and better connectivity between towns and major transit hubs.
9. Trail Systems: There is support for trail systems for recreation, but skepticism about their practicality for commuting. Suggestions include better connectivity and underpasses for safer crossings.
10. Specific Transit Needs: Some comments highlight specific needs such as reliable public transit in Castle Rock, affordable scooter rentals, and efficient transportation options to Denver International Airport (DIA).

## What policies would you suggest to enhance transportation coordination and priorities?

## Comment Themes:

1. Funding and Taxes: Concerns about funding transportation projects through sales or property taxes, with calls for sunset clauses on taxpayer investments and opposition to new taxes or fees.
2. Growth and Development: Emphasis on controlling growth and ensuring infrastructure is in place before allowing new developments. Suggestions include making developers responsible for building necessary infrastructure.
3. Coordination and Planning: Importance of coordinating transportation policies with local towns and seeking better state and federal cooperation for major route improvements.
4. Infrastructure Maintenance: Focus on maintaining and improving existing roads and infrastructure, including expanding turnouts on highways for emergency vehicles and ensuring timely road maintenance.
5. Safety and Enforcement: Calls for more traffic law enforcement, higher fines for violations, and stricter enforcement of school zone speed laws.
6. Public Involvement: Desire for more public involvement in transportation planning and better communication about current policies and plans.
7. Regional Collaboration: Support for practical, collaborative transportation projects that serve the region, while opposing unrealistic and costly ideas like high-speed rail.
8. Proactive Infrastructure: Need for proactive infrastructure planning to support growth and keep developers accountable for the impact on traffic and infrastructure.
9. Reactive Planning: Criticism of the current reactive transportation planning system, with a call to manage population growth and large developments more effectively.
10. Jurisdictional Complexity: The complexity of managing roadways across multiple jurisdictions, with suggestions to streamline operations to reduce costs and improve efficiency.
11. Overdevelopment: Concerns about overdevelopment leading to too many cars on the roadways, with calls for better planning and accountability for developers.
12. Equitable Investment: Transportation investments should be spread throughout all of Douglas County, not just in areas with higher tax rates.

13. Development Control: Influence should be exerted over local cities to ensure developments enhance road and transportation infrastructure.
14. System-Wide Approach: A system-wide approach to transit is needed, involving collaboration with other counties to create comprehensive transportation solutions.

## Traffic Movement Challenges

## Comment Themes:

1. Traffic Management: Issues with traffic lights, signal timing, and congestion at key intersections. Suggestions include improving traffic flow, better synchronization of traffic lights, and addressing bottlenecks.
2. Safety Concerns: Concerns about dangerous intersections, aggressive drivers, speeding, and the need for more law enforcement. Safety issues also include the impact of construction, school traffic, and the need for better pedestrian and bicyclist connections.
3. Infrastructure Planning and Maintenance: Emphasis on proactive infrastructure planning before allowing new developments, maintaining and improving existing roads, and addressing poor road conditions, especially in rural areas.
4. Public Transit and Alternative Modes: Mixed opinions on public transit, with some advocating for more options and others opposing due to concerns about crime and safety. Suggestions for expanding bike, pedestrian, rideshare, and bus routes.
5. Population Growth and Development: Issues caused by rapid population growth and overdevelopment. Calls for better planning, controlling growth, and making developers responsible for infrastructure costs.
6. Event and Emergency Traffic: Need for better management of traffic during high-volume events and emergencies, including evacuation safety and providing extra resources for events.
7. Environmental and Quality of Life: Concerns about traffic noise, pollution, and wildfire danger due to dense housing developments. Suggestions for reducing speed limits and improving signage.
8. Alternative Routes and Travel Options: Need for alternative routes and travel options to alleviate congestion on main roads, including suggestions for using I-25 frontage roads and parallel roads during closures.

## What specific user groups or services do you believe need more attention in the county's transportation plan?

## Comment Themes:

1. Elderly and Disabled Support: Provide transportation options and support for the elderly (80+ years) and disabled individuals, including night driving assistance and ride-sharing services.
2. Alternative Transportation: Reduce the need for driving by increasing other modes of transportation and encouraging businesses to provide ride-sharing services with tax credits.

3. Public Transportation: Improve public transportation services to benefit everyone, including those without personal vehicles, and make it more practical.

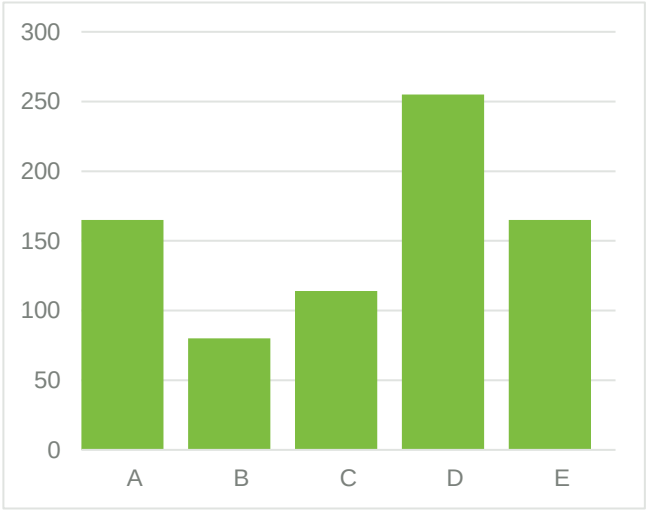
## Public Survey #2 Results

The second public survey was conducted online in two parts from August 5-August 28, 2025.

### Part 1

Part 1 of the survey was hosted on two platforms (NextDoor and Social Pinpoint) and received responses from 779 people. Participants were asked one question about their top priority that Douglas County should focus on to improve the transportation system:

A. Expand public transit services (shuttles, park and rides, and paratransit)
B. Improve traffic safety and controls (new signals, roundabouts, and signage)
C. Construct bicycle and pedestrian infrastructure (close gaps, add bike lanes, increase walkability, and encourage active transportation)
D. Add regional roadway capacity and connectivity (add lanes, expand arterial intersections, improve auto travel times) – *most popular response*
E. Increase maintenance (resurface roadways, repair bridges/culverts, modernize signal systems)




### Part 2

Part 2 of the survey was also hosted online using Social Pinpoint. Respondents to Part 1 had the option to click a link to Part 2 to contribute more detailed input. Part 2 received input from 593 people.

## Prioritizing Transportation Projects

Respondents were asked what the primary consideration should be when prioritizing transportation projects:

- Prioritize projects with the highest impact to users and the highest return on investment (31%)
- Prioritize funds based on immediate needs and critical infrastructure and maintenance first, even if it means no capital projects (55%)
- Focus on equitable distribution of resources across the entire county (11%)
- Prioritize economic growth and reducing barriers for developments (3%)

## Transportation Investments

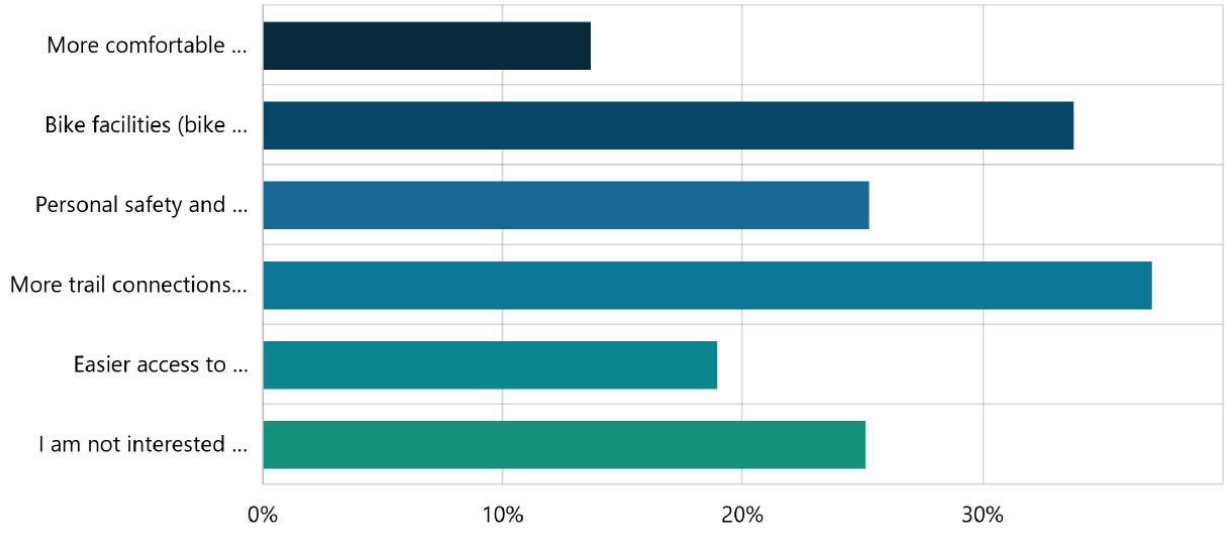
The priorities Douglas County should consider when investing available transportation funding:

1. Long-term sustainability

2. Community benefits
3. Natural environmental impacts
4. Human or social impacts
5. Maintenance costs
6. Upfront costs

## Walking and Biking

Respondents indicated that more trail connections and bike facilities are the top considerations for residents to walk or bike more than they currently do. Other considerations included improvements in personal safety, easier access to transit options by walking or biking and more comfortable sidewalks. Nearly 25 percent of respondents are not interested in walking or biking.




## Conversion of Vehicle Lanes

About half of the participants (47%) would like to maintain vehicle capacity instead of converting existing lanes to create space for sidewalks, bike lanes, or shorter pedestrian crossings. Other respondents said reducing vehicle lanes depends on traffic volumes (35%) and would like to prioritize multimodal access (18%).

## Congestion Reduction

About 45 percent of respondents preferred road widening to reduce congestion versus expanding public transit (25%). About 30 percent suggested balancing public transit and widening roads equally.

## Roundabouts

Respondents were asked if roundabouts should be considered or prioritized for new intersections, even if they cost more and require more space and public education. Most respondents said it depends on the location (40%). Many are in favor of roundabouts (38%) and some prefer traffic signals (22%).

## Emergency Routes and Access

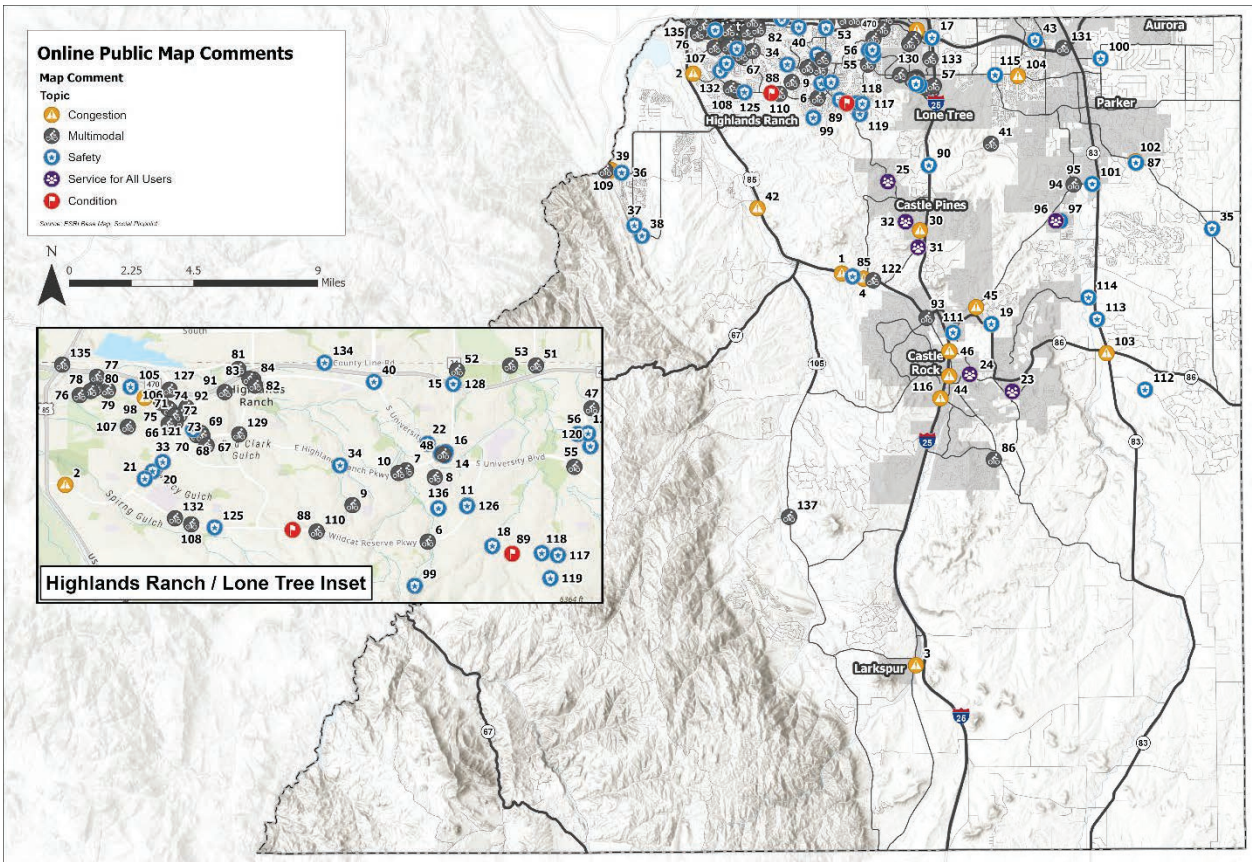
The majority of respondents (58%) said it is worth an additional investment to identify and improve routes for fire and weather emergencies. Many said it depends on the risk level (31%) and some said routes should be designed for daily needs rather than emergency access (11%).

## Equity

Participants were asked if transportation investments should prioritize underserved or vulnerable populations, even if it doesn't benefit the majority. Most said no, focus rather on system-wide efficiency (42%) while 23 percent said yes, equity should lead. The remaining 36 percent said balance both equity and system-wide efficiency.

## Comment Map

Survey participants had the option to leave comments on the online map about various transportation-related issues. Most comments focused on safety, followed by multimodal transportation. The Online Public Comments Map illustrates the locations of public comments and their corresponding transportation topics. The map points' comment details can be found on the Table below.




*Comments from Map Points*

*Disclaimer: Public comments included in this report may contain spelling and grammatical errors. The views expressed in these comments are those of the individuals and do not reflect the views of the organization. Also note that the comment field is limited to 500 characters, and comments that exceed this limit were cut off.*

| Map Label | Comment Topic | Comment |
|---|---|---|
| 1 | Congestion | Finish the expansion between Sedalia and Castle Rock |
| 2 | Congestion | Congestion due to long lines of traffic waiting to turn south on Santa Fe. |
| 3 | Congestion | I drive from Larkspur to Castle Rock every day. Sometimes coming home traffic is backed up. On the weekends it is backed up a lot. The Toll lanes that were added should be opened up for all traffic. Most people can't afford to pay the high price to drive. |
| 4 | Congestion | Widen road to make it safer for all users. Too congested for the amount of traffic using the roads. Too many accidents. |

| | | |
|---|---|---|
| 5 | Multimodal | Make the Marcy Gulch Trail continuous for pedestrians and cyclists by adding an underpass underneath HR Pkwy so pedestrians and cyclists don't need to cross 4 lanes of traffic (some of those being kids on the young side getting to the Rec Center). |
| 6 | Multimodal | Make the E Fork Trail continuous for pedestrians and cyclists by adding an underpass underneath E Wildcat Reserve Pkwy. |
| 7 | Multimodal | Make the Dad Clark Trail continuous through HR Parkway with an underpass for pedestrians / cyclists. |
| 8 | Multimodal | Bike lanes are too narrow to the point of not being usable for anyone with a child trailer as the road is too narrow in this section. |
| 9 | Multimodal | Make the Grand View Trail continuous from Lone Tree to as West as it goes (or Santa Fe Dr). You should be able to have the trail cross through the Mansion's meadows. |
| 10 | Multimodal | Add a pedestrian/cyclist crossing here with a button and flashers (or an underpass). Generally, there need to be more pedestrian/cyclist underpasses that traverse HR Pkwy from Broadway to University. |
| 11 | Multimodal | This area where the Grand View Trail crosses E Wildcat needs tweaking:<br>a) change the curbs so a rider in Wildcat can get onto the trail (in both directions) without dismounting.<br>b) change the curbs to allow a rider on the trail to get onto Wildcat. |
| 12 | Safety | Install red light cameras at this intersection. I witness at least one car going through a red light almost every time I'm sitting at this intersection in a car or on a bike. |
| 13 | Safety | The speed limit in this area is much too fast (45 mph)...reduce to 30 mph or lower on HR Pkwy from Fairview to just past Platte River Academy and on University from HRHS to St Andrews. |
| 14 | Safety | The bike lane on University Blvd Northbound becomes extremely narrow from the entrance to Whole Foods to the University/HR Parkway intersection. (this duplicates the marker at Pei Wei...I didn't know how to use the marker on that one) |
| 15 | Safety | The Northbound bike lane on Colorado Blvd as it crosses over C-470 becomes extremely narrow, narrower than the bike trailer I'm towing, making this a safety issue. |
| 16 | Safety | The bike lane on University northbound as it approaches HR Parkway becomes ridiculously narrow, making it a safety issue. |
| 17 | Safety | The e470 bicycle path when it goes underneath I25 has severe drainage issues with mud flowing over the path. I have fallen on my behind due to the slippery mud. Also the mirror that is installed to see oncoming cyclists around a 90 degree corner is broken. |
| 18 | Safety | It's difficult to turn left when leaving the Southridge Rec Center with the high volume and speed of cars traveling down MacArthur. Most people are turning left out of the rec center, so that creates a backlog. Is it possible to have a traffic light here? |

| | | |
|---|---|---|
| 19 | Safety | There are no sidewalks/bike lanes along this stretch of road. It would be really great to connect the Terrain community to the retail area on Founders for pedestrians and bikes. |
| 20 | Safety | Safe pedestrian crossings (e.g. pedestrian bridge) at open space / green belt paths that terminate at major roads. Many pedestrians will cross unsafely here due to the nearest crosswalk being a inconvenient and significant distance away. |
| 21 | Safety | Institute a vehicle all-way stop / pedestrian scramble for this intersection during peak walking times for students coming from Ranch View and Thunderridge. This intersection is one of the more crowded and dangerous but there are many others... |
| 22 | Safety | This left turn can be hellish depending on the time of day. People speed down this road reducing the number of natural breaks in traffic. Considering how many older folks live in Tresana, it genuinely terrifies me to think they have to attempt that kind of... |
| 23 | Service for All Users | This could easily be a roundabout instead of a 4-way stop. People often roll through here anyway, and we already have a pattern in place that residents are used to.<br>A lot of the stops down this road could function better as roundabouts. The only problem |
| 24 | Service for All Users | This should really be a roundabout, given how irregular traffic is here. It leads to traffic going from 35 to a dead stop, to having to start up again, all on a hill.<br><br>With a roundabout, traffic would be permanently slowed down, but I assume the recent... |
| 25 | Service for All Users | Castle Pines has no connections to anything with transit. A north south connection would allow for community strengthening and would promote the travel and activity of people who cannot travel currently. It would greatly benefit students, seniors, etc. |
| 26 | Safety | Even though there are crosswalk signs, traffic goes very fast and MANY don't head to the crosswalk sign. |
| 27 | Congestion | Merging from Ridgegate Circle (to Park Meadows drive) can often be impossible. Huge congestion issue. And why is the configuration of this roundabout different to the one a half mile away? |
| 28 | Congestion | With IN and Out, traffic around the mall is getting worse. With the new Chick-Fil-A location about to open near 470, it's going to be impossible. |
| 29 | Safety | Need crosswalk signs that get drivers attention. Today, stop signs on this street appear to be optional for drivers to slow down or yield to pedestrians. |
| 30 | Congestion | Chase Lane at Lagae has congestion at AM and PM rush hour. This intersection needs a light with a left turn signal from Lagae onto Chase and from Chase onto Lagae. |

| | | |
|---|---|---|
| 31 | Service for All Users | It would be so nice to have a walking path and/or sidewalk along Happy Canyon from Highway 85 to Chase Lane. |
| 32 | Service for All Users | It would be great to have a walking path connecting Skyline Ridge to Monarch Blvd/Elk Ridge Park - which would connect all of the local neighborhoods rather than having to walk north on Lagae to get there. |
| 33 | Safety | This light feeds an elementary school and several neighborhoods. It would be nice to have a lead light to turn left onto Westridge Knolls. It is often tricky to make the turn during high traffic times, especially given speed limit on Highlands Ranch Pkwy. |
| 34 | Safety | Please consider converting the painted medians to raised medians (similar to Kendrick Castillo way), at the very least along HR Parkway, as this would come with many benefits. 1) Increase the beautification of the entire community not just at destinations but during the journey, 2) open up the opportunity for pedestrian refuge crossing installations (which are much cheaper than bridges/tunnels) so trails don't dead-end at large arterial roads, encouraging anyone to jaywalk just to cross over the road to continue on the trail, and 3), Promote traffic calming and mentally give drivers a natural inclination to drive slower on a road with a narrow footprint each direction which reduces speeds and saves lives. One life lost is too many ????, but I'm afraid the current cross section of the road encourages people to go fast due to its massive uninterrupted width. And while our law enforcement does such a great job, it would be so much easier for them if reinforcement started at the mind, and not at the ticket. Thank you and have a blessed day! |
| 35 | Safety | This is a tricky intersection that can prove to be dangerous. Please evaluate. |
| 36 | Safety | This road is a major evacuation route for the Roxborough Community and cannot accommodate the capacity of an evacuation from Roxborough. There is a choke point from the Chatfield Farms Estates where the road is one lane in each direction to the merge with Wadsworth. This segment requires widening as well as significant repairs once you cross over the bridge into Jeffco. |
| 37 | Safety | Rampart Range road from Roxborough Park to Titan is another choke point for evacuation purposes This is also a main evacuation route which is one lane in each direction for about 80% of the way. |
| 38 | Safety | Roxborough Park road is also a critical evacuation route from Roxborough Park. It is currently unpaved and one lane in each direction which could slow evacuation significantly. |
| 39 | Congestion | Too many cars and bikes needs to be expanded. |

| | | |
|---|---|---|
| 40 | Safety | Cars turning from Eastbound C-470 to Southbound University fly through the yield sign and don't realize there's no room to merge onto University. I have almost been hit several times when driving south on University because people seem to think there's a continuous lane when they exit C-470. There is room in the road to create a longer merge lane there. Or put better signage so people know they need to stop since there isn't a continuous lane there. |
| 41 | Multimodal | Extend Hess to go through to I-25 and have Castle Pines Parkway split off from Hess. Traffic and congestion on Ridgegate is not going to be able to handle the continued growth in Lone Tree and all of Parker. |
| 42 | Congestion | Finish lane expansion from C470 to Castle Rock. |
| 43 | Safety | There really needs to be a stoplight here. It's very difficult to exit the neighborhood on to cottonwood. |
| 44 | Congestion | On southbound Wilcox, where the right lane merges into the left there will be heavy increased congestion for those turning right onto 8th st to go to the humongous new apartment complex on Jerry St. If the few parking spaces in front of the Castle Pines. |
| 45 | Congestion | We need another access to I25 from Crowfoot Valley Road with all the development Douglas County has allowed along Crowfoot Valley Road. Crowfoot Valley Road is already overwhelmed with traffic and thousands of more homes are being built. With the only a (cut off) |
| 46 | Congestion | I25 cannot handle to traffic load through Castle Rock with all the development in and around Castle Rock. I25 is already regularly backed up through Castle Rock, even in the middle of the day on Saturdays. It is not a rush hour issue. Authorities should...(cut off) |
| 47 | Multimodal | est 8400 S. Quebec St |
| 48 | Multimodal | S. Colo. & S. University...hosp/shops |
| 49 | Multimodal | S. Quebec & E. Business Center Dr: 4 corners of shops. |
| 50 | Multimodal | Park M. Dr & S. Yosemite 3 corners of shops |
| 51 | Multimodal | S. Holly & County Line; 4 corners shops |

| | | |
|---|---|---|
| 52 | Multimodal | Park |
| 53 | Multimodal | Sports Complex |
| 54 | Multimodal | E. County Ln, Hobby Lobby, mkt, food |
| 55 | Multimodal | P.O., Walgreens, Reg. Park |
| 56 | Safety | There is one stop sign here and cars fly through it regularly. It's a massive safety concern for children in the area, especially with school release. Speed bumps or something to enforce caution and speed would be greatly appreciated here. |
| 57, 58, 59 | Multimodal | Sky Ridge Med! |
| 60 | Multimodal | Lone Tree Arts Center |
| 61 | Multimodal | DGCO Library |
| 62 | Multimodal | Shops |
| 63 | Multimodal | Market |
| 64, 65, 68, 69, 70, 71, 76, 78, 79, 80, 82, 83, 84 | Multimodal | Eats |
| 67 | Multimodal | HR Center/eats |

| | | |
|---|---|---|
| 72 | Multimodal | Hospital |
| 73, 77 | Multimodal | Park |
| 74 | Multimodal | Eats, Credit Union |
| 75 | Multimodal | Hospital |
| 85 | Safety | Santa Fe desperately needs to be widened between Sedalia and castle rock. This stretch of road has been dangerous since I'd drive it to high school in the 90s. It has definitely not been kept up with the growth in the area. |
| 86 | Multimodal | I think bringing public transportation to Castle Rock is a negative to our community, especially train or light rail. Bus service that runs from the fairgrounds directly the light rail at Ridgegate is perhaps the only form I MIGHT support. |
| 87 | Safety | This area becomes too congested, and people get impatient, combined with the presence of too many young and inexperienced drivers, making a crash inevitable. |
| 88 | Condition | Plane or replace the pavement in the outer eastbound lane which has heaved from construction traffic. |
| 89 | Condition | Plane or replace paving in inner westbound lane which has heaved. |
| 90 | Safety | Lower the speed limit to 65 on I-25 from Castle Rock to C-470. It is too dangerous. |
| 91 | Multimodal | Work with CDOT to connect Highlands Ranch trail to Highline Canal here. |
| 92 | Multimodal | Plaza drive is overbuilt for the amount of traffic that it needs to accommodate. Consider a road diet to reduce this to 1 lane each way and implement protected bicycle/scooter lanes |
| 93 | Multimodal | Extend light rail to Castle Rock, roads here and to the east of I-25 are 6-8 lanes wide and still can’t keep up with congestion, we need an alternative! |

| | | |
|---|---|---|
| 94 | Congestion | Traffic is regularly backed up here when I-25 closes. |
| 95 | Multimodal | More sidewalks along Crowfoot Valley road are necessary. |
| 96 | Service to All Users | A lighted crosswalk would make it safer. |
| 97 | Safety | A traffic light or at least a crossing light is necessary here, even before Chambers opened all the way through. Too much speeding to safely cross with children. |
| 98 | Congestion | During the school year, parents dropping off and picking up students backs onto Plaza all the way to Lucent blocking residents and the flow of traffic for 30-40min+. There needs to be a lane or lot for this traffic. |
| 99 | Safety | Bike lanes need to be marked more clearly and should be noted to drivers that bike lanes are NOT turn lanes. |
| 100 | Safety | Four-way stop can be dangerous and gets very congested. |
| 101 | Safety | With a lot of traffic from Leman Academy there is a concern for turning vehicles heading West on Stroh and also turning from Stroh into Leman. |
| 102 | Congestion | There is a lot of congestion starting at Hilltop heading North on Canterberry Pkwy all the way to Cimarron Middle School when school gets out. You can be sitting in traffic 10-15 minutes. How do we eliminate traffic? |
| 103 | Congestion | This intersection has become a nightmare with the continued growth in Elizabeth. Additionally, traffic (and speed) on Russellville Rd as you drive to Elbert County (Elizabeth) the speed of those headed to Elbert County has gotten out of control. This on...(cut off) |
| 104 | Congestion | Multiple times throughout the day, traffic turning right onto Lincoln is back up south down chambers due to through lane traffic stopped at the light. A right hand turn lane would reduce significant congestion. |
| 105 | Safety | Plaza here is overbuilt. Two oversized lanes are not necessary to handle the suburban traffic of this area. Road diet would be preferred. Currently, cars do 50-60 mph on this road because it was built like a freeway. |

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|---|---|---|
| 106 | Multimodal | A pedestrian crossing is needed on the south side of this intersection |
| 107 | Multimodal | At least 1 additional mid block pedestrian crossings are needed on this road. |
| 108 | Multimodal | Pedestrian crossing needed here. |
| 109 | Multimodal | A protected cycle track would provide much needed safety for bike riders and connection between major trail systems and could also serve as an evacuation or emergency vehicle route in the event of an emergency. Expanding road way with another permanent ca..(cut off) |
| 110 | Multimodal | Pedestrian crossing needed here. |
| 111 | Safety | This intersection is the main entry for access to the Renaissance schools and the park where the baseball fields are. Currently there are no stop signs for Trail Boss Ln and it is creating a safety hazard for both students and drivers. A simple solution would be to make this a four-way stop. |
| 112 | Safety | People are flying down Russellville Rd (speed is 45) on their way to Elbert County and it's gotten insane. Over the summer there has been multiple wildlife killed and several accidents. Something needs to be done to address this Elbert County growth as it directly impacts DC residents and wildlife. |
| 113 | Safety | I know this is a state Highway but this stretch of South Hwy 83 needs to be widened to 4 lanes or minimum put on a decent asphalt shoulder. This is between Bayou Gulch road and the town of Franktown. There is so much growth in Elizabeth and Cobblestone plus Colorado Springs commuter traffic and the line of cars is constant and there is no room for error. The drop off from the highway asphalt is more that 6-7" in some areas. Over correction could cause a head on or pull the driver off and the embankments on the west side of the highway are pretty steep. At least put a shoulder on this highway!! So unsafe! |
| 114 | Safety | Every year this property has a Fall Festival on the weekends for 1 1/2 2 months starting in September. The entrance and exit are just north of the Cobblestone road intersection with a traffic light on Hwy 83. Every year, I see rear end accidents at the entrance/ Cobblestone intersection of that Fall Festival property. They need to move the exit/entrance to Cobblestone road where all the cars park anyway!! This is such a dangerous and frankly illegal (crossing double yellow line) to get in and out of there. The owners either need to move the entrance/exit or pay for traffic control. DougCo needs to enforce some kind of safety at that location. |

| | | |
|---|---|---|
| 115 | Safety | A sidewalk for walkers would make walking along Lincoln much safer. |
| 116 | Congestion | Add an additional lane, a right turn lane to get onto plum creek going west. Right now, this gets very backed up with the current right Lane being designated left, straight, and right. |
| 117 | Safety | Improve safety for school children crossing these intersections. They are forced to walk/bike to school since they don't have access to a school bus. |
| 118, 119 | Safety | Improve the safety of these intersections for school children. School children must cross these intersections via walking or biking because they don't have access to a school bus. |
| 120 | Safety | Sight distance is impaired due to split rail fence and grade differences, making right turns without a green arrow hazardous. Traffic backs up on Quebec during school drop-off and pick-up times, causing congestion and safety issues. This will get worse when Acres Green is combined with Fox Creek. Would benefit from a right turn only lane from SB Quebec onto Collegiate and a right turn only lane from Collegiate to SB Quebec. |
| 121 | Safety | Extremely wide intersection connecting residential areas, commercial areas, and a hospital. This intersection needs a light and a crosswalk to help pedestrians get across safely |
| 122 | Multimodal | Need a multimodal path connecting Daniels Park Rd to Castle Rock. Currently exists NO options except to travel on the shoulder of the highway. |
| 123 | Multimodal | On Lincoln Ave, need a multimodal pathway between Lone Tree Pkwy and Skyridge Hospital/RTD Area. |
| 124 | Safety | Need traffic lights or protected intersection to connect Vista Trail across Quebec st. There is no safe and convenient way to get across Quebec st. The Vista trial is bisected at Quebec st near Ashburn ln, but there are no lights at this intersection to help people across. Instead, non-car users must hope for a lull in vehicular traffic and dash across the road. |
| 125 | Safety | Need a safe crossing here. Schools on either side of Wildcat Reserve. Vehicles travel extremely fast on Wildcat. Eastbound vehicles coming up on this intersection will be driving up a hill and have reduced sightlines. A traffic signal should be placed here to allow safer ped and cyclist crossings. |
| 126 | Safety | Add protected crosswalk to connect Grand View trail. |

| | | |
|---|---|---|
| 127 | Multimodal | Need safe multimodal infrastructure to connect Highlands Ranch Town Center area to Highline Canal trail across C470. Current infrastructure is extremely hostile to non-vehicular road users with priority given to highway car traffic with little thought..(cut off) |
| 128 | Safety | The bike lanes and the sidewalks across the bridge are too narrow. The bike lane also has a lot of surface hazards which only exacerbate the problem. |
| 129 | Multimodal | Add protected bike lanes on Broadway to add a safe connection between Highlands Ranch and C470 bikeway. Cars travel way too fast on this road for the average cyclist to feel safe riding on the side of the road in a narrow, debris-filled bike lane. |
| 130 | Multimodal | A protected bike lane on Yosemite connecting Park Meadows to Lone Trees would really be good. Current infrastructure is too narrow in places and is unprotected from fast vehicular traffic. Generally, in Douglas County, the already narrow bike lane is further..(cut off) |
| 131 | Multimodal | It would be great to continue the extremely useful 470 trail and connect it with the High Plains trails just north of Cottonwood Dr and E470. This would open up access to thousands of residents and business in the newly developed areas to the east. |
| 132 | Multimodal | Wildcat Reserve connects multiple schools and residential and commercial areas. It would make sense to put protected bike lanes along this road to increase cyclist safety, increase cyclist utilization, and reduce vehicle speeds. |
| 133 | Multimodal | Add proper multimodal pathway between the Lone Tree Town Center Area and the RTD station. There aren't any bike lanes here, so cyclists and peds are both squeezed onto the same narrow sidewalk. |
| 134 | Safety | Extremely unsafe crossing here for cyclists coming to and from the 470 trail. Fast-travelling cars in both directions plus left-turning cars coming from Clarkson. There are 0 lights and 0 signage to help non-car users cross. Recommend a full signaled intersection or at least a protected crosswalk. |
| 135 | Multimodal | Would it be possible to continue the multimodal path along Santa Fe to reach at least Mineral Station? This would give non-car users the ability to use the same ability to reach RTD transit using a DIRECT and safe route instead of the more circuitous trail. |
| 136 | Safety | Need a safe crossing for cyclists and peds. There are currently no infrastructure to protect non-car road users. |
| 137 | Multimodal | Bicycle traffic along 105 is dangerous with the minimal to no shoulders and blind curves and hills. When the speed limit is 50 mph, people frequently exceed it, and then adding in bicycles that could be traveling 15mph as you crest a blind hill is a reci...(cut off) |

## SET Meeting #1

## VISION AND GOALS

What is working well?

- Regional cooperation/partnerships
- Coordination between county jurisdictions
- Well leverage money for trans. Projects
- Communication of Doug Co's Master Plan
- Local agency partnerships to advance multi-modal transp improvements
- Traffic movements
- Constructing improvements that are need due to growth
- Working well, partnerships with nonprofits for grant provided rides
- Partnering to fund infrastructure
- Growth of sidewalks and trails
- Partnership with Town & Country with Transportation Providers
- Working well: coordination between agencies
- Working well: most jurisdictions have complete street policies and/or standards
- Good partnership between school district, traffic jurisdictions, and law enforcement
- Senior transit providers
- Clear open space v. development distinction
- Widening major throughfares in heavy traveled areas
- Road maintenance + ops great roads!
- County funding resources
- Some rural road traffic improvements for safety
- CIP $ for projects
- Taxi voucher program
- Lone tree link
- Door to door transit for vulnerable/older residents
- Douglas county is committed to improve public transportation
- Improved alternatives/options for short trips
- Inter-county relationships (between municipalities + County)
- Enhanced planning for multimodal options
- Multi-jurisdictional coop. among staff
- Increased downtown dense development patterns that facilitate transit access
- Prevalence of commuter state-wide bus service

What is NOT working well?

- Road runoff WRT pollution
- Wildlife impacts, roadkill, fracturing habitat, rural emphasis
- Lack of reliable fiber network throughout D.C.
- Limited state funding for major projects
- Castle Rock is transportation desert
- Public transportation
- Funding for transportation providers
- RTD performance or lack of service
- Current 2040 plan is not interactive/static

- Not enough low-cost transportation options
- Lack of investment in transit
- Bike travel on roadways not!
- Pedestrian areas w/ lack of infrastructure
- Fixed Route Transit throughout DC
- Connecting/connections between towns & cities
- Access to mass transit
- Lack of funding on CDOT roads – for improvements
- Addressing transit needs @ subregional level within D.C.
- School traffic + congestion more bussing?
- Need improved safe pedestrian routes and crossings to schools due to traffic speeding, e-scooters, etc.
- Jurisdictions looking to county for "partnership" money
- End of line constraints
- Rural connectivity
- Auto/ bike/pe d interaction X-walks signals
- Messaging on benefits of growth
- Lack of N-S connectivity
- Limited transit opportunities/focus on I-25
- Consistency or transitions between jurisdictions and between rural + urban areas
- Partners helping non-seniors w/ transportation
- Need additional transit providers
- Telecommunication infrastructure needs upgrades to broadband or high speed internet for tele-commuting
- Connectivity to areas outside the county – or lack of mobility choice
- Reliability of public accessible transit
- Pd/bikes as a secondary transportation
- Slow cars down!
- Limited commuter options
- Need more access roads from East to I-25
- New developments will increase traffic
- Transit needs to support new JD 23
- Funding NEMT trips through Medicare
- Accessible trans in rural areas
- Comprehensive access to reliable transit services for individuals with disabilities and aging residents
- General condition and maintenance requirements of local roadways
- Regional high injury/critical safety corridors

Working Ok

- Balance between transp. + land use
- Some areas have adequate bike lanes (some do not)

# TOPIC STATIONS

## Safety

Strengths

- Low fatal crashes
- Some funding for improvements
- Door through door 4 ppl w/ disabilities through providers

Weaknesses

- Increasing traffic volumes
- More access to side routes, west/east
- Signage + wayfinding for corridors with higher traffic volumes
- Lack of lighted pedestrian crossings
- No county crondimet

Opportunities

- New safety sensors in vehicles and roads. Speed sensors with warning lights
- County mtgs
- Action on safety critical corridors

Constraints

- Funding
- Compliance of users
- Enforcement
- Row
- Roadways built only for speed and max capacity
- Limited state and federal funds available to local agencies to implement safety improvements
- Funding 4 over 60, providers for under 60
- Fleet capacity to maintain bike lane

## Safety PRIORITIES

Strengths

- well maintained roads in the county + cities

Weaknesses

- distracted drivers
- growth of older adults w/o growth of funding and low income ridership
- Safe pedestrian crossings from neighborhoods to schools
- Inter-agency coordination and different priorities
- Reckless/distracted driving

Opportunities

- More funding for service providers to help older adult retiring from driving is very hard decision without support of services
- Public perception and education
- Emerging technologies

## Constraints

## System Conditions & Maintenance

Strengths
Weaknesses

- Aging road/infra
- Trans not connected throughout DC and beyond
- Building road as development occurs but slowly
- Tolls
- Lack of wildlife fencing in rural areas

Opportunities

- Opportunities and funding for vehicle maintenance non ADA & ADA
- 85 expansion

Constraints

- DC – Fed. State budgets
- Lack of maint employees
- Funding for local road maintenance/improvements
- Increasing costs

System Conditions & Maintenance PRIORITIES
Strengths

- Local trans svc.
- The lone tree link system
- Well maintained roadways & landscaping

Weaknesses

- Changing traffic, pedestrian, and ridership (busing patterns)
- East-west mobility C470

Opportunities

- Various grants/trans

Constraints

- CDOT lack of funding
- Continuous reliable source of funding for system maintenance

System Conditions & Maintenance MAP

- Pink dots x 5

## Movement of Traffic

Strengths

- Rural safety improvements near parker
- Additional exist off of 25 in C Rock
- Local networks are efficient in H.R. good developer
- I-25, 470
- The gap project
- Ridgate service Rd

- 470 const + 8.5

Weaknesses

- No E-W connection to HWY 85
- Hwy 86 need widening Ridge to Franklin
- Monarch monarch monarch
- Need more east & west through ways
- Lack of CDOT $/commitment to improve Hwy 83
- Consistent and connected bike/ped network
- Long distances traveled by users w/in county
- Many constraints prevent new corridors from being built
- Need coordination between county + state
- Long distances traveled by users w/in County
- Truck/freight parking

Opportunities

- East connection Elbert
- Traffic incident management

Constraints

- Addressing congestion while also facilitating bike/ped improvements
- Rural events i.e. ren festiva
- 85 at grade crossings
- NIMBY thinking
- Small downtown traffic – no room for widening “OLD town”
- Funding
- Rural areas wildlife crossings lacking
- Excessive traffic from Elbert County
- Political limits on capacity expansion

## Movement of Traffic PRIORITIES

Strengths

- Crystal valley interchange

Weaknesses

- Lack of bike/ped traffic options
- Lack of reliable network to provide alternate routes to I-25 no grid rd network
- I-25 locked during accidents/poor weather conditions

Opportunities

- Need to connect light rail from north to south D.C.
- Connect cities & town’s
- Retire E-470 + C-470 tolls

Constraints

- RTD

## Multimodal System Connections

Strengths

- Multimodal street standards
- Connecting hospital systems
- Denver south FMA
- Providers like ARDC CRSAC
- Avail. To connect to N. County RTD services

Weaknesses

- Need to address 1st & last mile connections to transit
- Transportation dessert
- Large distance between destinations
- Lack of mono rail :)
- Lack of grid network – only auto-oriented network areas
- Difficulty accessing essential services
- More funding for services providers for door to door
- Land use requirements and design standards that do not facilitate access to transit
- Lack of reliable/efficient mass transit opportunity in local areas (HR)

Opportunities

- Bike/ped connection from ridgegate P & R to castle rock
- Need to come together
- U2A funding
- Land use leads to multimodal
- Expansion of bike lanes on roadways
- Door-to-door transit connectivity for aging population and individuals w/ disabilities

Constraints

- Economic development
- People don't like taxes
- Geographical/topological challenges
- RTD
- Transit district boundaries
- Older adult population cannot always use MM transit
- Local Gov'te
- I-25 barrier

## Multimodal System Connections Priorities

Strengths

- Awareness of the value of MM network

Weaknesses

- Lack of commuter service beyond I-25 corridor
- NO N-S Bike connection CR – HR, LT, Parker
- Lack of 1st mile last mile

Opportunities

- Link/microtransit model
- More mixed land use development
- Rural areas not populated enough to support this?

Constraints

- Community buy-in

## Policy and Coordination

Strengths

- Senior transit coordination & providers
- Shared vision and goals throughout county
- Money available through sales tax
- Trans systems health local

Weaknesses

- Rural isolation
- Level funding
- Ride/location funding restraints
- Non-compete agreements

Opportunities

- Ride request technology
- Addt'l providers – coordination system to do so
- Cross jurisdictional functionality
- GRFS potential to share data for RTD service area

Constraints

- Growth and development public will or desire to stay small
- Too narrow focused on decision making or lack of the bigger picture
- Regional policy
- Local funding
- Older adult, lack of technology usage
- Sale tax expiring

## Policy and Coordination PRIORITIES

Strengths

- DRCOG subregion forums
- Multijurisdictional collaboration
- Collaboration b/w local agency and county staff

Weaknesses

- Outside Douglas, El Paso/Elbert/ETC.
- Electeds' pet priorities

Opportunities

- Integration of innovative technology

Constraints

- CDOT 10-year plan D.C. not represented

- DRCOG/Federal Grant Funding process

## Service and Users

Strengths

- Human service infrastructure is good in urbanized areas but lack funding
- Some elm + disability trans XXX

Weaknesses

- Bike users for commuting is low due to being less dense
- Action on safety critical corridors
- Commuting trips are long
- Rural aging population

Opportunities

- ADA routes
- NEMT
- Workforce/outlet mall hospital
- Addt'l providers for pwd both 60 + and under 60
- [lack of] connection to Pike Ntl' forest for recreation/tourism

Constraints

- Rural north south connector roads (lack of)
- Funding
- Bike ped commuter infrastructure
- Railroads, constrain mobility, need all at grade x-ing to be quiet zones
- Growth in funding for older adults in largest growing O.A. population
- 1st and last mile services
- Town Councils policies

## Service and Users PRIORITIES

Strengths

- Older adult providers, CRSC, ARDC, Intelliride (NEMT)
- Commitment to funding transportation

Weaknesses

- Trust in public transit services/transit reliability
- Rural areas connection
- Lack of funding – a weakness and constraint

Opportunities

- Connections to employment centers
- Target user groups -> older/students/disabled

Constraints

- Commuters needs vs local needs

## Notes from what the SET members want out of this Plan:

- Plan needs to meet the needs of the County

- The Plan should be dynamic and consistent with plans from surrounding jurisdictions. For example, Castle Pines has a Transportation Master Plan and the County's plan should sync well with what is in their plan.
- Include all County connections.
- Consider the aging population. The demographics of the County will look a lot different in 2050.
- Embrace the contradictions between plans.
- Make Plans accessible so they can be followed.
- Balance multi-modal improvements along with capacity.
- What are the demands? Need to make those the focus in the plan.
- Look at model data when doing the analysis. DRCOG data seems inaccurate.
- Analyze land use and demand.
- Look at multimodal connections between Castle Rock and Lone Tree.
- Funding plan needed. Look at current sales tax to understand what goes towards transportation.
- Plan needs to last 10 years, but how can we bring life to it and make it relevant to the current day. It seems like once the plan gets adopted, it is already out-of-date.
- Youth outreach is needed from schools. Interns working at Douglas County should provide input from a college-student perspective.

## Additional Stakeholders to Include:

- Town of Larkspur
- E470
- Aurora?
- Ellie Reynolds EDC
- New Judicial District Representative
- Manna? > car seas or small children/families transit
- South Metro Fire
- Town of Parker
- Franktown Citizens Coalition
- State parks / regional parks and rec groups
- Elbert County
- El Paso County
- RTD
- FRPR
- DOLA
- CDOT DTR
- Meridian Village
- Metro Districts
- Justice Center
- Non-profit Cbus (equity pop)
- Outlet mall
- Park Meadows
- Large Business
- Chamber of Commerce(s)

- Douglas County Sheriff's Office or Scott Matson
- Colorado Fish and Wildlife
- Bike / Ped Advocates, Trails
- Hospitals (Castle Rock, UC Health, Parker, Sky Ridge)
- Jeff Co
- Littleton
- Lone Tree Link
- Mayors
- Sedalia
- Someone representing low income folks
- DE Commissioners

## SET Meeting #2

## Goal Area Keywords

## Goal Area #1 - Safety

Theming

- Reducing crashes and fatalities
- Education and awareness
- Bike/pedestrian

Comments

- Injury-free travel
- Safety – reduce crashes is the multimodal transportation network designed and maintained to operate safety and reduce crashes
- Lower injury/ fatality rates
- No fatalities
- Reduction in serious crashes SRI
- Crash rate reductions in critical areas.
- No fatalities
- Reduce fatal crashes
- Vision zero fewer crashes overall, motorcycle safety is often forgotten but make up a big part of injuries
- Fewer crashes
- Reduction in fatalities
- Less crashes
- Fewer/decreasing fatal or serious injury crashes; comfortable/inviting multi-modal facilities
- Speed reduction/mitigation
- Slower speeds
- Speed limit enforcement
- Education for young drivers 24% of all crashes
- Ability to identify issues and understand causes
- Environments that increase awareness of users and reduce the effects of the impacts.
- Roadway designs address crash potential situation in all modes

- Personal safety
- Bike and pedestrians are safe to use entire system
- Bike/ped safety improvements
- Bikes/ped safety
- Bike/pedestrian safety
- Bike/ped safety
- Personal safety
- Work zones
- Multimodal safety/comfort
- Reduce road rage
- Reduce animal impacts
- Focus on motorcycle crashes 2 of 3 fatalities in 2024
- Increase routes to get out in case of wildfires

## Goal #2 – Resiliency

Theming

- Alternative routes
- Adaptable (weather/crashes/traffic)
- Mode choice

Comments

- Options (routes, modes, scenic vs. urban)
- Multiple options for transportation
- Resiliency = redundancy
- Mode choices
- Redundancy
- Zone 5 lacks ped/bike access
- Good options for emergency both residents and 1st responders
- The ability to use an alternate route in case of an accident/traffic
- Alternate routes
- Able to accommodate weather conditions
- Alternate routes 12,13,16,15
- Wildfire emergency evacuation
- Alternate routes
- Urban areas able to recover from incidents
- Resiliency – diverse route options
- Able to accommodate construction/maintenance activities
- Alternate routes
- Multiple routes for addressing recurring and non recurring congestion
- Variables considered
- Road volume balance
- Adequate capacity (not just bigger)
- Supports adequate traffic flow under all conditions safe, and efficient
- Rural – alternate routes due to incidents/traffic jams
- Well connected network that allows for safe and efficient multiple routes

- Addresses charges in trail behaviors
- Supports charges in use and demographics
- Future-proof (e.g., growth)
- A transportation network that is reliable redundant network
- Dependable
- Parallel roadway network
- Resiliency means a thought out system
- Continue to provide service, even during economic downturns
- Network is able to weather relative increases of use
- A well thought out system
- Continue to provide service, even during economic downturns
- Network is able to weather relative increase of use
- Availability of choice to pick in response to route closures
- Preparedness to act in response to natural/man-made disasters

## Goal #3 – Sustainability

Quick Theming

- Mitigating environmental impact
- Cost effectiveness/maintenance
- Mode choice – bike/ped

Comments

- Reduced environmental impacts and water quality
- Quality of life
- Isn't unnecessarily harmful to the environment based on use
- More efficient
- Live-work-play proximity reduces tries
- Sustainability – balancing work – play – stay trips
- Sustainability eco-friendly
- Eco-friendly
- Clean air, clean water
- Environment, low noise roads
- Great air quality
- Long term maintenance (financial costs)
- Cost effective – xxx
- Low cost for construction and maintenance
- Economic vibrancy
- Ability to continue maintain existing infrastructure
- Building infrastructure that lasts (doesn't have to be rebuilt in 10 yrs)
- Leave the infrastructure as found
- Planned well requiring minimal upkeep/upgrade
- Minimal maintenance required
- Operates to the service life
- Consideration of the total life cycle cost and impact
- Electrification

- Low emission
- E-bikes > bikes
- More bike/ped options – yes make 1 mile trips bike trips
- Encourages users to take other modes of transit that do not depend on motor vehicles.
- Options to change modes depending on the trip
- A multimodal network that can be maintained w/in budgets
- XXX materials that are less impactful to the environment
- Sustainability: a plan or process that, when enacted, could go on into perpetuity. No a single point (or person) of failure.
- Access to open spaces in every zone.

## Goal 4 – Efficient Movement

Quick Theming

- Reliable travel times
- Free flow/ direct routes
- Efficient intersections

Comments

- Reliable travel times regardless of mode
- Reliability
- Reliable travel times
- Reliable travel times and more efficient intersections (i.e. connected signals)
- Consistent travel time reliability
- Planning time index < 1.5
- Consistent travel speeds and time, improve capacity on major travel corridors
- Seamless connections btwn jurisdictions
- Systems consistency/coordination
- Maximize throughput
- Maximizing the relationship between reliable travel times versus the flow of traffic volume.
- How do you capture people tries is just car trips
- Point A-B as fast as possible but no on my street!
- More free-flow travel speeds
- Efficient movement, maximize throughput
- Consistent free flow speeds through most of day
- Max. throughput on key corridors
- Direct routes
- Direct routes
- Traffic signal coordination that is optimized
- More roundabouts
- Replaced signalized intersections w/ roundabouts traffic circles
- Efficient intersections
- Efficient intersections
- Eliminate phase failure at intersections
- Intelligent transportation systems
- Bring destinations closer through land use/zoning

- Appropriate 205 for adjacent land use
- Minimize delay at large generation like schools
- Good choices of routes (freedom)
- Utilize LTR system and other mode improvements

## Goal #5 – Service to All Users

Quick Theming

- Mode choice and accessibility

Comments

- Transportation/mobility choice
- User friendly, intuitive, and convenient easy to figure out
- Options for modes of travel
- Easy connections to get people to where they want to go
- Mode choice, car, bike, ped
- Service to all users – accessible to all.
- Service to all users – a transportation network that offer travel choice, auto, buses, transit/light rail, bike and ped, and the network is integrated
- Connection to locations
- Access to public transportation are other means, bike neighborhood electric vehicles
- Easy access to services
- Everyone can choose the service options they want/need – bike, bus, car to urban, rural service providers
- Transportation for need based riders
- All users can use mode of their preference
- Different modes are designed for an accommodated
- Provide modes that allow people to choose whatever mode is more convenient w/out having to think about it
- Possibly options for users
- Striving to provide the most convenience while maintaining access and efficiency
- Connecting users and user connectivity
- Consistent and reliable
- No one is stuck
- Accessible to all ages and abilities
- Residents, commuters, and visitors
- Varying degrees of tech literacy
- Service to all users means: providing appropriate transportation facilities based on land use.

## Level of Ambition Exercise

Goal Area #1 - Safety

- 11 red dots (incremental change)
- 6 yellow dots (significant change)
- 2 green dots (transformational change)

Goal Area #2 - Resiliency

- 4 red dots (incremental change)
- 4 yellow dots (significant change)
- 8 green dots (transformational change)

Goal Area #3 - Sustainability

- 5 red dots (incremental change)
- 4 yellow dots (significant change)
- 1 green dot (transformational change)

Goal Area #4 - Efficient Movement

- 9 red dots (incremental change)
- 3 yellow dots (significant change)
- 6 green dots (transformational change)

Goal #5 - Service To All Users

- 8 red dots (incremental change)
- 2 yellow dots (significant change)
- 3 green dots (transformational change)

## Ideas for Level of Ambition

## Goal Area #1 – Safety

(1) Incremental Change
- More bike lanes in north/central Douglas County
- Bring back drivers ed in schools to reduce young driver crashes
- Signal timing
- Provide more education on safety

(2) Significant Change
- Automated work zone into to WAZE/Google map (Icone)
- Create culture of safety/ make DUIs socially unacceptable
- Enforcement
- More bike lanes/slower speeds

(3) Transformational Change
- Reduction of speed limits across all roads
- Convert intersections to roundabouts (transformational)
- Education
- Protective left turn signals
- Advance warning detection
- Physical separation for modes e.g., barrier separation
- Eliminate permissive left turns at all signals
- Wildlife fencing in Franktown towards Elizabethan on Hwy 86
- Have slower speeds for wildlife heavy times in rural areas

## Goal Area #2 – Resiliency

(1) Incremental Change
- Alternate routes to I-25

(1) Significant Change
- Provide alternate routes
- County-wide (including municipalities)
- Adaptable signal system
- Roundabouts
- Grid of arterials. Don't rely on only a few key corridors
- Overbuilding infrastructure to accommodate future modes or demand so future changes are minor, relatively speaking
- Scenario-based planning to prepare for natural disasters, infrastructure failing, or man-made disasters and investments in infrastructure to prepare for plausible and possible scenarios.

(1) Transformational Change
- Infrastructure last- not
- Connecting/sensitizing ALL infrastructure assets
- Capital fund to reduce cost of equipment and vehicle upkeep

## Goal Area #3 – Sustainability

(1) Incremental Change

(2) Significant Change
- Prioritize some funding to sustain local transit services
- Sustain eliminate on street parking
- Increase transportation options public transit, electric scooters, e-bikes, etc.
- More EV chargers

(2) Transformational Change
- Include complete streets in all designs
- Graded roads to increase vehicle efficiency depending on popular routes to/from major economic areas
- Ample options for electrification of all odes. EV charging e-bike usage/charging electric motorcycle support
- CDOT paradigm shift back to capacity
- Permanent reliable revenue surprise from county-wide transportation projects
- Get on CDOT's 10-year plans

## Goal Area #4 – Efficient Movement

(1) Incremental Change
- Additional right and left turn lane at intersections
- Corridor studies

- Signal timing

(1) Significant Change
- Roundabouts
- DCSD school buses for all students
- More continents flow intersections

(1) Transformational Change
- Require roadway connects between residential neighborhoods (no cul-de-sacs)
- Implemented county-wide traffic control system
- Convert to intersections to roundabouts (Transformation)
- Replace all intersections with roundabouts/traffic circles
- Roundabouts at major thru intersections
- Longer acceleration lanes
- Enhance land use and transportation overlaps and coordination
- Improve intersection efficiency (increase LOS)

## Goal Area #5 – Service to All Users

(1) Ideas for Incremental Change
- Increase transportation options public transit, electric scooters, e-bikes, etc.
- Add more bike/ped options in zones

(2) Ideas for Significant Change
- Eliminate on-street parking

(3) Ideas for Transformational Change
- Enhance community based on transportation services
- Bike lanes on all roads or 8 ft paved shoulder
- Make all modes available to all users
- County-wide micro transit (transformational)
- Public transportation that serves all of Douglas County
- Bike lanes isolated from vehicular and pedestrian traffic, maintained actively to keep routes clear

## SET Meeting #3

## Strategies

## Sub Area 1: Sterling Ranch

– Response 1.1
- US-85
- Mobility access for everyone (_____, recreation, access)
- Connectivity between Waterton Canyon Trails, local trails, and US-85
- Expand this area [Sub Area 1] to include this area [Louviers area]!

– Response 1.2
- Build more pavement on US-85 corridor between Castle Rock to Titan Road

    - Make pavement more efficient
    - Make hot spot improvements
    - Improve Airport and Kelly Ave
    - Trail connectivity, bike access, and walkability
- Response 1.3
    - No comment
- Response 1.4
    - Resilient – lack of alt. Options
        - Highway 85 is only viable option for commuters
    - Strategy – develop new mode choices and change policies
    - New modes may provide for the lack of alt routes in SR [Sterling Ranch?] to help with capacity
    - Change policies to support modes and alt routes
- Response 1.5
    - Improve Airport Road and other access roads in/out of area
    - Add shoulders to rural roads
    - Sidewalks on major roads should be 8'-10' to accommodate all modes
- Response 1.6
    - *Added "We already do this" to second bullet under Change/Set Policy*
    - *Added "SR has alternate strict design standards" to third bullet under Change/Set Policy*
    - Sterling is not in RTD
    - Balancing regional mobility needs with local development goals
    - Adding capacity/improving existing infrastructure
    - Suburban area – roads first, then other modes
- Response 1.7
    - New roadways/capacity
    - Lean heavily in roundabouts and traffic circles
    - Multi-modal
        - Incentivize transit use
        - Provide eco-passes/subscriptions/e-bikes as new resident move-in bonuses
- Response 1.8
    - No comment
- Response 1.9
    - *Redrew map boundaries to include more of Sterling Ranch*
    - More pavement
    - Develop new multi-modal choices
- Response 1.10
    - Impacts are more facilitated by adjacent development to the east of the study area
    - Improve/standardize grid format development patterns
    - Develop new modal choices and focus on improving existing roadway/modal infrastructure
    - Invest in transit
    - Line Tree Link expansion?

    - D line connections and/or CR mobility hub
    - Final mile mobility devices (scooters, micro-mobility, bike/ped infrastructure, etc.)
- Response 1.11
    - Safety—especially as volumes grow
    - Multi-modal—infrastructure for highest safety of bikes and peds should be built now while development is happening
- Response 1.12
    - *1st priority: third bullet in Offer More Modes*
    - *2nd priority: second bullet in Change/Set Policy*
    - *3rd priority: second bullet in Offer More Modes*
    - 13 needs to be put in Sterling Ranch on map—that's where the largest impacts are: Zebulon Development
    - HUGE growth—in case of wildfire, US-85 is only access to many
- Response 1.13
    - Extending/continuing the regional grid (improves mode shift and increases resilience)
        - Connecting/connections
    - Micro transit expansion?
    - Complete streets guidelines/policy
    - Incorporation? Annexation?
- Response 1.14
    - Don't' have enough knowledge of area
- Response 1.15
    - Limited in/out
    - More touch points to area network
- Response 1.16
    - *Made check marks beside 1st bullet under Build More Pavement and 3rd bullet under Offer More Modes*
    - *Crossed out mentions of passenger rail*
    - Widen roadways to meet demand
    - Make connection to Wadsworth more efficient
    - Better connection through Louviers
    - Develop network to support development
    - Widen US-85 to the south
    - Consider an LRT station near US-85 and C-470 with extension
    - LRT extension is shown to go to Castilla & C-470 and consider changing with the Sterling Ranch development
    - Jobs in area
    - Service in area
- Response 1.17
    - Light rail connection—where _____ vary
    - Encourage _____ _____ or _____ transit
- Response 1.18

- No comment

## Sub Area 3: Highlands Ranch

- Response 3.1
  - Aging-in-place community
  - Limited transit options should be increased
  - Focus on safety improvements at critical locations
  - Improve crossing of Lincoln Avenue at border of Douglas County and Lone Tree
- Response 3.2
  - No comment
- Response 3.3
  - No comment
- Response 3.4
  - Accurate example
  - Road diets and more multi-modal options on arterials
- Response 3.5
  - No comment
- Response 3.6
  - Address school traffic impacts
  - Modernize corridors to be more comfortable for VRUs
  - Grade-separate trail crossings
  - Expand micro transit service to improve wait times and hours of service
- Response 3.7
  - Safety—reduce speed limits and introduce other calming measures
  - Design multi-modal plan FOCUSED on families/kids/seniors
  - Roundabouts to replace signals
  - Develop network of pedestrian bridges/tunnels
- Response 3.8
  - No comment
- Response 3.9
  - Hot spot
- Response 3.10
  - Develop park-n-rides (TOD)
  - Prioritize addressing crash hot spots over any roadway expansion
  - Limit designated right turn lanes; focus on ped/bike crossing safety and comfort
- Response 3.11
  - Bike/ped safety and connectivity, look at on-street or street adjacent facilities
  - Ped overpass at Broadway/C-470
- Response 3.12
  - *Circled 3rd bullet under Spot Roadway Improvements*
  - *Circled 1st bullet under Active Transportation Improvements*

- Response 3.13
  - Regional trail connections
  - Micro transit expansion
  - BRT extensions/express bus on Colorado and University
  - "Devolve" county-maintained roads? ___ sues to _____. _____ weird geographies in this area the county maintains that are quite developed
  - Incorporation?
- Response 3.14
  - No comment
- Response 3.15
  - No comment
- Response 3.16
  - *Checked 2nd and 3rd bullet points under Make Pavement More Efficient/Safer, 1st and 3rd bullet points under Spot Roadway Improvements, and 2nd bullet ponit under Active Transportation Improvements*
  - Micro transit to address to local trips
  - Alternatives to get to LRT
- Response 3.17
  - *Starred 2nd bullet point under Spot Roadway Improvements*
  - Increase use of technology for _____
- Response 3.18
  - No comment

## Sub Area 9: Crowfoot Valley

- Response 9.1
  - Lack of north/south transportation corridors
  - Construct roads at major regional routes for higher traffic volumes
  - Roadways crossing jurisdictional borders should continue bike/ped facilities
  - Construct multi-modal facilities for all collector/arterial/hwys.
    - Facilities can be on/off street as long as sized appropriately
  - Major intersections should be constructed at roundabouts
  - Construct more grade-separated crossings for trails at multi-lane roadways

## Sub Area 16: Rural Southeast

- Response 16.1
  - Fix hot spots
  - Build more pavement
  - Update Lake Gulch Road and Crystal Valley Parkway
  - Bike lanes and trail connectivity
  - 83 gets busy when I-25 is slow
  - Trucks and vehicles bypass 83 via Lake Gulch

    - New development and interchange [noted north of Tomah Rd, west of I-25]
- Response 16.2
    - No comment
- Response 16.3
    - Reduce speed limits?
    - Tie resilient network into severe crashes
    - Provision of alternative routes to disperse traffic
    - There are fewer alternative options in SE county
- *Response 16.4 wrote about Sub Area 9*
- Response 16.5
    - Roadway continuity/alternative routes
    - Expand capacity/improve pavement surface
    - Rural area dominated by auto trips
- Response 16.6
    - Traffic/speed calming—rumble strips, speed bumps
- Response 16.7
    - I would agree the most pressing issue is fatal hot spots in this area, specifically along I-25 between Upper Lake Gulch and the new Crystal Valey interchange
    - Implement safety enhancements like reflective signage
    - Other strategies have been implemented, yet there still appears to be frequent accidents
- Response 16.8
    - More pavement
    - Regional connectivity
    - New modal choices
- Response 16.9
    - Prioritize high crash area locations
    - Incorporate improvements into existing/scheduled improvements (CIP, roadway resurfacing)
- Response 16.10
    - Roadway safety audits, with tech-focused solutions
    - People don't tend to follow signage
- Response 16.11
    - *Circled 1st bullet under Spot Improvements*
    - *Circled 1st bullet under Change the Policy*
    - *Added "and monitor speeds" to 1st bullet under Change the Policy*
    - Engage with DCSD for more patrols—I think people need a reminder to slow down
- Response 16.12
    - Are severe crashes the result of speeding? Wildlife? Bike/ped?
    - Straighten roadways
    - _____
- Response 16.13
    - No comment

- Response 16.14
    - No comment
- Response 16.15
    - *Checked 3rd bullet point under Make Pavement Safer as well as all bullet points under spot improvements*
    - Pave Greenland Rd to the east of I-25 to Parker Rd with change in alignments to address 90 degree turns
    - Implement CDOT study for Parker Road
- Response 16.16
    - No comment
- Response 16.17
    - No comment

## Sub Area 7: Parker East

- Response 7.1
    - Fix traffic hotspots for crashes at Pine Lane & Pine Drive, Inspiration Road
    - Sidewalks and bike lanes
    - Trail connectivity
- Response 7.2
    - No comment
- Response 7.3
    - *Crossed out all mentions of rail*
    - *Added "Where?" to Construct new roadways bullet point*
    - Agree with pressing need example
    - Passenger rail and LRT is not feasible for rural areas
- Response 7.4
    - No comment
- Response 7.5
    - Proximity of Aurora/___ traffic
    - Improve Inspiration corridor
    - Evaluate need for connection [marked at Pine and Inspiration]
- *Response 7.6 did Response 5.2*
- Response 7.7
    - No comment
- Response 7.8
    - Hot spot improvements
    - Improve/add/_____ multi-modal options
    - More efficient modal options
- Response 7.9
    - Review past developments to improve connectivity
    - Facilitate roundabout design standards

    - Widening roadways does not improve connectivity (avoid multi-lane collectors, “stroads”)
    - FRPR station (surrounding TOD)/grid development!
- Response 7.10
    - Capacity is needed, safety to accommodate the capacity
    - Roadways look to be high-speed, can low cost bike facilities be added?
    - Does the area have high potential to densify? If so, plan ____ facilities now
- Response 7.11
    - No comment
- Response 7.12
    - Connect private developments, extend/continue the regional grid
    - Micro transit expansion
    - Regional trail connections
    - Parker annexation?
    - Complete Streets policy
- Response 7.13
    - Elbert County/Aurora influence on Inspiration, E Parker Rd, Pine
    - Connect Pine Drive to Aurora Parkway to provide alternate route
    - Look at roundabouts at high-risk intersections
    - Improve Delbert Rd to provide additional routes to Aurora and Elbert County
- Response 7.14
    - Add interchange to E-470
    - Widen E Parker Rd and Delbert Rd
    - Delbert critical to moving some Elbert County traffic
- Response 7.15
    - *Crossed out references to passenger rail*
    - Build out networks to address need (Pine Drive)
    - Aurora Parkway construction
    - Transit connections between Aurora and Parker (micro transit)
- Response 7.16
    - Better signal operations
    - Interface with alternate traffic modes
- Response 7.17
    - Incorporate the Safe Systems approach to roadways and accessibility—VRU included + connectivity
    - VMB usage on main roads
    - No easy access to Main Street from various neighborhoods

## Sub Area 5: Meridian/Stonegate

- Response 5.1
    - Access to future Lone Tree City Center
    - Lincoln and Havana improvements are critical

    - Safe routes to schools and trails are critical
    - Growth areas will be more dense development and need multimodal and transit access
- Response 5.2
    - Incentivize transit use – free passes
    - Provide ecopasses/subscriptions/e-bikes as new resident move-in bonuses
    - Lean on live/work/play - give people reasons no to leave or commute long distances
    - EV charging infrastructure

## SET Meeting #4

## Project Identification Exercise

## Urban Projects

Projects that the SET members listed as *Urgent*:

*Highlighted projects mentioned in multiple variations

- Stroh Road from Parker Road to Hilltop Road
- Pine Drive north to Aurora Parkway
- Connect Moore to Waterton
- Connect Peoria to Hess Road
- Extend 1st Street south to Hess Road
- 1st Street to Compark
- Delbert Road Extension
- Connect Pine Drive north to Aurora Pkwy
- Pine Drive to Aurora Pkwy / Develop countywide plan to close trail gaps
- Connect Power Line Trail along Xcel powerline from Castle Pines down Terrain and Castle Rock
- Improve Trail Crossings
- Develop Trail Connection Plans
- Invest in Separated Bike Lanes
- Add Shoulders to Arterials
- Develop Countywide Plan to Close Trail Gaps
- Connection between Castle Rock + Castle Pines (Pine Drive/Inspiration)
- Broadway/Lincoln BRT
- Castle Rock Mobility Hub Completion
- North Corridor Connects Highlands Ranch Lane
- Broadway/HRP Intersection Repavement
- Pine Drive/Inspiration
- Safer Pedestrian Crossing Across Major Throughways
- Inspiration Dr & Pine Dr
- Lincoln Avenue

- Highway 83 in general
- Transit in Northern Tier of DCI
- Improvements at Broadway and C470
- Lincoln/Chambers Improvements
- Lincoln/Chambers Intersection
- Broadway/C470 Dad Clerk/Broadway Intersection Improvements
- Widen Crowfoot Valley Road
- Pave Grys Road

Projects that the SET members listed as *Impactful*:

*Highlighted projects mentioned in multiple variations

- Pine Dr to Aurora Pkwy
- Extend a new road located just west of 1st street to connect from Lincoln over E470 to connect with Compark
- Pine Drive connection to Aurora Parkway
- Pine drive north to aurora parkway
- 1st Street to Compark
- Connect Pine Drive to Aurora Pkwy
- Connect Hess to Crowfoot Valley
- Pine Drive to Aurora Pkwy
- Improve Trail Crossing with updated signage
- Front range trails
- Complete Front Range Trail from Castle Rock to Monument Trail
- Sidewalk/trail along both sides of Parker Road
- Develop Countywide Plan to close trail gaps
- Countywide Trail Gaps
- Signage
- Improve Trail Crossings
- Expansion of Microtransit North Douglas County
- Highlands/Parker Microtransit
- Ridgegate Transit Corridor
- More than 1% transit
- Microtransit expansion
- Expand microtransit
- East/West connectivity identification of strategic subregional mobility hubs
- Grade Separated Crossings
- Safe Intersections
- Lake Gulch + Crystal Valley
- Lincoln Ave Safety Study
- Broadway/C470 safety improvements
- C-Line and Holly Street

- Hwy 85 widening
- Wildlife fencing and crossings
- Transit in northern tier of DC
- Improvements at Lake Gulch and SH83
- Lincoln Avenue Corridor Improvements
- Lincoln/Chambers Intersection
- University/Lincoln Corridor study for efficiency widen Crowfoot Valley
- Pave Grys Road
- Shoulders
- Pave Roxborough Park Road Connecting Sterling Ranch and Solstice

Projects that the SET members listed as *Hard to implement but will be important in 2050*

*Highlighted projects mentioned in multiple variations

- Peoria to Hess
- Pine Drive Connection to Aurora Parkway
- Pine Drive north to Aurora Parkway
- Connect Peoria to Hess
- Extend 1st street to connect with Compark
- 1st to Compark
- Connectivity between neighborhoods rural vs urban interface
- Connect Moore Rd to Waterton Road
- Delbert Rd
- Connect Trail Gaps in Highlands Ranch
- Complete street model implementation
- A more robots transit service plan
- Front Range Trail connection to Chatfield + Platte River Trail
- Sidewalk/trail along Parker Road Franktown to Parker
- Road Diets
- Add Shoulders to county roads
- Improve trail crossings
- Castle Pines Transit
- Ridgegate/Mainstreet BRT
- Public Transportation from Parker to light rail
- Broadway/Lincoln BRT
- Microtransit options
- Broadway/Lincoln Ave BRT
- Missing trail segments in rural areas
- Stroh Road Connection to Hilltop
- Waterton/Rampart Range
- Lincoln Ave and Park Meadows Dr

- Older adult transit service
- Unterton + Perry Park
- Ligget Road bridge repair
- Transit in northern tier of DC
- Improvements at Palmer Divide & Spring Valley
- Lincoln Avenue Corridor Improvements
- Broadway + C470
- Widen Airport Road with new interchange @ Hwy-85
- HRP Corridor improvements

## Rural Projects

Projects that the SET members listed as *Urgent*:

*Highlighted projects mentioned in multiple variations

- Delbert Road Improvements (for Regional Traffic)
- Delbert Road
- Shoulders on Tomah Road
- Add Shoulders
- Develop plan to close trail gaps countywide
- Human transportation services
- Develop rural mobility hub
- Castle Rock Micro/sub regional transit
- BRT Service
- Shoulders to rural roads
- Perry Park Road
- East Parker Road Improvements
- Pine Drive/Inspiration/Perry Park Road/ Perry Park Ave intersection Improvements
- Safe pedestrian crossing across 25
- Flintwood + SH-86
- Lake Gulch road and Crystal Valley Roundabout
- Wolfensberger/Wilcox improvements
- Hwy86 Franktown to Castle Rock Shoulders
- Delbert Road Improvements
- Pave Upper Lake Gulch
- I25 express lanes widening
- Wolfensberger shoulders

Projects that the SET members listed as *Impactful*:

*Highlighted projects mentioned in multiple variations

- Delbert Road
- Delbert Rd extension
- Shoulders on Tomah Road
- Develop Plan to close trail gaps
- Improving Trail Crossings
- Countywide trail plan
- Plum creek trail/uses
- Human transportation services
- Castle Rock to Ridgegate Commuter Service
- Multi use trails
- Safe Intersections
- Motorcycle safety projects
- Founders Pkwy maintenance
- Parker Road safety improvements south
- Waterton and Rampart Range
- Flintwood + SH-86
- Improve Perry Park
- Inspiration+ Pine Improvements
- Pave Noe from I25 to Spruce Mtn Road
- Pave Greenland from I25 to SH83
- Pave Best Road from I25 to SH83
- Pave East Upper Lake Road from I25 to South Lake Gulch Road
- Hilltop/Singing Hills Improvements
- Widen Flintwood
- Widen Wolfensberger CR to 105
- Noe Road Paving
- Pavement of rural roads in Douglas County
- Pave Greenland Improve ITS incident management
- Add shoulders to Perry Park Road

Projects that the SET members listed as *Hard to implement but will be important in 2050*

*Highlighted projects mentioned in multiple variations

- Connect Roxbourogh Road to CR-67
- Delbert Road Improvements
- Delbert Road
- Delbert Rd extension
- Shoulders on Hwy 105
- Add Shoulders
- Open a new sub-regional airport
- Lake Gulch + SH83

- Wolfensberger CR to 105
- 4-lane Rampart Range Road
- Delbert Road Due to Need to Partner with Elbert County
- Widen Flintwood
- Pave Greenland, Upper Lake Gulch
- Widen SH83 Franktown to Palmer Divide

## Pop-Up Event: Road Show

Where do you live?

1. Sterling Ranch
2. Highlands Ranch West (3)
3. Highlands Ranch East
4. Lone Tree
5. Stonegate (2)
6. Parker West (4)
7. Parker East (1)
8. Pinery (1)
9. Crowfoot Valley
10. Castle Pines (1)
11. Castle Rock Central (2)
12. Castle Rock West
13. Sedalia
14. Rural West
15. Larkspur/Perry Park
16. Rural Southeast
17. Outside of Douglas County (3)

## Goal Area Posters

1. What does Resilient Network mean to you?
    a. Roads that are built for current levels with a vision toward future growth, ability to provide different modes as citizen behavior is demonstrated through data.
    b. Consider snow – more info on cleared, etc.
    c. Evacuation ability in the SW part of the county esp on 2 lane roads
    d. Evac needs more planning—not just routes but also things that happen during evacuation, like stalls, accidents, fires on the road, etc.
    e. Move N-S and E-W! Parker Rd and I-25 not enough
    f. Resilient to me also means: adaptive to changing needs, expansion modifying, combining repurposing thanks
    g. Ability to have multiple paths and mode availability to get from origins to destinations
    h. Please include emergency evacuation routes 3 coordinate these with municipalities
    i. Evaluate Castlewood Canyon Rd for sloughing/erosion on State Park side of road, especially
    j. Need map of proposed new roadway connections

k. Need to show municipal mandated roadways also!

2. What does Service to All Users mean to you?
    a. More roundabouts and ped/trail crossings!
    b. Bring back F-line on light rail and not enough frequency or backup on P route to take more often light rail needs express options
    c. Transport that changes by events too – 4th of July shouldn't or end of a play or rodeo equal traffic jam
    d. More tech jobs in Douglas County to keep cars here
    e. Douglas County has some incredible recreational multimodal facilities, but its not enough for other trip types. We should provide a bit more priority to bike/ped/transit in safe way; there are many on-road bike lanes, but due to lack of protection, they're not safe or as utilized
    f. Increase public transit priority! Yes, it has a bad rep due to RTD, but it doesn't mean there aren't population who really need it or want it as a choice node.
    g. Public transportation needs to be a priority. Goal "How to get people out of cars."
    h. Circulator buses are a good option for areas I-16.
    i. Multimodal features are nice but adoption of these modes need to be tracked and used to drive infrastructure investment. Bring in regional partners (RTD_ and let them know they have a responsibility to take customers to provide innovative solutions. This is good, plowed roads (or cameras to see)
    j. RTD does not provide good service to the suburbs, no weekend service and limited hours. Is a county focus on transit needs?

3. What does Safety mean to you?
    a. Lower speeds in Highlands Ranch and Sterling Ranch. Safety for pedestrians and bikes
    b. Fewer crashes shorter emergency response
        i. Agree
    c. Use more "Share the road" signs for bicyclists
    d. Need more options to control speed
    e. I always wonder how to make things faster AND safer – why does everything involve slowing down?
    f. More rapid flashing beacons for Sterling Ranch area
    g. Consider insurance (cost, etc.)
    h. Speed concerns on: Waterton Rd, Titan Rd, Highlands Ranch Pwky
    i. Safety is a coordinated effort – citizens, municipalities, manufacturers? . Municipalities need to do their part by building is well as creating awareness to citizens as data identifies an issue w/ *(unable to transcribe)*.
    j. Safety concerns for Sterling Ranch residents using regional trails crossing main roads like Waterton Rd.
    k. Decrease conflict points through signal operation and separated bike/ped facilities
    l. Define urban versus rural
    m. This would be interesting to know (also) top 3 in Parker, Castle Rock, Castle Pines, Lone Tree, Highlands Ranch not just overall
4. What does Efficient Movement mean to you?
    a. By schools, CO-83 being the only option in evening rush, trucks, commuters, semis

b. Need breakdown of mode share bike/ped/work from home
c. Bigger/high speed traffic circles, Plum Creek/Founders have great ones!
d. Coordination between Parker and Lone Tree when it comes to signal timing
e. Predictable travel times
f. Get to where I want to go – efficiently with limited risk, place to park
g. More N-S routes Fix all the roads that aren't fully widened – eg. Crowfoot Pine from Lincoln to Aurora line
h. Comparable travel times no matter the mode; a public transit trip shouldn't take 2x longer, a bike facility shouldn't take me in the completely opposite direction
i. Working with businesses to encourage carpool especially – Tech Center
j. Incent business to do more incentives to employees
k. Last mile transportation is a must to encourage public transportation
l. Reliable travel times are important
m. Municipalities can marginally change citizen behavior & preferences in transportation option choice. Government should not try to use policy and funding as a penalty but use funding to resolve regional network issues. Misuse is a regional preference

5. What does Sustainable mean to you?
    a. Scary and we need more and wider bridges
    b. Account for future growth
    c. Quality of life and access - yes!
    d. Quality of life improves with safe multimodal options
    e. Can we maintain what we have built and are yet to build? Funding?
    f. Go back to buses, for schools way too many parents sit and idle waiting for kids to get out of school
    g. Creating a culture for (RTD) mass transportation
    h. Sustaining wildlife corridors for wildlife to travel is important
    i. Sustainability should be to have the vision to create a network that serves the citizens cubes in an efficient manner with an eye toward the future to add emerging options.
    j. That you mostly have to drive to enjoy

## What is Your Level of Ambition?

Resilient Network

- Transformational Change (5)
- Significant Change (0)
- Incremental Change (4)

Service to All Users

- Transformational Change (1)
- Significant Change (2)
- Incremental Change (4)

Safety

- Transformational Change (1)
- Significant Change (2)
- Incremental Change (2)

Efficient Movement

- Transformational Change (4)
- Significant Change (3)
- Incremental Change (2)

Sustainable

- Transformational Change (2)
- Significant Change (5)
- Incremental Change (3)

# Draft Plan Review Process

## SET Member Comments

The draft plan was made available online for SET members to review and provide feedback. Their input was a critical component of the planning process, reflecting their ongoing involvement and expertise. The review period remained open for 30 days. The table below summarizes each comment by section and page, along with the project team's corresponding response.

| Plan Section | Page | Comment | Resolution |
|---|---|---|---|
| **Foundational Elements** | 3 | Is the bike and pedestrian element coordinated with the Parks Dept. off-street multi-use trail plan? Many people within the County and cities use off-street trails as a form of transportation as well as recreation. | County staff collaborated with the Parks Department to review and align the bike and pedestrian element with the off-street multi-use trail plan. Proposed projects were vetted to ensure consistency and support for both transportation and recreational uses. |
| **Foundational Elements** | 3 | With respect to the CMP, Wildlife Corridors Section 9, how is this DCTP aligned to protect wildlife along roadways? | The plan takes these into account by including strategies to minimize impacts on natural habitats, protect wildlife corridors, and consider safe crossings where appropriate. These measures help balance |

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| | | | transportation improvements with environmental stewardship. |
| **Context Aware Process** | 5 | I might have missed this but what's DRCOG? | Denver Regional Council of Governments. It is the metropolitan planning organization that overlays the Denver Metro area (9 counties) and is required by the federal government for urban areas with a certain population. |
| **Context Aware Process** | 5 | Rural areas are also the majority of wildlife on roadways impacts<br>people's safety. | The plan takes these into account by including strategies to minimize impacts on natural habitats, protect wildlife corridors, and consider safe crossings where appropriate. These measures help balance transportation improvements with environmental stewardship. |
| **Sub Area Map** | 5 | Consider adding a name to these which could help with referencing these sub areas in the tables below (i.e. 14 - west foothills) | Names have been added to all sub areas for easier referencing. |
| **Planning Process** | 7 | Do safety records include wildlife crashes? | Yes, the crash data includes crashes involving wildlife. |
| **Planning Process** | 7 | Should this line be here? (referencing a line showing up on a graphic) | This has been corrected on the graphic. |
| **Public and Stakeholder Engagement** | 13 | This is not a very high percentage - was there a higher percentage answer to this survey? | The graphic has been updated to provide additional context for the survey results, including comparative percentages where available. |
| **Public and Stakeholder Engagement** | 13 | It seems that most of the community priorities are new capital projects - e.g. intersection improvements, widening roads, even trail connections. I suggest amending the phrase "over new capital projects." | The survey section has been updated to clarify community priorities and adjust language to better reflect the balance between new capital projects and other improvements. |
| **Public and Stakeholder Engagement** | 16 | and wildlife movement! | The Safety section addresses wildlife-related concerns. |

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| **Goals & Ambitions** | 17 | Does this include wildlife/car impacts? | The Safety section addresses wildlife-related concerns. |
| **Goals & Ambitions** | 19 | Missing label on graphic | Graphic has been updated. |
| **Existing Conditions – Who's Traveling** | 21 | Its good to always identify the source. | Added census source to paragraph regarding population. |
| **Existing Conditions – Where are People Going?** | 22 | I think Douglas County, including Castle Rock is already facing transportation pressure on regional roads from Elbert County. Residential growth in Elbert has greatly increased over the last decade for a number of reasons. | Agreed. The final sentence of the paragraph has been updated to emphasize the transportation pressures on regional roads resulting from Elbert County's residential growth. |
| **Existing Conditions – Where are People Going** | 22 | I like the concept of the chart but the graphic could be sharpened up to better fit the other graphics in the document. | Chord Chart graphic has been revised for clarity and a better resolution. |
| **Existing Conditions - Where are People Going?** | 22 | The chart has good data, but its hard to follow. I'm not sure if there is another graphic that could show the data better. | We decided to retain the chart because the chord format effectively illustrates unique travel patterns that may not be as apparent in other graphic styles. |
| **Existing Conditions – Roadway Network** | 23 | I suggest adding 'highways' to the functional classifications. This would be consistent with other transportation documents. | CDOT roadways are already classified as highways. Douglas County roads follow the functional classifications established for their maintained roadway network. |
| **Existing Conditions – Roadway Network** | 24 | I suggest adding Plum Creek Pkwy from I-25 west to Wolfensberger as a "Major Road (not maintained by DC). Also the Plum Creek Pkwy stretch from Lake Gulch Rd east to Ridge Road. And use the same classification for this section. This is a Major Arterial in Castle Rock. | The Roadway Network map has been updated to reflect the Plum Creek Parkway segments. |
| **Existing Conditions – Roadway Performance & Future Demand** | 27 | Delete—duplicate (x4) on Critical Intersections table. | Updated critical intersections table by removing duplicate entries. |
| **Existing Conditions –** | 26 | Future Demand Map: Castle Rock's TMP shows these | According to the DRCOG travel demand model run earlier this |

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| **Roadway Performance & Future Demand** | | sections of Castle Oaks Drive below capacity. | year, these roadways show V/C ratios of 1.05 (AM) and 0.80 (PM), which indicate congestion during peak periods. Variations can occur when comparing model outputs to other data sources such as the Castle Rock TMP. |
| **Existing Conditions – Roadway Performance & Future Demand** | 26 | Future Demand Map: We don't think this section of Copper Cloud is congested as shown on the map. Its likely due to a modeling network error by not including both the Crimson Sky and Rising Sun collector streets or its not coded as 4-lanes in the model. The Town's TMP shows this 4-lane collector below capacity. | You are correct—the DRCOG model coded Copper Cloud as a two-lane roadway. Since it is actually a four-lane, we have removed it from the congested roadway segments map to reflect accurate capacity. |
| **Existing Conditions – Roadway Performance & Future Demand** | 26 | Future Demand Map: These streets (Foothills and Cherokee) are actually below capacity according to the Castle Rock TMP. | According to the DRCOG travel demand model run earlier this year, these roadways show V/C ratios of 1.16 (AM) and 0.90 (PM), which indicate congestion during peak periods. Variations can occur when comparing model outputs to other data sources such as the Castle Rock TMP. |
| **Existing Conditions – Roadway Performance & Future Demand** | 26 | Future Demand Map: What years are these intersections congested or are they already congested? | These are 2023 congested intersections. The legend has been updated to reflect the date. |
| **Existing Conditions - Safety** | 27 | Crash Disclaimer Note: Why are these excluded? | These crashes are excluded because Douglas County does not have jurisdiction over those roadways. The crash data provided for the plan includes only incidents on roads within unincorporated Douglas County under County jurisdiction. |
| **Existing Conditions - Safety** | 27 | This statement seems redundant. Is there another stat that can be placed here. How many crashes were near intersections? | The graphic has been updated to present the data in a different format. We felt it was important to illustrate the contrast between urban areas, |

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| | | | which experience a higher number of crashes but fewer fatalities, and rural areas, which have fewer crashes overall but a higher proportion resulting in fatalities. |
| **Existing Conditions – Active Transportation Network** | 29 | I have noticed that the trails in Castle Rock also show all of the dirt single track trails in open space and the sidewalk system in parks. Is it the plan's intention to show these trails? | Yes, all trails across jurisdictions were included intentionally to illustrate overall connectivity within the network. |
| **Long-Range Influences & Considerations – Aging Population** | 41 | Typo: Remove % after “age 65” | Text has been updated. |
| **Long-Range Influences & Considerations – Aging Population** | 41 | Need to clean up the table: add comma's where needed | Table has been revised to include commas where necessary. |
| **Long-Range Influences & Considerations – Crashes on Rural Roadways** | 42 | Wildlife/car impacts? | Wildlife-vehicle collision data has been incorporated into this paragraph to address wildlife impacts on roadway safety. |
| **Long-Range Influences & Considerations – Increasing Population Growth** | 43 | Encroachment into wildlife corridors has an impact as well. | The Safety section addresses wildlife-related concerns. |
| **Mobility Goals & Strategic Considerations – East Upper Lake Gulch Road / Garten Road** | 44 | Is this specific project listed as an example, or is this considered the top priority project of this type? It seems like it is an example, perhaps some additional discussion or description needs to be added to clarify this. | This is intended as a specific example. Additional context has been added to the paragraph to clarify its purpose and distinguish it from a top-priority project. |
| **Mobility Goals & Strategic Considerations – Pine Drive Extension** | 49 | Need to clean these two graphics up (Pine Drive and Extension graphics). | These two graphics have been updated with a better resolution. |
| **Mobility Goals & Strategic Considerations – Mitigate** | 50 | Typo: perhaps should be "projects"? | This has been revised to “projects”. |

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| **Unintended Outcomes** | | | |
| **Recommendations** | 52 | This paragraph seems to need additional explanation. | The Recommendations and Implementation sections have been updated to reflect budget figures from our official budget books, providing a more accurate representation of transportation infrastructure operating and maintenance costs. Additional edits were made to account for the expanding list of improvements and evolving mobility needs. |
| **Recommendations** | 54 | I suggest revising to "being carried forward from" | |
| **Recommendations** | 54 | I suggest "The growing list of improvements carried forward from the prior plan indicates that the growing mobility needs..." | |
| **Implementation** | 55 | Typo: 2030, Doulgas County | Updated text to fix typo. |
| **Appendix A** | All | Are these listed in a particular order? | Yes, the projects are organized by Project Horizons: Near-Term (2025–2030), Mid-Term (2031–2040), Long-Term (2041–2050), and Visionary (2050+). |
| **Appendix A** | Mid-Term Projects (2031-2040) | Does the long term V/C ratio for Founders Pkwy take into account widening to 6-lanes? | Yes, the long-term V/C ratio reflects the planned widening to six lanes. This improvement was carried forward from the 2040 Douglas County Transportation Master Plan. |
| **Appendix A** | Mid-Term Projects (2031-2040) | 5th street widening project should be moved up to the 2025 - 2030 timeframe to match the Town of Castle Rock's timeframe. This will create a potential funding partner. | Moved the Fifth Street Project to the Near-Term (2025-2030) Project Horizon. |
| **Appendix A** | Mid-Term Projects (2031-2040) | Wolfensberger widening from Coachline to Prairie Hawk should be moved up to 2025-2030 timeframe to match the Town's widening timeframe. This creates potential funding partners. | Moved the Wolfensberger Widening (Coachline to Prairie Hawk) Project to the Near-Term (2025-2030) Project Horizon list. |
| **Appendix A** | Mid-Term Projects (2031-2040) | Extend Noe Road paving to Perry Park Road / County Hwy 105 | Extended the Noe Road paving project to Perry Park Road in the Mid-Term (2031-2040) Project Horizon list. |
| **Appendix A** | Mid-Term Projects (2031-2040) | Add Pave Best Road. Greenland and Best should both be paved to ensure a solid E/W connection between I025 and | Added the Best Road paving project to the Long-Term (2041-2050) Project Horizon list. |

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| | | Hwy 83. Winter maintenance is challenging and paving both strengthens resiliency of this connection. | |
| **Appendix A** | Mid-Term Projects (2031-2040) | Suggest adding Dawson Trails Blvd from Crystal Valley Pkwy to Plum Creek Pkwy in the 2031 to 2040 timeframe. | Added the Dawon Trails Blvd project from Crystal Valley Pkwy to Plum Creek Pkwy to the Mid-Term (2031-2040) Project Horizon list. This project is assumed to be the same as Project #15 in the Castle Rock TMP. |
| **Appendix A** | Long-Term Projects (2041-2050) | This section of 105 is a County Highway. The State Highway portion of 105 is only between Hwy 67 and Wolfensberger Road | Updated the project name in the project list to reflect County Highway 105. |
| **Appendix A** | Long-Term Projects (2041-2050) | Does this section of Wolfensberger really need to be widened to 4-lanes? | This is identified as a long-term project intended to enhance network redundancy and improve overall system resilience. |
| **Appendix A** | Long-Term Projects (2041-2050) | Suggest adding the US-85 and Meadows Pkwy intersection to the 2041-2050 timeframe to be consistent with the project submitted to DRCOG's RTP. | US-85 and Meadows Pkwy intersection has been added to the Long-Term (2041-2050) Project Horizon list. |
| **Appendix B & C** | Public Engagement Summary & Working Assessment | Appendix B and C are low quality type. Consider enhancing. | Both appendices have been updated to improve clarity and overall quality. |
| **Appendix C** | C39 | Possibly incorporate wildlife crashes utilizing the DC carcass GIS layer. | A paragraph discussing wildlife-related crashes, carcass data, and signage information has been added to Appendix C to incorporate the DC carcass GIS layer insights. |
| **Appendix C** | C48 | Possibly add discussion of charging stations. | A paragraph addressing electric vehicles and charging station infrastructure has been added to Appendix C. |
| **Appendix D** | All | OVERALL: If the land use data for each sub area was pulled from the DRCOG model it is not accurate. Much of Douglas County shows little to no growth in the model which | |

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| | | makes the data analysis inaccurate. | We recommend initiating a discussion with DRCOG to reconcile the model inputs with newly planned developments and updated land use data. Some recent projects, such as Dawson Trails, may not yet be reflected in their model, which could explain discrepancies in growth projections and related analysis. |
| **Appendix D** | Sub Area 12 | Are these growth numbers from the DRCOG travel model? If so it doesn't capture the planned Dawson Trails development which accounts for roughly 5,000 new homes and 2 million square feet of commercial space. | |
| **Appendix D** | Sub Area 12 | Including urban development like the Dawson Trails develop will significantly change key data points, demographics, and all categories in this sub area. | |
| **Appendix D** | Sub Area 12 | See comments on the improvement project table for suggested project to add. | The Dawson Trails Boulevard project and the US-85/Meadows intersection improvements have been added to the Sub Area 12 portrait. |
| **Appendix D** | Sub Area 9/Key Corridors | I think I missed it the first time thru-the draft plan online shows Crowfoot Rd carrying 74,000 vehicles today and a long term of 225,000. I think that value is off quite a bit. I was expecting about 20K long term near Pradera. Can you let me know if that's correct or a typo? | The traffic volume figures for Crowfoot Valley Road and other roads have been reviewed and updated to reflect average daily volumes. Previously, the numbers represented the combined totals for all roadway segments, which resulted in inflated and inaccurate figures. This oversight has been corrected, and all key corridors now display average daily volumes. These revisions have been applied to all sub area portraits in Appendix D. Please note that these volumes were generated using the DRCOG model, and some variations may occur when comparing to other data sources. |

## Public Comments

The draft plan was also posted on Douglas County's website for a 30-day public review period. All comments received were compiled for the project team's consideration. All public comments received during the

engagement process were reviewed and organized into thematic categories to ensure that feedback is accurately reflected in the planning process. The categories include:

- **Roadway Improvements** – Comments related to the condition, capacity, or design of roadways.
- **Active Transportation Infrastructure** – Suggestions for pedestrian, bicycle, and other non-motorized facilities.
- **Growth** – Input related to development patterns, land use, and anticipated population or employment growth.
- **Safety** – Concerns or recommendations aimed at improving safety for all users.
- **Public Transit** – Feedback concerning bus service, rail options, transit accessibility, and frequency.
- **Wildlife** – Comments regarding environmental impacts, habitat preservation, and wildlife crossings.
- **Funding** – Comments addressing financial resources, funding priorities, or cost considerations.

Any comments that did not align with these categories were grouped under **"Other Categories"** to capture additional ideas and perspectives outside the primary themes.

All comments submitted during the engagement process were carefully reviewed and considered in shaping the plan. Each piece of feedback, whether about roads, transit, walking and biking, safety, funding, growth, or environmental concerns, helped guide the discussion and priorities. The final plan incorporates many of these ideas and includes features designed to improve mobility for everyone. This means not only making it easier and safer to drive but also creating better options for public transit, walking, biking, and other ways of getting around. By listening to the community, the plan aims to provide a transportation system that works for all users and supports future growth in a balanced, sustainable way

**Roadway Improvement Comments Response:** Comments regarding County roadways were analyzed and the plan prioritizes widening key corridors (US85, SH83, Hilltop Road and others), improving intersections, and enhancing traffic flow through signal synchronization and alternative routes to address congestion and safety concerns. These strategies aim to reduce congestion, improve travel efficiency, and address critical safety concerns for all roadway users.

| Category | Page | Plan Section | Comment |
|---|---|---|---|
| **Roadway Improvements** | Page 40 | Safety | Observation: Many of the high-injury/death accidents, as shown in the diagrams (no detailed data), appear to occur at intersections that are not controlled by signals and have obstructed sight lines. Two from my own experience: Bayou Gulch & Flintwood (obstructed sightline in both directions impacts northbound vehicles turning left from Flintwood and vehicles entering Flintwood from Bayou Gulch Rd), and Flintwood & CO86 (vehicles on Flintwood have a stop sign, heavy, high-speed traffic on CO86, limited sightline to the west). Similar conditions occur at several of the rural intersections, e.g., Crowfoot Valley |

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| | | | and vehicles exiting from Pradera (high speed, often heavy traffic, multiple lanes, limited visibility to the south) |
| **Roadway Improvements** | Page 48 | Mobility Goals and Strategic Considerations | I suggest that this needs immediate attention and a plan for the near future, recognizing that collaboration with Elbert County is essential. Commuter traffic from Elbert County is now heavily using Bayou Gulch Rd (to avoid the terrible congestion in Franktown and on CO83). This may also be a contributor to the increasing accident rate at Bayou Gulch & CO83. Delbert Rd is currently being extended on the south end, but the condition of Delbert Rd. is rapidly deteriorating, and the heavy traffic is making it a less attractive alternative to those commuting to the north. There's enormous growth taking place in Elbert County and much more in the planning stages. (It's less expensive to build in Elbert than in Douglas!!!) [I expect that Delbert will eventually be four lanes, possibly with limited access, as the congestion on CO83 becomes a (bigger) nightmare.] |
| **Roadway Improvements** | Page 26 | Resilient Network | I suggest connecting Upper Gulch Rd and its improvement all the way through to Lake Gulch Rd. Do not stop at Garten- truly make the improvement a connector from I25 to 83. |
| **Roadway Improvements** | Appendix A | Mid-Term (2031-2040 Projects | Include plan for identifying funding from Douglas County and timeline to Widen Sh83 from Franktown to Bayou Gulch Road, which isn't mentioned anywhere within the current appendices (which goes until 2050). Page 18 (Roadway Performance &<br>Future Demand) of the Draft 2050 Transportation Plan Identifies congestion on Sh83 has been problematic since 2023 on the section from Franktown to Bayou. If the state doesn't have a timeline for improvement of this state highway, but Douglas County realizes the safety and operational problems, Douglas County should be a service to the people of their county and proactively fund and build the |

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| | | | improvements to this major transpiration corridor in the heart of our county. |
| **Roadway Improvements** | N/A | General | Douglas CO is growing by 50-100k per decade since the 1980s, that was acknowledged to expand all forms of transportation in the county but what is not is the fact that hardly any new through roads are being built. Yes there are a few connectors but NE corner of the county is set up as a grid with many incomplete roads that should be filled in to County Line and Delbert which themselves should be "completed" before its too late as its already is in many spots. South and West of Castle Rock will a real pinch point soon. Roxbourough Park seems like a disorganized wasteland of roads. Lincoln, Ridgegate and Hess are all getting busier by the day, poor planning by Lone Tree in that area instead of a green belt when those roads could have been straightened, widened and raised speed limits to allow for better connection between I-25 and Parker. And Parker Road / CO-83 could be improved for increased traffic and straightened for a better alternative between Denver and CO Springs. Also RTD/commuter train to Castle Rock? |
| **Roadway Improvements** | N/A | General | Please, no more I25 widening. It's becoming a parking lot. Slow I25 down between Lone Tree and Castle Rock. Concentrate on improving north/south traffic volumes by beefing up SH83 or SH105 or other north/south arterials between SH105/I25 and SH83. The Bustang regional transit concept seems to be a viable means of getting passengers between front range towns with maximum flexibility. Light rail and front range rail are a waste of money as they offer no flexibility to accommodate changing demographics. Light rail stopping every few miles is nothing more than a bus on steel wheels. Encourage AMTRAK to provide front range service if that is deemed needed. Shrink the RTD front range district to better serve the urban core. It is too spread out now and |

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| | | | the farther out it extends, the less realistic benefit it provides. The RTD Board is too large to be effective and suffers from "group think". It's Director should answer to the Governor and not to a legislative committee. Merger of RTD into CDOT under one Director should be considered. Most importantly, if you don't get business and housing development coordinated with the transportation system, this 2050 plan will quickly be superseded by the 2060 plan. |
| **Roadway Improvements** | Appendix A | Widening Roads | Build the new roads wider than needed at the current time. Planning for the growth in the future.<br><br>Public transportation isn't working. I see buses going down the road with a couple of people on them. The train can be dangerous. My daughter was trying to ride the train from Lincoln into Denver but stopped after a few weeks because of the harassment and frightening situations that would occur.<br><br>Sterling farm is getting a lot of the amenities. Why not spread them throughout Douglas County so there isn't so much traffic in one area and allow citizens from all over DC to enjoy and not have to travel so far. Seems like this will be a benefit to residents of Jefferson County more than to many DC citizens.<br><br>Slow down the growth. Look at California and learn from their mistakes. They ruined that beautiful state. |
| **Roadway Improvements** | Appendix A | Project List | Prioritize widening US-85 between Sedalia and Castle Rock. This traffic is already backing up every evening and is just going to get worse as more houses are built in Sterling Ranch and after the Zebulon Park area is constructed. I don't think this project can wait until 2031 to start. |
| **Roadway Improvements** | Page 56 | Implementation/Prioritization | I understand that it's difficult to prioritize all these projects and that priorities will change, along with feasibility for implementation. At the same time, is |

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| | | | there a way to provide some semblance (low, medium, high) of priority for each project? Maybe even just for the near-term projects? This way the public and staff can have a better sense of what the county may potentially be doing soon? |
| **Roadway Improvements** | Appendix A | Mid-Term (2031-2040) Projects | One of the overwhelming themes of the proposal was alternates to I-25. I talk about this all the time. Seems like widening US85 from Sedalia to Castle Rock would have been a higher priority than many other projects, as this would easily eliminate the bottle necks on this road and actually make it a feasible alternative to I-25. I fear that by the time the expansion is completed, it will be inadequate due to growth. In reality, the entire road needed to be 6 lanes from C-470 to Meadows Pkwy. I know funding is limited but this corridor really seems like the only valid way to have a true alternative to the busy I-25. |
| **Roadway Improvements** | Page 18-20 | See sections on traffic, trails and rail access | Pg 18, table 4-1. Traffic on I-25N routinely backs up at the merge with on-ramp from Wolfensberger. I haven't been able to see a consistent reason for this, but it is much more frequent than other northbound on-ramp mergers and needs to be addressed.<br><br>Pg 18, table 4-1. US 85 needs to be at least four lanes all of the way from C-470 into Castle Rock as the switching between the number of lanes in various spots creates a traffic hazard.<br><br>Pg 19, there is no mention of the traffic back up and delays that occur where the railroad tracks cross 5th St in Castle Rock. The current road configuration leaves little room for traffic to maneuver, and the delays can be lengthy.<br><br>Pg 20, just a general comment of support for improving the current trail system particularly by continuing to link the disparate trails and eliminating hazards from crossing major traffic areas. |

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| | | | Pg 21, Castle Rock needs two RTD light rails stations. One should be on the north side near Meadow Parkway or Meadows Dr (which can also service Castle Pines) and the other on the south side near the Crystal Valley interchange (and can also serve parts of Monument). Running rail within the existing I-25 median would help reduce costs. With all of the new homes in the Castle Rock area, and the ones that come with the Pine Canyon and Dawson Trails communities, service is needed to DTC and other areas north of us.<br><br>And finally, a general comment, the traffic signals in the area (particular in and around Castle Rock) are often not synchronized, leading to inefficient traffic flow and accidents. Example, exiting I-25N heading to the Home Depot can be a mess. The right turn lane is blocked by cross-traffic, the left turn onto Allen is very short, etc. A CR wide survey is needed to identify and correct this problem.<br><br>Thanks for planning for our community's future and engaging the public! |
| **Roadway Improvements** | Page 22 | Needs | How much longer do we have to wait for the widening of Hwy85 between Sedalia and Castle Rock? The new traffic lights at 85 and Daniels Park Road has increased safety (thank you) but has also increased congestion immensely in both directions during peak traffic times. The final widening of Hwy85 needs - and should be a high(er) priority! |
| **Roadway Improvements** | Page 33-34; others | Section 5 Needs and Strategies | Based on my multiple times a day travel from Sedalia to/from Castle Rock on Hwy 85 (average 3 round-trip trips, but there are some days it has been 5), I really think you need to look at area 13 again (and where area 12 butts up to Hwy 85). I would say this is one of the most dangerous roads in Doulas County and I don't feel like your data accurately represents all of the head on, rear end, and vehicle-wildlife collisions there. On |

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| | | | page 27, your data shows crashes on county roads (not sure if that discludes highways or not), and you have a lot on Happy Canyon, but none along the stretch of Hwy 85 from Sedalia to past Castle Rock Parkway/Promenade. The congestion is terrible northbound in the morning and southbound in the afternoon/early evening, not to mention the times when I25 closes, everyone tries to take 85 and Perry Park Road. The current speed and the one lane in each direction on this road make the collisions that do occur much more dangerous. It is not every day, but there are many cyclists who risk their lives here. I believe it causes more danger than it is worth, causing cars going around them to move head on into the opposite lane. The natural migration patterns present another major safety challenge. At least once a day some kind of wildlife is hit. Wildlife fencing and crossing areas are of utmost need. When a collision occurs, these cars pull over, people get out, adding to the dangers on that two-lane highway. I see the state is surveying the area/highway, so maybe things are moving forward with expansion, but I am urging you to work very closely with the state and shift funding as necessary to make this stretch a top priority. In the meantime, potentially reducing the speed to 50 mph, and urging DCSD or CSP to post a patrol on the highway to catch those speeders, reckless, distracted drivers, could help. |
| **Roadway Improvements** | Appendix A | Mid-Term (2031-2040) Projects | Our community (Grand View Estates) was also eager to know when Lincoln Ave. will be expanded to three lanes in each direction between Keystone Blvd. and Oswego St. In reaching out to Zeke Lynch, it was learned that this project is listed in Appendix A, Item #103, with an estimated timeframe of 2031 to 2040. And the HOA Committee would like to compliment the County and the Town of Parker on the expansion effort of Lincoln Ave. date from |

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| | | | Parker Rd. to the west with minimal inconvenience. |

**Active Transportation Comments Response:** We reviewed all comments related to walking, biking, and other non-motorized travel. The plan reflects this input by including strategies to improve connections for people using active transportation. These improvements aim to make it easier and safer for everyone to choose walking or biking to get around.

| Category | Page | Plan Section | Comment |
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| **Active Transportation** | Pages 13, 17, and 29 | Survey #2; Service to All; Active Transportation Network | pg. 13 - A bike is not public transit. Who grouped it there? It is not in your top 3 requests. Stop spending money on a very small group of people.<br><br>pg 17 - a bike does not support disabilities. As a person with a disability, don't falsely mark spending for bikes to support disabilities. That's a lie.<br><br>pg 29 - if you want bike paths in the open space, that is recreation, not transportation.<br><br>Why are you prioritizing what has minimal use? Why are you trying to put bicyclists next to roads where they are much more likely to get injured? |
| **Active Transportation** | Page 51 | Section 7 (but the whole report including appendices) | I guess I am just a bit confused. Selfishly I am looking at my area (sub group 5 east of i25).. we are in dire need of multimodal options. Especially bike trails and lanes. On page 51 section 7 it is sub-area that color because our 20 projects have many transit projects? When I look at the appendix I only see maybe 1 transit project for our area. It's pretty hard to follow the logic from one chart and how it's connected to the next chart/appendices, if that makes sense. I know you will receive comments on how we don't need bike access, but we really do. I have lived in almost every other county in Colorado and I feel the most glued to my car here in Douglas. I guess in general my comment is that you show multimodal transit as a need but then don't seem to address it much in the solutions or the project list? OR if you do, I am having trouble connecting the dots. Thank you very much. |
| **Active Transportation** | Page 29 | Section 4; Trail System | On the trail system, especially the cherry creek trail system in Parker, please designate walking lanes and bike lanes. It is extremely well traveled by both pedestrians and bikers, and it would be so much better if they traveled in separate spaces. |

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| **Active Transportation** | N/A | General | Electronic bikes (e-bikes), scooters, and e-motos (motorbikes and mopeds) are an emerging safety and enforcement concern in Douglas County, particularly as use expands into the age segment of 10–15-year-old youth.<br><br>Southern California presents a compelling alarm: two counties declared states of emergency in recent years to enable policy flexibility following a spate of youth deaths caused by e-bike accidents. *<br><br>This is an emerging issue nationwide, with many states and local communities grappling with policy changes, and education and enforcement options.<br><br>I suggest Douglas County gather stakeholders including law enforcement, parks and open space managers, public health, and trauma surgeons/pediatricians, to collaborate on both data gathering around accidents, injuries, and law enforcement interactions, along with making a plan to collaborate with neighboring jurisdictions on complementary policy, education, and enforcement campaigns.<br><br>*The acute crisis began in Southern California, creating a precedent for using emergency declarations to bypass standard policy development timelines. The City of Carlsbad, CA, approved an emergency declaration concerning e-bike safety in August 2022 following two youth fatalities within a concise 17-day period.<br><br>This was followed by the City of Encinitas, CA, which ratified a declaration of a local state of emergency for bicycle, e-bicycle, and motorized mobility device safety on June 28, 2023. This response was catalyzed by the death of a 15-year-old and reported data showing that the number of collisions involving bicycles or e-bicycles had nearly tripled since 2020. |

**Growth Comments Response:** We reviewed all comments about how transportation should keep pace with development and population changes. The plan addresses these concerns by including strategies that support future growth, such as improving connections to new neighborhoods, planning for increased travel demand, and coordinating transportation investments with land use decisions.

| Category | Page | Plan Section | Comment |
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| **Growth** | N/A | General | There is a "not yet filed" plan to build 270+ units in the small town of Sedalia. Some people are saying that it is already a done deal because the developer has greased some important palms. Is that true?<br>US 67 going through town is already congested and backed up much of the time due to traffic from all the new "ranch" developments, weekend Rampart Range traffic and 2 trains.<br>It doesn't take a traffic engineer to see that 270 extra units in town is CRAZY and puts too much strain on existing infrastructure. It seems like this development, if approve4d at all, should have its own dedicated access to US 85.<br>This seems like another case of priority going to developers with lots of cash over residents, which Douglas county has become so famous for. |
| **Growth** | N/A | General | You make incorrect statements such as majority or 1/3 of Douglas County approve of Zebulon. (which means 2/3 disapproval) You take 14 people to speak about Zebulon and don't allow comments on Next Door. Why? Why would you trade safe and healthy land for contaminated land? Why? Children are our greatest asset, why would we allow them to be on this land for their health? Is it because you will only allow the highest bidder to rent this resource, mainly professional players. Wonder if they don't want to be subjected to tainted land. As a taxpayer, I will still have to financially support this fiasco! Why? |
| **Growth** | N/A | General | We should not be allocating so much money to sterling ranch. We need to fix I-25 traffic first. |
| **Growth** | N/A | General | This is NOT the park, open space, and trails for which DougCo residents voted. We are 40 year long residents of Douglas country, a place to which we moved for its lifestyle. Zebulon will increase road congestion, light pollution, noise, and be horrific for wildlife. Space for 1,000 cars? Are you kidding me? This will change the county forever. |
| **Growth** | N/A | General | The community does NOT want more traffic or this sports complex. This is not how we want our tax dollars spent. The complex should not be approved. |
| **Growth** | N/A | General | Take Livengood Hills out of Aurora. All your plans indicate that Livengood Hills is part of Aurora. Are you trying to get rid of us? Change your plans to include us as part of Douglas County. |

**Safety Comments Response:** Comments related to safety were reviewed and considered throughout the planning process. The plan includes strategies to reduce crashes, add safe crossings, and design streets that

protect all users: drivers, pedestrians, cyclists, and transit riders. Safety remains a top priority in every aspect of the plan to ensure a transportation system that is secure and accessible for everyone.

| Category | Page | Plan Section | Comment |
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| **Safety** | Appendices | Sub Areas | You list crashes, but what are the kind of crashes? Are they rear ends, side crashes, pedestrian, bicyclists, where are the fatal pedestrian crashes? More in-depth info on the types of crashes would be helpful. |
| **Safety** | N/A | General | Please implement traffic calming measures and improved pedestrian facilities along all urban arterials in Highlands Ranch! |
| **Safety** | Page 25 | Section 4 | With the widening of Hilltop Road in Subarea 8, the south side of the whole stretch of the road from Parker Road east through the current widening project should be modified to add sidewalk/pedestrian/bike access to the south side of the street. Currently there are no sidewalks on the south side of the road that would allow a pedestrian/bike to access an intersection to get across Hilltop and continue traveling north. This is a big miss in the plan. It does not make sense to widen the road and then not have continuous sidewalk all the way back to Parker Road. It prevents multimodal access to Legend High School and the neighborhoods out there that are developing from having bike/pedestrian access to the existing network of paths and trails that are west of Parker Road (because of the gaps). |
| **Safety** | Page 35 | Needs and Strategies | I live in Roxborough Park. We have terrible traffic flow with very limited roads in and out of the neighborhood. We are also in a high risk wildfire area. Should an evacuation be needed I don't believe the roads could handle the flow. I don't know what alternative routes could be made, given that Chatfield Reservoir, the mountains, huge chunks of private property and Sharptail Ridge open space block off the ability to create additional ingress/egress. Sterling Ranch has turned traffic in this area into a disaster. Waterton Road is a disaster for traffic flow when traveling to Wadsworth. I realize that north of the Platte River is Jeffco. There should be a cooperative between counties to make this road bigger, with different pedestrian crossing options. This is a MAJOR road for people from the Roxborough/Ravenna/Sterling Ranch communities. I don't know that Jeffco is too concerned because their citizens don't use the road daily, except to access Waterton Canyon, or if they work in the area. Currently we can access the neighborhood via Waterton Rd., Titan Rd., the connection between Titan and Waterton via Moore Rd. and Roxborough Park Rd. through Chatfield State Park. If there is an accident on Waterton, near the river, or if the hill coming up from the river is icy and vehicles can't get |

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| | | | up the hill, we don't have a lot of options. Turn around if you can and go through Chatfield or go back to 470 to Santa Fe to Titan. This is not acceptable given the massive increase in traffic volume that Sterling Ranch is creating. If there are no options to create alternative routes, then the roads should be widened significantly to support the traffic volume. Increasing the lane width of Waterton Rd east of Rampart Range Rd would help, but there is still a huge bottleneck at Titan Rd. Waterton Rd. to Airport Rd. to Santa Fe is not a great option for accessing the Metro area. This location will be a disaster for traffic with the new Zebulon Sports Complex. I have seen morning traffic on Titan backed up from Santa Fe almost to the roundabout in Sterling Ranch. This is not sustainable as they just keep building more homes, including high density housing. |
| **Safety** | N/A | General | Additionally, the HOA Committee (Grand View Estates) would like to express gratitude for the County's support in addressing various community concerns, including but not limited to the following:<br>- Installing a pedestrian crossing at the Dogwood Ave. extension and Chambers Road to ensure safe crossings for our residents and students.<br>- Setting up advanced warning signal lights on Lincoln Ave. in both directions to alert drivers to a changing light at the 3rd St. intersection, also benefiting residents in the Meridian subdivision.<br>- Continuously monitoring traffic flow at the 3rd St. intersection. |

**Public Transit Comments Response:** We recognize that public transit raises concerns for some community members, particularly around safety, crime, and low ridership, while others see it as essential for meeting mobility needs. We reviewed all comments about transit service and accessibility. People asked for more frequent routes, better connections, and easier access for riders of all abilities. The plan responds by including strategies to improve reliability, expand service options, and make transit a more convenient choice for everyday travel.

| Category | Page | Plan Section | Comment |
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| **Public Transit** | N/A | N/A | 2050? The needs are here now! they will worse in 2050. You need to move more quickly. And I still don't see any option for public transit in CASTLE ROCK - apparently, we will only be able to get as close as Highlands Ranch! How does that help seniors and others? |
| **Public Transit** | Page 31 | General | We don't want RTD... and we don't want LINK. The taxpayer efforts to provide public transportation carves into the private sector to provide a "market solution." The commissioners are eliminating Lift, eliminating Uber and |

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| | | | eliminating enterprises such as "yellow cab." Let's get back to LOW TAXES and allow the market to adjust to the needs of the community. |
| **Public Transit** | N/A | General | I used to take the bus to the Broncos game but then that stopped. Could we bring that back? I am a season pass holder, and it was really handy becuase traffic to games was awful.I think it was cdot program but maybe you could tell them. I know lots of my neighbors used it to. |
| **Public Transit** | Page 21; Page 32 | General | As a Castle Rock resident and a first responder with direct experience responding to incidents on the existing light-rail system, I am submitting comment regarding the references to passenger rail in the draft 2050 Transportation Plan, specifically on page 21 ("Transit System") where it notes that Front Range passenger rail may integrate Douglas County into a broader regional transit network, and on page 32, which describes expanding multimodal options including transit.<br><br>I strongly oppose any future plans or studies considering light-rail or passenger-rail stops within Castle Rock.<br><br>Primary Concerns<br><br>1. Public Safety Impacts, based on real-world experience Responding regularly to calls on current light-rail lines in the region, I see firsthand the high frequency of misuse, including:<br><br>- Individuals riding without tickets<br><br>- Loitering and criminal activity near stops<br><br>- Significant behavioral health and substance-related incidents<br><br>- Property crime and safety issues around stations<br><br>- Increased emergency response burden<br><br>There is currently no physical barrier or enforcement mechanism to prevent boarding without payment, leading to a system that is routinely abused. Extending this environment into Castle Rock would directly impact our community's safety, security, and quality of life.<br><br>2. Cost vs Use, low benefit to Douglas County residents Douglas County's own survey results show transit expansion is a lower community priority compared to road improvements and vehicular mobility. |

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| | | | Investing in costly rail infrastructure for a population that overwhelmingly drives, and where projected ridership would be minimal, represents a poor taxpayer return.<br><br>3. Better Priorities for Limited Transportation Dollars<br>Funds should instead support:<br><br>- Roadway improvements and congestion relief<br><br>- Safety enhancements<br><br>- Emergency response infrastructure<br><br>- Targeted mobility options for seniors and those in need, rather than broad rail projects<br><br>Rail adds high cost without addressing the most pressing transportation needs of this community.<br><br>Conclusion<br><br>Based on safety concerns from firsthand responder experience, misalignment with resident priorities, and lack of demonstrated cost-benefit, I respectfully request that Castle Rock remain excluded from any passenger-rail or light-rail consideration in the final 2050 Transportation Plan.<br><br>I urge Douglas County to focus transportation investments on proven, high-utilization priorities that match the values and needs of our community. |
| **Public Transit** | Page 31 | Transit Challenges and Opportunities | I do not like the idea of expanding RTD/light rail services to Douglas County. I think ride sharing options and shuttle services for seniors would be beneficial, but opening Douglas County to the rest of the Denver Metro area will potentially let in more crime and is very expensive. We do not need to pay more taxes, especially if those taxes will go towards something that will potentially make our community less safe. I think some new out of the box ideas are needed here, and we need to focus resources on road safety and maintenance. |
| **Public Transit** | Page 31 | Transit System | I think the Link on-demand service is a massive waste of money. Programs like this end up taking teens and pre-teens to school and the pool and I don't want my tax dollars going to such a frivolous program. It worked in Lone Tree for a while because it was subsidized by Charles Schwab and Skyridge Medical Center, but the program has been dramatically scaled back over the years. It is not a |

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| | | | fiscally responsible way to spend money--especially when roads all over the county are in disrepair. Pay for infrastructure improvements before you have a "free uber" to the mall! |
| **Public Transit** | Page 25 | Section 4 | NO! to a light rail connecting Castle Rock to Denver. I was born and raised in Denver. I moved to Castle Rock for a reason. We the citizens of Castle Rock, do not want the crime Denver has. Building a light rail to Castle Rock will give ample opportunity for criminals to access Castle Rock for their crimes. |
| **Public Transit** | Page 51 | Projects per Project Type | 3/4 of the projects are dedicated to road and cars use? I get that Douglas county is a very very car centric county but with the introduction of Front Range Passenger Rail in 2027 (according to their website) there will be a station in Castle Rock which would act as like a transport hub of sorts, build bus lines and light rail station connecting to the already existing station at Ridge Gate.<br><br>I guess what I'm getting at is Build Better Public Transportation. Don't just focus on road and cars use Public Transit is really lacking and needs to be improved. You shouldn't need to take a car everywhere. |
| **Public Transit** | N/A | General | I often hear my neighbors complaining about mobility solutions and transit without the understanding that we simply cannot just keep adding lanes to highways. Perhaps you could include a case study of a community like ours that was highly reliant on cars but implemented transit in a smart way that met the needs of a suburban community? I would hope that's seeing a success story would help folks understand - we don't just need more lanes, or just more rail, we need a little bit of everything working wisely together. Thank you for your consideration. |
| **Public Transit** | Pages 42-48 | Mobility Goals & Strategic Considerations | If we haven't learned from RTD, mobility is not what the county needs or desires. Access a Rides roam empty, the Link is an exorbitant expenditure of tax payers money that benefits only a few. |
| **Public Transit** | N/A | General | Do not want public transit expanding into Castle Rock. No busses and no trains! |
| **Public Transit** | Page 31 | Innovative and Inclusive Service Models | Extend Link on Demand to Unincorporated Douglas County east of Lone Tree, i.e. subdivisions of Stepping Stone, Meridian Village and Sierra Ridge (i.e. with Chambers Road as the eastern boundary), within the "Lone Tree Growth Area" as defined by the City of Lone Tree. |
| **Public Transit** | Page 43 | Section 6 | Castle Rock, Colorado, is in urgent need of expanded public transportation options such as light rail, local buses, or on-demand transit services. Interstate 25, the primary artery connecting the town to the greater Denver |

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| | | | metro area, is frequently congested and prone to accidents, making daily commutes unpredictable and often unsafe. Introducing alternative transit options would provide residents with reliable and efficient ways to reach their destinations, especially during inclement weather or traffic disruptions.<br>Although some suggest maintaining a physical separation between Castle Rock and surrounding cities to preserve its small-town character, the reality is that most residents work outside of town. This makes regional connectivity essential. Fortunately, there are still ways to offer local transportation that respect the town's identity—such as flexible Link on Demand, park-and-ride hubs/rentable bikes or scooters and limited-stop express routes that serve commuters without overwhelming the local landscape.<br>As Douglas County continues to experience rapid population growth, the demand for accessible and sustainable transportation will only increase. A robust transit system would not only alleviate pressure on I-25 but also support the region's economic development and improve mobility for workers, students, and families. Moreover, with a growing aging population, accessible transportation becomes a matter of equity and quality of life. Investing in diverse transit solutions now will ensure Castle Rock remains connected. Please! |

**Wildlife Comments Response:** We reviewed all comments related to wildlife and environmental concerns. The plan takes these into account by including strategies to minimize impacts on natural habitats, protect wildlife corridors, and consider safe crossings where appropriate. These measures help balance transportation improvements with environmental stewardship.

| Category | Page | Plan Section | Comment |
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| **Wildlife** | Page 15 | Section 3 | Please add a goal and ambition to connect wildlife through wildlife corridors. This goal used to be one of the primary goals of Douglas County, and now it is absent. Please plan overpasses. One example would be connecting the Highlands Ranch Back Country across Santa Fe Drive to the area around Louviers. Right now the Highlands Ranch Back Country elk herd is completely isolated from other herds and you see corpses of elk trying unsuccessfully to cross Santa Fe. Please---this is really an important part of Douglas County, to preserve and conserve our wildlife, and there is absolutely no mention or plans for them. They depend on us. |

**Funding Comments Response:** Comments related to funding focused on how transportation improvements will be paid for and the importance of prioritizing resources effectively. The plan acknowledges these concerns by emphasizing cost-effective strategies, exploring diverse funding sources, and aligning investments with community priorities to ensure long-term sustainability.

| Category | Page | Plan Section | Comment |
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| **Funding** | N/A | General | I hate that you build and improve roads but then put in toll lanes. We pay taxes and this make roads too congested |
| **Funding** | N/A | General | Stop promoting very expensive non-sustainable use of our tax dollars all the while increasing our taxes and then we're stuck which maintaining a bloated system - we the people are fed up with being taken for granted and being over-regulated and taxed. |
| **Funding** | N/A | General | Be more honest about citizen feedback. The majority of citizens want our roads widened and kept in good repair. Stop forcing bike trails, Front Range Passenger Rail, minibuses, and other useless modes of transportation on the taxpayers. Also, don't force a transportation impact fee on the taxpayers - make the developers kick in more for the infrastructure their overdevelopment is requiring. |
| **Funding** | 2, 3, 4, 5 of Appendices | Appendices | Stop subsidizing developers. There is $179 MILLION allocated to Waterton-Titan-Moore-Rampart and ONLY a $9 MILLION contribution from developers. This County is getting FLEECED by Denver developers and you three Commissioners are letting it happen for $100k in campaign contributions? Development pays its way, THAT is the fiscally conservative approach. Stop the madness! Stop the handouts! You work for US, not Denver welfare queens posing as developers! |
| **Funding** | Appendix A | Appendix A | I strongly oppose the detailed spending transportation plan funding for 9 projects that would support the increased traffic load for the mixed use for the Zebulon development.<br><br>Once again, a prime example of the DougCo county commissioners shoving the expense of their pet projects (i.e Zebulon Park, Home Rule, etc.) down the throats of the already strained taxpayers of Douglas County. |
| **Funding** | N/A | General | The rich get richer. I trust nothing from the Douglas County Government after the commissioners tried to railroad through the Home Rule initiative. I am against the entire plan. |
| **Funding** | Appendix A | Appendix A – Zebulon Road Improvements | I object to using taxpayers' money for an unproven sport complex vanity project. |
| **Funding** | Appendix A | Appendix – Sterling Ranch | Shouldn't a developer pay for their own infrastructure? |

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| **Funding** | Page 55 | Implementation | Our HOA Committee (Grand View Estates) reviewed the draft plan and basically only had one questions pertaining to the "impact fee" as discussed on page 55 and included below. Any time property owners or constituents hear the word "fee" there are concerns.<br><br>It is evident that securing additional funding is essential to achieve the set goals and prioritization of the projects outlined in the draft plan. This funding is crucial to maintaining a balance between economic and housing development while ensuring traffic flows smoothly and safely. |

**Other Category Comments Response:** We reviewed all comments that didn't fit into the main categories. These ideas still matter; they provide unique perspectives and creative suggestions. While they may not directly align with the primary themes, the plan considered these comments where possible to ensure diverse voices were heard.

| Category | Page | Plan Section | Comment |
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| **Other** | Page 33 | General | The diagrams you use throughout are light on what the public has told you they want in the transportation plan. Too vague; make it much more clear. |
| **Other** | Appendix A | Appendix A | Can't find Appendix A |
| **Other** | Appendix B | General | Is there survey data that breaks or down per zip code? Maybe I missed it in appendices |
| **Other** | Page 5 | Section 1 / Maps | Add Teller County label and line at Teller/El Paso boundary on the maps. |
| **Other** | Page 37 | Section 6 | Note that El Paso County's Major Transportation Corridors Plan is available at https://www.2045mtcp.com/ |
| **Other** | N/A | General | Why no mention of electric vehicle chargers? If we are looking into the future, what is your plan for this? Truthfully you should be looking into smart pavement that charges EVs when they drive over it. If there is a reason for not including an EV discussion in this plan, perhaps include a defense in why that decision was made. |

APPENDIX

C

# System Assessment

## Background

Douglas County, is located in the central part of the state, nestled between Denver and Colorado Springs. It covers an area of approximately 840.9 square miles, making it one of the larger counties in Colorado. Topographically, Douglas County features a mix of rolling hills, plains, and mountainous regions. As of July 2023, the population of Douglas County was estimated to be approximately 387,991. The county has experienced significant growth over the past few decades, reflecting its appeal as a residential area with a high quality of life. With the increasing growth in population, Douglas County boasts a well-developed and continually improving transportation network designed to support its growing population and enhance quality of life. Currently, the county has an extensive network of roads and highways, including major routes like Interstate 25 (I-25), which runs north-south, connecting Denver to Colorado Springs. US Highway 85 (US-85) and State Highway 83 (CO-83) are also significant routes that facilitate regional travel. Public transportation options include bus services provided by the Regional Transportation District (RTD), which connects northern Douglas County to the greater Denver metropolitan area. The RTD services include local, regional, and express bus routes. Douglas County is committed to developing a multimodal transportation system that includes bike lanes, pedestrian pathways, and trails that promote non-motorized travel.

Overall, Douglas County's transportation network is designed to be safe, accessible, and efficient, supporting both current needs and future growth.

## Existing Plans Review

Douglas County has numerous transportation plans and initiatives to ensure the region's infrastructure can manage its growing population and maintain a high quality of life. These plans cover various aspects of the transportation network, from roadways to public transit, and non-motorized travel options such as biking and walking paths. Here we review some key components and existing plans:

### Douglas County 2040 Transportation Master Plan

This comprehensive plan outlines the strategic framework for developing the county's transportation infrastructure up to the year 2040. It emphasizes the importance of a multimodal approach, incorporating roads, public transit, and facilities for biking and walking. Its alignment with the 2050 transportation plan ensures a seamless transition and continued support for a diverse and efficient transportation network.

### Douglas County 2020 Comprehensive Master Plan

Adopted in 2020, this plan provides a holistic view of the county's development, including transportation. It aims to balance growth with sustainability, ensuring that transportation infrastructure supports economic development while preserving the region's natural beauty. This balance is crucial for the 2050 transportation plan as it seeks to maintain the quality of life in the county while accommodating future growth.

### Douglas County Traffic Count Map

This tool provides valuable data on traffic volumes throughout the county. It helps planners and engineers understand traffic patterns, identify congested areas, and make informed decisions on road improvements and expansions. The insights gained from this map are instrumental for the 2050 transportation plan to address congestion and optimize traffic flow.

### Castle Rock Transportation Master Plan

The Town of Castle Rock's plan focuses on improving traffic flow and connectivity within the town and its surrounding areas. It includes projects like road widening, intersection improvements, enhanced public transit services, and active transportation strategies. It also aims to improve transportation efficiency, reduce

congestion, and lower vehicle emissions through Transportation Demand Management strategies. These projects are vital for the 2050 transportation plan to ensure efficient movement, service to all users, and support local economic development.

### City of Lone Tree Transportation Plan

This plan outlines the city's vision for a well-connected transportation network that supports local development and regional mobility. It includes initiatives for road expansion, traffic management, and promoting alternative modes of transportation. The 2050 transportation plan benefits from these initiatives by ensuring a diversified and resilient transportation network.

### City of Castle Pines Master Transportation Plan

Focusing on the growing City of Castle Pines, this plan addresses current and future transportation needs. It includes proposals for new roadways, enhancing existing routes, and integrating public transit options. These proposals are essential for the 2050 transportation plan as they cater to the growing population and evolving transportation demands.

### Town of Parker 2035 Master Plan

The Town of Parker's transportation strategy within the 2035 Master Plan aims to accommodate growth while ensuring safe and efficient travel. It includes plans for road improvements, public transit enhancements, and promoting bike and pedestrian infrastructure. These plans align with the 2050 transportation plan's objectives to create a safe and efficient multimodal transportation network.

### DRCOG 2050 Metro Vision Regional Transportation Plan

Developed by the Denver Regional Council of Governments (DRCOG), this long-term plan provides a vision for regional transportation through 2050. It supports coordinated planning efforts across municipalities, aiming to create a seamless and sustainable transportation network. This plan is crucial as it provides an overarching framework and vision that guides all other plans towards a common goal.

## Transportation Systems

### Road Network

Douglas County spans approximately 840 square miles. With a population estimated at around 387,991 as of July 2023, the county has witnessed significant growth over the past decades. This growth necessitates a robust and evolving transportation network to support the increasing population and maintain a high quality of life.

### Major Highways

- Interstate 25 (I-25): Running north-south, I-25 is a critical artery that connects the heart of Douglas County to Denver and Colorado Springs. It serves as a primary route for commuters and freight transportation, underpinning the region's economic activity.
- US Highway 85 (US-85): US-85 supports regional travel north of Castle Rock and provides connectivity to the western side of the Denver Metro. US-85 follows I-25 south of Castle Rock.
- State Highway 83 (CO-83): This highway provides a critical additional north-south route parallel to I-25, facilitating regional travel and offering an alternative for traffic flow for incident management detour routes.

- State Highway 86 (CO-86): This highway is a major east-west corridor that connects urban and rural parts of the County with connections to I-25 and CO-83.
- County Road 105 (CR 105): Similarly to CO-83, CR 105 provides a western parallel relief route to I-25. CR 105 connects to US-85 and runs south to Palmer Lake on the north side of the Pikes Peak Region.

Douglas County's current roadways classification is set up to delineate different characteristics of roads based on their density, land use, and travel patterns.

## Urban Roadways

The urban roadways in Douglas County include arterials, collectors, and local roadways.

## Urban Arterials

Urban arterials are major roads designed to deliver traffic from collector roads to freeways or expressways, and between urban centers. They are characterized by:

- **High Traffic Volume**: They handle a large number of vehicles and are crucial for long-distance travel within urban areas.
- **Speed and Capacity**: These roads are built to support higher speeds and greater traffic capacity compared to local streets.
- **Access Control**: Access to properties along arterials is often limited to maintain traffic flow and safety.

## Urban Collectors

Urban collectors serve to gather traffic from local streets and funnel it to the arterial roads. They are characterized by:

- **Moderate Traffic Volume**: They handle less traffic than arterials but more than local streets.
- **Connecting Function**: These roads connect residential areas, local streets, and arterials, facilitating movement within neighborhoods and to larger roads.
- **Balanced Access and Mobility**: Collectors provide a balance between access to properties and mobility, allowing for more direct access to homes and businesses compared to an arterial.

## Urban Local Roadways

Urban local roadways are designed to provide direct access to residential properties and connect to collector roads. These roads are designed to balance accessibility and mobility, ensuring safe and efficient travel within residential neighborhoods.

## Rural Roadways

The rural roadways in Douglas County are different from urban roadways to reflect to their distinct functions and environments.

## Rural Arterials

Rural arterials are built for higher speeds and longer travel distances, often with wider lanes and shoulders. Additional characteristics include:

- **Traffic Volume**: High, designed to support significant traffic flow.
- **Connecting Function**: These are major roads that connect rural areas to urban centers or other major roads. These roadways are typically 2-lanes or 4-lanes.

## Rural Collectors

Rural collectors are typically wider than local roads, often with shoulders but have fewer lanes than urban collectors. Their characteristics include:

- **Traffic Volume**: Moderate, higher than local roads but lower than arterials.
- **Connecting Function**: these roads gather traffic from local roads and direct it to rural arterials.

## Rural Local Roads

Rural local roads carry the lowest amount of traffic, and these roads serve low-density residential areas and provide direct access to properties.

## Key Differences from Urban Classifications

- **Traffic Volume and Speed**: Rural roads generally handle less traffic and are designed for higher speeds compared to urban roads.
- **Access and Connectivity**: Rural roads provide more direct access to properties and are less controlled in terms of access points compared to urban arterials.
- **Infrastructure**: Urban roads often have more infrastructure such as sidewalks, curbs, and street lighting, which are less common on rural roads.
- **Purpose**: Urban roads are designed to manage higher density traffic and support urban development, while rural roads focus on connecting dispersed communities and supporting agricultural or low-density residential areas

These classifications help ensure that roadways are designed appropriately for their intended use, promoting safety and efficiency in both urban and rural settings. Table 1 shows the milage of each county road classification type.

*Table 1 – County Road Classifications and miles of roadway*

| Classification | Miles of Roadway |
|---|---|
| Arterial | 153 |
| Collector | 276 |
| Local | 855 |
| **Total** | **1,284** |

The Douglas County Engineering Division adopted a Functional Street Classification Plan (FSCP) based on projected traffic volumes, land use, and expected growth levels. Tables 2 & 3 identifies the Roadway Classifications for Urban and Rural Areas.

*Table 2 – County Urban Roadway Classifications*

| **Urban Roadways** | | | | | |
|---|---|---|---|---|---|
| **Classification** | **Subtype** | **Posted Speed** | **Travel Lanes** | **Max. Design Traffic Volume (Vehicles per Day)** | **ROW (feet)** |
| Urban Local Roads | Urban Local (Type I) | 25 | 2 | 1,500 | 50 (SF)/60(MF) |
| | Urban Local (Type II) | 25 | 2 | 1,500 | 50 |
| | Cul-de-Sac | 25 | 2 | 400 | 50 (SF)/60(MF) |
| Urban Collector Roads | Urban Collector | 30 | 2 | 7,000 | 60 |
| Urban Arterials | Minor Arterial | 40 minimum | 4 | 15,000 | 125 |
| | Major Arterial (4-lane) | 40 minimum | 4 | 15,000 | 140 |
| | Major Arterial (6-lane) | 40 minimum | 6 | 35,000 | 160 |

Source: Chapter 4 – Road Design and Technical Criteria; Douglas County Engineering Division – Functional Street Classification Plan (FSCP) douglas.co.us/documents/rwd-design-and-technical-criteria.pdf/

*Table 3 – County Rural Roadway Classifications*

| **Rural Roadways** |
|---|

| Classification | Subtype | Posted Speed | Travel Lanes | Max. Design Traffic Volume (Vehicles per Day) | ROW (feet) |
|---|---|---|---|---|---|
| Rural Local | Rural Local (Type II) | 25 | 2 | 1,500 | 50 |
| | Rural Local (Type III) | 25 | 2 | 400 | 50 |
| | Rural Local (Type IV) | 25 | 2 | 100 | 50 |
| | 35-Acre Private Rural Road | 25 | 2 | N/A | 50 |
| Rural Collector | Rural Collector | 40-45 | 2 | 7,000 | 80 |
| Rural Arterial | Rural Arterial (2-Lane) | 55-60 | 2 | 10,000 | 100 |
| | Rural Arterial (4-Lane) | 55-60 | 4 | 10,000 | 120 |

Source: Chapter 4 – Road Design and Technical Criteria; Douglas County Engineering Division – Functional Street Classification Plan (FSCP) douglas.co.us/documents/rwd-design-and-technical-criteria.pdf/

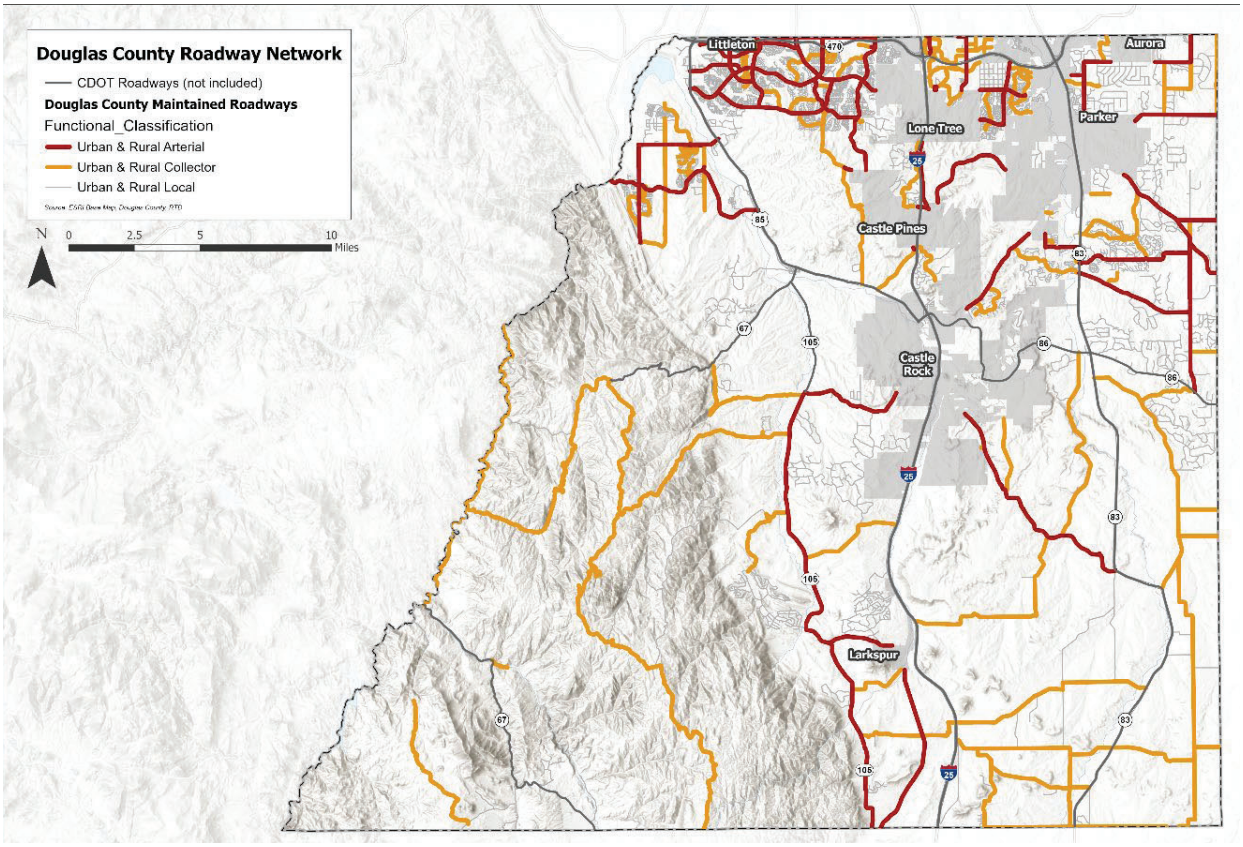



*Figure 1: Douglas County Roadway Network*

## Bike and Trail Network

Douglas County offers a comprehensive network of bike and pedestrian facilities designed to enhance mobility and safety for residents and visitors. The county's infrastructure includes a mix of off-street trails and on-street bike lanes, as outlined in the Douglas County Comprehensive Bicycle Plan and Maps. The county aims to promote biking and walking through a variety of initiatives and programs for enhancing accessibility. The county organizes events and educational programs to encourage active transportation. For example, the Mountain Bike Patrol Program launched in 2021 allows Open Space Rangers to interact with residents and visitors, providing assistance and promoting safe biking practices.

The bike and pedestrian facilities are regularly updated and maintained in collaboration with local jurisdictions and regional stakeholders, ensuring they meet the evolving needs of the community.

**Bike Network**

1. **Comprehensive Bicycle Plan**:
    - Implemented in 2009, this plan combines off-street trails with on-street bike lanes.
    - The network includes both dedicated bike paths and shared roadways.

2. **Bicycle Maps**:
    - The Douglas County Bicycle Map, which was updated in the summer of 2025, shows all current bike facilities.
    - The Northwest Douglas County Bicycling Map provides detailed views of specific trail sections.
3. **Coordination and Updates**:
    - The county collaborates with local jurisdictions and regional stakeholders to review and update the Bicycle Plan.

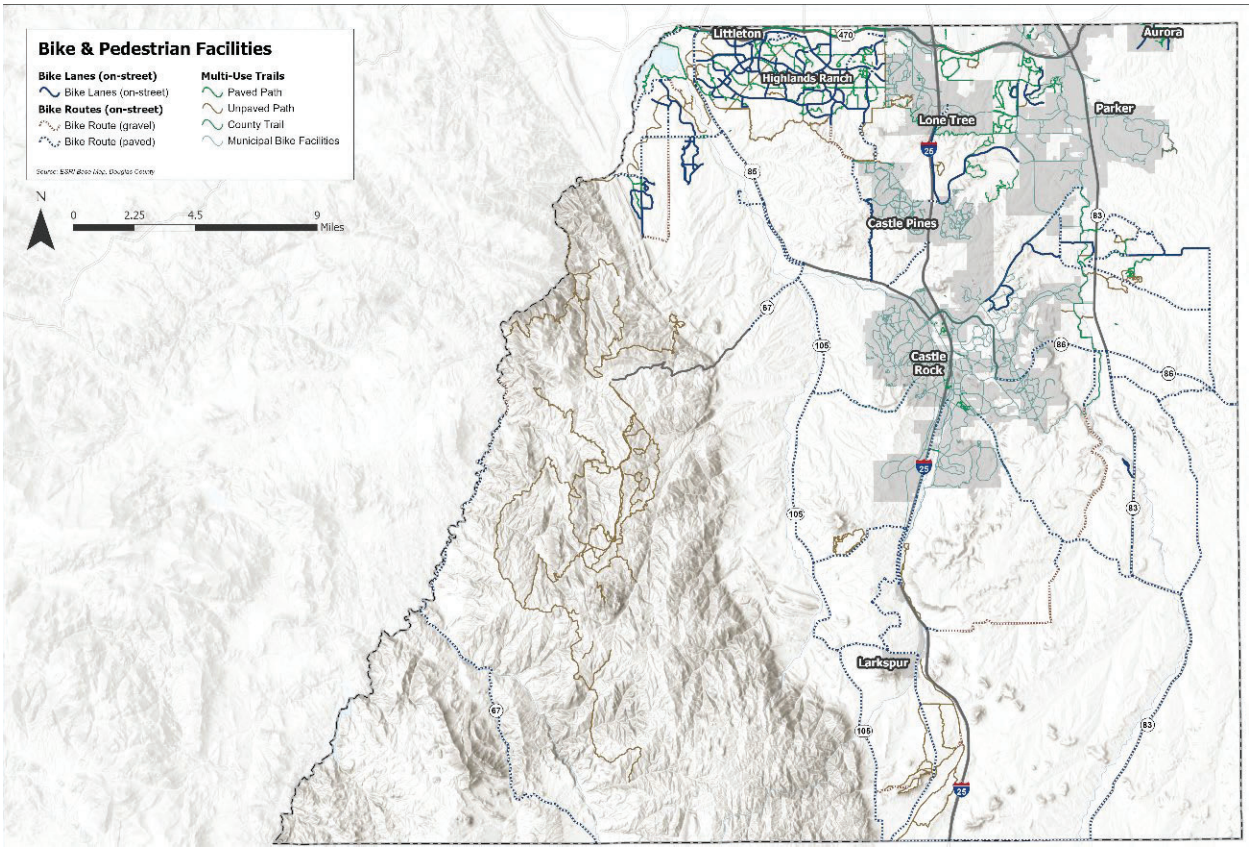



*Figure 2: Bike and Pedestrian Facilities*

## Pedestrian Network

Douglas County has developed a robust pedestrian network to ensure safe and accessible pathways for residents and visitors. The county has embraced Complete Streets principles through the adoption of comprehensive roadway design and construction standards. The outcome of these standards is the integration of multimodal transportation facilities such as sidewalks, bike lanes, and trails. Rather than retrofitting existing streets, the county leverages the development process to implement multimodal elements from the ground up.

**Key Features of the Pedestrian Network**

1. **Sidewalks and Pathways**:
    - **Extensive Coverage**: Sidewalks are present in most urban and suburban areas, providing safe routes for pedestrians.
    - **Connectivity**: Pathways connect residential areas to schools, parks, commercial centers, and public transportation hubs.
2. **Multi-Use Trails**:

- **Recreational and Commuter Use**: Trails are designed for both recreational activities and daily commuting.
- **Accessibility**: These trails are often shared with cyclists and are designed to be accessible for people of all abilities.

3. **ADA Compliance**:
   - **Transition Plan**: Douglas County has an ADA Transition Plan to improve accessibility across its pedestrian facilities. This includes upgrading sidewalks, curb ramps, and crosswalks to meet ADA standards.
   - **Ongoing Improvements**: The county regularly assesses and updates its infrastructure to remove barriers and enhance accessibility.
4. **Safety Features**:
   - **Crosswalks and Signals**: Well-marked crosswalks and pedestrian signals are installed at key intersections to ensure safe crossing.
   - **Lighting**: Adequate street lighting is provided to enhance visibility and safety for pedestrians, especially at night.
5. **Master Plans:**
   - **Master Plans**: Local municipalities have their own Bike and Pedestrian Master Plans to further enhance the network.

These features collectively contribute to a safe, accessible, and well-connected pedestrian network in Douglas County, promoting active transportation and improving the quality of life for its residents.

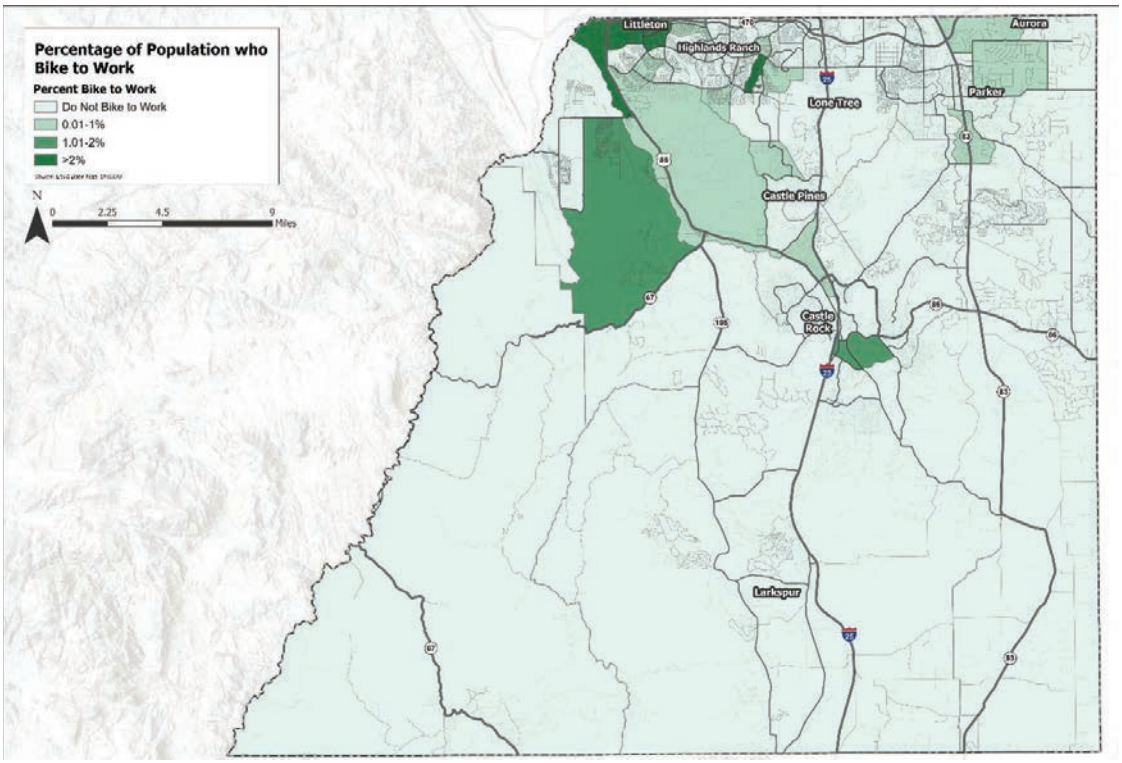



*Figure 3: Percentage of Douglas County's Population who Bike to Work*

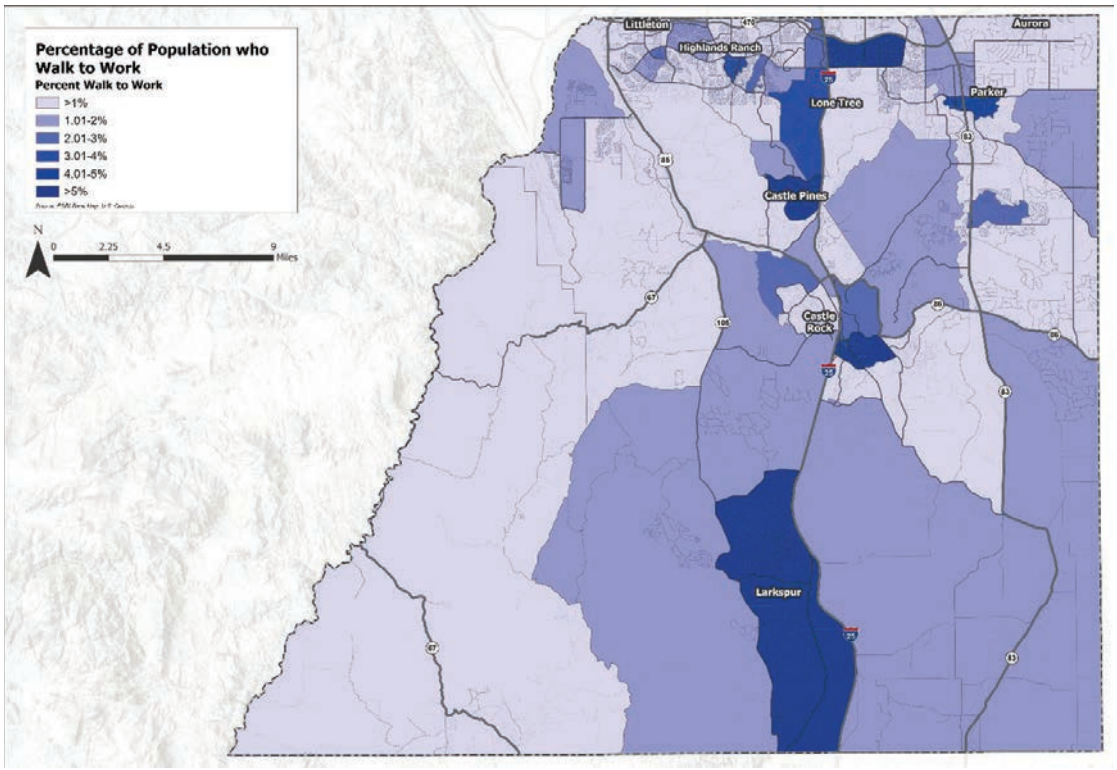



*Figure 4: Percentage of Douglas County's Population Who Walk to Work*

## Public Transit

Public transit in Douglas County is designed to be accessible and convenient for residents, especially older adults and people with disabilities. The county offers various transportation options, including the Regional Transportation District (RTD) services, which provide bus and light rail connections. Additionally, there are specialized services like FlexRide and Access-a-Ride for those with specific needs.

## RTD

RTD provides bus and light rail services to the northern portion of Douglas County. There are several park-n-ride locations as well as designated call-n-ride areas throughout Highlands Ranch, Lone Tree, and Parker.

## Bustang

Bustang is a statewide bus service in Colorado that connects various transit systems across the state. Operated by the Colorado Department of Transportation (CDOT), Bustang offers routes that link major cities like Denver, Fort Collins, Colorado Springs, and Grand Junction. Bustang's South Route currently has one stop in Lone Tree, connecting to both Colorado Springs and Denver downtown areas. Bustang anticipates opening a stop in Castle Rock in 2029.

## Other Micro-Transit Options

1. **I Need a Ride**
    - This program connects older adults, people with disabilities, and low-income residents to transportation services to places like medical appointments, grocery stores, social services, and employment centers.
2. **FlexRide**
    - A curb-to-curb service that can be scheduled in advance for local trips within the RTD service area.
3. **Access-a-Ride**
    - A paratransit service for individuals with disabilities who are unable to use regular RTD services.
4. **Castle Rock Senior Activity Center**
    - Offers transportation services for seniors, including rides to medical appointments, grocery stores, and other essential trips.
    - Provides a taxi program for Castle Rock qualifying residents for work, medical, dental, grocery, and pharmacy-related trips.
5. **Taxi Voucher Program**
    - Provides discounted taxi rides for Castle Rock residents for work, medical, dental, grocery, and pharmacy-related trips.
6. **Lone Tree Link**

- A free shuttle service connecting employment centers, retail, and entertainment areas with RTD light rail stations.

7. **Way to Go**

   - A regional partnership aimed at reducing traffic congestion and improving air quality by promoting alternative transportation options.

These services ensure that residents have access to reliable transportation for various needs.

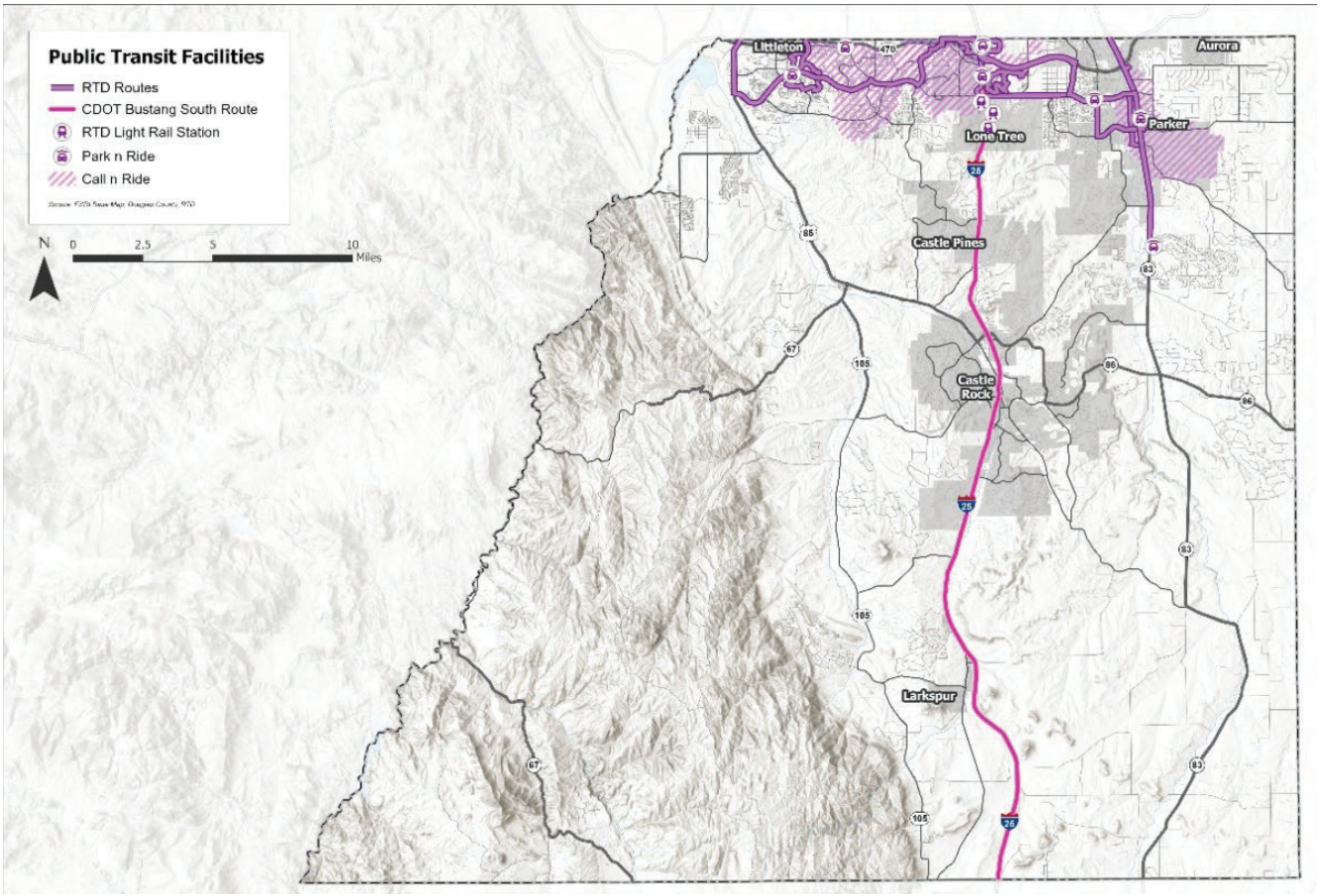



*Figure 5: Transit Facilities in Douglas County*

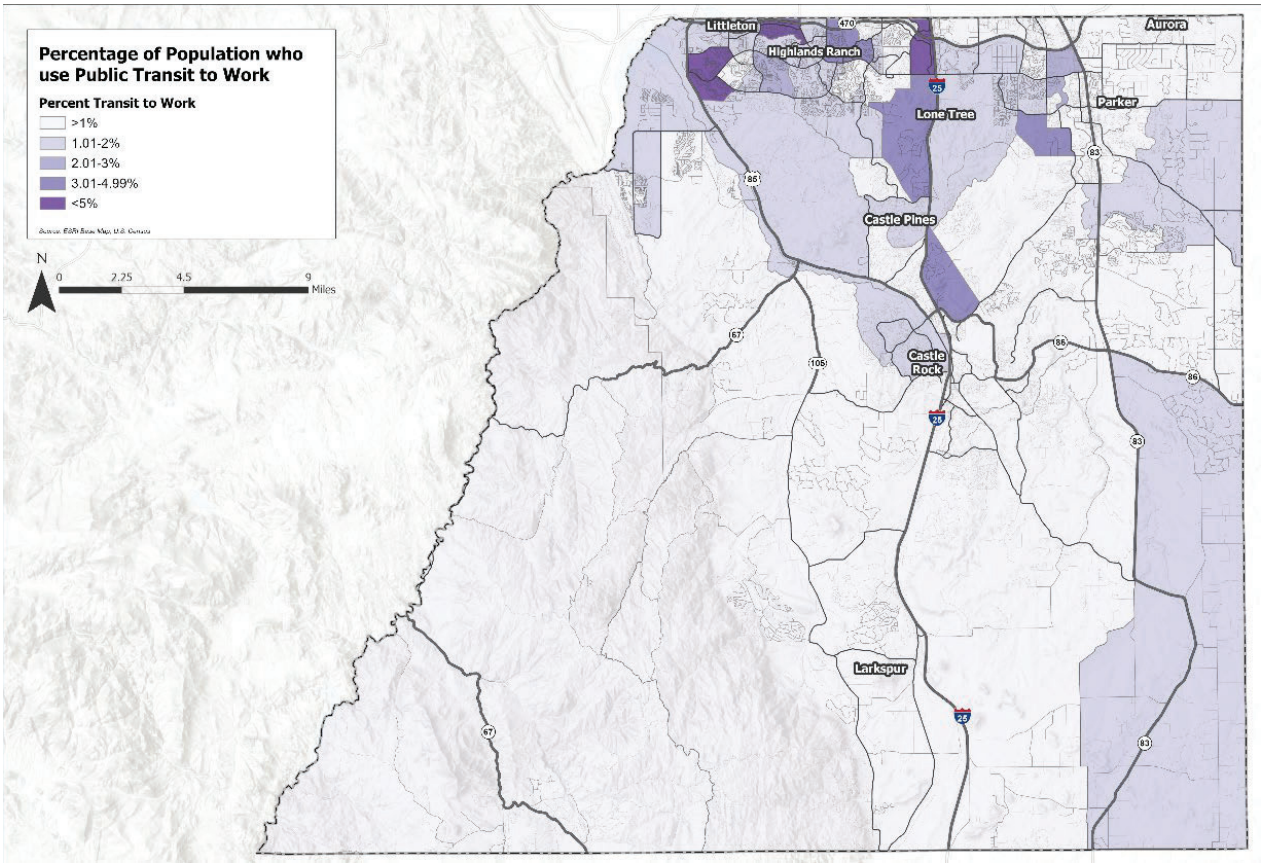



*Figure 6: Percentage of Douglas County's Population Who use Public Transit to Work*

# System Conditions

## Road Maintenance

Douglas County takes road maintenance seriously to ensure a safe and reliable transportation network for its residents. The Department of Public Works is responsible for maintaining roads, sidewalks, bridges, and drainage systems within unincorporated Douglas County. They handle tasks such as snow and ice removal, pothole repairs, street sweeping, and tree removal. The county also focuses on constructing new transportation infrastructure and maintaining traffic signals, signage, and striping. Regular maintenance activities help keep the roads in good condition, enhancing the overall quality of life for the community.

The County has a road asset management program and is part of the county's broader efforts to maintain and improve its transportation infrastructure. They use asset management practices to ensure that resources are allocated efficiently, and that the infrastructure remains in good condition.

Based on the county's road maintenance data, 69 percent of the county's roads are in excellent or good condition, with less than 1 percent of the roads being in average condition. The other 30 percent of the roads are gravel or dirt roads therefore do not have an associated condition rating associated with them. The county currently maintains the pavement condition index (PCI) in their road maintenance data, and each PCI value indicates the general condition of a pavement section of road. A higher PCI value signifies better

pavement conditions, while a lower value indicates poorer pavement conditions. Currently, the county's roadways average at 76.4 PCI, which indicates that most of the county's paved roads are in good condition.

## Bridge Conditions

There are currently 75 bridges across Douglas County, most of which have a good or satisfactory rating. Most bridges were built within the past 50 years, with 31 bridges built within the last 25 years, 37 bridges within the past 50 years, while only 7 bridges are older than 50 years. Since bridges are a critical component of the transportation system, regular assessment of their conditions helps identify potential safety hazards, ensuring that necessary repairs or replacements are made to prevent failures. Additionally, monitoring bridge conditions allows for timely maintenance, which can extend the lifespan of the structures. This can help avoid costly emergency repairs and prolongs the usability of the bridge.

## Critical Bridges

For the bridge ratings that are less than satisfactory or labeled as "Fair Condition" or "Poor Condition", those are defined as having condition ratings of 5 or 6 for "Fair Conditions" and a 4 or lower for "Poor Condition" on a 0-9 scale for its key components: deck, superstructure, substructure, or culverts. A fair rating means there is moderate deterioration or minor structural issues, such as more noticeable cracking, spalling, or corrosion, but the component is still structurally sound and safe for use. A "Poor" rating means indicates significant deterioration that may affect the bridge's load-carrying capacity or long-term serviceability, and it typically signals the need for major rehabilitation or replacement. Bridges in "Fair" condition are not immediately at risk, but they require routine maintenance and monitoring to prevent further degradation that could lead to a "Poor "rating. The bridges in Douglas County that have a "Fair" or "Poor" condition rating are listed in Table 4 below.

*Table 4 – Douglas County Bridge ratings that are less than satisfactory*

| BRIDGE ID | FEATURE | ROAD | LOCATION | YEAR BUILT | RATING | LANES |
|---|---|---|---|---|---|---|
| DOU005-04.32 | LITTLE WILLOW CREEK | RAMPART RANGE ROAD | 1.3 MI S OF WATERTON RD | 1985 | Fair | 4 |
| DOU012-04.08 | WEST PLUM CREEK | PINE CLIFF ROAD | 0.4 MI W COUNTY ROAD 105 | 1965 | Fair | 2 |
| DOU022-04.60 | WEST PLUM CREEK | DAKAN ROAD | .3 MI WEST OF CO RD 105 | 1966 | Fair | 2 |
| DOU038-08.45 | WEST PLUM CREEK | JACKSON CREEK ROAD | 0.25 MI W CO RD 105 | 1951 | Fair | 2 |
| DOU065-00.42A | REED HOLLOW | DEERFIELD ROAD | .4 MI E RUSSELLVILLE RD | 1992 | Fair | 2 |
| DOU06B-00.10 | WILLOW CREEK | MAXIMUS DR | .1 MI WEST OF YOSEMITE ST | 1985 | Fair | 2 |
| DOU105-23.50A | OAKLAND SCHOOL GULCH | COUNTY ROAD 105 | 0.1 MI S WOLFENSBERGER RD | 1990 | Fair | 2 |

| | | | | | | |
|---|---|---|---|---|---|---|
| E-5-1A | SOUTH PLATTE RIVER | COUNTY ROAD 126 | AT THE TOWN OF DECKERS | 1997 | Fair | 2 |
| F-10-8A | SOUTH PLATTE RIVER | COUNTY ROAD 96 | 4.5 MI. SE OF FOXTON | 1990 | Fair | 2 |
| F-7-6 | SOUTH PLATTE RIVER | COUNTY ROAD 67 | INT OF CO RDS 67 & 97 | 1978 | Fair | 2 |
| G-17-AC | INTERSTATE 25 | CR 107 (LEGGETT ROAD) | .5 MI N CASTLE ROCK BUS. | 1964 | Poor | 2 |
| G-17-AG | INTERSTATE 25 | HAPPY CANYON RD | 5.1 MI N CASTLE ROCK BUS. | 1965 | Poor | 2 |

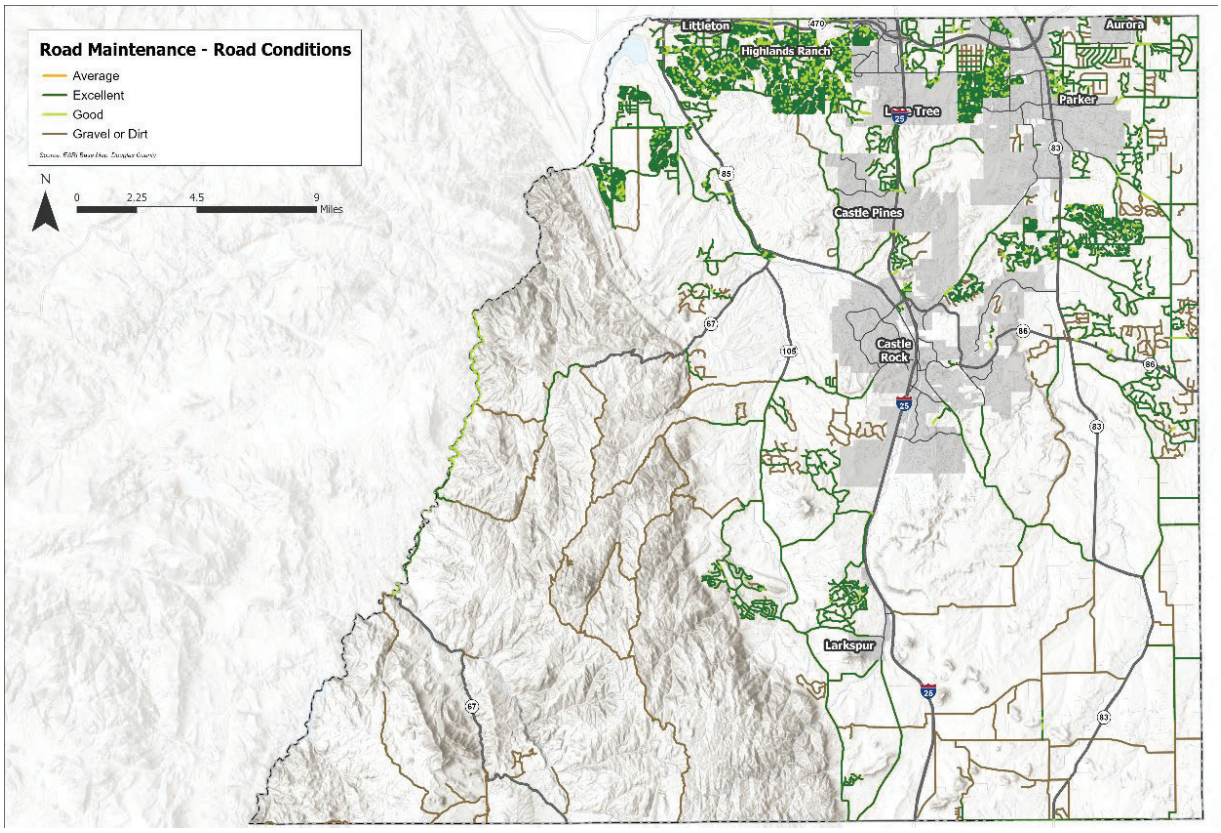



*Figure 7: Douglas County Road Maintenance – Road Conditions*

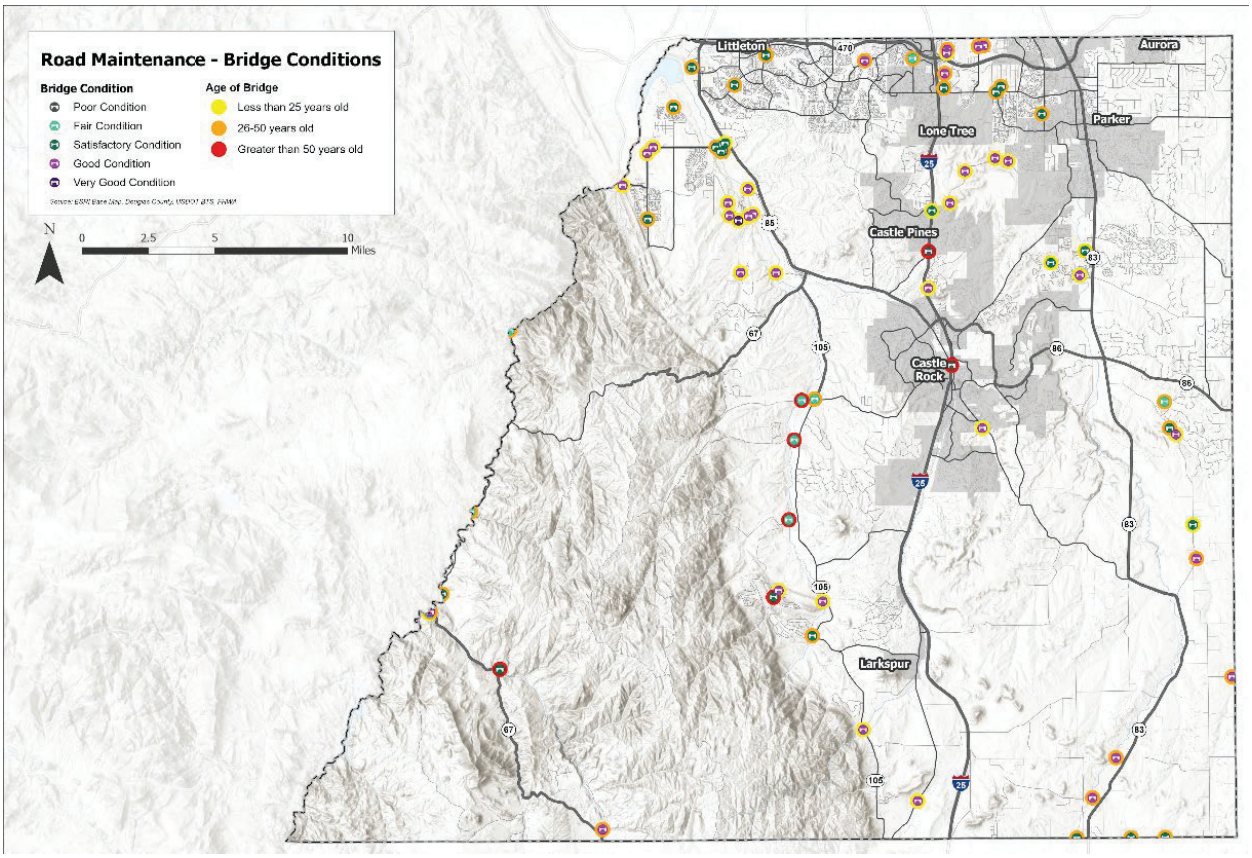



*Figure 8: Douglas County Bridge Conditions*

## Land Use

Transportation planning is essential for effective land use as it ensures efficient movement of people and goods, land utilization, stimulates economic development, encourages active living and promotes environmental sustainability. By integrating transportation networks with land use, agencies can reduce traffic congestion, improve air quality, and enhance the quality of life for residents. It also supports social inclusion by providing equitable access to transportation services, particularly for underserved communities. Additionally, well-planned transportation systems make counties and cities more resilient and adaptable to changes such as population growth and climate change, fostering sustainable and livable urban environments.

Douglas County's vision for transportation throughout the county, as it relates to land use, supports improved access and mobility and helps shape the way people travel and the development of its communities.

According to the Douglas County Comprehensive Plan, the county's land use types are described below:

**Urban Land Use** – which is characterized by residential uses at a gross density greater than one dwelling unit per 2.5 acres. Commercial, business, and industrial zoning, including uses within a planned development that are of smaller scale and character, are also considered urban. Urban land uses are primarily in the northern portions of the county, which include Highlands Ranch, Chatfield Urban Area, separated Urban Areas such as Roxborough, Castle Pines, and the Pinery.

**Separated Urban Areas** – these are isolated, urban developments which are located outside of Primary Urban Areas and were previously zoned for development. These areas support limited, or no expansion, depending on the public benefit. These areas are also constrained to developed due to natural features and landscape, such as the Pinery being surrounded by varying terrain and the Black Forest.

**Primary Urban Area** – these areas are categorized by their proximity to shopping, facilities, and services as well as major employment centers. Additionally, these areas have access to major transportation corridors. The main focus of these areas is for infill redevelopment or expanding residential development in mixed-use activity centers.

**Municipal Planning Area** – or municipal influence areas are established by a municipality's master plan. These areas are not planned for municipal development, but they are considered important to jurisdictions because of the potential impact that development can have from an economic, visual, environmental, urban service, or water quality perspective.

**Rural Communities** – these areas are unincorporated activity centers providing clusters of commercial, community and related uses to service surrounding residential and agricultural areas. Each of these areas has a historic rural village associated with it and the county would like to preserve these unique areas. Rural communities include Franktown, Louviers, and Sedalia.

**Nonurban Land Use** – the county's regulations limit intensive land uses in these areas, supporting low-intensity activities like farming, ranching, large lot residential, parks, and open spaces. It also allows for limited commercial, service, and civic uses to maintain community values and provide recreational and educational opportunities. The county boasts a lot of natural areas including Pike National Forest in the southwestern portion of the county.

**Nonurban Subareas** – These areas emphasize the rural character of the county, which protect the open space and scenic views of the natural environment. These subareas include Chatfield Valley, Cherry Valley, High Plateau, Indian Creek, Northeast, West Plum Creek, Foothills, and Pike National Forest.

In summary, urban land use in Douglas County, is characterized by higher residential densities, commercial, business, and industrial zoning, primarily located in the northern parts of the county, such as Highlands Ranch, Lone Tree, Parker, and Castle Pines. These areas are well-connected to major transportation corridors and focus on mixed-use development and infill redevelopment.

Meanwhile, non-urban land use emphasizes low-intensity activities like farming, ranching, and large-lot residential areas. These areas, including Pike National Forest and various rural communities like Franktown and Sedalia, prioritize preserving open spaces, scenic views, and the rural character of the county. The non-urban subareas further protect these natural environments and maintain the community's rural values.

## Urban vs. Non-Urban Transportation Needs

It is important to understand the different transportation needs for both the urban and non-urban areas in Douglas County as transportation needs differ significantly due to variations in population density, infrastructure, and lifestyle. For example, urban areas typically require robust public transportation systems, such as buses and light rail, to efficiently move large numbers of people and reduce traffic congestion. These areas also often emphasize the importance of walkability and cycling infrastructure to promote sustainable and active options. In contrast, non-urban areas tend to rely more heavily on private vehicles due to lower population densities and greater distances between destinations. Public transportation options are often limited, making car ownership almost essential for mobility. Rural areas may also face challenges such as fewer paved roads and less frequent maintenance, impacting transportation reliability.

## Transportation Analysis Zones (Sub Areas)

To address the varied land uses and population distributions in Douglas County, the area was segmented into 16 distinct zones for transportation analysis, known as "sub areas". These sub areas were developed using a combination of datasets such as census tracts, zip codes, and Transportation Analysis Zones (TAZs) which were provided by DRCOG. The division into 16 zones was designed to address areas with high population densities, diverse land uses, and varying transportation requirements. Each zone will be examined to identify specific transportation constraints, needs, and strategies.

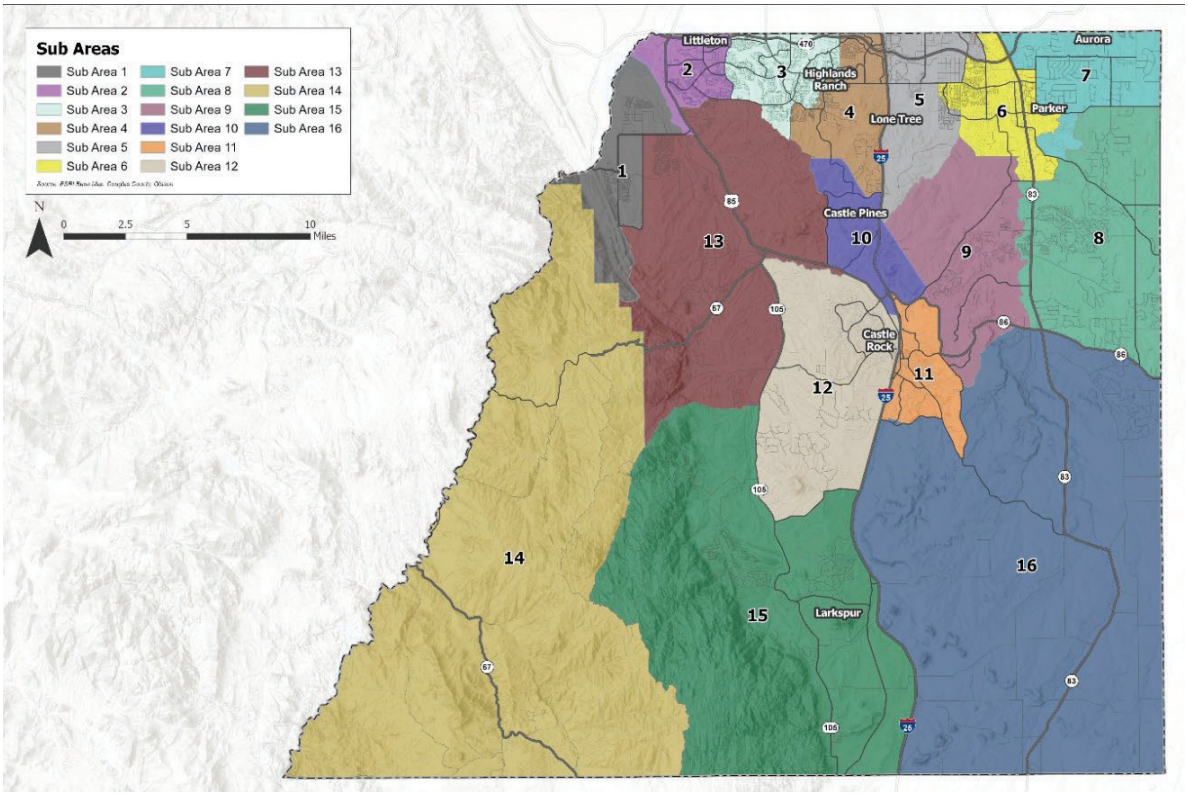



*Figure 9: Transportation Analysis Zones (Sub Areas)*

## Individual Sub Area Profiles

**Sub Area 1**

This sub area is in the extreme northwest side of the county and is the third least populated zone, with an estimated population of 12,514 and an estimated 1,908 employment opportunities. This sub area does not contain public transportation infrastructure or a public high school. Land use appears to be mostly residential.

**Sub Area 2**

Sub Area 2 is also located in the northwest corner of the county and ranks as the fourth most populous zone, having an estimated population of 34,075 and 21,348 job opportunities. The highest densities of population and employment are located in the TAZ's found in the southeast portion of the sub area. There is a public high school within the sub area, where high school aged students from areas 1, 2, 13, and 14 are zoned to attend.

One of the county's top employers, Visa, has corporate headquarters located in this sub area, and there is a high level of movement between sub area 2 and sub area 3. The area is home to public transit infrastructure, which could be a factor contributing to a high number of trips to and from out-of-county destinations, which accounted for the second highest number of trips between the sub areas, followed closely by internal trips.

**Sub Area 3**

This sub area ranks as the second most populous, with an estimated 59,577 residents and 15,959 employment opportunities. With the exception of just a few small TAZs located in the northern part of the zone, where land use is mostly commercial or recreational there is relatively high population density throughout the area, and TAZ's with high employment scattered throughout the area. Public transportation infrastructure connects the central part of this area to rail lines into the central part of Denver. This sub area is home to several schools, both public and charter. Highlands Ranch High School can be found in the center of the area, where students from sub areas 3, 4, and 5 attend, and Mountain Vista High School can be found split between areas 3 and 13, where most Douglas County students in attendance reside in sub areas 2 and 3. Travel pattern analysis revealed that this sub area was a hub for movement amongst the Douglas County sub areas, generating a high level of vehicle trips between itself and sub areas 2, 4, 5, 6, and 13.

**Sub Area 4**

The Lone Tree sub area ranks as the third most populous, with a population of 34,522 and is the sub area with the highest amount of employment, with an estimated 35,388 job opportunities. The Lone Tree area is home to the public Rock Canyon High School, where high school students from areas 4, 10, 5, and 9 are enrolled. Commercial activity is mostly confined to the northern part of this sub area, while residential areas can be found throughout. There is a considerable amount of open space in this sub area, especially in the south-central area. This area was another regional hub for vehicle movement, generating a high number of trips between itself and sub areas 2, 3, 5, 6, and 10. The Lone Tree area is well connected, with bus routes connecting residents to a north-south train line straddling the border between sub areas 4 and 5. Three of the county's top 10 employers are located in the Lone Tree area, including the Sky Ridge Medical Center, which is connected to the train line.

**Sub Area 5**

This sub area ranks as the fourth least populous, but the second in employment density, with 2 of the Douglas County top employers located within its boundaries. There are no public schools within this area; all its students are zoned to schools in other sub areas. Commercial activity and denser residential areas are mostly limited to the northern TAZs in this sub area, while the lower portion is mostly comprised of open space and scattered residential areas.

**Sub Area 6**

Sub area 6 ranks highest in population, with 60,219 residents and third highest in employment, with 23,624 job opportunities. This could contribute to the desire line analysis revealing that it had the most connections as a top vehicle trip generator, with high numbers of trips to sub areas 3, 4, 5, 7, 8, and 9. Higher population density TAZ's can be found throughout most of the sub area and higher employment density TAZs can be found scattered throughout the area. It is home to a public high school with student enrollment from sub areas 5, 6 and 7, and has regional public transportation infrastructure.

**Sub Area 7**

Parker East, located at the northeastern extreme of the county, is a more sparsely populated sub area, with relatively lower population and employment density TAZs than its neighbors to the east. Most of its TAZs include mostly residential development, while commercial activity appears to be mostly confined to the northeastern corner of the sub area. This area does not contain any public high schools, and all of its high school students are zoned to schools in other neighboring sub areas.

**Sub Area 8**

This sub area contains more sparse population including neighborhoods with plenty of open space and is comprised of TAZs that never exceed the threshold of medium employment levels while containing varying levels of population density. It contains two public high schools, in which students are enrolled from patches of various sizes from sub areas 5, 6, 7, 8, 9, and 16. There were a high number of trips between sub area 8 and sub area 6, which could be related to the higher densities of employment opportunities in that sub area.

**Sub Area 9**

The sub area 9 is another sub area with less, mostly dense residential land use patterns and plenty of open space, where employment never passes the medium density mark, while population varies. There are only a few public elementary schools in this area, and no public high school, meaning high school age students attend school in other areas. This might be a factor in the fact that the region did generate a high number of trips between itself and four other sub areas, including numbers 6, 10, 11, and 16.

**Sub Area 10**

The sub area 10 contains TAZs with mostly medium to high levels of employment and population densities, with the highest levels of employment confined to the southern part of the sub area. The Caste Pines area does not have a public high school within its boundaries and generated high numbers of trips between itself and sub areas 4, 9, 11, and 12.

**Sub Area 11**

This sub area contains TAZs with a variety of population and employment densities, from high employment with medium to low population, to high population with medium to low employment. There is one public high school within this sub area, which all students within the sub area are zoned to along with students from sub areas 10, 9, and 16.

**Sub Area 12**

Sub area 12 is one that is comprised of many open spaces, with the exception of the northwest corner of the area, where there is a range of low to high levels of population density and low to medium levels of employment density. The rest of the sub area is comprised of more rural neighborhoods, where there are low densities of employment opportunities and low to medium population densities. There is one public high school, where all students from the area are zoned to attend, along with students from sub areas 13, 14, 15, and 16. This sub area is also home to a community college, located adjacent to the high school. This sub area is projected to be a major high growth zone over the next couple of decades.

**Sub Area 13**

This sub area is mostly mountainous and rural, with sparse population density throughout, except for some TAZ's which contain denser neighborhoods, mostly concentrated in the northern and south-central parts of the sub area. Some commercial development also surrounds U.S. Highway 85 corridor that runs through this area, where some adjacent TAZs show mid to high levels of employment density. Although there is a public

high school split between this sub area and sub area 3, almost all of the area's high school students are zoned to schools outside of the sub area limits.

**Sub Area 14**

Sub area 14 is a mountainous and sparsely populated area, comprised of just one expansive TAZ, where scattered houses dot the mountainous terrain along the few country roads. This TAZ shows low employment density and medium population density, and all its public-school students attend schools outside of the boundaries of the sub area.

**Sub Area 15**

This sub area is comprised of many mountainous open spaces, with some medium to high population density TAZs scattered throughout the area. None of the TAZs surpass the threshold for low employment density, and all high school aged students are zoned to a school outside of the sub area.

**Sub Area 16**

Sub area 16 is comprised of many open rural open spaces and mostly scattered rural residential developments, except for some higher density neighborhoods in the northern part of the area. Some scattered TAZs have a medium density of employment density, while some show a medium-to-high density of population. Most TAZs, however, have both low employment and population density. All public high school students are zoned to schools outside of their sub area, and the region generated a high number of trips to areas 9, 11, and 12.

## Urban Centers/Employment Concentrations

The DRCOG Metro Vision has defined areas that encompass urban centers, and multimodal corridors connect and accommodate a share of the region's housing and employment. These areas aim to reduce greenhouse gas emissions, improve community livability, enhance economic vitality, and focus a portion of the region's limited transportation funding in areas with potential for the greatest local and regional impact (DRCOG, 2024). The urban centers within Douglas County include:

The urban centers in Douglas County include:

1. Downtown Castle Rock
2. Greater Downtown District (Parker)
3. Highlands Ranch Town Center
4. I-25 Corridor
5. Lincoln Station TOD
6. RidgeGate City Center
7. RidgeGate West Village

Although each of these urban centers will be different, they will have similar characteristics and goals including:

1. Creating vibrant, pedestrian-, bicycle-, and transit-friendly areas that are denser and offer more diverse uses than their surroundings.
2. Enabling people of all ages and income levels to access various housing, job, and service opportunities without depending solely on driving.

3. Enhancing regional sustainability by lowering daily vehicle miles per person, reducing air pollution, greenhouse gas emissions, and water usage.
4. Honoring and supporting the character of existing neighborhoods.

The county's transportation network should support these urban centers, especially the county's multimodal network. Further evaluation should be considered on enhancing connections to these areas as they may be high centers for employment and housing for portions of the county.

## Employment Concentration Areas

Employment Concentration Centers identified by the DRCOG significantly impact Douglas County's development by driving economic growth and shaping land use patterns. These centers attract businesses and industries, creating job opportunities and fostering economic activity. As a result, they influence the development of surrounding areas, encouraging the construction of residential, commercial, and mixed-use developments to support the workforce.

The presence of these centers also necessitates robust transportation infrastructure to accommodate the commuting needs of employees. This leads to investments in road improvements, public transit options, and other transportation facilities, enhancing overall connectivity within the county. Additionally, the concentration of jobs in these centers helps reduce urban sprawl by promoting higher-density development and efficient land use, aligning with regional sustainability goals.

Overall, Employment Concentration Centers play a crucial role in guiding Douglas County's growth, ensuring that development is economically viable, environmentally sustainable, and well-connected.

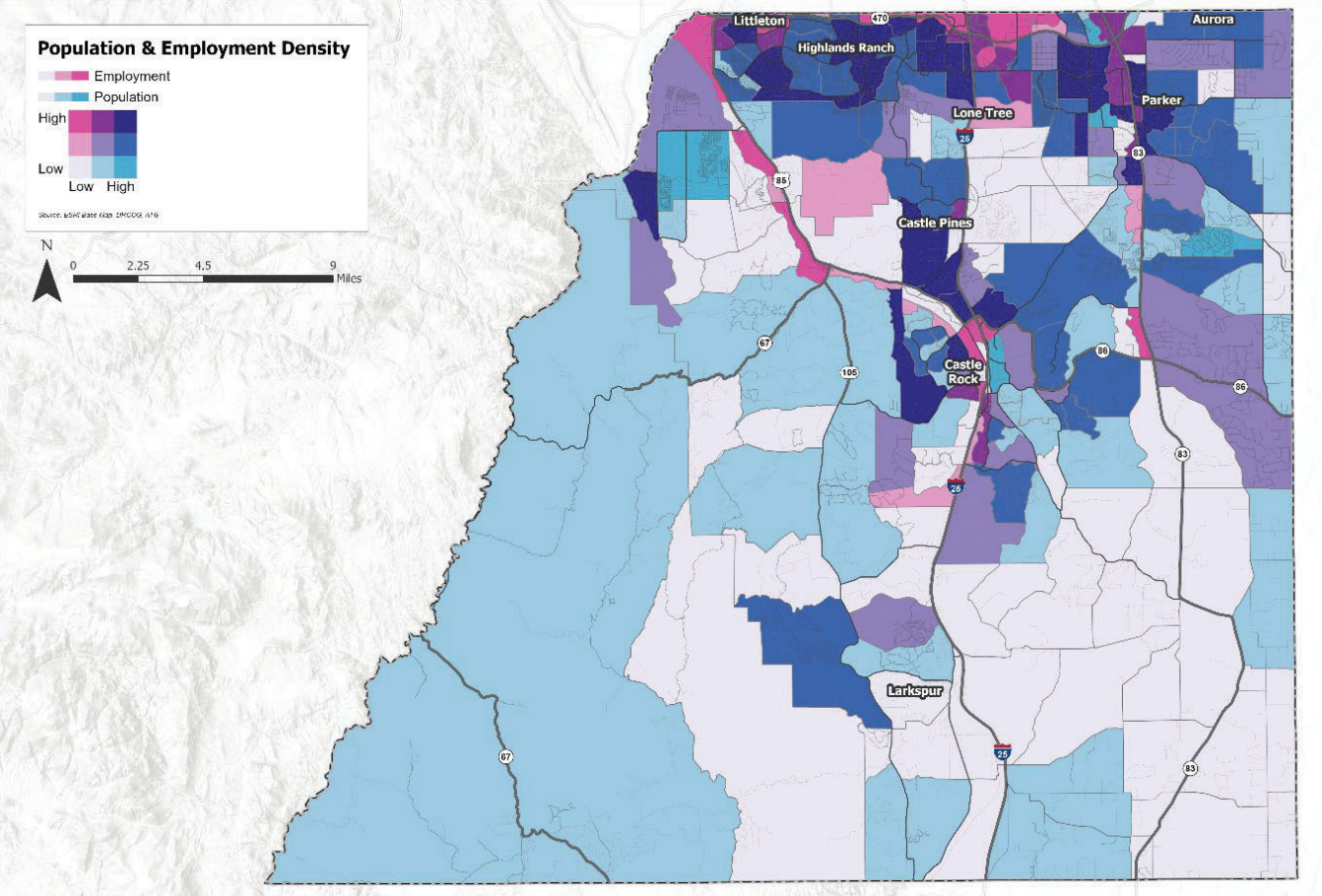



*Figure 10: Douglas County's Population & Employment Density*

# Travel Pattern Analysis

## Trips within the County (DRCOG Model Results)

Figures 11 and 12 show the number of vehicle trips and person trips to and from one sub area to another. For most of the sub areas, there is a pattern of the top trip generators being the same sub-area (short trips within the area) or trips to/from outside of the county. In the top five most populous sub-areas (6, 3, 4, 2, & 12, starting with most populous), out-of-county trips accounted for either the first or second highest number of trips, alongside trips within the same sub area The most populous sub areas were also those that generated the most trips overall when compared to less populous sub areas such as the sub area 14.

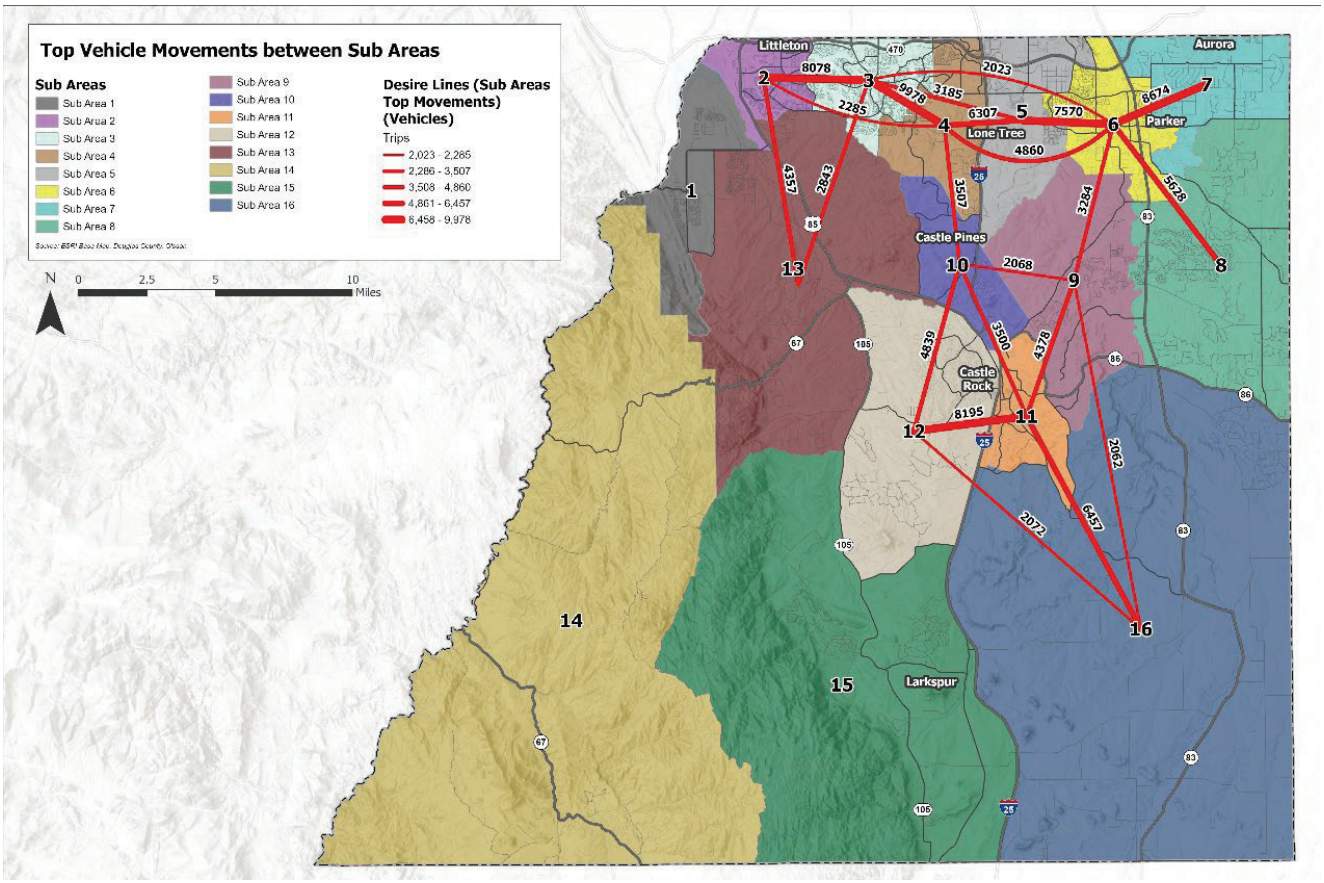



*Figure 11: Top Vehicle Movements between Sub areas*

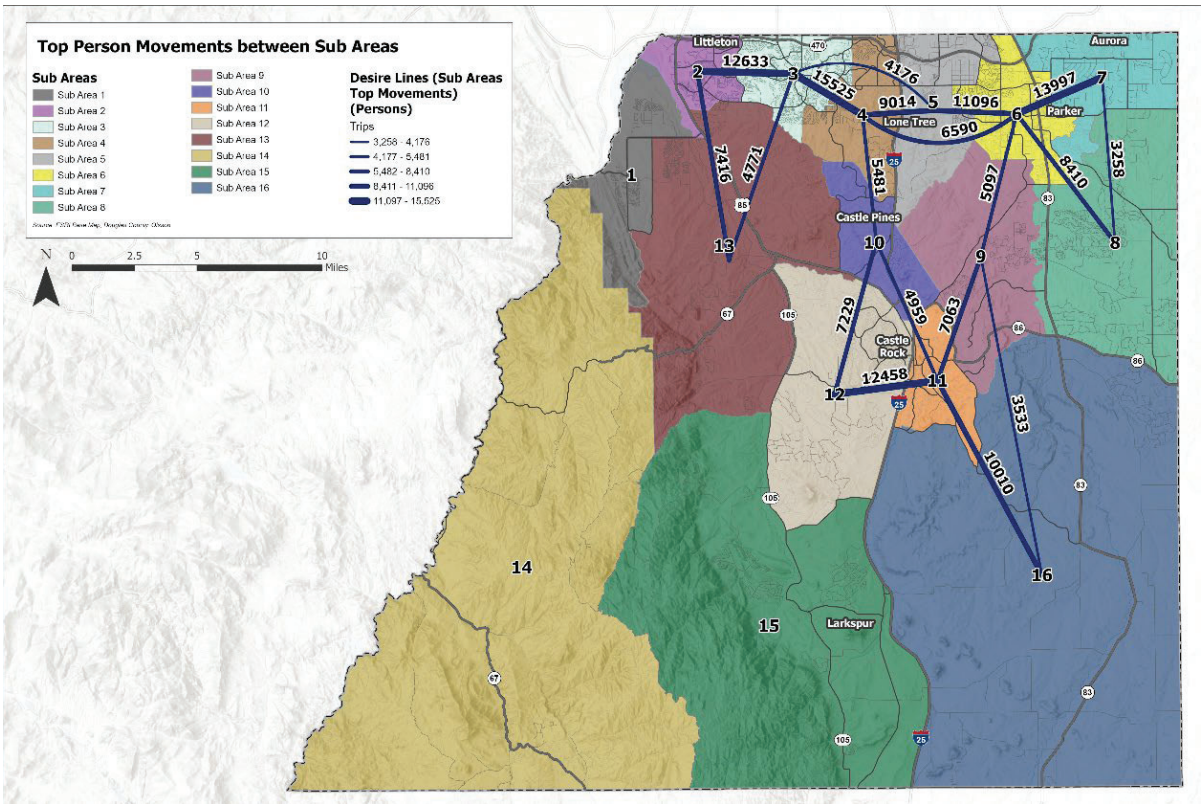



*Figure 12: Top Persons Movements between Sub areas*

It is important to note that the available data from the most recent DRCOG TDM indicates that trips to and from destinations outside of Douglas County account for a significant number of the trips recorded within the more populous sub-areas. The tables in Appendix A show the number of trips between and within Douglas and surrounding counties. The destination counties that generated the most trips to or from Douglas County were Arapahoe County, to the immediate north of Douglas County, Denver, encompassing the urban center of the metropolitan area, and Jefferson County, northwest of Douglas County.

## Major Trip Generators

Educational institutions constitute a significant traffic generator in any community, given that the vast majority of individuals from the ages of 5-18 will travel to and from school at least 5 times a week during the school year, the fact that schools are hubs for extracurricular student and general community activities, and that beyond students, many people are employed by schools. This is especially significant in Douglas County considering that the Douglas County School District is the top employer in the county, employing almost 4.5% of the entire county's workforce at its various public schools and facilities. Considering the location of educational institutions can help to contextualize trips occurring within and beyond the study area.

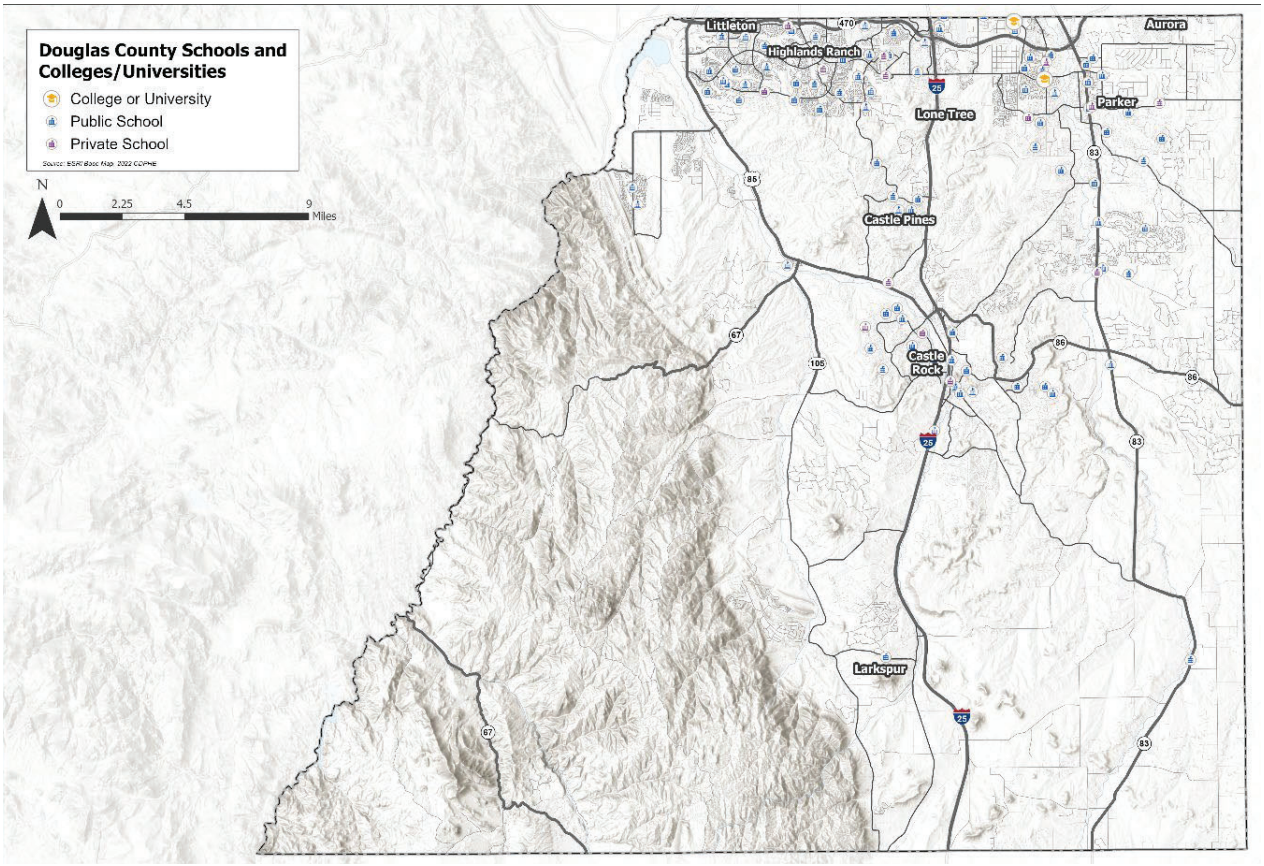



*Figure 13: Douglas County Schools*

It is important to note that beyond these public K-12 schools, there are also several charter and private schools within Douglas County, although these institutions typically serve a smaller number of students. There are also various higher education institutions near Douglas County, as well as Arapahoe Community College Castle Rock Campus, which is located within Douglas County. Some higher education institutions that could generate commutes from communities within Douglas County to destinations outside of the county include (but are not limited to) the University of Colorado Denver, the University of Denver, Colorado Christian University, Regis University.

Other significant trip generators can include major medical facilities and airports. Two of the top ten employers of Douglas County residents in 2022 were medical facilities, collectively employing approximately 3,500 people. Douglas County is home to Advent Health in Castle Rock (sub area 12) and HCA HealthOne Sky Ridge in Lone Tree (sub area 4), as well as several other smaller medical facilities throughout the region which may generate trips amongst staff and patients. Douglas County (and Arapahoe County) is also home to Centennial Airport, an airport which does not offer commercial flights, but does handle cargo and offer services to a wide variety of private users. The Denver Airport (DEN), nearby in Denver County, as well as the Colorado Springs airport in El Paso County offers commercial flights and can be considered a trip generator for out-of-county destination and origin trips.

## External Trips in the DRCOG Focus Travel Demand Model

The Denver Regional Council of Governments (DRCOG) Focus model is an activity-based travel demand model (TDM) designed to forecast regional travel patterns, including daily vehicle trips, mode choices, and traffic volumes across the Denver metropolitan area. As an activity-based model, Focus simulates individual and household travel decisions based on socioeconomic data, land use patterns, and transportation network characteristics. The model covers the DRCOG planning region, which includes Douglas County and adjacent areas, except to the south. El Paso County, south of Douglas County, is outside of the DRCOG model.

The DRCOG model, like all travel demand models, treats trips originating or destined outside this region—known as external trips—as a distinct component. External trips are categorized into three types: external-external (EE) trips that pass through the region without stopping (e.g., through traffic on I-25), external-internal (EI) trips that originate outside the region and end inside, and internal-external (IE) trips that start inside and end outside. These trips are particularly relevant for Douglas County due to its position as a gateway to southern and eastern Colorado. Specifically, external trips from El Paso County (to the south) often enter via major corridors like I-25, CO 83, CO 105, and CO 65 (a parallel route to I-25 that provides a slower alternative for recreational travel to areas like Colorado Springs but is not explicitly included in the Focus model's roadway network). Trips from Elbert County (to the east) typically use routes such as CO 86 or county roads connecting to Parker and other eastern Douglas County communities.

In the Focus model, external trips are incorporated as fixed inputs at 28 designated external stations along the region's borders. These stations represent entry/exit points where traffic volumes are loaded onto the network. The volumes are estimated separately for base and forecast years outside the core model process distributing trips based on attractions like population, employment, and accessibility. Once input, the number of external trips remains static across model scenarios—meaning it does not automatically adjust in response to changes in the roadway network (e.g., new lanes or capacity improvements) or socioeconomic data (e.g., population growth in Douglas County) unless the user manually edits the inputs. However, the distribution and routing of these trips within the model region can vary dynamically, as the assignment process responds to network congestion, travel times, and alternative paths. This static nature ensures consistency in boundary conditions but can limit the model's sensitivity to real-world changes in adjacent areas, such as rapid growth in Colorado Springs (El Paso County) or rural development in Elbert County.

## Estimation of External Trips

External trip volumes are estimated using a combination of observed traffic data and origin-destination (O-D) patterns derived from surveys and counts. The process typically involves calibrating a trip distribution model to match base-year conditions, where trip ends are proportional to socioeconomic attractors (e.g., jobs or households) and inversely related to travel impedance (e.g., distance or time). For the Focus model, these estimates are developed for the base year and then grown to forecast years (e.g. 2045) based on regional growth factors, without direct simulation of external area dynamics.

The current Focus model (version 2.3.1) was last validated to observed 2020 traffic counts, reflecting calibrated data from that period. External survey data, which captures O-D patterns through roadside license plate matching and postcard hand-out/mail-back survey at cordon lines. The latest external survey was collected in 2010 by ATG | DCCM, as part of DRCOG's periodic household and external travel surveys. This survey is now over a decade old, which can introduce inaccuracies due to shifts in travel behavior, such as increased remote work, e-commerce deliveries, or tourism-related trips to recreational areas south of Douglas County. CDOT traffic count data was available and used for estimating and validating external

station volumes, providing average annual daily traffic (AADT) benchmarks at border locations to ensure the model's base-year assignments align with observed flows.

## Accuracy and Variability of External Trips

The accuracy of external trip estimates can vary due to several factors. First, their static nature means they do not endogenously respond to internal changes, potentially under- or over-estimating impacts from Douglas County's growth or network improvements. For instance, if new developments in sub-areas like Sterling Ranch (Sub Area 1) or Castle Rock (Sub Areas 11–12) attract more trips from El Paso County, the model may redistribute but not increase external volumes without manual adjustments. Second, the age of the underlying survey data may not capture recent trends, such as population booms in Colorado Springs or increased freight/truck traffic on I-25. Third, omissions like CO 65 (not modeled as a primary route) could skew results, as this corridor absorbs some parallel traffic to I-25, including recreational trips that might otherwise load on modeled paths.

To assess accuracy, model outputs are typically compared to observed data during validation. For example, CDOT traffic counts at external stations provide a key benchmark. In the 2020 base year, Focus volumes on I-25 at the Douglas-El Paso border were calibrated to match CDOT AADT of approximately 70,000 vehicles per day.

Traffic at these external has seen gains between 2020 and 2023 reflecting post-pandemic travel rebounds and urban expansion in El Paso County. Near-term forecast years in the model (e.g., 2030) project I-25 volumes at 85,000–95,000 AADT, which aligns reasonably with 2023 counts but may underestimate if growth continues at 2–3% annually.

Table 5 below includes the DRCOG volume input to key Douglas County external station and the 2023 CODOT traffic count results at the same locations.

*Table 5 - External Station Volumes at Southern Douglas County Line and CODOT Traffic Counts*

| External Station | Model 2022 | Model 2035 | Model 2045 | CDOT Count 2020 | CDOT Count 2023 |
|---|---|---|---|---|---|
| I-25 | 81,310 | 100,625 | 120,278 | 66,000 | 78,000 |
| CO-83 | 6,689 | 8,979 | 11,494 | 4,400 | 5,800 |

## Adequacy of Planned Roadway Facilities for Forecasted External Trips

In our opinion, the planned roadway facilities in Douglas County, as represented in the Focus model's forecast scenarios, are marginally adequate to handle the external trips from El Paso and Elbert counties but face risks of insufficiency without targeted enhancements. The model's static external volumes for 2045 project significant growth in cross-boundary traffic increases on I-25 southbound due to El Paso County's expansion—yet the planned improvements (e.g. HO/T lane additions in the 2050 Regional Transportation Plan) may accommodate forecasted increases. However, accuracy concerns from outdated surveys and post COVID travel pattern changes suggest a potential for higher volumes: if recent CDOT counts exceed near-term model projections by 10–15%, congestion could worsen in southern parts of Douglas County. Trips from Elbert County, while lower volume, may strain eastern corridors like CO 86 if rural growth accelerates beyond forecasts. To improve adequacy, Douglas County could consider prioritizing multimodal options (e.g., transit

connections to Colorado Springs) to mitigate vehicle reliance. Overall, while the facilities suffice for modeled scenarios, real-world variability could necessitate additional capacity or demand management strategies to maintain acceptable levels of service.

## Streetlight Data Results

This section outlines a comprehensive analysis using Streetlight Data [1] to enhance transportation planning in Douglas County. The analysis includes origin-destination (O-D) analysis, traveler demographics, and route preferences. Visual aids such as graphs and maps are suggested to enhance the report.

## Origin-Destination Analysis

This analysis identified the travel patterns between sub areas within Douglas County, as well as origin-destinations (O-D) between sub areas and zip codes. The Streetlight data shows similar trip patterns between sub areas as what was identified by the model. One of the first important analyses from Streetlight highlighted the volume of trips internal to Douglas County as compared to trips that are destined outside of Douglas County. As shown in Figure 14 the number of trips with destinations within Douglas County from each sub area is significantly more than trips destined for zip codes outside of Douglas County.

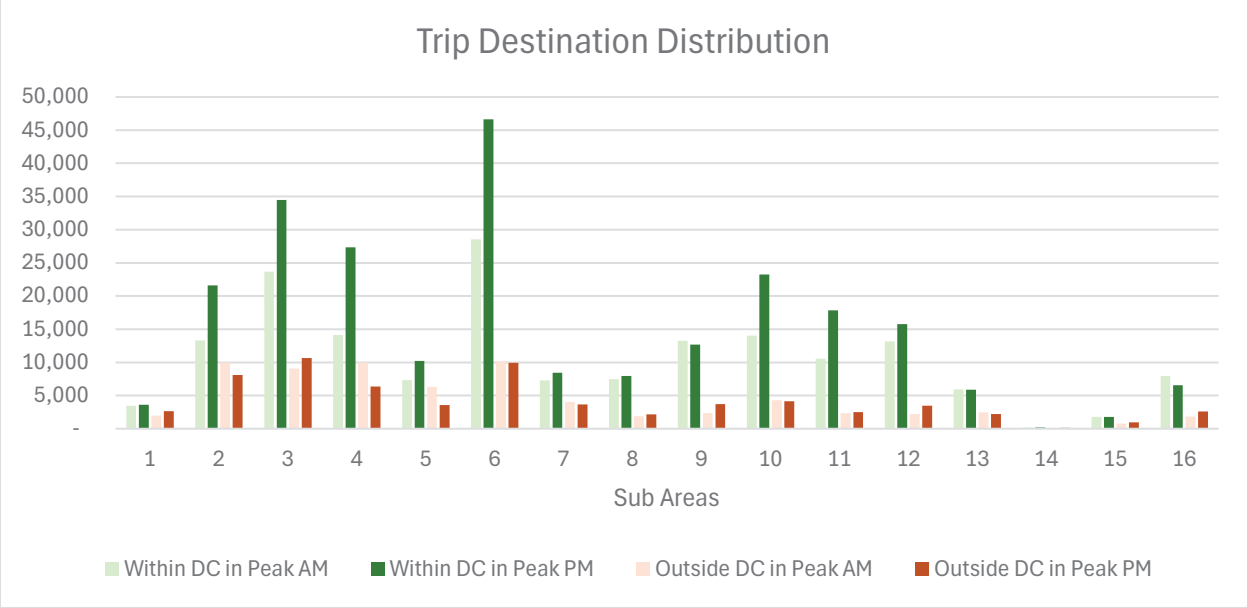



*Figure 14: Trip Distribution by Peak Period and Destination Zip Code location*

Digging further into Douglas County trips, Figure 15 shows the trip distribution between morning and afternoon for trips internal to the sub area and trips elsewhere within Douglas County. This highlights the distinction between the trip patterns of the sub area 2, 3, and 6 as being major trip generators within their own sub areas. On the contrast the data shows sub areas like 5, 7, 8, 9, 11, 12, and 16 have significantly higher overall trips that leave the analysis zone in the afternoon versus internal trips.

[1] Streetlight Data leverages multiple data sources, including GPS data from smartphones, connected vehicles, and navigation devices. This data is anonymized and aggregated to ensure privacy. The raw data undergoes extensive processing to filter out noise and ensure accuracy. Algorithms are employed to map travel paths, identify trip ends, and classify travel modes.

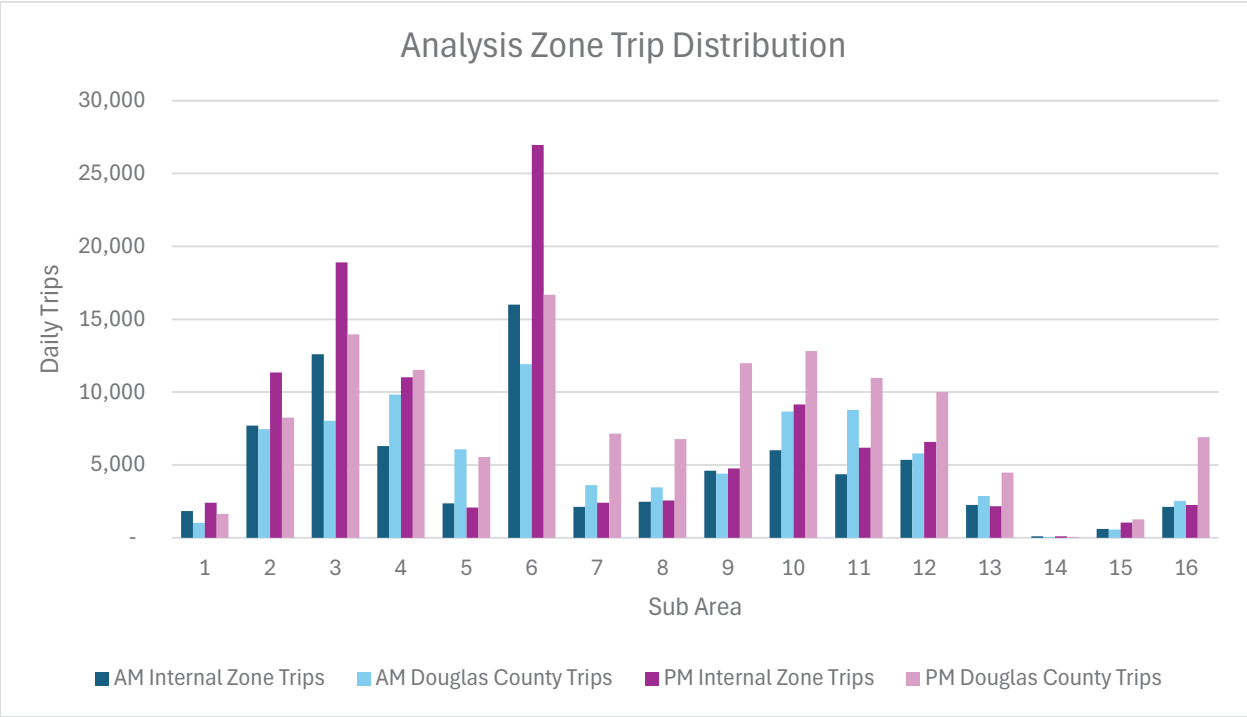



*Figure 15: Streetlight Trip Distribution within each zone and within Douglas County*

The last O-D analysis to highlight is the link between analysis pairs. Similar results appeared as to the Model's Desire Lines, connecting major zone attractors to each other. The Streetlight analysis showed the highest connectivity of zone pairings for sub areas 2 & 3, 3 & 4, 6 & 7, 6 & 8. The Chord diagram in Figure 16 graphically shows the links and relative intensity of trips between zones.

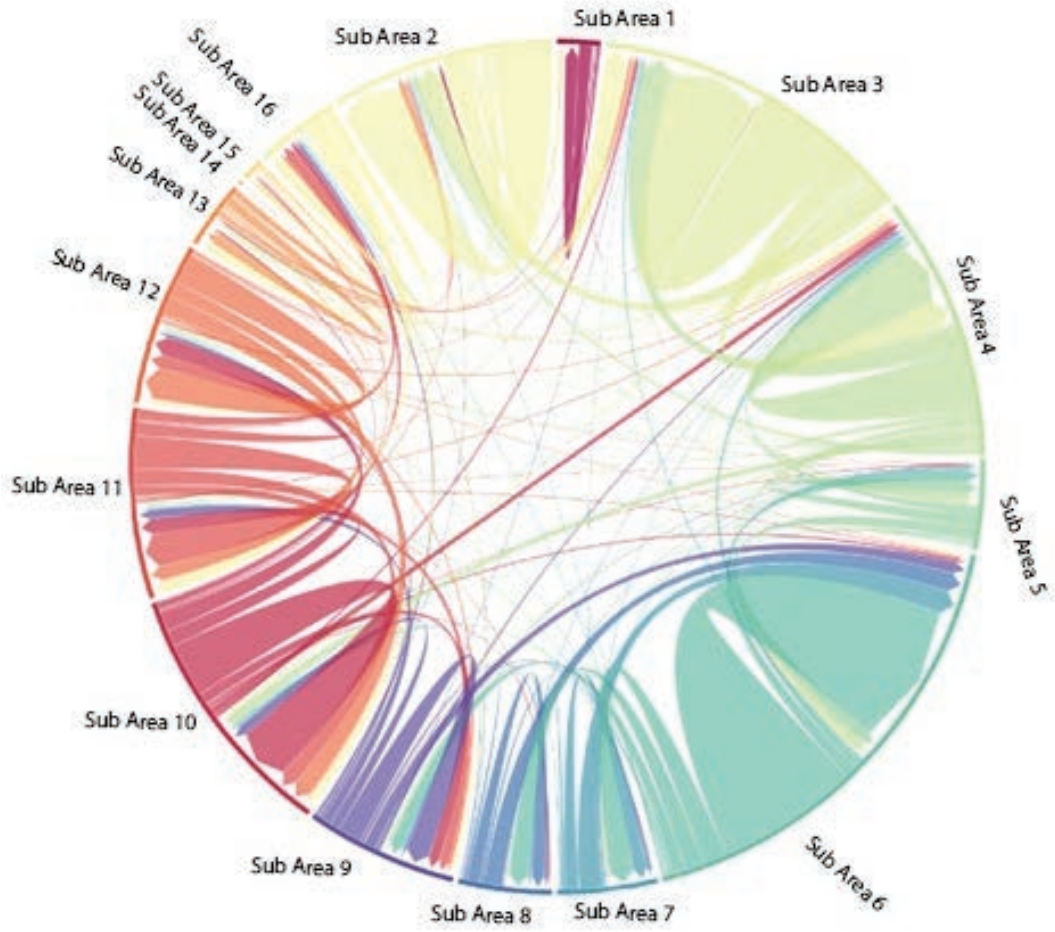



*Figure 16: Analysis Zone O-D Trips Chord Diagram*

## Traveler Demographics

Understanding the demographics of travelers helps tailor transportation solutions to the needs of specific groups. Income for residents of Douglas County generally exceeds the national poverty line. Streetlight traveler data indicates that in all analysis zones, over 50% of trips are conducted by households earning over $100,000, with notably over 70% of trips in Sedalia. There are slight deviations in this trend observed in sub area 14 and sub area 11, where approximately 12% of trips are made by households with incomes below $35,000.

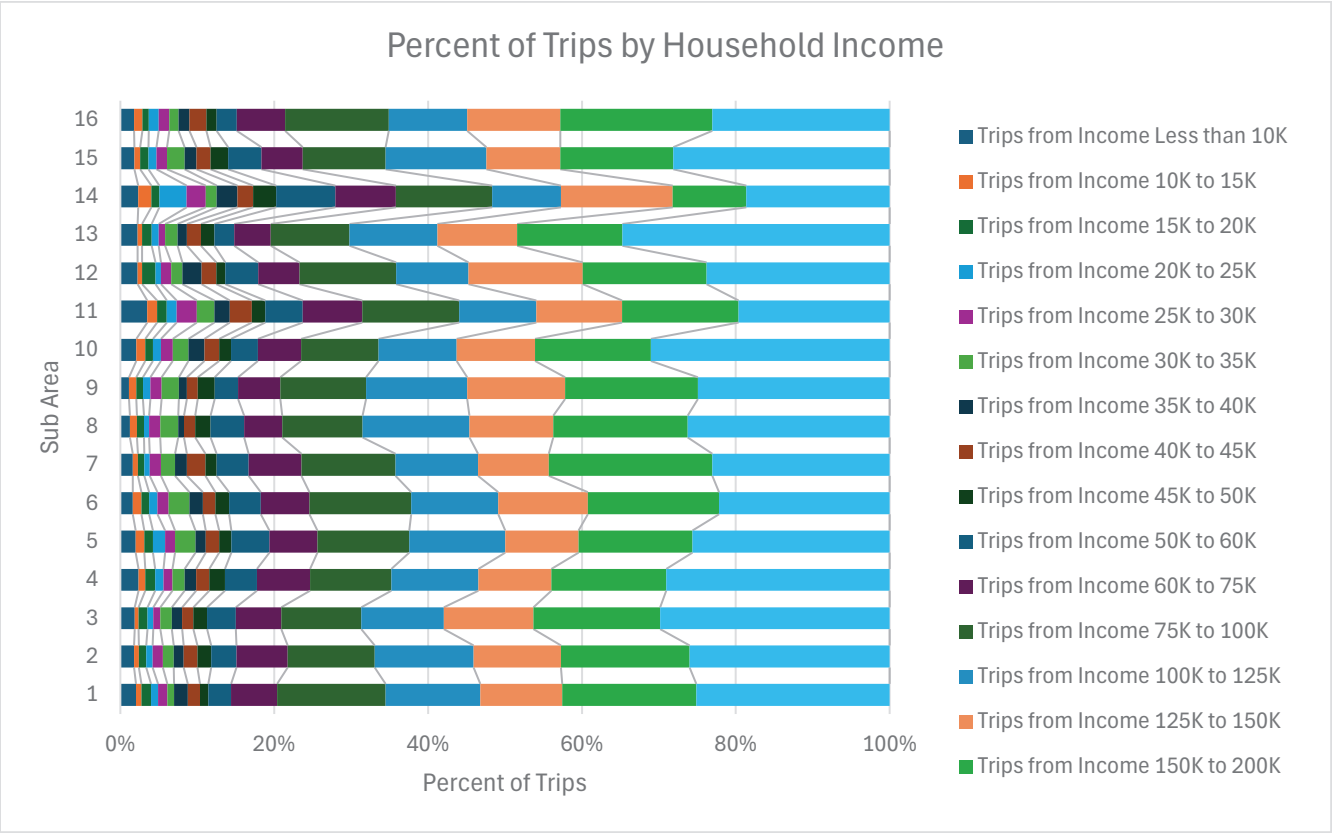



*Figure 17: Percent of Trips by Income Range*

## Top-Routes Analysis

The Top Routes analysis identifies the most common travel routes to and from each sub area. This analysis helps in understanding the predominant travel patterns, highlighting the major corridors used by trips beginning within that sub area. Examining these routes provides an understanding of the major roadways that impact daily travel for each sub area. The findings underscore the importance of certain sub areas as major trip generators for other areas around the region. This deeper insight into travel behavior can provide guidance when prioritizing traffic management and infrastructure development.

Key takeaways from this data, shown in Table 6, were that over 50% of the volume originating from sub area 15 and sub area 11 relies on Motorways such as I-25. Sub area 3 relies on Primary roadways at the highest percentage (36.99%) while sub areas 7 and 8 rely on Trunk roadways. Sub area 14 relies on Secondary roads the most (34.63%), as well as having one of the highest percentages of residential road uses (1.22%). Figure 18 shows these roadway segment distinctions throughout the travel area.

Definitions for segment types include the following:

- **Motorway**: A major road that carries high volumes of traffic and is designed for fast travel between cities.
- **Primary**: A road that connects major urban areas and provides access to secondary roads and residential areas.

- **Trunk**: A road that links major cities and provides a direct route to other major roads, often with a higher level of service.
- **Secondary**: A road that connects primary roads to residential areas and local businesses, providing access to neighborhoods.
- **Tertiary**: A road that serves local residential areas and is often less traveled, providing access to nearby streets and services.
- **Residential**: A road that primarily serves residential neighborhoods, providing access to homes and local amenities.

*Table 6 – Top Routes by Analysis Zones, by Segment Type*

| | Sub Area 1 | Sub Area 2 | Sub Area 3 | Sub Area 4 | Sub Area 5 | Sub Area 6 | Sub Area 7 | Sub Area 8 | Sub Area 9 | Sub Area 10 | Sub Area 11 | Sub Area 12 | Sub Area 13 | Sub Area 14 | Sub Area 15 | Sub Area 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Motorway | 29.72% | 33.41% | 31.07% | 47.31% | 44.75% | 34.22% | 19.27% | 17.72% | 31.77% | 48.98% | 51.42% | 48.24% | 24.16% | 18.28% | 54.92% | 32.26% |
| Primary | 24.02% | 30.83% | 36.99% | 26.34% | 16.81% | 16.21% | 15.02% | 11.69% | 23.30% | 20.40% | 16.92% | 20.30% | 22.30% | 27.07% | 5.71% | 14.47% |
| Trunk | 16.65% | 17.50% | 2.96% | 0.71% | 7.11% | 23.60% | 33.12% | 32.34% | 17.54% | 3.24% | 3.26% | 6.52% | 23.74% | 12.81% | 6.02% | 10.55% |
| Secondary | 27.25% | 13.54% | 26.34% | 22.41% | 27.08% | 19.79% | 24.12% | 30.07% | 21.54% | 20.14% | 18.34% | 18.94% | 26.63% | 34.63% | 27.99% | 27.76% |
| Tertiary | 1.89% | 3.97% | 1.97% | 2.74% | 3.50% | 5.51% | 7.21% | 7.43% | 5.18% | 6.60% | 9.46% | 5.38% | 2.22% | 5.99% | 5.00% | 14.53% |
| Residential | 0.47% | 0.74% | 0.68% | 0.49% | 0.75% | 0.67% | 1.26% | 0.76% | 0.68% | 0.64% | 0.59% | 0.63% | 0.96% | 1.22% | 0.37% | 0.42% |

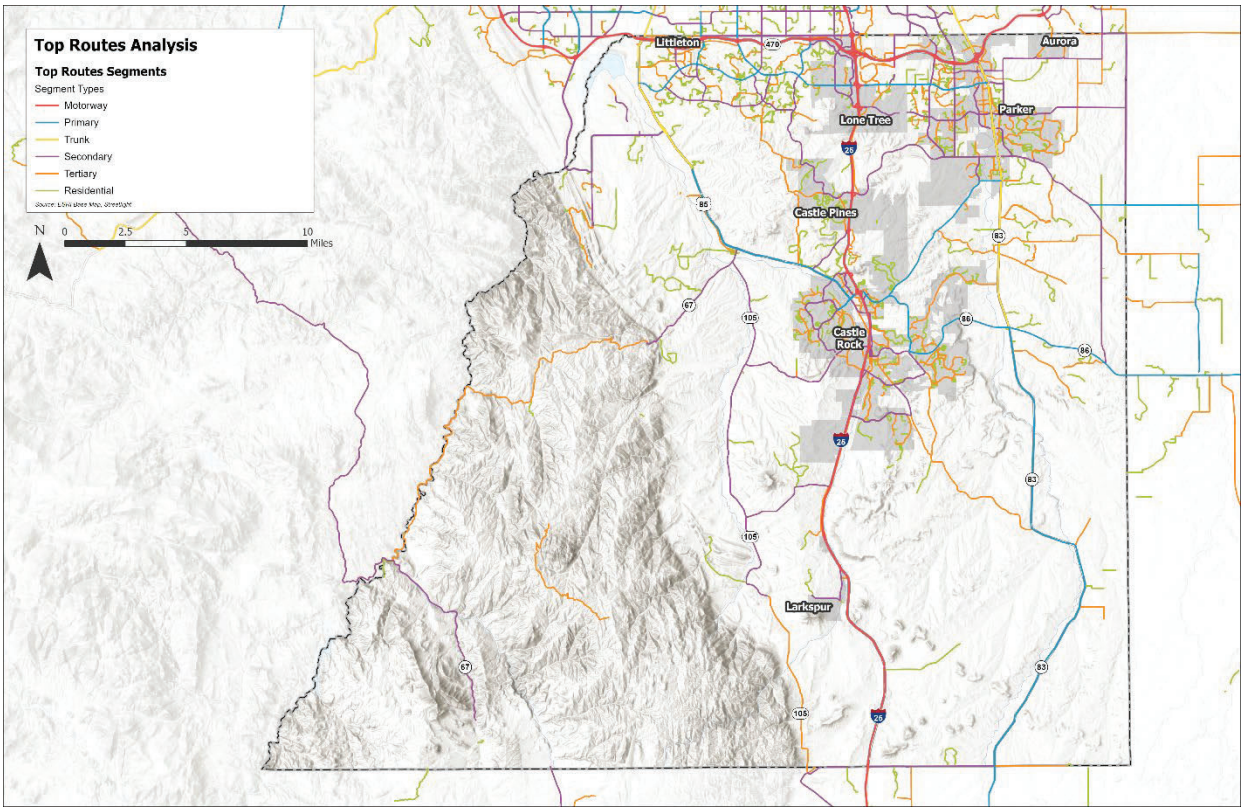



*Figure 18: Top Routes Analysis Segments*

## Congestion Information

Traffic congestion information is essential for developing effective transportation plans, as it helps identify bottlenecks and areas with frequent delays. Analyzing congestion involves collecting and examining data on traffic flow, travel times, and vehicle counts to understand patterns and peak periods. In this analysis, DRCOG model outputs were analyzed, highlighting areas of delay using volume and capacity information to determine Level of Service (LOS). LOS is a qualitative measure used to describe the operational conditions of a roadway based on factors like speed, travel time, and traffic interruptions. LOS is categorized from A to F, with A representing free flow and F indicating highly congested conditions. County roadways' LOS were evaluated for the most current year (2023), 2030, and 2050. Figures displaying LOS during peak morning and evening hours are included in Appendix B.

## Planning Time Index (INRIX)

The Planning Time Index (PTI) is a measure used by INRIX to quantify travel time reliability. It represents the ratio of the total time a traveler should plan for a trip, compared to the free-flow travel time (the time it would take to travel without any delays).

How it's calculated:

1. Planning Time (PT): This is the sum of the average travel time and the buffer time (the extra time needed to ensure on-time arrival for 95% of trips).
2. Planning Time Index (PTI): This is the Planning Time divided by the free-flow travel time.
3. For example, if the PTI is 1.60 for a trip that normally takes 15 minutes in light traffic, you should plan for 24 minutes to account for potential delays.

The Planning Time Index (PTI) is a crucial tool in transportation planning for several reasons:

**Assessing Travel Time Reliability**: PTI helps planners evaluate how reliable travel times are on different routes and during various times of the day. This information is vital for identifying areas where improvements are needed.

**Improving Infrastructure**: By understanding which routes have high PTI values, planners can prioritize infrastructure projects, such as road expansions or traffic signal optimizations, to reduce congestion and improve travel time reliability.

**Traffic Management**: PTI data can be used to develop strategies for managing traffic flow, such as adjusting traffic signal timings, implementing congestion pricing, or creating dedicated lanes for high-occupancy vehicles.

**Public Information**: PTI helps in providing accurate travel time estimates to the public, enabling travelers to plan their trips better and avoid peak congestion times.

**Performance Monitoring**: Transportation agencies use PTI to monitor the effectiveness of implemented measures and to track changes in travel time reliability over time.

Overall, PTI is an essential metric for making informed decisions that enhance the efficiency and reliability of transportation systems. A list of the 2024 PTI for Douglas County Roads can be found in Appendix C for northbound, southbound, eastbound, and westbound roadways for every hour of the day. Each index number has a corresponding color for easy determination of whether there are delays (e.g. green/light green = no/to limited delays, red/purple = significant delays).

## Travel times

Travel time information is crucial for effective transportation planning as it will help Douglas County optimize routes, reduce travel costs, and improve overall efficiency. By analyzing travel times, the County can determine the most efficient paths, whether for daily commutes, business logistics, or leisure trips. Tools like travel time maps and route planners allow users to visualize reachable areas within specific time frames, considering various modes of transport such as driving, cycling, walking, and public transit. This data-driven approach ensures that transportation plans are tailored to meet specific needs, enhancing convenience and saving valuable time.

# Safety Analysis

The initial safety analysis for Douglas County was conducted with an emphasis on finding trends in crash history over time. Spatial analyses required coordination with GIS to determine hot spots and corridors of concern.

The data set provided by Douglas County included crash history for the entire county between January 2019 and August 2024. Due to the implications of a partial year of data, the data analyzed was 2019 through 2023.

Crashes on CDOT roadways such as Interstate 25, US Highway 85, State Highways 83 and 470 are not included in these crash counts. The following summary of observations from the initial analysis:

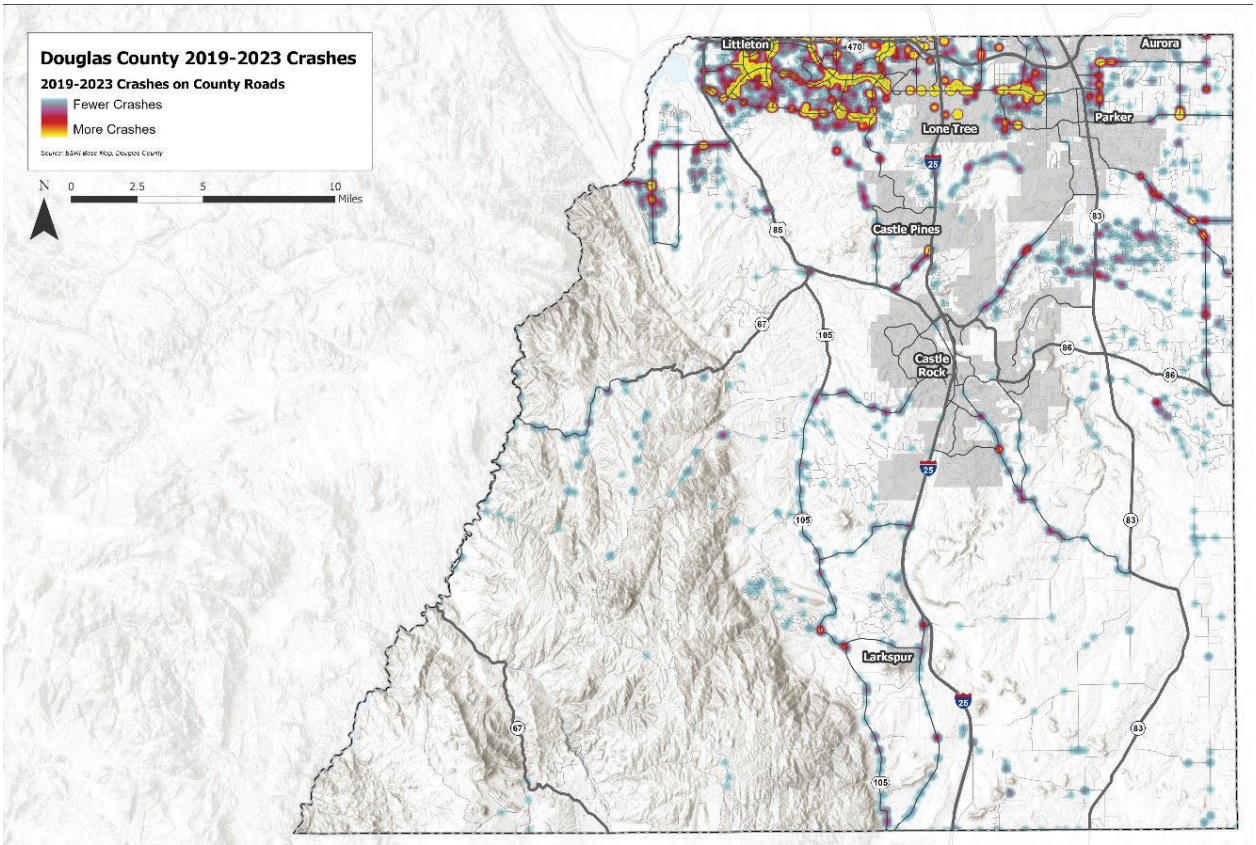



*Figure 19: 2019-2023 Crash Density" Hot Spots"*

## Countywide Yearly Trends

Overall crashes were highest in 2019, with a total of 1,814 crashes throughout unincorporated Douglas County. The crash trend drastically decreases in 2020, likely due to the onset of the COVID-19 pandemic, recording 1,184 crashes. 2021 was merely the same, with 1,186 crashes and trended up in both 2022 and 2023 respectively. Despite the dramatic decrease in crash numbers in 2020, the number of fatal accidents rose in 2020 and 2021, compared to 2019. Injury crashes increase drastically post-pandemic, rising from 8% of all crashes involving an injury to 19% of crashes resulting in an injury in 2023.

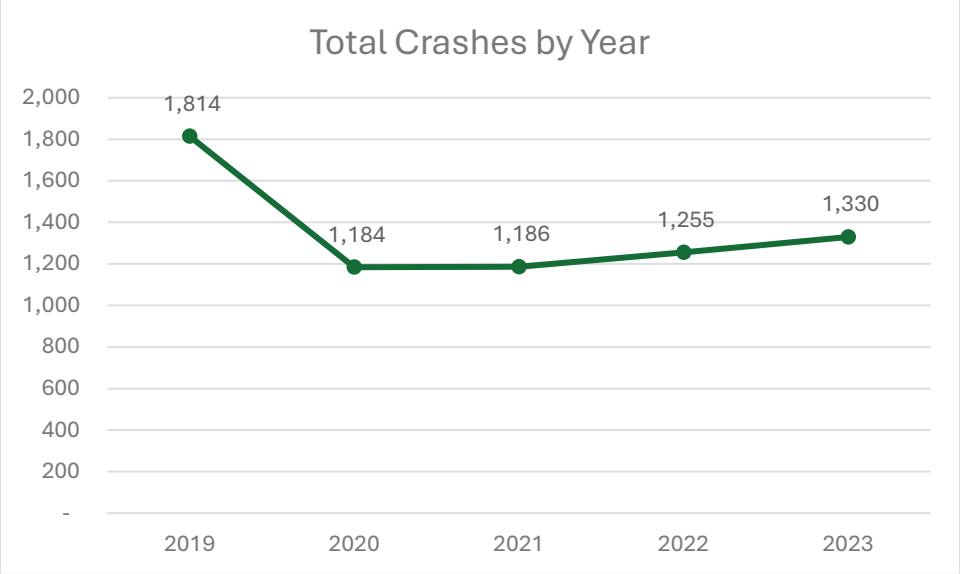



*Figure 20: 2019-2023 Total Crashes by Year*

## Countywide Monthly Trends

Crashes countywide on unincorporated Douglas County roadways were generally evenly distributed across all months of the year. September recorded the highest number of crashes over the 5 years of data, totaling 666 crashes, followed by October with 635 crashes. The months with the lowest crash numbers are April and March with 428 and 493 crashes respectively between 2019 and 2023.

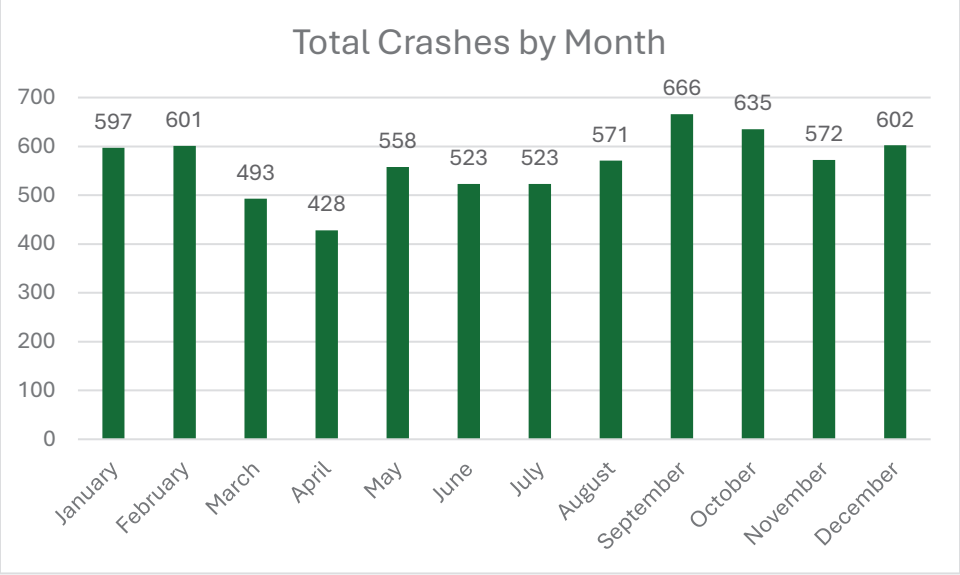



*Figure 21: 2019-2023 Total Crashes by Month*

## Countywide Crashes by Hour of the Day

Most of the crashes on unincorporated Douglas County roadways occurred during the PM rush hour between the hours of 3 PM and 6 PM.

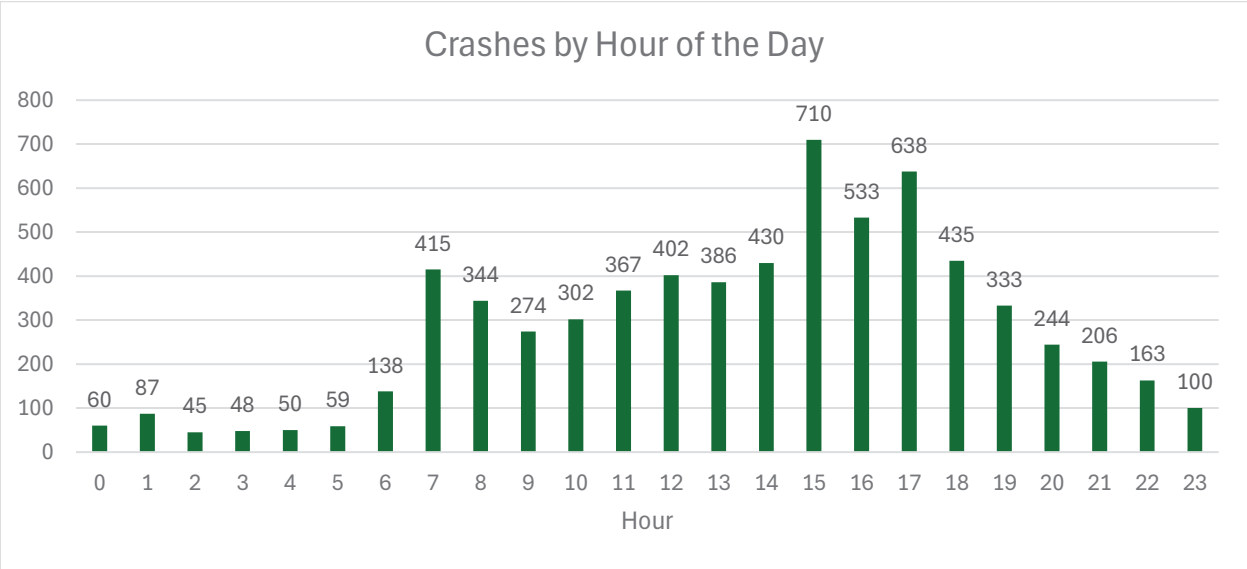



*Figure 22: 2019-2023 Crashes by Hour of the Day*

## Crash Patterns along Douglas County Corridors

Analyzing crash patterns on unincorporated Douglas County roadway corridors involves examining various factors to identify trends and potential safety issues. By reviewing the historical crash data, GIS analysis and mapping detect patterns related to time, location, and crash types. These high-risk areas, known as hot spots, show frequent accidents. Additionally, factors such as traffic volume, road conditions, and environmental influences are considered to develop targeted interventions aimed at reducing crash frequency and severity. The Top 20 Roadways identified for crashes include roadways in highly populated areas such as Highlands Ranch and Lone Tree.

## Wildlife-Vehicle Collision Analysis

A review of the County's wildlife carcass database, supported by spatial heat mapping, identified several roadway segments with a high frequency of wildlife-vehicle collisions. These corridors include Hilltop Road, South Pinery Parkway, Perry Park Road, Lake Gulch Road, and Crowfoot Valley Road. The County has implemented wildlife warning signage along many of these routes, which represents an important step toward mitigating collision risks. However, gaps remain, particularly along Crowfoot Valley Road, where signage is limited despite anticipated population growth and increased traffic volumes in the surrounding area. As development expands into previous rural zones, the potential for wildlife conflicts will rise, underscoring the need for a comprehensive mitigation strategy. Recommended actions include targeted signage installation, evaluation of wildlife crossing structures, and integration of wildlife considerations into future roadway design and land-use planning efforts.

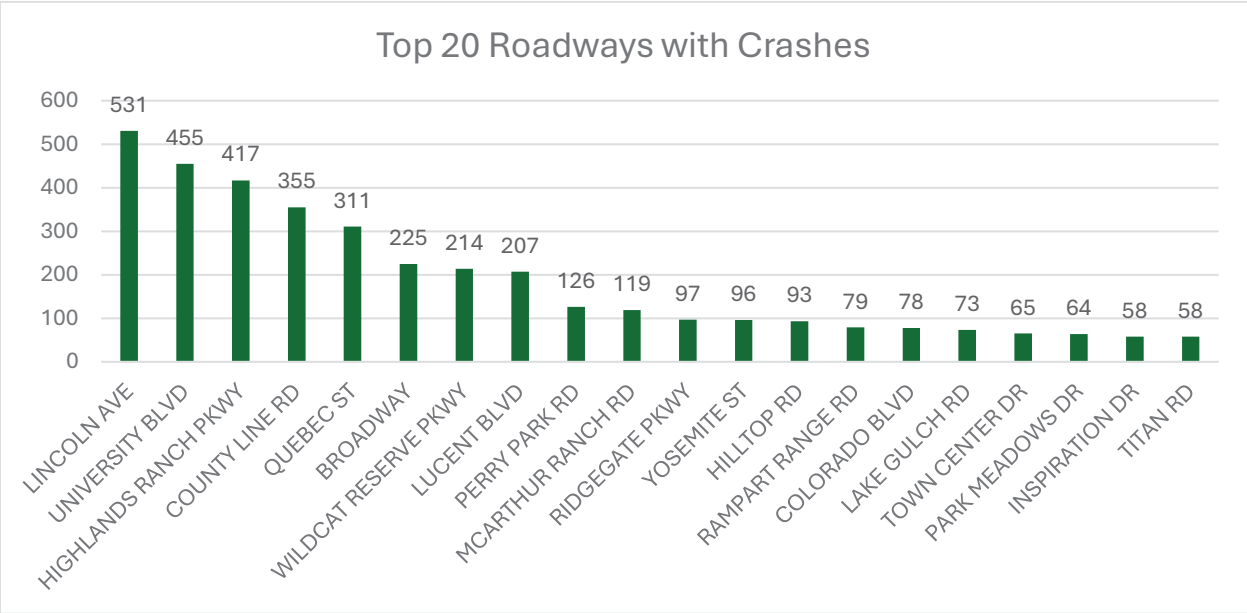



*Figure 23: 2019-2023 Top Roadways with Crashes*

## Crashes by Analysis Zone

The County was divided into 16 zones using the US Census tracts as boundaries. The tracts were grouped together by geographic location and population distribution. The 2019-2023 crash points were analyzed using a geospatial intersect analysis to determine the number of crashes by zone. As mentioned in the top 20 roadways, most of the crashes occurred in highly populated areas. Highlands Ranch East, Highlands Ranch West, as well as Lone Tree had the largest number of crashes over the 5-year period.

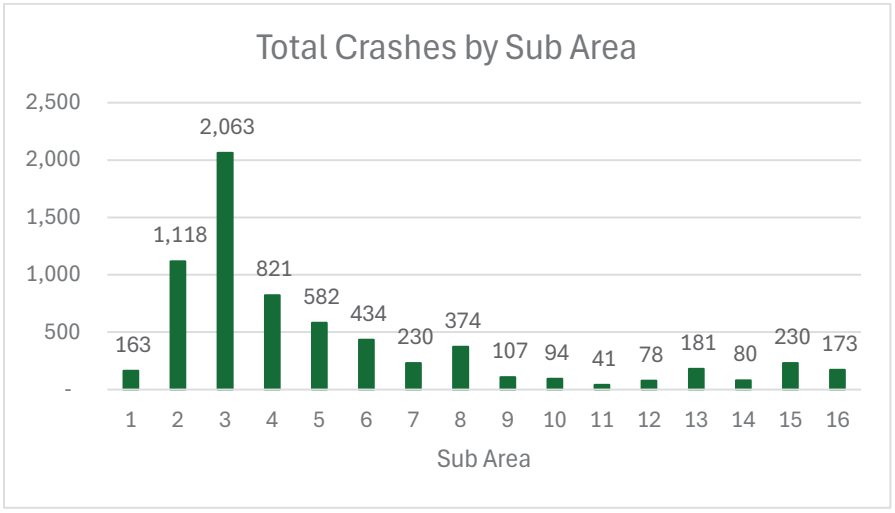



*Figure 24: 2019-2023 Total Crashes by Sub Area*

Despite the high number of crashes in populated areas, the number of fatal crashes doesn't always reflect the high crash areas. For example, crashes that resulted in a fatal injury were high in areas such as sub area

15 and 8. Additional analysis in these areas will look at factors such as infrastructure, speed, and other factors.

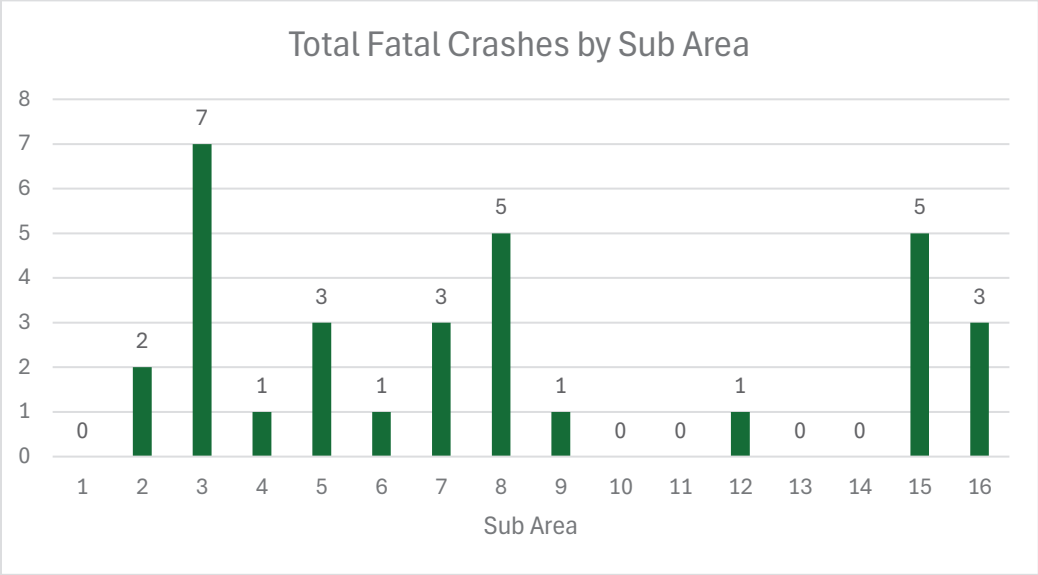



*Figure 25: 2019-2023 Total Fatal Crashes by Sub Area*

## Vulnerable Road User Crashes

During the 2019 through 2023 time period, there were a total of 149 crashes involving vulnerable road users (VRU), which includes 90 bicycles / motorized bicycle crashes and 59 crashes involving pedestrians on unincorporated county roads. The crashes involving bicyclists have been trending downward, with the exception of a spike in bicycle crashes in 2021. Pedestrian crashes, however, have a slight upward trend. In the 5 years, out of the 149 VRU crashes, 2 of those crashes have been fatal (1 bicyclist). To eliminate these crashes, additional analysis should be warranted to understand what improvements can be made to create a safer environment for both pedestrians and cyclists.

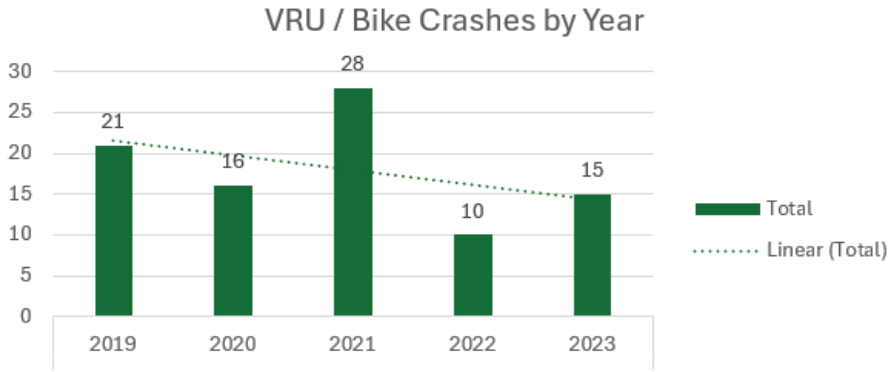



*Figure 26: 2019-2023 Total VRU/Bike Crashes by Year*

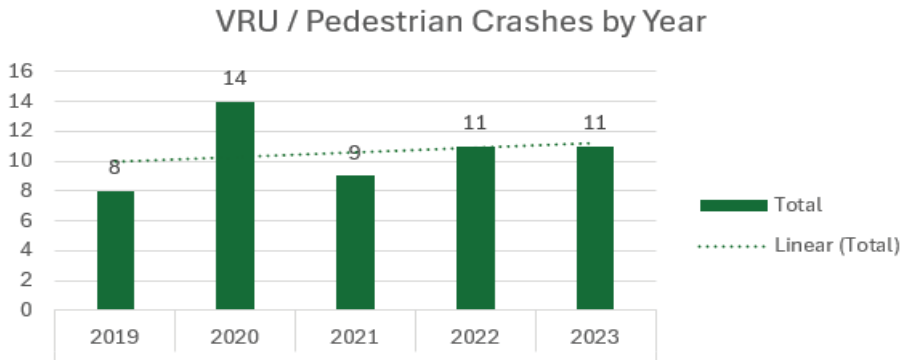



*Figure 27: 2019-2023 Total VRU/Pedestrian Crashes by Year*

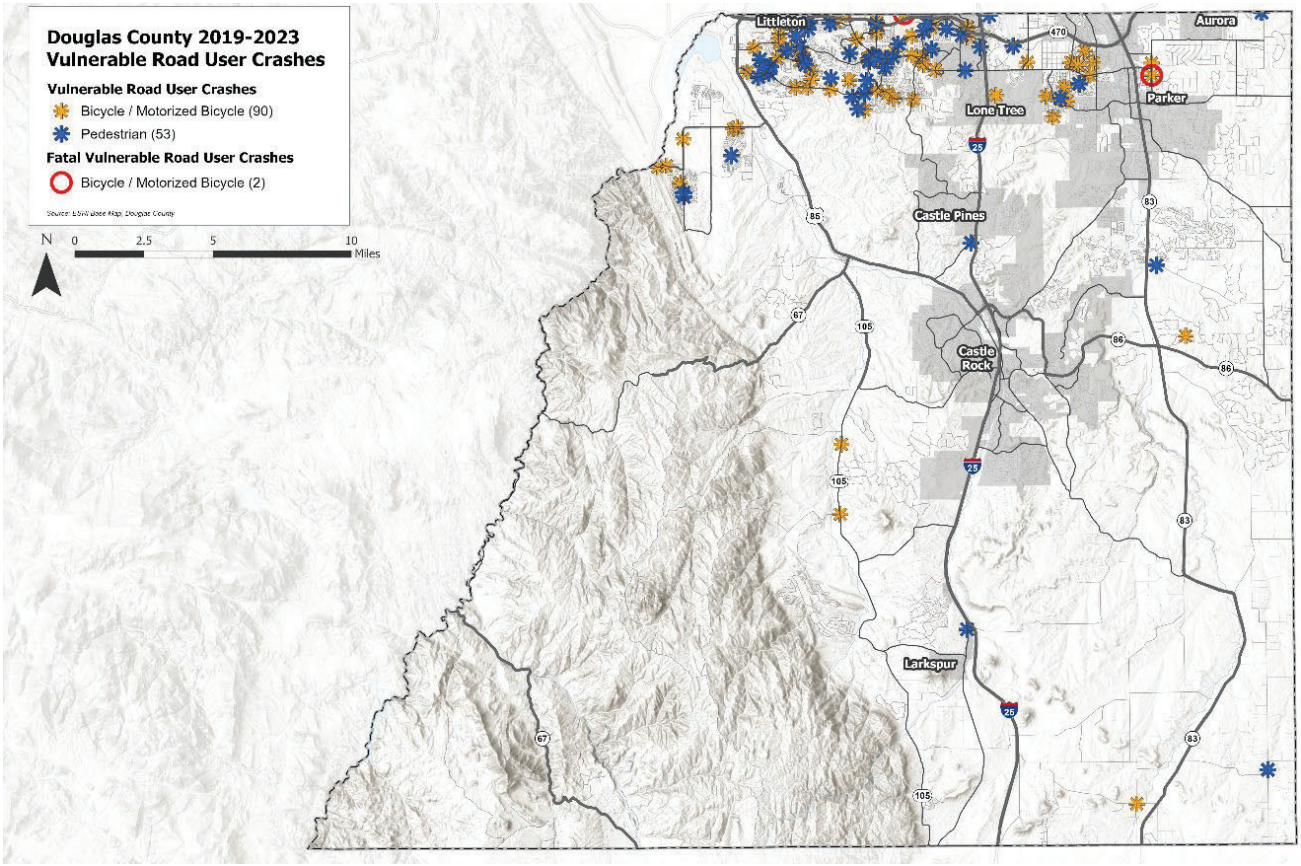



*Figure 28: Vulnerable Road User Crashes in Douglas County*

# Demographics

## Resident Age

Douglas County is home to an estimated 387,991 residents, with a significant portion of its population contributing to roadway usage. Of this population, approximately 292,054 individuals are of driving age, reflecting the county's high potential for vehicle use and roadway demand.

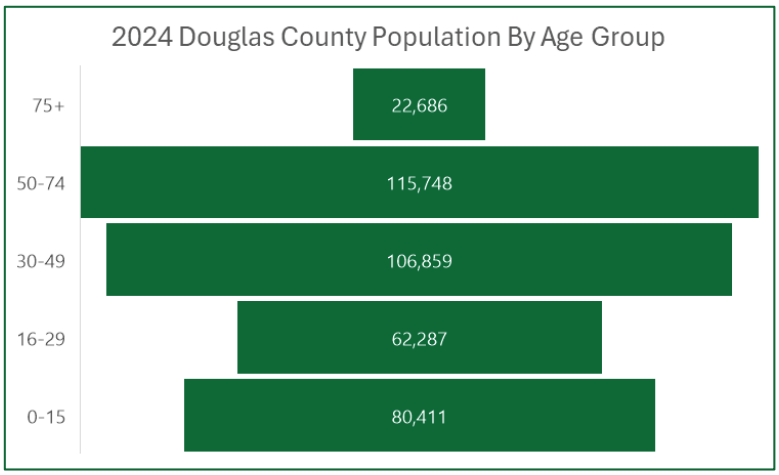



*Figure 29: 2024 Douglas County Population By Age Group*

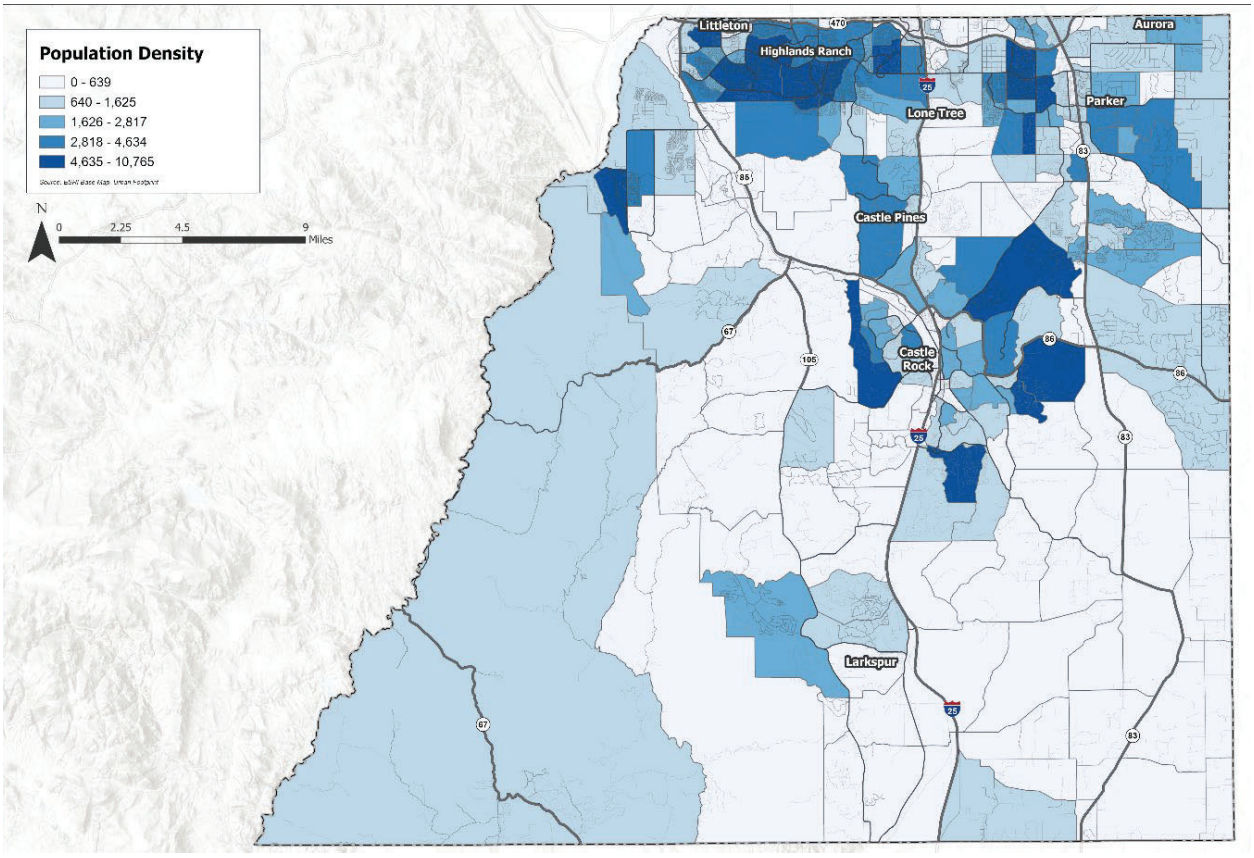



*Figure 30: Douglas County Population Density*

## Aging Population

In Douglas County, the aging population, those 65 years of age or older comprises an estimated 55,208 individuals, representing a notable segment of the community's roadway users. As this population continues to grow, their specific transportation needs and habits significantly influence local infrastructure and traffic planning. Many senior residents maintain an active lifestyle, requiring access to safe and accessible roadways to support their mobility for daily errands, medical appointments, and social engagements.

With age-related challenges such as declining reaction times or vision impairments, the county must prioritize roadway features like improved signage, clearly marked pedestrian crossings, and expanded public transportation options tailored to older adults. Ensuring that Douglas County's roadways and transportation systems are senior-friendly is critical to promoting the safety and independence of this important demographic while enhancing overall traffic efficiency and inclusivity.

**25% are 18 years & younger**

**15% are 65 years & older**

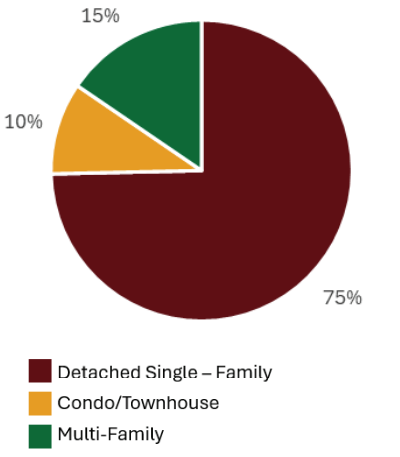
## Household Income

With a median household income of **$135,589**, many households have access to private vehicles, a factor that contributes to the region's vibrant road traffic. The county's employment rate of **70%** further indicates that a large share of its population commutes regularly, whether for work, education, or leisure activities. These patterns are critical in shaping traffic flow and infrastructure needs across Douglas County.

## Housing Ownership

The 145,551 households within the county further illustrate the potential diversity of roadway users, ranging from single-driver households to families requiring multiple vehicles. With its mix of urban and suburban areas, the county likely experiences varying traffic patterns, including heavy commuter flows during peak hours and increased recreational travel during weekends. These dynamics highlight the importance of robust traffic management systems, well-maintained roadways, and proactive planning to support the safe and efficient movement of residents across the region.

Douglas County Housing Types




## Employment

The distribution of density of employment opportunities can be seen in Figure 18 below. Higher densities of employment opportunities can be found mostly concentrated in the northern part of the county, within sub areas 2, 3, 4, 5, and 6. The sub areas with the highest number of employment opportunities can be seen in the figure below highlighted in pink and include sub areas 4, 5, and 6.

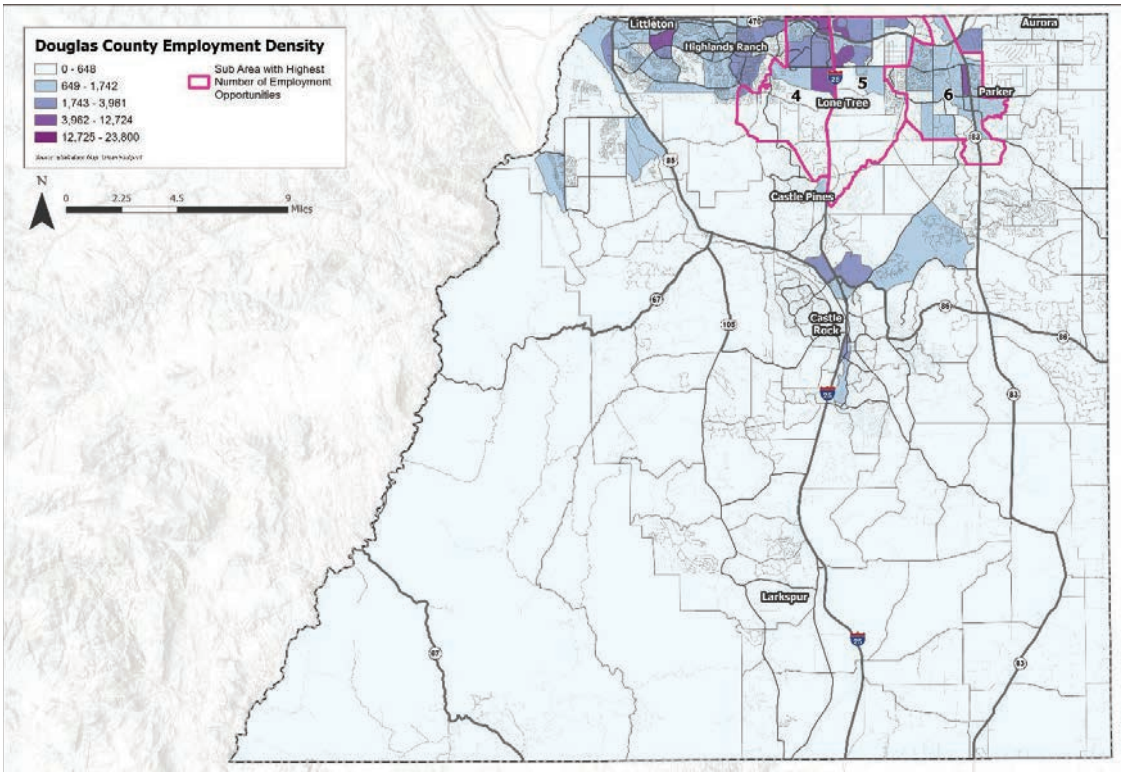



*Figure 31: Employment Density in Douglas County*

According to the most recent Annual Comprehensive Financial Report published by Douglas County, in the year 2022, 12.3% of the county's workforce was employed by 10 principal employers, comprising an estimated 23,753 Douglas County residents. Given the number of employees collectively employed by these ten employers, corresponding offices and workplaces can be considered significant origins and destinations for weekday daily trips. The ten principal employers can be found in Table 7 below.

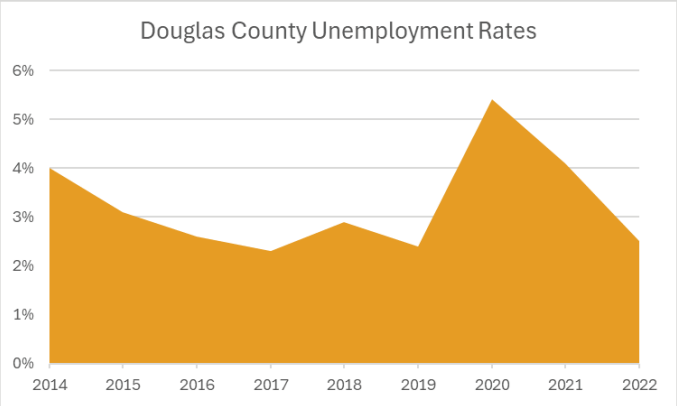
*Table 7 – Top 10 Employers in Douglas County*

| Sub-Area | Employer | Employees | % of Total County Employees |
|---|---|---|---|
| N/A | 1-Douglas County School District | 8,500 | 4.41% |
| 4 | 2-Charles Schwab | 3,450 | 1.79% |
| 5 | 3-Dish Network | 2,500 | 1.30% |
| 5 | 4-Centura Health | 1,970 | 1.02% |
| 4 | 5-HealthOne: Sky Ridge Medical | 1,470 | 0.76% |
| N/A | 6-Douglas County Government | 1,453 | 0.75% |
| 4 | 7-Kiewit Companies | 1,400 | 0.73% |

| | | | |
|---|---|---|---|
| 2 | 8-VISA Debit Processing Services | 1,180 | 0.61% |
| N/A | 9-Lockheed Martin Corporation | 1,010 | 0.52% |
| N/A | 10-Specialized Loan Servicing LLC | 820 | 0.43% |

## Unemployment

Unemployment rates in Douglas County have been steadily declining since before the onset of the COVID-19 pandemic. As more residents gain employment, the county may experience increased commuter traffic to and from workplaces. Furthermore, with greater financial stability, individuals are more likely to make trips beyond work-related travel.




# Sustainability

## Environmental Stewardship

Integrating the protection of the natural environment into this transportation plan is essential for fostering sustainable development and mitigating ecological impacts. This involves prioritizing eco-friendly infrastructure, such as bike lanes, pedestrian pathways, and public transit systems, to reduce reliance on fossil fuels and lower carbon emissions. Planners should incorporate strategies to preserve critical habitats, minimize deforestation, and safeguard water resources by carefully designing routes and adopting green construction practices. Additionally, incorporating renewable energy sources, implementing stormwater management systems, and promoting urban greenery along transportation corridors can enhance biodiversity and improve air quality. By balancing mobility needs with environmental stewardship, a transportation master plan can contribute to a resilient and thriving ecosystem for future generations.

As Douglas County expands and improves its transportation system, it should focus on sustainability, connectivity, and accessibility to ensure long-term benefits for its residents and the environment. Prioritizing sustainability means implementing eco-friendly transportation solutions, such as expanding public transit options, developing bike-friendly infrastructure, and using renewable energy in transportation projects to reduce greenhouse gas emissions. Connectivity is vital for fostering seamless mobility by creating integrated networks that link neighborhoods, commercial hubs, and recreational areas, making travel efficient and accessible. Accessibility should be at the core of these efforts, ensuring that all residents, including underserved and rural communities, have access to affordable and reliable transportation options.

The following are environmental concerns that have been a focus of the county:

- **Geology**: Development should consider geological conditions to avoid significant threats.
- **Heaving Bedrock and Shrink-Swell Soils**: These conditions pose risks to structures and require careful planning.

- **Flooding**: Floodplains are regulated to prevent damage to life and property.
- **Wildfires**: High wildfire risk areas should avoid development unless mitigation is practical.

By addressing these priorities, Douglas County can create a transportation system that supports economic growth, reduces environmental impact, and enhances the quality of life for its diverse population.

## Multimodal Options

Douglas County emphasizes the critical role alternative transportation modes play in promoting sustainability and enhancing community well-being. By prioritizing multimodal transportation systems, the county can reduce reliance on automobiles, thereby alleviating traffic congestion and improving air quality. It is critical for the county to further investments in infrastructure for bicycles, pedestrians, and public transit, including the integration of regional trail systems and enhancements to connectivity between urban centers and surrounding neighborhoods. These initiatives not only address environmental sustainability but also create healthier, more desirable living environments by fostering active lifestyles and reducing travel-related emissions.

Furthermore, the promotion of transit-oriented development as an efficient land use that complements diverse travel options for all residents, including older adults and individuals with disabilities. This strategic integration of transportation and land use planning ensures that development patterns strengthen connectivity while minimizing environmental impacts. Douglas County's commitment to these principles can demonstrate its proactive approach to shaping a sustainable future through transportation innovation.

## Air Quality/GHG Reduction

Aligning with Douglas County's Comprehensive Plan, the county strives to meet the region's goals for improving air quality. A part of that vision is outlined DRCOG's Metro Vision plan. The Metro Vision plan outlines a comprehensive strategy to reduce transportation-related greenhouse gas (GHG) emissions and improve air quality through various initiatives. These include collaboration with regional partners such as the Regional Air Quality Council, promotion of alternative fuel vehicles and infrastructure, and adoption of land-use policies to encourage multimodal transportation and reduce vehicle miles traveled per capita. The plan also targets a 60% reduction in surface transportation-related GHG emissions per capita by 2040, compared to 2010 levels. Additionally, efforts to coordinate traffic signal timing and promote public awareness campaigns are aimed at reducing idling and improving fuel efficiency. Investments in multimodal connectivity, including first- and last-mile solutions, further enhance these goals.

## Future of Low/No Emission Transportation in Douglas County

Low/No emission vehicles are becoming increasingly popular in Colorado, as residents and visitors seek cleaner, more sustainable transportation options. The county's focus on environmental stewardship paired with a growing population set the stage for low-zero emission transportation adoption.

Low and no emission transportation alternatives, such as electric vehicles, public transit powered by clean energy, biking, and walking, offer significant benefits to the Douglas County transportation system. These modes help reduce air pollution and greenhouse gas emissions, leading to improved public health and a lower environmental footprint. They also contribute to less noise pollution and reduced dependence on fossil fuels, enhancing energy security. From a system efficiency perspective, these options can alleviate traffic

congestion, especially when supported by investments in infrastructure like dedicated bike lanes and reliable transit networks. Additionally, expanding low-emission choices promotes equitable access to mobility, supporting a more sustainable and resilient community.

As low and no emission vehicle adoption accelerates nationwide, Douglas County is poised to support this transition through a robust and equitable charging network. Future planning will prioritize strategically located fast-charging stations along major corridors, park-and-ride facilities, and community hubs to ensure convenience for residents and visitors. Integration with renewable energy sources and smart grid technology will enhance sustainability and reliability, while partnerships with private providers will expand access and reduce costs. By aligning infrastructure development with projected EV growth, Douglas County can reduce greenhouse gas emissions, improve air quality, and position itself as a leader in clean transportation innovation.

## Access to Parks/Open Space

Access to trails and open space in Douglas County is a critical component of the 2050 Transportation Plan, contributing to public health, environmental stewardship, and sustainable mobility. The map reveals a robust trail network in the western and southern areas, particularly near Pike National Forest, and a dense web of existing and proposed trails around urban centers such as Castle Rock, Parker, and Lone Tree. These trails connect parks and open spaces, offering residents recreational opportunities and alternative routes for non-motorized travel. However, access is less prominent in the eastern portion of the county, indicating a need for expanded infrastructure in those areas to ensure equitable access to outdoor amenities.

This network of trails plays an important role in supporting the county's broader transportation goals. Many trails align with major highways like I-25, US-85, and CO-83, creating opportunities for multimodal connectivity and future integration with transit systems. Trails woven through suburban and urban neighborhoods also support active transportation, reducing vehicle dependence and contributing to reduced congestion and emissions. As Douglas County continues to grow, this interconnected system of parks, open space, and trails will be key to shaping healthy, livable communities while enhancing regional mobility and economic vitality.

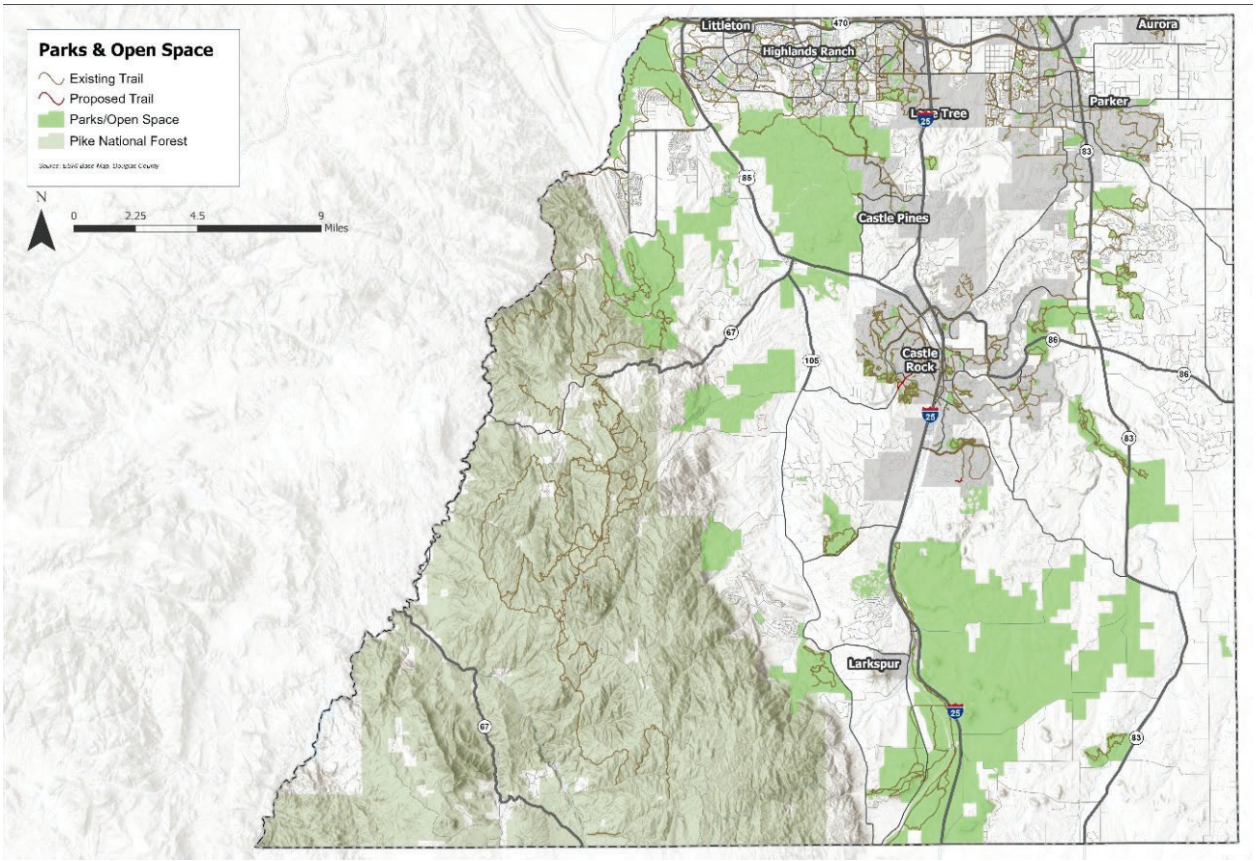



*Figure 32: Douglas County Parks and Open Space*

## Recreation

Douglas County offers a diverse array of recreational opportunities that cater to residents and visitors alike. The county boasts an extensive network of parks, trails, and open spaces, including the scenic Bluffs Regional Park and the expansive Bayou Gulch Regional Park. These areas provide ample opportunities for hiking, biking, and wildlife observation. Additionally, the county is home to several well-equipped recreation centers, which offer a variety of fitness, wellness, and leisure program. The county's commitment to fostering healthy living and community engagement, Douglas County ensures that recreational activities are accessible and enjoyable for all ages and interest.

## Economic Development

Economic development in Douglas County is robust and dynamic, driven by a commitment to fostering a business-friendly environment. The county has seen significant growth in recent years, with job growth increasing by 7.5% between 2020 and 2022, and the number of businesses rising by 15.9% during the same period. The Douglas County Economic Development Corporation (DCEDC) plays a pivotal role in this growth, offering professional services to attract new businesses and support the expansion of existing ones. The county provides various incentives to encourage business development, including state income tax credits, sales and use tax exemptions, and customized job-training grants. The county's strategic location, highly educated workforce, and high median household income make it an attractive destination for businesses.

# APPENDIX A – TRIP TABLES

# APPENDIX B – VOLUME/CAPACITY FIGURES

# APPENDIX C – PLANNING TIME INDEX TABLES

APPENDIX

D

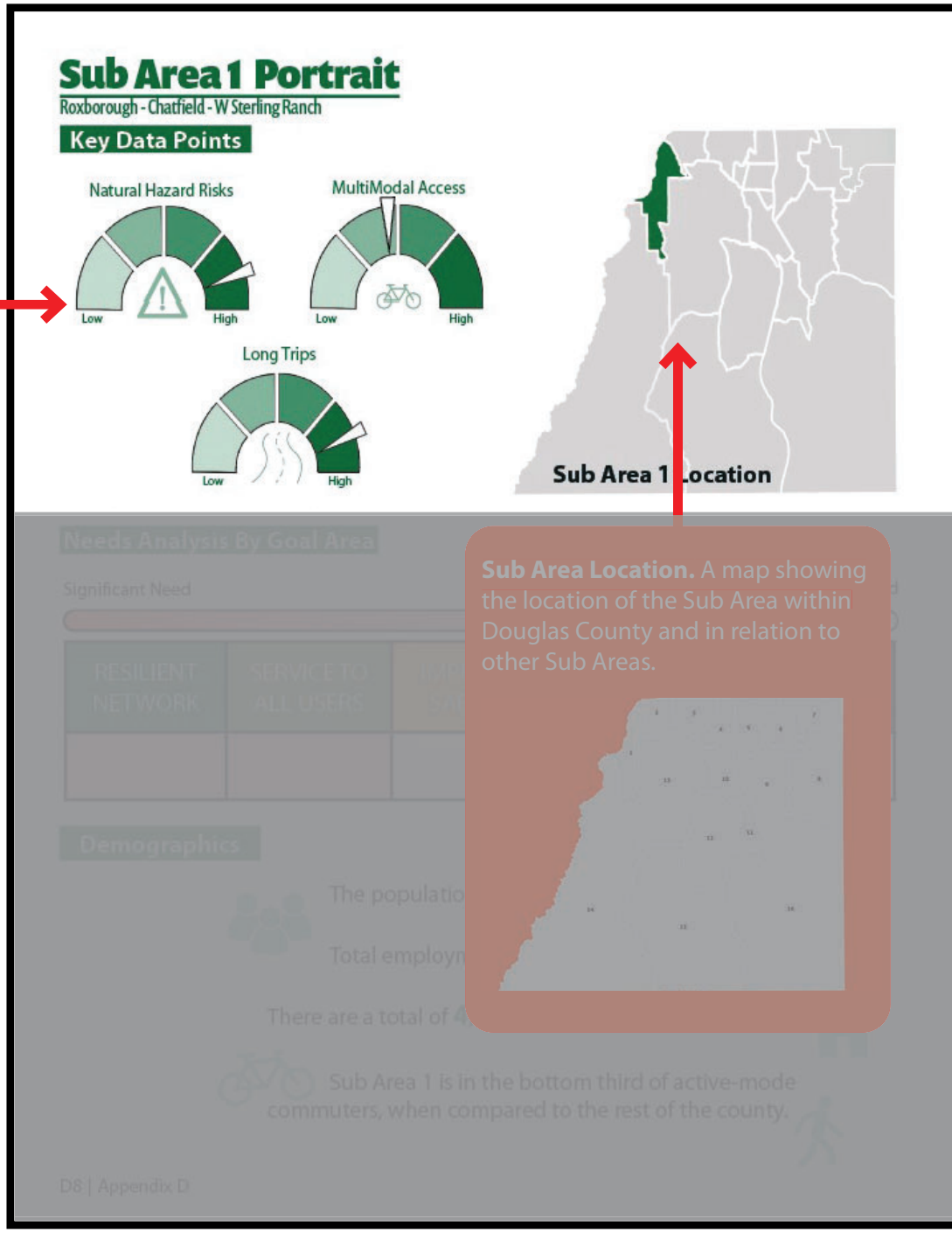
# Sub Area Portraits

# Sub Area Portraits

## How were these created?

The sub area portraits were developed by compiling detailed demographic, socioeconomic, and transportation data for distinct regions within Douglas County. Each portrait provides a snapshot of population, employment, and household characteristics, along with commuting patterns and trip flows to, from, and within the sub area. They also incorporate key transportation performance indicators, including congestion levels, travel time reliability, safety concerns such as crash hot spots and vulnerable road user risks, and the availability of multimodal options. In addition, each portrait outlines existing and planned capital improvement projects, giving a comprehensive view of both current conditions and future priorities specific to each sub area.

**Key Data Points.** Guages that show the general level of each data category. The top 3 data categories were based off of stand out metrics and goal areas with higher needs.



# Sub Area 1 Portrait (Continued)

Roxborough - Chatfield - W Sterling Ranch

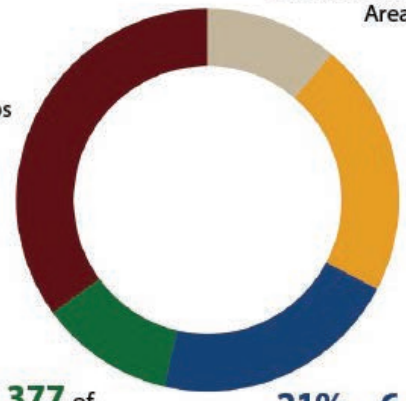
## Key Corridors

Heavy Congestion | Significant Delays | Noticable Delays | Stable Flow With Constraints | Stable Flow Slight Delays | Free-Flow Minimal Delay

| Corridor | 2023 Daily Traffic Total Flow | 2050 Daily Traffic Total Flow | Percent Growth | 2023 Average Volume/Capacity - AM | 2023 Average Volume/Capacity - PM | 2050 Average Volume/Capacity -AM | 2050 Average Volume/Capacity -PM |
|---|---|---|---|---|---|---|---|
| N. Rampart Range Road | 11,747 | 14,370 | 22% | | | | |
| Titan Road | 11,813 | 29,512 | 150% | | | | |
| Waterton Road | 15,577 | 23,150 | 49% | | | | |
| Moore Road | 4,787 | 10,634 | 122% | | | | |

*Disclaimer: Average daily traffic volumes shown represent an average value for multiple roadway segments within each corridor. These figures are intended to provide an overall corridor-level estimate and may not reflect conditions on individual segments. Data is sourced from the DRCOG Travel Demand Model and was accessed in 2025.*

## Origin and Destinations



11% or 3,339 of trips originate in other sub areas and end in Sub Area 1.

35% or 10,430 trips originate in Sub Area 1 and end in Sub Area 1.

21% or 6,397 of trips originate outside of Douglas County and end in Sub Area 1.

11% or 3,377 of trips originate in Sub Area 1 and end in another sub area.

21% or 6,240 of trips originate in Sub Area 1 and end outside of Douglas County.

2050 Douglas County Transportation Plan | D9

**Origin and Destinations.** A percentage out of total trips traveling either to or from the subject Sub Area.

# Sub Area Portraits

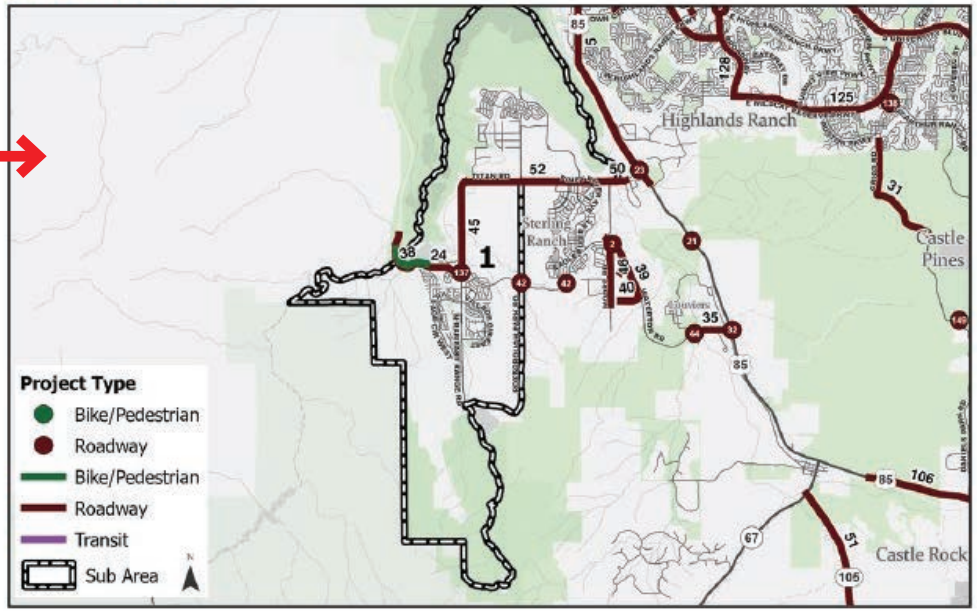
**Map of Projects.** A map of proposed projects located within the subject Sub Area. Projects are listed on the following page and the project ID number is shown on the Map.

**Programs.** A comprehensive list of countywide programs to improve the county's transportation system through strategic planning and targeted implementation

## Sub Area 1 Portrait (Continued)

Roxborough - Chatfield - W Sterling Ranch

### Map of Projects




### Programs

| Description | Location | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|
| Emergency Storm Drainage | Countywide | $$ | | | | | X |
| Pavement Management | Countywide | $$$$$ | X | | | | X |
| Safety & Congestion Management | Countywide | $$ | | | X | X | |
| School & Pedestrian Safety | Countywide | $ | | X | X | | |
| Stormwater Priorities | Countywide | $$$ | | | | | X |
| Traffic Hazard Elimination | Countywide | $$ | | | X | X | |
| Traffic Signal and Intelligent Transporation Upgrades | Countywide | $$ | | | | | X |
| Traffic Signal Replacement | Countywide | $$ | | | X | X | X |
| Roadway Resiliency and Disaster Response | Countywide | $$$ | X | | | X | X |
| Sustainable Bridge Program | Countywide | $$ | X | | | | X |
| Countywide Program to Complete Missing Gaps in Trail Network | Countywide | $$ | X | X | | X | X |

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

D10 | Appendix D

# Sub Area 1 Portrait (Continued)

Roxborough - Chatfield - W Sterling Ranch

## Projects

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

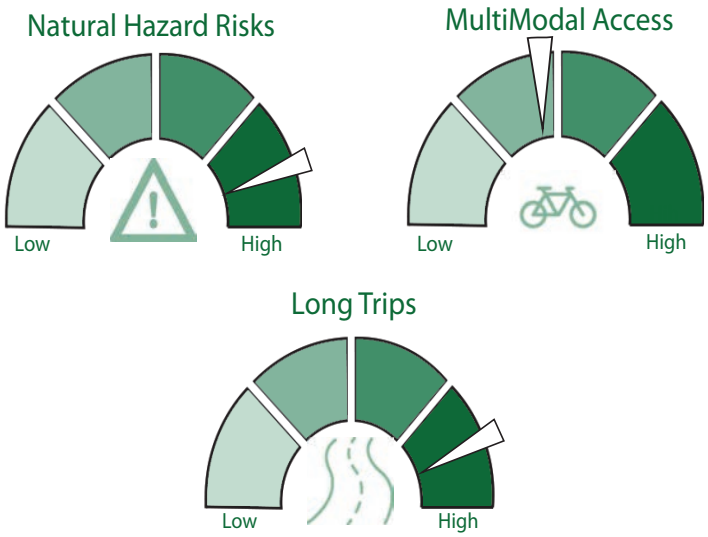
| ID | Project Type | Project Name | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|---|
| 24 | Roadway | Waterton Road Widening | $$$ | X | X | | X | X |
| 37 | Bike/Pedestrian | Waterton Trail over South Platte River | $$$ | | X | | | |
| 38 | Roadway | Waterton Road Widening & Replace Bridge (from Wadsworth Blvd to Campfire St) | $$$ | | | | X | |
| 39 | Roadway | Waterton Road Widening (from Moore Rd to Zebulon Ring Rd) | $$ | | | | X | |
| 42 | Roadway | Waterton Road Operational Improvements | $$ | | | X | X | |
| 45 | Roadway | Rampart Range Road Widening (from Waterton Rd to Titan Rd) | $$$ | | | | X | |
| 50 | Roadway | Titan Road Widening (from Moore Rd to Titan Cir) | $$ | | | | X | X |
| 52 | Roadway | Titan Road Widening (from Rampart Range Rd to Moore Rd) | $$$ | | | | X | |
| 137 | Roadway | Waterton Rd & Rampart Range Rd Intersection Improvements | $$ | | | X | | |

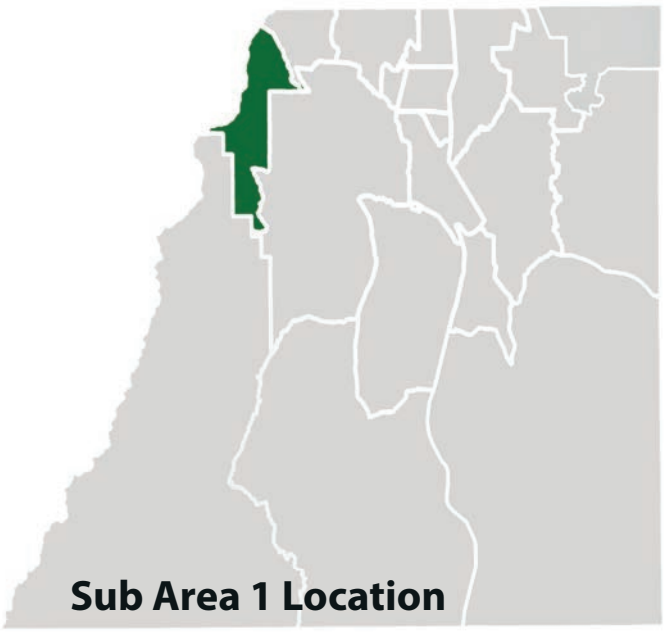
**Projects.** A comprehensive list of projects located in the subject Sub Area. These projects are fully informed by the analyses conducted to create these portraits as well as, stakeholder and public engagement.

# Sub Area 1 Portrait

Roxborough - Chatfield - W Sterling Ranch

## Key Data Points




## Needs Analysis By Goal Area

Significant Need — Low Need

| RESILIENT NETWORK | SERVICE TO ALL USERS | IMPROVE SAFETY | MOVE PEOPLE AND GOODS EFFICENTLY | CREATE A SUSTAINABLE NETWORK |
|---|---|---|---|---|
| | | | | |

## Demographics

The population of Sub Area 1 is **12,514** people.

Total employment of this area is **1,908** people.

There are a total of **4,394** households in Sub Area 1.

Sub Area 1 is in the bottom third of active-mode commuters, when compared to the rest of the county.

# Sub Area 1 Portrait (Continued)

Roxborough - Chatfield - W Sterling Ranch

## Key Corridors

Heavy Congestion | Significant Delays | Noticable Delays | Stable Flow With Constraints | Stable Flow Slight Delays | Free-Flow Minimal Delay

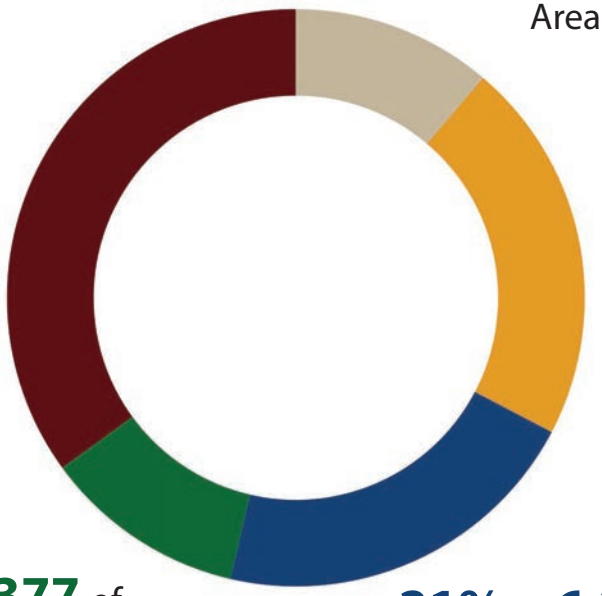
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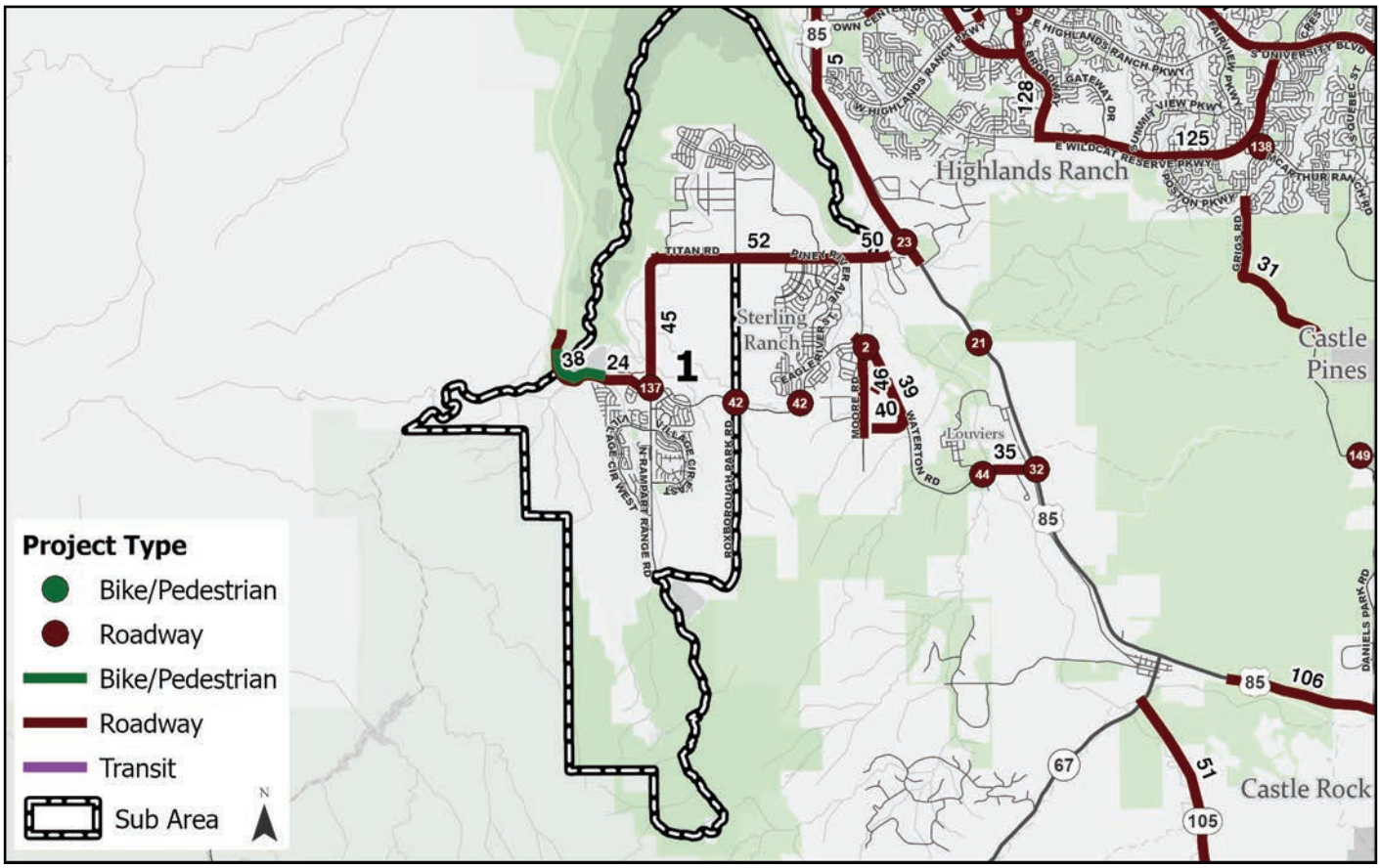
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**21%** or **6,240** of trips originate in Sub Area 1 and end outside of Douglas County.

# Sub Area 1 Portrait (Continued)

Roxborough - Chatfield - W Sterling Ranch

## Map of Projects




## Programs

| Description | Location | Cost | Goal Areas | | | | |
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| Emergency Storm Drainage | Countywide | $$ | | | | | X |
| Pavement Management | Countywide | $$$$$ | X | | | | X |
| Safety & Congestion Management | Countywide | $$ | | | X | X | |
| School & Pedestrian Safety | Countywide | $ | | X | X | | |
| Stormwater Priorities | Countywide | $$$ | | | | | X |
| Traffic Hazard Elimination | Countywide | $$ | | | X | X | |
| Traffic Signal and Intelligent Transporation Upgrades | Countywide | $$ | | | | | X |
| Traffic Signal Replacement | Countywide | $$ | | | X | X | X |
| Roadway Resiliency and Disaster Response | Countywide | $$$ | X | | | X | X |
| Sustainable Bridge Program | Countywide | $$ | X | | | | X |
| Countywide Program to Complete Missing Gaps in Trail Network | Countywide | $$ | X | X | | X | X |

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

# Sub Area 1 Portrait (Continued)

Roxborough - Chatfield - W Sterling Ranch

## Projects

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

| ID | Project Type | Project Name | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|---|
| 24 | Roadway | Waterton Road Widening | $$$ | X | X | | X | X |
| 37 | Bike/Pedestrian | Waterton Trail over South Platte River | $$$ | | X | | | |
| 38 | Roadway | Waterton Road Widening & Replace Bridge (from Wadsworth Blvd to Campfire St) | $$$ | | | | X | |
| 39 | Roadway | Waterton Road Widening (from Moore Rd to Zebulon Ring Rd) | $$ | | | | X | |
| 42 | Roadway | Waterton Road Operational Improvements | $$ | | | X | X | |
| 45 | Roadway | Rampart Range Road Widening (from Waterton Rd to Titan Rd) | $$$ | | | | X | |
| 50 | Roadway | Titan Road Widening (from Moore Rd to Titan Cir) | $$ | | | | X | X |
| 52 | Roadway | Titan Road Widening (from Rampart Range Rd to Moore Rd) | $$$ | | | | X | |
| 137 | Roadway | Waterton Rd & Rampart Range Rd Intersection Improvements | $$ | | | X | | |

# Sub Area 2 Portrait

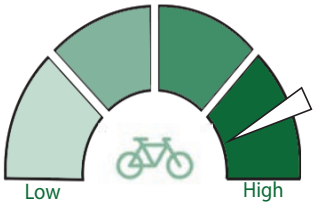
W Highlands Ranch - N US-85

## Key Data Points

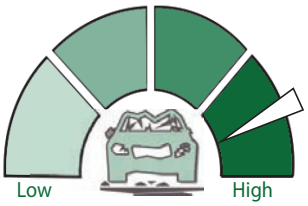
Time Travel Reliability

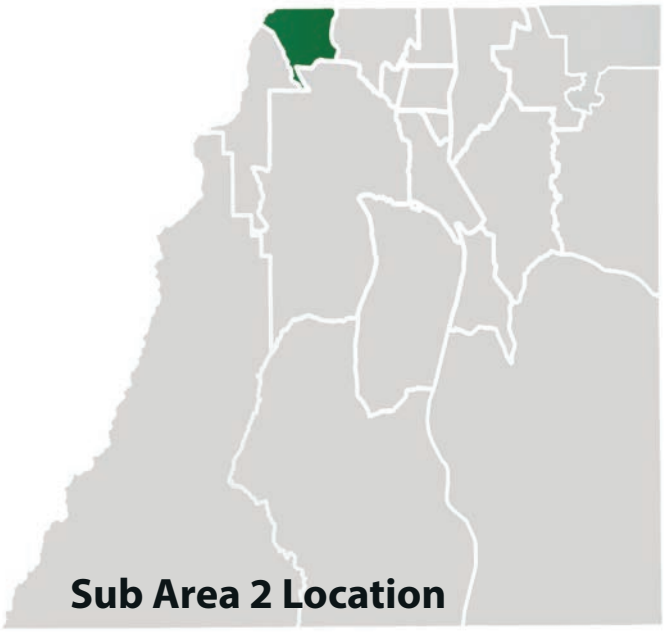



Vulnerable Road User Crashes




Crash Hot Spots & Severe Crashes




## Needs Analysis By Goal Area

Significant Need — Low Need

| RESILIENT NETWORK | SERVICE TO ALL USERS | IMPROVE SAFETY | MOVE PEOPLE AND GOODS EFFICENTLY | CREATE A SUSTAINABLE NETWORK |
|---|---|---|---|---|
| | | | | |

## Demographics

The population of Sub Area 2 is **34,075** people.

Total employment of this area is **21,348** people.

There are a total of **12,299** households in Sub Area 2.

Sub Area 2 is in the middle third of active-mode commuters, when compared to the rest of the county.

# Sub Area 2 Portrait (Continued)

W Highlands Ranch - N US-85

## Key Corridors

Heavy Congestion | Significant Delays | Noticable Delays | Stable Flow With Constraints | Stable Flow Slight Delays | Free-Flow Minimal Delay

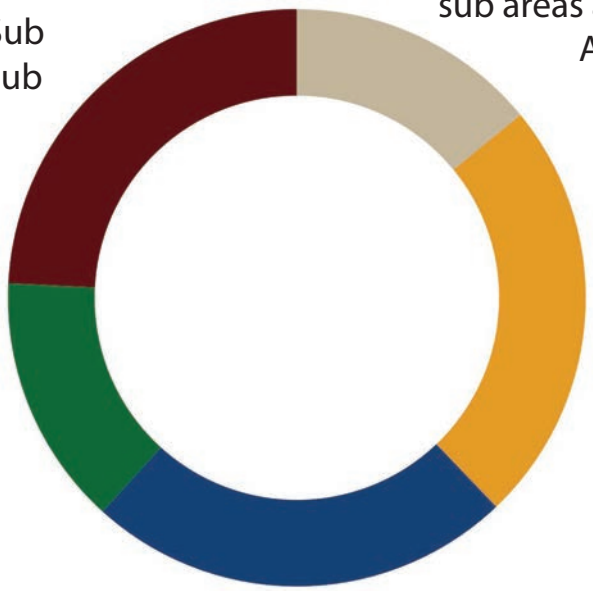
| Corridor | 2023 Daily Traffic Total Flow | 2050 Daily Traffic Total Flow | Percent Growth | 2023 Average Volume/Capacity - AM | 2023 Average Volume/Capacity - PM | 2050 Average Volume/Capacity -AM | 2050 Average Volume/Capacity -PM |
|---|---|---|---|---|---|---|---|
| Kendrick Castillo Way | 22,480 | 25,080 | 12% | | | | |
| County Line Road | 15,604 | 20,578 | 32% | | | | |
| Plaza Drive | 5,250 | 3,757 | -28% | | | | |
| South Broadway | 32,179 | 34,208 | 6% | | | | |
| Town Center Drive | 4,184 | 3,566 | -15% | | | | |
| West Highlands Ranch Parkway | 22,347 | 29,994 | 34% | | | | |
| West Wildcat Reserve Parkway | 15,127 | 16,836 | 11% | | | | |

***Disclaimer**: Average daily traffic volumes shown represent an average value for multiple roadway segments within each corridor. These figures are intended to provide an overall corridor-level estimate and may not reflect conditions on individual segments. Data is sourced from the DRCOG Travel Demand Model and was accessed in 2025.*

## Origin and Destinations

**24%** or **36,432** trips originated in Sub Area 2 and end in Sub Area 2.

**14%** or **21,189** of trips originated in other sub areas and end in Sub Area 2.



**24%** or **35,800** of trips originated outside of Douglas County and end in Sub Area 2.

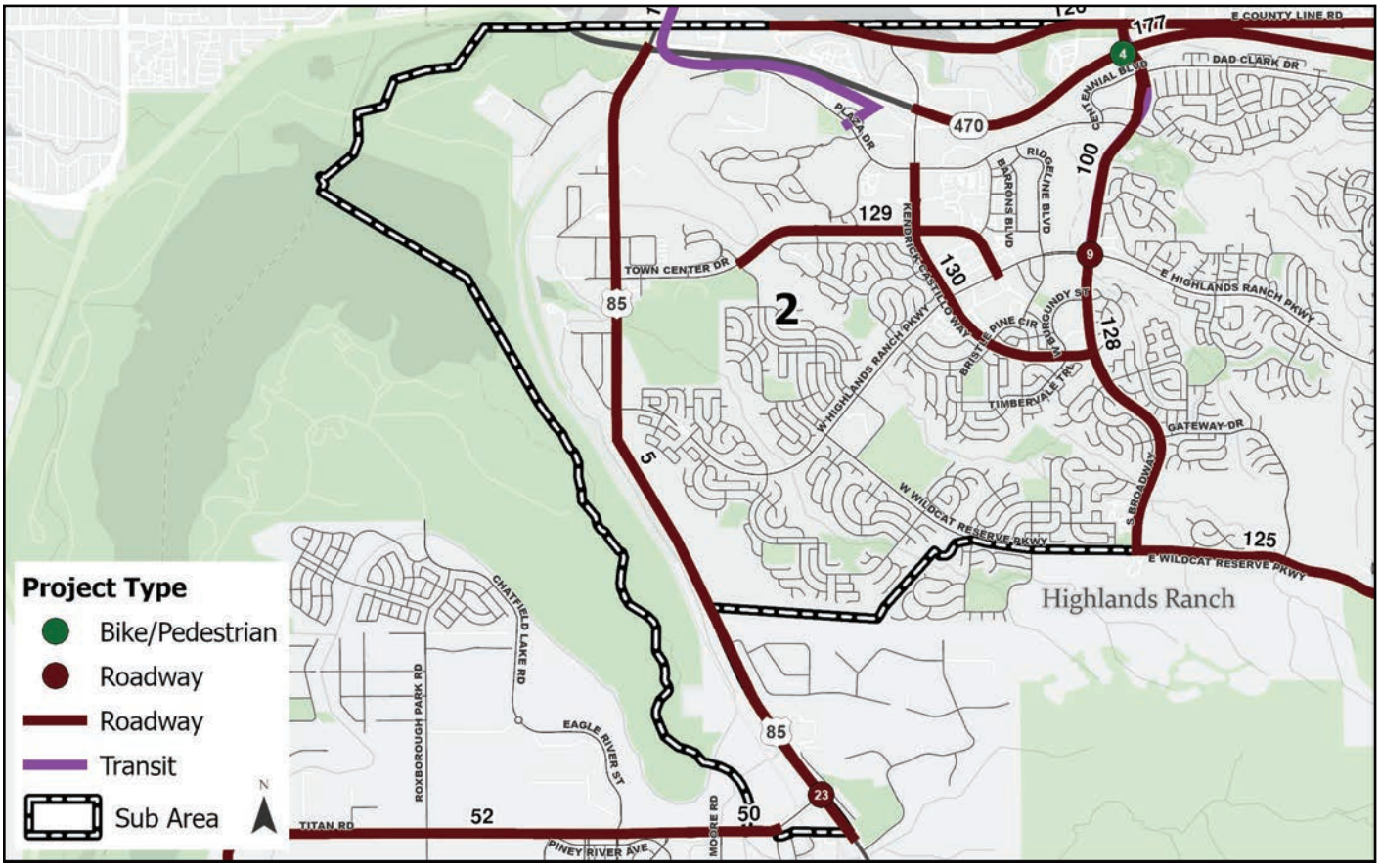
**14%** or **21,142** of trips originated in Sub Area 2 and end in another sub area.

**24%** or **35,885** of trips originated in Sub Area 2 and end outside of Douglas County.

# Sub Area 2 Portrait (Continued)

W Highlands Ranch - N US-85

## Map of Projects




## Programs

| Description | Location | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| Emergency Storm Drainage | Countywide | $$ | | | | | X |
| Pavement Management | Countywide | $$$$$ | X | | | | X |
| Safety & Congestion Management | Countywide | $$ | | | X | X | |
| School & Pedestrian Safety | Countywide | $ | | X | X | | |
| Stormwater Priorities | Countywide | $$$ | X | | | | X |
| Traffic Hazard Elimination | Countywide | $$ | | | X | X | X |
| Traffic Signal and Intelligent Transporation Upgrades | Countywide | $$ | | | | | |
| Traffic Signal Replacement | Countywide | $$ | X | | X | X | X |
| Roadway Resiliency and Disaster Response | Countywide | $$$ | X | | | X | X |
| Sustainable Bridge Program | Countywide | $$ | X | | | | X |
| Countywide Program to Complete Missing Gaps in Trail Network | Countywide | $$ | X | X | | X | X |
| Highlands Ranch Arterial Roadways Trail Crossing Enhancements | Sub Areas 2 & 3 | $$ | | X | X | | |

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

# Sub Area 2 Portrait (Continued)

W Highlands Ranch - N US-85

## Projects

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

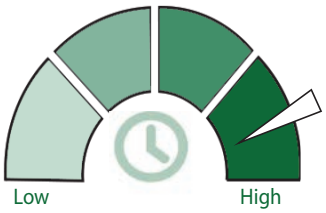
| ID | Project Type | Project Name | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|---|
| 4 | Bike/Pedestrian | C-470 Trail Bike/Ped Bridge Over Broadway | $$ | | X | X | | |
| 5 | Roadway | US 85 Improvements (from Highlands Ranch to C-470) | $$ | | | X | X | |
| 9 | Roadway | Broadway/Highlands Ranch Parkway Intersection | $$ | | | X | X | |
| 23 | Roadway | US 85/Titan Parkway Interchange | $$$ | | | | X | |
| 100 | Transit | Regional Bus Rapid Transit | $$$$ | | X | | X | |
| 128 | Roadway | S. Broadway Corridor Improvements (from E. County Line to W. Wildcat Reserve Pkwy) | $ | | | X | X | |
| 129 | Roadway | Town Center Drive Corridor Improvements (from S. Foothills Canyon Blvd to W. Highlands Ranch Pkwy) | $ | | | X | X | |
| 130 | Roadway | Kendrick Castillo Way Corridor Improvements (from Plaza Dr to S. Broadway) | $ | | | X | X | |
| 168 | Transit | RTD FasTracks SW Corridor Extension (from Plaza Dr to Mineral Ave) | $$$$$ | X | | | X | |
| 177 | Roadway | C-470 Additional Managed Lanes (from Broadway to I-25) | $$$$$ | X | | | X | |

# Sub Area 3 Portrait

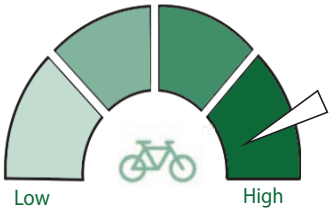
E Highlands Ranch

## Key Data Points

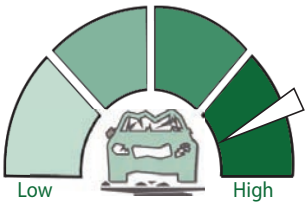
Time Travel Reliability

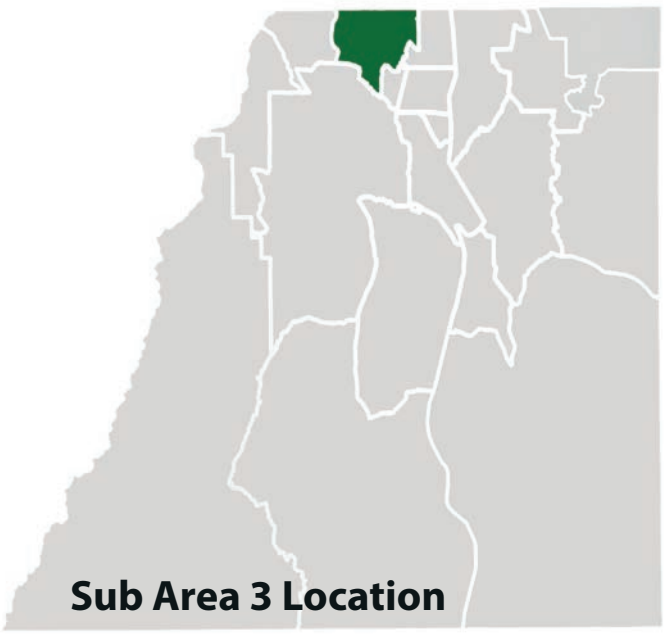



Vulnerable Road User Crashes




Crash Hot Spots & Severe Crashes




## Needs Analysis By Goal Area

Significant Need — Low Need

| RESILIENT NETWORK | SERVICE TO ALL USERS | IMPROVE SAFETY | MOVE PEOPLE AND GOODS EFFICENTLY | CREATE A SUSTAINABLE NETWORK |
|---|---|---|---|---|
| | | | | |

## Demographics

The population of Sub Area 3 is **59,577** people.

Total employment of this area is **15,959** people.

There are a total of **21,367** households in Sub Area 3.

Sub Area 3 is in the bottom third of active-mode commuters, when compared to the rest of the county.

# Sub Area 3 Portrait (Continued)

E Highlands Ranch

## Key Corridors

Heavy Congestion | Significant Delays | Noticable Delays | Stable Flow With Constraints | Stable Flow Slight Delays | Free-Flow Minimal Delay

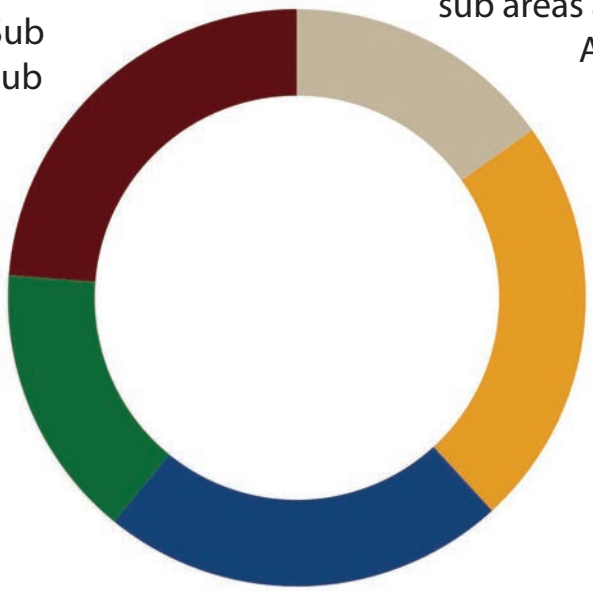
| Corridor | 2023 Daily Traffic Total Flow | 2050 Daily Traffic Total Flow | Percent Growth | 2023 Average Volume/Capacity - AM | 2023 Average Volume/Capacity - PM | 2050 Average Volume/Capacity -AM | 2050 Average Volume/Capacity -PM |
|---|---|---|---|---|---|---|---|
| Dad Clark Drive | 8,289 | 8,906 | 7% | | | | |
| East Highlands Ranch Parkway | 22,347 | 29,994 | 34% | | | | |
| East Lincoln Avenue | 31,281 | 33,059 | 6% | | | | |
| East Wildcat Reserve Parkway | 15,127 | 16,836 | 11% | | | | |
| Fairview Parkway | 7,096 | 9,179 | 29% | | | | |
| McArthur Ranch Road | 8,237 | 10,827 | 31% | | | | |
| South Colorado Boulevard | 16,274 | 17,321 | 6% | | | | |
| South Quebec Street | 32,649 | 35,851 | 10% | | | | |
| South University Boulevard | 37,551 | 42,394 | 13% | | | | |

***Disclaimer**: Average daily traffic volumes shown represent an average value for multiple roadway segments within each corridor. These figures are intended to provide an overall corridor-level estimate and may not reflect conditions on individual segments. Data is sourced from the DRCOG Travel Demand Model and was accessed in 2025.*

## Origin and Destinations

**24%** or **36,432** trips originated in Sub Area 3 and end in Sub Area 1.

**15%** or **32,336** of trips originated in other sub areas and end in Sub Area 3.



**15%** or **31,771** of trips originated in Sub Area 3 and end in another sub area.

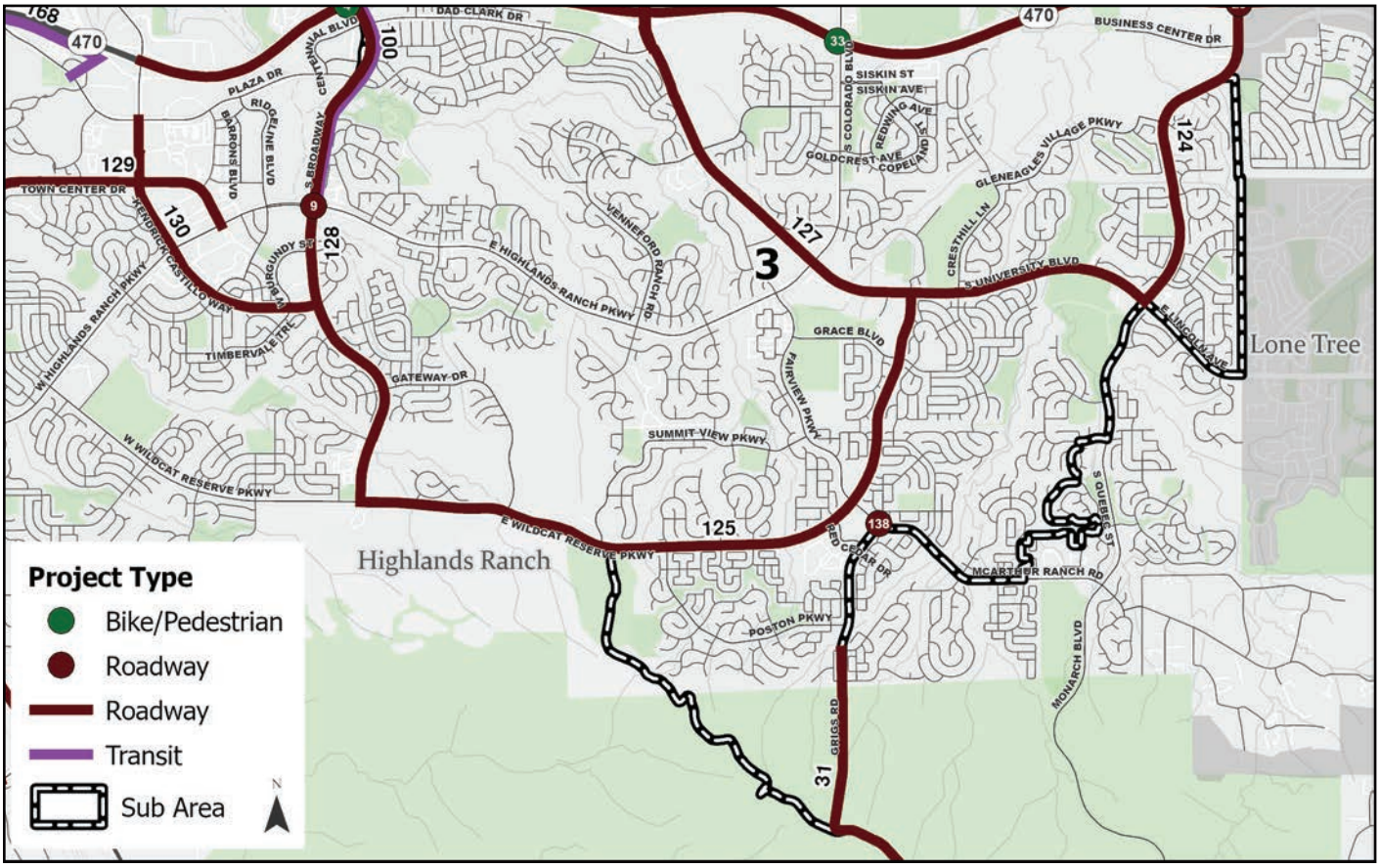
**23%** or **47,714** of trips originated outside of Douglas County and end in Sub Area 3.

**23%** or **46,966** of trips originated in Sub Area 3 and end outside of Douglas County.

# Sub Area 3 Portrait (Continued)

E Highlands Ranch

## Map of Projects




## Programs

| Description | Location | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| Emergency Storm Drainage | Countywide | $$ | | | | | X |
| Pavement Management | Countywide | $$$$$ | X | | | | X |
| Safety & Congestion Management | Countywide | $$ | | | X | X | |
| School & Pedestrian Safety | Countywide | $ | | X | X | | |
| Stormwater Priorities | Countywide | $$$ | X | | | | X |
| Traffic Hazard Elimination | Countywide | $$ | | | X | X | X |
| Traffic Signal and Intelligent Transporation Upgrades | Countywide | $$ | | | | | |
| Traffic Signal Replacement | Countywide | $$ | X | | X | X | X |
| Roadway Resiliency and Disaster Response | Countywide | $$$ | X | | | X | X |
| Sustainable Bridge Program | Countywide | $$ | X | | | | X |
| Countywide Program to Complete Missing Gaps in Trail Network | Countywide | $$ | X | X | | X | X |
| Highlands Ranch Arterial Roadways Trail Crossing Enhancements | Sub Areas 2 & 3 | $$ | | X | X | | |

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

# Sub Area 3 Portrait (Continued)

E Highlands Ranch

## Projects

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

| ID | Project Type | Project Name | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|---|
| 20 | Roadway | Quebec/Park Meadows Drive Operational Improvements | $$ | | | | X | |
| 33 | Bike/Pedestrian | Colorado Bike/Ped Bridge over C-470 | $$ | | X | X | | |
| 49 | Roadway | University Boulevard Improvements (from Dad Clark Dr to County Line Rd) | $$ | | | | X | |
| 124 | Roadway | S. Quebec Street Corridor Improvements (from E. County Line Rd to S. University Blvd) | $$$ | | | X | X | |
| 125 | Roadway | E. Wildcat Reserve Parkway Corridor Improvements (from Broadway to S. University Blvd) | $$$ | | | X | X | |
| 126 | Roadway | E. County Line Road Corridor Improvements (from Primo Rd to Park Meadows Center Rd) | $$$ | | | X | X | |
| 127 | Roadway | S. University Boulevard Corridor Improvements (from E. County Line Rd to S. Quebec St) | $$$$ | | | X | X | |
| 138 | Roadway | McArthur Ranch Road & Grigs Road Intersection Improvements | $ | | | | X | |

# Sub Area 4 Portrait

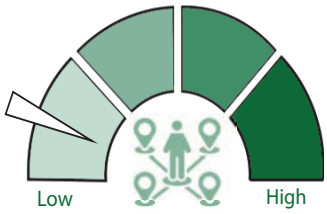
Surrey - W Lone Tree - N Castle Pines

## Key Data Points

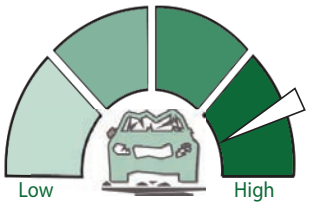
Bottlenecks




Access to Activity Centers




Crash Hot Spots & Severe Crashes







## Needs Analysis By Goal Area

Significant Need — Low Need

| RESILIENT NETWORK | SERVICE TO ALL USERS | IMPROVE SAFETY | MOVE PEOPLE AND GOODS EFFICENTLY | CREATE A SUSTAINABLE NETWORK |
|---|---|---|---|---|
| | | | | |

## Demographics

The population of Sub Area 4 is **34,522** people.

Total employment of this area is **35,388** people.

There are a total of **12,479** households in Sub Area 4.

Sub Area 4 is in the top third of active-mode commuters, when compared to the rest of the county.

# Sub Area 4 Portrait (Continued)

Surrey - W Lone Tree - N Castle Pines

## Key Corridors

Heavy Congestion | Significant Delays | Noticable Delays | Stable Flow With Constraints | Stable Flow Slight Delays | Free-Flow Minimal Delay

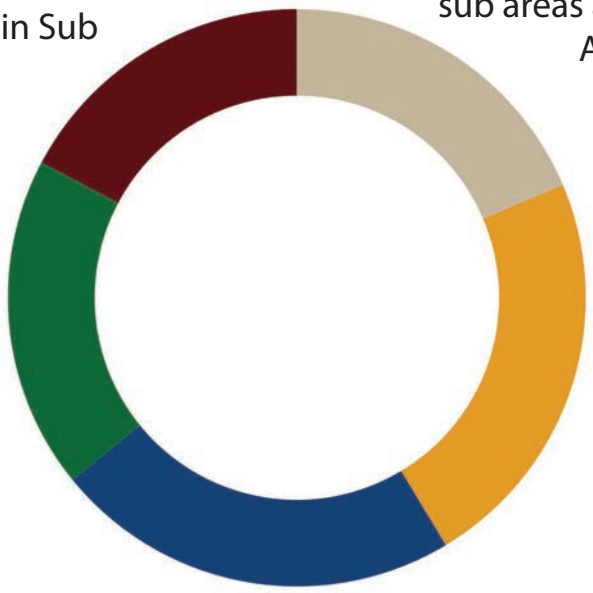
| Corridor | 2023 Daily Traffic Total Flow | 2050 Daily Traffic Total Flow | Percent Growth | 2023 Average Volume/Capacity - AM | 2023 Average Volume/Capacity - PM | 2050 Average Volume/Capacity -AM | 2050 Average Volume/Capacity -PM |
|---|---|---|---|---|---|---|---|
| East Lincoln Avenue | 31,281 | 33,059 | 6% | | | | |
| McArthur Ranch Road | 8,234 | 10,827 | 31% | | | | |
| Monarch Boulevard | 3,694 | 3,945 | 7% | | | | |

***Disclaimer**: Average daily traffic volumes shown represent an average value for multiple roadway segments within each corridor. These figures are intended to provide an overall corridor-level estimate and may not reflect conditions on individual segments. Data is sourced from the DRCOG Travel Demand Model and was accessed in 2025.*

## Origin and Destinations

**17%** or **33,931** trips originated in Sub Area 4 and end in Sub Area 4.

**19%** or **36,619** of trips originated in other sub areas and end in Sub Area 4.



**18%** or **36,616** of trips originated in Sub Area 4 and end in another sub area.

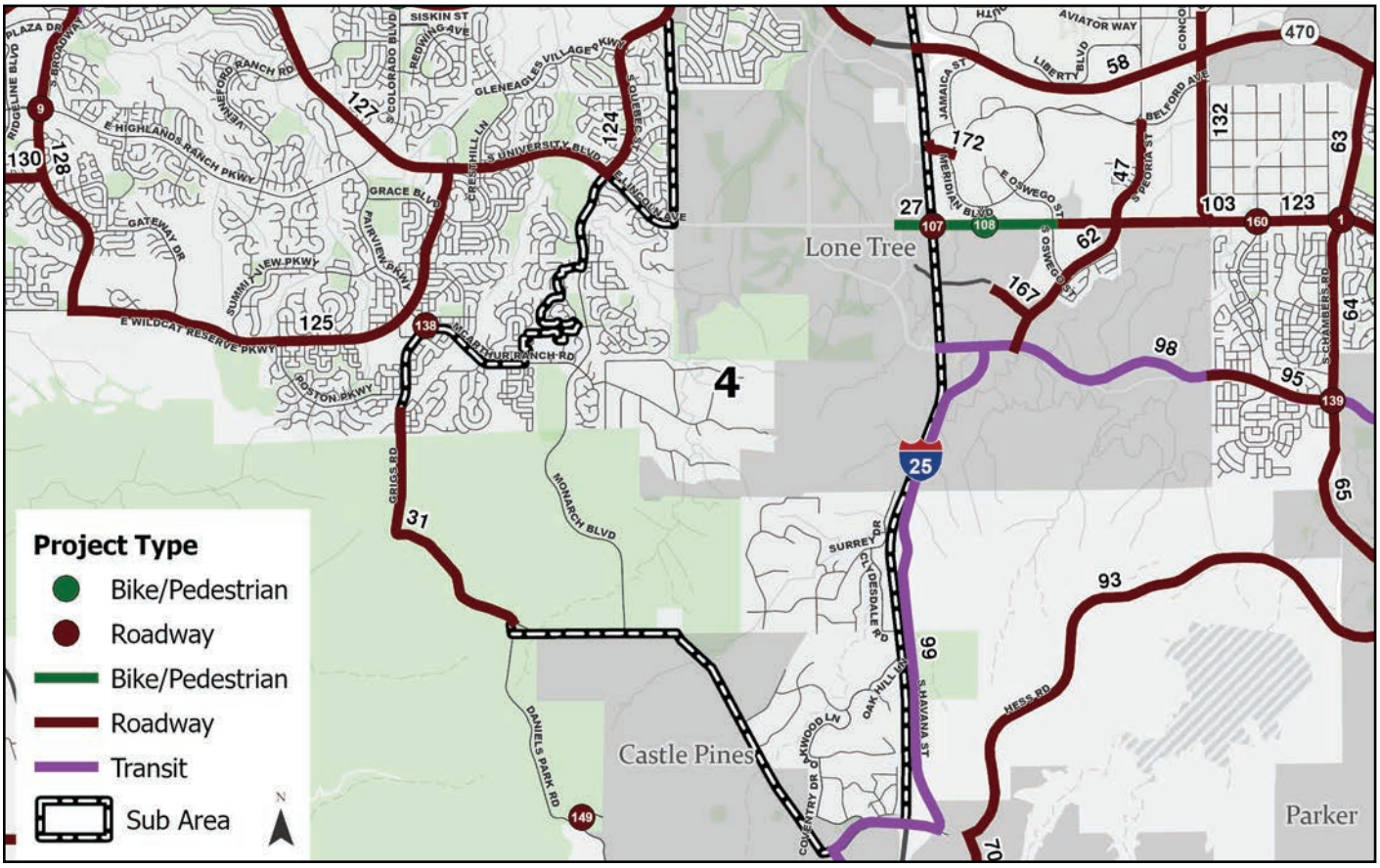
**23%** or **44,768** of trips originated outside of Douglas County and end in Sub Area 4.

**23%** or **44,794** of trips originated in Sub Area 4 and end outside of Douglas County.

# Sub Area 4 Portrait (Continued)

Surrey - W Lone Tree - N Castle Pines

## Map of Projects




## Programs

| Description | Location | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| Emergency Storm Drainage | Countywide | $$ | | | | | X |
| Pavement Management | Countywide | $$$$$ | X | | | | X |
| Safety & Congestion Management | Countywide | $$ | | | X | X | |
| School & Pedestrian Safety | Countywide | $ | | X | X | | |
| Stormwater Priorities | Countywide | $$$ | | | | | X |
| Traffic Hazard Elimination | Countywide | $$ | | | X | X | |
| Traffic Signal and Intelliegent Transporation Upgrades | Countywide | $$ | | | | | X |
| Traffic Signal Replacement | Countywide | $$ | | | X | X | X |
| Roadway Resiliency and Disaster Response | Countywide | $$$ | X | | | X | X |
| Sustainable Bridge Program | Countywide | $$ | X | | | | X |
| Countywide Program to Complete Missing Gaps in Trail Network | Countywide | $$ | X | X | | X | X |

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

# Sub Area 4 Portrait (Continued)

Surrey - W Lone Tree - N Castle Pines

## Projects

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

| ID | Project Type | Project Name | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|---|
| 27 | Bike/Pedestrian | Lincoln Avenue (Park Meadows Drive to Oswego) | $$$ | | | X | X | |
| 31 | Roadway | Grigs Road Improvements (from Daniels Park Rd to Valleybrook Dr) | $$ | | | | X | |

# Sub Area 5 Portrait

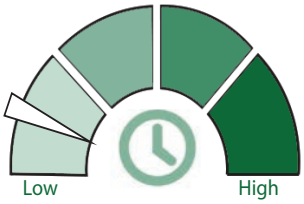
Meridian - Grand View - E Lone Tree

## Key Data Points

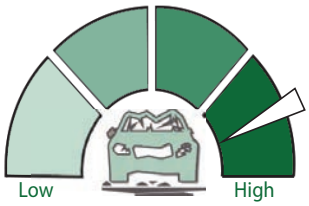
Bottlenecks

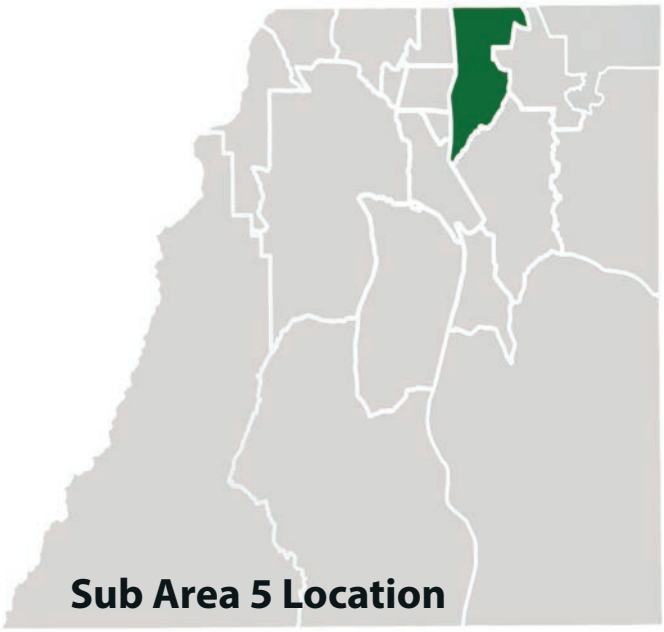



Time Travel Reliability




Crash Hot Spots & Severe Crashes




## Needs Analysis By Goal Area

Significant Need — Low Need

| RESILIENT NETWORK | SERVICE TO ALL USERS | IMPROVE SAFETY | MOVE PEOPLE AND GOODS EFFICENTLY | CREATE A SUSTAINABLE NETWORK |
|---|---|---|---|---|
| | | | | |

## Demographics

The population of Sub Area 5 is **13,516** people.

Total employment of this area is **33,113** people.

There are a total of **5,657** households in Sub Area 5.

Sub Area 5 is in the top third of active-mode commuters, when compared to the rest of the county.

# Sub Area 5 Portrait (Continued)

Meridian - Grand View - E Lone Tree

## Key Corridors

Heavy Congestion | Significant Delays | Noticable Delays | Stable Flow With Constraints | Stable Flow Slight Delays | Free-Flow Minimal Delay

| Corridor | 2023 Daily Traffic Total Flow | 2050 Daily Traffic Total Flow | Percent Growth | 2023 Average Volume/Capacity - AM | 2023 Average Volume/Capacity - PM | 2050 Average Volume/Capacity -AM | 2050 Average Volume/Capacity -PM |
|---|---|---|---|---|---|---|---|
| East Lincoln Avenue | 31,281 | 33,059 | 6% | | | | |
| East Mainstreet/ RidgeGate Parkway | 34,401 | 46,107 | 34% | | | | |
| Havana Street | 10,769 | 14,249 | 32% | | | | |
| Inverness Parkway | 14,550 | 13,936 | -4% | | | | |
| South Chambers Road | 16,096 | 33,250 | 107% | | | | |
| South Peoria Street | 11,072 | 22,408 | 102% | | | | |

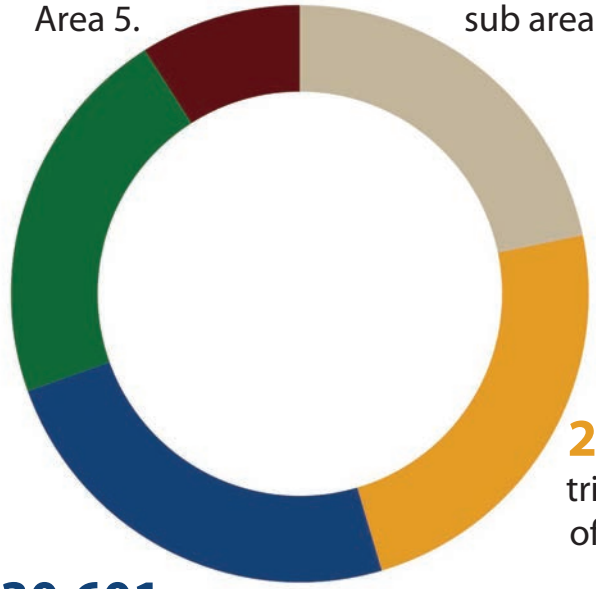
***Disclaimer**: Average daily traffic volumes shown represent an average value for multiple roadway segments within each corridor. These figures are intended to provide an overall corridor-level estimate and may not reflect conditions on individual segments. Data is sourced from the DRCOG Travel Demand Model and was accessed in 2025.*

## Origin and Destinations

**9%** or **11,439** trips originated in Sub Area 5 and end in Sub Area 5.

**22%** or **27,613** of trips originated in other sub areas and end in Sub Area 5.

**21%** or **27,242** of trips originated in Sub Area 5 and end in another sub area.



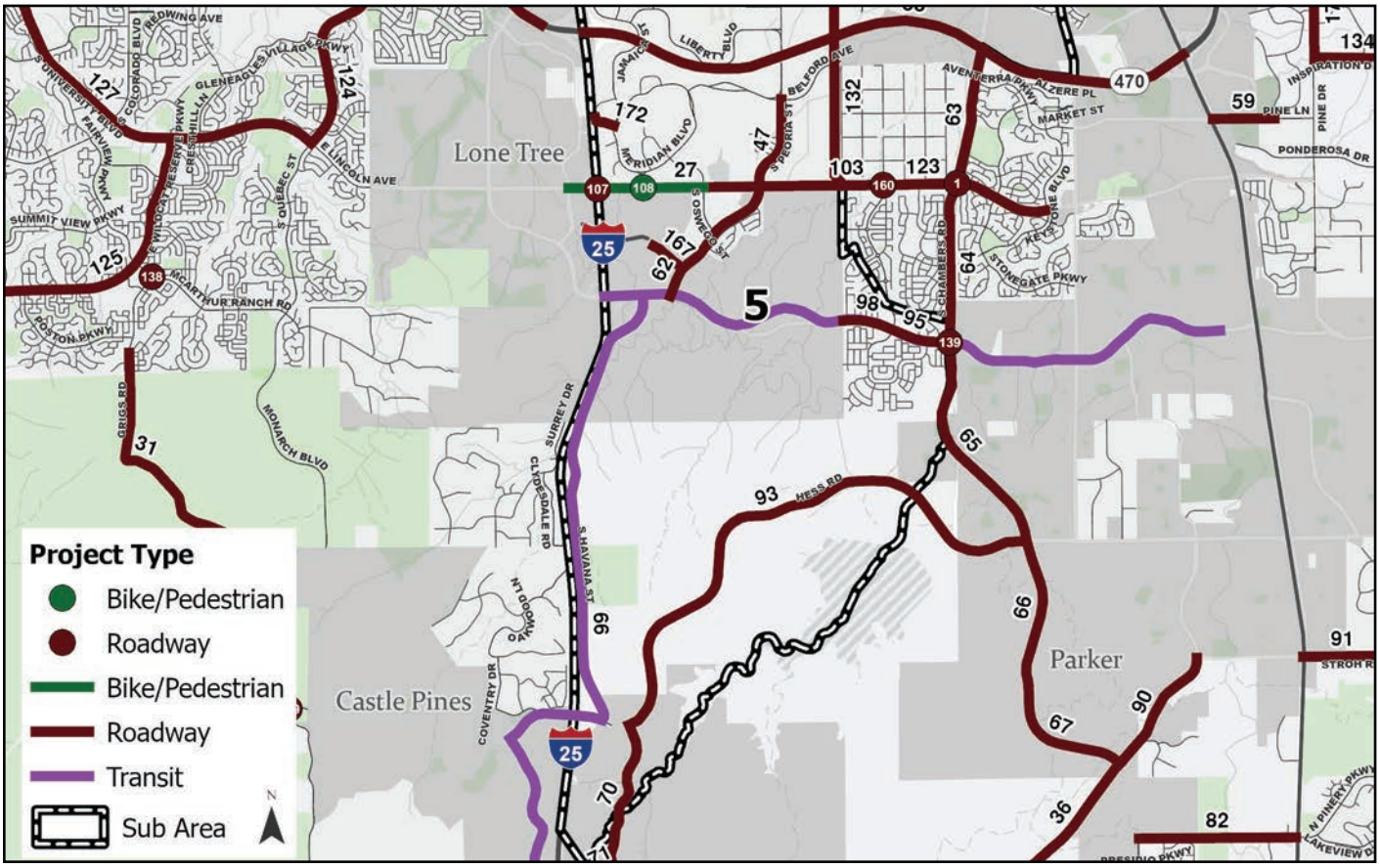
**24%** or **30,408** of trips originated outside of Douglas County and end in Sub Area 5.

**24%** or **30,601** of trips originated in Sub Area 5 and end outside of Douglas County.

# Sub Area 5 Portrait (Continued)

Meridian - Grand View - E Lone Tree

## Map of Projects




## Programs

| Description | Location | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| Emergency Storm Drainage | Countywide | $$ | | | | | X |
| Pavement Management | Countywide | $$$$$ | X | | | | X |
| Safety & Congestion Management | Countywide | $$ | | | X | X | |
| School & Pedestrian Safety | Countywide | $ | | X | X | | |
| Stormwater Priorities | Countywide | $$$ | X | | | | X |
| Traffic Hazard Elimination | Countywide | $$ | | | X | X | X |
| Traffic Signal and Intelligent Transporation Upgrades | Countywide | $$ | | | | | |
| Traffic Signal Replacement | Countywide | $$ | X | | X | X | X |
| Roadway Resiliency and Disaster Response | Countywide | $$$ | X | | | X | X |
| Sustainable Bridge Program | Countywide | $$ | X | | | | X |
| Countywide Program to Complete Missing Gaps in Trail Network | Countywide | $$ | X | X | | X | X |

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

# Sub Area 5 Portrait (Continued)

Meridian - Grand View - E Lone Tree

## Projects

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

| ID | Project Type | Project Name | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|---|
| 1 | Roadway | Chambers Road/Licoln Avenue Intersection Improvements | $$ | | | | X | |
| 3 | Roadway | County Line Road / I-25 Operational Improvements (East of I-25) | $$ | | | | X | |
| 47 | Roadway | Peoria Widening (from Belford Ave to Lincoln Ave) | $$ | | | | X | |
| 58 | Roadway | E-470 Public Highway Authority Widening (from I-25 to Parker Road) | $$$$ | | | | X | |
| 62 | Roadway | Peoria Street Widening (from Lincoln to RidgeGate) | $$ | | | | X | |
| 63 | Roadway | Chambers Rd Widening (from E-470 to Lincoln) | $$$ | | | | X | |
| 64 | Roadway | Chambers Rd Widening (from Lincoln to Mainstreet) | $$$ | | | | X | |
| 65 | Roadway | Chambers Rd Widening (Mainstreet to Hess) | $$$ | | | | X | |
| 70 | Roadway | Canyonside Blvd Extension (Hess Rd to Crowfoot Valley Rd) | $$$ | X | | | X | |
| 93 | Roadway | Hess Road Widening (from Canyonside to Chambers) | $$$ | | | | X | |
| 95 | Roadway | RidgeGate Parkway Widening (from Lone Tree eastern limits to Chambers) | $$$ | | | | X | |
| 98 | Transit | Corridor Transit Planning/RidgeGate Parkway Transit Mobility Corridor | $$$$$ | | X | | X | |
| 99 | Transit | Castle Pines Transit Mobility Corridor: Castle Pines to RidgeGate RTD Station | $$$ | | X | | X | |
| 103 | Roadway | Lincoln Avenue Widening & Multimodal Improvements (from Oswego St to Keystone Blvd) | $$$$ | | X | | X | |
| 107 | Roadway | 1-25/Lincoln Avenue Interchange Safety & Operational Improvements | $$$ | | | | X | |
| 108 | Bike/Pedestrian | Advancing Lincoln Avenue (from Park Meadows Dr to Owego St) | $$ | | X | | X | |
| 123 | Roadway | Lincoln Corridor Improvements (from N. 1st St to Western Parker Limit) | $$$ | | | X | X | |
| 139 | Roadway | East Mainstreet & South Chambers Boulevard Intersection Improvements | $ | | | | X | |
| 167 | Roadway | New Arterial thru Lone Tree Town Center (from Peoria St to Sky Ridge Ave) | $$ | | | | X | |
| 172 | Roadway | Bierstadt Way Widening (from San Luis St to Meridian Blvd) | $$ | | | | X | |

# Sub Area 6 Portrait

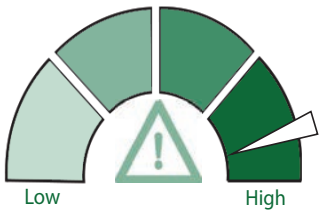
Stonegate - Central Parker

## Key Data Points

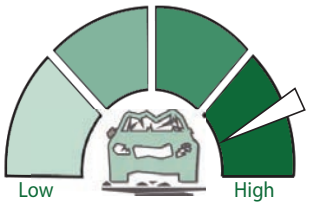
Bottlenecks

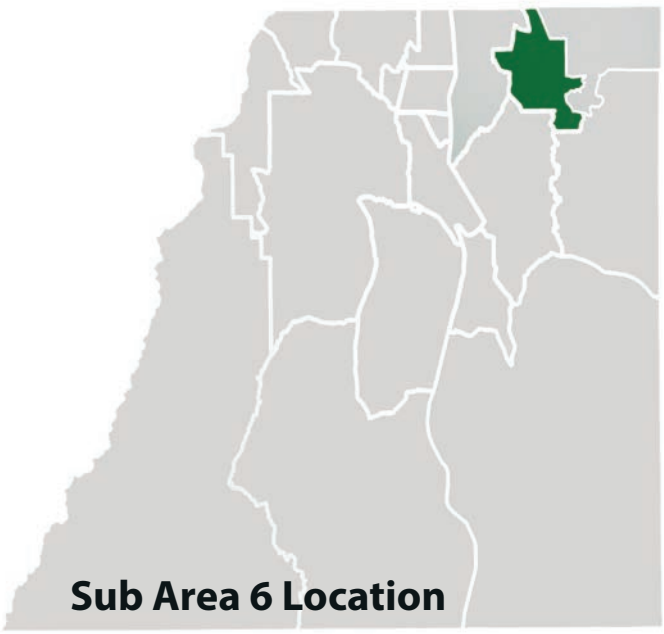



Natural Hazard Risks




Crash Hot Spots & Severe Crashes




## Needs Analysis By Goal Area

Significant Need — Low Need

| RESILIENT NETWORK | SERVICE TO ALL USERS | IMPROVE SAFETY | MOVE PEOPLE AND GOODS EFFICENTLY | CREATE A SUSTAINABLE NETWORK |
|---|---|---|---|---|
| | | | | |

## Demographics

The population of Sub Area 6 is **60,219** people.

Total employment of this area is **23,634** people.

There are a total of **21,894** households in Sub Area 6.

Sub Area 6 is in the middle third of active-mode commuters, when compared to the rest of the county.

# Sub Area 6 Portrait (Continued)

Stonegate - Central Parker

## Key Corridors

Heavy Congestion | Significant Delays | Noticable Delays | Stable Flow With Constraints | Stable Flow Slight Delays | Free-Flow Minimal Delay

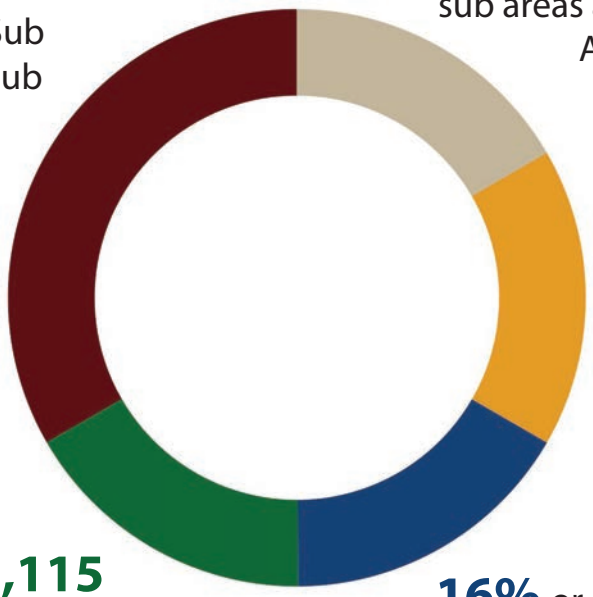
| Corridor | 2023 Daily Traffic Total Flow | 2050 Daily Traffic Total Flow | Percent Growth | 2023 Average Volume/Capacity - AM | 2023 Average Volume/Capacity - PM | 2050 Average Volume/Capacity -AM | 2050 Average Volume/Capacity -PM |
|---|---|---|---|---|---|---|---|
| Pine Drive | 8,000 | 11,219 | 40% | | | | |
| Pine Lane | 4,741 | 5,575 | 18% | | | | |
| Lincoln Avenue | 31,281 | 33,059 | 6% | | | | |

***Disclaimer**: Average daily traffic volumes shown represent an average value for multiple roadway segments within each corridor. These figures are intended to provide an overall corridor-level estimate and may not reflect conditions on individual segments. Data is sourced from the DRCOG Travel Demand Model and was accessed in 2025.*

## Origin and Destinations

**33%** or **77,933** trips originated in Sub Area 6 and end in Sub Area 6.

**17%** or **38,861** of trips originated in other sub areas and end in Sub Area 6.



**17%** or **39,106** of trips originated outside of Douglas County and end in Sub Area 6.

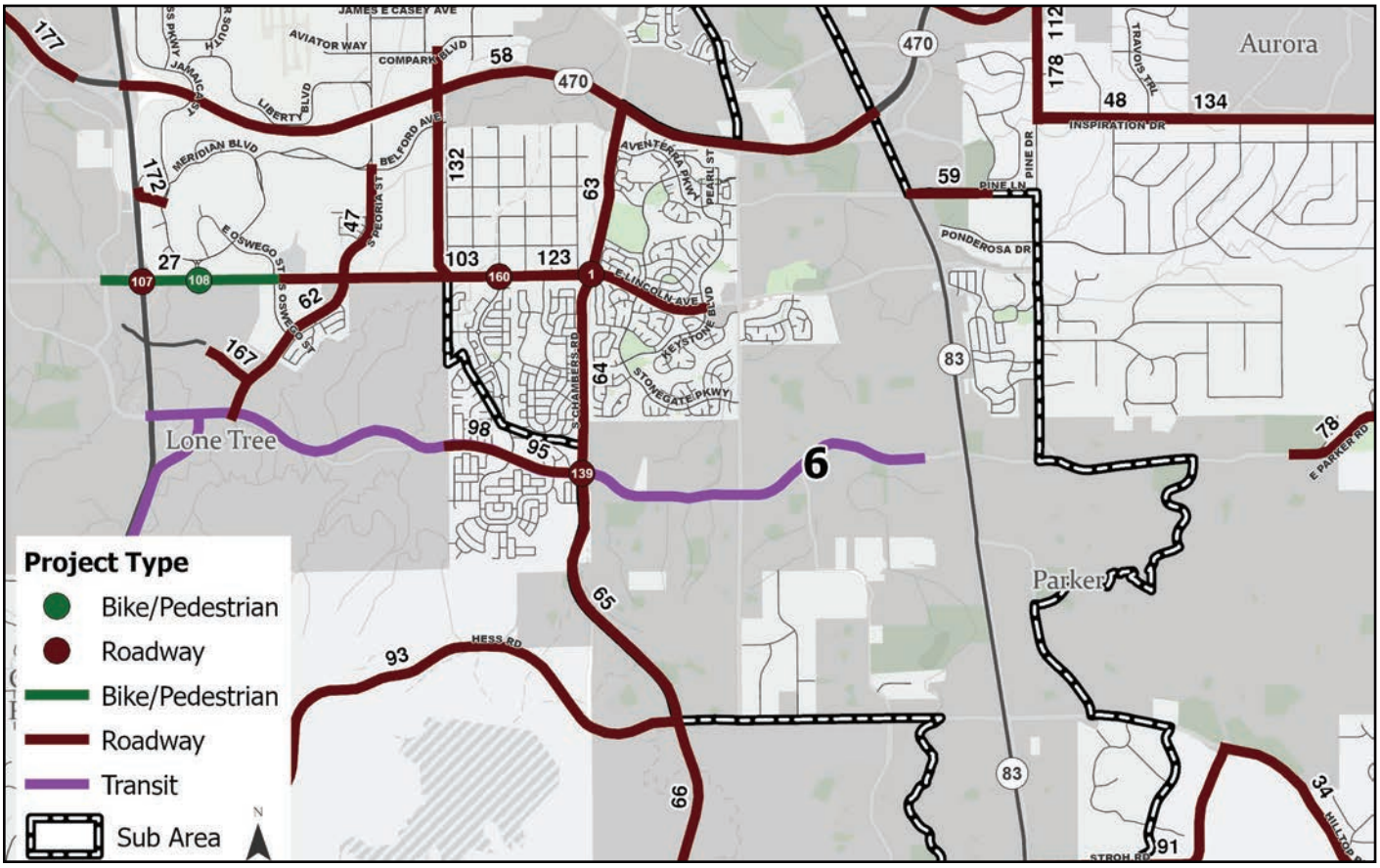
**17%** or **39,115** of trips originated in Sub Area 6 and end in another sub area.

**16%** or **38,749** of trips originated in Sub Area 6 and end outside of Douglas County.

# Sub Area 6 Portrait (Continued)

Stonegate - Central Parker

## Map of Projects




## Programs

| Description | Location | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| Emergency Storm Drainage | Countywide | $$ | | | | | X |
| Pavement Management | Countywide | $$$$$ | X | | | | X |
| Safety & Congestion Management | Countywide | $$ | | | X | X | |
| School & Pedestrian Safety | Countywide | $ | | X | X | | |
| Stormwater Priorities | Countywide | $$$ | X | | | | X |
| Traffic Hazard Elimination | Countywide | $$ | | | X | X | X |
| Traffic Signal and Intelligent Transporation Upgrades | Countywide | $$ | | | | | |
| Traffic Signal Replacement | Countywide | $$ | X | | X | X | X |
| Roadway Resiliency and Disaster Response | Countywide | $$$ | X | | | X | X |
| Sustainable Bridge Program | Countywide | $$ | X | | | | X |
| Countywide Program to Complete Missing Gaps in Trail Network | Countywide | $$ | X | X | | X | X |

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

# Sub Area 6 Portrait (Continued)

Stonegate - Central Parker

## Projects

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

| ID | Project Type | Project Name | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|---|
| 59 | Roadway | Pine Lane Widening (from SH 83 to Dixon) | $$ | | | | X | |
| 91 | Roadway | New Stroh Road Connection (from SH83 to Hilltop) | $$$ | | | | X | |
| 132 | Roadway | New Arterial West of 1st Street (Lincoln Ave to Compark Blvd) | $$$ | X | | | X | |
| 160 | Roadway | Lincoln Ave & N 3rd Street Safety Improvements | $$ | | | X | | |

# Sub Area 7 Portrait

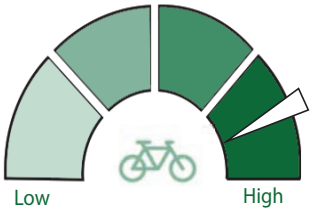
Far Northeast -Inspiration - Aurora

## Key Data Points

Alternative Routes

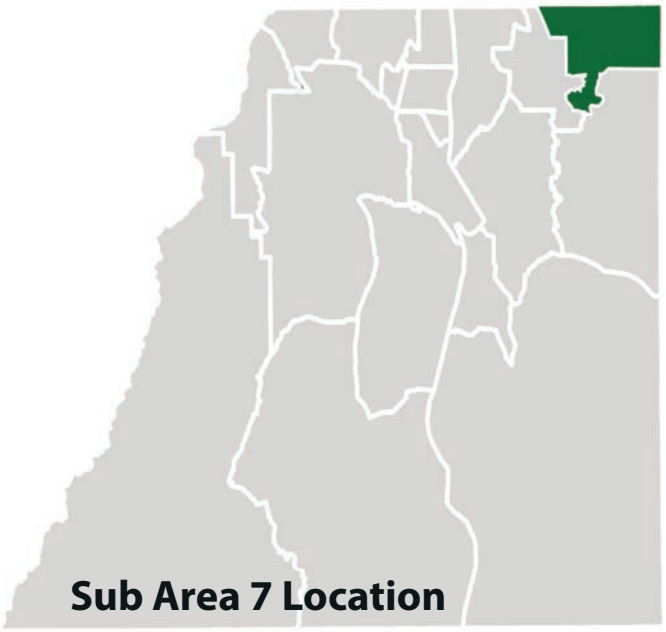



Vulnerable Road User Crashes




Crash Hot Spots & Severe Crashes




## Needs Analysis By Goal Area

Significant Need — Low Need

| RESILIENT NETWORK | SERVICE TO ALL USERS | IMPROVE SAFETY | MOVE PEOPLE AND GOODS EFFICENTLY | CREATE A SUSTAINABLE NETWORK |
|---|---|---|---|---|
| | | | | |

## Demographics

The population of Sub Area 7 is **19,768** people.

Total employment of this area is **6,006** people.

There are a total of **7,102** households in Sub Area 7.

Sub Area 7 is in the bottom third of active-mode commuters, when compared to the rest of the county.

7

# Sub Area 7 Portrait (Continued)

Far Northeast -Inspiration - Aurora

## Key Corridors

Heavy Congestion | Significant Delays | Noticable Delays | Stable Flow With Constraints | Stable Flow Slight Delays | Free-Flow Minimal Delay

| Corridor | 2023 Daily Traffic Total Flow | 2050 Daily Traffic Total Flow | Percent Growth | 2023 Average Volume/Capacity - AM | 2023 Average Volume/Capacity - PM | 2050 Average Volume/Capacity -AM | 2050 Average Volume/Capacity -PM |
|---|---|---|---|---|---|---|---|
| East Parker Road | 37,934 | 51,183 | 35% | | | | |
| Inspiration Drive | 1,540 | 1,449 | -6% | | | | |
| Piney Lake Road | 1,801 | 3,846 | 114% | | | | |
| Delbert Road | 8,363 | 12,855 | 54% | | | | |

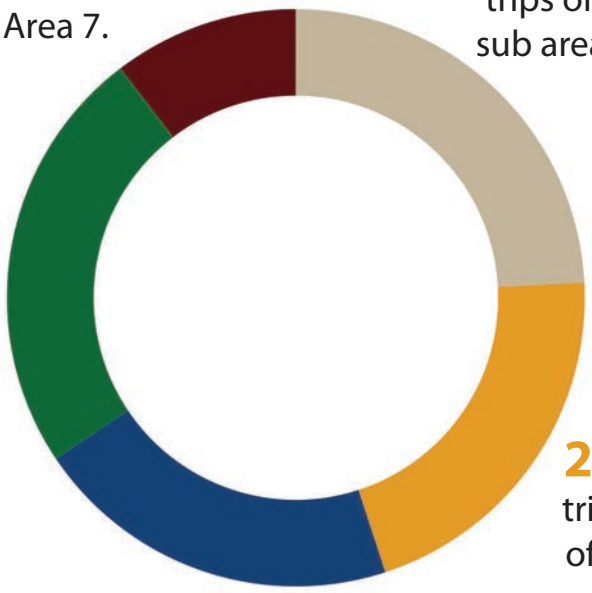
***Disclaimer**: Average daily traffic volumes shown represent an average value for multiple roadway segments within each corridor. These figures are intended to provide an overall corridor-level estimate and may not reflect conditions on individual segments. Data is sourced from the DRCOG Travel Demand Model and was accessed in 2025.*

## Origin and Destinations

**10%** or **6,772** trips originated in Sub Area 7 and end in Sub Area 7.

**24%** or **15,756** of trips originated in other sub areas and end in Sub Area 7.

**24%** or **15,667** of trips originated in Sub Area 7 and end in another sub area.



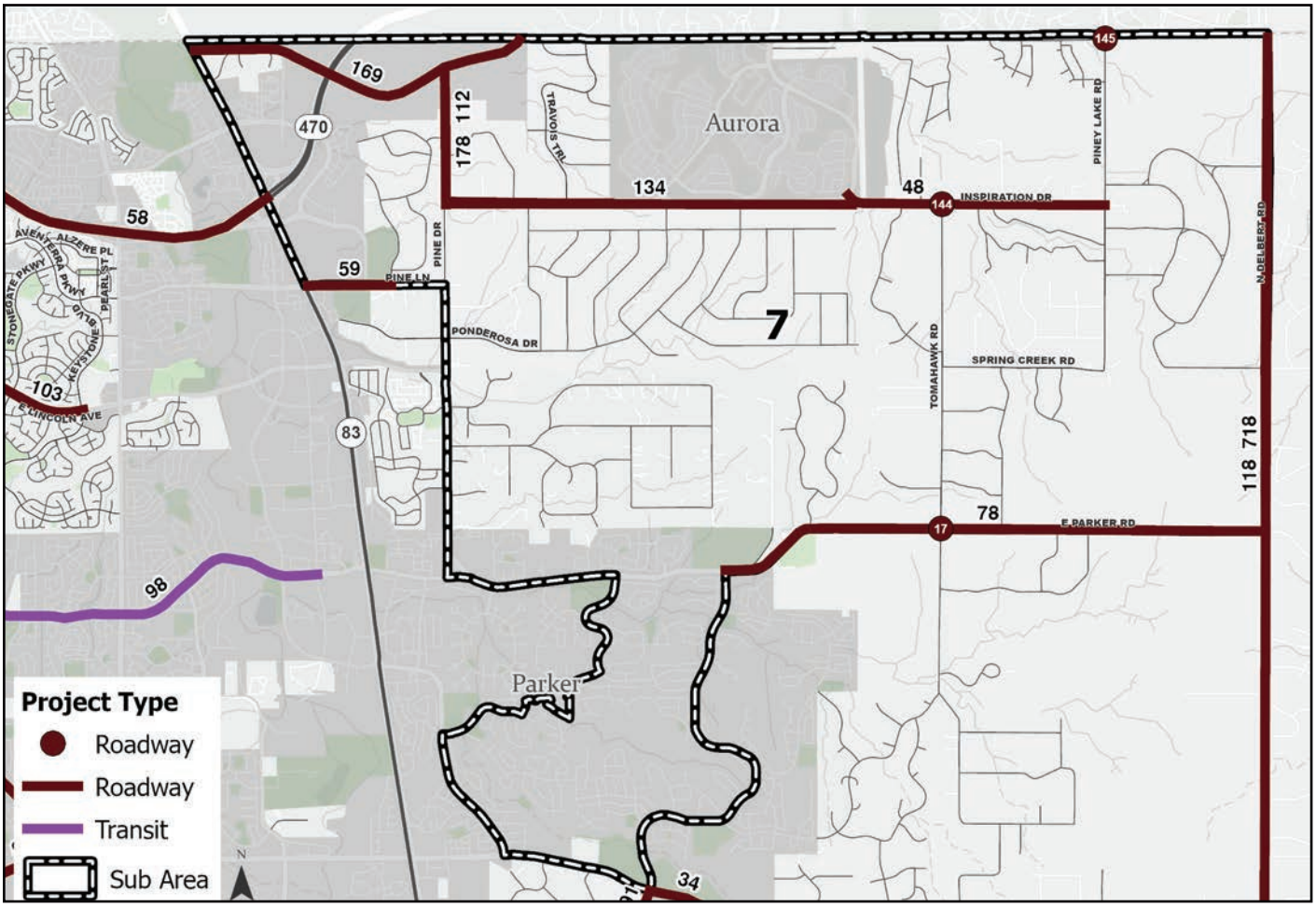
**21%** or **13,578** of trips originated outside of Douglas County and end in Sub Area 7.

**21%** or **13,438** of trips originated in Sub Area 7 and end outside of Douglas County.

# Sub Area 7 Portrait (Continued)

Far Northeast -Inspiration - Aurora

## Map of Projects




## Programs

| Description | Location | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| Emergency Storm Drainage | Countywide | $$ | | | | | X |
| Pavement Management | Countywide | $$$$$ | X | | | | X |
| Safety & Congestion Management | Countywide | $$ | | | X | X | |
| School & Pedestrian Safety | Countywide | $ | | X | X | | |
| Stormwater Priorities | Countywide | $$$ | | | | | X |
| Traffic Hazard Elimination | Countywide | $$ | | | X | X | |
| Traffic Signal and Intelliegent Transporation Upgrades | Countywide | $$ | | | | | X |
| Traffic Signal Replacement | Countywide | $$ | | | X | X | X |
| Roadway Resiliency and Disaster Response | Countywide | $$$ | X | | | X | X |
| Sustainable Bridge Program | Countywide | $$ | X | | | | X |
| Countywide Program to Complete Missing Gaps in Trail Network | Countywide | $$ | X | X | | X | X |
| Rural Roadway Safety | Sub Areas 7, 8, 13, 14, 15, & 16 | $$$ | | | X | | |

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

# Sub Area 7 Portrait (Continued)

Far Northeast -Inspiration - Aurora

## Projects

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

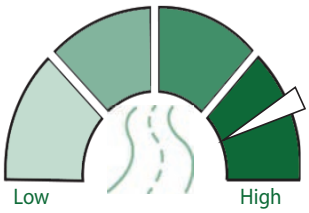
| ID | Project Typew | Project Name | | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|---|
| 17 | Roadway | Tomahawk Road / East Parker Road Intersection Improvements | $$ | | | X | X | |
| 48 | Roadway | Inspiration Drive (from Pine Dr to Aurora City Limits) | $$$ | | | | X | |
| 78 | Roadway | Mainstreet/E Parker Rd Widening (from Canterberry Pkwy to Delbert Rd) | $$$ | X | | | X | |
| 112 | Roadway | Pine Drive Extension Corridor Evaluation (from Pine Dr to Aurora Pkwy) | $ | X | | | X | |
| 118 | Roadway | Establish Flintwood Rd/Singing Hills Rd/ Delbert Rd Corridor | $$$ | X | | | | X |
| 134 | Roadway | Inspiration Drive Corridor Improvements (from Pine Dr to Gartrell Rd) | $$ | | | X | X | |
| 144 | Roadway | Inspiration Dr Tomahawk Rd Intersection Improvements (from Inspiration Dr to Tomahawk Rd) | $$ | | | X | | |
| 145 | Roadway | E County Line Rd & Piney Lake Rd Intersection Improvements (from E. County Line Rd to Piney Lake Rd) | $$ | | | X | | |
| 169 | Roadway | Aurora Parkway Extension (from SH 83 to Douglas County Line (and beyond) | $$$$ | X | | | X | |
| 178 | Roadway | New Arterial Roadway that extends Pine Drive to Aurora Pkwy | $$$ | X | | | X | |
| 718 | Roadway | Widen Delbert Road Corridor (from Singing Hills Rd to northern County boundary) | $$$$ | X | | | X | |

# Sub Area 8 Portrait

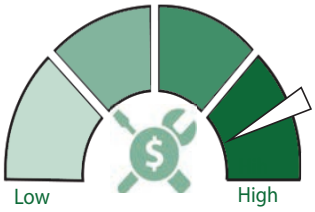
Northeast - Pinery - SE Parker - Flintwood

## Key Data Points

Long Trips

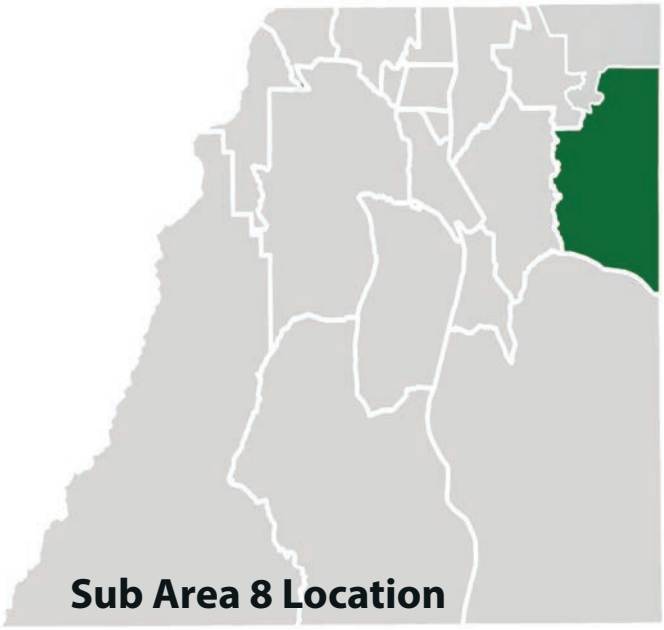



Maintenance Costs




Crash Hot Spots & Severe Crashes




## Needs Analysis By Goal Area

Significant — Low Need

| RESILIENT NETWORK | SERVICE TO ALL USERS | IMPROVE SAFETY | MOVE PEOPLE AND GOODS EFFICENTLY | CREATE A SUSTAINABLE NETWORK |
|---|---|---|---|---|
| | | | | |

## Demographics

The population of Sub Area 8 is **23,661** people.

Total employment of this area is **3,606** people.

There are a total of **8,038** households in Sub Area 8.

Sub Area 8 is in the bottom third of active-mode commuters, when compared to the rest of the county.

# Sub Area 8 Portrait (Continued)

Northeast - Pinery - SE Parker - Flintwood

## Key Corridors

Heavy Congestion | Significant Delays | Noticable Delays | Stable Flow With Constraints | Stable Flow Slight Delays | Free-Flow Minimal Delay

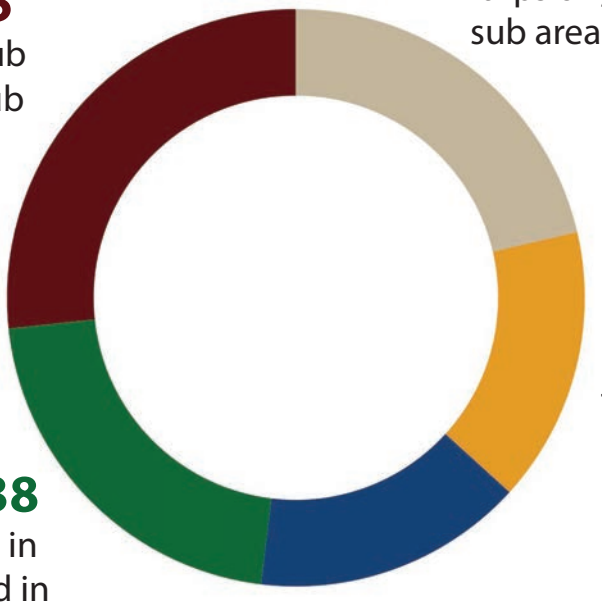
| Corridor | 2023 Daily Traffic Total Flow | 2050 Daily Traffic Total Flow | Percent Growth | 2023 Average Volume/Capacity - AM | 2023 Average Volume/Capacity - PM | 2050 Average Volume/Capacity -AM | 2050 Average Volume/Capacity -PM |
|---|---|---|---|---|---|---|---|
| Bayou Gulch Road | 8,424 | 9,250 | 10% | | | | |
| Democrat Road | 1,502 | 2,107 | 40% | | | | |
| Flintwood Road | 3,284 | 6,252 | 90% | | | | |
| Hilltop Road | 17,537 | 26,991 | 54% | | | | |
| South Pinery Parkway | 2,478 | 3,210 | 30% | | | | |
| Singing Hills Road | 4,974 | 8,543 | 72% | | | | |
| Delbert Road | 8,363 | 12,855 | 54% | | | | |

***Disclaimer**: Average daily traffic volumes shown represent an average value for multiple roadway segments within each corridor. These figures are intended to provide an overall corridor-level estimate and may not reflect conditions on individual segments. Data is sourced from the DRCOG Travel Demand Model and was accessed in 2025.*

## Origin and Destinations

**27%** or **17,885** trips originated in Sub Area 8 and end in Sub Area 8.

**21%** or **14,308** of trips originated in other sub areas and end in Sub Area 8.



**16%** or **10,324** of trips originated outside of Douglas County and end in Sub Area 8.

**21%** or **14,338** of trips originated in Sub Area 8 and end in another sub area.

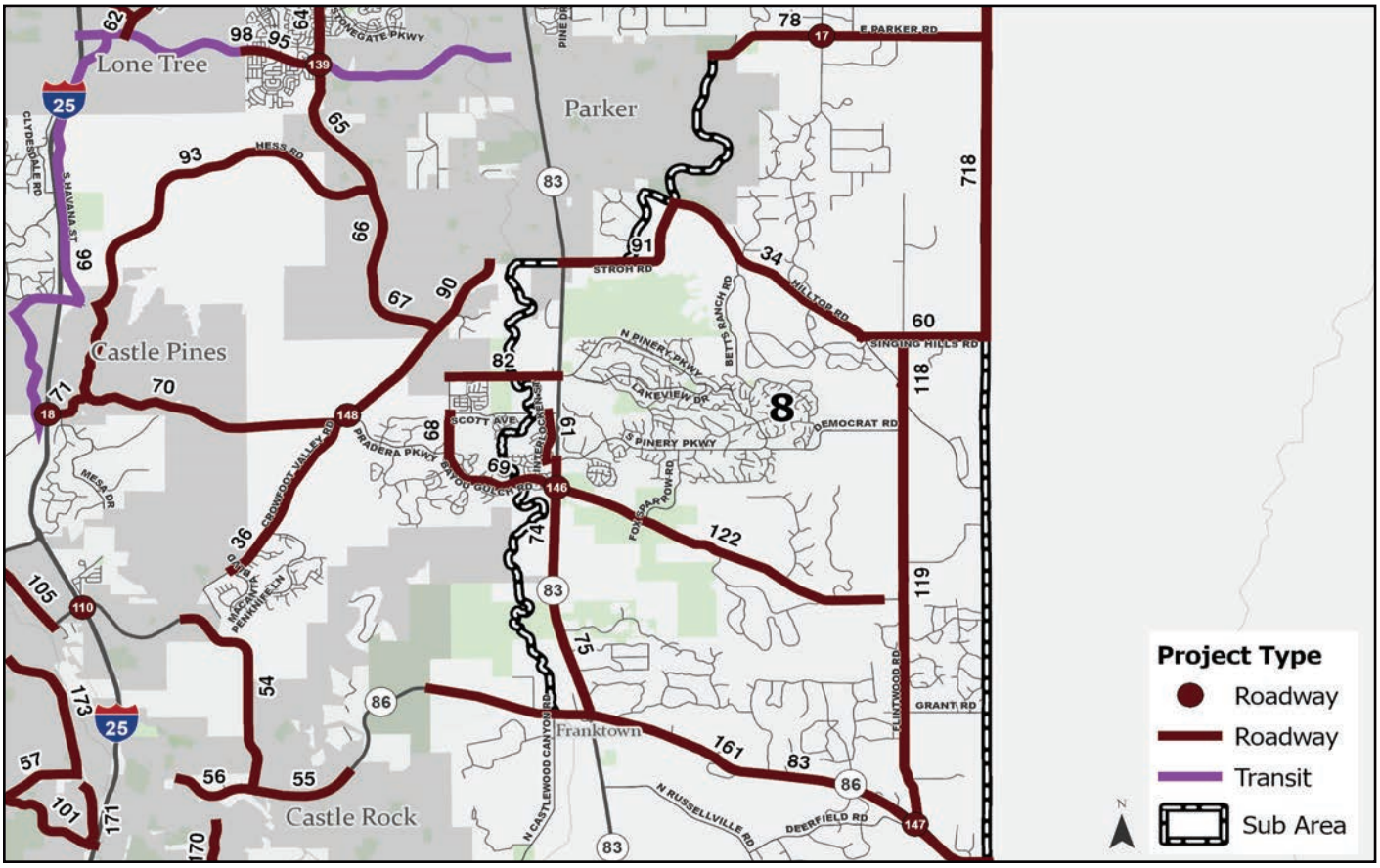
**15%** or **10,169** of trips originated in Sub Area 8 and end outside of Douglas County.

8

# Sub Area 8 Portrait (Continued)

Northeast - Pinery - SE Parker - Flintwood

## Map of Projects




## Programs

| Description | Location | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|
| Emergency Storm Drainage | Countywide | $$ | | | | | X |
| Pavement Management | Countywide | $$$$$ | X | | | | X |
| Safety & Congestion Management | Countywide | $$ | | | X | X | |
| School & Pedestrian Safety | Countywide | $ | | X | X | | |
| Stormwater Priorities | Countywide | $$$ | | | | | X |
| Traffic Hazard Elimination | Countywide | $$ | | | X | X | |
| Traffic Signal and Intelligent Transporation Upgrades | Countywide | $$ | | | | | X |
| Traffic Signal Replacement | Countywide | $$ | | | X | X | X |
| Roadway Resiliency and Disaster Response | Countywide | $$$ | X | | | X | X |
| Sustainable Bridge Program | Countywide | $$ | X | | | | X |
| Countywide Program to Complete Missing Gaps in Trail Network | Countywide | $$ | X | X | | X | X |
| Rural Roadway Safety | Sub Areas 7, 8, 13, 14, 15, & 16 | $$$ | | | X | | |

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

# Sub Area 8 Portrait (Continued)

Northeast - Pinery - SE Parker - Flintwood

## Projects

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

| ID | Project Type | Project Name | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|---|
| 34 | Roadway | Hilltop Road Widening (from Crestview Dr to Flintwood Rd) | $$$ | X | | | X | |
| 60 | Roadway | Singing Hills Road Widening (from Hilltop Rd to Delbert Rd) | $$$ | | | | X | |
| 61 | Roadway | Upgrade Interlocken Street to Collector (from Scott Ave to Old Schoolhouse Rd) | $$ | | | | X | |
| 69 | Roadway | Bayou Gulch Road Widening (from Pradera Pkwy to Old Schoolhouse Rd/SH 83) | $$$ | X | | | X | |
| 73 | Roadway | State Highway 83 Widening (from S. Pinery Pkwy to Bayou Gulch Rd) | $$ | X | | | X | |
| 74 | Roadway | State Highway 83 Widening (from Bayou Gulch Rd to Castle Oaks Rd) | $$$ | X | | | X | |
| 75 | Roadway | State Highway 83 Widening (From Castle Oaks Dr to SH 86) | $$$ | X | | | X | |
| 82 | Roadway | North Pinery Pkwy Widening (from Bayou Gulch to SH 83) | $$$ | X | | | X | |
| 83 | Roadway | State Highway 86 Corridor Improvements (from SH 83 to Delbert Rd) | $$$$ | | | | X | |
| 119 | Roadway | Flintwood Road Widening (from SH 86 to Singing Hills Rd) | $$$$ | X | | | X | |
| 122 | Roadway | Bayou Gulch Road Widening (from SH 83 to Filtwood Rd) | $$$ | | | | X | |
| 146 | Roadway | Bayou Gulch Road & SH 83 Intersection Improvements | $ | | | | X | |
| 147 | Roadway | Flintwood Road & Deerfield Road & SH 86 Intersection Improvements | $ | | | | X | |
| 161 | Roadway | State Highway 86 Corridor Improvements (from E. Castle Rock limits to E. County Line) | $$$ | | | X | X | |

# Sub Area 9 Portrait

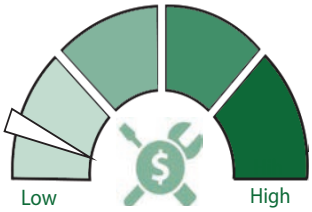
Crowfoot - SW Parker - NE Castle Rock -E Castle Pines

## Key Data Points

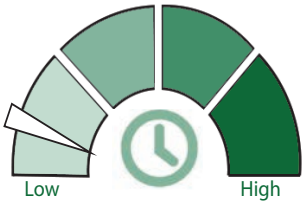
Natural Hazard Risks




Maintenance Costs




Time Travel Reliability







## Needs Analysis By Goal Area

Significant Need — Low Need

| RESILIENT NETWORK | SERVICE TO ALL USERS | IMPROVE SAFETY | MOVE PEOPLE AND GOODS EFFICENTLY | CREATE A SUSTAINABLE NETWORK |
|---|---|---|---|---|
| | | | | |

## Demographics

The population of Sub Area 9 is **22,818** people.

Total employment of this area is **2,963** people.

There are a total of **7,507** households in Sub Area 9.

Sub Area 9 is in the middle third of active-mode commuters, when compared to the rest of the county.

# Sub Area 9 Portrait (Continued)

Crowfoot - SW Parker - NE Castle Rock -E Castle Pines

## Key Corridors

Heavy Congestion | Significant Delays | Noticable Delays | Stable Flow With Constraints | Stable Flow Slight Delays | Free-Flow Minimal Delay

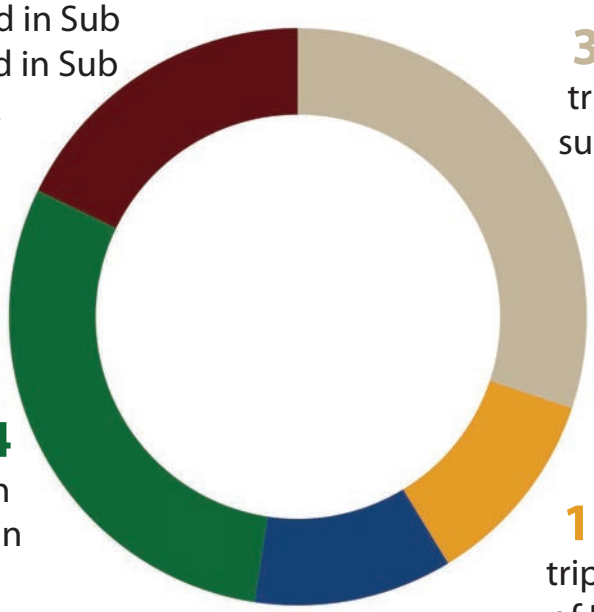
| Corridor | 2023 Daily Traffic Total Flow | 2050 Daily Traffic Total Flow | Percent Growth | 2023 Average Volume/Capacity - AM | 2023 Average Volume/Capacity - PM | 2050 Average Volume/Capacity -AM | 2050 Average Volume/Capacity -PM |
|---|---|---|---|---|---|---|---|
| Crowfoot Valley Road | 13,543 | 38,790 | 186% | | | | |
| Hess Road | 12,452 | 18,913 | 52% | | | | |
| Ridge Road | 4,427 | 6,775 | 53% | | | | |

***Disclaimer**: Average daily traffic volumes shown represent an average value for multiple roadway segments within each corridor. These figures are intended to provide an overall corridor-level estimate and may not reflect conditions on individual segments. Data is sourced from the DRCOG Travel Demand Model and was accessed in 2025.*

## Origin and Destinations

**18%** or **11,236** trips originated in Sub Area 9 and end in Sub Area 9.

**30%** or **21,643** of trips originated in other sub areas and end in Sub Area 9.



**30%** or **18,804** of trips originated in Sub Area 9 and end in another sub area.

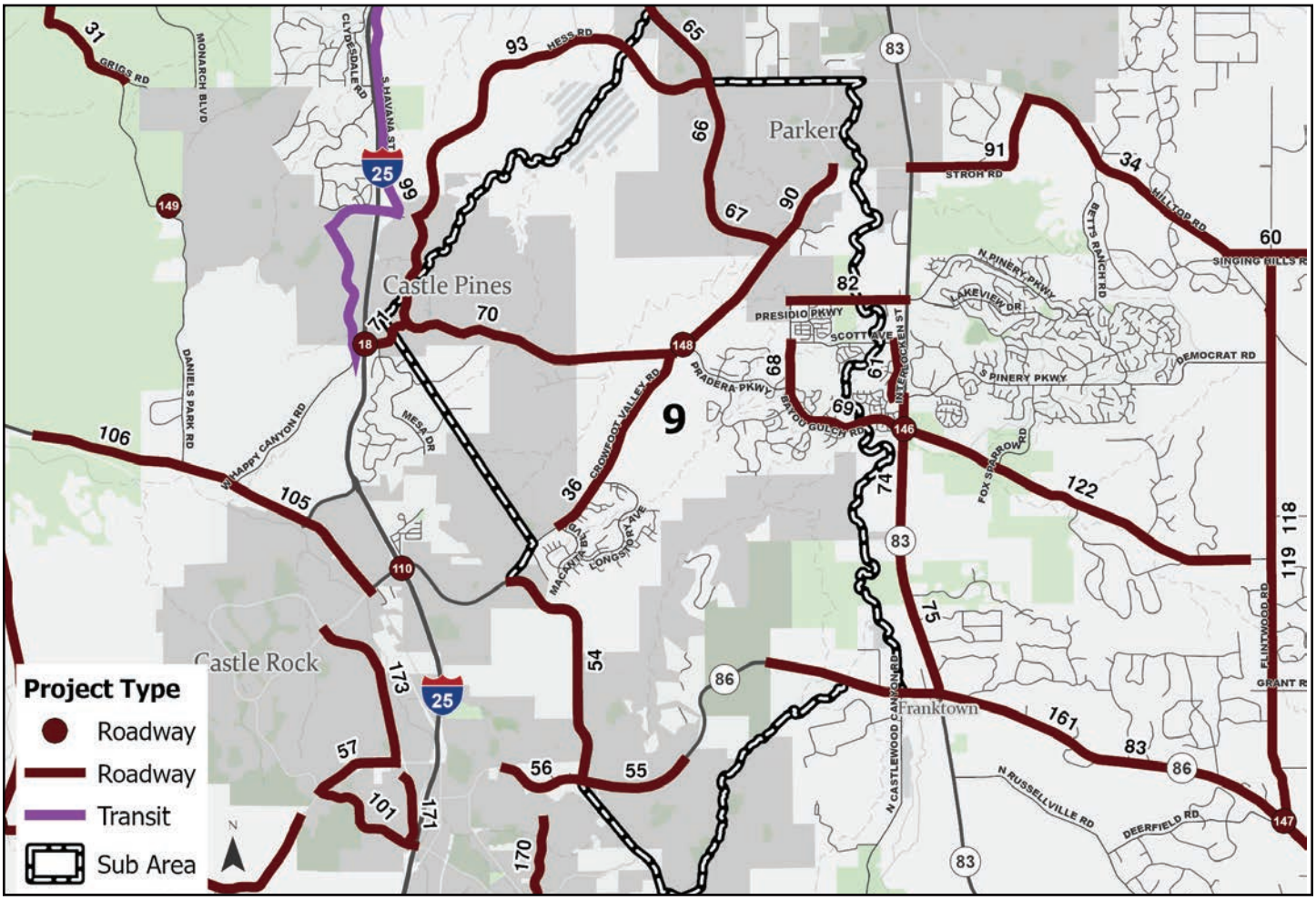
**11%** or **7,058** of trips originated outside of Douglas County and end in Sub Area 9.

**11%** or **7,007** of trips originated in Sub Area 9 and end outside of Douglas County.

# Sub Area 9 Portrait (Continued)

Crowfoot - SW Parker - NE Castle Rock -E Castle Pines

## Map of Projects




## Programs

| Description | Location | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|
| Emergency Storm Drainage | Countywide | $$ | | | | | X |
| Pavement Management | Countywide | $$$$$ | X | | | | X |
| Safety & Congestion Management | Countywide | $$ | | | X | X | |
| School & Pedestrian Safety | Countywide | $ | | X | X | | |
| Stormwater Priorities | Countywide | $$$ | X | | | | X |
| Traffic Hazard Elimination | Countywide | $$ | | | X | X | X |
| Traffic Signal and Intelliegent Transporation Upgrades | Countywide | $$ | | | | | |
| Traffic Signal Replacement | Countywide | $$ | X | | X | X | X |
| Roadway Resiliency and Disaster Response | Countywide | $$$ | X | | | X | X |
| Sustainable Bridge Program | Countywide | $$ | X | | | | X |
| Countywide Program to Complete Missing Gaps in Trail Network | Countywide | $$ | X | X | | X | X |

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

# Sub Area 9 Portrait (Continued)

Crowfoot - SW Parker - NE Castle Rock -E Castle Pines

## Projects

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

| ID | Project Typew | Project Name | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|---|
| 36 | Roadway | Crowfoot Valley Road Widening (from Macanta Blvd to Bayou Gulch Rd) | $$$ | | | | X | |
| 54 | Roadway | Founders Pkwy/SH 86 Widening (from Crowfoot Valley to Fifth/Ridge Rd) | $$$ | | | | X | |
| 55 | Roadway | State Highway 86 Widening (from Founders/Ridge to Enderud Blvd) | $$$ | | | | X | |
| 66 | Roadway | Chambers Rd Widening (from Hess Rd to Stroh Rd) | $$$ | | | | X | |
| 67 | Roadway | Chambers Rd Widening (from Stroh Rd to Crowfoot Valley Rd) | $$$ | | | | X | |
| 68 | Roadway | Bayou Gulch Rd Widening (from Scott Rd to Pradera Rd) | $$ | X | | | X | |
| 71 | Roadway | Happy Canyon Rd (East of I-25) (from I-25 to Canyonside Blvd) | $$ | X | | | X | |
| 90 | Roadway | Crowfoot Valley Rd Widening (from Bayou Gulch/Chambers Rd to Stroh Rd) | $$$ | | | | X | |
| 148 | Roadway | Crowfoot Valley Rd & Pradera Pkwy Intersection Improvements (from Crowfoot Valley Rd to Pradera Pkwy) | $$ | | | X | | |

# Sub Area 10 Portrait

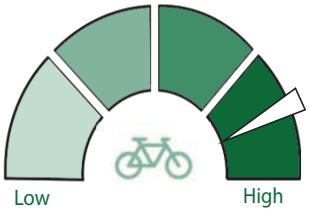
Castle Pines Village - Happy Canyon

## Key Data Points

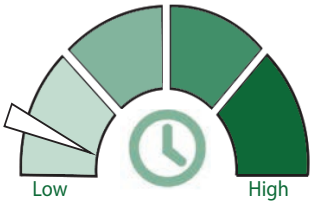
Bottlenecks

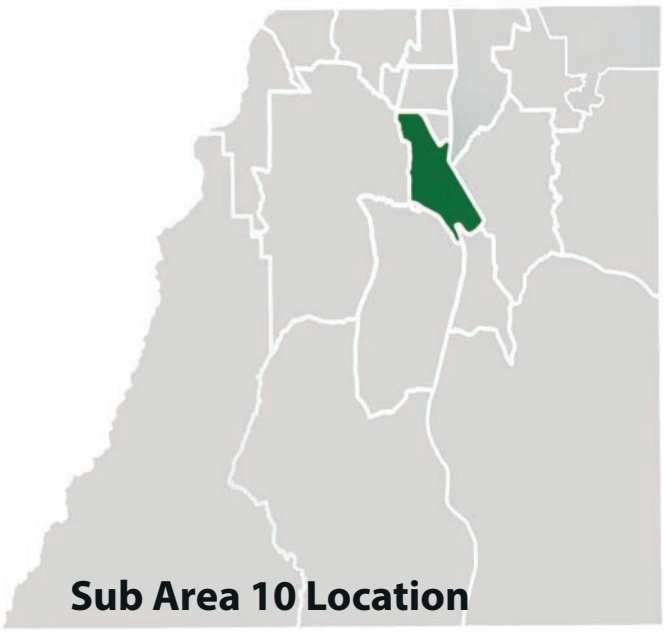



Vulnerable Users




Time Travel Reliability




## Needs Analysis By Goal Area

Significant Need — Low Need

| RESILIENT NETWORK | SERVICE TO ALL USERS | IMPROVE SAFETY | MOVE PEOPLE AND GOODS EFFICENTLY | CREATE A SUSTAINABLE NETWORK |
|---|---|---|---|---|
| | | | | |

## Demographics

The population of Sub Area 10 is **20,187** people.

Total employment of this area is **9,183** people.

There are a total of **7,550** households in Sub Area 10.

Sub Area 10 is in the top third of active-mode commuters, when compared to the rest of the county.

# Sub Area 10 Portrait (Continued)

Castle Pines Village - Happy Canyon

## Key Corridors

Heavy Congestion | Significant Delays | Noticable Delays | Stable Flow With Constraints | Stable Flow Slight Delays | Free-Flow Minimal Delay

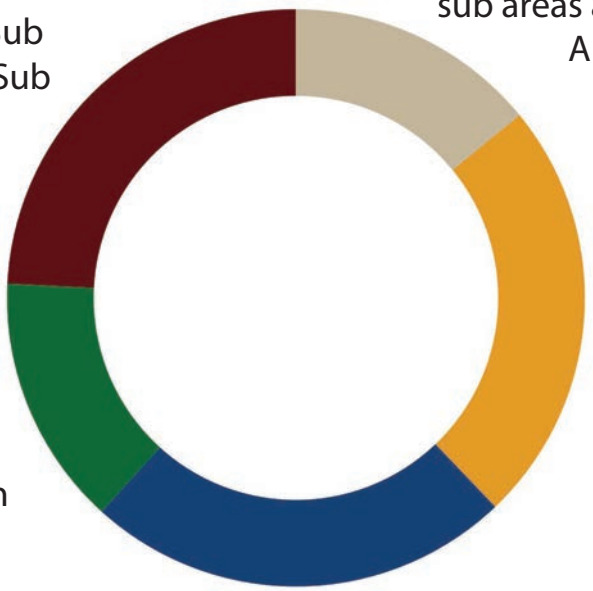
| Corridor | 2023 Daily Traffic Total Flow | 2050 Daily Traffic Total Flow | Percent Growth | 2023 Average Volume/Capacity - AM | 2023 Average Volume/Capacity - PM | 2050 Average Volume/Capacity -AM | 2050 Average Volume/Capacity -PM |
|---|---|---|---|---|---|---|---|
| East Castle Pines Parkway | 19,389 | 30,208 | 56% | | | | |
| Daniels Park Road | 4,843 | 6,684 | 38% | | | | |

***Disclaimer**: Average daily traffic volumes shown represent an average value for multiple roadway segments within each corridor. These figures are intended to provide an overall corridor-level estimate and may not reflect conditions on individual segments. Data is sourced from the DRCOG Travel Demand Model and was accessed in 2025.*

## Origin and Destinations

**24%** or **36,432** trips originated in Sub Area 10 and end in Sub Area 10

**14%** or **21,189** of trips originated in other sub areas and end in Sub Area 10.



**24%** or **35,800** of trips originated outside of Douglas County and end in Sub Area 10.

**14%** or **21,142** of trips originated in Sub Area 10 and end in another sub area.

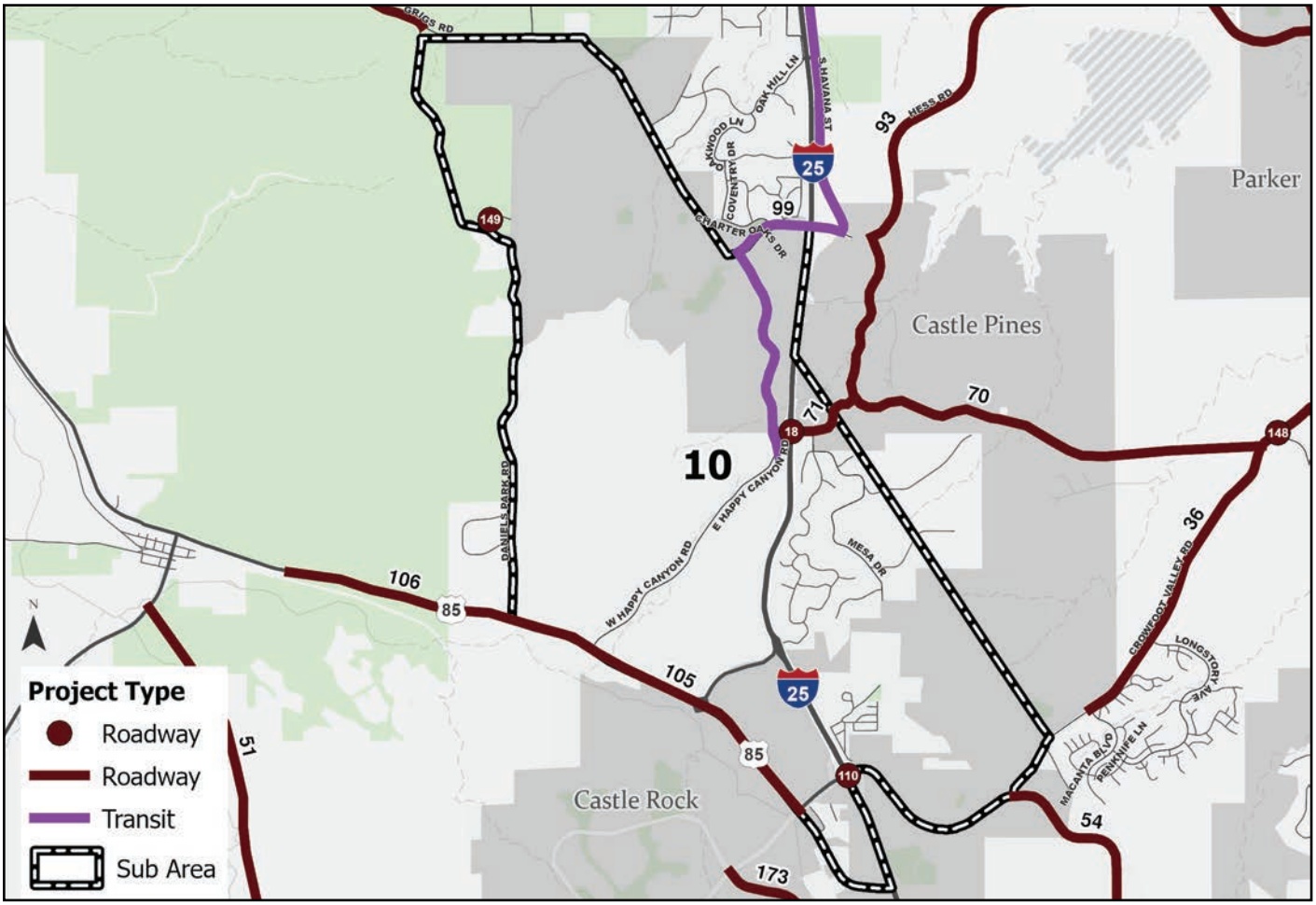
**24%** or **35,885** of trips originated in Sub Area 10 and end outside of Douglas County.

10

# Sub Area 10 Portrait (Continued)

Castle Pines Village - Happy Canyon

## Map of Projects




## Programs

| Description | Location | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| Emergency Storm Drainage | Countywide | $$ | | | | | X |
| Pavement Management | Countywide | $$$$$ | X | | | | X |
| Safety & Congestion Management | Countywide | $$ | | | X | X | |
| School & Pedestrian Safety | Countywide | $ | | X | X | | |
| Stormwater Priorities | Countywide | $$$ | X | | | | X |
| Traffic Hazard Elimination | Countywide | $$ | | | X | X | X |
| Traffic Signal and Intelligent Transporation Upgrades | Countywide | $$ | | | | | |
| Traffic Signal Replacement | Countywide | $$ | X | | X | X | X |
| Roadway Resiliency and Disaster Response | Countywide | $$$ | X | | | X | X |
| Sustainable Bridge Program | Countywide | $$ | X | | | | X |
| Countywide Program to Complete Missing Gaps in Trail Network | Countywide | $$ | X | X | | X | X |

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

# Sub Area 10 Portrait (Continued)

Castle Pines Village - Happy Canyon

## Projects

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

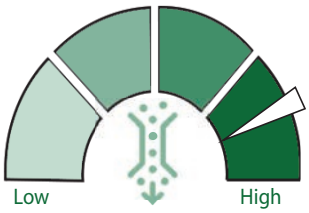
| ID | Project Typew | Project Name | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|---|
| 18 | Roadway | Happy Canyon / I-25 Interchange | $$$ | | | | X | |
| 105 | Roadway | US-85 Widening (from Daniels Park Rd to Meadows Pkwy) | $$ | | | X | X | |
| 149 | Roadway | Daniels Park Rd & W Castle Pines Pkwy Intersection Improvements (from Daniels Park Rd to W. Castle Pines Pkwy) | $$$ | | | X | | |

# Sub Area 11 Portrait

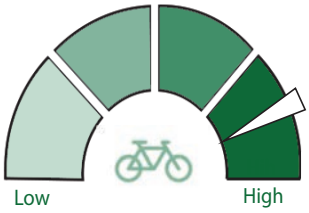
E Central Castle Rock

## Key Data Points

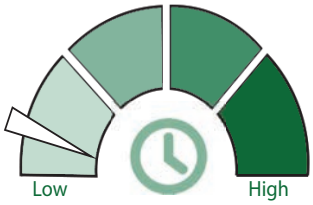
Bottlenecks

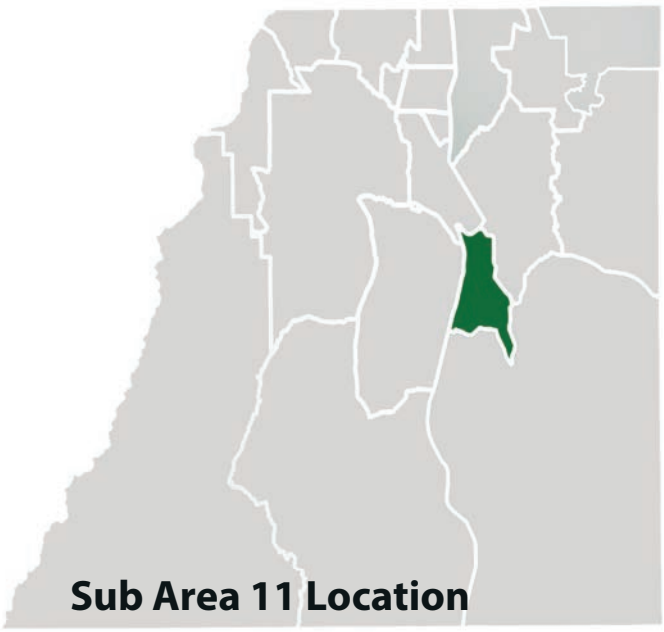



Vulnerable Road User Crashes




Time Travel Reliability




## Needs Analysis By Goal Area

Significant Need — Low Need

| RESILIENT NETWORK | SERVICE TO ALL USERS | IMPROVE SAFETY | MOVE PEOPLE AND GOODS EFFICENTLY | CREATE A SUSTAINABLE NETWORK |
|---|---|---|---|---|
| | | | | |

## Demographics

The population of Sub Area 11 is **21,635** people.

Total employment of this area is **12,250** people.

There are a total of **8,547** households in Sub Area 11.

Sub Area 11 is in the top third of active-mode commuters, when compared to the rest of the county.

# Sub Area 11 Portrait (Continued)

E Central Castle Rock

## Key Corridors

Heavy Congestion | Significant Delays | Noticable Delays | Stable Flow With Constraints | Stable Flow Slight Delays | Free-Flow Minimal Delay

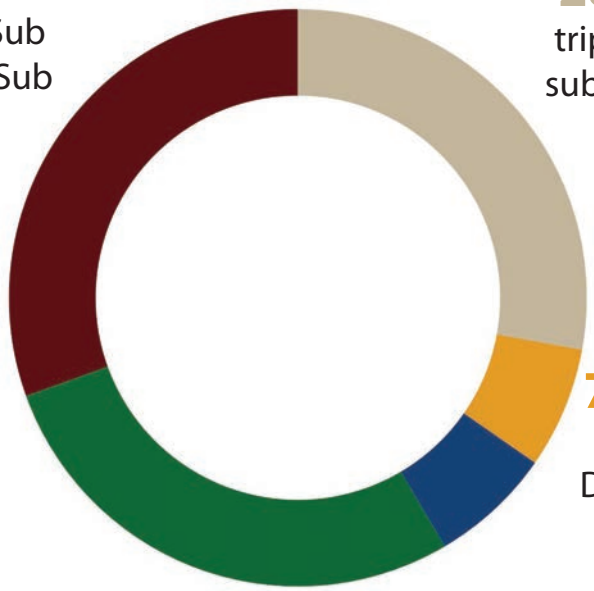
| Corridor | 2023 Daily Traffic Total Flow | 2050 Daily Traffic Total Flow | Percent Growth | 2023 Average Volume/Capacity - AM | 2023 Average Volume/Capacity - PM | 2050 Average Volume/Capacity -AM | 2050 Average Volume/Capacity -PM |
|---|---|---|---|---|---|---|---|
| Lake Gulch Road | 8,211 | 10,059 | 23% | | | | |
| Ridge Rd | 4,427 | 6,775 | 53% | | | | |
| Crystal Valley Parkway | 13,007 | 18,667 | 44% | | | | |

***Disclaimer**: Average daily traffic volumes shown represent an average value for multiple roadway segments within each corridor. These figures are intended to provide an overall corridor-level estimate and may not reflect conditions on individual segments. Data is sourced from the DRCOG Travel Demand Model and was accessed in 2025.*

## Origin and Destinations

**30%** or **32,092** trips originated in Sub Area 11 and end in Sub Area 11.

**28%** or **29,436** of trips originated in other sub areas and end in Sub Area 11.



**7%** or **7,163** of trips originated outside of Douglas County and end in Sub Area 11.

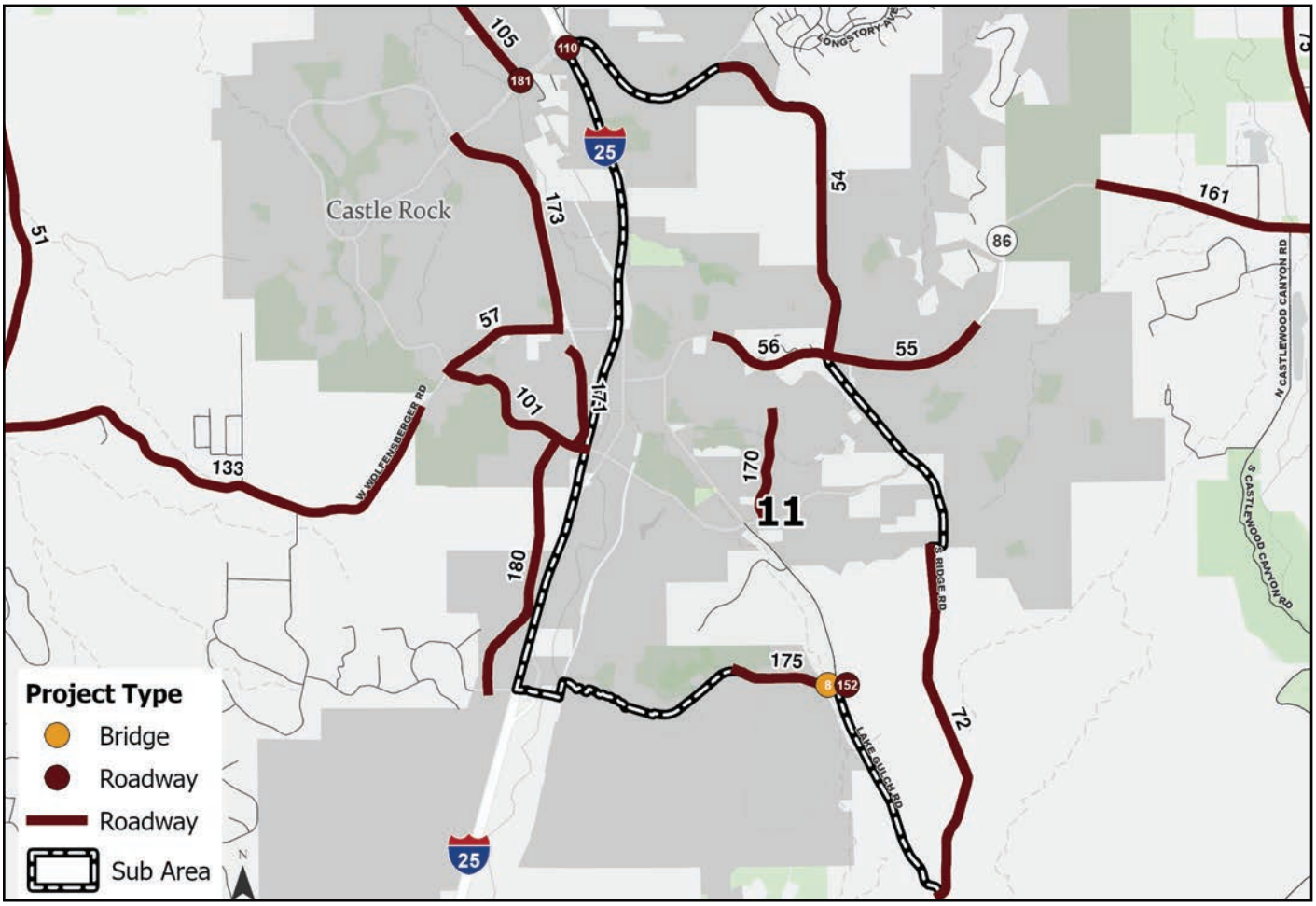
**28%** or **29,305** of trips originated in Sub Area 11 and end in another sub area.

**7%** or **7,182** of trips originated in Sub Area 11 and end outside of Douglas County.

# Sub Area 11 Portrait (Continued)

E Central Castle Rock

## Map of Projects




## Programs

| Description | Location | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| Emergency Storm Drainage | Countywide | $$ | | | | | X |
| Pavement Management | Countywide | $$$$$ | X | | | | X |
| Safety & Congestion Management | Countywide | $$ | | | X | X | |
| School & Pedestrian Safety | Countywide | $ | | X | X | | |
| Stormwater Priorities | Countywide | $$$ | X | | | | X |
| Traffic Hazard Elimination | Countywide | $$ | | | X | X | X |
| Traffic Signal and Intelligent Transporation Upgrades | Countywide | $$ | | | | | |
| Traffic Signal Replacement | Countywide | $$ | X | | X | X | X |
| Roadway Resiliency and Disaster Response | Countywide | $$$ | X | | | X | X |
| Sustainable Bridge Program | Countywide | $$ | X | | | | X |
| Countywide Program to Complete Missing Gaps in Trail Network | Countywide | $$ | X | X | | X | X |

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

# Sub Area 11 Portrait (Continued)

E Central Castle Rock

## Projects

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

**Goal Areas**

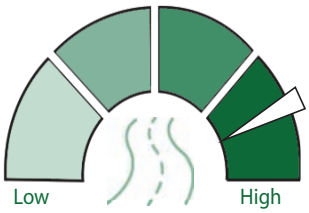
| ID | Project Typew | Project Name | Cost | | | | | |
|---|---|---|---|---|---|---|---|---|
| 8 | Bridge | Crystal Valley Parkway Over Sellers Gulch Bridge Improvements | $ | X | | | | X |
| 56 | Roadway | Fifth Street Widening (from Woodlands Blvd to Ridge/ Founders Pkwy) | $$$ | | | | X | |
| 72 | Roadway | Upgrade Ridge Road to a Collector (from Castle Rock Boundary to Lake Gulch Rd) | $$$ | | | | X | |
| 110 | Roadway | I-25: Meadows-Founders Interchange Reconstruction | $$$$ | | | | X | |
| 152 | Roadway | Lake Gulch Road & Crystal Valley Parkway Intersection Improvements | $$ | | | X | | |
| 170 | Roadway | Valley Drive Extension (from Plum Creek Pkwy to South St/ Gordon Dr) | $$ | X | | | X | |
| 175 | Roadway | Crystal Valley Pkwy Widening (from Lake Gulch Rd to Idylwood St) | $$ | X | | | X | |

# Sub Area 12 Portrait

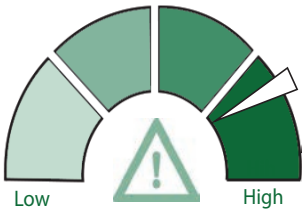
Keene - Dawson - W Castle Rock

## Key Data Points

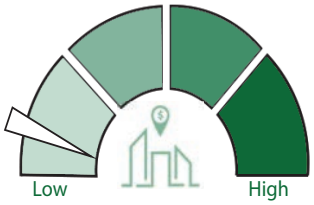
Long Trips

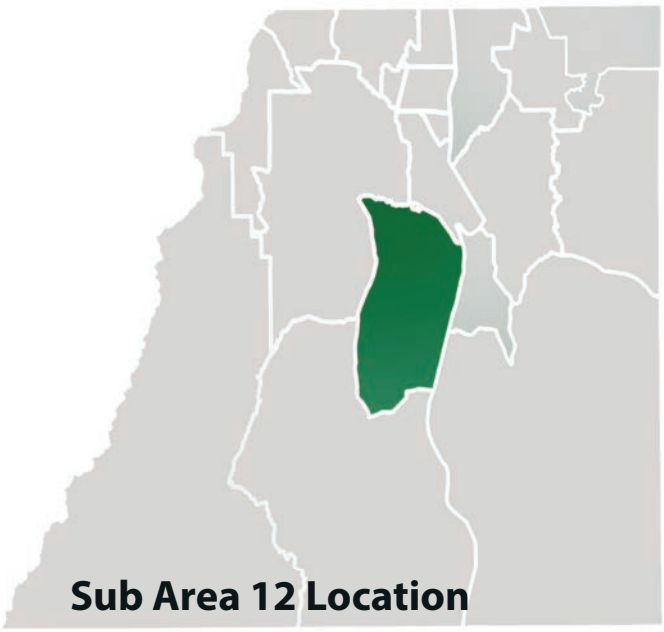



Natural Hazard Risks




Access to Economic Concentration Areas




## Needs Analysis By Goal Area

Significant Need — Low Need

| RESILIENT NETWORK | SERVICE TO ALL USERS | IMPROVE SAFETY | MOVE PEOPLE AND GOODS EFFICENTLY | CREATE A SUSTAINABLE NETWORK |
|---|---|---|---|---|
| | | | | |

## Demographics

The population of Sub Area 12 is **31,342** people.

Total employment of this area is **6,185** people.

There are a total of **10,497** households in Sub Area 12.

Sub Area 12 is in the middle third of active-mode commuters, when compared to the rest of the county.

# Sub Area 12 Portrait (Continued)

Keene - Dawson - W Castle Rock

## Key Corridors

Heavy Congestion | Significant Delays | Noticable Delays | Stable Flow With Constraints | Stable Flow Slight Delays | Free-Flow Minimal Delay

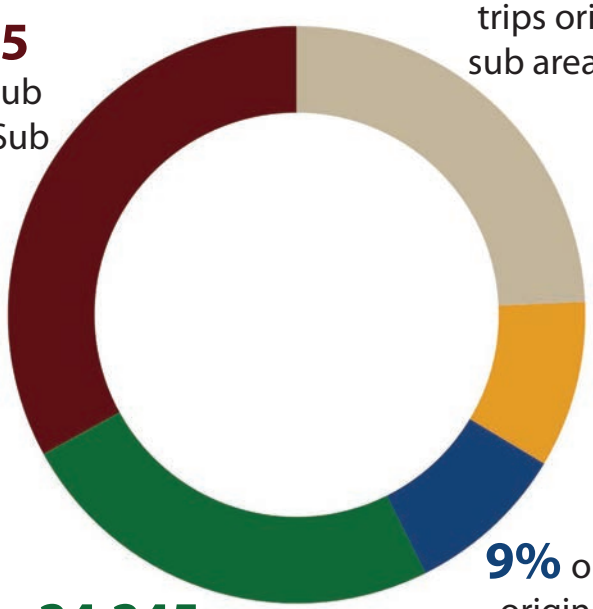
| Corridor | 2023 Daily Traffic Total Flow | 2050 Daily Traffic Total Flow | Percent Growth | 2023 Average Volume/Capacity - AM | 2023 Average Volume/Capacity - PM | 2050 Average Volume/Capacity -AM | 2050 Average Volume/Capacity -PM |
|---|---|---|---|---|---|---|---|
| West Wolfensberger Road | 9,493 | 11,468 | 21% | | | | |
| Tomah Road | 3,124 | 4,214 | 35% | | | | |
| Perry Park Road | 4,534 | 9,419 | 108% | | | | |

***Disclaimer**: Average daily traffic volumes shown represent an average value for multiple roadway segments within each corridor. These figures are intended to provide an overall corridor-level estimate and may not reflect conditions on individual segments. Data is sourced from the DRCOG Travel Demand Model and was accessed in 2025.*

## Origin and Destinations

**33%** or **32,825** trips originated in Sub Area 12 and end in Sub Area 12.

**24%** or **24,170** of trips originated in other sub areas and end in Sub Area 12.



**9%** or **9,265** of trips originated outside of Douglas County and end in Sub Area 12.

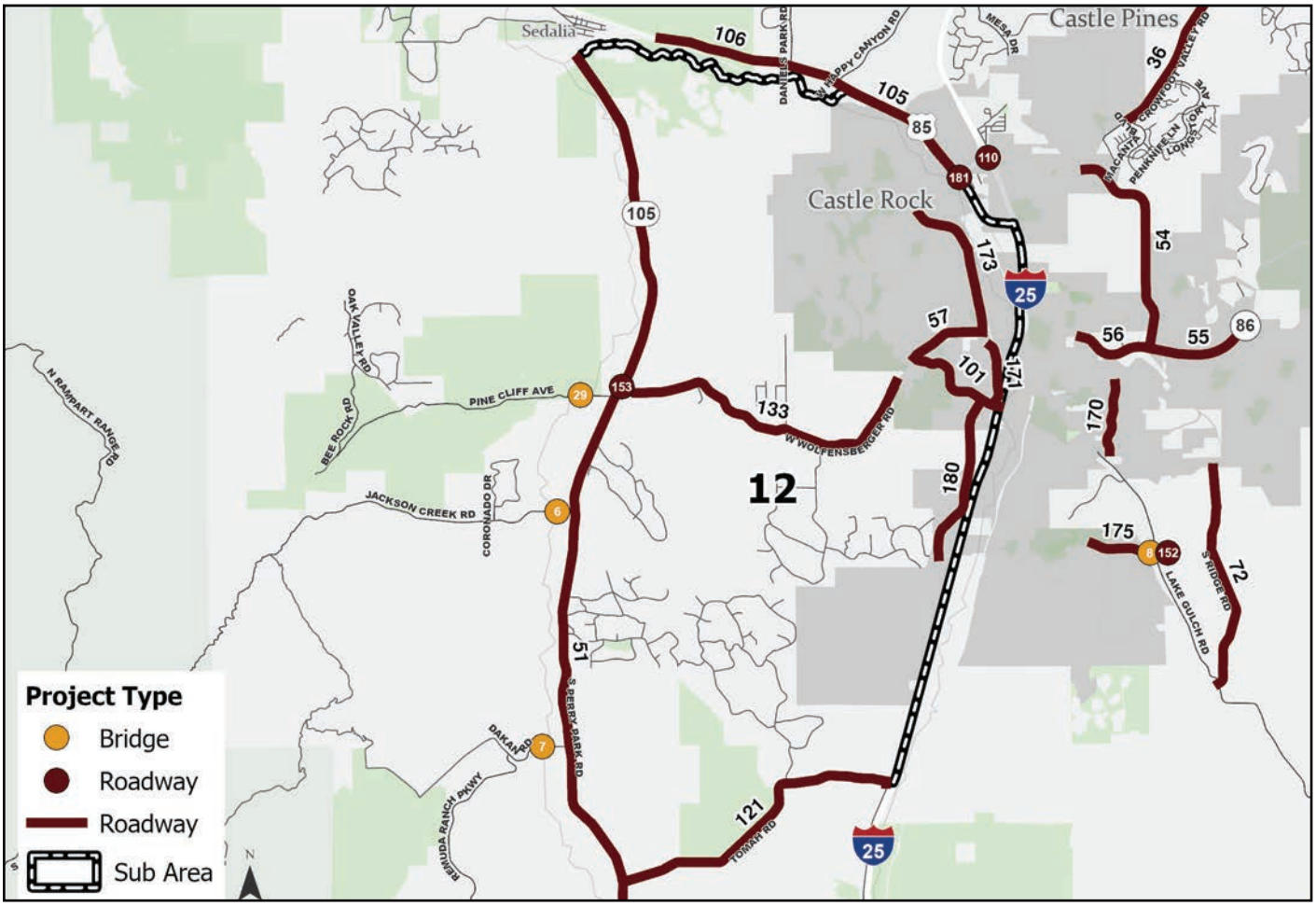
**9%** or **8,970** of trips originated in Sub Area 12 and end outside of Douglas County.

**25%** or **24,245** of trips originated in Sub Area 12 and end in another sub area.

# Sub Area 12 Portrait (Continued)

Keene - Dawson - W Castle Rock

## Map of Projects




## Programs

| Description | Location | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|
| Emergency Storm Drainage | Countywide | $$ | | | | | X |
| Pavement Management | Countywide | $$$$$ | X | | | | X |
| Safety & Congestion Management | Countywide | $$ | | | X | X | |
| School & Pedestrian Safety | Countywide | $ | | X | X | | |
| Stormwater Priorities | Countywide | $$$ | X | | | | X |
| Traffic Hazard Elimination | Countywide | $$ | | | X | X | X |
| Traffic Signal and Intelligent Transporation Upgrades | Countywide | $$ | | | | | |
| Traffic Signal Replacement | Countywide | $$ | X | | X | X | X |
| Roadway Resiliency and Disaster Response | Countywide | $$$ | X | | | X | X |
| Sustainable Bridge Program | Countywide | $$ | X | | | | X |
| Countywide Program to Complete Missing Gaps in Trail Network | Countywide | $$ | X | X | | X | X |

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

# Sub Area 12 Portrait (Continued)

Keene - Dawson - W Castle Rock

## Projects

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

| ID | Project Type | Project Name | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|---|
| 51 | Roadway | State Highway 105 Safety Improvements (from Wolfensberger Rd to Spruce Mountain Rd) | $$$ | | | X | | |
| 57 | Roadway | Wolfensberger Road Widening (from Coachline Rd and Prarie Hawk Rd) | $$$ | | | | X | |
| 101 | Roadway | Plum Creek Pkwy Widening (from Wolfensberger Rd to I-25 (west side) | $$$ | X | | | X | |
| 133 | Roadway | Wolfenberger Rd Widening (from Castle Rock City Limits to Perry Park Rd) | $$$ | X | | | X | |
| 153 | Roadway | West Wolfensberger Road & Perry Park Road Intersection Improvements | $$ | | | | X | |
| 171 | Roadway | Prairie Hawk Drive Widening (from Topeka Way to Plum Creek Pkwy) | $$ | X | | | X | |
| 173 | Roadway | Prairie Hawk Drive Widening (from Wolfensberger Rd to Meadows Pkwy) | $$$ | X | | | X | |
| 180 | Roadway | Dawson Trail Boulevard (from Crystal Valley Pkwy to Plum Creek Pkwy) | $$$ | X | | | X | |
| 181 | Roadway | US-85 & Meadows Parkway Intersection Improvements | $$$ | X | | | X | |

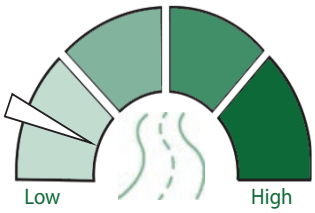
12

# Sub Area 13 Portrait

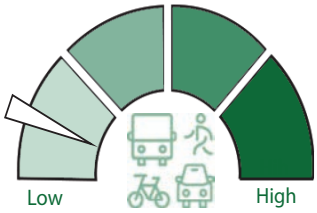
Sedalia - Louviers - Cherokee - Sterling Ranch - Indian Creek

## Key Data Points

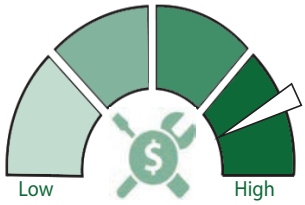
Alternative Routes

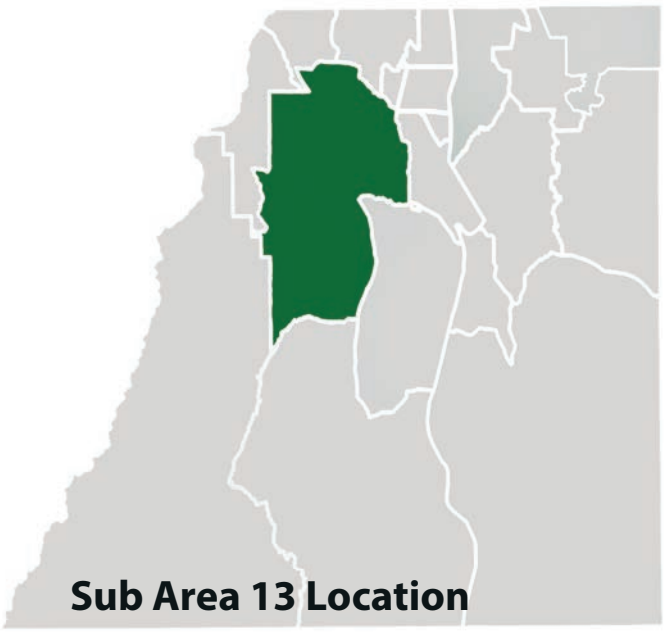



MultiModal Access




Maintenance Costs




## Needs Analysis By Goal Area

Significant Need — Low Need

| RESILIENT NETWORK | SERVICE TO ALL USERS | IMPROVE SAFETY | MOVE PEOPLE AND GOODS EFFICENTLY | CREATE A SUSTAINABLE NETWORK |
|---|---|---|---|---|
| | | | | |

## Demographics

The population of Sub Area 13 is **15,844** people.

Total employment of this area is **5,715** people.

There are a total of **5,422** households in Sub Area 13.

Sub Area 13 is in the bottom third of active-mode commuters, when compared to the rest of the county.

# Sub Area 13 Portrait (Continued)

Sedalia - Louviers - Cherokee - Sterling Ranch - Indian Creek

## Key Corridors

Heavy Congestion | Significant Delays | Noticable Delays | Stable Flow With Constraints | Stable Flow Slight Delays | Free-Flow Minimal Delay

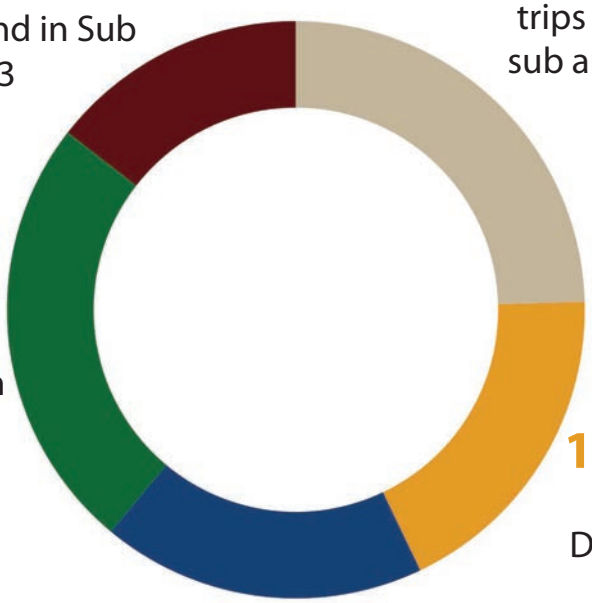
| Corridor | 2023 Daily Traffic Total Flow | 2050 Daily Traffic Total Flow | Percent Growth | 2023 Average Volume/Capacity - AM | 2023 Average Volume/Capacity - PM | 2050 Average Volume/Capacity -AM | 2050 Average Volume/Capacity -PM |
|---|---|---|---|---|---|---|---|
| Daniels Park Road | 4,843 | 6,684 | 38% | | | | |
| Perry Park Road | 4,532 | 9,419 | 108% | | | | |
| Moore Road | 4,787 | 10,634 | 122% | | | | |
| Pine Cliff Road | 900 | 1,686 | 87% | | | | |

***Disclaimer**: Average daily traffic volumes shown represent an average value for multiple roadway segments within each corridor. These figures are intended to provide an overall corridor-level estimate and may not reflect conditions on individual segments. Data is sourced from the DRCOG Travel Demand Model and was accessed in 2025.*

## Origin and Destinations

**15%** or **7,638** trips originated in Sub Area 13 and end in Sub Area 13

**25%** or **12,960** of trips originated in other sub areas and end in Sub Area 13.



**24%** or **12,897** of trips originated in Sub Area 13 and end in another sub area.

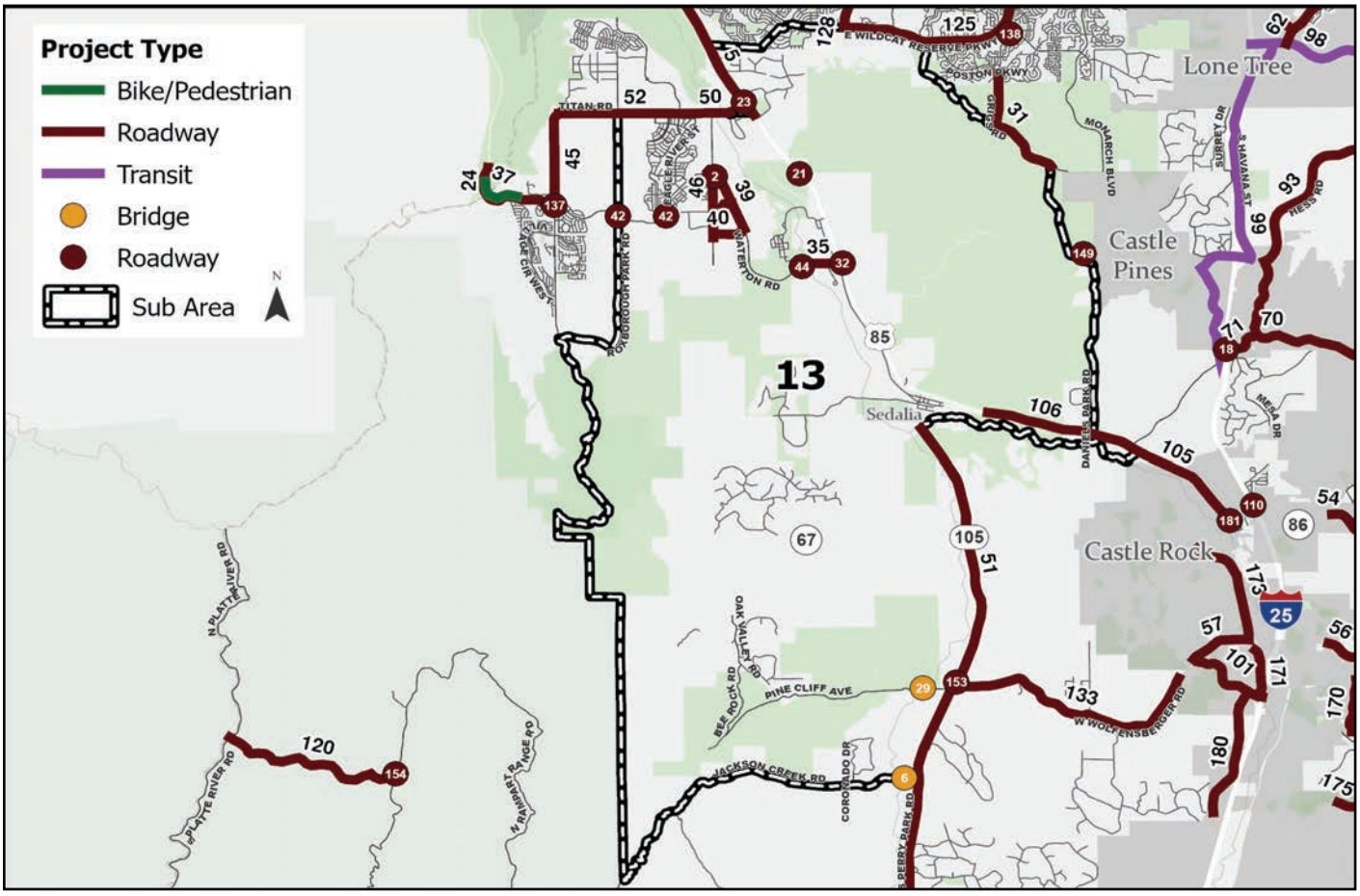
**18%** or **9,760** of trips originated outside of Douglas County and end in Sub Area 13.

**18%** or **9,750** of trips originated in Sub Area 13 and end outside of Douglas County.

# Sub Area 13 Portrait (Continued)

Sedalia - Louviers - Cherokee - Sterling Ranch - Indian Creek

## Map of Projects




## Programs

| Description | Location | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|
| Emergency Storm Drainage | Countywide | $$ | | | | | X |
| Pavement Management | Countywide | $$$$$ | X | | | | X |
| Safety & Congestion Management | Countywide | $$ | | | X | X | |
| School & Pedestrian Safety | Countywide | $ | | X | X | | |
| Stormwater Priorities | Countywide | $$$ | | | | | X |
| Traffic Hazard Elimination | Countywide | $$ | | | X | X | |
| Traffic Signal and Intelligent Transporation Upgrades | Countywide | $$ | | | | | X |
| Traffic Signal Replacement | Countywide | $$ | | | X | X | X |
| Roadway Resiliency and Disaster Response | Countywide | $$$ | X | | | X | X |
| Sustainable Bridge Program | Countywide | $$ | X | | | | X |
| Countywide Program to Complete Missing Gaps in Trail Network | Countywide | $$ | X | X | | X | X |
| Rural Roadway Safety | Sub Areas 7, 8, 13, 14, 15, & 16 | $$$ | | | X | | |

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

# Sub Area 13 Portrait (Continued)

Sedalia - Louviers - Cherokee - Sterling Ranch - Indian Creek

## Projects

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

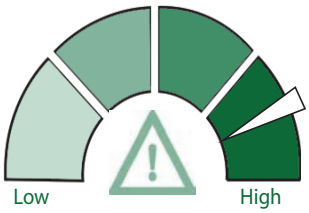
| ID | Project Type | Project Name | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|---|
| 2 | Roadway | Waterton Road/Moore Road Traffic Signal | $$ | | | | X | |
| 6 | Bridge | Jackson Creek Road over West Plum Creek Bridge Replacement | $$ | X | | | | X |
| 21 | Roadway | US 85/Ron King Drive Intersection | $$ | | | | X | |
| 32 | Roadway | US 85/Airport Road Interchange | $$$$ | X | | X | X | |
| 35 | Roadway | Waterton Road (aka Airport Road) (from Lavaun Rd to US 85) | $$ | | | | X | |
| 40 | Roadway | Transportation Improvements for Zebulon Park | $$$ | | | | X | |
| 44 | Roadway | Waterton Road / Louviers Boulevard | $$ | | | X | X | |
| 46 | Roadway | Moore Road Widening (from Waterton Rd to Plum Valley Heights) | $$ | | | | X | |
| 106 | Roadway | US-85 Widening (from Sedalia (SH 67) to Daniels Park Rd) | $$$ | | | X | X | |

# Sub Area 14 Portrait

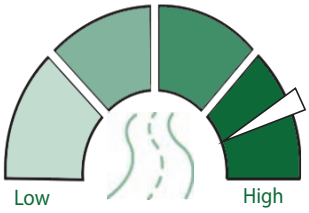
W Douglas County - S Platte - Deckers

## Key Data Points

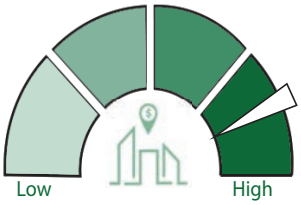
Natural Disaster Risks

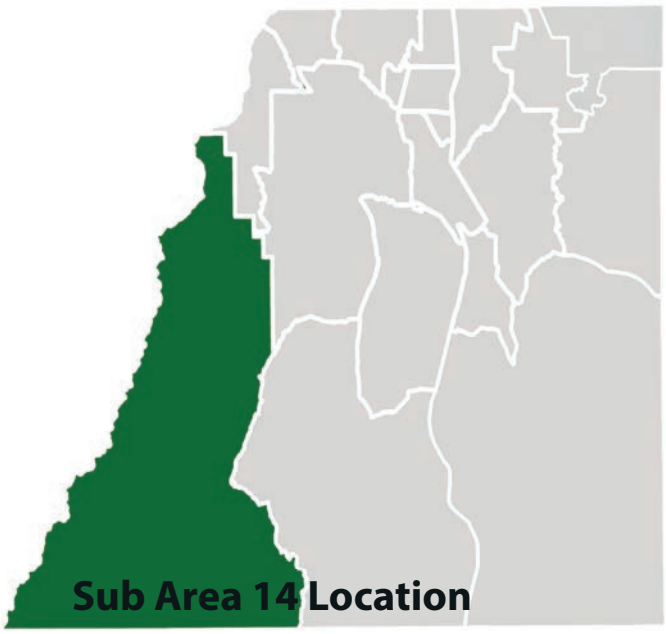



Infrastructure Condition




Economic Concentration Area Access




## Needs Analysis By Goal Area

Significant Need — Low Need

| RESILIENT NETWORK | SERVICE TO ALL USERS | IMPROVE SAFETY | MOVE PEOPLE AND GOODS EFFICENTLY | CREATE A SUSTAINABLE NETWORK |
|---|---|---|---|---|
| | | | | |

## Demographics

The population of Sub Area 14 is **2,205** people.

Total employment of this area is **378** people.

There are a total of **908** households in Sub Area 14.

Sub Area 14 is in the bottom third of active-mode commuters, when compared to the rest of the county.

# Sub Area 14 Portrait (Continued)

W Douglas County - S Platte - Deckers

## Key Corridors

Heavy Congestion | Significant Delays | Noticable Delays | Stable Flow With Constraints | Stable Flow Slight Delays | Free-Flow Minimal Delay

| Corridor | 2023 Daily Traffic Total Flow | 2050 Daily Traffic Total Flow | Percent Growth | 2023 Average Volume/Capacity - AM | 2023 Average Volume/Capacity - PM | 2050 Average Volume/Capacity -AM | 2050 Average Volume/Capacity -PM |
|---|---|---|---|---|---|---|---|
| South Platte River Road | 499 | 1,049 | 110% | | | | |

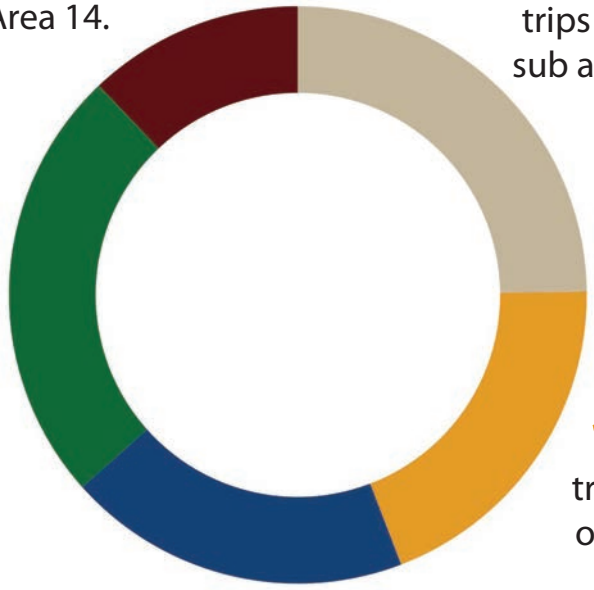
***Disclaimer**: Average daily traffic volumes shown represent an average value for multiple roadway segments within each corridor. These figures are intended to provide an overall corridor-level estimate and may not reflect conditions on individual segments. Data is sourced from the DRCOG Travel Demand Model and was accessed in 2025.*

## Origin and Destinations

**12%** or **651** trips originated in Sub Area 14 and end in Sub Area 14.

**25%** or **1,336** of trips originated in other sub areas and end in Sub Area 14.

**25%** or **1,320** of trips originated in Sub Area 14 and end in another sub area.



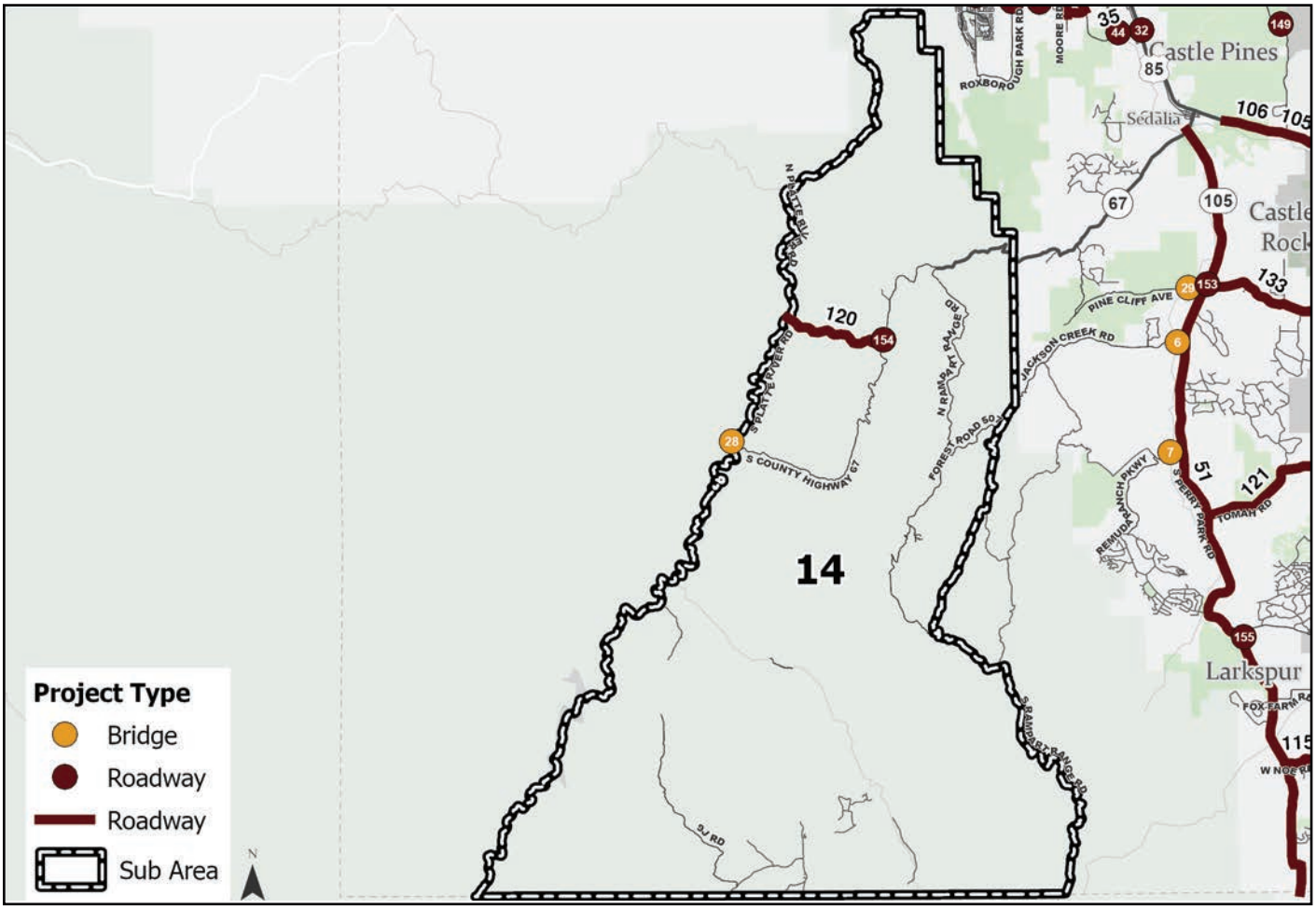
**19%** or **1,043** of trips originated outside of Douglas County and end in Sub Area 14.

**19%** or **1,035** of trips originated in Sub Area 14 and end outside of Douglas County.

# Sub Area 14 Portrait (Continued)

W Douglas County - S Platte - Deckers

## Map of Projects




## Programs

| Description | Location | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|
| Emergency Storm Drainage | Countywide | $$ | | | | | X |
| Pavement Management | Countywide | $$$$$ | X | | | | X |
| Safety & Congestion Management | Countywide | $$ | | | X | X | |
| School & Pedestrian Safety | Countywide | $ | | X | X | | |
| Stormwater Priorities | Countywide | $$$ | | | | | X |
| Traffic Hazard Elimination | Countywide | $$ | | | X | X | |
| Traffic Signal and Intelliegent Transporation Upgrades | Countywide | $$ | | | | | X |
| Traffic Signal Replacement | Countywide | $$ | | | X | X | X |
| Roadway Resiliency and Disaster Response | Countywide | $$$ | X | | | X | X |
| Sustainable Bridge Program | Countywide | $$ | X | | | | X |
| Countywide Program to Complete Missing Gaps in Trail Network | Countywide | $$ | X | X | | X | X |
| Rural Roadway Safety | Sub Areas 7, 8, 13, 14, 15, & 16 | $$$ | | | X | | |

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

# Sub Area 14 Portrait (Continued)

W Douglas County - S Platte - Deckers

## Projects

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

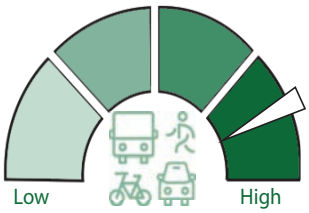
| ID | Project Type | Project Name | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|---|
| 28 | Bridge | Bridge Rehabilitation or Replacement - BGT for Jefferson County Str # F-6-7 | $$ | X | | | | X |
| 120 | Roadway | County Road 67 Corridor Improvements (from N. Rampart Range Rd to S. Platte River Rd) | $ | | | X | X | |
| 154 | Roadway | County Highway 67 & Pine Creek Road Intersection Improvements | $$$ | | | X | | |

# Sub Area 15 Portrait

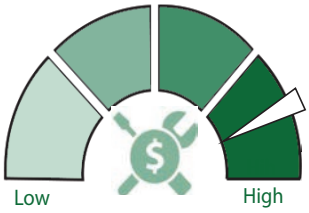
W Plum Creek - Larkspur - Perry Park - E Pike National Forest

## Key Data Points

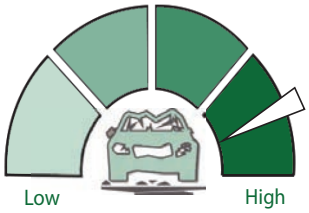
MultiModal Access

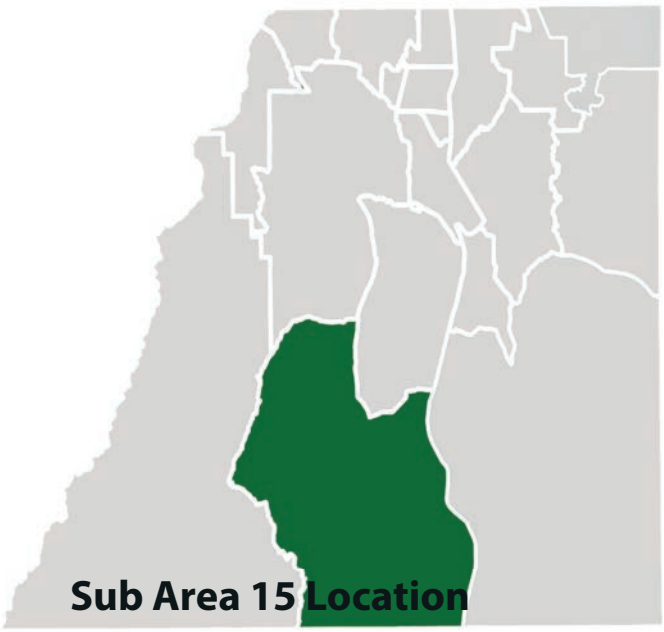



Maintenance Costs




Crash Hot Spots & Severe Crashes




## Needs Analysis By Goal Area

Significant Need — Low Need

| RESILIENT NETWORK | SERVICE TO ALL USERS | IMPROVE SAFETY | MOVE PEOPLE AND GOODS EFFICENTLY | CREATE A SUSTAINABLE NETWORK |
|---|---|---|---|---|
| | | | | |

## Demographics

The population of Sub Area 15 is **5,192** people.

Total employment of this area is **1,170** people.

There are a total of **2,051** households in Sub Area 15.

Sub Area 15 is in the top third of active-mode commuters, when compared to the rest of the county.

# Sub Area 15 Portrait (Continued)

W Plum Creek - Larkspur - Perry Park - E Pike National Forest

## Key Corridors

Heavy Congestion | Significant Delays | Noticable Delays | Stable Flow With Constraints | Stable Flow Slight Delays | Free-Flow Minimal Delay

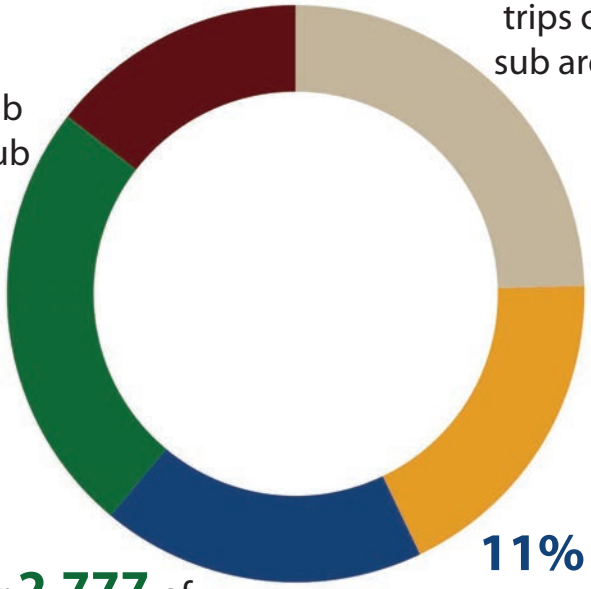
| Corridor | 2023 Daily Traffic Total Flow | 2050 Daily Traffic Total Flow | Percent Growth | 2023 Average Volume/Capacity - AM | 2023 Average Volume/Capacity - PM | 2050 Average Volume/Capacity -AM | 2050 Average Volume/Capacity -PM |
|---|---|---|---|---|---|---|---|
| South Perry Park Road | 4,534 | 9,419 | 108% | | | | |
| Spruce Mountain Road | 2,245 | 3,837 | 71% | | | | |

***Disclaimer**: Average daily traffic volumes shown represent an average value for multiple roadway segments within each corridor. These figures are intended to provide an overall corridor-level estimate and may not reflect conditions on individual segments. Data is sourced from the DRCOG Travel Demand Model and was accessed in 2025.*

## Origin and Destinations

**32%** or **3,933** trips originated in Sub Area 15 and end in Sub Area 15.

**23%** or **2,789** of trips originated in other sub areas and end in Sub Area 15.



**12%** or **1,439** of trips originated outside of Douglas County and end in Sub Area 15.

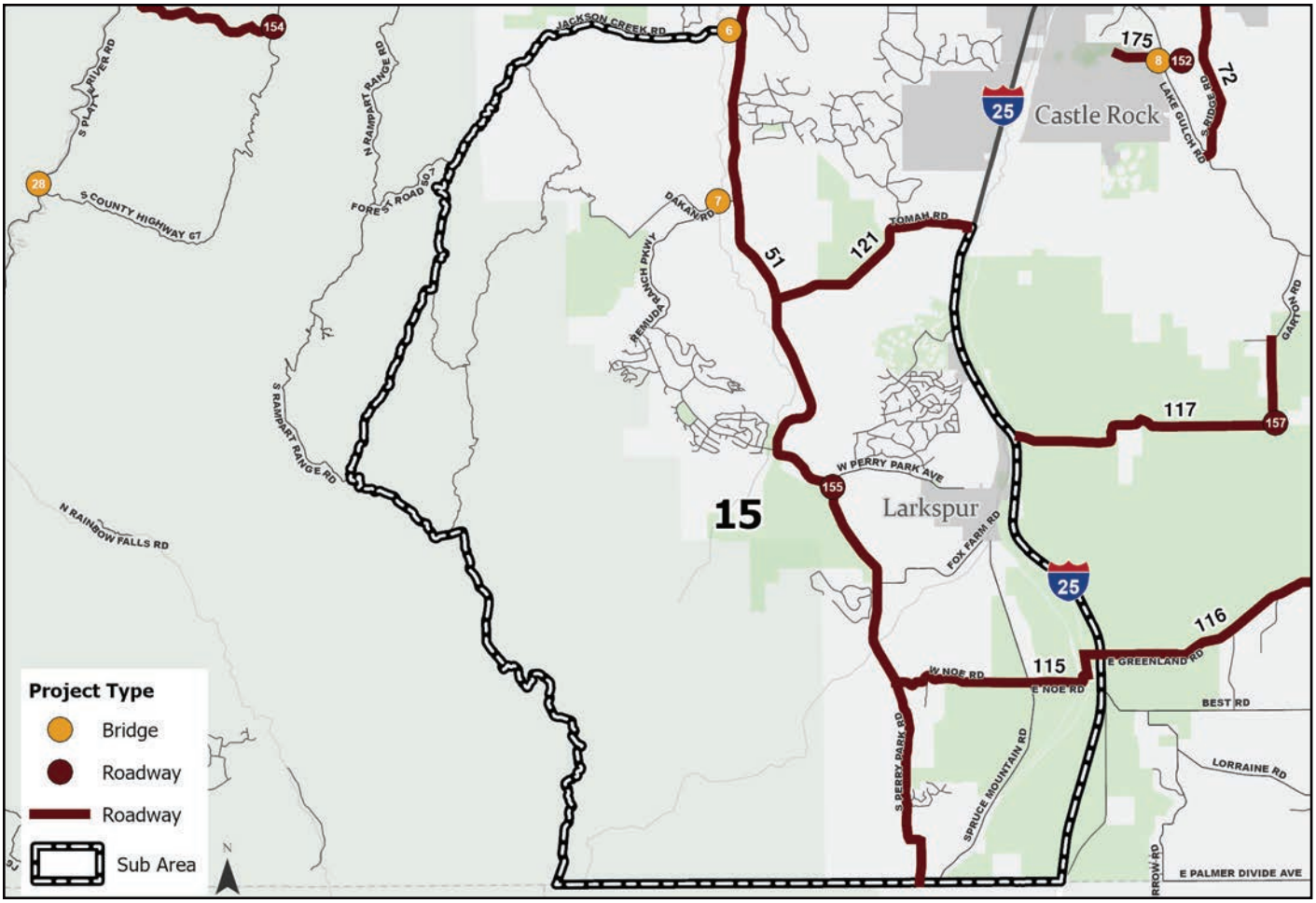
**22%** or **2,777** of trips originated in Sub Area 15 and end in another sub area.

**11%** or **1,416** of trips originated in Sub Area 15 and end outside of Douglas County.

# Sub Area 15 Portrait (Continued)

W Plum Creek - Larkspur - Perry Park - E Pike National Forest

## Map of Projects




## Programs

| Description | Location | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|
| Emergency Storm Drainage | Countywide | $$ | | | | | X |
| Pavement Management | Countywide | $$$$$ | X | | | | X |
| Safety & Congestion Management | Countywide | $$ | | | X | X | |
| School & Pedestrian Safety | Countywide | $ | | X | X | | |
| Stormwater Priorities | Countywide | $$$ | | | | | X |
| Traffic Hazard Elimination | Countywide | $$ | | | X | X | |
| Traffic Signal and Intelliegent Transporation Upgrades | Countywide | $$ | | | | | X |
| Traffic Signal Replacement | Countywide | $$ | | | X | X | X |
| Roadway Resiliency and Disaster Response | Countywide | $$$ | X | | | X | X |
| Sustainable Bridge Program | Countywide | $$ | X | | | | X |
| Countywide Program to Complete Missing Gaps in Trail Network | Countywide | $$ | X | X | | X | X |
| Rural Roadway Safety | Sub Areas 7, 8, 13, 14, 15, & 16 | $$$ | | | X | | |

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

# Sub Area 15 Portrait (Continued)

W Plum Creek - Larkspur - Perry Park - E Pike National Forest

## Projects

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

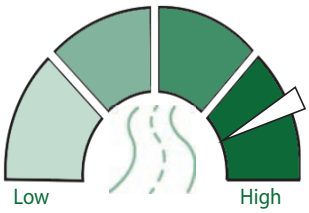
| ID | Project Type | Project Name | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|---|
| 7 | Bridge | Dakan Road over West Plum Creek Bridge Replacement | $$ | X | | | | X |
| 115 | Roadway | Pave West Noe Road (from I-25 to Perry Park Road) | $$$ | X | | | X | |
| 121 | Roadway | Tomah Road Corridor Improvements (from I-25 to Perry Park Rd) | $$$ | X | | | | |
| 155 | Roadway | W. Perry Park Ave & SH 105/Perry Park Rd Intersection Improvements (from W. Perry Park Ave to Perry Park Rd) | $$ | | | X | | |

# Sub Area 16 Portrait

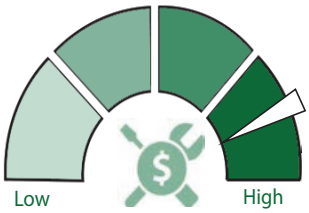
Cherry Valley - SE Castle Rock - Franktown

## Key Data Points

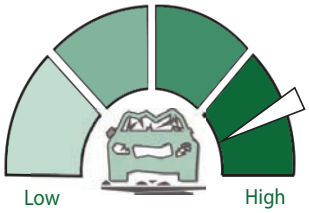
Long Trips

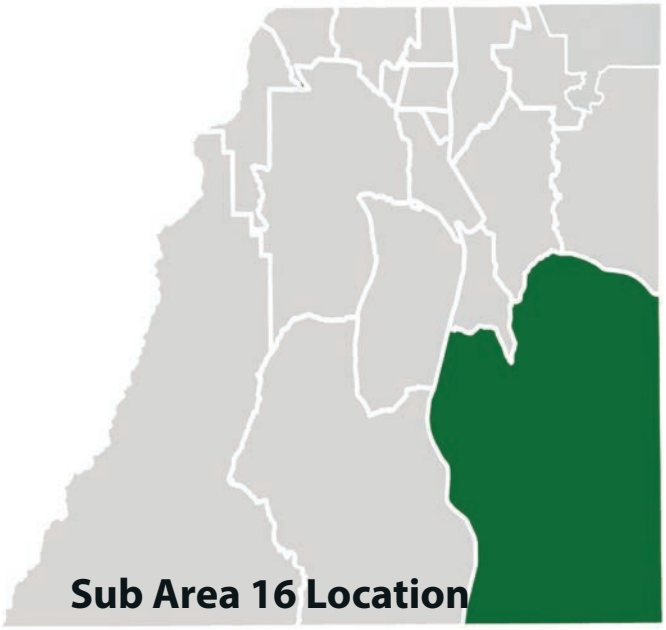



Maintenance Costs




Crash Hot Spots & Severe Crashes




## Needs Analysis By Goal Area

Significant Need — Low Need

| RESILIENT NETWORK | SERVICE TO ALL USERS | IMPROVE SAFETY | MOVE PEOPLE AND GOODS EFFICENTLY | CREATE A SUSTAINABLE NETWORK |
|---|---|---|---|---|
| | | | | |

## Demographics

The population of Sub Area 16 is **23,969** people.

Total employment of this area is **2,431** people.

There are a total of **8,146** households in Sub Area 16.

Sub Area 16 is in the middle third of active-mode commuters, when compared to the rest of the county.

# Sub Area 16 Portrait (Continued)

Cherry Valley - SE Castle Rock - Franktown

## Key Corridors

Heavy Congestion | Significant Delays | Noticable Delays | Stable Flow With Constraints | Stable Flow Slight Delays | Free-Flow Minimal Delay

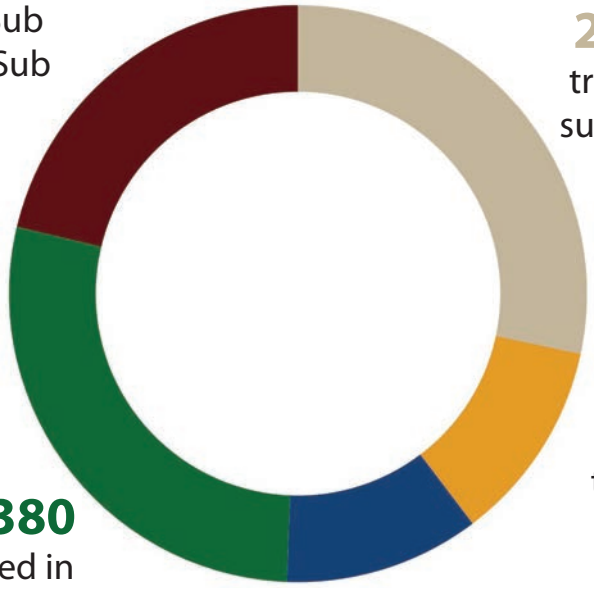
| Corridor | 2023 Daily Traffic Total Flow | 2050 Daily Traffic Total Flow | Percent Growth | 2023 Average Volume/Capacity - AM | 2023 Average Volume/Capacity - PM | 2050 Average Volume/Capacity -AM | 2050 Average Volume/Capacity -PM |
|---|---|---|---|---|---|---|---|
| Lake Gulch Road | 8,211 | 10,059 | 23% | | | | |
| Flintwood Road | 3,284 | 6,252 | 90% | | | | |
| Palmer Divide Avenue | 2,745 | 5,368 | 96% | | | | |
| Russellville Road | 3,620 | 6,135 | 69% | | | | |
| Spring Valley Road | 1,992 | 3,219 | 62% | | | | |
| Upper Lake Gulch Road | 988 | 1,252 | 27% | | | | |

***Disclaimer**: Average daily traffic volumes shown represent an average value for multiple roadway segments within each corridor. These figures are intended to provide an overall corridor-level estimate and may not reflect conditions on individual segments. Data is sourced from the DRCOG Travel Demand Model and was accessed in 2025.*

## Origin and Destinations

**21%** or **12,396** trips originated in Sub Area 16 and end in Sub Area 16.

**28%** or **16,512** of trips originated in other sub areas and end in Sub Area 16.



**28%** or **16,380** of trips originated in Sub Area 16 and end in another sub area.

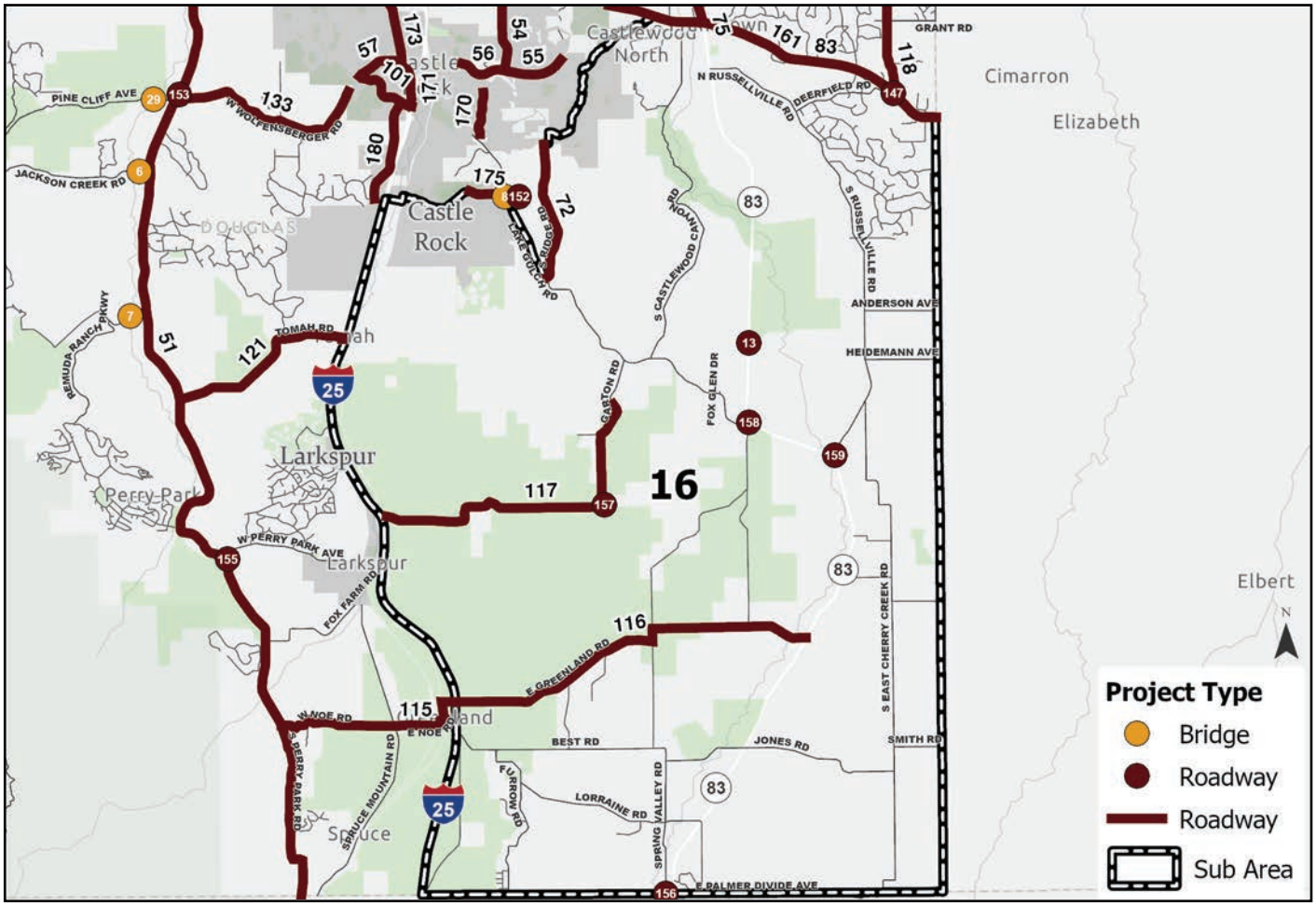
**11%** or **6,604** of trips originated outside of Douglas County and end in Sub Area 16.

**11%** or **6,376** of trips originated in Sub Area 16 and end outside of Douglas County.

# Sub Area 16 Portrait (Continued)

Cherry Valley - SE Castle Rock - Franktown

## Map of Projects




## Programs

| Description | Location | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|
| Emergency Storm Drainage | Countywide | $$ | | | | | X |
| Pavement Management | Countywide | $$$$$ | X | | | | X |
| Safety & Congestion Management | Countywide | $$ | | | X | X | |
| School & Pedestrian Safety | Countywide | $ | | X | X | | |
| Stormwater Priorities | Countywide | $$$ | | | | | X |
| Traffic Hazard Elimination | Countywide | $$ | | | X | X | |
| Traffic Signal and Intelliegent Transporation Upgrades | Countywide | $$ | | | | | X |
| Traffic Signal Replacement | Countywide | $$ | | | X | X | X |
| Roadway Resiliency and Disaster Response | Countywide | $$$ | X | | | X | X |
| Sustainable Bridge Program | Countywide | $$ | X | | | | X |
| Countywide Program to Complete Missing Gaps in Trail Network | Countywide | $$ | X | X | | X | X |
| Rural Roadway Safety | Sub Areas 7, 8, 13, 14, 15, & 16 | $$$ | | | X | | |

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

# Sub Area 16 Portrait (Continued)

Cherry Valley - SE Castle Rock - Franktown

## Projects

Resilient Network | Service To All Users | Improve Safety | Move People and Goods Efficiently | Create A Sustainable Network

| ID | Project Type | Project Name | Cost | Goal Areas | | | | |
|---|---|---|---|---|---|---|---|---|
| 13 | Roadway | SH 83/Prairie Canyon Ranch Access | $$ | | | X | X | |
| 116 | Roadway | Pave Greenland Road (from I-25 to SH 83) | $$$ | X | | | X | |
| 117 | Roadway | Pave Upper Lake Gulch Rd / East Upper Lake Gulch Rd (from I-25 to the DirectTV Private Drive on Garton Rd) | $$$ | X | | | X | |
| 156 | Roadway | E Palmer Divide Ave & Spring Valley Rd Intersection Improvements | $$ | | | | X | |
| 157 | Roadway | Upper Lake Gulch Road & Garton Road Intersection Improvements | $$ | | | X | | |
| 158 | Roadway | Lake Gulch Road & SH 83 Intersection Improvements | $$ | | | | X | |
| 159 | Roadway | S. Russelville Rd & SH 83 Intersection Improvements | $$ | | | X | | |
| 179 | Roadway | Pave E. Best Road (from I-25 to SH 83). | $$$ | X | | | X | |

**MEETING DATE:** December 15, 2025

**STAFF PERSON RESPONSIBLE:** Carolyn Washee-Freeland, AICP, Senior Planner

**DESCRIPTION:** 6222 and 6226 East Roxborough Drive, New Maintenance and Fleet Buildings - Location and Extent - Project File: LE2025-022.

**SUMMARY:** The request is for approval of a Location and Extent for the construction of new maintenance facilities that will include a maintenance building, a fleet storage building, and other improvements on property to be located at 6222 and 6226 East Roxborough Drive.

**STAFF ASSESSMENT:** Staff completed an evaluation of the application in accordance with Section 32 of the Douglas County Zoning Resolution. The applicant has indicated that the new maintenance facilities will provide parks staff with the necessary facilities to safely and efficiently maintain Roxborough State Park.

Should the Planning Commission approve the Location and Extent request, the applicant will be required to obtain any necessary permits for completion of the proposed maintenance facilities and other improvements.

**REVIEW:**

| | | |
|---|---|---|
| Steven E Koster | Approve | 12/3/2025 |
| Samantha Hutchison - FYI | Notified - FYI | 12/3/2025 |

**ATTACHMENTS:**

Staff Report - LE2025-022
LE2025-022 - Supplemental Memo

DOUGLAS COUNTY
COLORADO

# Location and Extent Staff Report

| | |
|---|---|
| Date: | December 1, 2025 |
| To: | Douglas County Planning Commission |
| From: | Carolyn Washee-Freeland, AICP, Senior Planner CWF<br>Jeanette Bare, AICP, Planning Manager JB<br>Steven E. Koster, AICP, Assistant Director of Planning Services SK |
| Subject: | 6222 and 6226 East Roxborough Drive, New Maintenance and Fleet Buildings, Location and Extent |
| Project File: | LE2025-022 |

**Planning Commission Hearing:** **December 15, 2025 @ 6:00 p.m.**

## I. EXECUTIVE SUMMARY

Colorado Department of Natural Resources ("CDNR") requests approval of a Location and Extent ("L&E") to construct new maintenance facilities that will include a maintenance building, a fleet storage building, and other improvements for Roxborough State Park ("Park"). The new buildings will provide park staff with essential maintenance facilities for park operations. The project site is located immediately south of the intersection of N. Rampart Range Road and Roxborough Park Road within park property.

The project area is generally located in the Pike National Forest Subarea of the 2040 Douglas County Comprehensive Mater Plan.

## II. APPLICATION INFORMATION

### A. Applicant

Colorado Department of Natural Resources
Sean Lehocky
6060 Broadway
Denver, CO 80216

### B. Applicant's Representative

Matthew Stoub
Eidos Architects
5400 Greenwood Plaza Blvd.
Greenwood Village, CO 80111

**C. Request**

CDNR requests approval of a L&E for the construction of new maintenance facilities that will include a maintenance building, a fleet storage building, and other improvements on property to be located at 6222 and 6226 East Roxborough Drive.

**E. Location**

The project area consists of approximately 4.69 acres within the 3,299-acre Roxborough State Park. The site is located immediately south of the intersection of N. Rampart Range Road and Roxborough Park Road, at the entrance of the park. The project vicinity, zoning, and aerial maps are provided in the attachments to this staff report.

**F. Project Description**

The applicant, CDNR, proposes a L&E for the construction of new maintenance facilities that include a new maintenance building, a fleet storage building, and other related improvements. The 3,925 square foot maintenance building will include a large garage area with three vehicle bays that will be utilized for maintenance and for storage of vehicles and other equipment. The building will include an office area for facility staff to meet on site. The 2,568 square foot fleet building will be designed to include storage space for up to six vehicles. Other improvements will include a new entry gate, 17 additional parking spaces, a work yard, material storage, a trash enclosure, as well as additional landscaping to be installed throughout the site. A new detention pond will also be constructed on site. The landscaping scheme will consist of the addition of trees, vegetation, and a landscaped pathway. The existing access driveway to the project area will be realigned and will be widened to 24 feet to accommodate vehicle circulation through the site.

The applicant indicates that the proposed park improvements will not alter vehicular traffic on Roxborough Drive. Construction vehicles will access the site from Roxborough Drive and can be accommodated either on the north or south end of the site depending on Roxborough Park visitor access and demand.

Construction activities are anticipated to begin in early January 2026 and will be completed in June 2026. According to the applicant, construction activities will take place between 7:00 a.m. to 5:00 p.m. Monday through Friday, with no construction activities scheduled at night.

The applicant indicates that there will be an increase in traffic flow to the project area through the duration of the construction schedule. Traffic from construction will consist of trucks, heavy machinery, and material deliveries. Once construction is complete the applicant does not anticipate an increase in daily vehicle trips to the site.

The proposed maintenance facility will be owned and maintained by the CDNR, a state agency. The applicant has indicated that CDNR will coordinate the building permit

process through the Office of the State Architect, instead of the Douglas County Building Services division.

## III. CONTEXT

### A. Background

The applicant is proposing to construct new maintenance facilities that will include a maintenance building, a fleet building, and other improvements. Currently, parks staff must leave their personal vehicles at the entrance of the park and hike approximately two miles south into the open area where maintenance vehicles and related equipment are stored, making it difficult to adequately maintain park amenities. According to the applicant, the new maintenance facilities will provide the park with the necessary facilities for parks staff to safely and efficiently maintain amenities, interior roadways, and access points throughout the park.

The project site is located at the entrance of the park in unincorporated Douglas County. The Stonehenge at Roxborough residential development is located west, between the park and the Pike National Forest. The general area was originally subdivided in 1972, as part of the Southdowns at Roxborough subdivision adjacent to the Aurora Rampart Reservoir, and is zoned Planned Development (PD). Colorado State Parks established Roxborough State Park in 1975. Currently the park totals 3,299 acres and is designated as a National Natural Landmark along with other national designations and contains geologic history through the red rock formations.

### B. Adjacent Land Uses and Zoning

The project site is zoned Planned Development (PD). The following table reflects the zone districts and land uses surrounding the project area.

**Zoning and Land Use**

| Direction | Zoning | Land Use |
|---|---|---|
| **North** | Planned Development (PD) | Vacant parcels owned by the Roxborough Park Foundation; and Roxborough State Park |
| **South** | Agricultural One (A-1) | Vacant Land owned by CDNR |
| **East** | Agricultural One (A-1) | Aurora Rampart Reservoir owned by the City of Aurora |
| **West** | Planned Development (PD) | Roxborough State Park parcel owned by the State of Colorado |

## IV. PHYSICAL SITE CHARACTERISTICS

### A. Site Characteristics and Constraints

The overall topography of the project site is composed of rolling hills, pine trees, shrubs, and natural vegetation, and large red rock geological formations. The project site is located east of the Pike National Forest.

### B. Access

The new buildings will be accessed from East Roxborough Drive.

### D. Drainage and Erosion

A Phase III Drainage Report was submitted to Douglas County Engineering Services for review and approval prior to permits being issued for construction activities. Any additional requirements will be identified in referral comments provided by Engineering.

### E. Floodplain

The project site is not located within any FEMA-mapped 100-year floodplain.

## V. PROVISION OF SERVICES

### A. Fire Protection

West Metro Fire Protection District (WMFPD) provides fire and emergency medical services to the site. WMFPD has not provided referral comments at the writing of this staff report.

### B. Sheriff Services

The Douglas County Sheriff's Office (DCSO) provides emergency services to the site. DCSO has not provided referral agency review comments at the writing of this staff report.

### C. Water and Sanitation

The Roxborough Water & Sanitation District (RWSD) will provide water and sanitation services for the new maintenance facilities. RWSD has not provided referral agency review comments at the writing of this staff report.

### D. Utilities

Area utility providers were sent a referral on this application. At the writing of this staff report, there were no referral comments from utility providers for the applicant to address.

### E. Other Required Processes and Permits

The proposed project will require Grading Erosion and Sediment Control (GESC) Plans and Permits, and other applicable construction plans and permits, from Public Works Engineering. These permits will be required prior to commencement of construction.

The CDNR has indicated that the agency will coordinate the building permitting process with the Office of the State Architect instead of the Douglas County Building Services division.

## VI. PUBLIC NOTICE AND INPUT

Courtesy notices of an application in process were sent to abutting property owners. No responses were received from property owners at the time of the writing of this staff report.

Referral response requests were sent to referral agencies on November 20, 2025. Referral responses are due at the conclusion of the referral period on December 4, 2025, prior to the Planning Commission hearing. Agency responses received are included as an attachment to this staff report.

## VII. STAFF ASSESSMENT

Staff completed an evaluation of the application in accordance with Section 32 of the Douglas County Zoning Resolution. The applicant has indicated that the new maintenance facilities will provide parks staff with the necessary facilities to safely and efficiently maintain Roxborough State Park.

Should the Planning Commission approve the L&E request, the applicant will be required to obtain any necessary permits for completion of the proposed maintenance facilities and other improvements.

**ATTACHMENTS** **PAGE**


Douglas County Land Use Application ..... 6
Location and Extent Narrative and Community Impact Report ..... 7
CMP, Zoning and Aerial Maps ..... 12
Referral Agency Response Report ..... 15
Referral Response Letters ..... 18
Applicant Acknowledgement Outside 30-day Period ..... 22
Location and Extent Plan Exhibit ..... 24

DOUGLAS COUNTY
COLORADO

Department of Community Development

www.douglas.co.us

# LAND USE APPLICATION

Please complete, sign, and date this application. Return it with the required items listed on the Submittal Checklist to planningsubmittals@douglas.co.us. Submittals may also be mailed or submitted in person to Planning Services. *NOTE: The Planning Commission or the Board of County Commissioners should not be contacted regarding an open application.*

***OFFICE USE ONLY***

*PROJECT TITLE:* 6222 & 6226 East Roxborough Drive Location and Extent

*PROJECT NUMBER:* LE2025-022

**PROJECT TYPE:** Maintenance + Fleet Facility

**MARKETING NAME:** Roxborough State Park Maintenance + Fleet Facility

**PRESUBMITTAL REVIEW PROJECT NUMBER:** [redacted]

**PROJECT SITE:**

Address: [redacted]

State Parcel Number(s): [redacted]

Subdivision/Block#/Lot# *(if platted)*: Southdowns at Roxborough Subdivision

**PROPERTY OWNER(S):**

Name(s): Colorado Department of Natural Resources [redacted]

Address: [redacted]

Phone:

Email:

**AUTHORIZED REPRESENTATIVE:** *(Notarized Letter of Authorization is required from the property owner, unless the owner is acting as the representative)*

Name: [redacted]

Address: [redacted]

Phone:

Email:

To the best of my knowledge, the information contained on this application is true and correct. I have received the County's information sheet regarding the *Preble's Meadow Jumping Mouse*.

[redacted]

Applicant Signature

10.08.2025

Date

100 Third Street, Castle Rock, Colorado 80104 • 303.660.7460

Revised 6/2024

Eidos ARCHITECTS

5400 Greenwood Plaza Boulevard
Greenwood Village, Colorado 80111
www.eidosarch.com
P 720.200.0630

# LOCATION & EXTENTS PROJECT NARRATIVE

PS2025-189
Colorado Department of Natural Resources
4751 E Roxborough RD (Southdowns at Roxborough Subdivision)
October 10, 2025

## NAME OF APPLICANT 3203.01.2

The applicant, Colorado Department of Natural Resources, proposes a Location and Extent for the construction of a Maintenance building and a Fleet storage building totaling 6,493 square feet. The subject property totals approximately 556.633 acres in size and is located within the Southdowns at Roxborough subdivision. The property is zoned Planned Development (PD).

## PROJECT DESCRIPTION 3203.01.2

This project consists of the construction of a new maintenance building and a new fleet building for Roxborough State Park. These buildings will be constructed using a wood framed structure. The exterior will be clad in fiber board siding that adheres to a natural color scheme that fits within the green, red, and brown hues of the nature within Roxborough State Park.

The 3925 square foot maintenance building will feature one large maintenance garage area with three vehicle bays for work and storage, fitted with modular casework and storage solutions for year-round maintenance needs. There will be an office wing to accommodate both long-term and seasonal maintenance and facility staff. This will consist of restrooms, a conference room and office space joined by a small kitchenette. The maintenance bay is heated, while the office wing is fully conditioned space. The 2568 square foot fleet building has room for storing up to 6 vehicles, and also includes additional tool storage and open shelving. The fleet building has heating capabilities only.

Each building features clerestory windows for additional light, and the maintenance bay has operable windows for additional passive ventilation.

The site surrounding these new buildings will be developed to include a secure entry gate, 17 new parking spaces (note - the existing gravel site already provides parking for fleet and maintenance vehicles), areas for vehicle work, material storage, a trash enclosure, and proper site drainage. This site is positioned directly at the entrance of Roxborough State Park. Additional new landscaping will be provided throughout the site, along with a new detention pod which is adequate for all of the necessary site drainage. New landscaping, including trees, vegetation, and a landscape pathway, is strategic in concealing, to a degree, the new buildings, so as to not potentially confuse the public into thinking that the buildings are some form of visitor center or have public access. A new wider (24' wide) site access drive will be provided in the same general location as the existing (+/- 12' wide) gravel drive that will better accommodate maintenance vehicle circulation through the site.

Overall, construction is intended to begin early January 2026 and be completed by around June 2026. Construction is currently anticipated to span 5-6 months. This project will be permitted through the State Architects office.

## PURPOSE OF IMPROVEMENTS 3203.01.2

The primary purpose of these improvements is to provide Roxborough State Park with essential facilities that enable staff to properly maintain the park. Currently, maintenance vehicles and equipment are stored near the visitor center, nearly two miles beyond the entrance. During snow events or other obstructions, staff must park at the entrance and hike to the storage area before they can begin clearing roads and access points. Relocating the maintenance hub near the entrance will allow staff to perform their duties more safely and efficiently.

The project also establishes dedicated office space for maintenance personnel, separate from the existing accommodations within the visitor center. This separation supports the hiring of additional seasonal and full-time staff as needs arise. A conference room and maintenance bay will provide appropriate space for meetings, trainings, and small assemblies. More broadly, the maintenance building will be available to park staff and rangers as needed to support daily operations and streamline park management.

At present, the park lacks a large vehicle garage and stores many vehicles outdoors. The new maintenance and fleet facilities will allow the park to house its vehicles in enclosed, secure spaces year-round, improving equipment longevity and readiness.

## IMPACTS & MITIGATION MEASURES 3203.01.2

The existing site consists of a dirt parking area used intermittently by staff for parking and incidental equipment storage. Aside from a small storage container, the area accommodates only vehicles and miscellaneous park equipment. The proposed design concentrates improvements within the current parking footprint to the extent feasible, minimizing disturbance to adjacent areas. However, the requirements for new buildings, parking, and site drainage necessitate an expansion beyond the existing lot. Grading has been carefully planned to respect existing conditions while accommodating the new facilities. Because the current use of this parcel is consistent with the proposed use, locating the buildings here, rather than elsewhere in the park, will reduce impacts on vegetation, natural areas, and the visitor experience.

Surrounding neighborhoods within the unincorporated Roxborough Park community along E Roxborough Drive generally reside within a couple of miles of the project site, with the nearest neighborhood being within a .5 mile radius. Additional nearby undeveloped housing plots are within .15 miles of the project site. There will be little to no impact on these surrounding neighborhoods, since the primary functions of the site are merely being relocated within the park itself. Any immediate impact may occur due to potential traffic or noise impacts due to construction activities, but these will be minimal. The adjacent rock formations and topography will further aid in mitigating any impact from construction noise. Activities will be limited to Douglas County's approved working hours.

Site drainage is a primary consideration due to the Aurora Rampart Reservoir immediately east of the project boundary. Potential risks are addressed through thoughtful grading and a dedicated detention pond serving the maintenance facilities. The detention pond is designed and sized to prevent direct site runoff from entering the reservoir.

Materials stored on-site in the dedicated areas consist of trail repair items like stone, gravel, wood and metal posts, and park/road signage. Miscellaneous soil, gravel, or pathway materials may also be stored. If there is spillage, it will face inward to the site, and be easily cleaned up or moved. The provided detention pond will help mitigate/filter any fluid drainage or water runoff.

## TRAFFIC NARRATIVE 3206.03

The proposed park improvements will not alter vehicular traffic on Roxborough Drive. To minimize visual impact for guests entering the park, site grading has been designed to lower and conceal the buildings' overall profile, complemented by landscaping that further screens the facility from view. The existing dirt lot on-site currently serves as parking and staging for maintenance vehicles; the proposed project formalizes this use, enhancing staff operations and better integrating the facility with Roxborough Park. A security gate at the new access drive will discourage unintended entry while allowing vehicle queuing without affecting traffic. Collectively, these measures maintain the site's existing function while improving efficiency, aesthetics, and operational safety.

During construction we can generally anticipate, depending on the nature of the specific construction being performed, a range of 15-20 additional vehicle trips per day to the site. Following construction, we anticipate no change in overall daily trips to the site. This project is not changing the function or uses of the maintenance staff at the park, therefore there should be no appreciable increase to daily or weekly traffic trips to or from the park. This relocation may even improve the routine traffic within the park, since maintenance staff do not need to drive miles into the park to work in their office space.

## MASTER PLAN COMPLIANCE 3203.01.2

Roxborough Park is located within the Pike National Forest Subarea of the 2040 Douglas County Comprehensive Master Plan (CMP). The new Maintenance facility and fleet storage building will help support the continued conservation and safety of Roxborough Park and complies with the following goals and policies set forth in the CMP.

### Nonurban Land Use

| | |
|---|---|
| Goal 3-2 | Ensure land use and design is compatible with the natural and rural character of the nonurban area. |
| Policy 3-2A.1 | Design should be of a scale and character that complements the nonurban area. |
| Policy 3-2A.2 | Where possible, fencing should be wildlife friendly, in accordance with standards recommended by the Colorado Division of Wildlife. |
| Policy 3-2B.1 | Use building envelopes, clustering and other site design techniques, where appropriate, to direct building away from environmentally and visually-sensitive lands. |
| Policy 3-2B.2 | Design structures and site amenities with materials and colors that complement the natural landscape. |
| Policy 3-2B.5 | Design landscape plantings to minimize water consumption and blend with native vegetation using existing on-site trees and vegetation. |
| Policy 3-2B.6 | Grade disturbed slopes to blend with the natural terrain and revegatate with native grasses and vegetation. |
| Policy 3-2C.1 | Locate houses, utilities, and other structures away from important ridglines and horizon lines. |

### Nonurban Subareas Pike National Forest

| | |
|---|---|
| Objective 3-3G | Preserve the natural environment and scenic beauty of the Pike National Forest and Foothills Subarea, while providing recreational opportunities. |
| Policy 3-3G.1 | Support and encourage the conservation of lands important as natural resources. |
| Policy 3-3G.2 | Encourage the conversion of inholdings in the Pike National Forest. |
| Policy 3-3H.2 | Support cooperative efforts to plan for natural resource protection, management, and recreational uses in the Pike National Forest. |
| Policy 3-3I.2 | Minimize the impact of development and respect the distinct character of the Pike National Forest during development review. |



## PARKS TRAILS AND OPEN SPACE MASTER PLAN 3203.01.2

The new Maintenance facility and fleet storage building also supports the following objectives and policies of the 2030 Douglas County Parks, Trails, and Open Space Master Plan (sub-element of the Comprehensive Master Plan.

### Parks and Trails Goals and Objectives

| | |
|---|---|
| Objective PT 1B | Support and establish design that provide convenient access between parks and trails facilities and to the surrounding community. |
| Objective PT 1E | Support alternative travel needs by maintaining trails for year-round use, to the extent feasible. |
| Objective PT 1F | Ensure parks and trails are provided through the development review process to meet the demands of new development. |
| Objective PT 3C | Design parks and trails facilities to minimize and mitigate the impacts of the proposed facilities to adjacent communities, as feasible. |
| Objective PT 3D | Manage parks and trails facilities to minimize impacts to adjacent communities as feasible. |
| Objective PT 4A | Work with appropriate entities and stakeholders to evaluate impacts to natural resources and systems during project design. |
| Objective PT 4D | Conserve water through park design and operations. |
| Objective PT 5D | Preserve, protect and improve historic, pre-historic, and paleontological resources on parks and trails land, as feasible. |
| Objective PT 6B | Design and manage facilities to promote their safe and secure use. |

## COMMUNITY IMPACT REPORT 3206.01

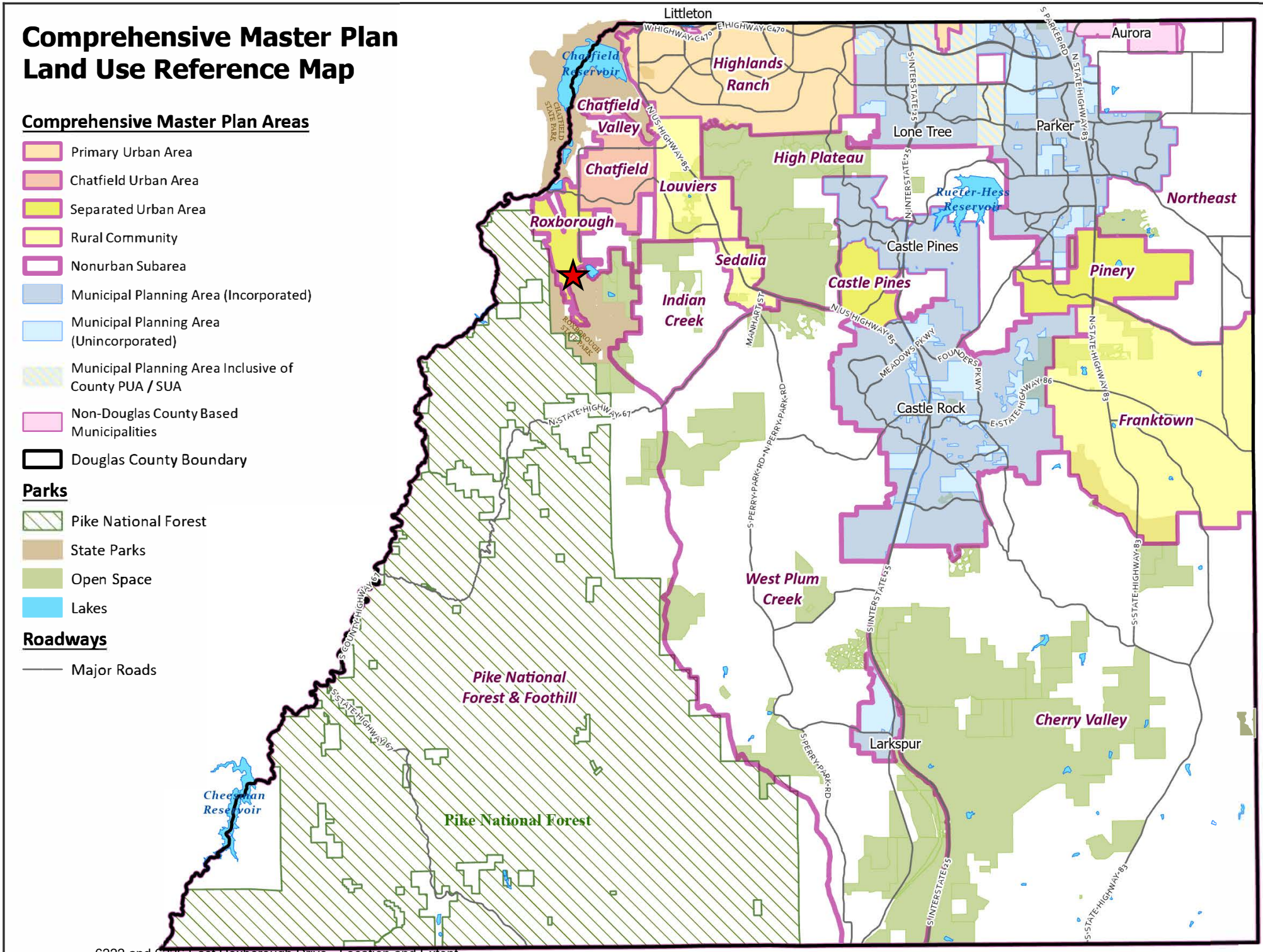
The type of construction required will include clearing grubbing, site grading and landscaping, over-excavation and compaction to accommodate the new two new buildings based on expansive soils and sloping bedrock in the area. All construction access will be from Roxborough Drive and can be accommodated either on the north or south end of the site depending on Roxborough Park visitor access and demand. Construction traffic will vary contingent on the phase of work for the project. We generally anticipate a range of 15-20 additional vehicle trips per day during construction. The heaviest traffic is anticipated to be during any site removals as a result of over-excavation and delivery of construction materials. The duration of the construction is expected to be approximately 6 months, between January 2026 and June 2026. Daily construction hours are anticipated to be from 7am - 5pm, Monday through Friday.

## SUMMARY

Through careful planning, design, and collaboration, the Roxborough State Park Maintenance and Fleet Storage Facilities have been developed to support Colorado Parks and Wildlife staff in their ongoing conservation work while minimizing visual and environmental impacts on the park's landscape. The facilities will be used daily by maintenance staff to keep the park and its amenities safe, secure, and accessible. As documented in the comprehensive drainage report, the project conforms to Douglas County Zoning Resolution Section 32 and the County Comprehensive Master Plan.

Please refer to the accompanying submittal documents, including the Land Use Application, Location and Extent Plans, and Drainage Report. We look forward to your review and approval.

# Comprehensive Master Plan Land Use Reference Map



# LE2025-022 LOCATION AND EXTENT

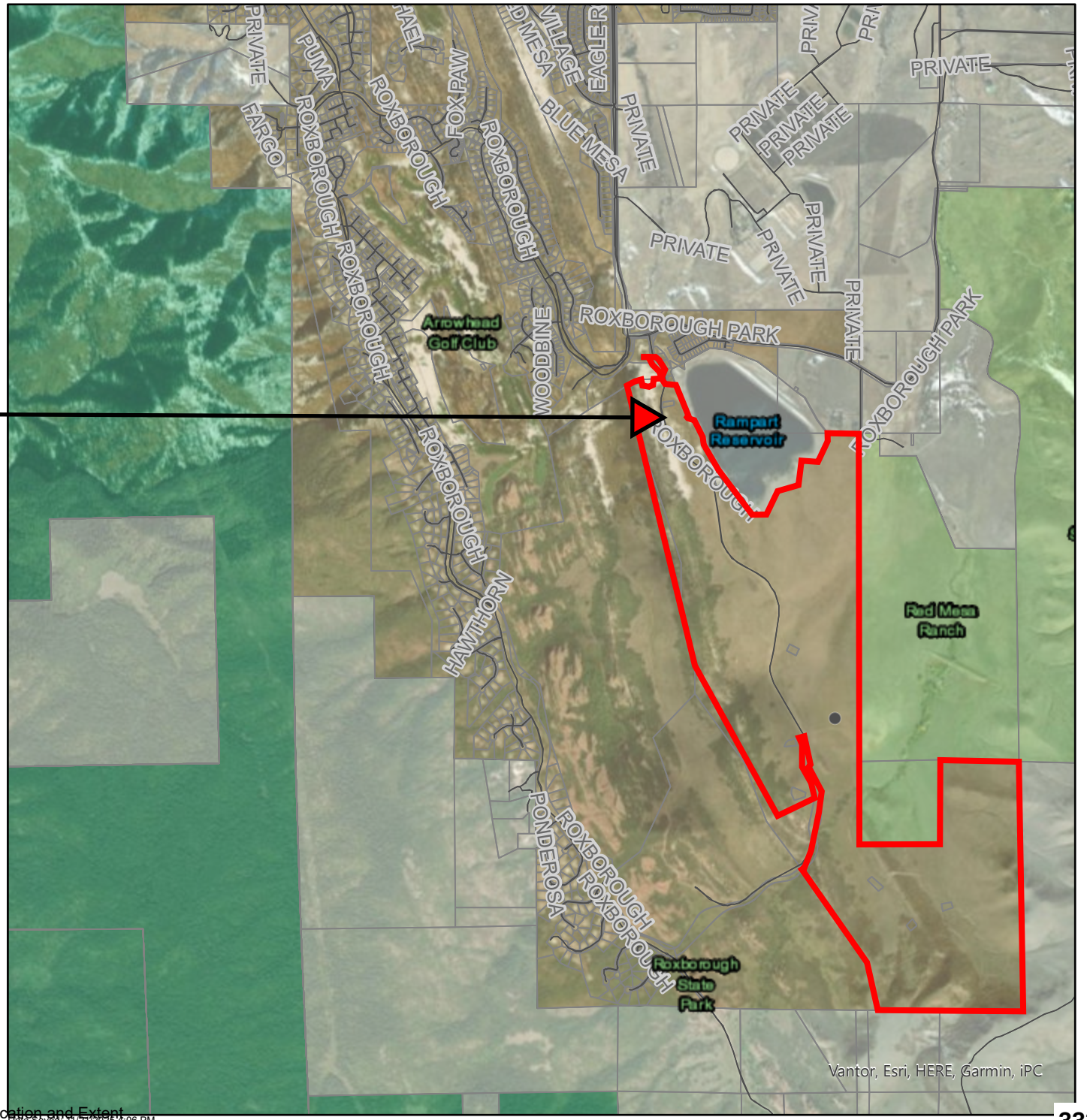
Colorado Department of Natural Resources

6222 & 6226 East Roxborough Drive

## ZONING MAP

LEGEND

- Roads
- Major Roads
- Parcels - PARCELS
- A1 - AGRICULTURAL ONE
- PD - PLANNED DEVELOPMENT
- OS - OPEN SPACE CONSERVATION
- NF - NATIONAL FOREST




Source: https://apps.douglas.co.us/gisportal/apps/webappviewer/index.html?id=9cd173c692b7436891bd0

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# LE2025-022 LOCATION AND EXTENT

Colorado Department of Natural Resources

6222 & 6226 East Roxborough Drive

## AERIAL MAP

N

LEGEND

- Roads
- Major Roads
- Parcels - PARCELS




Source: https://apps.douglas.co.us/gisportal/apps/webappviewer/index.html?id=9cd173c692b7436891bd0

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**Project Name:** 6222 and 6226 East Roxborough Drive New Maintenance Facility Buildings L&E
**Project File #:** LE2025-022
**Date Sent:** 11/20/2025 **Date Due:** 12/04/2025

| Agency | Date Received | Agency Response | Response Resolution |
|---|---|---|---|
| City of Aurora | | | |
| Addressing Analyst | 11/20/2025 | No Comment | No action necessary |
| Assessor | | | |
| AT&T Long Distance - ROW | 11/21/2025 | This is in response to your eReferral with a utility map showing any buried AT&T Long Line/Core Fiber Optics near 6222 & 6226 East Roxborough Drive, Littleton, CO 80125 (Project # LE2025-022). Based on the address and/or map you provided, there should be NO conflicts with the AT&T Long Lines/Core Fiber Optics, as we do not have facilities in that area.<br>James Peabody, Clearwater Consulting Group, Inc.<br>120 9th Ave. South, Suite #140 Nampa, ID 83651<br>C: (951) 201-1279 E: jamesp@cwc64.com | No action necessary |
| Building Services | 11/20/2025 | Permit is required. Please visit the Douglas County website for detailed requirements or call 303-660-7497 with any questions. | Comments forwarded to applicant |
| CenturyLink | | | |
| Chatfield Community Association | | | |
| Comcast | | | |
| CORE Electric Cooperative | | | |
| Denver Water Board | 11/25/2025 | We have reviewed-no comments.<br>Gina Begly \| Real Estate Sr Specialist<br>PROPERTY MANAGEMENT, 303-628-6219<br>1600 W 12TH Ave, Denver, CO 80204-3412 | No action necessary |
| Engineering Services | | | |

**Project Name:** 6222 and 6226 East Roxborough Drive New Maintenance Facility Buildings L&E
**Project File #:** LE2025-022
**Date Sent:** 11/20/2025 **Date Due:** 12/04/2025

| Agency | Date Received | Agency Response | Response Resolution |
|---|---|---|---|
| Mountain View Electric Association | 11/24/2025 | This project is outside of the MVEA service territory. Let me know if you have any questions.<br>Samantha Sherman, Engineering Administrative Supervisor<br>Mountain View Electric Association, Inc.<br>Falcon Office, 11140 E. Woodmen Road, Falcon, CO 80831 Direct: (719) 494-2699, Cell: (719)715-3039 | No action necessary |
| Roxborough Park Foundation | 11/21/2025 | Roxborough Park Foundation would like to signify its support for this project and has no objections.<br>Brian Lence, 720-536-2441 | No action necessary |
| Roxborough Village Filing 14B HOA | | | |
| Roxborough Village First HOA | | | |
| Roxborough Village Metro District | 11/30/2025 | The Roxborough Village Metro District did/does not have any meetings scheduled between November 20th and December 4th, so we are unable to provide official referral comments. I, personally (as an individual board member), do not believe we would have any objection. That said, please convey to the architects and CPW people involved that West Metro and South Metro Fire both highly recommend fire and ember resistant soffit vents on timber framed structures. It was not apparent from the LE exhibit that they were installing them.<br>Ephram Glass, Roxborough Village Metropolitan District Director, 720-805-7644<br>ephramglass@RoxboroughMetroDistrict.org | Comments forwarded to applicant |
| Roxborough Water & Sanitation District | | | |

**Project Name:** 6222 and 6226 East Roxborough Drive New Maintenance Facility Buildings L&E
**Project File #:** LE2025-022
**Date Sent:** 11/20/2025 **Date Due:** 12/04/2025

| Agency | Date Received | Agency Response | Response Resolution |
|---|---|---|---|
| West Metro Fire Protection District | | | |
| Xcel Energy-Right of Way & Permits | 12/02/2025 | Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the above-mentioned application and currently has no conflict. The property owner/developer/contractor must complete the application process for any new natural gas service via xcelenergy.com/InstallAndConnect. It is then the responsibility of the developer to contact the Xcel Designer assigned to the project for approval of design details. If additional easements need to be acquired by separate PSCo document, a Right-of-Way Agent will need to be contacted by the Designer. As a safety precaution, PSCo would like to remind the developer to call the Utility Notification Center by dialing 811 for utility locates prior to construction.<br><br>Violeta Ciocanu (Chokanu)<br>Right of Way and Permits<br>Public Service Company of Colorado dba Xcel Energy<br>Office: 303-285-6612 – Email:<br>violeta.ciocanu@xcelenergy.com | Comments forwarded to applicant |

Carolyn Freeland

**From:** James Peabody <jamesp@cwc64.com>
**Sent:** Friday, November 21, 2025 12:00 PM
**To:** Carolyn Freeland; duanew cwc64.com; jt cwc64.com; Lana S.; LENNY V.
**Subject:** Fw: Douglas County eReferral (LE2025-022) Is Ready For Review
**Attachments:** ROXBOROUGH DR earth.jpg

**Caution:** This email originated outside the organization. Be cautious with links and attachments.

Carolyn,

This is in response to your eReferral with a utility map showing any buried AT&T Long Line/Core Fiber Optics near ***6222 & 6226 East Roxborough Drive, Littleton, CO 80125 (Project # LE2025-022).*** The Earth map shows the project area in red. Based on the address and/or map you provided, there should be NO conflicts with the AT&T Long Lines/Core Fiber Optics, as we do not have facilities in that area.

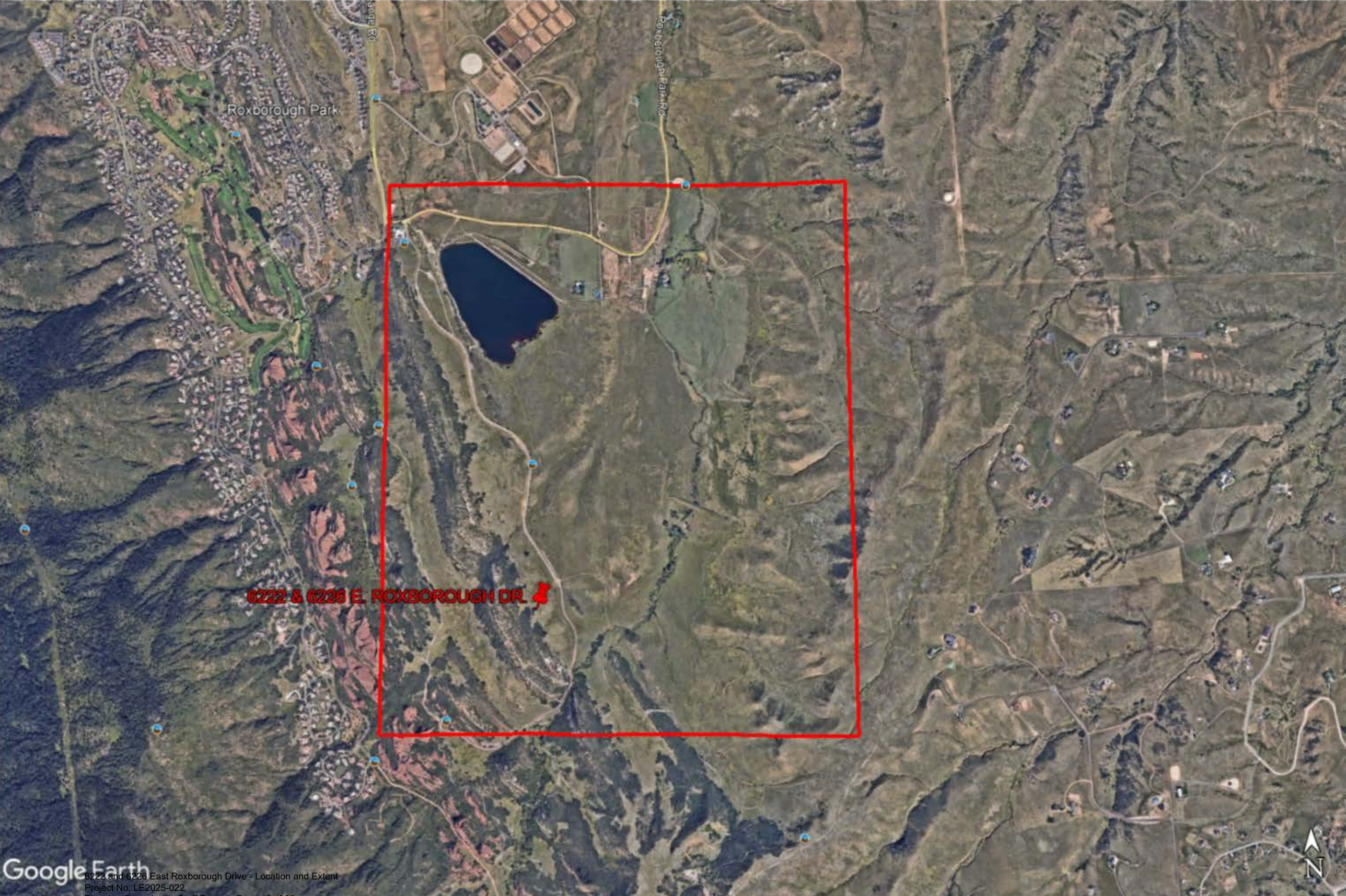
Please feel free to contact us with any questions or concerns.

***** Map disclaimer: The attached google earth maps are intended to show approximate locations of the buried AT&T Long Line/Core Fiber Optic Cable. The maps are provided for informational purposes only. In no way should the maps be used for anything other than general guidelines as to where the fiber is or is not and any other use of these maps is strictly prohibited. *****

***Thank you,***

***James Peabody***
***Clearwater Consulting Group, Inc.***
***120 9th Ave. South, Suite #140***
***Nampa, ID 83651***
***C: (951) 201-1279***
***E: jamesp@cwc64.com***

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6222 and 6226 East Roxborough Drive - Location and Extent
Project No. LE2025-022

# REFERRAL RESPONSE REQUEST – LOCATION AND EXTENT

Date sent: November 20, 2025 Comments due by: **December 4, 2025**

| | |
|---|---|
| **Project Name:** | *Colorado Department of Natural Resources (CDNR), New Maintenance Building and New Fleet Building with other Improvements Project - Location and Extent – 6222 & 6226 Roxborough Drive* |
| **Project File #:** | **LE2025-022** |
| **Project Summary:** | CDNR requests approval of a Location and Extent to construct a new maintenance building, and a new fleet building at Roxborough State Park. The new buildings will support Colorado Parks and Wildlife staff in conservation work, along with maintenance and upkeep of the park. The site is located at SPN: 2355-133-02-048. |

Information on the identified development proposal located in Douglas County is enclosed. Please review and provide comment(s) in the space provided.

☐ No Comment

☒ Please be advised of the following ~~concerns~~:

ROXBOROUGH PARK FOUNDATION WOULD LIKE TO SIGNIFY ITS SUPPORT FOR THIS PROJECT AND HAS NO OBJECTIONS.

☐ See letter attached for detail.

| | |
|---|---|
| **Agency:** ROXBOROUGH PARK FOUNDATION | **Phone #:** 720-536-2441 |
| **Your Name:** BRIAN LENCE *(please print)* | **Your Signature:** |
| | **Date:** 11/21/25 |

A public hearing on this request will be held before the Douglas County Planning Commission on Monday, **December 15, 2025, at 6:00 pm; located at 100 Third Street, Castle Rock, CO 80104 in the Commissioner's Hearing Room.**

Sincerely,

Carolyn Washee-Freeland

Carolyn Washee-Freeland, AICP
Senior Planner
303-660-7460
cfreeland@douglas.co.us
*Enclosure*

**Right of Way & Permits**

1123 West 3rd Avenue
Denver, Colorado 80223
Telephone: 303.285.6612
violeta.ciocanu@xcelenergy.com

December 2, 2025

Douglas County Planning Services
100 Third Street
Castle Rock, CO 80104

Attn: Carolyn Washee-Freeland

**RE: Colorado Department of Natural Resources (CDNR), Case # LE2025-022**

Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the above-mentioned application and currently has no conflict.

The property owner/developer/contractor must complete the application process for any new natural gas service via xcelenergy.com/InstallAndConnect. It is then the responsibility of the developer to contact the Xcel Designer assigned to the project for approval of design details.

If additional easements need to be acquired by separate PSCo document, a Right-of-Way Agent will need to be contacted by the Designer.

As a safety precaution, PSCo would like to remind the developer to call the Utility Notification Center by dialing 811 for utility locates prior to construction.

Violeta Ciocanu (Chokanu)
Right of Way and Permits
Public Service Company of Colorado dba Xcel Energy
Office: 303-285-6612 – Email: violeta.ciocanu@xcelenergy.com

Carolyn Freeland

**From:** Lehocky - DNR, Sean <sean.lehocky@state.co.us>
**Sent:** Friday, November 14, 2025 4:26 PM
**To:** Carolyn Freeland
**Cc:** MStoub@eidosarch.com; Brett Thomas
**Subject:** Re: LE2025-022, for the New Maintenance and Fleet Buildings

**Caution:** This email originated outside the organization. Be cautious with links and attachments.

Carolyn,
Colorado Department of Natural Resources understands that our location and extent application will be heard at the December 15, 2025 Planning Commission hearing. Colorado Department of Natural Resources also understands that this hearing date is outside of the 30-day period.
Thanks.

On Fri, Nov 14, 2025 at 3:03 PM Carolyn Freeland <cfreeland@douglas.co.us> wrote:

> Hi Matt and Sean,
>
> This is regarding your location and extent application, LE2025-022, for the new maintenance and fleet buildings and other improvements. I have been assigned as the staff planner to process this location and extent request.
>
> The County received this location and extent application submittal on November 12, 2025, outside of the December 1, 2025 Planning Commission hearing window. The project has been opened. Statute requires that the project be reviewed by the County Planning Commission within 30 days of submittal.
>
> Please send an email to my attention indicating that the applicant, Colorado Department of Natural Resources (CDNR) understands that the application will be heard at the December 15, 2025 Planning Commission hearing, and that CDNR understands that this hearing date is outside of the 30-day period. Our legal department has requested that we obtain correspondence from any L&E applicant that will be heard beyond the 30-day period.
>
> Thank you very much and feel free to reach out if you have any questions.
>
> Sincerely,

**Carolyn Washee-Freeland, AICP |** Senior Planner

**Douglas County Department of Community Development**

**Address** | 100 Third St., Castle Rock, CO 80104
**Direct** | 303-814-4361

**Email** | cfreeland@douglas.co.us

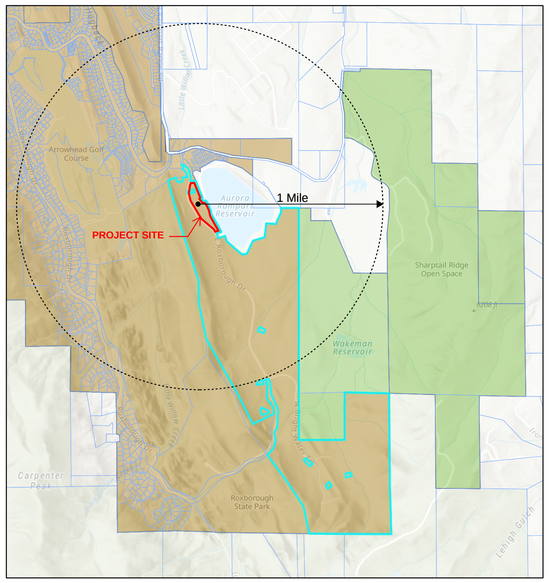
New Maintenance and Fleet Buildings At

# Roxborough State Park

6222 AND 6226 EAST ROXBOROUGH DRIVE
LOCATION AND EXTENT
TOTAL ACREAGE: 556.633
PROJECT ACREAGE: 2.8
LE2025-022

Eidos ARCHITECTS

ArcGIS Web Map




11/17/2025, 12:41:41 PM

Parcels

Zoning

A1 - AGRICULTURAL ONE

PD - PLANNED DEVELOPMENT

OS - OPEN SPACE CONSERVATION

World_Hillshade

1:31,749

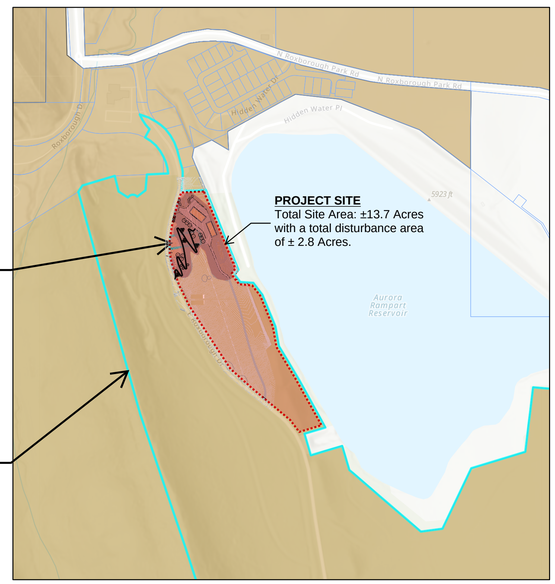
0 1,000 2,000 4,000 ft
0 337.5 675 1,350 m

Esri, NASA, NGA, USGS, FEMA, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

**Address:** Address not available
**Owner Name:** STATE OF COLORADO
**Account Number:** R0022824
**State Parcel Number:** 235512301013
**Account Type:** Exempt
**Actual Value:** 5,400.00
**Tax Rate:** 0.04
**Location Description:** LOT 36 SOUTHDOWNS AT ROXBOROUGH 254-491 0.36 AM/L
**Township and Range:** T7S & R69W
**Section:** 12

**Address:** Address not available
**Owner Name:** STATE OF COLORADO
**Account Number:** R0393551
**State Parcel Number:** 235513302048
**Account Type:** Exempt
**Actual Value:** 6,345,616.00
**Tax Rate:** 0.04
**Location Description:** SOUTHDOWNS AT ROXBOROUGH EXCEPT LOTS 3 36 45 161 169 268308 336 COMMERCIAL BLDG AREAS 1 & 2. SOUTHDOWNS AT ROXBOROUGH #2 TOTAL ACREAGE 556.633 AM/L
**Township and Range:** T7S & R69W
**Section:** 13

ArcGIS Web Map




11/17/2025, 12:45:05 PM

Parcels

Zoning

A1 - AGRICULTURAL ONE

PD - PLANNED DEVELOPMENT

World_Hillshade

1:6,858

0 250 500 1,000 ft
0 70 140 280 m

Esri, NASA, NGA, USGS, FEMA, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

## Scope of Work

This project consists of two new buildings and yard space for the maintenance of Roxborough State Park. The maintenance building will house a maintenance bay and an office area for use by staff. The fleet building will be primarily used for vehicle storage.

## Building Size

Building Height: ≈ 21'-0"

Number of Stories: 1 Story

Approximate Size:
Maintenance Building = 3,925 SF

Fleet Building = 2,568 SF

## Site Information

Address: Roxborough State Park
Parcel # 2355-133-02-048
Littleton, Colorado 80125

Site Area: 556 Acres

Zone: FP-O

## Drawing Index


Architecture Civil
AC0.0 Legal Description
AC1.0 Overall Site Plan

Landscape
L1.1 Site Plan Enlargement
L1.2 Site Plan Enlargement
L2.0 Overall Landscape Plan

Architecture
A2.0 Exterior Elevations
A2.1 Exterior Elevations
A2.2 Site Details


**Location & Extent**
Eidos Project No. 24052
11/18/2025


**Owner Information**
Colorado Parks and Wildlife
6060 Broadway
Denver, Colorado 80126
Phone: 303.297.1192

**Architect**
Eidos Architects, PC
5400 Greenwood Plaza Blvd.
Greenwood Village, CO 80111
Phone: 720.200.0630

**Civil Engineer**
JVA, Inc.
1675 Larimer St #550
Denver, CO 80202
Phone: 303.444.1951

**Structural Engineer**
Salas O 'Brien
165 S Union Blvd #360
Lakewood, CO 80228
Phone: 720.890.4095

**Mechanical Engineer**
Bridgers & Paxton
1365 Garden of the Gods Rd #260
Colorado Springs, CO 80907
Phone: 719.630.3350

**Plumbing Engineer**
Bridgers & Paxton
1365 Garden of the Gods Rd #260
Colorado Springs, CO 80907
Phone: 719.630.3350

**Electrical Engineer**
Bridgers & Paxton
1365 Garden of the Gods Rd #260
Colorado Springs, CO 80907
Phone: 719.630.3350


Roxborough State Park

Eidos Project No.24052

| Mark | Date | Description |
|---|---|---|
| | 11/18/25 | Location & Extent |

C:\Users\cmorey\Documents\24052 - Roxborough State Park A23 Central_CMorey@eidosarch.com.rvt

10/3/2025 6:41:05 PM

COVER
1 of 9

# LAND SURVEY PLAT

*CERTAIN LINES, BEING A PORTION OF SOUTHDOWNS AT ROXBOROUGH AND SOUTHDOWNS AT ROXBOROUGH FILING NO. 3, LOCATED IN THE SOUTHWEST QUARTER OF SECTION 12 AND THE NORTHWEST QUARTER OF SECTION 13, TOWNSHIP 7 SOUTH, RANGE 69 WEST OF THE 6TH P.M., COUNTY OF DOUGLAS, STATE OF COLORADO*

SHEET 1 OF 5

## Parcel Description

(PROVIDED BY FIRST AMERICAN TITLE)
DEED RECORDED ON 11/10/1997 AT REC. NO. 9764255
DEED RECORDED ON 06/12/1997 AT REC. NO. 9731912
DEED RECORDED ON 12/29/1995 AT REC. NO. 9562038

PARCEL A:

LOT 45, SOUTHDOWNS AT ROXBOROUGH, COUNTY OF DOUGLAS, STATE OF COLORADO

PARCEL B:

LOT 36, SOUTHDOWNS AT ROXBOROUGH, COUNTY OF DOUGLAS, STATE OF COLORADO

PARCEL C:

LOTS 1, 2, 4 THROUGH 10, 11, 12 THROUGH 20, 21, 22 THROUGH 27, 28, 29 THROUGH 35, 37, 38, 39 THROUGH 42, 43, 44, 46, 47 THROUGH 51, 52, 53 THROUGH 55, 56, 57 THROUGH 61, 114 THROUGH 118, 119, 120 THROUGH 122, 123, 124, 125, 126 THROUGH 160, 162, 163, 164, 165, 166, 167, 168, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196 THROUGH 199, 200, 201, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264 THROUGH 267, 269, 270, 271 THROUGH 274, 275, 276 THROUGH 280, 282, THROUGH 288, 289, 290 THROUGH 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 309, 310, 311, 312, 313, 314, 315, 316, 317 THROUGH 321, 322, 323 THROUGH 333, 334, 335, 337 THROUGH 341, 342, 343, 344, 345 THROUGH 349, 350, 351, 352, 353 THROUGH 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377 THROUGH 385, 386 THROUGH 414, 415, 416 THROUGH 421, 422, 423, 424, 425, 426, 427, 428 THROUGH 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445 THROUGH 462, 463, 464, 465, 466, 467, 468, 469, 470 THROUGH 476, 477, 478 THROUGH 497, COUNTRY CLUB PARCEL, MULTI FAMILY PARCELS 2, 3, 4, AND 5,

A TRACT OF LAND, SITUATED IN THE EAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 13, TOWNSHIP 7 SOUTH, RANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN, DOUGLAS COUNTY, COLORADO, BEING A PORTION OF COMMON AREA "C", SOUTHDOWNS AT ROXBOROUGH ACCORDING TO THE PLAT FILED ON SEPTEMBER 5, 1972 AT RECEPTION NO. 153621 IN THE DOUGLAS COUNTY RECORDS, SAID TRACT BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE MOST WESTERLY CORNER OF LOT 184, SOUTHDOWNS AT ROXBOROUGH; THENCE N 46°00'18" E ALONG THE NORTHWESTERLY LINE OF LOTS 184 AND 185 A DISTANCE OF 403.11 FEET TO THE MOST NORTHERLY CORNER OF LOT 185; THENCE N 55°01'41" E A DISTANCE OF 255.74 FEET TO THE POINT OF CURVE ON THE WEST RIGHT OF WAY LINE OF ROXBOROUGH DRIVE; THENCE NORTHERLY ALONG SAID WEST RIGHT OF WAY ALONG THE ARC OF A CURVE TO THE RIGHT A DISTANCE OF 186.07 FEET, SAID CURVE HAS A RADIUS OF 500.00 FEET, A CENTRAL ANGLE OF 21°19'20" AND A CHORD THAT BEARS N 22°44'05"W A DISTANCE OF 185.00 FEET TO THE SOUTHEAST CORNER OF MULTI FAMILY
PARCEL 2; THENCE WESTERLY ALONG THE SOUTHERN BOUNDARY OF MULTI FAMILY PARCEL 2 FOR THE NEXT THREE COURSES:
1. THENCE S 85°47'44"W A DISTANCE OF 98.34 FEET;
2. THENCE S 30°57'50"W A DISTANCE OF 233.24 FEET;
3. THENCE N 77°54'19"W A DISTANCE OF 143.18 FEET;
THENCE S 09°27'38"W A DISTANCE OF 425.79 FEET TO THE POINT OF BEGINNING,

COMMON AREAS A THROUGH D, F, H THROUGH K, M THROUGH R, T THROUGH W, AND COMMON AREA X (AS SHOWN ON PAGE 4) AND COMMON AREA X (AS SHOWN ON PAGE 7) ALL AS SHOWN ON THE PLAT OF SOUTHDOWNS AT ROXBOROUGH, COUNTY OF DOUGLAS, STATE OF COLORADO, EXCEPT THOSE PORTIONS CONVEYED TO TRUSTEES WILLIAM NEWTON AND OTTO R. HANEY AS TRUSTEE FOR ROXBOROUGH DEVELOPMENT FUND IN DEED RECORDED SEPTEMBER 18, 1989 IN BOOK 873 AT PAGE 133, AND FURTHER EXCEPTING THAT PORTION PREVIOUSLY OWNED BY OAZUKEE LAND AND FINANCIAL CORPORATION AS DESCRIBED AS PART OF COMMON AREA C, ABOVE. A TRACT OF LAND CONSISTING OF PART OF COMMON AREA "C", PART OF COMMON AREA "R", AND ALL OF COMMON AREA "S", OF THE RECORDED PLAT OF SOUTHDOWNS AT ROXBOROUGH, COUNTY OF DOUGLAS, STATE OF COLORADO, SAID TRACT MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:
WITH ALL BEARINGS HEREIN BEING RELATIVE TO BEARINGS OF THE SAID PLAT OF SOUTHDOWNS AT ROXBOROUGH AND LOT CORNERS REFERRED TO HEREIN BEING CORNERS OF LOTS OF SAID SOUTHDOWNS AT ROXBOROUGH, PART OF COMMON AREA "C":BEGINNING AT THE NORTHERNMOST POINT OF SAID COMMON AREA "C"; WHICH POINT IS IDENTICAL WITH THE NORTHWEST CORNER OF LOT 4; THENCE S 19°23'25" E, 1213.85 FEET TO SOUTHWEST CORNER OF LOT 12; THENCE S 32°14'33" E, 537.95 FEET TO THE SOUTHWEST CORNER OF LOT 17; THENCE S 20°20'57" E, 842.58 FEET TO THE SOUTHWEST CORNER OF LOT 24; THENCE S 21°08'54" E, 407.44 FEET, MORE OR LESS, TO THE NORTHWEST CORNER OF LOT 238; THENCE S 11°47'36" E, 929.62 FEET TO THE SOUTHWEST CORNER OF LOT 224; THENCE S 32°44'07" E, 332.87 FEET TO THE SOUTHWEST CORNER OF LOT 221; THENCE S 08°25'37" W, 272.95 FEET TO THE SOUTHWEST CORNER OF LOT 218; THENCE S 64°36'44" E, 433.25 FEET TO THE SOUTHWEST CORNER OF LOT 209; THENCE S 19°55'27" W, ALONG THE WESTERLY BOUNDARY OF MULTI-FAMILY PARCEL 2 OF SOUTHDOWNS AT ROXBOROUGH, 121.52 FEET; THENCE S 03°10'47" E, ALONG SAID WESTERLY BOUNDARY, 360.56 FEET TO THE SOUTHWEST CORNER OF SAID MULTI-FAMILY PARCEL "2"; THENCE S 09°27'44" W, 425.79 FEET, MORE OR LESS, TO THE WESTERNMOST CORNER OF LOT 184; THENCE S 45°00'00" E, 424.26 FEET TO THE SOUTHERNMOST CORNER OF LOT 181; THENCE S 22°20'26" E, 789.24 FEET TO THE SOUTHWEST OF LOT 173; THENCE S 26°33'54" E, 447.21 FEET TO THE SOUTHWEST CORNER OF LOT 170; THENCE N 70°13'58" E, 340.04 FEET TO THE SOUTHEAST CORNER OF LOT 169; THENCE S 83°41'23" E, 159.33 FEET, MORE OR LESS, TO A POINT ON THE WESTERLY RIGHT OF WAY OF ROXBOROUGH DRIVE, WHICH POINT IS THE SOUTHERLY END OF CURVE NUMBER 8 ON SHEET 6 OF 9 OF THE RECORDED PLAT OF SOUTHDOWNS AT ROXBOROUGH; THENCE SOUTHWESTERLY, ALONG SAID WESTERLY RIGHT OF WAY THE FOLLOWING FIVE COURSES:
(1) S 11°41'39" W, 460.28 FEET; THENCE SOUTHERLY 96.41 FEET ALONG A CURVE TO THE LEFT, RADIUS 200.00 FEET, CENTRAL ANGLE 27°37'07", THE CHORD OF WHICH BEARS SOUTH 02° 06'55" E, 95.48 FEET; THENCE S 15°55'28" E, 126.75 FEET; THENCE (4) SOUTHWESTERLY 363.74 FEET ALONG A CURVE TO THE RIGHT, RADIUS 360.00 FEET, CENTRAL ANGLE 57° 53'28", THE CHORD OF WHICH BEARS SOUTH 13°01'16"W, 348.46 FEET; THENCE (5) S 41°58'00" W, 137.40 FEET TO THE WESTERLY BOUNDARY OF SAID SOUTHDOWNS AT ROXBOROUGH;
THENCE, NORTHERLY, ALONG SAID WESTERLY BOUNDARY THE FOLLOWING COURSES NUMBERED 6 THROUGH 15;
(6) NORTH 36°11'04" W, 908.22 FEET; THENCE
(7) N 21°53'32" W, 994.36 FEET, THENCE
(8) N 35°35'53" W, 1345.32 FEET; THENCE
(9) N 00°16'06" W, 443.42 FEET; THENCE
(10) N 12°29'19" W, 1075.67 FEET, THENCE
(11) N 00°26'46" W, 606.46 FEET; THENCE
(12) N 18°11'28"W, 692.04 FEET; THENCE
(13) N 19°05'22"W, 872.50 FEET; THENCE
(14) N 16°29'51"W, 870.17 FEET, THENCE
(15) N 16°13'4"W, 565.96 FEET, THENCE N 32°16'02"E, 47.07 FEET TO THE POINT OF BEGINNING,
AND ALSO ALL OF COMMON AREA "S" AND PART OF COMMON AREA "R":
BEGINNING AT THE POINT WHERE THE WESTERLY BOUNDARY OF SOUTHDOWNS AT ROXBOROUGH INTERSECTS THE SOUTHEASTERLY RIGHT OF WAY LINE OF ROXBOROUGH DRIVE, THENCE NORTHEASTERLY ALONG SAID SOUTHEASTERLY RIGHT OF WAY N 45°49'23" E, 129.13 FEET; THENCE NORTHEASTERLY ALONG SAID RIGHT OF WAY LINE ALONG A CURVE TO THE LEFT, RADIUS 450 FEET, CENTRAL ANGLE 34°16'30", THE CHORD OF WHICH BEARS NORTH 28°41'09" E, 265.20 FEET; THENCE S 85°44'59" E, 294.02 FEET TO THE NORTHERLY CORNER OF LOT 261; THENCE S 35°50'16" W, 222.04 FEET TO THE NORTHWESTERLY CORNER OF LOT 262; THENCE S 24°13'40" E, 219.32 FEET TO THE ANGLE POINT ON THE WEST SIDE OF LOT 263; THENCE S 66°58'28" E, 434.63 FEET TO THE ANGLE POINT ON THE SOUTHERLY LINE OF LOT 266; THENCE S 41°38'01" W, 361.25 FEET TO THE NORTHWESTERLY CORNER OF LOT 282; THENCE S 23°29'55" E, 250.80 FEET TO THE WESTERLY CORNER OF LOT 283; THENCE S 51°32'47" E, 434.17 FEET TO THE SOUTHWEST CORNER OF LOT 286; THENCE N 82°52'30" E, 241.87 FEET TO THE SOUTHWEST CORNER OF LOT 288; THENCE S 08°07'48" E, 212.13 FEET TO THE NORTHWEST CORNER OF LOT 291; THENCE S 10°44'35"W, 315.80 FEET TO THE WESTERLY CORNER OF LOT 293, WHICH CORNER IS ALSO ON THE LINE BETWEEN COMMON AREA "R" AND COMMON AREA "S"; THENCE S 67°22'49" E, ALONG SAID LINE, 50.00 FEET; THENCE
S 08°15'34" W, ALONG THE WESTERLY BOUNDARY OF MULTI-FAMILY PARCEL 4, 291.50 FEET; THENCE S 66°27'27" E, ALONG THE SOUTHWESTERLY
BOUNDARY OF SAID PARCEL 4, 329.28 FEET; THENCE S 71°07'16" E, 882.80 FEET, MORE OR LESS, TO THE SOUTHWEST CORNER OF MULTI-FAMILY PARCEL 5 OF SOUTHDOWNS AT ROXBOROUGH; THENCE N 89°35'38" W, ALONG THE SOUTHERLY BOUNDARY OF SOUTHDOWNS AT ROXBOROUGH 212.58 FEET; THENCE N 89°14'45" W, ALONG SAID SOUTHERLY BOUNDARY, 1047.92 FEET; THENCE N 11°48'04" W, ALONG THE SOUTHWESTERLY BOUNDARY OF SOUTHDOWNS AT ROXBOROUGH 777.31 FEET; THENCE N 33°00'23" W, ALONG SAID SOUTHWESTERLY BOUNDARY, 827.36 FEET; THENCE N 36°11'04 " W, ALONG SAID SOUTHWESTERLY BOUNDARY, 945.20 FEET TO THE POINT OF BEGINNING, EXCEPT THAT PORTION OF COMMON AREAS C AND S CONVEYED TO THE STATE OF COLORADO IN DEED RECORDED DECEMBER 15, 1989 IN BOOK 889 AT PAGE 158.

THE FOLLOWING PROPERTY ILLUSTRATED OR DESCRIBED ON THE PLAT OF SOUTHDOWNS AT ROXBOROUGH, COUNTY OF DOUGLAS, STATE OF COLORADO:
1) ROAD EASEMENT LYING BETWEEN THE SOUTH LINE OF LOT 158 AND THE NORTH LINE OF LOT 159.
2) ROAD EASEMENT LYING BETWEEN THE SOUTH LINE OF LOT 438 AND THE NORTH LINE OF LOT 439.
3) ROAD EASEMENT LYING BETWEEN THE SOUTH LINE OF LOT 461 AND THE NORTH LINE OF LOTS 463 AND 464.
1] ROAD EASEMENT LYING BETWEEN COMMON AREAS I AND J.

AND ALL ROADS AND ROADWAYS ILLUSTRATED OR DESCRIBED IN SOUTHDOWNS AT ROXBOROUGH, COUNTY OF DOUGLAS, STATE OF COLORADO

AND

TRACTS A THROUGH O, LOTS 1 THROUGH 19, BLOCK 1, LOTS 1 THROUGH 23, BLOCK 2, LOTS 1 THROUGH 18, BLOCK 3, LOTS 1 THROUGH 36, BLOCK 4, LOTS 1 THROUGH 9, BLOCK 5, LOTS 1 THROUGH 33, BLOCK 6, LOTS 1 THROUGH 17, BLOCK 7, LOTS 1 THROUGH 82, BLOCK 8, LOTS 1 THROUGH 14, BLOCK 9, LOTS 1 THROUGH 18, BLOCK 10, AND ALL ROADS AND ROADWAYS ILLUSTRATED OR DESCRIBED IN SOUTHDOWNS AT ROXBOROUGH FILING 2, COUNTY OF DOUGLAS, STATE OF COLORADO AND BY AFFIDAVIT OF CORRECTION RECORDED AUGUST 06, 1990 AT RECEPTION NO. 9019015, COUNTY OF DOUGLAS, STATE OF COLORADO.

**THIS IS A SURVEY OF CERTAIN LINES FROM THE ABOVE DESCRIBED PARCELS. THOSE LINES ARE THE EASTERLY LINES OF LOTS 40 THROUGH 45, INCLUSIVE, THE SOUTHEASTERLY LINE OF SAID LOT 40, A NORTHERLY LINE OF LOT 45, THE NORTHEASTERLY LINES OF LOT 49, THE NORTHERLY AND EASTERLY LINES OF COMMON AREA A, THE EASTERLY LINES OF LOTS 58 THROUGH 61, INCLUSIVE, AND THE EASTERLY AND SOUTHERLY LINES OF COMMON AREA F, SOUTHDOWNS AT ROXBOROUGH,
AND THE SOUTHERLY AND WESTERLY LINES OF LOT 43, AND A WESTERLY LINE OF LOT 42, SOUTHDOWNS AT ROXBOROUGH FILING NO. 3.
COUNTY OF DOUGLAS, STATE OF COLORADO.**

## County Surveyor's Indexing Statement

DEPOSITED THIS _____ DAY OF _____, 20__ IN THE COUNTY SURVEYOR'S LAND SURVEY/RIGHT-OF-WAY SURVEYS AT LSP NO. _____, IN THE OFFICE OF THE DOUGLAS COUNTY CLERK AND RECORDER.

_____
COUNTY SURVEYOR/DEPUTY COUNTY SURVEYOR

## Notes

1. FIRST AMERICAN TITLE COMMITMENT NUMBER 5509-4261126, DATED APRIL 11, 2025 AT 8:00 A.M., WAS ENTIRELY RELIED UPON FOR RECORDED INFORMATION REGARDING RIGHTS-OF-WAY, EASEMENTS AND ENCUMBRANCES IN THE PREPARATION OF THIS SURVEY. THE PROPERTY SHOWN AND DESCRIBED HEREON IS A PORTION OF THE PROPERTY DESCRIBED IN SAID TITLE COMMITMENT. (SPECIFIC LINES SHOWN ON THIS SURVEY ARE DESCRIBED AT THE END OF THE PARCEL DESCRIPTION AND ARE IN BOLD).
2. ACCORDING TO COLORADO LAW, YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.
3. THIS SURVEY WAS PREPARED FOR THE EXCLUSIVE USE OF EIDOS ARCHITECTS, NAMED IN THE STATEMENT HEREON. SAID STATEMENT DOES NOT EXTEND TO ANY UNNAMED PERSON WITHOUT AN EXPRESS STATEMENT BY THE SURVEYOR NAMING SAID PERSON.
4. THIS SURVEY IS VALID ONLY IF PRINT HAS SEAL AND SIGNATURE OF SURVEYOR.
5. BASIS OF BEARINGS: GPS DERIVED BEARINGS BASED ON A BEARING OF N22°40'36"W ALONG THE EASTERLY LINES OF LOTS 41 THROUGH 45, INCLUSIVE, SOUTHDOWNS AT ROXBOROUGH AS DESCRIBED IN THE RECORDS OF DOUGLAS COUNTY ON SEPTEMBER 5, 1972, AT RECEPTION NO. 1972153621, BETWEEN A FOUND #5 REBAR WITH BROKEN WHITE PLASTIC CAP AT THE SOUTHEASTERLY CORNER OF SAID LOT 1, AND A FOUND #5 REBAR AT THE NORTHEASTERLY CORNER OF SAID LOT 45 AS SHOWN HEREON. COLORADO STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE, NORTH AMERICAN DATUM 1983 (NAD83). ALL BEARINGS SHOWN HEREON ARE RELATIVE THERETO.
6. SOURCE INFORMATION FROM PLANS AND MARKINGS HAVE BEEN COMBINED WITH OBSERVED EVIDENCE OF UTILITIES TO DEVELOP A VIEW OF THOSE UNDERGROUND UTILITIES. HOWEVER LACKING EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY AND RELIABLY DEPICTED. WHERE ADDITIONAL OR MORE DETAILED INFORMATION IS REQUIRED, THE CLIENT IS ADVISED THAT EXCAVATION MAY BE NECESSARY. NO EXCAVATIONS WERE MADE DURING THE PROGRESS OF THIS SURVEY TO LOCATE BURIED UTILITIES AND STRUCTURES. ALL UNDERGROUND UTILITIES MUST BE FIELD LOCATED BY THE APPROPRIATE AGENCY OR UTILITY COMPANY PRIOR TO ANY EXCAVATION, PURSUANT TO C.R.S. SEC. 9-1.5-103.
7. ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT AND/OR BOUNDARY MONUMENT OR ACCESSORY, COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO STATE STATUTE C.R.S. SEC 18-4-508.
8. THE DISTANCE MEASUREMENTS SHOWN HEREON ARE U.S. SURVEY FOOT.
9. THE CONTOURS REPRESENTED HEREON WERE INTERPOLATED BY AUTOCAD CIVIL 3D (DIGITAL TERRAIN MODELING) SOFTWARE BETWEEN ACTUAL MEASURED SPOT ELEVATIONS. DEPENDING ON THE DISTANCE FROM A MEASURED SPOT ELEVATION AND LOCAL VARIATIONS IN TOPOGRAPHY, THE CONTOUR SHOWN MAY NOT BE AN EXACT REPRESENTATION OF THE SITE TOPOGRAPHY. THE PURPOSE OF THIS TOPOGRAPHIC MAP IS FOR SITE EVALUATION AND TO SHOW SURFACE DRAINAGE FEATURES. ADDITIONAL TOPOGRAPHIC OBSERVATIONS MAY BE NECESSARY IN SPECIFIC AREAS OF DESIGN. TOPOGRAPHY SHOWN HEREON COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS.
10. BENCHMARK INFORMATION: SMARTNET NORTH AMERICA CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS) NETWORK WAS USED TO ESTABLISH A GPS DERIVED ELEVATION ON AN ON-SITE BENCHMARK IN THE NORTH HALF OF THE SITE LOCATED TO THE EAST OF EAST ROXBOROUGH DRIVE, BEING A SET #4 REBAR WITH 1" PINK PLASTIC CAP WITH AN ELEVATION OF 5972.39 FEET (NAVD 88). NGS POINT B 307, BEING A BENCHMARK DISK LOCATED 2.9 MILES NORTH OF SUBJECT PROPERTY, WITH A PUBLISHED ELEVATION OF 5607.32 FEET, WAS CHECKED INTO WITH AN AS-MEASURED ELEVATION OF 5607.10 FEET. NO DIFFERENTIAL LEVELING WAS PERFORMED TO ESTABLISH THE ELEVATION OF THE ON-SITE BENCHMARK.
11. ONLY SPECIFIC IMPROVEMENTS ARE SHOWN HEREON FOR INFORMATIONAL PURPOSES. THIS IS NOT AN IMPROVEMENT SURVEY PLAT AS DEFINED BY C.R.S. 38-51-102 (9).
12. THIS DOCUMENT TITLED "LAND SURVEY PLAT" DOES NOT CONSTITUTE A MONUMENTED LAND SURVEY PURSUANT TO C.R.S SEC. 38-51-102 (13). HOWEVER, THIS IS A LAND SURVEY AS SET FORTH IN C.R.S. SEC. 38-51-104 (1) (A) AND IS BEING DEPOSITED PER BOARD OF LICENSURE FOR ARCHITECTS, PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS RULE 1.6(K).
13. DATES OF FIELDWORK: APRIL 1 – 7, 2025.
14. THE FOLLOWING DOCUMENTS ARE MENTIONED IN THE ABOVE REFERENCED TITLE DOCUMENT AND APPEAR TO AFFECT THE SUBJECT PROPERTY BUT CANNOT BE SHOWN GRAPHICALLY. THE FOLLOWING LIST CONTAINS THE TITLE DOCUMENT EXCEPTION NUMBER, DATE RECORDED, RECEPTION NUMBER AND/OR BOOK AND PAGE.

| | | | |
|---|---|---|---|
| #9 | NOV. 29, 1940 | BK 96, PG 8 | RESERVATIONS IN DEED |
| #10 | JUN. 22, 1964 | BK 157, PG 429 | COVENANTS |
| #11 | OCT. 7, 1964 | BK 159, PG 495 | CITY OF AURORA UTILITY EASEMENT (LOCATED SOUTH OF SUBJECT PROPERTY) |
| #12 | NOV. 27, 1967 | BK 180, PG 261 | PROVISIONS IN DEED |
| #15 | APR. 30, 1979 | BK 259, PG 368 | AUTHORITY OF THE ROXBOROUGH PARK FOUNDATION TO IMPOSE AN ASSESSMENT OR LIEN |
| #16 | JULY 10, 1979 | BK 364, PG 996 | COVENANTS |
| #17 | JULY 18, 1979 | BK 356, PG 677 | RESOLUTION |
| #18 | JULY 19, 1979 | BK 364, PG 1003 | COVENANTS |
| #19 | APRIL 23, 1986 | REC. NO. 8605297 | ROXBOROUGH PARK SECOND AMENDMENT TO DEVELOPMENT PLAN |
| | DEC. 7, 1987 | REC. NO. 8734612 | AMENDMENT |
| #21 | MAY 10, 1988 | BK 791, PG 665 | LEONARD COMMUNICATIONS EASEMENT (BLANKET) |
| | MAY 30, 1989 | BK 856, PG 552 | (ASSIGNMENT) |
| #23 | SEPT. 30, 1988 | BK 816, PG 785 | AMENDMENT TO DEVELOPMENT PLAN |
| | FEB. 27, 1990 | BK 898, PG 744 | RESOLUTION |
| #24 | FEB. 27, 1990 | REC. NO. 9004445 | REZONING PLANNING COMMISSION AGENDA |
| #25 | JUNE 28, 1990 | BK 919, PG 14 | AGREEMENT |
| #26 | JULY 18, 1990 | BK S, PG 119 | PLAT OF SOUTHDOWNS AT ROXBOROUGH FILING NO. 2 (NOT A PART OF THIS SURVEY) |
| #28 | JULY 13, 1995 | REC. NO. 9531094 | ACCESS EASEMENT (BLANKET) |
| #29 | JUNE 24, 1996 | REC. NO. 9634372 | ROXBOROUGH PARK EIGHTH AMENDMENT DEVELOPMENT PLAN |
| #30 | NOV. 20, 1997 | REC. NO. 9766986 | ROXBOROUGH PARK NINTH AMENDMENT DEVELOPMENT PLAN |
| #31 | APR. 27, 1999 | REC. NO. 99036697 | INCLUSION IN THE WEST METRO FIRE PROTECTION DISTRICT |
| #32 | DEC. 2, 2004 | REC. NO. 2004122706 | COVENANTS |
| #33 | JUNE 4, 2008 | REC. NO. 2008039761 | ROXBOROUGH PARK PLANNED DEVELOPMENT 10TH AMENDMENT |
| #35 | MAR. 29, 2011 | REC. NO. 2011020531 | ROXBOROUGH PARK TWELFTH AMENDMENT TO DEVELOPMENT PLAN |
| #37 | JUNE 10, 2021 | REC. NO. 2021072576 | ROXBOROUGH PARK PLANNED DEVELOPMENT, 14TH AMENDMENT |

15. FENCES ARE NOT COINCIDENT WITH PARCEL LINES AS SHOWN HEREON.
16. BOUNDARY SURVEY PREPARED BY THE CITY OF AURORA DEPOSITED ON JULY 20, 2016 IN THE COUNTY SURVEYOR'S LAND SURVEY/RIGHT-OF-WAY SURVEYS OF DOUGLAS COUNTY AT REC. NO. 10004945 WAS CONSIDERED IN THE PREPARATION OF THIS SURVEY.
17. MONUMENTS NOT ACCEPTED WERE FOUND TO BE OUTSIDE OF A REASONABLE ERROR ELLIPSE BASED ON OTHER LOCALLY FOUND MONUMENTS. THEY WERE NOT ACCEPTED AS ORIGINAL, UNDISTURBED MONUMENTS.

## Surveyor's Statement

I, JAMES Z. GOWAN, A LAND SURVEYOR LICENSED IN THE STATE OF COLORADO, HEREBY STATE FOR AND ON BEHALF OF FLATIRONS, INC., TO EIDOS ARCHITECTS, THAT A SURVEY OF THE ABOVE DESCRIBED PREMISES WAS CONDUCTED BY ME OR UNDER MY RESPONSIBLE CHARGE ON APRIL 1 – 7, 2025; THAT SAID SURVEY AND THE ATTACHED PRINT HEREON WERE MADE IN SUBSTANTIAL ACCORDANCE WITH C.R.S. 38-51-102 (12) "LAND SURVEY PLAT", IS ACCURATE TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, IS IN ACCORDANCE WITH APPLICABLE STANDARDS OF PRACTICE AND IS NOT A GUARANTY OR WARRANTY, EITHER EXPRESSED OR IMPLIED.

JAMES Z. GOWAN
COLORADO P.L.S. #29038
VICE PRESIDENT, FLATIRONS, INC.

James Z. Gowan
Digitally signed by James Z. Gowan
DN: cn=James Z. Gowan, o=Flatirons, Inc., email=jgowan@flatironsinc.com, c=US
Date: 2025.05.05 09:08:39 -06'00'

SURVEY COVER SHEET INCLUDED FOR REFERENCE OF LEGAL DESCRIPTION ONLY

| Mark | Date | Description |
|---|---|---|
| | DATE | |
| | REVISION | |
| 1 | | |
| 2 | | |
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| 8 | | |
| 9 | | |

LAND SURVEY PLAT
PREPARED FOR
Eidos Architects

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Flatirons, Inc.
Land Surveying Services
www.FlatironsInc.com
3825 IRIS AVE.
SUITE 100
BOULDER, CO 80301
(303) 443-7001
655 FOURTH AVE
LONGMONT, CO 80501
(303) 776-7733
7000 N. BROADWAY,
BLDG. 1, UNIT 201
DENVER, CO 80221
(303) 936-6997

COLORADO
JAMES Z. GOWAN
29038
5/5/25
PROFESSIONAL LAND SURVEYOR

JOB NUMBER: 25-82,290
DATE: 05-05-2025
DRAWN BY: E. PRESCOTT
CHECKED BY: JH/WW/JZG/JK

SHEET 1 OF 5

Eidos ARCHITECTS
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Greenwood Village, CO 80111
Phone: 720.200.0630

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Project Title:

State of Colorado

Roxborough State Park

Littleton, Colorado

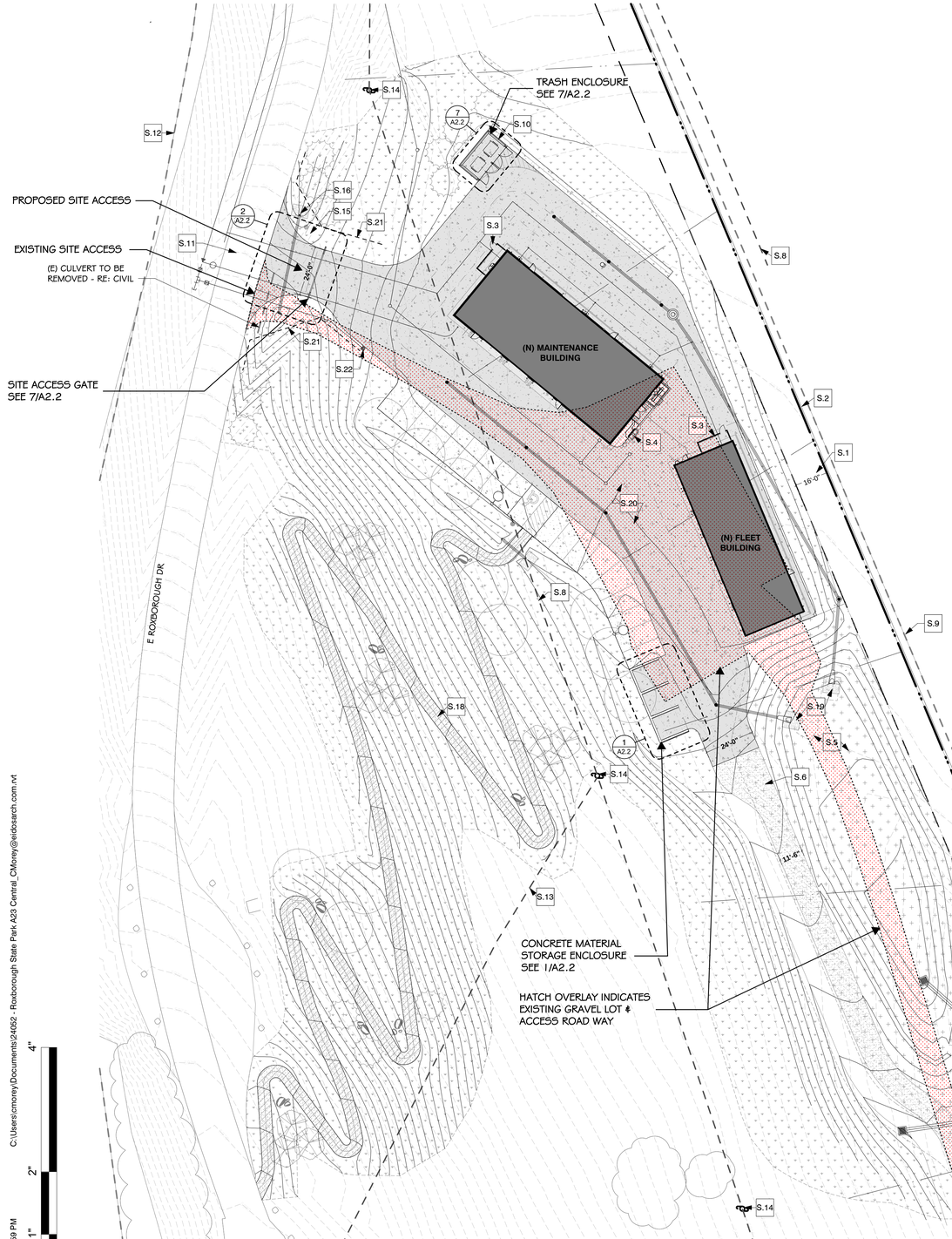
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|---|---|
| Drawn By: | JJ, CM |
| Checked By: | MS |

Sheet Title:

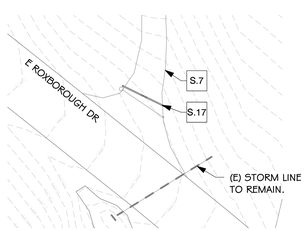
Legal Description

AC0.0
2 of 9

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RXCRESCOTT FILE:6:2025 10:00 CT4.DWG DATE:6/5/2025 8:42 AM
0" 1/2" 1" 2" 4"




Site Plan
1" = 30'-0"




Site Plan - South Entry
1" = 30'-0"

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0" 1/2" 1" 2" 4"

## Keynote Legend - Site Plans

| | |
|---|---|
| S.1 | I 6' - 0" ROXBOROUGH PARK METROPOLITAN DISTRICT EASEMENT |
| S.2 | (E) FENCE TO REMAIN |
| S.3 | SECURE ELECTRICAL ENCLOSURE |
| S.4 | SAND/OIL INTERCEPTOR |
| S.5 | DETENTION POND LOCATION |
| S.6 | (N) GRAVEL ROAD CONNECTION |
| S.7 | (E) SITE ROAD |
| S.8 | (E) OVERHEAD UTILITY |
| S.9 | (E) IRRIGATION LINE |
| S.10 | (N) DUMPSTER ENCLOSURE |
| S.11 | (E) PAVED ACCESS ROAD PATCH & REPAIR AS REQ'D PER (N) UTILITY LINE INSTALL |
| S.12 | (E) FIBEROPTIC UTILITY |
| S.13 | (E) ELECTRICAL LINE |
| S.14 | (E) OVERHEAD UTILITY POLE |
| S.15 | (N) REMOTE OPERATED GATE |
| S.16 | (N) DRAINAGE CULVERT TO EXTEND UNDER (N) ENTRY DRIVE |
| S.17 | MANUAL VEHICLE SWING ACCESS GATE - RE: LANDSCAPE |
| S.18 | (N) SITE ACCESS TRAIL - RE: LANDSCAPE |
| S.19 | OUTLET PROTECTION |
| S.20 | (N) CONCRETE PAVING |
| S.21 | (N) 2-RAIL FENCING - RE: LANDSCAPE |
| S.22 | (N) FIRE HYDRANT |

**Setbacks**
The project site is zoned as part of PD - Planned Development and does not have any required setbacks.

**Water and Method of Waste Disposal**
There are existing underground domestic water and sanitary sewer lines that runs along the north side of the site adjacent to East Roxborough Drive that are being extended to serve the new maintenance building.

A new trash enclosure is being provided to accommodate Roxborough Parks current waste disposal operations.

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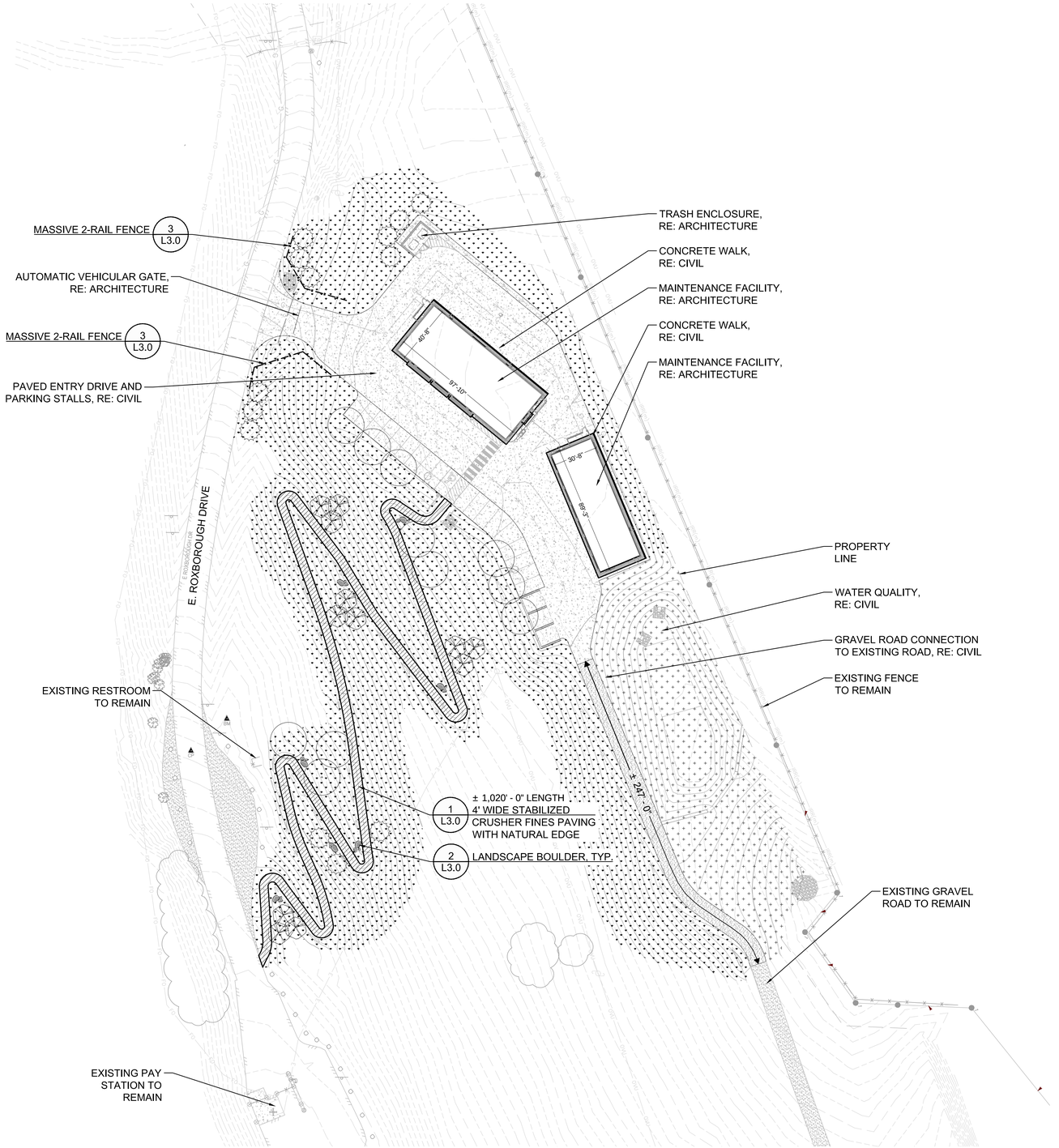
Littleton, Colorado

| Mark | Date | Description |
|---|---|---|
| | 11/18/25 | Location & Extent- |

| | |
|---|---|
| **Project Number:** | 24052 |
| **Drawn By:** | JJ, CM |
| **Checked By:** | MS |

Sheet Title:
Overall Site Plan

AC1.0
3 of 9




1 SITE PLAN ENLARGEMENT

NORTH

0 40' 80'

SCALE: 1" = 40'-0"

## LEGEND

- CRUSHER FINES, RE: SPECS
- DRYLAND SEED MIX, RE: L2.0
- WATER QUALITY SEED MIX, RE: L2.0
- LANDSCAPE BOULDER
- 2-RAIL WOOD FENCING
- DECIDUOUS TREE
- EVERGREEN TREE
- ORNAMENTAL TREE

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Denver, CO 80222
303.333.1105 www.dcnver.com

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Project Title:

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Littleton, Colorado

| Mark | Date | Description |
|---|---|---|
| | 11/18/25 | Location & Extent- |

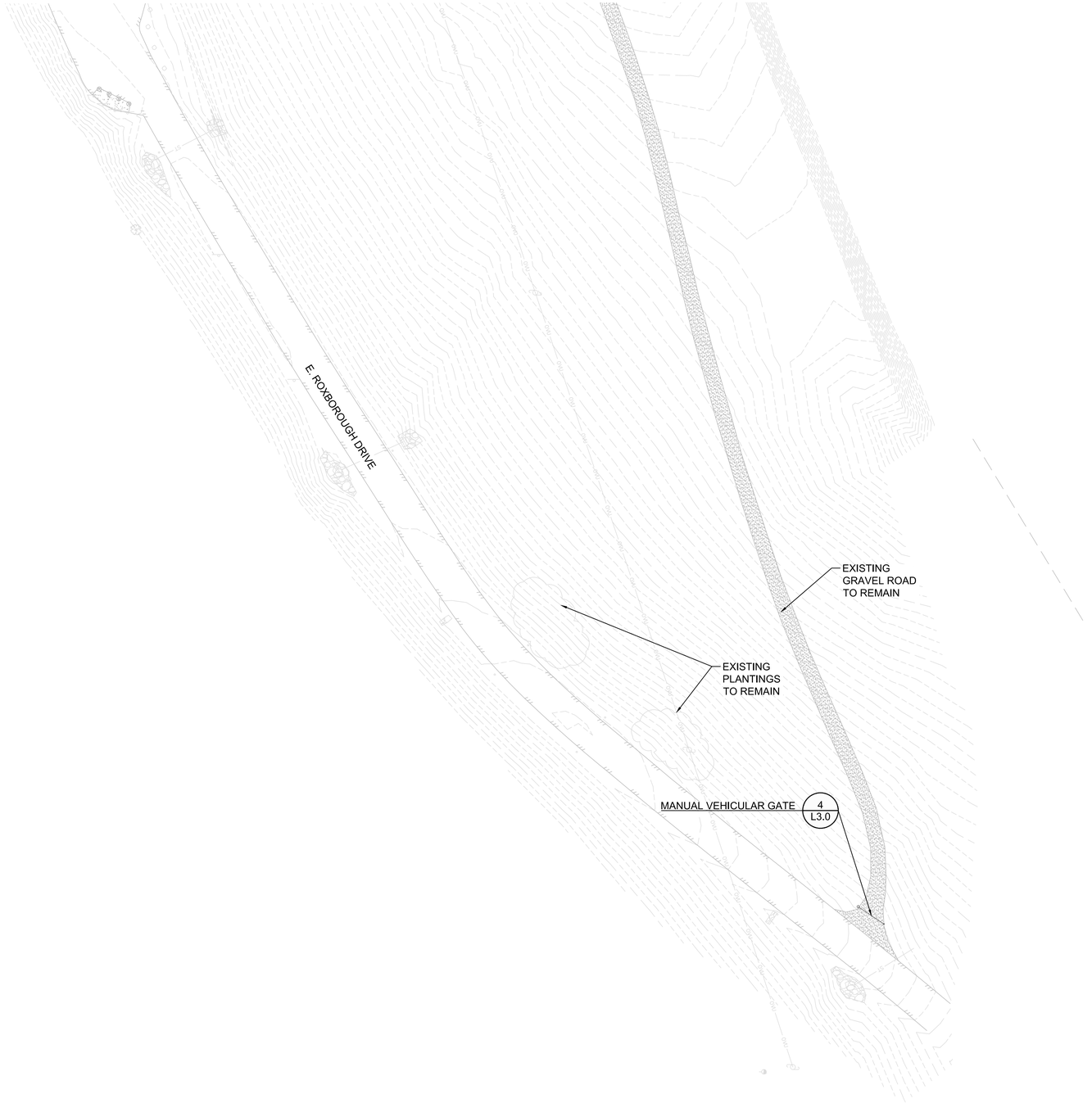
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|---|---|
| **Project Number:** | 22516 |
| **Drawn By:** | RN |
| **Checked By:** | SW/AH |

Sheet Title:

**SITE PLAN ENLARGEMENT**

**L1.1**
4 of 9

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0" 1/2" 1" 2" 4"




## LEGEND

- CRUSHER FINES, RE: SPECS
- DRYLAND SEED MIX, RE: L2.0
- WATER QUALITY SEED MIX, RE: L2.0
- LANDSCAPE BOULDER
- 2-RAIL WOOD FENCING
- DECIDUOUS TREE
- EVERGREEN TREE
- ORNAMENTAL TREE

# 1 SITE PLAN ENLARGEMENT

NORTH

0 40' 80'

SCALE: 1" = 40'-0"

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0" 1/2" 1" 2" 4"

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| Mark | Date | Description |
|---|---|---|
| | 11/18/25 | Location & Extent- |

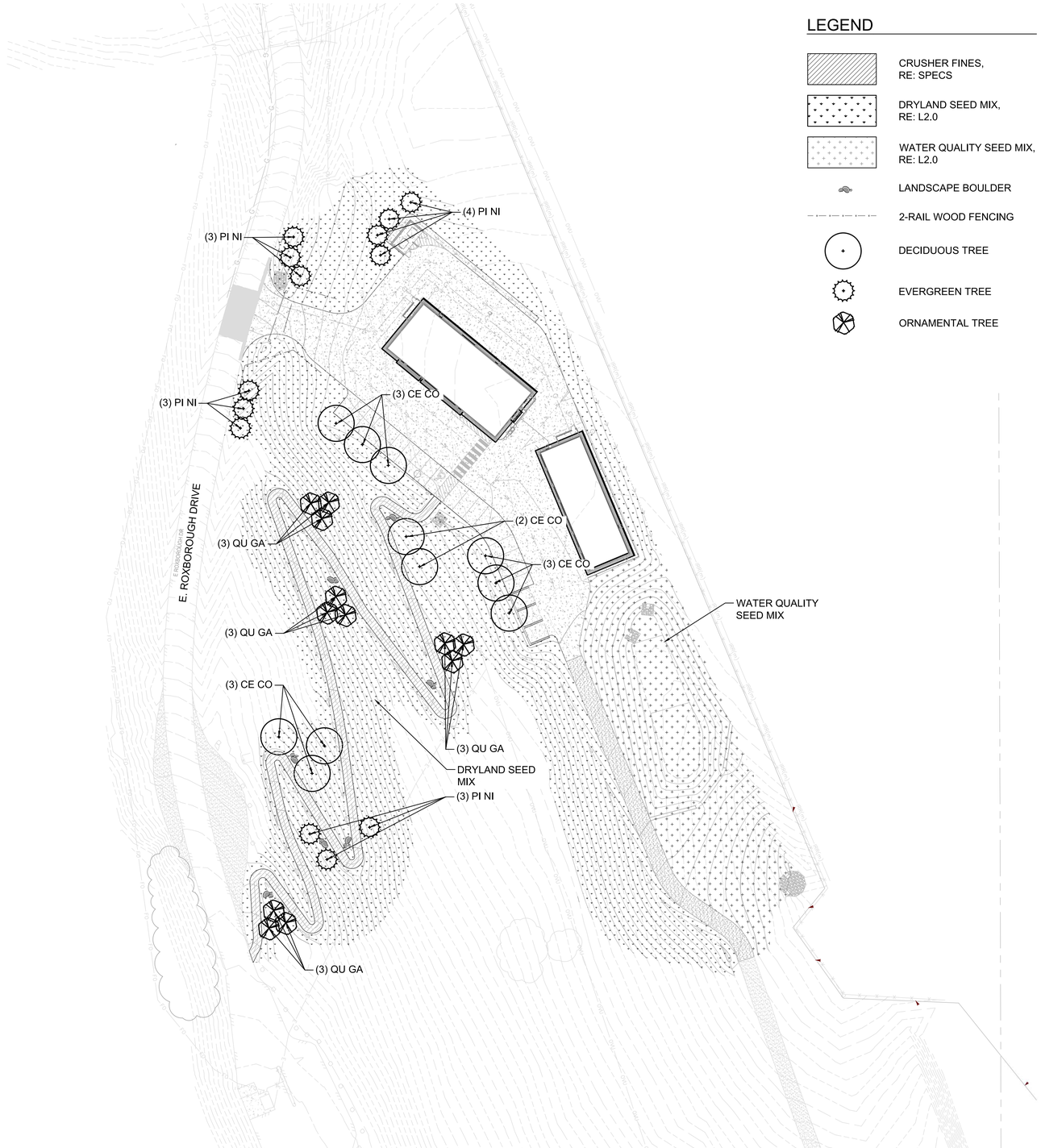
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| **Project Number:** | 22516 |
| **Drawn By:** | RN |
| **Checked By:** | SW/AH |

Sheet Title:

**SITE PLAN ENLARGEMENT**

**L1.2**

**5 of 9**




## LEGEND

- CRUSHER FINES, RE: SPECS
- DRYLAND SEED MIX, RE: L2.0
- WATER QUALITY SEED MIX, RE: L2.0
- LANDSCAPE BOULDER
- 2-RAIL WOOD FENCING
- DECIDUOUS TREE
- EVERGREEN TREE
- ORNAMENTAL TREE

## NATIVE SEED MIXES:

| DRYLAND SEED MIX | | |
|---|---|---|
| **Common Name** | **PLS lbs. per Acre** | **% of Mix** |
| Western Wheatgrass | 3.75 | 25.00 |
| Crested Wheatgrass | 3.75 | 25.00 |
| Buffalograss | 3 | 20.00 |
| Slender Wheatgrass | 2.25 | 15.00 |
| Blue Grama | 1.5 | 10.00 |
| Alkali Sacaton | 0.75 | 5.00 |

| WATER QUALITY SEED MIX | | | | |
|---|---|---|---|---|
| **Common Name** | **Scientific Name** | **Variety** | **PLS lbs. per Acre** | **Ounces per Acre** |
| Sand Bluestem | Andropo on hallii | Garden | 3.5 | |
| Sideoats Grama | Bouteloua curtipendula | Butte | 3 | |
| Prairie Sandreed | Calamovilfa longifolia | Goshen | 3 | |
| Indian Ricegrass | Oryzopsis hymenoides | Paloma | 3 | |
| Switchgrass | Panicum virgatum | Blackwell | 4 | |
| Western Wheatgrass | Pascopyrum smithii | Ariba | 3 | |
| Little Bluestem | Schizachyrium scoparium | Patura | 3 | |
| Alkali Sacaton | Sporobolus airoides | | 3 | |
| Sand Dropseed | Sporobolus cryptandrus | | 3 | |
| *Pasture Sage | Artemisia frigida | | | 2 |
| *Blue Aster | Aster laevis | | | 4 |
| *Blanket Flower | Gaillardia aristata | | | 8 |
| *Prairie Coneflower | Ratibida columnifera | | | 4 |
| *Purple Prairieclover | Dalea (Petalostemum) purpurea | | | 4 |

## PLANTING SCHEDULE:

| TREES | | | | |
|---|---|---|---|---|
| **CODE** | **BOTANIC NAME** | **COMMON NAME** | **SIZE AT PLANTING** | QTY. |
| | **DECIDUOUS TREES** | | | |
| CE OC | *Celtis occidentalis* | Western Hackberry | 2 1/2" B&B | 11 |
| | | | | |
| | **ORNAMENTAL TREES** | | | |
| QU GA | *Quercus gambelii* | Gambel Oak | 2" B&B | 12 |
| | | | | |
| | **EVERGREEN TREES** | | | |
| PI NI | *Pinus nigra* | Austrian Pine | 8' HT. | 13 |
| | | | | |

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0" 1/2" 1" 2" 4"

1 OVERALL LANDSCAPE PLAN

NORTH

0 40' 80'

SCALE: 1" = 40'-0"

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Littleton, Colorado

| Mark | Date | Description |
|---|---|---|
| | 11/18/25 | Location & Extent- |

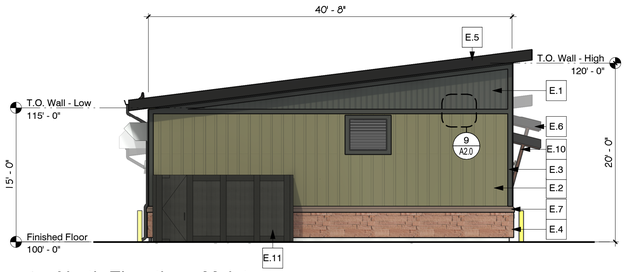
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| **Project Number:** | 22516 |
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Sheet Title:

**OVERALL LANDSCAPE PLAN**

**L2.0**

6 of 9



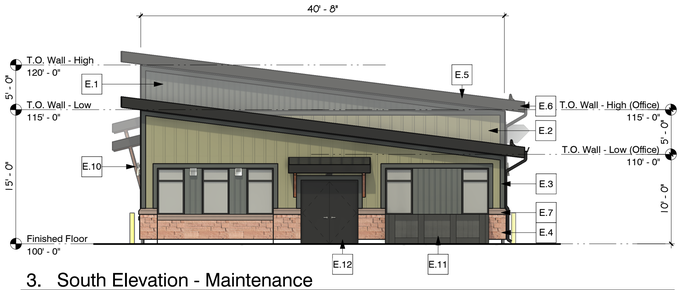

1. North Elevation - Maintenance

1/8" = 1'-0"



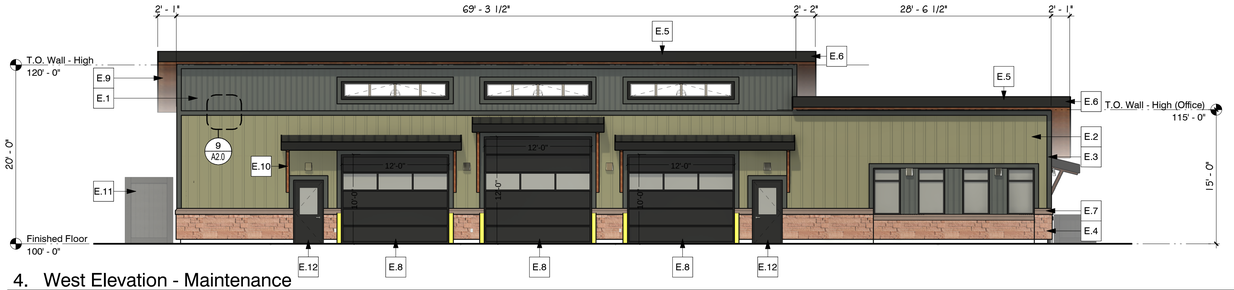

2. East Elevation - Maintenance

1/8" = 1'-0"




3. South Elevation - Maintenance

1/8" = 1'-0"

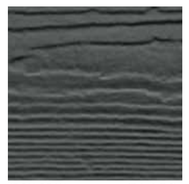



4. West Elevation - Maintenance

1/8" = 1'-0"



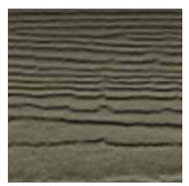
TRADITIONAL BLACK (E.5)



IRON GRAY (E.1. & E.3)



WOOD TONES (E.9 & E.10)



MOUNTAIN SAGE (E.2)



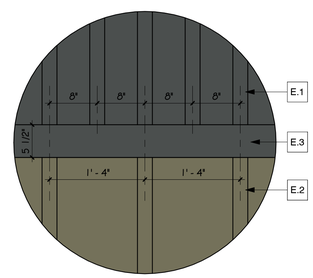
TREX FENCE CHARCOAL BLACK (E.11)



LYONS RED (E.4)

## Keynote Legend

| | |
|---|---|
| E.1 | PRE-FIN. CEMENTITIOUS FIBER BOARD PANEL - IRON GRAY |
| E.2 | PRE-FIN. CEMENTITIOUS FIBER BOARD PANEL - MOUNTAIN SAGE |
| E.3 | PRE-FIN. CEMENTITIOUS FIBER BOARD TRIM - IRON GRAY |
| E.4 | THIN STONE VENEER - LEDGESTONE PATTERN - LYONS RED |
| E.5 | PRE-FIN. STANDING SEAM MTL. ROOF - TRADITIONAL BLACK |
| E.6 | PRE-FIN. MTL. FASCIA - TRADITIONAL BLACK |
| E.7 | PRECAST CONCRETE WAINSCOT CAP |
| E.8 | INSULATED METAL SECTIONAL DOOR - STANDARD BLACK |
| E.9 | ALUMINUM SOFFIT PANELS - WOOD LOOK - DARK CHERRY |
| E.10 | WOOD OUTRIGGERS - EXPOSED - SOUTHERN YELLOW PINE |
| E.11 | TREX FENCE - CHARCOAL BLACK |
| E.12 | HOLLOW METAL DOOR - PAINTED - STANDARD BLACK |




9. Typ. Batten Install Pattern

1" = 1'-0"

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Greenwood Village, CO 80111
Phone: 720.200.0630

© 2025

Consultants:

NOT FOR CONSTRUCTION
10/3/2025 6:41:00 PM

Project Title:

State of Colorado

Roxborough State Park

Littleton, Colorado

| Mark | Date | Description |
|---|---|---|
| | 11/18/25 | Location & Extent - |

| | |
|---|---|
| **Project Number:** | 24052 |
| **Drawn By:** | JJ, CM |
| **Checked By:** | MS |

Sheet Title:

Exterior Elevations

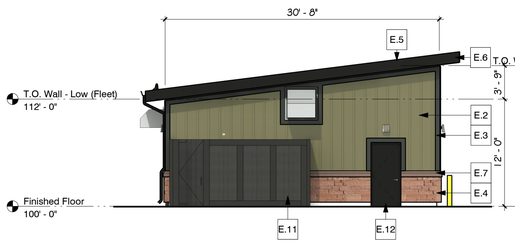
A2.0

7 of 9

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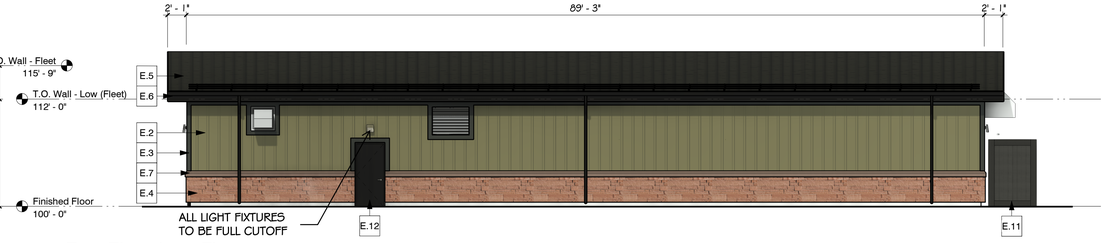
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0" 1/2" 1" 2" 4"



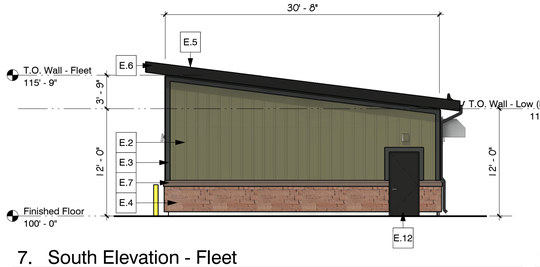

## 5. North Elevation - Fleet

1/8" = 1'-0"



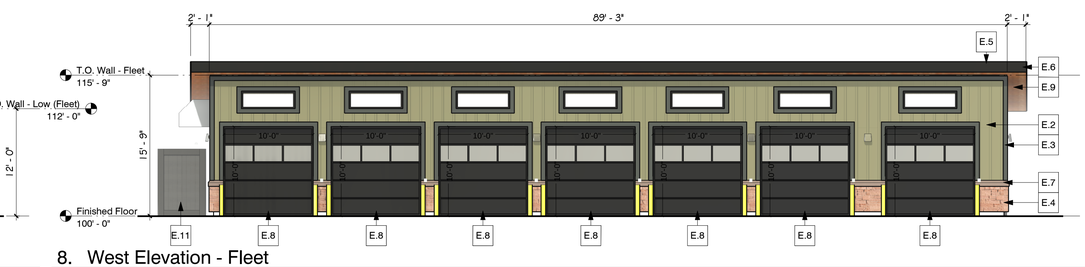

## 6. East Elevation - Fleet

1/8" = 1'-0"




## 7. South Elevation - Fleet

1/8" = 1'-0"




## 8. West Elevation - Fleet

1/8" = 1'-0"

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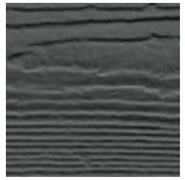
0" 1/2" 1" 2" 4"

## Keynote Legend

| | |
|---|---|
| E.1 | PRE-FIN. CEMENTITIOUS FIBER BOARD PANEL - IRON GRAY |
| E.2 | PRE-FIN. CEMENTITIOUS FIBER BOARD PANEL - MOUNTAIN SAGE |
| E.3 | PRE-FIN. CEMENTITIOUS FIBER BOARD TRIM - IRON GRAY |
| E.4 | THIN STONE VENEER - LEDGESTONE PATTERN - LYONS RED |
| E.5 | PRE-FIN. STANDING SEAM MTL. ROOF - TRADITIONAL BLACK |
| E.6 | PRE-FIN. MTL. FASCIA - TRADITIONAL BLACK |
| E.7 | PRECAST CONCRETE WAINSCOT CAP |
| E.8 | INSULATED METAL SECTIONAL DOOR - STANDARD BLACK |
| E.9 | ALUMINUM SOFFIT PANELS - WOOD LOOK - DARK CHERRY |
| E.10 | WOOD OUTRIGGERS - EXPOSED - SOUTHERN YELLOW PINE |
| E.11 | TREX FENCE - CHARCOAL BLACK |
| E.12 | HOLLOW METAL DOOR - PAINTED - STANDARD BLACK |



TRADITIONAL BLACK (E.5)



IRON GRAY (E.3)



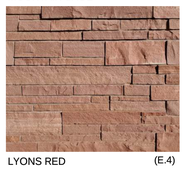
WOOD TONES (E.9)



MOUNTAIN SAGE (E.2)



TREX FENCE CHARCOAL BLACK (E.11)



LYONS RED (E.4)

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Greenwood Village, CO 80111
Phone: 720.200.0630

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Consultants:

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10/3/2025 6:41:00 PM

Project Title:

State of Colorado

Roxborough State Park

Littleton, Colorado

| Mark | Date | Description |
|---|---|---|
| | 11/18/25 | Location & Extent- |

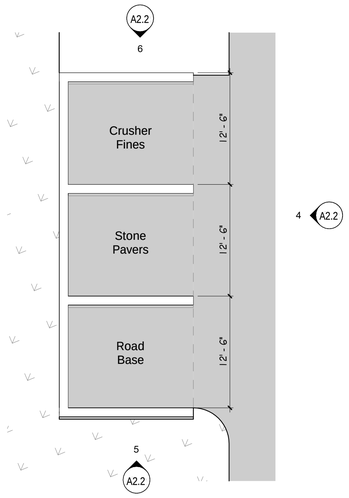
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|---|---|
| **Project Number:** | 24052 |
| **Drawn By:** | JJ, CM |
| **Checked By:** | MS |

Sheet Title:

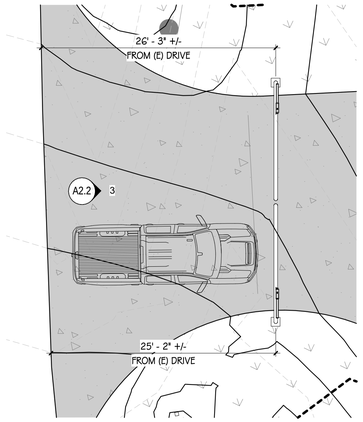
Exterior Elevations

A2.1

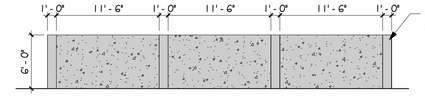
8 of 9



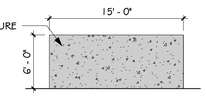

1. Enlarged Material Storage Plan
1/8" = 1'-0"



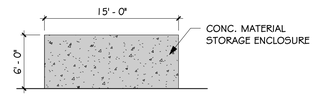

2. Enlarged Gate Plan
1/8" = 1'-0"



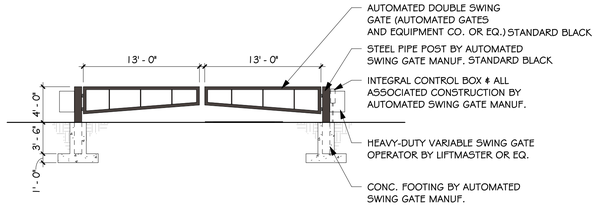

4. Material Storage - West
1/8" = 1'-0"



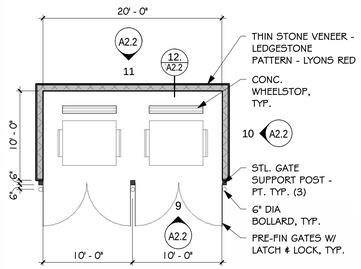

5. Material Storage - South
1/8" = 1'-0"



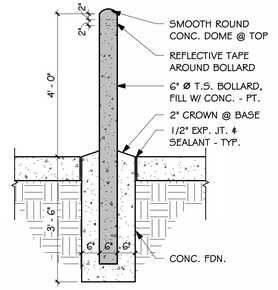

6. Material Storage - North
1/8" = 1'-0"



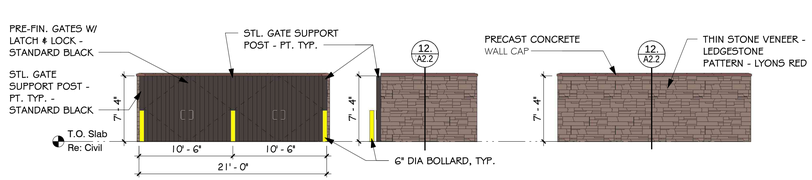

3. Entry Gate Elevation
1/8" = 1'-0"




7. Trash Enclosure Plan
1/8" = 1'-0"




8. Bollard Detail
1/2" = 1'-0"



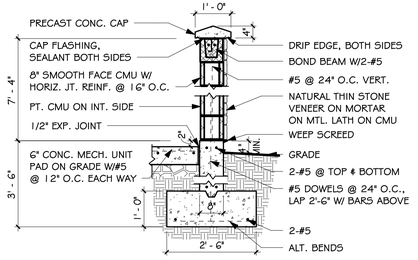

9. Trash Enclosure - South
1/8" = 1'-0"




10. Side Elevation
1/8" = 1'-0"




11. Trash Enclosure - North
1/8" = 1'-0"




12. Dumpster Enclosure Section
1/2" = 1'-0"

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10/3/2025 6:41:00 PM




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Greenwood Village, CO 80111
Phone: 720.200.0630

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Consultants:

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10/3/2025 6:41:00 PM

Project Title:

State of Colorado

Roxborough State Park

Littleton, Colorado

| Mark | Date | Description |
|---|---|---|
| | 11/18/25 | Location & Extent- |

| | |
|---|---|
| **Project Number:** | 24052 |
| **Drawn By:** | JJ, CM |
| **Checked By:** | MS |

Sheet Title:

Site Details

A2.2
9 of 9

DOUGLAS COUNTY
COLORADO

# Supplemental Memorandum

| | |
|---|---|
| Date: | December 12, 2025 |
| To: | Douglas County Planning Commission |
| From: | Carolyn Washee-Freeland, AICP, Senior Planner CWF |
| CC: | Jeanette Bare, AICP, Planning Manager SK for JB |
| | Steven E. Koster, AICP, Assistance Director of Planning Services SK |
| Subject: | 6222 and 6226 East Roxborough Drive, New Maintenance and Fleet Buildings, Location and Extent |
| Project File: | LE2025-022 |

**Planning Commission Hearing:** **December 15, 2025 @ 6:00 p.m.**

## SUMMARY

Attached is the Referral Agency Summary Report with Referral Letters for Planning Commission review. The applicant has responded to referral comments, and the response is included with this supplemental memorandum.

## ATTACHMENTS

Referral Agency Summary Report
Applicant's Response to Referral Comments

**Project Name:** 6222 and 6226 East Roxborough Drive
**Project File #:** LE2025-022
**Date Sent:** 11/20/2025 **Date Due:** 12/04/2025

| Agency | Date Received | Agency Response | Response Resolution |
|---|---|---|---|
| Addressing Analyst | 11/20/2025 | No Comment | No action necessary |
| Assessor | 12/04/2025 | No Comment | No action necessary |
| AT&T Long Distance - ROW | 11/21/2025 | Received:<br>This is in response to your eReferral with a utility map showing any buried AT&T Long Line/Core Fiber Optics near 6222 & 6226 East Roxborough Drive, Littleton, CO 80125 (Project # LE2025-022). The Earth map shows the project area in red. Based on the address and/or map you provided, there should be NO conflicts with the AT&T Long Lines/Core Fiber Optics, as we do not have facilities in that area.<br>James Peabody, Clearwater Consulting Group, Inc. , 120 9th Ave. South, Suite #140, Nampa, ID 83651 C: (951) 201-1279 E: jamesp@cwc64.com | No action necessary |
| Building Services | 11/20/2025 | Received:<br>Permit(s) required. Please visit Douglas County's web site for requirements and contact 303-660-7497 if you have any questions. | Comments forwarded to the applicant |
| CenturyLink | | No Response Received | No action necessary |
| Chatfield Community Association | | No Response Received | No action necessary |
| City of Aurora | 12/03/2025 | Received:<br>City of Aurora's Planning Department has no comments on the referral since its outside of our planning boundaries. Aurora Water would like to see the plans in order to see if they have any comments. I was struggling to open the plans. Is there any PDFs that you can send to Casey who is copied here?<br>Connor Bailey \| AICP, Senior Planner I, Planning and Development Services \| City of Aurora<br>Office: 303-739-7121 Email: cbailey1@auroragov.org<br>No further comments received from the City. | Comments forwarded to the applicant for follow up |

**Project Name:** 6222 and 6226 East Roxborough Drive
**Project File #:** LE2025-022
**Date Sent:** 11/20/2025 **Date Due:** 12/04/2025

| Agency | Date Received | Agency Response | Response Resolution |
|---|---|---|---|
| Comcast | | No Response Received | No action necessary |
| CORE Electric Cooperative | 12/04/2025 | Received:<br>CORE Electric Cooperative has reviewed the contents of the above-referenced referral response packet. We have evaluated the project with respect to maintaining our existing facilities, utility easements, electric loading, and service requirements. Based on this review, we are providing the following comments and concerns:<br>CORE has existing underground and overhead electric facilities on the subject property. These existing utility easements and facilities will remain in place unless the applicant requests modifications in accordance with CORE's current extension policies.<br>CORE Electric Cooperative conditionally approves the L&E. A meeting will be required to discuss potential conflicts with the existing overhead electric facilities and to address the electric service needs for the proposed building. Please contact Brooks Kaufman at bkaufman@core.coop or 720.733.5493 to schedule this meeting at your earliest convenience. | Comments forwarded to the applicant |
| Denver Water Board | 11/25/2025 | Received:<br>We have reviewed-no comments.<br>Gina Begly \| Real Estate Sr Specialist<br>PROPERTY MANAGEMENT<br>1600 W 12TH Ave, Denver, CO 80204-3412, Denver Water \| t: 303-628-6219<br>denverwater.org\|denverwater.org/TAP | No action necessary |
| Engineering Services | 12/05/2025 | Engineering comments to come at a later date. | Comments forthcoming to applicant |
| Mile High Flood District | 12/09/2025 | No Comment | No action necessary |

**Project Name:** 6222 and 6226 East Roxborough Drive
**Project File #:** LE2025-022
**Date Sent:** 11/20/2025 **Date Due:** 12/04/2025

| Agency | Date Received | Agency Response | Response Resolution |
|---|---|---|---|
| Mountain View Electric Association | 11/24/2025 | Received:<br>This project is located outside of MVEA's service territory, we have no comments at this time.<br>Samantha Sherman<br>Engineering Administrative Supervisor<br>Mountain View Electric Association, Inc. Falcon Office<br>11140 E. Woodmen Road, Falcon, CO 80831 Direct: (719) 494-2699<br>Cell: (719)715-3039 www.mvea.coop | No action necessary |
| Roxborough Park Foundation | 11/21/2025 | Received:<br>Roxborough Park Foundation would like to signify its support for this project and has no objections.<br>Brian Lence, 720-536-2441 | No action necessary |
| Roxborough Village Filing 14B HOA | | No Response Received | No action necessary |
| Roxborough Village First HOA | | No Response Received | No action necessary |
| Roxborough Village Metro District | 11/30/2025 | Received:<br>The Roxborough Village Metro District did/does not have any meetings scheduled between November 20th and December 4th, so we are unable to provide official referral comments. I, personally (as an individual board member), do not believe we would have any objection. That said, please convey to the architects and CPW people involved that West Metro and South Metro Fire both highly recommend fire and ember resistant soffit vents on timber framed structures. It was not apparent from the LE exhibit that they were installing them.<br>Ephram Glass<br>Roxborough Village Metropolitan District Director<br>ephramglass@RoxboroughMetroDistrict.org 720-805-7644 | Comments forwarded to the applicant |

**Project Name:** 6222 and 6226 East Roxborough Drive
**Project File #:** LE2025-022
**Date Sent:** 11/20/2025 **Date Due:** 12/04/2025

| Agency | Date Received | Agency Response | Response Resolution |
|---|---|---|---|
| Roxborough Water & Sanitation District | 12/01/2025 | Received:<br>General Comments<br>1. RWSD requires a Facilities Conveyance Agreement to be completed prior to construction.<br>2. RWSD requires a Pre-Construction Conference prior to construction.<br>3. RWSD is working directly with the design engineer for approval of the required water and sewer infrastructure. No water and sewer construction shall commence without a signed drawing from the District and all items noted herein addressed.<br>4. RWSD will require a 30' wide utility easement for new water lines and sewer lines. If in a combined easement, the width shall be increased to 40'. RWSD standard easement agreement will be required for this project.<br>5. A Water/Sewer Connection Permit/Availability of Service Certificate and Developer Field Work Permit are required for this project.<br>6. Provide sizing of water service lines to verify number of EQRs required for this project.<br>Roxborough EQR conversion chart is as follows: ¾" tap = 1 EQR, 1" tap = 2 EQRs, 1 ½" = 4 EQRs, 2" tap = 8 EQRs, 3" tap = 18 EQRs.<br>RWSD reserves the right to provide additional comments/requirements if additional/revised plans are submitted. Should you have any questions, please feel free to contact me at 303-799-5197.<br>Sincerely, Michael Gerstner, P.E. TST Infrastructure, LLC | Comments forwarded to the applicant |
| West Metro Fire Protection District | | No Response Received | No action necessary |

**Project Name:** 6222 and 6226 East Roxborough Drive
**Project File #:** LE2025-022
**Date Sent:** 11/20/2025 **Date Due:** 12/04/2025

| Agency | Date Received | Agency Response | Response Resolution |
|---|---|---|---|
| Xcel Energy-Right of Way & Permits | 12/02/2025 | Received:<br>Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the above-mentioned application and currently has no conflict. The property owner/developer/ contractor must complete the application process for any new natural gas service via xcelenergy.com/ InstallAndConnect. It is then the responsibility of the developer to contact the Xcel Designer assigned to the project for approval of design details. If additional easements need to be acquired by separate PSCo document, a Right-of-Way Agent will need to be contacted by the Designer. As a safety precaution, PSCo would like to remind the developer to call the Utility Notification Center by dialing 811 for utility locates prior to construction.<br>Violeta Ciocanu (Chokanu)<br>Right of Way and Permits<br>Public Service Company of Colorado dba Xcel Energy<br>Office: 303-285-6612 – Email: violeta.ciocanu@xcelenergy.com | Comments forwarded to the applicant |

Carolyn Freeland

**From:** James Peabody <jamesp@cwc64.com>
**Sent:** Friday, November 21, 2025 12:00 PM
**To:** Carolyn Freeland; duanew cwc64.com; jt cwc64.com; Lana S.; LENNY V.
**Subject:** Fw: Douglas County eReferral (LE2025-022) Is Ready For Review
**Attachments:** ROXBOROUGH DR earth.jpg

**Caution:** This email originated outside the organization. Be cautious with links and attachments.

Carolyn,

This is in response to your eReferral with a utility map showing any buried AT&T Long Line/Core Fiber Optics near ***6222 & 6226 East Roxborough Drive, Littleton, CO 80125 (Project # LE2025-022).*** The Earth map shows the project area in red. Based on the address and/or map you provided, there should be NO conflicts with the AT&T Long Lines/Core Fiber Optics, as we do not have facilities in that area.

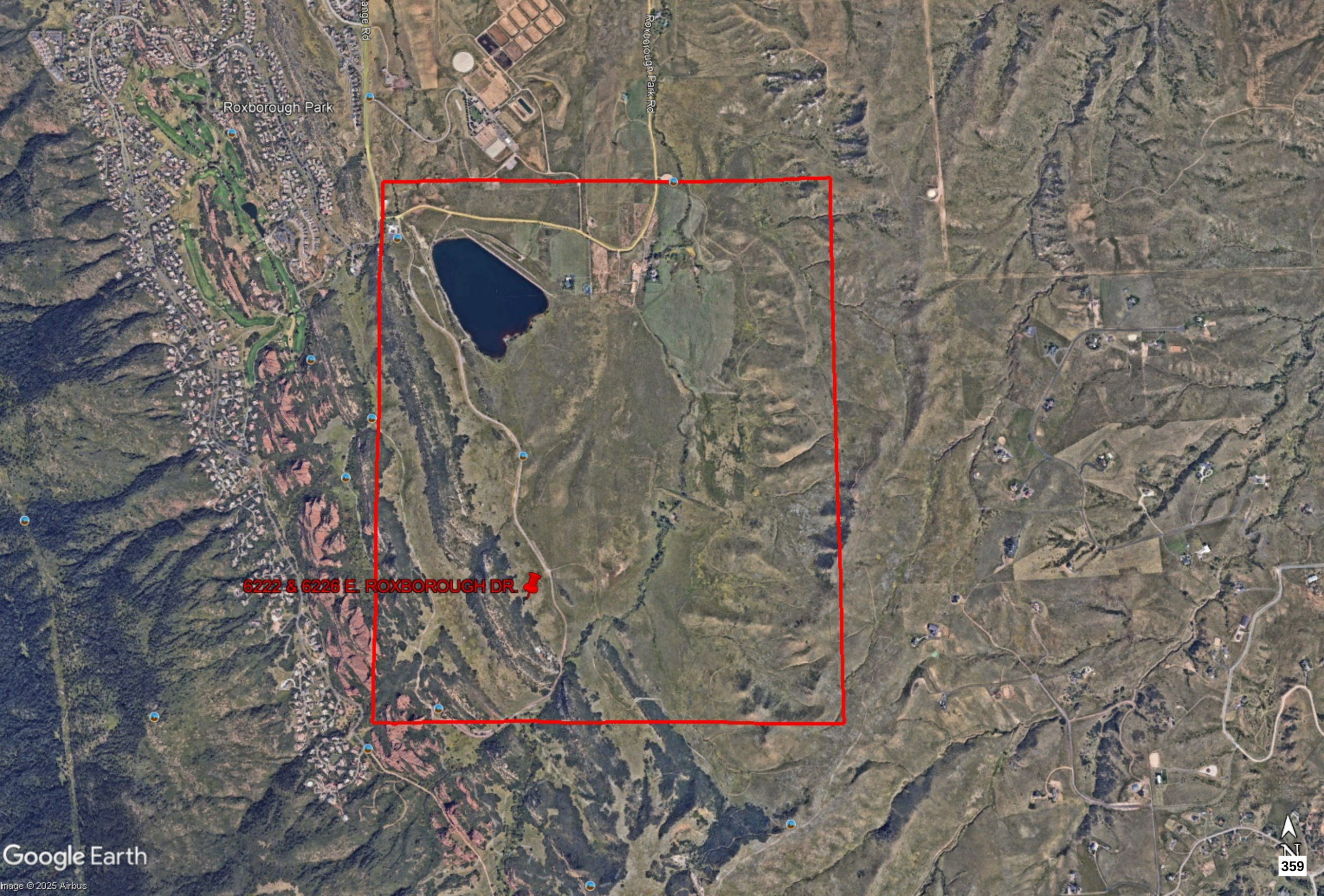
Please feel free to contact us with any questions or concerns.

***** Map disclaimer: The attached google earth maps are intended to show approximate locations of the buried AT&T Long Line/Core Fiber Optic Cable. The maps are provided for informational purposes only. In no way should the maps be used for anything other than general guidelines as to where the fiber is or is not and any other use of these maps is strictly prohibited. *****

***Thank you,***

***James Peabody***
***Clearwater Consulting Group, Inc.***
***120 9th Ave. South, Suite #140***
***Nampa, ID 83651***
***C: (951) 201-1279***
***E: jamesp@cwc64.com***

**** This message and any attachments are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error, please notify the sender immediately and delete the message from your system. ****


Roxborough Park
Roxborough Park Rd
6222 & 6226 E. ROXBOROUGH DR.
Google Earth
Image © 2025 Airbus
N
359

DOUGLAS COUNTY
COLORADO
www.douglas.co.us

Department of Community Development
Planning Services

# REFERRAL RESPONSE REQUEST – LOCATION AND EXTENT

Date sent: November 20, 2025 Comments due by: **December 4, 2025**

| | |
|---|---|
| **Project Name:** | *Colorado Department of Natural Resources (CDNR), New Maintenance Building and New Fleet Building with other Improvements Project - Location and Extent – 6222 & 6226 Roxborough Drive* |
| **Project File #:** | **LE2025-022** |
| **Project Summary:** | CDNR requests approval of a Location and Extent to construct a new maintenance building, and a new fleet building at Roxborough State Park. The new buildings will support Colorado Parks and Wildlife staff in conservation work, along with maintenance and upkeep of the park. The site is located at SPN: 2355-133-02-048. |

Information on the identified development proposal located in Douglas County is enclosed. Please review and provide comment(s) in the space provided.

☐ No Comment

☒ Please be advised of the following ~~concerns~~:

ROXBOROUGH PARK FOUNDATION WOULD LIKE TO SIGNIFY ITS SUPPORT FOR THIS PROJECT AND HAS NO OBJECTIONS.

☐ See letter attached for detail.

| | |
|---|---|
| **Agency:** ROXBOROUGH PARK FOUNDATION | **Phone #:** 720-536-2441 |
| **Your Name:** BRIAN LENCE *(please print)* | **Your Signature:** |
| | **Date:** 11/21/25 |

A public hearing on this request will be held before the Douglas County Planning Commission on Monday, **December 15, 2025, at 6:00 pm; located at 100 Third Street, Castle Rock, CO 80104 in the Commissioner's Hearing Room.**

Sincerely,

Carolyn Washee-Freeland

Carolyn Washee-Freeland, AICP
Senior Planner
303-660-7460
cfreeland@douglas.co.us
*Enclosure*

# REFERRAL RESPONSE REQUEST – LOCATION AND EXTENT

Date sent: November 20, 2025 Comments due by: **December 4, 2025**

| | |
|---|---|
| **Project Name:** | *Colorado Department of Natural Resources (CDNR), New Maintenance Building and New Fleet Building with other Improvements Project - Location and Extent – 6222 & 6226 Roxborough Drive* |
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Information on the identified development proposal located in Douglas County is enclosed. Please review and provide comment(s) in the space provided.

| | | |
|---|---|---|
| ☐ | No Comment | |
| ☐ | Please be advised of the following concerns: | |
| ☑ | See letter attached for detail. | |
| **Agency:** | Roxborough Water and Sanitation District | **Phone #:** 303-979-7286 |
| **Your Name:** | Michael Gerstner | **Your Signature:** |
| | *(please print)* | **Date:** December 1, 2025 |

A public hearing on this request will be held before the Douglas County Planning Commission on Monday, **December 15, 2025, at 6:00 pm; located at 100 Third Street, Castle Rock, CO 80104 in the Commissioner's Hearing Room.**

Sincerely,

*Carolyn Washee-Freeland*

Carolyn Washee-Freeland, AICP
Senior Planner
303-660-7460
cfreeland@douglas.co.us
*Enclosure*

TST Infrastructure
CONSULTING ENGINEERS

December 1, 2025

Douglas County Planning Services
Attention: Carolyn Washee-Freeland
100 Third Street
Castle Rock, CO 80104

RE: LE2025-022 Referral Response

Dear Carolyn,

TST Infrastructure, LLC (TST) is the Roxborough Water and Sanitation District (RWSD) Engineer. TST has reviewed the following document submitted for review relating to the Maintenance Facility Improvements:

- "Location and Extent Exhibit" drawing set dated 10/10/2025

The document was reviewed for compliance with the RWSD Rules and Regulations and the following are comments on said documents:

**General Comments**

1. RWSD requires a Facilities Conveyance Agreement to be completed prior to construction.
2. RWSD requires a Pre-Construction Conference prior to construction.
3. RWSD is working directly with the design engineer for approval of the required water and sewer infrastructure. No water and sewer construction shall commence without a signed drawing from the District and all items noted herein addressed,
4. RWSD will require a 30' wide utility easement for new water lines and sewer lines. If in a combined easement, the width shall be increased to 40'. RWSD standard easement agreement will be required for this project.
5. A Water/Sewer Connection Permit/Availability of Service Certificate and Developer Field Work Permit are required for this project.
6. Provide sizing of water service lines to verify number of EQRs required for this project. Roxborough EQR conversion chart is as follows: ¾" tap = 1 EQR, 1" tap = 2 EQRs, 1 ½" = 4 EQRs, 2" tap = 8 EQRs, 3" tap = 18 EQRs.

RWSD reserves the right to provide additional comments/requirements if additional/revised plans are submitted. Should you have any questions, please feel free to contact me at 303-799-5197.

Sincerely,

Michael Gerstner, P.E.
TST Infrastructure, LLC

CC: Mike Marcum, General Manager for Roxborough Water and Sanitation District
Mitch Stroehlein, Director of Operations for Roxborough Water and Sanitation District

Xcel Energy℠
PUBLIC SERVICE COMPANY

**Right of Way & Permits**

1123 West 3rd Avenue
Denver, Colorado 80223
Telephone: 303.285.6612
violeta.ciocanu@xcelenergy.com

December 2, 2025

Douglas County Planning Services
100 Third Street
Castle Rock, CO 80104

Attn: Carolyn Washee-Freeland

**RE: Colorado Department of Natural Resources (CDNR), Case # LE2025-022**

Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the above-mentioned application and currently has no conflict.

The property owner/developer/contractor must complete the application process for any new natural gas service via xcelenergy.com/InstallAndConnect. It is then the responsibility of the developer to contact the Xcel Designer assigned to the project for approval of design details.

If additional easements need to be acquired by separate PSCo document, a Right-of-Way Agent will need to be contacted by the Designer.

As a safety precaution, PSCo would like to remind the developer to call the Utility Notification Center by dialing 811 for utility locates prior to construction.

Violeta Ciocanu (Chokanu)
Right of Way and Permits
Public Service Company of Colorado dba Xcel Energy
Office: 303-285-6612 – Email: violeta.ciocanu@xcelenergy.com

# MEMORANDUM

To: Carolynn Washee-Freeland, Senior Planner

CC:

From: Jacob Gabel, Development Review Engineer

Date: 12/4/2025

**RE: 6222 and 6226 East Roxborough Drive: LE2025-022: DV2025-540**

| | |
|---|---|
| Initial Submittal: | 11-20-2025 |
| 1st Engineering response letter: | 12-4-2025 |

---

The Douglas County Department of Public Works Engineering has reviewed 6222 and 6226 East Roxborough Drive Project and has the following comments:

**Construction Drawings and GESC**

1. Engineering comments are forthcoming.

**GESC Report**

2. Please submit a GESC Report

**GESC Opinion of Probable Cost**

3. Please submit, either as part of the GESC Report or as its own document, a GESC OPC. Please use Appendix I of the Douglas County GESC Manual for reference.

**Phase III Drainage Report**

4. Engineering comments are forthcoming.

**Traffic Letter**

5. Please discuss the number of trips that will be frequented to the site after construction, i.e. typical use.

With the next submittal, please enclose a written response to these comments. Please let me know if you have any questions.

MILE HIGH FLOOD DISTRICT

2480 W. 26th Ave Suite 156-B | Denver, CO 80211
TEL 303 455 6277 | FAX 303 455 7880

www.mhfd.org

| *For MHFD staff use only.* | |
|---|---|
| **Project ID:** | 106664 |
| **Submittal ID:** | 10013902 |

December 9, 2025

**To:** Douglas County

***Via email***

**Subject:** MHFD Review Comments

**Re:** Colorado Department of Natural Resources (CDNR) 6222 & 6226 (Partner Case No. LE2025-022)

This letter is in response to the request for our comments concerning the referenced project. We have reviewed this referral only as it relates to an MHFD drainageway and for maintenance eligibility of storm drainage features, in this case:

- Aurora Rampart Reservoir
- Little Willow Creek

We have no comments to the referenced project and do not need to see future submittals.

Please feel free to contact me with any questions.

Sincerely,

**Laura Hinds, P.E.**
Project Manager, Mile High Flood District
lhinds@mhfd.org

December 11, 2025

Carolyn Washee-Freeland, AICP
Douglas County Department of Community Development
Planning Services
200 W Oak Street
Fort Collins, 80521

Re: Colorado Department of Natural Resources (CDNR), New Maintenance Building and New Fleet Building with other Improvements Project – Location and Extent – 6222 & 6226 East Roxborough Drive
Littleton, Colorado
Project File #: LE2025-022

Dear Carolyn,

Thank your for the review/comments provided by the various jurisdictions of the Location & Extents application. Please refer to the attached sheets for our responses to the comments. We are actively working with the groups to provide the requested information.

Please feel free to reach out to me with any questions.
Thank you.

Matt Stoub, AIA
Project Manager
Eidos Architects

| Agency | Date Received | Agency Response | Response Resolution | Response |
|---|---|---|---|---|
| Addressing Analyst | 11/20/2025 | No Comment | No action necessary | |
| Assessor | 12/04/2025 | No Comment | No action necessary | |
| AT&T Long Distance - Row | 11/21/2025 | Received:<br>This is in response to your eReferral with a utility map showing any buried AT&T Long Line/Core Fiber Optics near<br>6222 & 6226 East Roxborough Drive, Littleton, CO 80125 (Project # LE2025-022). The Earth map shows the project<br>area in red. Based on the address and/or map you provided, there should be NO conflicts with the AT&T Long Lines/Core Fiber Optics, as we do not have facilities in that area. James Peabody, Clearwater Consulting Group, Inc. , 120 9th Ave. South, Suite #140, Nampa, ID 83651 C: (951) 201-1279 E:jamesp@cwc64.com | No action necessary | |
| Building Services | 11/20/2025 | Received: Permit(s) required. Please visit Douglas County's web site for requirements and contact 303-660-7497 if you have any questions. | Comments forwarded to the applicant | Due to this project being part of Colorado Paks & Wildlife, we will be pulling building permits through the state's architects office. |
| CenturyLink | | No response received | No action necessary | |
| Chatfield Community Association | | No response received | No action necessary | |
| City of Aurora | 12/03/2025 | Received: City of Aurora's Planning Department has no comments on the referral since its outside of our planning boundaries. Aurora Water would like to see the plans in order to see if they have any comments. I was struggling to open the plans. Is there any PDFs that you can send to Casey who is copied here?<br>Connor Bailey \| AICP, Senior Planner I, Planning and Development Services \| City of Aurora Office: 303-739-7121 Email: cbailey1@auroragov.org<br>No further comments received from the City. | Comments forwarded to the applicant for follow up. | Met with Jeremie Torgimson & Dean Bedford (City of Aurora - Source Water Maintenance) to review this project at the design development phase. Reviewed civil and architectural drawings and discussed plans to mitigate site run off adjacent to the Aurora Rampart Reservoir. Full set of current CD plans to be provided to Connor Bailey for review. . |
| Comcast | | No response received | No action necessary | |

| Agency | Date Received | Agency Response | Response Resolution | Response |
|---|---|---|---|---|
| CORE Electric Cooperative | 12/04/2025 | Received:<br>CORE Electric Cooperative has reviewed the contents of the above-referenced referral response packet. We have evaluated the project with respect to maintaining our existing facilities, utility easements, electric loading, and service requirements. Based on this review, we are providing the following comments and concerns:<br>CORE has existing underground and overhead electric facilities on the subject property. These existing utility easements and facilities will remain in place unless the applicant requests modifications in accordance with CORE's current extension policies.<br>CORE Electric Cooperative conditionally approves the L&E. A meeting will be required to discuss potential conflicts with the existing overhead electric facilities and to address the electric service needs for the proposed building. Please contact Brooks Kaufman at bkaufman@core.coop or 720.733.5493 to schedule this meeting at your earliest convenience. | No action necessary | A meeting with Brooks and our consultant team is being coordinated and will be scheduled as soon as possible. Full set of current construction documents have been shared with Brooks. |
| Denver Water Board | 11/25/2025 | Received: We have reviewed-no comments.<br>Gina Begly \| Real Estate Sr Specialist PROPERTY MANAGEMENT 1600 W 12TH Ave, Denver, CO 80204-3412, Denver Water \| t: 303-628-6219 denverwater.org\|denverwater.org/TAP | | |

| Agency | Date Received | Agency Response | Response Resolution | Response |
|---|---|---|---|---|
| Engineering Services | 12/05/2025 | Construction Drawings and GESC<br>1. Engineering comments are forthcoming.<br><br>GESC Report<br>1. Please submit a GESC Report.<br>GESC Opinion of Probable Cost<br>1. Please submit, either as part of the GESC Report or as its own document, a GESC OPC. Please use Appendix I of the Douglas County GESC Manual for reference.<br>Phase III Drainage Report<br>1. Engineering comments are forthcoming.<br>Traffic Letter<br>1. Please discuss the number of trips that will be frequented to the site after construction, i.e. typical use. | Comments forthcoming to applicant | Design team will submit GESC and drainage report to Engineering Services as requested.<br><br>Eidos will prepare a traffic letter stating that no additional traffic to and from the site is anticipated as there no additional staff members being added. Existing staff is receiving new facility to support their existing infrastructure (vehicles, fleet). Overall traffic may decrease as they will be able to perform more maintenance on site instead of going to repair/service garages. |
| Mile High Flood District | | No response received | No action necessary | |
| Mountain View Electric Association | 11/24/2025 | Received: This project is located outside of MVEA's service territory, we have no comments at this time. Samantha Sherman Engineering Administrative Supervisor Mountain View Electric Association, Inc. Falcon Office 11140 E. Woodmen Road, Falcon, CO 80831 Direct: (719) 494-2699 Cell: (719)715-3039 www.mvea.coop | No action necessary | |

| Agency | Date Received | Agency Response | Response Resolution | Response |
|---|---|---|---|---|
| Roxborough Park Foundation | 11/21/2025 | Received: Roxborough Park Foundation would like to signify its support for this project and has no objections. Brian Lence, 720-536-2441 | No action necessary | |
| Roxborough Village Filing 14B HOA | | No response received | No action necessary | |
| Roxborough Village First HOA | | No response received | No action necessary | |
| Roxborough Village Metro District | 11/30/2025 | Received: The Roxborough Village Metro District did/does not have any meetings scheduled between November 20th and December 4th, so we are unable to provide official referral comments. I, personally (as an individual board member), do not believe we would have any objection. That said, please convey to the architects and CPW people involved that West Metro and South Metro Fire both highly recommend fire and ember resistant soffit vents on timber framed structures. It was not apparent from the LE exhibit that they were installing<br>them. Ephram Glass Roxborough Village Metropolitan District Director ephramglass@RoxboroughMetroDistrict.org 720-805-7644 | Comments forwarded to the applicant | Discussed via phone call with Ephram on December 9th. Ember resistant vents will be investigated with our mechanical engineering team at intake locations. |

| Agency | Date Received | Agency Response | Response Resolution | Response |
|---|---|---|---|---|
| Roxborough Water & Sanitation District | 12/01/2025 | Received: General Comments<br>1. RWSD requires a Facilities Conveyance Agreement to be completed prior to construction.<br>2. RWSD requires a Pre-Construction Conference prior to construction.<br>3. RWSD is working directly with the design engineer for approval of the required water and sewer infrastructure. No water and sewer construction shall commence without a signed drawing from the District and all items noted herein addressed.<br>4. RWSD will require a 30' wide utility easement for new water lines and sewer lines. If in a combined easement, the width shall be increased to 40'. RWSD standard easement agreement will be required for this project.<br>5. A Water/Sewer Connection Permit/Availability of Service Certificate and Developer Field Work Permit are required for this project.<br>6. Provide sizing of water service lines to verify number of EQRs required for this project. Roxborough EQR conversion chart is as follows: ¾" tap = 1 EQR, 1" tap = 2 EQRs, 1 ½" = 4 EQRs, 2" tap = 8 EQRs, 3" tap = 18 EQRs. RWSD reserves the right to provide additional comments/requirements if additional/revised plans are submitted. Should you have any questions, please feel free to contact me at 303-799-5197.Sincerely, Michael Gerstner, P.E. TST Infrastructure, LLC | Comments forwarded to the applicant | Spoke with Michael Gerstner on 12/11.<br><br>Michael is providing Eidos with a Facilities Conveyance Agreement form for design to complete and submit.<br><br>Pre-con conference to be scheduled once a General Contactor has been brought on board.<br><br>Civil Engineer is currently working to resubmit to RWSD, and the GESC report is estimated to be completed by end of next week (12.19.25).<br><br>Water/Sewer Connection will be pulled by General Contractor prior to the start of construction.<br><br>Full design drawings to be provided to Michael for review of tap sizes. |

| Agency | Date Received | Agency Response | Response Resolution | Response |
|---|---|---|---|---|
| West Metro Fire Protection District | | No response received | No action necessary | Full set of current construction documents to be sent to West Metro as part of permit review. |
| Xcel Energy-Right of Way & Permits | 12/02/2025 | Received: Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the above-mentioned application and currently has no conflict. The property owner/developer/ contractor must complete the application process for any new natural gas service via xcelenergy.com/ InstallAndConnect. It is then the responsibility of the developer to contact the Xcel Designer assigned to the project for approval of design details. If additional easements need to be acquired by separate PSCo document, a Right-of-Way Agent will need to be contacted by the Designer. As a safety precaution, PSCo would like to remind the developer to call the Utility Notification Center by dialing 811 for utility locates prior to construction. Violeta Ciocanu (Chokanu) Right of Way and Permits Public Service Company of Colorado dba Xcel Energy<br>Office: 303-285-6612 – Email: violeta.ciocanu@xcelenergy.com | Comments forwarded to the applicant | Design team will work with CPW and contractor to complete application process for new gas service. |

**MEETING DATE:** December 15, 2025

**STAFF PERSON RESPONSIBLE:** Mike Pesicka, AICP, Principal Planner

**DESCRIPTION:** Range Metro District Offsite Utilities Project - Location and Extent - Project File: LE2025-024.

**SUMMARY:** The request is for approval of a Location and Extent application to construct offsite water and sanitary sewer lines for the Range Planned Development.

**STAFF ASSESSMENT:** Staff has evaluated the application in accordance with Section 32 of the Douglas County Zoning Resolution. Should the Planning Commission approve the Location and Extent request, the applicant will be required to receive approval of all necessary permits prior to commencement of the project.

**REVIEW:**

| | | |
|---|---|---|
| Steven E Koster | Approve | 12/3/2025 |
| Samantha Hutchison - FYI | Notified - FYI | 12/3/2025 |

**ATTACHMENTS:**

Staff Report - LE2025-024

DOUGLAS COUNTY
COLORADO

# Location and Extent Staff Report

**Date:** December 3, 2025

**To:** Douglas County Planning Commission

**From:** Mike Pesicka, Principal Planner MP
Jeanette Bare, AICP, Planning Manager JB
Steven E. Koster, AICP, Assistant Director of Planning Services SK

**Subject:** **Range Metro District Offsite Utilities Project- Location and Extent**

**Project File:** **LE2025-024**

**Planning Commission Hearing:** **December 15, 2025 @ 6:00 p.m.**

## I. EXECUTIVE SUMMARY

The Range Metropolitan District (RMD) requests approval of a Location and Extent (L & E) application to construct approximately two miles of water line and two miles of sanitary sewer line. The proposed offsite water and sanitary sewer lines are necessary to provide potable water and sanitary sewer service for the 550-lot Range subdivision proposed to be located east of the intersection of N. US Highway 85 ("US 85") and Airport Road. Dominion Water and Sanitation District will ultimately own and maintain these facilities which will connect to existing planned infrastructure within Louviers and Sterling Ranch.

The majority of the project occurs within the Louviers Rural Community subarea of the Douglas County 2040 Comprehensive Master Plan.

## II. APPLICATION INFORMATION

### A. Applicant

Range Metropolitan District
2154 E. Commons Avenue, Ste 2000
Centennial, CO 80112

### B. Applicant's Representative

Mimi Williams, P.E.
Kimley-Horn
6200 S. Syracuse Way, Ste 300
Greenwood Village, CO 80111

### C. Request

The RMD requests approval of an L & E application to construct offsite water and sanitary sewer lines for the Range Planned Development (PD).

### D. Location

The water lines will be installed from the intersection of Airport Road and US 85 and extend west along Airport Road to Louviers Blvd where the line will continue southwest along Waterton Road eventually turning to the north and terminating at a point just south of the County's EVOC training facility. The sanitary sewer line begins on property located just to the east of US 85 and approximately 2,000 feet north of Airport Road extending roughly 800 feet north, then turning west and crossing underneath US 85 to Lavaun Drive, north to Pate Avenue, west to Main Street and then continuing approximately 5,000 feet along Main Street to the existing Louviers Water and Sanitation lagoon.

### E. Project Description

The Range Metropolitan District (RMD) proposes to construct approximately 10,525 linear feet of eight-inch water line and 9,277 linear feet of eight-inch sanitary sewer line. The proposed offsite water and sewer lines are necessary to ensure potable water and sanitary sewer service for the Range residential development located east of the intersection of US 85 and Airport Road and addressed as 7440 N. US Hwy 85. The waterline will connect to the Dominion Water and Sewer District (DWSD) waterline within Waterton Road ROW. The sanitary sewer line will connect to the Range Development onsite sewer infrastructure at the western boundary of the property and will end at a future DWSD lift station (not part of this application) on the west side of the existing Louviers Water and Sanitation District (LWSD) wastewater treatment lagoon and pump station. The water and sewer line installations will require crossing wetlands, Plum Creek, Indian Creek, Union Pacific Railroad (UPRR), Burlington Northern Santa Fe (BNSF), and US 85.

The anticipated start of construction is Winter of 2027 through the Spring of 2028. Timing depends upon the required permits from various agencies.

## III. CONTEXT

### A. Background

The proposed water and sewer line construction is for the Range PD which was approved by the Board of County Commissioners (BCC) in 2021 for 550 residential units on 399 acres. The PD requires central water and sewer services. A preliminary plan for the 550 units was approved by the BCC in May of 2025. A condition of approval for the preliminary plan was that an L & E application for the offsite water and sanitary sewer line infrastructure be approved prior to approval of a final plat.

### B. Adjacent Land Uses and Zoning

**Zoning and Land Use – Water Line Installation**

| Direction | Zoning | Land Use |
|---|---|---|
| **North** | General Industrial, Agricultural One, Rural Residential | Industrial uses, floodplain, undeveloped land |

| Direction | Zoning | Land Use |
|---|---|---|
| **South** | General Industrial, Agricultural One, Rural Residential | Industrial uses, floodplain, undeveloped land |
| **East** | Agricultural One, Planned Development, Rural Residential | Agricultural and residential uses, undeveloped land |
| **West** | Rural Residential | Undeveloped land |

**Zoning and Land Use – Sanitary Sewer Line Installation**

| Direction | Zoning | Land Use |
|---|---|---|
| **North** | Agricultural One, General Industrial | Agricultural and residential uses, industrial uses, floodplain |
| **South** | Agricultural One, General Industrial | Agricultural and residential uses, industrial uses, floodplain |
| **East** | Agricultural One, General Industrial | Agricultural and residential uses, industrial uses |
| **West** | Agricultural One, General Industrial | Floodplain, industrial uses, undeveloped land |

## IV. PHYSICAL SITE CHARACTERISTICS

### A. Site Characteristics and Constraints

The locations for the water and sanitary sewer lines are mainly within Douglas County right-of-way (ROW) but also will cross several private properties. The Plum Creek and Indian Creek floodplain and wetland areas, the UPRR and BNSF, and US 85 are also within the project area.

### B. Access

The majority of the project is within public ROW so access to the project can be provided. Easements from several property owners will be required in order to access and install the water and sewer lines on those properties. The applicant has stated that they are in negotiations with property owners to finalize the easements. The project is not anticipated to increase traffic or change traffic patterns after construction. There will be increased traffic to the site for construction related vehicles and temporary single lane closures of Airport Road. The applicant will coordinate with Public Works Engineering to maintain access for the Town of Louviers via Main Street when closures to Airport Road occur. Some construction will occur at night, and traffic control plans will be provided with future submittals detailing the scope of the work. As of the writing of this report, Public Works Engineering had not provided a referral response.

### C. Drainage and Erosion

As of the writing of this report, Public Works Engineering had not provided a referral response.

**D. Floodplain**

The proposal will cross the Plum Creek and Indian Creek 100-year floodplains. Permits from the US Army Corps of Engineers will be required as well as Floodplain Development Permits from Douglas County. As of the writing of this report, Public Works Engineering had not provided a referral response

## V. PROVISION OF SERVICES

**A. Fire Protection**

South Metro Fire Rescue (SMFR) provides fire and emergency services for the project area.

**B. Sheriff Services**

The Douglas County Sheriff's Office provides police protection to the project area. As of the writing of this report, responses have not been received from E911 or the Sheriff's Office. The Office of Emergency Management had no comment on the request.

**C. Water and Sanitation**

The proposed improvements will ultimately be owned and maintained by the DWSD.

**D. Utilities**

Area utility providers were provided with a referral on this application. AT&T stated that there should be no conflicts with buried Long Line/Core Fiber Optics in the area. No other utility provider issued comments at the writing of the staff report.

**E. Other Required Processes and Permits**

In addition to the L&E approval, the following permits and other approvals may be required prior to commencement of construction:

- Douglas County Engineering: GESC report and plans, Floodplain Development Permit, ROW permits.
- US Army Corps of Engineers permits (floodplains and wetlands).
- US Fish and Wildlife Service permits (Plum Creek and Indian Creek floodplain and critical habitat).
- UPRR and BNSF permits (railroad crossings).
- CDOT Utility Special Use Permit (Highway 85 crossings).
- DWSD will approve construction plans for the water and sewer infrastructure and holds financial security as part of its service agreement with the Range Metro District.

## VI. PUBLIC NOTICE AND INPUT

Courtesy Notices of an application in process were sent to adjacent owners. At the preparation of the staff report, no adjacent property owners or members of the public

commented on the proposal. Referral response requests were sent to required referral agencies on November 24, 2025. Referral responses are due at the conclusion of the referral period on December 8, 2025.

Referral agency responses received to date are attached to the staff report for reference. Responses received through the end of the referral period will be provided to the Planning Commission prior to the hearing and added to the project record.

## VII. STAFF ASSESSMENT

Staff has evaluated the application in accordance with Section 32 of the DCZR. Should the Planning Commission approve the L&E request, the applicant will be required to receive approval of all necessary permits prior to commencement of the project

**ATTACHMENTS** **PAGE**


Douglas County Land Use Application ..... 6
Applicant's Narrative and Community Impact Report ..... 7
CMP Vicinity Map ..... 13
Zoning Map ..... 14
Aerial Map ..... 15
Initial Referral Agency Response Report ..... 16
Referral Response Letters ..... 19
Location and Extent Exhibit ..... 29

# LAND USE APPLICATION

Please complete, sign, and date this application. Return it with the required items listed on the Submittal Checklist to planningsubmittals@douglas.co.us. Submittals may also be mailed or submitted in person to Planning Services. *NOTE: The Planning Commission or the Board of County Commissioners should not be contacted regarding an open application*.

| ***OFFICE USE ONLY*** |
|---|
| *PROJECT TITLE:* |
| *PROJECT NUMBER:* |

**PROJECT TYPE:** Potable Water and Sanitary Sewer Infrastructure

**MARKETING NAME:** Range Metropolitan District Offsite Utilities Project

**PRESUBMITTAL REVIEW PROJECT NUMBER:** PS2025-185

**PROJECT SITE:**

Address: Zoned, Unsubdivided portions of Louviers, Colorado 80131

State Parcel Number(s): 235303499003, 222934299002, 235303200001, 235303499002, 235303000017, 222934300034, 235303399002, 235303399001, 235303299003, 235303299002, 235303399004, 235304000001, 235304000007, 235304000005, 235304300001, 222932400002, 235303100002, 235303299004, 235303200001, 222934304011, 222934399004, 222934399001, 222934300034, 235303200004, 222934000027, 222934399002, 222933499002, 222933400002, 222933200001, 222933400006

Subdivision/Block#/Lot#

**PROPERTY OWNER(S):**

Name(s): Ventana Capital, Inc

Address: 8698 Concord Center Drive, Unit 200, Englewood, CO 80112

Phone: 303-346-7006

Email: _

**AUTHORIZED REPRESENTATIVE:** *(Notarized Letter of Authorization is required from the property owner, unless the owner is acting as the representative)*

Name: Bryan Horan

Address: 8698 Concord Center Drive, Unit 200, Englewood, CO 80112

Phone: 303-525-2683

Email:

To the best of my knowledge, the information contained on this application is true and correct. I have received the County's information sheet regarding the *Preble's Meadow Jumping Mouse*.

Applicant Signature — Date: 11/18/2025

# Range MD Offsite Utilities Project

Range Metropolitan District
Douglas County, Colorado

## Project Narrative

On behalf of the Range Metropolitan District ("District"), Kimley-Horn has prepared this Project Narrative and Locations and Extent Report in accordance with Location and Extent Submission to Douglas County for the proposed Range Metropolitan District Offsite Utilities Project.

The project involves design of offsite water and sewer lines to connect the property to the Dominion Water and Sanitation District infrastructure. The proposed development that will be served by the offsite utilities is located in Douglas County, generally east of Louviers, CO and east of US Highway 85. The proposed improvements include approximately 2 miles of 8-inch diameter waterline and 2 miles of 8-inch diameter sanitary sewer main anticipated to be located in easements on generally undeveloped private property and within the existing public right-of-way.

The waterline will connect to the Dominion Water and Sewer District (DWSD) waterline within Waterton Road right-of-way. The connection will include a master meter and associated vault / valving. The waterline alignment will cross wetlands, Plum Creek, Union Pacific Railroad (UPRR), Burlington Northern Sante Fe Railroad (BNSF), and US Highway 85 until connecting to the Range Development onsite waterline infrastructure. Installation methods for these crossings are discussed further in this Narrative. All onsite waterline infrastructure will be designed by others and is not included in this application.

The sanitary sewer line will be connected to the Range Development onsite sewer infrastructure at the western boundary of the property and will terminate at a future DWSD lift station (not part of this Agreement) on the west side of the existing Louviers Water and Sanitation District (LWSD) Wastewater Treatment Lagoon and pump station. All onsite sanitary sewer infrastructure will be designed by others and is not included in this application. This alignment will cross wetlands, Plum Creek, Union Pacific Railroad (UPRR), Burlington Northern Sante Fe Railroad (BNSF), and US Highway 85. Installation methods for these crossings will be discussed further in this Narrative.

The waterline and sanitary sewer will be ultimately owned and operated by DWSD. Future engineering design submittals will be coordinated with DWSD and comments will be addressed through 60%, 90%, and 100% design submittals. The anticipated construction timeline is Winter 2027 through Spring 2028. This schedule is dependent on the various required permits, as identified in the sections below.

## Location and Extent Report

### Construction Activities Methods

This project includes a mix of open cut and trenchless installation methods. Attachment #1 shows a map of the different methods, floodplain boundary, critical habitat boundary, Waters of the United States wetlands and water surface for Indian and Plum Creek, and the crossing railroads and highway.

In order to limit waterline temporary construction impacts to critical habitat, floodplain, and mapped Waters of the United States, a 1,547 LF horizontal directional drill (HDD) trenchless installation is proposed which includes the crossing of Indian Creek and Plum Creek. The crossings of the UPRR, BNSF, and US Highway 85 right-of-way will be completed via trenchless methods as well; currently, jack and bore installations are anticipated for these crossings. The remainder of the waterline construction will be through open cut methods, including in portions of floodplain as discussed during a meeting between Douglas County and Kimley-Horn on November 14, 2025. A meeting was conducted on November 7, 2025 between Douglas County, Kimley-Horn, and Ventana Capital to discuss the waterline alignment, installation methods, and traffic control requirements. The alignment presented in this application adheres to this discussion.

The sanitary sewer will be installed via open cut methods with the exception of the Plum Creek, UPRR, BNSF, and US Highway 85 crossings. The crossing of the Plum Creek ordinary high water surface will be completed via jack and bore per discussion with Douglas County on November 14, 2025. During this meeting, it was discussed that the remainder of the alignment within floodplain will be installed via open cut. The crossings of UPRR, BNSF, and US Highway 85 are assumed to be accomplished using jack and bore installation method.

### Easements and Permitting

This project will require temporary construction easements and permanent easements with property owners. Easement acquisition is currently being coordinated with the following property owners for the following parcels:

Sanitary Sewer Improvements Easements:

- Parcel Owner: Susan Poet LLC
  Parcel Number: 23530310002 (permanent and temporary)

- Parcel Owner: Jennustin LLC
  Parcel Number: 222934304011 (permanent and temporary)

- Parcel Owner: Ready Mixed Concrete Company
  Parcel Number: 235303200004 (permanent and temporary)
  Parcel Number: 222934000027 (permanent and temporary)

- Parcel Owner: Douglas County Board of Commissioners
  Subject to conservation easement #2009049942 with Douglas Land Conservancy
  Parcel Number: 222933400002 (permanent and temporary)
  Parcel Number: 222933200001 (permanent and temporary)

- Parcel Owner: Louviers Water & Sanitation District
  Parcel Number: 222933400006 (permanent and temporary)

Waterline Improvements Easements:

- Parcel Owner: 7449 Peterson LLC
  Parcel Number: 235303000017 (permanent and temporary)

This project will also require permits with several agencies, these agencies are listed below:

- United States Army Corps of Engineer (USACE) Nationwide Permit 58 for wetlands and river crossings
- U.S. Fish and Wildlife Service (USFWS) for critical habitat crossings, including Preble's Meadow Jumping Mouse
- Colorado Parks and Wildlife coordination
- Douglas County Floodplain Development Permit
- Douglas County Location and Extent
- Douglas County Engineering Review
- Douglas County Grading, Drainage and Erosion Control (GESC/DESC)
- BNSF Railway for utility crossings
- UPRR Railroad for utility crossings
- CDOT Utility & Special Use permit
- Colorado Office of Archaeology and Historic Preservation

## Traffic Impact

This project is not intended to increase traffic loads or change traffic patterns after construction.

During construction, there will be increased traffic to the site due to construction related vehicles. Waterline open cut and trenchless installation within Airport Road will require single lane closures. The design intent is that only one lane will be required to be closed at a time for construction. Approximately 2,693 LF of the full 10,525 LF alignment will require single lane closures in Airport Road. When construction is occurring within Airport Road, both lanes of Main Street will remain open to provide access to Louviers from multiple directions. Per discussion with Douglas County on November 7, 2025, night work will be required for construction within Airport Drive right-of-way from Lavaun Drive east to the US Highway 85 interchange. Project specifications will document the requirements for night work and traffic control plans will be provided with future submittals. The portion of the waterline alignment proposed to be constructed at night is labeled on the plan sheet in Attachment #1.

Sanitary sewer construction within Main Street will require single lane closures. The design intent is that only one lane will be required to be closed at a time for construction. Approximately 2,395 LF of the full 9,277 LF alignment will require singe lane closures in Main Street. When construction is occurring within Main Street, both lanes of Airport Road will remain open to provide access to Louviers from multiple directions.

## Community Impact

The purpose of this project is to provide potable water and sanitary sewer service for the residents of the Range Development east of Louviers, CO and east of US Highway 85. All water and sanitary sewer

infrastructure will be placed below grade after installation with the exception of minor waterline appurtenances and at-grade manhole covers.

### Water Quality and Drainage Impacts

There are no proposed permanent grade changes as part of this project. Temporary construction impacts will be brought back to pre-construction grade and condition as required by Douglas County. The proposed water and sanitary sewer improvements cross existing storm drains and culverts which will be protected in place or replaced if impacted by construction activities. During construction, BMPs (best management practices) will be utilized for the protection of the surrounding areas. There are no proposed permanent surface impacts so no water quality infrastructure or detention ponds are proposed as part of this project.

## Compliance With Masterplan

This project complies with the 2040 Douglas County Comprehensive Master Plan. Within the policies outlined for the Louviers rural community in the master plan, Objective 4-2F encourages addressing water and sewer service needs in the US Highway 85 Corridor, and Policy 4-2F.1 encourages buildout of General Industrial zoned, vacant parcels, and the redevelopment of underutilized, existing General Industrial-zoned parcels upon provision of centralized water and sewer services along the US Highway 85 corridor. This project directly supports these policies and objectives, as the proposed water and sewer service will be utilized to serve development of a vacant parcel near the US Highway 85 Corridor and encourages buildout by installing water and sewer infrastructure in the area.

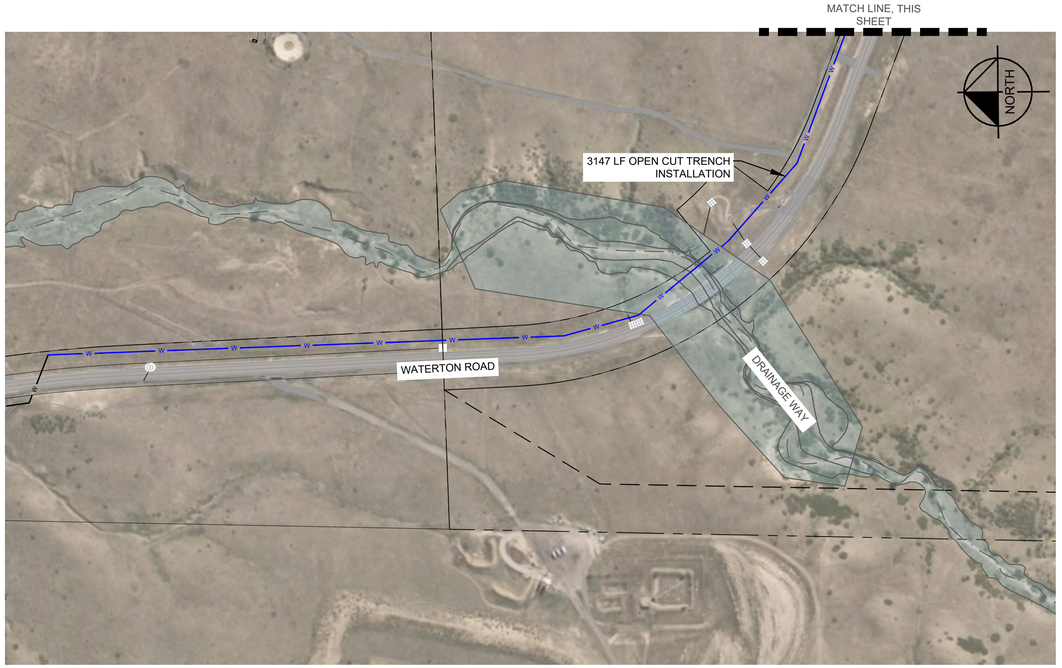
Activities involved in the construction of this project will not violate the endangered species act protecting the Preble's Meadow Jumping Mouse; required permitting through USFWS will be completed. Improvements crossing Plum Creek will be constructed via trenchless methods. Improvements through the floodplain will be restored to Douglas County requirements, no permanent manipulation of grade is proposed within the floodplain, and will be permitted through relevant agencies such as Douglas County and USACE.

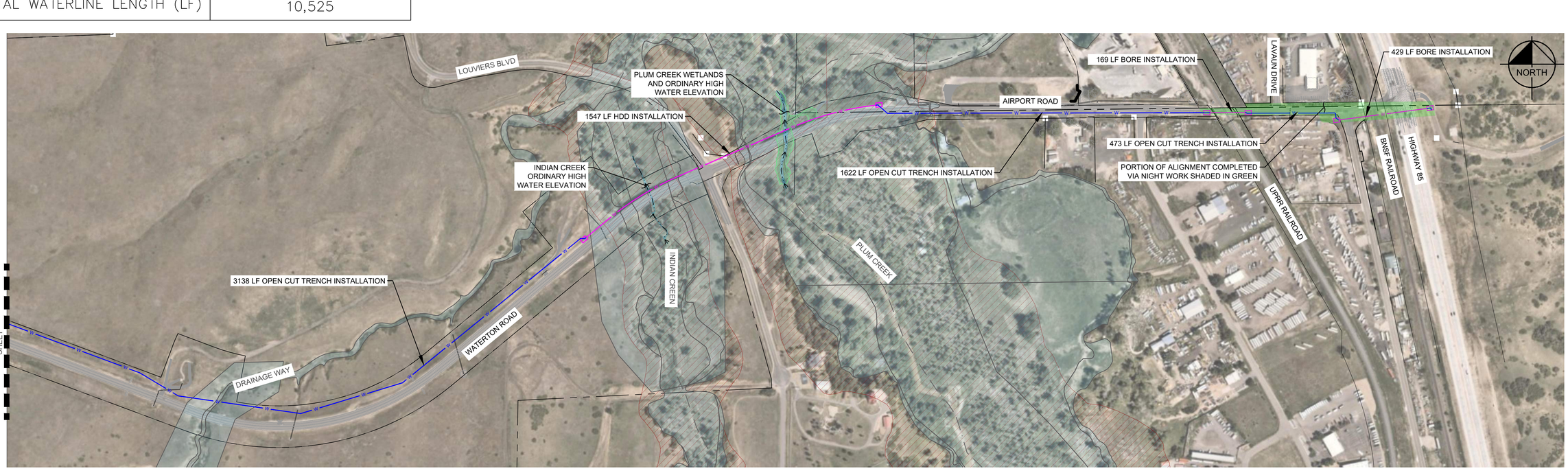
ATTACHMENT #1

## LEGEND

- OPEN CUT INSTALLATION
- HDD INSTALLATION
- JACK AND BORE INSTALLATION
- CRITICAL HABITAT
- FLOODPLAIN
- STREAM CENTERLINE
- RIGHT-OF-WAY
- PROPERTY LIMITS
- FUTURE WATERLINE (BY OTHERS)
- EXISTING FENCE

| INSTALLATION METHOD TABLE | |
|---|---|
| OPEN CUT LENGTH (LF) | 8,380 |
| HDD LENGTH (LF) | 1,547 |
| JACK AND BORE LENGTH (LF) | 598 |
| TOTAL WATERLINE LENGTH (LF) | 10,525 |



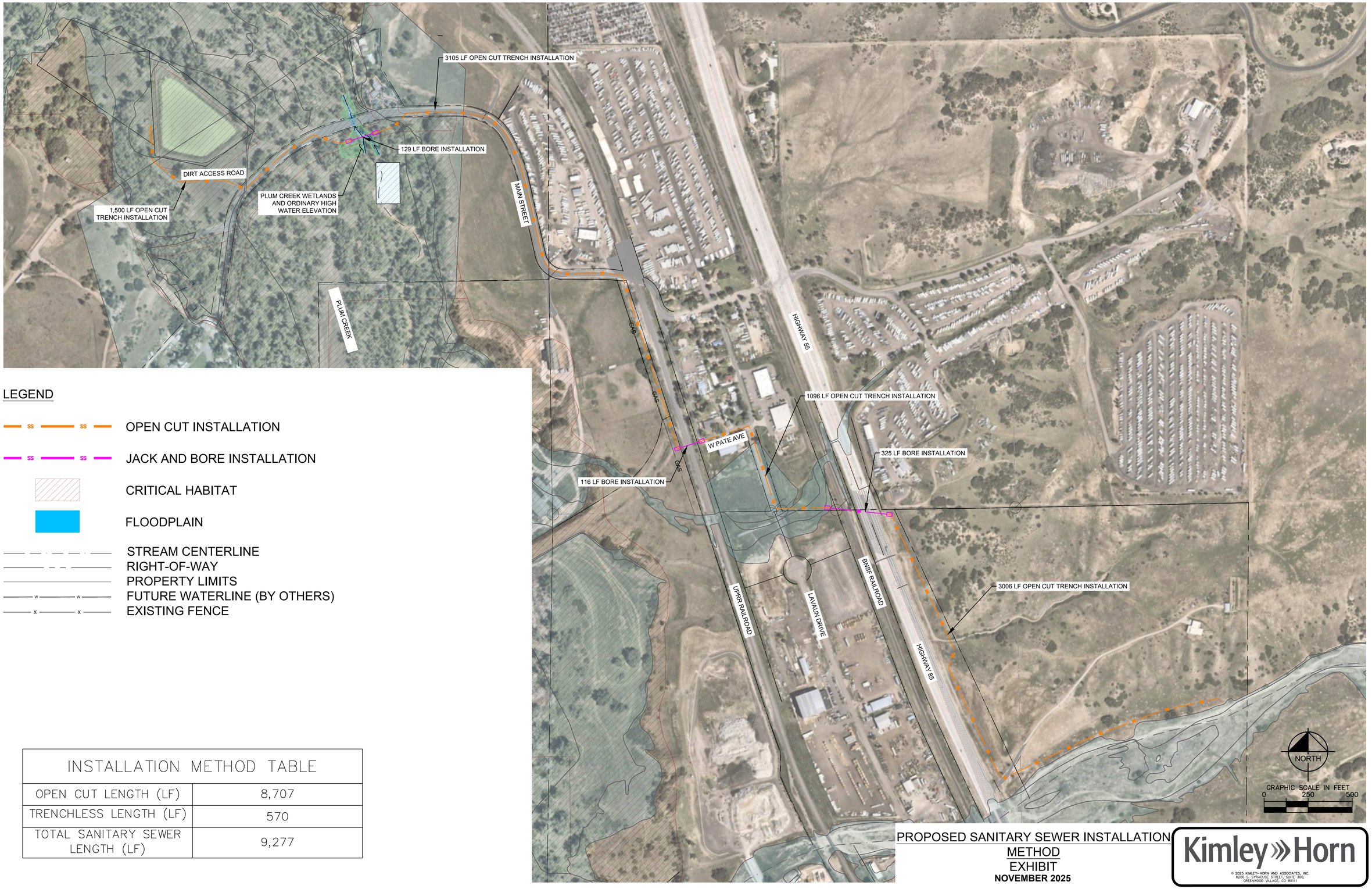

## PROPOSED WATER ALIGNMENT INSTALLATION METHODS
## EXHIBIT
**NOVEMBER 2025**

GRAPHIC SCALE IN FEET
0 250 500

Kimley»Horn

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6200 S. SYRACUSE STREET, SUITE 300,
GREENWOOD VILLAGE, CO 80111

K:\DEN_WaterResources\196610002_Range MD Offsite\CADD\Exhibits\2025-10-28_Water & Sewer Installation Method Exhibits\196100002_Range Water & Sewer Installation Method Exhibit.dwg Nov 19, 2025 Mimi.Williams
XREFS: xAerial forPlot 196610002 xParcels 196610002 xStreams 196610002 xExhibitBorder xCriticalHabitatMouse 196610002 xFloodplains 196610002 xVF 196610002 xAlign_Water 196610002 196610002_GND_Topographic_Survey_xFieldDelineation 196610002




## LEGEND

- OPEN CUT INSTALLATION
- JACK AND BORE INSTALLATION
- CRITICAL HABITAT
- FLOODPLAIN
- STREAM CENTERLINE
- RIGHT-OF-WAY
- PROPERTY LIMITS
- FUTURE WATERLINE (BY OTHERS)
- EXISTING FENCE

| INSTALLATION METHOD TABLE | |
|---|---|
| OPEN CUT LENGTH (LF) | 8,707 |
| TRENCHLESS LENGTH (LF) | 570 |
| TOTAL SANITARY SEWER LENGTH (LF) | 9,277 |

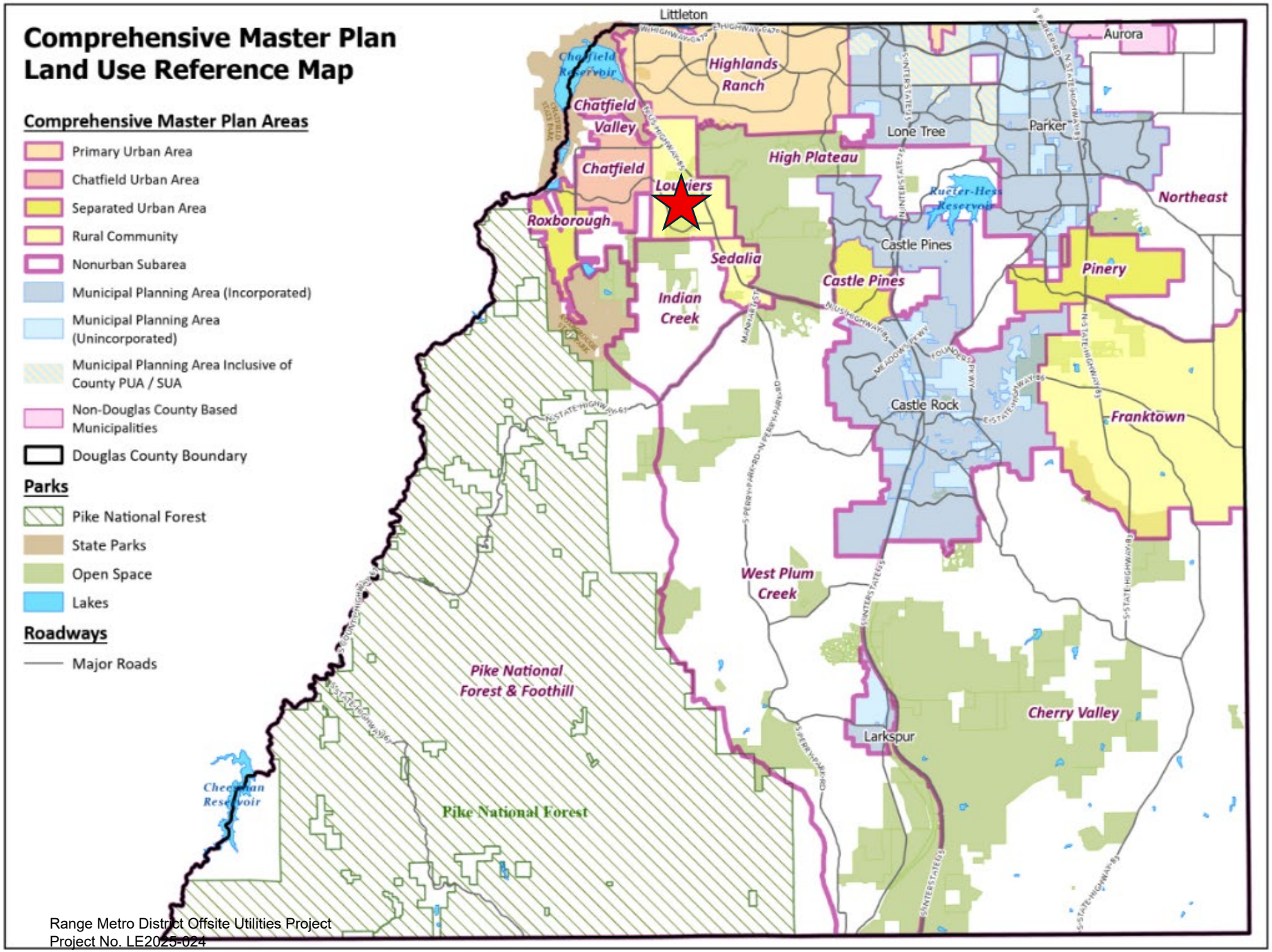
# PROPOSED SANITARY SEWER INSTALLATION METHOD EXHIBIT

**NOVEMBER 2025**

Kimley»Horn

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6200 S. SYRACUSE STREET, SUITE 300,
GREENWOOD VILLAGE, CO 80111

K:\DEN_WaterResources\196610002_Range MD Offsite\CADD\Exhibits\2025-10-28_Water & Sewer Installation Method Exhibits\196100002_Range Water & Sewer Installation Method Exhibits.dwg Nov 19, 2025 Mimi.Williams
196610002_callan_Water 196610002 196610002 GND Topographic Survey xFieldDelineation 196610002 196610002_callan_forPlot 196610002 xParcels 196610002 xStreams 196610002 xExhibitBorder xCriticalHabitatMouse 196610002 xFloodplains 196610002 xWF 196610002 xSS


Comprehensive Master Plan
Land Use Reference Map
Comprehensive Master Plan Areas
Primary Urban Area
Chatfield Urban Area
Separated Urban Area
Rural Community
Nonurban Subarea
Municipal Planning Area (Incorporated)
Municipal Planning Area (Unincorporated)
Municipal Planning Area Inclusive of County PUA / SUA
Non-Douglas County Based Municipalities
Douglas County Boundary
Parks
Pike National Forest
State Parks
Open Space
Lakes
Roadways
Major Roads
Littleton
Aurora
Highlands Ranch
Chatfield Reservoir
Chatfield Valley
Chatfield
Lone Tree
Parker
High Plateau
Roxborough
Sedalia
Castle Pines
Pinery
Northeast
Indian Creek
Castle Rock
Franktown
West Plum Creek
Pike National Forest & Foothill
Cherry Valley
Larkspur
Pike National Forest

# Range Metro District Offsite Utilities Project - LE2025-024

## Zoning Map




LEGEND

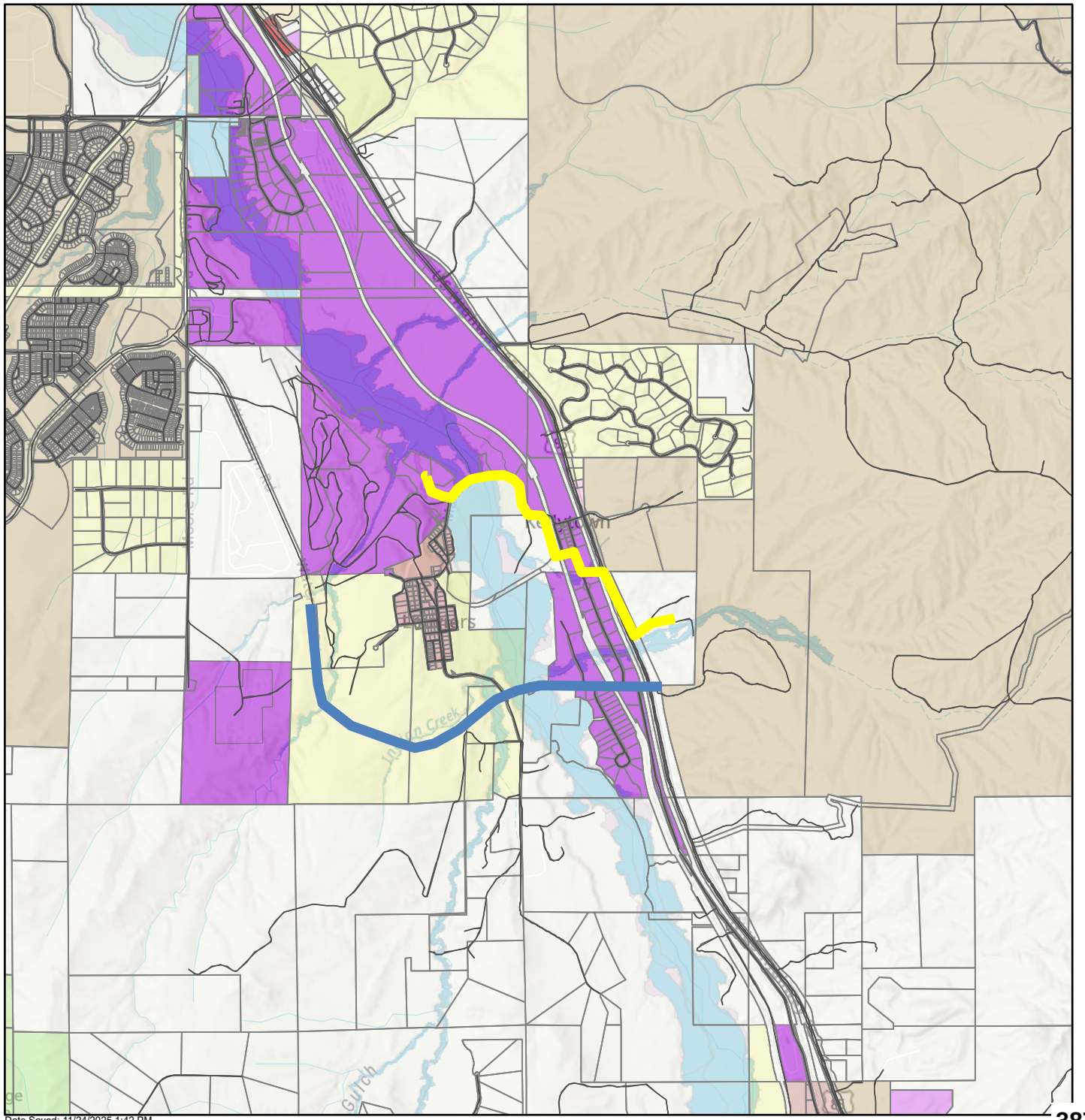
- Roads
- Major Roads
- Parcels - PARCELS

ZONE DISTRICT

| | |
|---|---|
| A1 - AGRICULTURAL ONE | A1 - AGRICULTURAL ONE |
| LRR - LARGE RURAL RESIDENTIAL | LRR - LARGE RURAL RESIDENTIAL |
| RR - RURAL RESIDENTIAL | RR - RURAL RESIDENTIAL |
| SR - SUBURBAN RESIDENTIAL | SR - SUBURBAN RESIDENTIAL |
| B - BUSINESS | B - BUSINESS |
| C - COMMERCIAL | C - COMMERCIAL |
| LI - LIGHT INDUSTRIAL | LI - LIGHT INDUSTRIAL |
| GI - GENERAL INDUSTRIAL | GI - GENERAL INDUSTRIAL |
| MI - SEDALIA MIXED INDUSTRIAL | MI - SEDALIA MIXED INDUSTRIAL |
| PD - PLANNED DEVELOPMENT | PD - PLANNED DEVELOPMENT |
| OS - OPEN SPACE CONSERVATION | OS - OPEN SPACE CONSERVATION |
| 1% annual chance of flood (100 year flood). | |
| 0.2% annual chance of flood (500 year flood). | |
| World_Hillshade | |

= Water Line

= Sanitary Sewer Line



Date Saved: 11/24/2025 1:42 PM

Source: https://apps.douglas.co.us/gisportal/apps/webappviewer/index.html?id=9cd173c692b7436891bd0

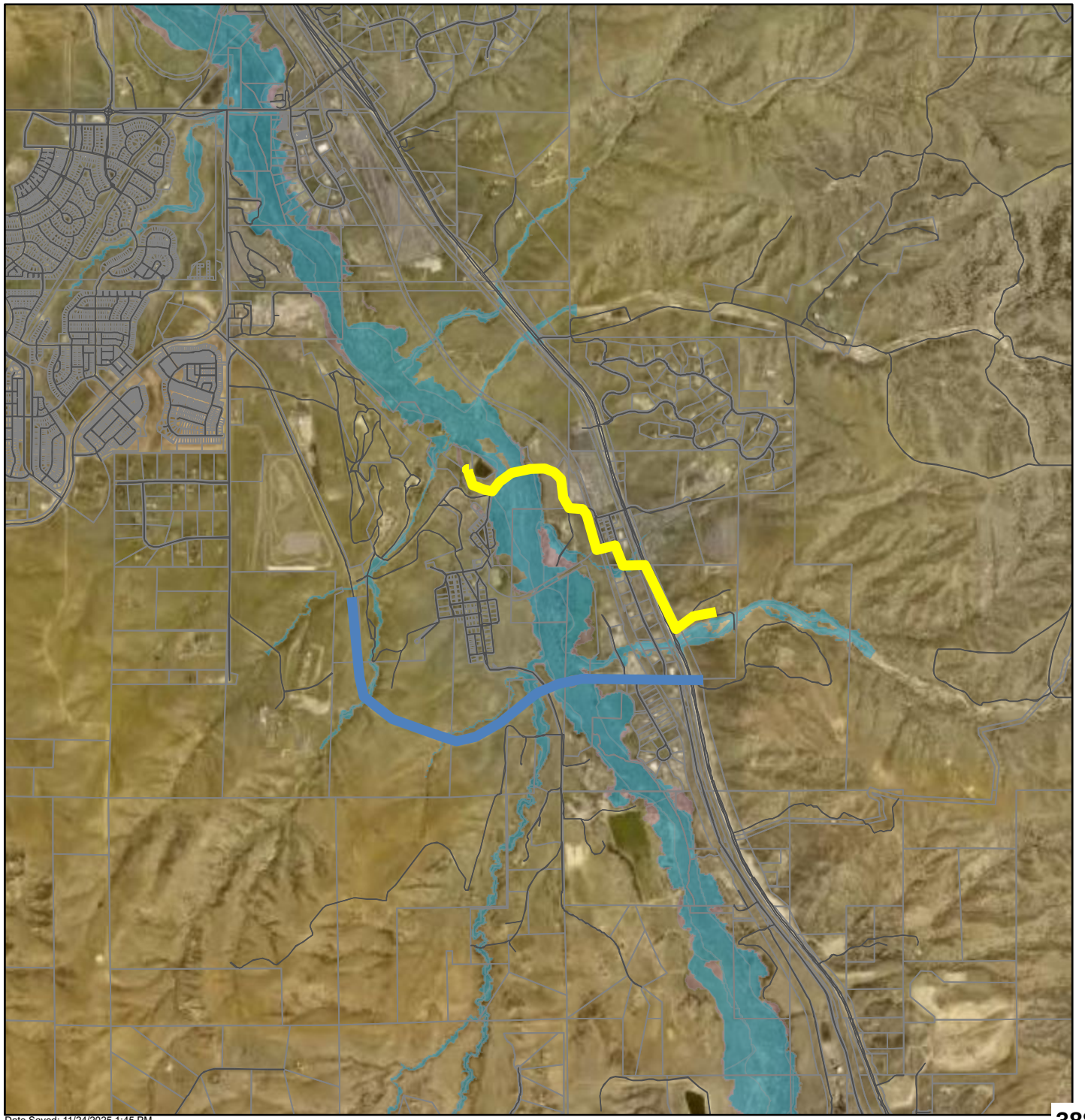
# Range Metro District Offsite Utilities Project - LE2025-024

## Aerial Map

N

LEGEND

- Roads
- Major Roads
- Parcels - PARCELS
- 1% annual chance of flood (100 year flood).
- 0.2% annual chance of flood (500 year flood).
- World_Hillshade
- = Water Line
- = Sanitary Sewer Line



Date Saved: 11/24/2025 1:45 PM

Source: https://apps.douglas.co.us/gisportal/apps/webappviewer/index.html?id=9cd173c692b7436891bd0

**Project Name:** Range Metro District Offsite Utilities Project
**Project File #:** LE2025-024
**Date Sent:** 11/24/2025 **Date Due:** 12/08/2025

| Agency | Rec'd | Agency Response | Response Resolution |
|---|---|---|---|
| AT&T Long Distance-ROW | 11/25/2025 | Received:<br>Verbatim: This is in response to your eReferral with a utility map showing any buried AT&T Long Line/Core Fiber Optics near Range Metropolitan District Offsite Utilities, Sedalia, Co 80135 (Project LE2025-024). The Earth map shows the project area in red and the buried AT&T Long Line/Core Fiber Optics in yellow. Based on the address and/or map you provided, there should be NO conflicts with the AT&T Long Line facilities. | No Response Required. |
| Addressing Analyst | 11/24/2025 | Received.<br>Verbatim: The proposed address for this facility is 7522 N US HIGHWAY 85. This address is not to be used for any purpose other than for plan review until after this project is approved. Proposed addresses are subject to changes as necessary for 911 dispatch and life safety purposes.<br><br>Addresses are recorded by Douglas County following all necessary approvals. Contact DCAddressing@douglas.co.us or 303.660.7411 with questions. | No Response Required. |
| Building Services | 11/24/2025 | No Comment. | No Response Required. |
| CenturyLink | | | |
| Chatfield Community Association | | | |
| Cherokee Ridge Estates HOA | | | |
| Colorado Department of Public Health and Environment (CDPHE) | | | |
| Colorado Department of Transportation -Region 1 | 12/01/2025 | Received.<br>Verbatim:<br>I have reviewed the referral for Range Metro District Off Site Utilities Project, Project Number LE2025-024 and have the following comment.<br>-Working from or within CDOT ROW will require a utility/special use | |

| | | | |
|---|---|---|---|
| | | permit. This includes, but is not limited to survey, landscaping, signal or utility work. | |
| Colorado Division of Water Resources | 11/26/25 | Received.<br>Following is a summary of comments received from the Division of Water Resources (DWR). For details please review their response letter dated November 26, 2025.<br>- Our office has no objections to the proposed offsite potable water and sanitary sewer lines installation for the Range development, since no changes to the water supply plan for Range subdivision were identified in this referral. We have previously provided comments to Range subdivision in a letter dated 12/31/2024 (attached). | No Response Required. |
| Colorado Parks and Wildlife | | | |
| Comcast | | | |
| Douglas County Conservation District | | | |
| CORE Electric Cooperative | | | |
| Dominion Water and Sanitation District | | | |
| Douglas County Health Department | | | |
| Engineering Services | | | |
| Louviers Conservation Partnership | | | |
| Louviers Water and Sanitation District | | | |
| Mile High Flood District | | | |
| Office of Emergency Management | 11/24/2025 | No Comment | No Response Required. |
| Plum Valley Heights HOA | | | |
| | | | |
| Sheriff's Office | | | |
| Sheriff's Office E911 | | | |
| South Metro Fire Rescue | | | |
| Sterling Ranch Community Authority Board | | | |

**Project Name:** Range Metro District Offsite Utilities Project
**Project File #:** LE2025-024
**Date Sent:** 11/24/2025 **Date Due:** 12/08/2025

| | | | |
|---|---|---|---|
| U.S. Army Corps of Engineers | | | |
| U.S. Fish and Wildlife Service | | | |
| Wildfire Mitigation | 12/01/2025 | Received.<br>Verbatim:<br>Douglas County Wildfire Mitigation has reviewed the submitted materials. No additional comment at this time. | No Response Required. |
| Xcel Energy | | | |

**From:** James Peabody
**To:** Michael Pesicka; LENNY V.; Lana S.; duanew cwc64.com; jt cwc64.com
**Subject:** Re: Douglas County eReferral (Project Number LE2025-024) Is Ready For Review
**Date:** Tuesday, November 25, 2025 1:19:41 PM

**Caution:** This email originated outside the organization. Be cautious with links and attachments.

Mike,

This is in response to your eReferral with a utility map showing any buried AT&T Long Line/Core Fiber Optics near ***Range Metropolitan District Offsite Utilities, Sedalia, Co 80135 (Project LE2025-024).*** The Earth map shows the project area in red and the buried AT&T Long Line/Core Fiber Optics in yellow. Based on the address and/or map you provided, there should be NO conflicts with the AT&T Long Line facilities.

Please feel free to contact us with any questions or concerns.

***** Map disclaimer: The attached google earth maps are intended to show approximate locations of the buried AT&T Long Line/Core Fiber Optic cable. The maps are provided for informational purposes only. In no way should the maps be used for anything other than general guidelines as to where the fiber is or is not and any other use of these maps is strictly prohibited. *****

***Thank you,***

***James Peabody***
***Clearwater Consulting Group, Inc.***
***120 9th Ave. South, Suite #140***
***Nampa, ID 83651***
***C: (951) 201-1279***
***E: jamesp@cwc64.com***

****** This message and any attachments are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error, please notify the sender immediately and delete the message from your system. ******

---

**From:** James Peabody <jamesp@cwc64.com>
**Sent:** Tuesday, November 25, 2025 1:18 PM
**To:** mpesicka@douglas.co.us <mpesicka@douglas.co.us>
**Subject:** Re: Douglas County eReferral (Project Number LE2025-024) Is Ready For Review

Mike,

This is in response to your eReferral with a utility map showing any buried AT&T Long Line/Core Fiber Optics near ***Range Metropolitan District Offsite Utilities, Sedalia, Co 80135 (Project LE2025-024).*** The Earth map shows the project area in red and the buried AT&T Long Line/Core Fiber Optics in yellow. Based on the address and/or map you provided, there should be NO conflicts with the AT&T Long Line facilities.

AT&T LONG LINE/CORE FIBER OPTICS

RANGE METRO

Google Earth

Image Landsat / Copernicus



N

393

**From:** Varner - CDOT, Jessica
**To:** Michael Pesicka
**Cc:** Steven Loeffler - CDOT; Joseph Tripple - CDOT
**Subject:** Range Metro District Offsite Utilities Project, Project Number LE2025-024
**Date:** Monday, December 1, 2025 2:13:54 PM

**Caution:** This email originated outside the organization. Be cautious with links and attachments.

Hi Mike,

I have reviewed the referral for Range Metro District Off Site Utilities Project, Project Number LE2025-024 and have the following comment.

- Working from or within CDOT ROW will require a utility/special use permit. This includes, but is not limited to survey, landscaping, signal or utility work. Application is made online at the following link:

  **https://socgov.my.site.com/portal/s/login/?ec=302&startURL=%2Fportal%2Fs%2F**

Thank you for the opportunity to review this referral.

Thank you,

**Jessica Varner**
Permits Unit- Region 1

P 720.541.0441 | F 303.757.9053
2829 W. Howard Pl. 2nd Floor, Denver, CO 80204
Jessica.varner@state.co.us | www.codot.gov | www.cotrip.org

**From:** Comaniciu - DNR, Ioana
**To:** Michael Pesicka
**Subject:** Re: Douglas County eReferral (Project Number LE2025-024) Is Ready For Review
**Date:** Wednesday, November 26, 2025 3:26:53 PM
**Attachments:** Range Sub.pdf

**Caution:** This email originated outside the organization. Be cautious with links and attachments.

Good Afternoon,

We have reviewed the proposed Location and Extent (L&E) for the installation of offsite potable water and sanitary sewer lines for the Range residential development. This referral does not appear to qualify as a "subdivision" as defined in Section 30-28-101(10)(a), C.R.S. Therefore, pursuant to the State Engineer's March 4, 2005 and March 11, 2011 memorandums to county planning directors, this office will only perform a cursory review of the referral information and provide informal comments. The comments do not address the adequacy of the water supply plan for this project or the ability of the water supply plan to satisfy any County regulations or requirements. In addition, the comments provided herein cannot be used to guarantee a viable water supply plan or infrastructure, the issuance of a well permit, or physical availability of water.

Our office has no objections to the proposed offsite potable water and sanitary sewer lines installation for the Range development, since no changes to the water supply plan for Range subdivision were identified in this referral. We have previously provided comments to Range subdivision in a letter dated 12/31/2024 (attached).

Please contact me at this office if you have any questions.

Best regards,

**Ioana Comaniciu, P. E.**

**Water Resource Engineer**

P 303-866-3581 x 8246

1313 Sherman St., Suite 821 Denver CO 80203

ioana.comaniciu@state.co.us | https://dwr.colorado.gov

On Mon, Nov 24, 2025 at 9:09 AM <mpesicka@douglas.co.us> wrote:

> There is an eReferral for your review. Please use the following link to log on to your account:
> https://urldefense.com/v3/__https://apps.douglas.co.us/planning/projects/Login.aspx__;!!PUG2raq7KiCZwBk!fUfHtaKTt6lTBq9DNDaVfYldiukdq3bdM_TcDhIq2dl928c8UOaRvVl_hF7_GE3mhGKjph-_PlgiskfnU7TFwiYY$
>
> Project number LE2025-024, Range Metro District Offsite Utilities Project. The Range Metro District proposes a Location and Extent (L&E) for the installation of offsite potable water and sanitary sewer lines for the Range residential development located at 7440 N. US Highway 85
>
> This referral will close on Monday, December 8, 2025
>
> If you have any questions, please contact me.
>
> Sincerely,
>
> Mike Pesicka, Principal Planner
> Planning Services
> 100 Third Street
> Castle Rock, CO 80104
> 303-660-7460 (main)

December 31, 2024

Mike Pesicka, Principal Planner
Douglas County Planning Department
Transmitted via email: mpesicka@douglas.co.us

Kristofer Carlstedt, P.E.
Rick Engineering
Transmitted via email: kcarlstedt@rickengineering.com

**Re: Range Preliminary Plan**
**Project No. SB2024-048**
Part of the SE ¼ of Sec. 34, Twp. 6 South, Rng. 68 West, 6th P.M.
Part of the W ½ of Sec. 2 and E ½ of Sec. 3, Twp. 7 South, Rng. 68 West, 6th P.M.
Water Division 1, Water District 8
DWR Assigned Referral No. 27563 – 4th Letter

Dear Mike Pesicka and Kristofer Carlstedt:

We have reviewed the December 30, 2024 re-referral for the Range Preliminary Plan, which proposes to subdivide approximately 399 acres into 550 single-family lots, 38.81 acres of rights-of-way, and 242.88 acres of open space. The proposed water supply is service provided by the Dominion Water and Sanitation District.

This letter supersedes our September 30, 2024 comments on the water supply for this development (related Project No. ZR2020-023).

## Water Demand

According to the letter dated December 26, 2024 ("Will Serve Letter") from the Dominion Water & Sanitation District ("Dominion"), Dominion will provide up to 137.5 acre-feet/year

based on 0.25 acre-feet per single-family equivalent (SFE)[1] for residential use including residential irrigation. An additional 60.1 acre-feet/year will be provided through a separate irrigation tap for irrigated areas. Therefore, the total water demand is 197.6 acre-feet/year.

**Water Supply**

The proposed water supply is service provided by Dominion and is supported by the December 26, 2024 Will Serve Letter. The Will Serve Letter acknowledges Dominion's intent and ability to provide wholesale water and wastewater services to the development.

According to the December 24, 2024 Water Supply Report ("Report"), Dominion's firm supplies total 2,457 acre-feet/year, which include 480 acre-feet/year from two intergovernmental agreements ("IGA") with the City of Aurora ("Aurora"), 700 acre-feet/year from a Firming Service Commitment Intergovernmental Agreement (FSC IGA) with the Town of Castle Rock ("Castle Rock"), and 1,381 acre-feet/year of Cherokee Ranch water, summarized in Table 1 and below:

1. The Aurora First IGA water consists of Aurora's water rights located in Park County to be fully consumable and delivered to Dominion on a permanent basis under the IGA.

2. The Aurora Second IGA water consists of Aurora's Hock Hocking Mine Portal (case no. W-1318), Randall and Nicholas Ditch (CA0341), and Red Hill (CA0341) water to be fully consumable and delivered to Dominion on a permanent basis under the IGA.

3. The Castle Rock FSC IGA water consists of fully consumable water delivered by Castle Rock to Dominion over a 10-year block under the IGA, firmed up by Dominion's WISE project water and nontributary Arapahoe water decreed in case no. 98CW219.

4. The Cherokee Ranch water is Denver Basin aquifer water purchased by Dominion from Castle Rock from the Cherokee Ranch decree case no. 98CW219 and modified in 03CW117. Note that a total of 449 acre-feet of 97CW74 groundwater will be conveyed

[1] The standard 0.25 acre-feet/year/SFE rate has been adopted for certain areas within Dominion's service area, which includes The Range.

to Dominion for use in its conjunctive system. An augmentation plan is required prior to the withdrawal of the not-nontributary Denver aquifer water decreed in case no. 97CW74. Table 1 does not include the 97CW74 water.)

According to the Report, Dominion has committed to serve Sterling Ranch Filing Nos. 1-7 with a total demand of 1,596.1 acre-feet/year at the residences and 1,699.8 acre-feet/year at the wastewater treatment plant (including an average system loss of 6.1%). Therefore, after committing to serve The Range, 559.6 acre-feet/year or approximately 23% of Dominion's firm supply remains uncommitted.

**Table 1 - Dominion's Current Total Water Supply**

| Source | Water Supply (acre-feet/year) | Firm Supply* (acre-feet/year) |
|---|---|---|
| Aurora First IGA | 230 | 230 |
| Aurora Second IGA | 250 | 250 |
| Castle Rock FSC IGA | 700 | 665 |
| Hock Hocking | 62.5 | 0.0 |
| South Platte Junior Water Rights | 743.8 | 0.0 |
| WISE Water | 625 | 0.0 |
| Cherokee Ranch Water** | 1,381 | 1,312 |
| Total | 3,992.3 | **2,457** |
| **Development** | **Commitment (acre-feet/year)** | **Firm Supply Remaining (acre-feet/year)** |
| Sterling Ranch | 1,699.8 | 757.2 |
| The Range | 197.6 | **559.6** |

*After assessing conveyance losses and excluding Hock Hocking and SP Junior Water Rights (infrastructure not yet developed) and WISE water.

**Does not include 97CW74 water at this time.

Our records indicate that well permit nos. 271201, 271162, 271163, and 271164 are located on the subject property. These wells are constructed in the not-nontributary Denver aquifer. Section 37-92-602(3)(b)(III), Colorado Revised Statutes (C.R.S.) requires that the cumulative effect of all wells in a subdivision be considered when evaluating material injury to decreed water rights. Therefore, the wells must either be re-permitted pursuant to a court-approved augmentation plan or be plugged and abandoned in accordance with the Water Well Construction Rules prior to subdivision approval. According to information submitted

previously, the wells will be plugged and abandoned prior to subdivision approval. **A Well Abandonment Report must be submitted to this office prior to the subdivision approval to ensure the wells operating under permit nos. 271201, 271162, 271163, and 271164 were properly plugged and abandoned.**

State Engineer's Opinion

Based upon the above and pursuant to subsections 30-28-136(1)(h)(I) and 30-28-136(1)(h)(II), C.R.S., it is our opinion that the proposed water supply is adequate and can be provided without causing injury to decreed water rights **so long as well nos. 271201, 271162, 271163, and 271164 are properly plugged and abandoned prior to subdivision approval.**

Our opinion that the water supply is **adequate** is based on our determination that the amount of water required annually to serve the subdivision is currently physically available, based on current estimated aquifer conditions.

Our opinion that the water supply can be **provided without causing injury** is based on our determination that the amount of water that is legally available on an annual basis, according to the statutory **allocation** approach, for the proposed uses is greater than the annual amount of water required to supply existing water commitments and the demands of the proposed subdivision.

Our opinion is qualified by the following:

The Division 1 Water Court has retained jurisdiction over the final amount of water available pursuant to the above-referenced water rights, pending actual geophysical data from the aquifer.

**The amounts of water in the Denver Basin aquifer, and identified in this letter, are calculated based on estimated current aquifer conditions. The source of water is from a non-renewable aquifer, the allocations of which are based on a 100-year aquifer life. The county should be aware that the economic life of a water supply based on wells in a given Denver Basin aquifer may be less than the 100 years used for allocation due to**

**anticipated water level declines. We recommend that the county determine whether it is appropriate to require development of renewable water resources for this subdivision to provide for a long-term water supply.**

**Additional Comments**

The application materials indicate that stormwater detention structures may be a part of this project. The Applicant should be aware that unless the structures can meet the requirements of a "storm water detention and infiltration facility" as defined in section 37-92-602(8), C.R.S., the structure may be subject to administration by this office. The Applicant should review DWR's Administrative Statement Regarding the Management of Storm Water Detention Facilities and Post-Wildland Fire Facilities in Colorado to ensure that the notification, construction and operation of the proposed structure meets statutory and administrative requirements. The Applicant is encouraged to use the Colorado Stormwater Detention and Infiltration Facility Notification Portal to meet the notification requirements.

Additionally, should any stream restoration activities occur as part of this project, the Applicant should be aware that activities which expose groundwater, detain surface flows, or divert or consume groundwater or surface water, may be subject to an order by from DWR unless such activities are in connection with a stream restoration project in accordance with Senate Bill 23-270 codified in section 37-92-602(9), C.R.S. For the complete definition of minor stream restoration activities, refer to section 37-92-602(9)(b)(I), C.R.S. More information regarding DWR's authority regarding these types of projects is available on our Pond Management & Restoration Projects webpage. The Applicant should communicate stream restoration project activities with Division 1 Office and Water Commissioner, Paolo Clavijo (Paolo.Clavijo@state.co.us).

Please contact Wenli.Dickinson@state.co.us or (303) 866-3581 x8206 with any questions.

Sincerely,



Ioana Comaniciu, P.E.

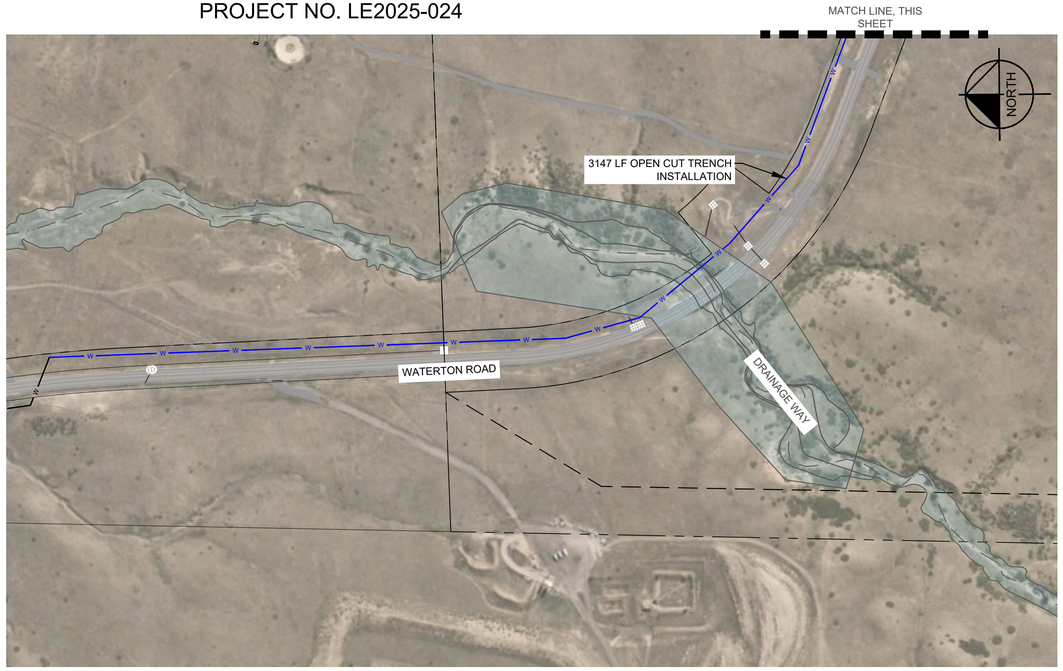
Water Resource Engineer

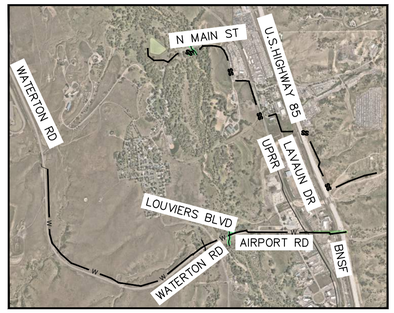
Ec: Files for well permit nos. 271201, 271162, 271163, 271164, and 64618-F
Dominion file

## LEGEND

- OPEN CUT INSTALLATION
- HDD INSTALLATION
- JACK AND BORE INSTALLATION
- CRITICAL HABITAT
- FLOODPLAIN
- STREAM CENTERLINE
- RIGHT-OF-WAY
- PROPERTY LIMITS
- FUTURE WATERLINE (BY OTHERS)
- EXISTING FENCE

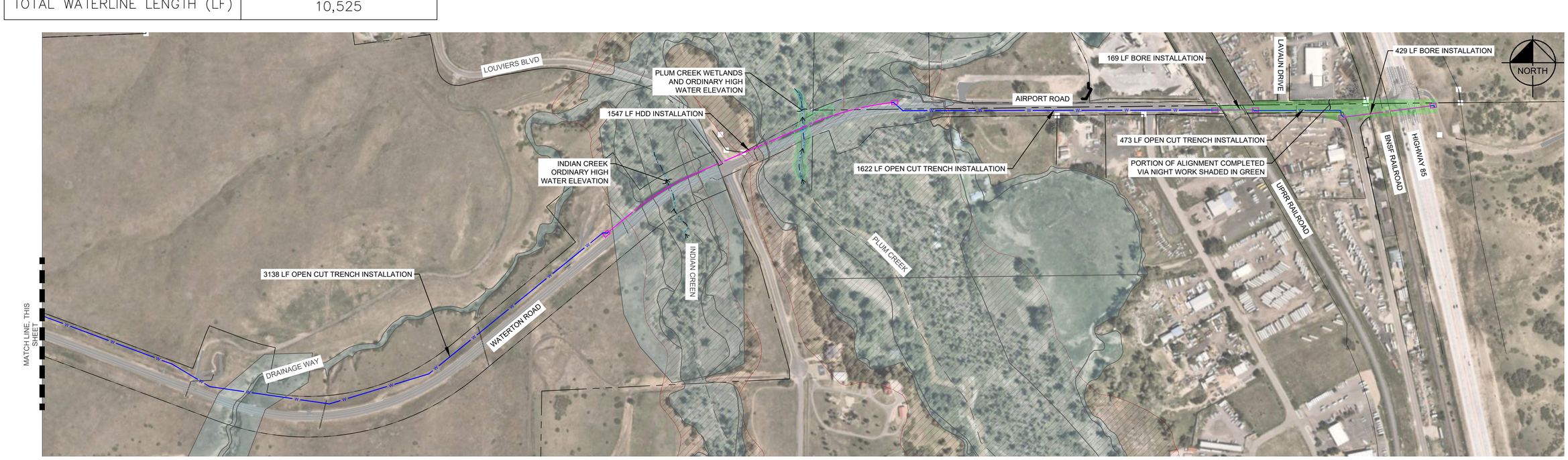
# LOCATION AND EXTENT PLANS
## RANGE METRO DISTRICT OFFSITE UTILITIES PROJECT
## PROJECT NO. LE2025-024




KEY MAP
SCALE: 1" = 2000'

| INSTALLATION METHOD TABLE | |
|---|---|
| OPEN CUT LENGTH (LF) | 8,380 |
| HDD LENGTH (LF) | 1,547 |
| JACK AND BORE LENGTH (LF) | 598 |
| TOTAL WATERLINE LENGTH (LF) | 10,525 |



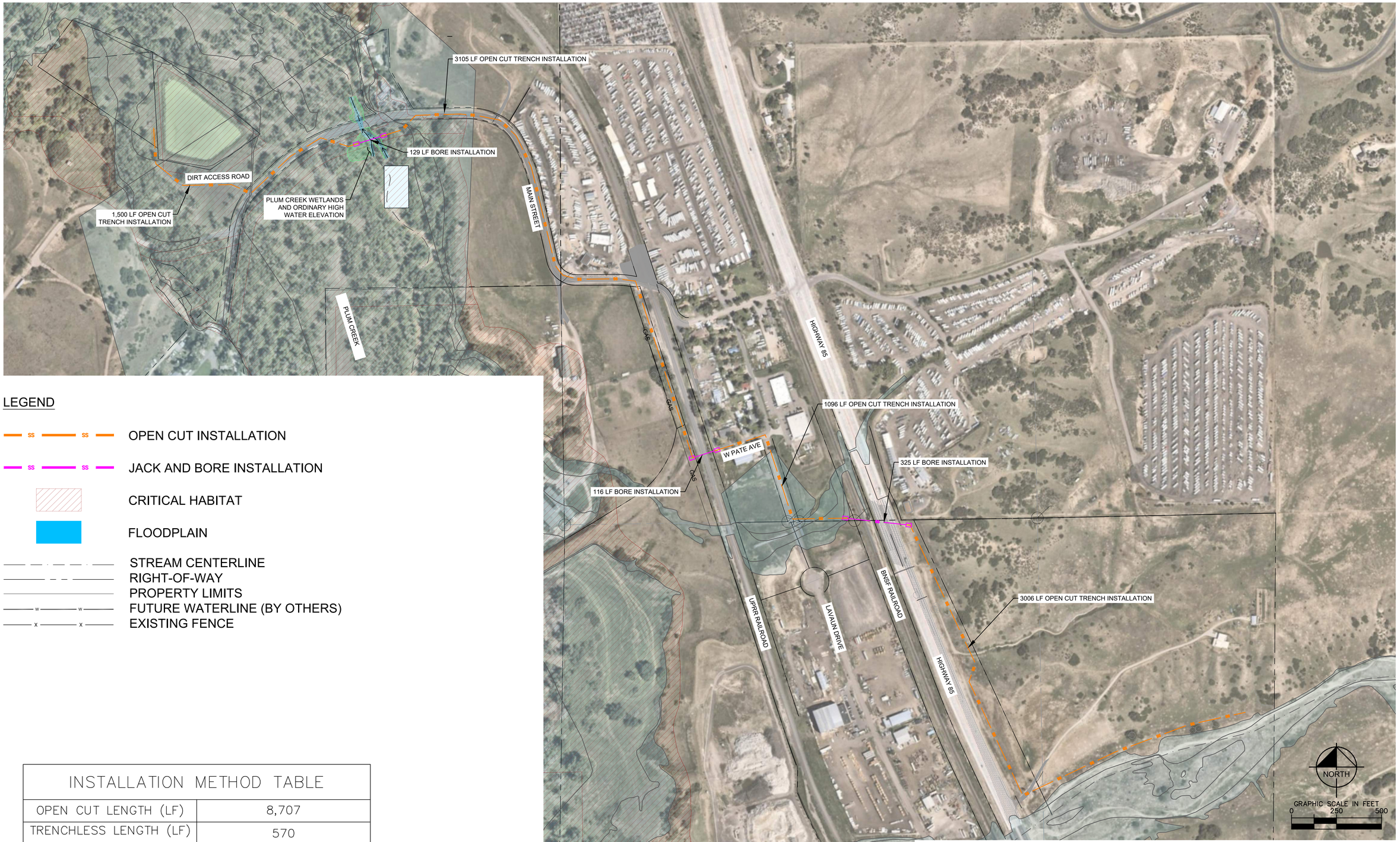

# PROPOSED WATER ALIGNMENT INSTALLATION METHODS
## EXHIBIT
**NOVEMBER 2025**

GRAPHIC SCALE IN FEET
0 250 500

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6200 S. SYRACUSE STREET, SUITE 300,
GREENWOOD VILLAGE, CO 80111

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XREFS: xAerial forPlot 196610002 xParcels 196610002 xStreams 196610002 xExhibitBorder xCriticalHabitatMouse 196610002 xFloodplains 196610002 xVF 196610002 xAlign_Water 196610002 xDND_Topographic_Survey_xFieldDelineation 196610002




## LEGEND

- OPEN CUT INSTALLATION
- JACK AND BORE INSTALLATION
- CRITICAL HABITAT
- FLOODPLAIN
- STREAM CENTERLINE
- RIGHT-OF-WAY
- PROPERTY LIMITS
- FUTURE WATERLINE (BY OTHERS)
- EXISTING FENCE

| INSTALLATION METHOD TABLE | |
|---|---|
| OPEN CUT LENGTH (LF) | 8,707 |
| TRENCHLESS LENGTH (LF) | 570 |
| TOTAL SANITARY SEWER LENGTH (LF) | 9,277 |

# PROPOSED SANITARY SEWER INSTALLATION METHOD EXHIBIT

**NOVEMBER 2025**

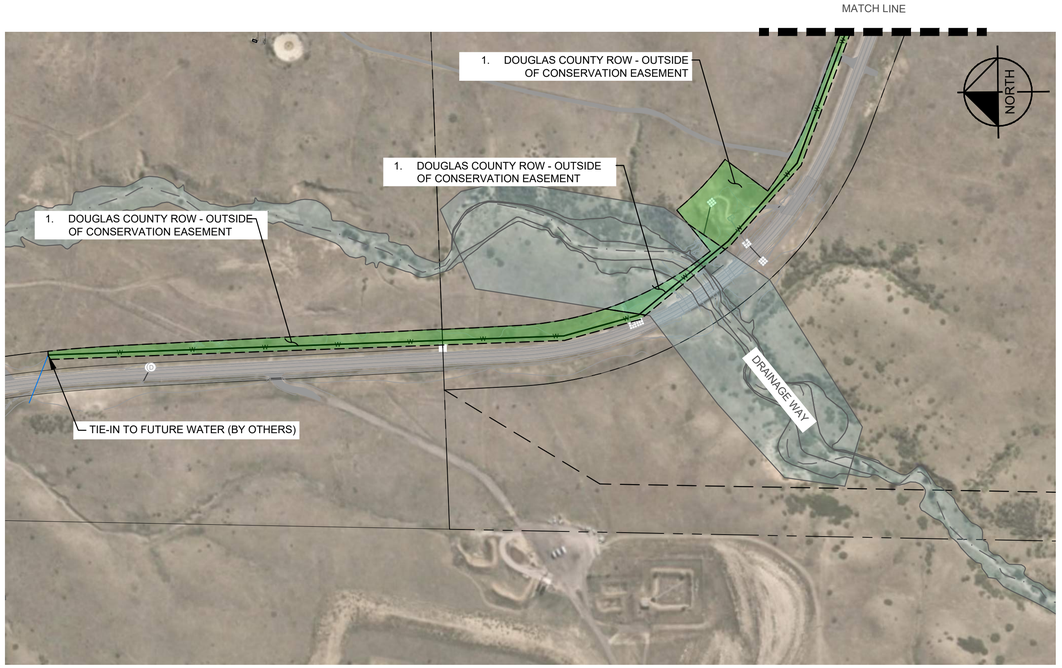
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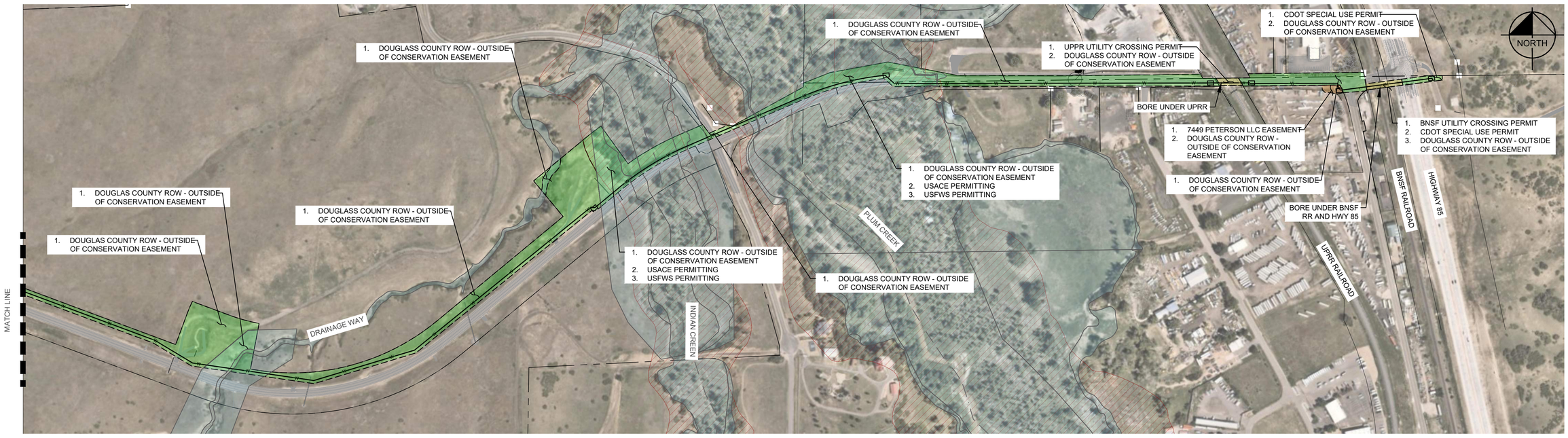
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## LEGEND

- CRITICAL HABITAT
- FLOODPLAIN
- DOUGLAS COUNTY ROW - OUTSIDE CONSERVATION EASEMENT
- 7449 PETERSON LLC EASEMENT
- RAILROAD UTILITY CROSSING PERMIT AREA
- STREAM CENTERLINE
- RIGHT-OF-WAY
- PROPERTY LIMITS
- PROPOSED RANGE WATERLINE
- FUTURE WATERLINE (BY OTHERS)
- EXISTING GAS
- EXISTING OVERHEAD ELECTRIC
- EXISTING STORM
- EXISTING COMM CABLE
- EXISTING FIBER
- EXISTING FENCE




# PROPOSED WATER ALIGNMENT EASEMENT AND ROW EXHIBIT

**OCTOBER 2025**

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0 250 500

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196610002_xAlign_forPlot 196610002_xParcels 196610002_xStreams 196610002_xExhibitBorder_xCriticalHabitatMouse 196610002_xFloodplains 196610002_xVF

1. LOUVIERS WATER & SANITATION DISTRICT
2. USACE PERMITTING
3. USFWS PERMITTING

1. DOUGLAS COUNTY ROW - OUTSIDE OF CONSERVATION EASEMENT
2. USACE PERMITTING
3. USFWS PERMITTING

1. DOUGLAS COUNTY ROW - OUTSIDE OF CONSERVATION EASEMENT

1. DOUGLAS COUNTY ROW - OUTSIDE OF CONSERVATION EASEMENT

1. DOUGLASS COUNTY ROW INSIDE CONSERVATION EASEMENT
2. USACE PERMITTING
3. USFWS PERMITTING

1. DOUGLAS COUNTY ROW - INSIDE OF CONSERVATION EASEMENT
2. USACE PERMITTING
3. USFWS PERMITTING

1. READY MIXED CONCRETE COMPANY EASEMENT

1. DOUGLAS COUNTY ROW - OUTSIDE OF CONSERVATION EASEMENT

PLUM CREEK

HIGHWAY 85

1. JENNUSTIN LLC EASEMENT
2. USACE PERMITTING

1. BNSF UTILITY CROSSING PERMIT

BORE UNDER BNSF RR

1. CDOT SPECIAL USE PERMIT
2. DOUGLAS COUNTY ROW - OUTSIDE OF CONSERVATION EASEMENT

GAS

1. UPPR UTILITY CROSSING PERMIT

BORE UNDER UPRR

1. CDOT SPECIAL USE PERMIT

UPRR RAILROAD

BNSF RAILROAD

1. SUSAN POET LLC EASEMENT

## LEGEND

- CRITICAL HABITAT
- FLOODPLAIN
- DOUGLAS COUNTY ROW - OUTSIDE CONSERVATION EASEMENT
- CDOT ROW
- DOUGLAS COUNTY ROW - INSIDE CONSERVATION EASEMENT
- EASEMENTS
- RAILROAD UTILITY CROSSING PERMIT AREA

- STREAM CENTERLINE
- RIGHT-OF-WAY
- PROPERTY LIMITS
- PERMANENT EASEMENT
- TEMPORARY EASEMENT
- PROPOSED RANGE SEWER
- EXISTING SEWER
- FUTURE GAS (BY OTHERS)
- EXISTING GAS
- EXISTING OVERHEAD ELECTRIC
- EXISTING STORM
- EXISTING COMM CABLE
- EXISTING FIBER
- EXISTING FENCE

NORTH

GRAPHIC SCALE IN FEET
0 250 500

# PROPOSED SANITARY SEWER ALIGNMENT
## EASEMENT AND ROW
## EXHIBIT
**OCTOBER 2025**

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XREFS: xAerial_forPlot 196610002 xParcels 196610002 xStreams 196610002 xExhibBorder_xCriticalHabitatMouse 196610002 xFloodplains 196610002 xVF 196610002 xAlign_Water 196610002 xAlign_Water 196610002 xAlign_forPlot 196610002 Topographic_Survey

**MEETING DATE:** December 15, 2025

**STAFF PERSON RESPONSIBLE:** Matt Jakubowski, AICP, Chief Planner

**DESCRIPTION:** Town of Sedalia, Block 7, Lots 9 through 14 - Use by Special Review - Project File: US2025-009.

**SUMMARY:** The request is for approval of a Use by Special Review to convert a portion of an existing restaurant into an Event Center in the Sedalia Downtown zone district.

**STAFF ASSESSMENT:** Staff has evaluated the Use by Special Review (USR) request in accordance with Section 21 of the Douglas County Zoning Resolution. Should the Planning Commission find that the approval standards for the USR are met, the following proposed conditions should be considered for inclusion in the recommendation to the Board of County Commissioners:

1. Prior to the Board hearing on the USR, the applicant shall obtain a Douglas County Health Department Septic Use Permit.
2. Prior to final approval of the record copy of the USR plan exhibit, any necessary technical corrections shall be made to the satisfaction of Douglas County.

**REVIEW:**

| | | |
|---|---|---|
| Steven E Koster | Approve | 12/3/2025 |
| Samantha Hutchison - FYI | Notified - FYI | 12/3/2025 |

**ATTACHMENTS:**

Staff Report - US2025-009

DOUGLAS COUNTY
COLORADO

# Use by Special Review Staff Report

**Date:** December 1, 2025

**To:** Douglas County Planning Commission

**From:** Matt Jakubowski, AICP, Chief Planner MAJ
Jeanette Bare, AICP, Planning Manager JB
Steven E. Koster, AICP, Assistant Director of Planning Services SK

**Subject:** **Town of Sedalia, Block 7, Lots 9 through 14 – Use by Special Review**

**Project File:** **US2025-009**

| | |
|---|---|
| **Planning Commission Hearing:** | **December 15, 2025 @ 6:00 p.m.** |
| **Board of County Commissioners Hearing:** | **January 13, 2026 @ 2:30 p.m.** |

## I. EXECUTIVE SUMMARY

The applicant is requesting approval of a Use by Special Review (USR) to convert a portion of an existing restaurant into an Event Center in the Sedalia Downtown (D) zone district. The property is located at the intersection of Manhart Street and Plum Avenue. The applicant proposes a maximum of 250 public or private events per year with a maximum occupancy of 90 persons per event. The applicant also proposes to continue a limited restaurant operation when no events are occurring. No exterior building improvements or physical improvements to the property and parking lot are proposed via the USR. Access to the existing off-street parking lot occurs from Plum Avenue or an alley off Manhart Street. The parcel is served with central water by the Sedalia Water and Sanitation District (Sedalia Water) and will utilize an upgraded onsite wastewater treatment system for sanitation services.

## II. APPLICATION INFORMATION

### A. Owner and Applicant

Carol Massie-Givan and Joe Givan
3721 Starflower Road
Castle Rock, Colorado 80109

### B. Request

Approval of a USR for an Event Center.

### C. Process

A USR application is processed pursuant to Douglas County Zoning Resolution (DCZR) Section 21. Section 21 states the intent of the USR process is "to provide for uses in specific zone districts that shall require a public notice and hearing and the approval of

the Board of County Commissioners subject to such conditions and safeguards as may be imposed by the Board."

Per Section 2109.06 of the DCZR, the Planning Commission "shall evaluate the use by special review request, staff report, referral agency comments, applicant responses, and public comment and testimony, and make a recommendation to the Board to approve, approve with conditions, continue, table for further study, or deny the use by special review request. The Planning Commission's decision shall be based on the evidence presented, compliance with the adopted County standards, regulations, policies, and other guidelines."

**D. Location**

The site is located in Sedalia at the intersection of Manhart Street and Plum Avenue. A Vicinity Map, Zoning Map, and Aerial Map highlight site location and existing conditions and are within the staff report attachments.

**E. Project Description**

The applicant is requesting approval of a USR for conversion of a portion of an existing restaurant (the former Gabriel's Restaurant) into an Event Center. The site is located within the Sedalia Downtown zone district. The parcel is just over one acre in size and contains an existing approximately 6,600 square-foot structure and a 61-space off-street parking lot. The applicant proposes no changes to the building exterior, the parking lot, or existing site landscaping.

The Event Center is proposed to stage public and private events with a maximum occupancy of 90 persons per event, and a maximum of 250 events per year. Proposed events include live performances of magic and illusion, music, comedy and the arts, youth camps, specialized classes, team building, private events, film festivals, farmer's markets, and arts and crafts shows. Events are proposed primarily indoors, but could also occur within outdoor deck areas adjacent to the building or other outdoor areas on the property. The existing kitchen would be used for food and beverage catering during events. The applicant also proposes to continue limited restaurant operations within the building when an event or class is not occurring. Public live performances are anticipated several times per month Wednesday through Sunday between 5 p.m. and 10 p.m., and are to be ticketed. Private events are anticipated Monday and Tuesday evenings, or during daytime or weekends the facility is not being used for a public event. Weekend daytime events could include live music, arts and craft shows, agricultural product sales, and similar activities.

A management plan is required as part of the USR plan exhibit. The management plan addresses the total number of events, event capacity, hours of operation, number of employees, proposed parking, and method of fire protection. The management plan element of the USR is described in detail within Section III.C of the staff report.

## III. CONTEXT

### A. Background

The property has been utilized as a restaurant since the early 1980s. Site Improvement Plan (SIP) approvals in 1988 and 1990 and a SIP modification in 1993 captured building expansions and site improvements on the property. Most recently as Gabriel's Restaurant, the structure was utilized not only as a restaurant, but also for accessory gatherings and events.

The parcel was zoned Business and Light Industrial prior to the establishment of the parcel's current zoning designation in the Sedalia Downtown Zone District in 2010.

Prior to its use as a restaurant, the parcel was the site of a late 1800s general store and community gathering place. A portion of the current structure dates to 1909, and was constructed as a residence for the store operator and family. In 2014, the site was designated as a Douglas County Landmark.

### B. Adjacent Land Uses and Zoning

The site is located in a developed area of Sedalia and surrounded by a mix of residential, commercial and industrial land uses.

**Zoning and Land Use**

| Direction | Zoning | Land Use |
|---|---|---|
| **North** | Sedalia Downtown and Sedalia Community | Single-family residential; light-industrial; commercial |
| **South** | Sedalia Downtown and Sedalia Community | Railroad right-of-way; light-industrial |
| **East** | Sedalia Community | Storage yard |
| **West** | Sedalia Downtown | Commercial |

### C. Management Plan

Section 2112.02 of the DCZR requires a management plan for USR applications. The specific management plan elements are listed on Sheet 1 of the USR exhibit and are briefly summarized below:

1. Maximum 250 events.
2. Maximum 5 full-time staff.
3. 8:00 a.m. to 12:00 a.m., 7 days per week. Restaurant operation allowed during non-event times.
4. Off-street parking (61 spaces total).
5. Fire protection is provided by West Douglas Fire Protection District.
6. Liquor license, food license and septic permit required.

## IV. PHYSICAL SITE CHARACTERISTICS

### A. Site Characteristics and Constraints

The site is developed. No physical constraints to the proposal exist on site.

### B. Access

Existing parking lot access occurs from Plum Avenue. A secondary alley access is also accessible from Manhart Street.

### C. Soils and Geology

No hazardous geologic or soil conditions are present onsite.

### D. Drainage and Erosion

As the applicant is proposing use of an existing building without proposed physical improvements to the site, County Engineering has not required any review of drainage or grading and provided a no comment response to the referral request for the proposal.

### E. Floodplain

No floodplain is present on the site.

### F. Wildlife

The 2040 Douglas County Comprehensive Master Plan (CMP) Wildlife Resources map identifies the site as moderate habitat value. However, the site is developed and no additional site improvements are proposed that would impact wildlife.

### G. Noise

Noise from events is contained within the building. During warmer months, some live music may occur on the patio deck or in the parking area during the late afternoon or early evening. A noise study was not required given the nature of the events proposed and location within the Sedalia downtown core.

## V. PROVISION OF SERVICES

### A. Schools

The proposed use does not generate additional students.

### B. Fire Protection

West Douglas Fire Protection District provides fire and emergency services protection in the area. West Douglas provided technical comments related to building and fire code issues that will need to be addressed following review of the USR. The applicant will comply with all applicable requirements of the fire and building codes.

**C. Sheriff Services**

The Douglas County Sheriff's Office (DCSO) provides police protection to the property. The DCSO and DCSO E911 provided no response to the referral request. The DCSO Office of Emergency Management provided a no comment response.

**D. Water**

Water service is provided by Sedalia Water. The applicant has indicated that water demand is not increased, and the proposed use does not exceed the water demand of the existing restaurant use. In a May 1, 2025 will serve letter, Sedalia Water acknowledged the prior use of the property as a daily-operating restaurant. Assuming less water demand, Sedalia Water indicated it has sufficient capacity to serve the proposal. The District indicated that it would provide an updated letter to the applicant if further water demand information is provided. If an updated letter is received, it will be added to the staff report. The applicant has also agreed to placement of a new Sedalia Water easement within the northeast corner of the property. The Colorado Division of Water Resources was provided a referral response request and has no objection to the proposal.

**E. Sanitation**

No central sewer service is currently available to customers in the Sedalia Water and Sanitation District. The site is currently served by an onsite wastewater treatment system in the parking lot. The applicant has made the improvements requested by the Douglas County Health Department in its review of the septic use permit. However, a use permit has not yet been issued, and is required prior to the Board of County Commissioners hearing per proposed condition of approval number one. The applicant will comply with all Health Department requirements related to the use permit.

**F. Utilities**

Utility service providers are CORE Electric, Xcel (natural gas), AT&T, CenturyLink, and Comcast (phone and data services). AT&T and Comcast provided no response to the referral request, and CORE provided no comment. CenturyLink has no objection to the proposal. Xcel's referral comments indicated no apparent conflicts with its facilities along Manhart Street and Plum Avenue.

## VI. PUBLIC NOTICE AND INPUT

In accordance with DCZR Section 2113, public notice is required to be published in the Douglas County News-Press, posted on site by the applicant, and mailed to abutting property owners.

Courtesy notices of an application in process were also sent to adjacent property owners as part of the two referral periods for the proposal. Staff received no comments from adjacent property owners or members of the public during these referral periods.

All referral agency comments are outlined in the Referral Agency Response Report attached to the staff report. The Sedalia Property Owners Coalition community group expressed support for the proposal. The applicant has provided responses to referral comments within the staff report appendix.

## VII. STAFF ANALYSIS

Per Section 21 of the DCZR, a USR may be approved upon the finding by the Board of County Commissioners that the following standards have been met:

**2102.01: Complies with the minimum zoning requirements of the zone district in which the special use is to be located, as set forth in this Resolution.**
*Staff Comment: An Event Center is a use allowed by special review in the Sedalia Downtown zone district. The previous restaurant use was approved via a Site Improvement Plan compliant with the Downtown district's development standards. The applicant is proposing no building expansion or landscape improvements from what already exists, and the proposal will not impact noise levels. Off-street parking is sufficient for the proposed use.*

**2102.02: Complies with the requirements of this Section 21.**
*Staff Comment: The application was processed in accordance with the procedural provisions in Section 21, USR.*

**2102.03: Complies with the Douglas County Subdivision Resolution.**
*Staff Comment: The property has been previously subdivided in compliance with the Subdivision Resolution.*

**2102.04: Will be in harmony and compatible with the character of the surrounding areas and neighborhood.**
*Staff Comment: The proposal is complimentary to and in harmony with the surrounding mix of land uses in the Sedalia Village. The proposed use does no intensify the site.*

**2102.05: Will be consistent with the Douglas County Comprehensive Master Plan, as amended.**
*Staff Comment: The 2040 Douglas County Comprehensive Master Plan (CMP) establishes goals and objectives applicable to development in the County. Section 4 of the CMP identifies the property as within the Sedalia Village area of the Sedalia Rural Community. The CMP states that while approval criteria for land use applications requires a finding of compliance with the CMP, "…the competing values of the Plan must be balanced through the public review process to achieve the larger vision of the community." As such, the CMP acknowledges its own competing values, and that implementation can only be achieved through the balancing of community values during the review process.*

*Objectives and policies specific to Sedalia are found under Goal 4-3 of CMP Rural Communities, Section 4. In general, this goal, and its accompanying objectives and*

*policies, support proposals that balance the economic growth and development of the Village with the preservation of Sedalia's character and small-town atmosphere. The proposed event center replaces an existing restaurant use that preserves the existing historic structure and adds a complimentary, yet active land use to the center of the Village. No exterior modification to the structure, or modification to the parking lot or landscaping are proposed. The use will bring visitors and activity to Sedalia without compromising the balance expressed in the CMP. In particular, the proposal supports CMP Goal 4-3, Objectives 4-3A, 4-3B, and 4-3I, as well as Policies 4-3A.1, 4-3A.2, 4-3A.3, 4-3B.1, 4-3D.5, 4-3I.1, and 4-3I.2.*

**2102.06: Will not result in an over-intensive use of land.**
*Staff Comment: The proposal is located within an already developed site, which is consistent with adjoining land uses in the middle of Sedalia. No additional onsite improvements are proposed.*

**2102.07: Will provide roadway capacity necessary to maintain the adopted roadway level-of-service for the proposed development concurrently with the impacts of such development.**
*Staff Comment: Site access is available via the existing roadway network, and Public Works Engineering had no comment on the proposal and required no traffic review.*

**2102.08: Will provide public facilities and services necessary to accommodate the proposed development concurrently with the impacts of such development.**
*Staff Comment: The Douglas County Sheriff's Office provided no response on the proposal. West Douglas Fire provides fire and emergency services to the site. The applicant will comply with all applicable requirements of the fire code and comply with any required West Douglas Fire permits. The proposal provides no impact on parks or schools.*

**2102.09: Will not cause significant air, water, or noise pollution.**
*Staff Comment: The proposal will not cause significant air, water, or noise pollution. The proposed use provides no impacts to air and water. Noise generated from events will be contained primarily within the building or otherwise is anticipated to have a minimal impact on properties within the Sedalia downtown area.*

**2102.10: Will be adequately landscaped, buffered, and screened.**
*Staff Comment: The site currently includes mature trees that screen the edges of the rear parking area from adjoining properties. Additionally, the Plum Avenue and Manhart Street frontages contain a mix of trees and other plantings that provide some greenery along these frontages. The applicant propose no changes to this existing onsite landscaping.*

**2102.11.3: Complies with the standards regarding water supply, specifically the applicant shall demonstrate conformance with Section 18A, Water Supply Overlay District, herein.**
*Staff Comment: DCZR Section 1803A establishes approval standards to be used in the evaluation of land use applications reviewed under Section 18A. Sedalia Water has*

*indicated it has sufficient capacity to serve the site. Colorado Division of Water Resources has no objection to the proposal.*

**1803A.01: The applicant has demonstrated that the water rights can be used for the proposed uses.**
*Staff Comment: Water is provided by Sedalia Water, and the District has indicated it has sufficient capacity serve the proposal. No increase in water demands is anticipated with this use.*

**1803A.02: The reliability of a renewable water right has been analyzed and is deemed sufficient by the County based on its priority date within the Colorado System of Water Rights Administration.**
*Staff Comment: No new renewable water rights are being used to serve this project.*

**1803A.03: The Water Plan is deemed adequate and feasible by the County to ensure that water supply shortages will not occur due to variations in the hydrologic cycle.**
*Staff Comment: A water plan is not required when water is provided by a District.*

**1803A.04: The Water Plan is sufficient to meet the demand applicable to the project based on the minimum water demand standards in Section 1805A herein.**
*Staff Comment: A water plan is not required when water is provided by a District.*

**2102.12: Will not otherwise be detrimental to the health, safety, or welfare of the present or future inhabitants of the County.**
*Staff Comment: The onsite activities are not a detriment to health, safety, or welfare, and are compatible with uses already existing on adjacent properties.*

## VIII. STAFF ASSESSMENT

Staff has evaluated the USR request in accordance with Section 21 of the DCZR. The applicant is required to adhere to the USR plan exhibit and operational limits of the management plan. Per Section 21, all approved USRs are subject to annual inspection to ensure compliance with the management plan. Should the Planning Commission find that the approval standards for the USR are met, the following proposed conditions should be considered for inclusion in the recommendation to the Board of County Commissioners:

1. Prior to the Board hearing on the USR, the applicant shall obtain a Douglas County Health Department Septic Use Permit.

2. Prior to final approval of the record copy of the USR plan exhibit, any necessary technical corrections shall be made to the satisfaction of Douglas County.

**ATTACHMENTS** **PAGE**

Douglas County Land Use Application ..... 10
Applicant's Narrative ..... 11
Vicinity Map ..... 14
Zoning Map ..... 15
Aerial Map ..... 16
Referral Agency Response Report ..... 17
Referral Response Letters ..... 24
Applicant Response to Referral Comments ..... 52
Water Documentation (Sedalia Water and Sanitation District) ..... 58
USR Exhibit ..... 59

# LAND USE APPLICATION

Please complete, sign, and date this application. Return it with the required items listed on the Submittal Checklist to planningsubmittals@douglas.co.us. Submittals may also be mailed or submitted in person to Planning Services. *NOTE: The Planning Commission or the Board of County Commissioners should not be contacted regarding an open application*.

| ***OFFICE USE ONLY*** | |
|---|---|
| *PROJECT TITLE:* | Theatre of Dreams at Gabriels |
| *PROJECT NUMBER:* | PS-2025-012 |

**PROJECT TYPE:** formerly Gabriels Restaurant, now will be an event center with shows & classes

**MARKETING NAME:** The Magic Manor

**PRESUBMITTAL REVIEW PROJECT NUMBER:** PS-2025-012

**PROJECT SITE:**

Address: 5450 Manhart Ave, Sedalia, CO. 80135

State Parcel Number(s): 2353-144-08-012

Subdivision/Block#/Lot# *(if platted)*: Lots 9,10,11,12,13,& 14, Blk 7 and W1/2 of vacated karcher St. adjacent to lot 9, Town of Sedalia 1.085 AM/L and Lot 5 Blk 7 Sedalia 5th AMD 0.12 AM/L

**PROPERTY OWNER(S):**

Name(s): Carol Massie-Givan and Joe Givan

Address: 3721 Starflower Road Castle Rock CO 80109

Phone: _____

Email: _____

**AUTHORIZED REPRESENTATIVE:** *(Notarized Letter of Authorization is required from the property owner, unless the owner is acting as the representative)*

Name: _____

Address: _____

Phone: _____

Email: _____

To the best of my knowledge, the information contained on this application is true and correct. I have received the County's information sheet regarding the *Preble's Meadow Jumping Mouse*.

Carol Massie-Givan Joe Givan — Applicant Signature

March 24, 2025 — Date

DAVID P GOODE
ARCHITECTURE

September 22, 2025

Mr. Matt Jakubowski
Douglas County Community Planning
100 3rd St.
Castle Rock, CO 80104

**REGARDING** Theater of Dreams (Gabriels) – Sedalia, CO
**THE PROJECT** DPGA Project No. 11.023.00

Dear Mr. Jakubowski:

Mr. Joe Givan and Ms. Carol Massie Givan and David P Goode Architecture are pleased to submit the Use by Special Review package for the County's review and comment. The subject property is located at 5450 Manhart St., Sedalia, CO, in the former Gabriel's Restaurant.

The property owner intends to convert the existing restaurant to an entertainment and events center. The exterior of the building and site will remain as it is today.

The proposed uses are permitted under the Sedalia Downtown Overlay District, and as a result, provides little to no impact to the surrounding properties

Theatre of Dreams has operated for over 22 years in Castle Rock as one of the very few venues in the world that specialize in live mystery entertainment. They have featured world renowned mystery entertainers from around the world, all of them "famous" in the magic and mentalism industry who have headlined Las Vegas shows and performed on international television. The quality of sophisticated entertainment has kept our venue successful through a loyal following and group of patrons along the front range.

The former Gabriel's property offers the opportunity for us to expand and create the vision we embarked upon in 2003. It allows us to provide sophisticated experiences that go beyond the restrictions of our current small venue, which seats 72 people. This property allows us to host larger public and private events that can feature world class entertainment including music, comedy, and other variety arts. The space also allows us to continue our success of "Wizard Camp" and host other specialized classes in the performing arts, both in and out of doors.

Although we have no intention of operating solely as a restaurant, we may incorporate a limited restaurant partner to lease food and beverage operations at other times when we are not presenting shows, holding classes, or hosting private events. Private event food and beverage service would be handled on a case-by-case basis according to the desires of the event client, using in-house service or outside caterers. We see this as a huge benefit in being able to properly host high-class events featuring the best caterers in the area.

To further detail the proposal, we offer the following project narrative:

**Site Access**

The existing site is accessed from N. Plum Ave, which will remain. There is secondary alley access, although its use is discouraged as it is not paved.

**Site Features**

The site slopes gently from the north to the south which allows for an outdoor raised deck area at the building entrance. The site is currently heavily landscaped with old-growth trees, shrubs, flowers, and

groundcovers. The existing landscaping will remain. It appears as though all storm water is surface drained to the city stormwater system, and this will remain.

**Parking/Traffic**

The site includes parking for approximately 61 vehicles, including two accessible parking spaces. There is a guest drop-off circle in northwest corner of the parking lot. The parking area and driveways will remain.

Being that this venue will not be a full-time operating restaurant, and with limited hours of operation, the new use will not exceed the amount of traffic as experienced while Gabriel's was functioning. With a maximum capacity of approximately 90 seats/customers at each event or show, we would anticipate approximately 40 cars parking at the venue at any given time. Employee parking will generally occupy five spaces or less.

**Utilities**

The property is currently served with electric, gas, and water from the local utility companies. Sanitary waste utilizes a septic system, and the change in use will reduce the demand on the system. No changes to the utilities are proposed.

**Building**

The existing building has been expanded over the course of its history, and no new changes are proposed. The raised deck area on the southwest façade of the structure will be used as outdoor seating, intermission areas, and occasionally outdoor events.

The interior dining and kitchen spaces will remain, although cosmetic alterations, such as carpet and paint, are proposed. The large dining area on the southeast corner of the building will become the primary event space and will include a removeable raised platform for performances and presentations. The smaller dining spaces will be utilized for close-up presentations to smaller groups.

In general, the former dining spaces will have a reduced "actual" occupant load but will still be calculated for the Assembly seating areas.

**Operation**

Public shows/events are somewhat random but, typically, operations will occur Wednesday through Sunday. Mondays and Tuesdays are available for private bookings. Public shows take place on Friday and Saturday evenings. For indoor events, doors open as early as 5 PM and the shows end as late as 10:00 PM. All guests must depart the premises by 11:59 PM for both public and private events. Typical timing for most shows run between 7 PM and 9:30 PM.

The primary functions of the new use are magic shows, music performances, classes and team building events, and mystery dinners. Other events may include private parties such as birthdays, bachelor/bachelorette, holidays, ice cream or tea socials, and film "festivals" or other performance art.

Public shows occur one to three days per month and are by reservation only. Shows are primarily in the evenings typically from 6:30 - 9:30 PM, with possible weekend daytime events. Private events may be scheduled and reserved in advance, and may occur during evenings or weekend days.

Regarding Wizard Camp/Magic Classes, we have only offered this in summers, but have adults interested, so a possible random magic class may be offered. Our summer Magic Class/ Wizard Camp are consecutive half-day classes culminating in a recital show on the 4th day for family. An evening class for adults would be no more than three hours, once per week based on demand and interest. Class sizes are limited to no more than 20 participants.

We intend to include live music on the patio/deck as weather permits or indoors during late afternoons and early evenings. Weekend daytime events in the parking lot could include live music, farmer's market, and possible arts and crafts shows. These types of events would comply with town regulations and necessary permits.

The existing kitchen and bar areas will remain, but food and beverages will be provided by catering professionals. Very little food preparation will occur on site.

* * *

In our eyes, the name "Gabriel's" represents the history of the building as well as the class and atmosphere that matches our vision we have created at the Magic Manor. It also is a recognized landmark and would be valuable when citing the destination. People would know where we are; a battle we've fought since opening our theater in Castle Rock as it's not in a visible location. Our space is restricting, and the Gabriel's property gives us the ability to provide world-class, unique experiences in a venue to match.

As members of the Castle Rock Arts Alliance, we will continue to host the Castle Rock Film Festival for the Castle Rock Arts Alliance. This would take place in the Theatre of Dreams showroom as we have in the past three years.

Thank you for your time and consideration of our proposal. Should you have any questions or comments, please do not hesitate to contact me.

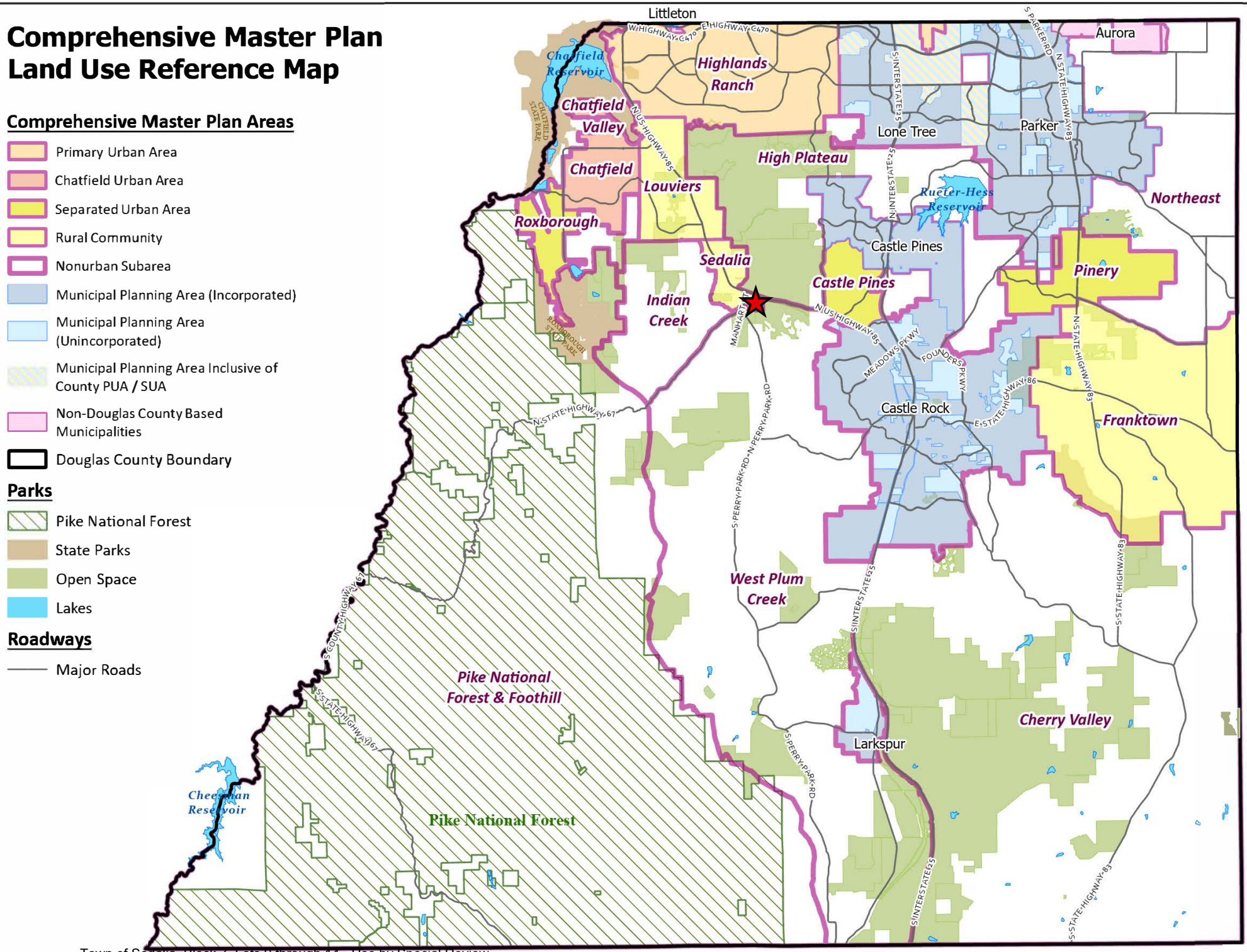
Respectfully,
DAVID P GOODE ARCHITECTURE



David P Goode, NCARB Architect
Owner / Principal
Colorado Lic. 400636

Cc: Joe Givan, Theatre of Dreams
Carol Massie Givan, Theatre of Dreams
Rebecca McDermott
Jeanette Bare, Douglas County

# Comprehensive Master Plan Land Use Reference Map




## Comprehensive Master Plan Areas

- Primary Urban Area
- Chatfield Urban Area
- Separated Urban Area
- Rural Community
- Nonurban Subarea
- Municipal Planning Area (Incorporated)
- Municipal Planning Area (Unincorporated)
- Municipal Planning Area Inclusive of County PUA / SUA
- Non-Douglas County Based Municipalities
- Douglas County Boundary

## Parks

- Pike National Forest
- State Parks
- Open Space
- Lakes

## Roadways

- Major Roads

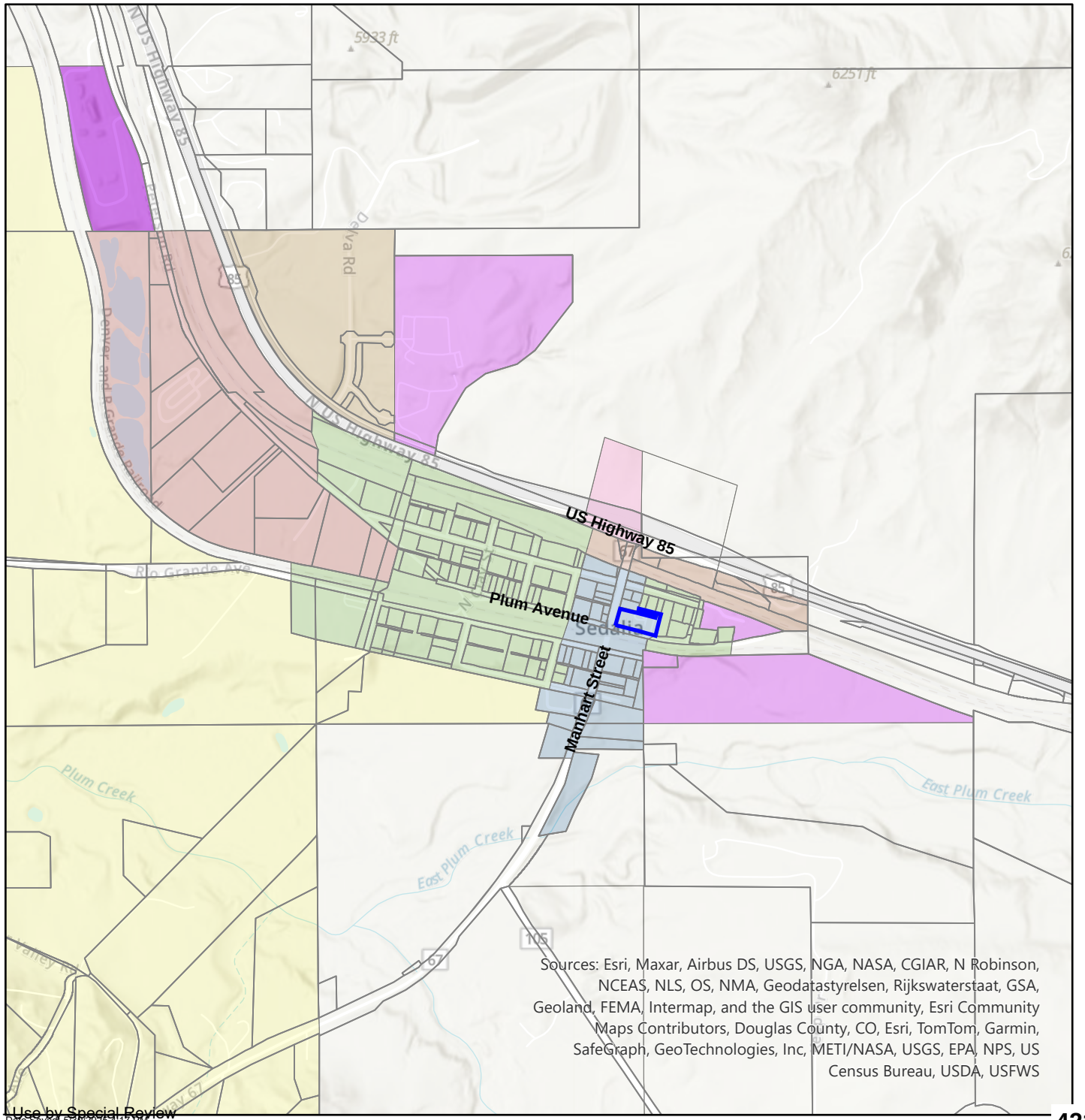
# Town of Sedalia, Block 7, Lots 9-14
# Use by Special Review

US2025-009
Zoning Map

N

LEGEND

- Parcels - PARCELS
- A1 - AGRICULTURAL ONE
- RR - RURAL RESIDENTIAL
- B - BUSINESS
- LI - LIGHT INDUSTRIAL
- GI - GENERAL INDUSTRIAL
- CMTY - SEDALIA COMMUNITY
- D - SEDALIA DOWNTOWN
- HC - SEDALIA HIGHWAY COMMERCIAL
- MI - SEDALIA MIXED INDUSTRIAL
- PD - PLANNED DEVELOPMENT
- PROJECT AREA




Sources: Esri, Maxar, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community, Esri Community Maps Contributors, Douglas County, CO, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

Source: https://apps.douglas.co.us/gisportal/apps/webappviewer/index.html?id=9cd173c692b7436891bd0

# Town of Sedalia, Block 7, Lots 9-14
# Use by Special Review

US2025-009
Aerial Map

N

LEGEND

PROJECT AREA




Source: https://apps.douglas.co.us/gisportal/apps/webappviewer/index.html?id=9cd173c692b7436891bd0

**Project Name:** Town of Sedalia, Block 7, Lots 9-14
**Project File #:** US2025-009
**Date Sent:** 09/24/2025 **Date Due:** 10/08/2025

| Agency | Date Received | Agency Response | Response Resolution |
|---|---|---|---|
| Addressing Analyst | 08/05/2025; 09/25/2025 | No Comment. | No action necessary. |
| AT&T Long Distance - ROW | | No Response Received. | No action necessary. |
| Bear's Den HOA | | No Response Received. | No action necessary. |
| Black Hills Energy | 08/20/2025; 9/25/2025 | No Comment. | No action necessary. |
| Building Services | 08/08/2025; 10/09/2025 | Received (verbatim response):<br>Permit is required. Please submit a complete set of Construction documents prepared and stamped by Colorado registered design professionals for review of plans. Please visit Douglas County's web site for requirements and contact 303-660-7497 if you have any questions | Applicant will meet all building code and permit requirements as required by the County Building Department. |
| CenturyLink | 08/16/2025 | Received (verbatim response):<br>Qwest Corporation, Inc. d/b/a CENTURYLINK ("CenturyLink") has reviewed the request for the subject encroachment and has determined that it has no objections with respect to the areas proposed for encroachment as shown and/or described on Exhibit "A", said Exhibit "A" attached hereto and incorporated by this reference. It is the intent and understanding of CenturyLink that this Encroachment shall not reduce our rights to any other existing easement or rights we have on this site or in the area.<br><br>This encroachment response is submitted WITH THE STIPULATION that if CenturyLink facilities are found and/or damaged within the areas as described, the Applicant will bear the cost of relocation and repair of said facilities.<br><br>If you have any questions or would like to discuss this action further, please contact Tom Hoopes at Tom.Hoopes@lumen.com. | No action necessary. |
| Chatfield Watershed Authority | | No Response Received. | No action necessary. |

**Project Name:** Town of Sedalia, Block 7, Lots 9-14
**Project File #:** US2025-009
**Date Sent:** 09/24/2025 **Date Due:** 10/08/2025

| Agency | Date Received | Agency Response | Response Resolution |
|---|---|---|---|
| Colorado Department of Transportation CDOT-Region # 1 | 07/31/2025; 9/25/2025 | Received (verbatim response):<br>It appears that this referral is not showing any work within CDOT ROW. Please note that we looked at this review at the end of July, our comments still stand for this proposed project.<br>---<br>I have reviewed the referral for Lots 9-14 (Magic Manor Theater), Project number US2025-009 and have the following comments.<br>• Working from or within CDOT ROW will require a utility/special use permit. This includes, but is not limited to survey, landscaping, signal or utility work. Application is made online at the following link: https://socgov.my.site.com/portal/s/login/?ec=302&startURL=%2Fportal%2Fs%2F<br>• Any signing must be on premise and cannot be either partly or wholly in CDOT ROW. Signing must be compliant with CDOT rules governing outdoor advertising per 2 CCR 601-3.<br>Thank you for the opportunity to review this referral. | No action necessary. No work within the CDOT ROW is proposed. |
| Colorado Division of Water Resources | 08/20/2025; 10/10/2025 | Received:<br>Following is a summary of referral comments received from the Colorado Division of Water Resources (CDWR). See the full letter for detail.<br><br>The proposal is not a subdivision. Therefore, CDWR's comments are informal, do not address availability or adequacy water, the ability of water supply to satisfy County requirements, and do not guarantee a physical availability of water or issuance of a well permit. No water supply or source demands were included in the application documents, but the property is located within the Sedalia Water and Sanitation District. CDWR has no comments regarding the District's ability to provide water for the property. | No action necessary. |
| Comcast | | No Response Received. | No action necessary. |
| CORE Electric Cooperative | 08/19/2025 | No Comment. | No action necessary. |

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|---|---|---|---|
| Douglas County Health Department | 08/18/2025; 09/29/2025 | Received:<br>Following is a summary of the referral comments received from Douglas County Health Department (DCHD). See the full letter for detail.<br><br><u>On-Site Wastewater Treatment System (OWTS) - Use Permit</u><br>Use permit required at the sale of a property. According to DCHD records, a use permit application was submitted on 2-12-25 at the sale of the subject property. The application and inspection report came back with several deficiencies that need to be addressed before issuance of a Use Permit. A repair verification must be required before issuing the Use Permit.<br><br><u>Other issues to address:</u><br>Location of Parking in Disturbance of Onsite Wastewater Treatment System (OWTS)<br>The site plan shows parking over the soil treatment area. DCHD encourages the applicant consider parking and activities away from the soil absorption area of the OWTS.<br><br><u>Plan Review - Retail Food</u><br>New or remodeled retail food establishments must be reviewed by DCHD for compliance with State regulations and must be approved by DCHD. DCHD recommends that contact and review of plans be completed prior to Building Permits.<br><br><u>Plan Review - Child Care</u><br>General comments were made regarding child care facilities and State requirements for such facilities. Contact DCHD to confirm comments.<br><br><u>Food Vendors - Special Event</u><br>General comments were made regarding requirements for food vendors that may serve events. Contact DCHD to confirm comments.<br><br><u>Wastewater - Portable Toilets for Special Events</u><br>General comments regarding portable toilets for events. Contact DCHD to confirm comments.<br><br><u>Wastewater - Disposal for Special Events</u><br>General comments regarding wastewater at special events. Contact DCHD to confirm comments.<br><br><u>Solid Waste</u><br>General comments regarding solid waste receptacles at events. Contact DCHD to confirm comments. | Applicant has communicated with DCHD. The repairs highlighted in the septic inspection report are completed. A septic use permit will be obtained following verification of these repairs.<br><br>Existing septic system has been in use for over two decades. Applicant proposes to keep the septic system in the same location.<br><br>Applicant will meet all requirements regarding food handling, food preparation, and sanitation.<br><br>The applicant will comply with all health code requirements during events. However, in general, applicant is not proposing temporary events that would include food truck vendors, portable toilets, or open trash containers. |

**Project Name:** Town of Sedalia, Block 7, Lots 9-14
**Project File #:** US2025-009
**Date Sent:** 09/24/2025 **Date Due:** 10/08/2025

| Agency | Date Received | Agency Response | Response Resolution |
|---|---|---|---|
| Douglas County Water Commission | 08/27/2025 | Following is a summary of the referral comments received from the Douglas County Water Commission (Commission).<br><br>The Commission provided no consensus comment. One commissioner provided separate comment, that in cases of rezoning, inspection of the septic system should occur to protect the aluvium flowing into Chatfield Reservoir. | No action necessary. |
| Elk Ridge Estates HOA | | No Response Received. | No action necessary. |
| Engineering Services | 08/14/2025; 10/07/2025 | No Comment. | No action necessary. |
| Indian Creek Ranch Improvement Association | | No Response Received. | No action necessary. |
| Mile High Flood District | | No Response Received. | No action necessary. |
| Office of Emergency Management | 07/31/2025; 9/24/2025 | No Comment. | No action necessary. |
| Ranch at Coyote Ridge HOA | | No Response Received. | No action necessary. |
| Sedalia Property Owners Coalition | 10/03/2025 | Received (verbatim response):<br>Sedalia Property Owners Coalition supports this project and feels it will be a great addition to Sedalia downtown. | No action necessary. |

**Project Name:** Town of Sedalia, Block 7, Lots 9-14
**Project File #:** US2025-009
**Date Sent:** 09/24/2025 **Date Due:** 10/08/2025

| Agency | Date Received | Agency Response | Response Resolution |
|---|---|---|---|
| Sedalia Water & Sanitation District | 10/02/2025 | Will serve letter provided with application materials.<br><br>Received (verbatim response):<br>SWSD has requested that the applicant provide water usage data for the proposed use in order to evaluate the project and issue a will-serve letter. To date, the District has not received this information. Once it is submitted, SWSD will be able to evaluate the water demand. | Applicant indicates that proposed water demand is not increased and does not exceed the water demand of the previous restaurant use. Sedalia Water provided a will serve letter with the application indicating it has sufficient capacity to serve the proposal, assuming the proposed use generates less water demand. The District indicated an updated letter would be issued if new detail on the project's use and water demand is provided. If an updated letter is issued by the District, it will be added to the staff report. |
| Sheriff's Office | | No Response Received. | No action necessary. |
| Sheriff's Office E911 | | No Response Received. | No action necessary. |

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|---|---|---|---|
| West Douglas County FD | 07/31/2025; 10/06/2025 | Received (verbatim response):<br>We find the narrative to be short of some critical information, for the proposed change of use we would like to see the following.<br><br>Please help us better understand and provide the following information along with any additional information you may have before we can submit our final comments.<br><br><u>1. Occupant Load and Egress</u><br>• Estimated maximum occupant load (based on square footage and function)<br>• Comparison of old vs. new occupant loads<br>• Description of egress routes, number of exits, and compliance with current codes<br>• Any changes to doors, exit signs, or lighting<br><br><u>2. Fire Protection Systems</u><br>•Existing systems:<br>o Fire alarm system (type, coverage)<br>o Sprinkler system (status, coverage)<br>o Kitchen suppression system (if applicable)<br>• Proposed changes or upgrades:<br>o Plans to add, upgrade, or remove fire protection systems<br>oImpact of use change on sprinkler/occupancy thresholds<br><br><u>3. Building Construction and Modifications</u><br>• Description of any renovations or remodeling<br>• Changes to interior finishes, furnishings, or decorations (especially combustible materials)<br>•Confirmation of fire-rated walls, doors, and ceiling assemblies where applicable<br><br><u>4. Life Safety Considerations</u><br>• Accessibility for emergency responders (fire lanes, Knox Box, etc.)<br>• Fire department access and staging areas<br>• Emergency lighting, exit signage, occupant notification systems<br>• Fire extinguisher locations and spacing<br><br><u>5. Hazard Assessment</u><br>• Will any hazardous materials be stored or used?<br>• Are there cooking or open flame uses planned during events? (e.g., caterers, candles)<br>• Will there be temporary structures, stages, pyrotechnics, or special amusements?<br><br><u>7. Code References</u><br>• Confirm that change in use complies with:<br>o Occupancy classification requirements | Applicant will meet all fire and building code requirements per West Douglas Fire. |

**Project Name:** Town of Sedalia, Block 7, Lots 9-14
**Project File #:** US2025-009
**Date Sent:** 09/24/2025 **Date Due:** 10/08/2025

| Agency | Date Received | Agency Response | Response Resolution |
|---|---|---|---|
| | | o Means of egress and life safety provisions<br>oFire protection system requirements<br><br>8. Conclusion / Summary<br>• Summary statement confirming compliance with IFC 2018:<br>o Life safety systems are in place or will be upgraded as required<br>o The facility will comply with applicable codes<br>o Fire department access and safety will not be compromised | |
| Xcel Energy-Right of Way & Permits | 08/13/2025; 10/01/2025 | Received:<br>Following is a summary of the referral response received from Xcel Energy. See letter for full detail.<br><br>No apparent conflict. However, Xcel owns and operates existing natural gas distribution facilities along North State Highway 67 and Plum Avenue.<br><br>Owner must apply for any new or modified natural gas service. Owner responsible to contact the Xcel Designer for approval of design details.<br><br>If additional easements are necessary, these should be recorded by separate Xcel document, and a Right-of-Way Agent will need to be contacted.<br><br>Please call for utility locates prior to any construction. | No action necessary. |

# 2nd REFERRAL RESPONSE REQUEST – USE BY SPECIAL REVIEW

Date sent: September 24, 2025 Comments due by: **October 8, 2025**
Fax: 303.660.9550

| | |
|---|---|
| **Project Name:** | **2nd Referral Request**<br>Town of Sedalia, Block 7, Lots 9-14 (Magic Manor Theater) |
| **Project File #:** | US2025-009 |
| **Project Summary:** | Applicant requests a Use by Special Review (USR) to convert an existing restaurant into an Event Center for public and private events with a maximum occupancy of 90 persons/event. Maximum 250 events/year proposed, including live performances of magic/illusion, music, comedy, and the arts, youth camps, specialized classes, team building, private events, film festivals, farmer's markets, and arts & crafts shows. Events are indoors, but could include outdoor deck areas adjacent to the building or other outdoor areas onsite. The existing kitchen is proposed for food and beverage catering during events. The applicant also proposes a limited restaurant operation with a partner when an event or class is not occurring. Live performances are ticketed. The site is within the Sedalia Downtown zone district at 5450 Manhart St. (Manhart St. and Plum Ave. intersection). No exterior building improvements or physical improvements to the property and parking lot are proposed via the USR. |

Information on the identified development proposal located in Douglas County is enclosed. Please review and comment in the space provided.

| | | |
|---|---|---|
| ☐ | No Comment | |
| ☐ | Please be advised of the following concerns:<br>Permit is required. Please submit a complete set of Construction documetns prepared and stamped by Colorad registered design professionals for review of plans.Please visit Douglas County's web site for requirements and contact 303-660-7497 if you have any questions. | |
| ☐ | See letter attached for detail. | |
| **Agency:** Douglas County Building Division | | **Phone #:** 303-660-7497 |
| **Your Name:** Rana Rasteh | | **Your Signature:** Rana Rasteh |
| *(please print)* | | **Date:** 10/09/2025 |

Agencies should be advised that failure to submit written comments prior to the due date, or to obtain the applicant's written approval of an extension, will result in written comments being accepted for informational purposes only.

Sincerely,

Matthew Jakubowski, AICP, Chief Planner

**From:** Varner - CDOT, Jessica
**Sent:** Thursday, July 31, 2025 11:25 AM
**To:** Matt Jakubowski
**CC:** Steven Loeffler - CDOT; Joseph Tripple - CDOT
**Subject:** Town of Sedalia, Block 7, Lots 9-14 (Magic Manor Theater), Project number US2025-009

Hi Matt,

I have reviewed the referral for Lots 9-14 (Magic Manor Theater), Project number US2025-009 and have the following comments.

- Working from or within CDOT ROW will require a utility/special use permit. This includes, but is not limited to survey, landscaping, signal or utility work. Application is made online at the following link: **https://socgov.my.site.com/portal/s/login/?ec=302&startURL=%2Fportal%2Fs%2F**

- Any signing must be on premise and cannot be either partly or wholly in CDOT ROW. Signing must be compliant with CDOT rules governing outdoor advertising per 2 CCR 601-3.

Thank you for the opportunity to review this referral.

Thank you,

**Jessica Varner**
Permits Unit- Region 1

COLORADO
Department of Transportation

P 720.541.0441 | F 303.757.9053
2829 W. Howard Pl. 2nd Floor, Denver, CO 80204
Jessica.varner@state.co.us | www.codot.gov | www.cotrip.org

**From:** Varner - CDOT, Jessica
**Sent:** Thursday, September 25, 2025 8:52 AM
**To:** Matt Jakubowski
**CC:** Steven Loeffler - CDOT
**Subject:** 2nd Referral Request Town of Sedalia, Block 7, Lots 9-14 (Magic Manor Theater) Project Number(US2025-009)

Hi Matt,

It appears that this referral is not showing any work within CDOT ROW. Please note that we looked at this review at the end of July, our comments still stand for this proposed project.

Thank you for the opportunity to review this referral.

--
Thank you,

**Jessica Varner**
Permits Unit- Region 1

COLORADO
Department of Transportation

P 720.541.0441 | F 303.757.9053
2829 W. Howard Pl. 2nd Floor, Denver, CO 80204
Jessica.varner@state.co.us | www.codot.gov | www.cotrip.org

8/16/25

CenturyLink

**Matt Jakubowski, AICP | Chief Planner**
**Douglas County Department of Community Development**
**Planning Services Division**
**100 Third St.**
**Castle Rock, CO 80104**

**SUBJECT: APPROVAL TO PROCEED WITH ENCROACHMENT – P867264**

Project Name & Location: US2025-009 / 5450 Manhart St, Sedalia CO

To Whom It May Concern:

Qwest Corporation, Inc. d/b/a CENTURYLINK ("CenturyLink") has reviewed the request for the subject encroachment and has determined that it has no objections with respect to the areas proposed for encroachment as shown and/or described on Exhibit "A", said Exhibit "A" attached hereto and incorporated by this reference. It is the intent and understanding of CenturyLink that this Encroachment shall not reduce our rights to any other existing easement or rights we have on this site or in the area.
This encroachment response is submitted WITH THE STIPULATION that if CenturyLink facilities are found and/or damaged within the areas as described, the Applicant will bear the cost of relocation and repair of said facilities.

If you have any questions or would like to discuss this action further, please contact Tom Hoopes at Tom.Hoopes@lumen.com.

Sincerely yours,

/s/

CenturyLink Right of Way Team

COLORADO
Division of Water Resources
Department of Natural Resources

August 20, 2025

Matt Jakubowski, Chief Planner
Douglas County Planning Services
Transmission via email: mjakubow@douglas.co.us

**Re: Case No.: US2025-009, Use by Special Review – Town of Sedalia, Block 7, Lots 9-14 (Magic Manor Theater)**
The SW ¼ of the SW ¼, Sec. 13 and the SE ¼ of the SE ¼ of Section 14, Twp. 7S, Rng. 68W, 6th P.M., Douglas County
Water Division 1, Water District 8

Dear Matt Jakubowski:

We have received your July 30, 2025 submittal concerning the above-mentioned proposal for a Use by Special Review to convert an existing restaurant into a theater and event venue specializing in performances of illusion and magic. The property is located within the Sedalia Downtown zone district at 5450 Manhart Street.

This referral does not appear to qualify as a "subdivision" as defined in Section 30-28-101(10)(a), C.R.S. Therefore, pursuant to the State Engineer's March 4, 2005 and March 11, 2011 memorandums to county planning directors, this office will only perform a cursory review of the referral information and provide informal comments. The comments do not address the adequacy of the water supply plan for this project or the ability of the water supply plan to satisfy any County regulations or requirements. In addition, the comments provided herein cannot be used to guarantee a viable water supply plan or infrastructure, the issuance of a well permit, or physical availability of water.

No water supply source or water supply demands were provided in the application documents. Our records indicate that the subject property is inside the Sedalia Water & Sanitation District ("District"). We have no comments regarding the District's ability to provide water for the property.

Please contact me at 303-866-3581 x8246 or at ioana.comaniciu@state.co.us with any questions.

Sincerely,

Ioana Comaniciu, P.E.
Water Resources Engineer

Ec: Referral no. 34359

**From:** Comaniciu - DNR, Ioana
**Sent:** Friday, October 10, 2025 3:39 PM
**To:** Matt Jakubowski
**Subject:** Re: 2nd Douglas County eReferral (US2025-009) Is Ready For Review

Good Afternoon,

We have no comments on this second referral for US2025-009 referral since again no water related matters were provided. In addition no information was provided whether Sedalia Water & Sanitation District is the entity that will provide the water and whether it is committed to supply the new theater and event venue.

Sincerely,

**Ioana Comaniciu, P. E.**

**Water Resource Engineer**

P 303-866-3581 x 8246

1313 Sherman St., Suite 821 Denver CO 80203

ioana.comaniciu@state.co.us | https://dwr.colorado.gov

On Wed, Sep 24, 2025 at 12:09 PM <mjakubow@douglas.co.us> wrote:

> There is an eReferral for your review. Please use the following link to log on to your account:
> https://urldefense.com/v3/__https://apps.douglas.co.us/planning/projects/Login.aspx__;!!PUG2raq7KiCZwBk!ZObqwSvJMLx4jNqS3GKRyc8MWzHeKuuUxNlwdIwxxGDQBVl0uEq2iT88uNo-cp38J9qT56nxHdx859-54s1ZE-oR$
>
> Project Name: 2nd Referral Request Town of Sedalia, Block 7, Lots 9-14 (Magic Manor Theater)
> Project File #: US2025-009
> Project Summary: Applicant requests a Use by Special Review (USR) to convert an existing restaurant into an Event Center for public and private events with a maximum occupancy of 90 persons/event. Maximum 250 events/year proposed, including live performances of magic/illusion, music, comedy, and the arts, youth camps, specialized classes, team building, private events, film festivals, farmer's markets, and arts & crafts shows. Events are indoors, but could include outdoor deck areas adjacent to the building or other outdoor areas onsite. The existing kitchen is proposed for food and beverage catering during events. The applicant also proposes a limited restaurant operation with a partner when an event or class is not occurring. Live performances are ticketed. The site is within the Sedalia Downtown zone district at 5450 Manhart St. (Manhart St. and Plum Ave. intersection). No exterior building improvements or physical improvements to the property

and parking lot are proposed via the
USR.

This referral will close on Wednesday, October 8, 2025.

If you have any questions, please contact me.

Sincerely,

Matt Jakubowski, AICP | Chief Planner
Douglas County Department of Community Development
Planning Services Division
Address | 100 Third St., Castle Rock, CO 80104
Phone | 303-660-7460
Email | mjakubow@douglas.co.us

DOUGLAS COUNTY
COLORADO

# Memorandum

**Date:** August 27, 2025

**To:** Matt Jakubowski, AICP, Chief Planner

**From:** DJ Beckwith, Principal Planner
Lauren Pulver, Planning Supervisor
Kati Carter, AICP, Assistant Director of Planning Resources
Chris Pratt, Managing County Attorney

**CC:** Terence T. Quinn, AICP, Director of Community Development

**Subject:** **Water Commission Member Referral Comments**
**US2025-009 - Town of Sedalia, Block 7, Lots 9-14**

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The Douglas County Water Commission (Commission) met on August 25, 2025 and provided comment on US2025-009 - Town of Sedalia, Block 7, Lots 9-14 (Project). There was no consensus comment from the Commission, only an individual comment was provided. All other members had no comment. The following is a summary of the comments from the Commission member that provided comments on the Project. This Project was pulled from the agenda for discussion by Commission Member Harold Smethills.

Harold Smethills: Member Smethills commented that whenever there is a project that is being rezoned that there should be an inspection of the septic system to ensure it is functioning properly. Member Smethills emphasized the need to protect the alluvium flowing into the Chatfield Reservoir to ensure safe drinking water.

# REFERRAL RESPONSE REQUEST – USE BY SPECIAL REVIEW

Date sent: July 30, 2025

Comments due by: **August 20, 2025**
Fax: 303.660.9550

| | |
|---|---|
| **Project Name:** | Town of Sedalia, Block 7, Lots 9-14 (Magic Manor Theater) |
| **Project File #:** | US2025-009 |
| **Project Summary:** | Applicant requests a Use by Special Review (USR) to convert an existing restaurant into a theater and event venue specializing in performances of illusion and magic. Public performances are ticketed. Youth camps, specialized classes, and private events are proposed during non-performance hours. The existing kitchen is proposed for use on a limited basis primarily for private events. No operation of the existing restaurant is proposed. The property is located within the Sedalia Downtown zone district at 5450 Manhart Street (intersection of Manhart Street and Plum Avenue). No exterior building improvements or physical improvements to the property and parking lot are proposed via the USR. |

Information on the identified development proposal located in Douglas County is enclosed. Please review and comment in the space provided.

- [x] No Comment
- [ ] Please be advised of the following concerns:

  _____

  _____

- [ ] See letter attached for detail.

| | |
|---|---|
| **Agency:** ENGINEERING | **Phone #:** 4318 |
| **Your Name:** AL PETERSON | **Your Signature:** Al Peterson |
| *(please print)* | **Date:** 8/14/25 |

Agencies should be advised that failure to submit written comments prior to the due date, or to obtain the applicant's written approval of an extension, will result in written comments being accepted for informational purposes only.

Sincerely,

Matthew Jakubowski, AICP, Chief Planner
*Enclosure*

# 2nd REFERRAL RESPONSE REQUEST – USE BY SPECIAL REVIEW

Date sent: September 24, 2025

Comments due by: **October 8, 2025**
Fax: 303.660.9550

| | |
|---|---|
| **Project Name:** | **2nd Referral Request**<br>Town of Sedalia, Block 7, Lots 9-14 (Magic Manor Theater) |
| **Project File #:** | US2025-009 |
| **Project Summary:** | Applicant requests a Use by Special Review (USR) to convert an existing restaurant into an Event Center for public and private events with a maximum occupancy of 90 persons/event. Maximum 250 events/year proposed, including live performances of magic/illusion, music, comedy, and the arts, youth camps, specialized classes, team building, private events, film festivals, farmer's markets, and arts & crafts shows. Events are indoors, but could include outdoor deck areas adjacent to the building or other outdoor areas onsite. The existing kitchen is proposed for food and beverage catering during events. The applicant also proposes a limited restaurant operation with a partner when an event or class is not occurring. Live performances are ticketed. The site is within the Sedalia Downtown zone district at 5450 Manhart St. (Manhart St. and Plum Ave. intersection). No exterior building improvements or physical improvements to the property and parking lot are proposed via the USR. |

Information on the identified development proposal located in Douglas County is enclosed. Please review and comment in the space provided.

| | | |
|---|---|---|
| ☒ | No Comment | |
| ☐ | Please be advised of the following concerns: | |
| ☐ | See letter attached for detail. | |
| **Agency:** ENGINEERING | | **Phone #:** 4318 |
| **Your Name:** AL PETERSON *(please print)* | | **Your Signature:** Al Peterson |
| | | **Date:** 10/7/2025 |

Agencies should be advised that failure to submit written comments prior to the due date, or to obtain the applicant's written approval of an extension, will result in written comments being accepted for informational purposes only.

Sincerely,

Matthew Jakubowski, AICP, Chief Planner

DOUGLAS COUNTY
HEALTH DEPARTMENT COLORADO

August 18th, 2025

Matt Jakubowski
100 Third St.
Castle Rock, CO 80104

RE: US2025-009

Dear Mr. Jakubowski

Thank you for the opportunity to review and comment on the Town of Sedalia, Block 7, LOTS9-14 project. Douglas County Health Department (DCHD) staff have reviewed the application for compliance with pertinent environmental and public health regulations. After reviewing the application, DCHD has the following comments:

**On-Site Wastewater Treatment System (OWTS) – Use Permit**
Proper wastewater management promotes effective and responsible water use, protects potable water from contaminants, and provides appropriate collection, treatment, and disposal of waste, which protects public health and the environment. Douglas County Health Department Regulation Number 22-01, Section 4.2 requires a Use Permit be obtained when a property has a change of Use or the sale of a property

To obtain a Use Permit, the OWTS will need to be inspected by a National Association of Wastewater Technicians (NAWT) Certified Use Permit Inspector. A list of Certified Inspectors is available here http://www.nawt.org/search.html. If it is determined by the inspector that the system has deficiencies that require repair, these repairs must be completed prior to DCHD issuing a Use Permit.

In order to obtain a Use Permit, the applicant may contact Douglas County Health Department or the local health department with authority over the site at the time of development. More information is available at https://www.douglas.co.us/health-department/environmental-health/ under the Use Permit section.

**According to our records a Use Permit Application was submitted to us on 2/12/2025 for the sale of the property located at 5450 Manhart St. Sedalia CO 80135.**

**The application and inspection report from us property came back with several deficiencies that need to be fixed before we could issue a Use Permit.**

**This Use Permit was never finalized and is still Pending. DCHD would require the deficiencies to be fixed by a licensed OWTS contractor and provide a repair verification form before issuing the Use Permit.**

**Please see attached documents that support these comments.**

Please feel free to contact me at 720-643-2490 or cthompson@douglas.co.us if you have any questions about our comments.

Sincerely,

Caden Thompson
Environmental Health Specialist I
Douglas County Health Department

DOUGLAS COUNTY HEALTH DEPARTMENT COLORADO

Permit #_____

**USE PERMIT APPLICATION FOR AN ON-SITE WASTEWATER TREATMENT SYSTEM (OWTS)**

IMPORTANT NOTE: All items listed below MUST be completed and submitted at the same time:

- Tri-County Health Department Use Permit Application form AND Application fee.
- Tri-County Health Department Inspection Report completed by a CERTIFIED inspector (an inspection report completed by an uncertified inspector will NOT be accepted). If multiple OWTS systems serve the property, then a separate inspection report and fee for each OWTS system must be submitted.
- Copy of the most recent septic tank pumper's receipt (if available).
- If the OWTS system needs to be repaired, then a Minor or Major Repair Permit Fee may be applicable.

***(PERMIT FEE IS NON-REFUNDABLE)***

**Submit electronically to eh@douglas.co.us**

**Completion of All Fields is Required** **Application Date:**_____

**PROPERTY FOR WHICH PERMIT IS REQUESTED**

Address: 5450 Manhart St

City: Sedalia State: CO Zip: 80135

Parcel Number (APN):_____ Lot Size in Acres:_____

Current Property Owner Name: Chuck Briggs

Owner Phone: _____ Owner Email: _____

County: Douglas

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**Name of Applicant**: Colorado Septic Maintenance & Repair

Address: P.O. Box 934

City: Sedalia State: Colorado Zip: 80135

Applicant Phone: 720-289-9736 Email: Info@CoSepticMR.com

---

Dwelling Type: ❑ Single Family ❑ Multi-Family ■ Commercial ❑ Other _____

Number of Bedrooms (existing): _____

Water Supply: ❑ Public Community ❑ Private Well ■ Public Non-Community ❑ Unknown ❑ Other

Is more than one building connected to the one OWTS system? Yes ✓ No

Are multiple OWTS serving the property? ❑ Yes ■ No *(Complete a separate inspection form and fee for each OWTS)*

Reason for Use Permit **(Check One):** ■ **Sale** ❑ **Bedrooms Added** (# Added _____)
❑ **Change in Use (Commercial or Business)** ❑ **Addition of Mobile Home**
❑ **Other (explain):** _____

---

**Use Permit Inspector**

Name: Josiah Todd Phone: 720-289-9736 Email: Info@CoSepticMR.com

National Association of Wastewater Technicians (NAWT) Certification Number: 11415-ITC

DOUGLAS COUNTY HEALTH DEPARTMENT COLORADO

# Use Permit Inspection Form

Date of Inspection: 2/6/2025

## Use Permit Inspection Information

**IMPORTANT NOTE:** This Douglas County Health Department (DCHD) Inspection Form must be completed by a **CERTIFIED** inspector. An Inspection report completed by an **UNCERTIFIED** inspector(s) will **NOT** be accepted.

Name: Josiah Todd Phone: 720-289-9736 Email: Info@CoSepticMR.com

National Association of Wastewater Technicians (NAWT) (or other approved) Certification

Number: 11415-ITC If Other, certifying entity: _____

## Owner and Property Information

Owners Name: Chuck Briggs Phone: 303-949-0625 Email: Briggs.Chuck@gmail.com

Address: 5450 Manhart St

City: Sedalia State: CO Zip: 80135 County: Douglas

Address of Property for which Use Permit is requested (if different from above):

_____

City: _____ Colorado Zip: _____

## Section 1: Tanks

### Tank 1

Tank Size (gallons): 500

Does this match DCHD records? ☐ Yes ☑ No

Type: ☑ Concrete ☐ Polyethylene ☐ Fiberglass ☐ Other

Was tank pumped? ☑ Yes ☐ No

If yes: Date Pumped: 2/6/2025 Pumped by: JT pumping

**Attach copy of pump receipt**

| N/A | Yes | No | |
|---|---|---|---|
| ☐ | ☑ | ☐ | Is the tank in good condition such that the tank functions are not compromised? |
| ☐ | ☐ | ☑ | Is the tank a two compartment tank? |
| | ☑ Tees | ☑ Baffles | (check one) |
| ☐ | ☑ | ☐ | If Tees or Baffles, are they in good condition? |
| ☐ | ☑ | ☐ | Is top of tank or riser to grade? |
| ☐ | ☑ | ☐ | Are the risers in good condition such that their function is not compromised? |
| ☐ | ☑ | ☐ | Is the lid (riser or manhole) in good condition? |
| ☐ | ☑ | ☐ | Does lid have a secure closing mechanism or sufficient weight to prevent unauthorized access? |

*(Tank 1 information continued on next page)*

### Tank 2 ☐ Check if Not Applicable (N/A)

Tank Size (gallons): 1000

Does this match DCHD records? ☐ Yes ☑ No

Type: ☑ Concrete ☐ Polyethylene ☐ Fiberglass ☐ Other

Was tank pumped? ☑ Yes ☐ No

If yes: Date Pumped: _____ Pumped by: Same

**Attach copy of pump receipt**

| N/A | Yes | No | |
|---|---|---|---|
| ☐ | ☑ | ☐ | Is the tank in good condition such that the tank functions are not compromised? |
| ☐ | ☑ | ☐ | Is the tank a two compartment tank? |
| | ☑ Tees | ☐ Baffles | (check one) |
| ☐ | ☐ | ☑ | If Tees or Baffles, are they in good condition? |
| ☐ | ☑ | ☐ | Is top of tank or riser to grade? |
| ☐ | ☑ | ☐ | Are the risers in good condition such that their function is not compromised? |
| ☐ | ☑ | ☐ | Is the lid (riser or manhole) in good condition? |
| ☐ | ☑ | ☐ | Does lid have a secure closing mechanism or sufficient weight to prevent unauthorized access? |

*(Tank 2 information continued on next page)*

Property Address: 5450 Manhart St Sedalia 80135

## Tank 1 *(continued)*

| N/A | Yes | No | |
|---|---|---|---|
| ☐ | ☐ | ☑ | Was tank water level **above** the outlet invert? |
| ☐ | ☐ | ☑ | Was tank water level **below** the outlet invert? |
| ☐ | ☐ | ☑ | Does tank have an effluent filter(s)? |
| ☑ | ☐ | ☐ | If YES, is the filter accessible for cleaning? |
| ☑ | ☐ | ☐ | If YES, is the filter clean and in good condition? |

## Tank 2 *(continued)*

| N/A | Yes | No | |
|---|---|---|---|
| ☐ | ☐ | ☑ | Was tank water level **above** the outlet invert? |
| ☐ | ☑ | ☐ | Was tank water level **below** the outlet invert? |
| ☐ | ☑ | ☑ | Does tank have an effluent filter(s)? |
| ☐ | ☐ | ☑ | If YES, is the filter accessible for cleaning? |
| ☐ | ☐ | ☑ | If YES, is the filter clean and in good condition? |

Comments: First two tanks are grease trap interceptors that tie into existing septic system. Tank number one has an inlet tee and an outlet baffle. Tank number two has an inlet tee and is missing an outlet tee.
6 inch filter system that is sitting in the bottom of the tank needs to be reinstalled and maybe replaced.
Line from tank 2 to 3 has significant build up because of the missing tee. Recommend jetting and reevaluating that line

◆◆◆Are additional tanks installed? ☑ **Yes** ☐ **No** - If YES, complete another use permit inspection form for the additional tanks. ◆◆◆

Is system equipped with a Siphon, Pumps & Floats or Controls? Yes ☑ No ☐
**(If "Yes" complete Section 2)**

## Section 2: Dosing Systems

Dosing Unit: ☐ Siphon ☑ Pump

Note: N/A answers apply to a siphon only

| N/A | Yes | No | |
|---|---|---|---|
| ☐ | ☑ | ☐ | Is siphon or pump operational? |
| ☐ | ☐ | ☑ | Are floats properly tethered and operational? |
| ☐ | ☑ | ☐ | Is the junction box (J-Box) approved for use? |
| ☐ | ☑ | ☐ | If Yes, are J-Box and wiring properly installed and functional? |

| N/A | Yes | No | |
|---|---|---|---|
| ☐ | ☑ | ☐ | Is there an audio visual alarm? |
| ☐ | ☑ | ☐ | If alarm, is alarm operational? |
| ☐ | ☐ | ☑ | Is pump in a screened vault? |
| ☑ | ☐ | ☐ | If Yes, is the vault in acceptable condition and screen clean? |
| ☐ | ☑ | ☐ | Is there a means to disconnect house power supply to junction box or control panel? |

Comments: Pump floats need to be re-calibrated a bit higher to keep pump head underwater at all times

There are two 6" junction boxes on the system, both of which will need replaced

System Utilizes Uniform or Pressure Dosing, or is a Low Pressure Pipe or Drip Irrigation Yes ☑ No ☐
**(If "Yes" complete Section 2A)**

## Section 2A: Pressure Dosed, Non-Pressurized Drip Dispersal System (NDDS) or Drip Irrigation Systems

| N/A | Yes | No | |
|---|---|---|---|
| ☐ | ☑ | ☐ | Are the distribution valves in a box or vault? |
| ☐ | ☑ | ☐ | If Yes, is the box or vault in acceptable condition? |
| ☐ | ☑ | ☐ | Are the distribution valves operational? |
| ☑ | ☐ | ☐ | If Pressure dosed, NDDS, or Drip Irrigation, are risers at ends of zones in good condition? |

| N/A | Yes | No | |
|---|---|---|---|
| ☐ | ☐ | ☑ | Is there an automatic distribution valve (ADV)? |
| ☑ | ☐ | ☐ | If Yes, is the ADV working properly? |
| ☐ | ☐ | ☑ | Is the system equipped with flushing valves? |
| ☑ | ☐ | ☐ | If Yes, are the flushing valves accessible and operational? |

Comments: The system has three ball valves in the dosing compartment riser to switch between the three individual STAs
Other than these valves, there is no other way to alternate zones of the individual STAs

Property Address: 5450 Manhart St Sedalia 80135

## Section 1: Tanks

### Tank 3

Tank Size (gallons): 1500

Does this match DCHD records? ☐ Yes ☐ No

Type: ☐ Concrete ☒ Polyethylene ☐ Fiberglass ☐ Other

Was tank pumped? ☐ Yes ☐ No

If yes: Date Pumped: 2/6/2025 Pumped by: JT Pumping

**Attach copy of pump receipt**

| N/A | Yes | No | |
|---|---|---|---|
| | ☑ | ☐ | Is the tank in good condition such that the tank functions are not compromised? |
| | ☑ | ☐ | Is the tank a two compartment tank? |
| | | | ☑ Tees ☐ Baffles (check one) |
| | ☐ | ☑ | If Tees or Baffles, are they in good condition? |
| | ☑ | ☐ | Is top of tank or riser to grade? |
| | ☑ | ☐ | Are the risers in good condition such that their function is not compromised? |
| | ☑ | ☐ | Is the lid (riser or manhole) in good condition? |
| | ☑ | ☐ | Does lid have a secure closing mechanism or sufficient weight to prevent unauthorized access? |

| N/A | Yes | No | |
|---|---|---|---|
| | ☑ | ☐ | Was tank water level **above** the outlet invert? |
| | ☐ | ☑ | Was tank water level **below** the outlet invert? |
| | ☐ | ☑ | Does tank have an effluent filter(s)? |
| ☑ | ☐ | ☐ | If YES, is the filter accessible for cleaning? |
| ☑ | ☐ | ☐ | If YES, is the filter clean and in good condition? |

### Tank 4

☐ Check if Not Applicable (N/A)

Tank Size (gallons): 3000

Does this match DCHD records? ☐ Yes ☐ No

Type: ■ Concrete ☐ Polyethylene ☐ Fiberglass ☐ Other

Was tank pumped? ■ Yes ☐ No

If yes: Date Pumped: 2/6/2025 Pumped by: JT Pumping

**Attach copy of pump receipt**

| N/A | Yes | No | |
|---|---|---|---|
| | ☑ | ☐ | Is the tank in good condition such that the tank functions are not compromised? |
| | ☐ | ☑ | Is the tank a two compartment tank? |
| | | | ☑ Tees ☐ Baffles (check one) |
| | ☑ | ☐ | If Tees or Baffles, are they in good condition? |
| | ☑ | ☐ | Is top of tank or riser to grade? |
| | ☑ | ☐ | Are the risers in good condition such that their function is not compromised? |
| | ☑ | ☐ | Is the lid (riser or manhole) in good condition? |
| | ☑ | ☐ | Does lid have a secure closing mechanism or sufficient weight to prevent unauthorized access? |

| N/A | Yes | No | |
|---|---|---|---|
| | ☐ | ☑ | Was tank water level **above** the outlet invert? |
| | ☐ | ☑ | Was tank water level **below** the outlet invert? |
| | ☑ | ☐ | Does tank have an effluent filter(s)? |
| ☐ | ☑ | ☐ | If YES, is the filter accessible for cleaning? |
| ☐ | ☑ | ☐ | If YES, is the filter clean and in good condition? |

Comments:

tank 3 inlet tee at down angle causing the water level in the tank to be higher. Outlet tee underwater and angled up.
Recommend gasket screw kit for lids on tank 3 and 4
Tank 3 has an air gas outlet plumbed into the riser. This pipe is angled up and holding liquid, not allowing air to pass through.
Tank 4 has a 4" orenco filter.
The transfer line between tank 3 and 4 has a belly holding water, >4"

◆◆◆Are additional tanks installed? ☐ **Yes** ☐ **No** - If YES, complete another use permit inspection form for the additional tanks. ◆◆◆

Property Address: 5450 Manhart St Sedalia 80135

Is System Equipped with a Secondary Treatment Unit? Yes ☐ No ☑

**(If "Yes" complete Section 3)**

## Section 3: Secondary Treatment

Type of Unit:

☐ ATU ☐ RSF ☐ ISF ☐ Textile Fiber ☐ Peat Filter ☐ Other

If other, indicate type: _____

| Yes | No | |
|---|---|---|
| ☐ | ☐ | Is there a current operation and maintenance (O&M) contract? |
| | | If Yes, when was system last inspected? |
| ☐ | ☐ | Is secondary treatment unit operating properly? |

_____/_____/_____

Comments:

## Section 4: Absorption Area (Required for all Systems)

| N/A | Yes | No | | N/A | Yes | No | |
|---|---|---|---|---|---|---|---|
| ☐ | ☐ | ☑ | Is absorption area covered with snow? | ☐ | ☑ | ☐ | Are driveways, horse corrals, patios, or pools constructed over the septic tank or absorption area? |
| ☐ | ☐ | ☑ | Are there odors? | ☐ | ☐ | ☑ | Are there observation pipes in the absorption area? If Yes, how many? _____ |
| ☐ | ☐ | ☑ | Are there wet areas on ground surface? | ☑ | ☐ | ☐ | If observation pipes, is there standing effluent in observation pipes? |
| ☐ | ☐ | ☑ | Is irrigated landscaping planted over absorption area? | ☐ | ☐ | ☑ | Is system equipped with a distribution box? |
| ☐ | ☑ | ☐ | Is surface drainage adequate to protect absorption area? | ☑ | ☐ | ☐ | If there is a distribution box, is it to grade? |
| ☐ | ☑ | ☐ | Is vegetative cover adequate to protect absorption area from excessive erosion? | ☑ | ☐ | ☐ | If distribution box is accessible, is it in good condition and are the outlets level? |
| ☐ | ☐ | ☑ | Is vegetative cover excessive? | | | | |

Comments: all 3 STAs are under parking lot, no observation ports, no access, no signs of failure

## Section 5: Building Sewer (Required for all Systems)

| Yes | No | | N/A | Yes | No | |
|---|---|---|---|---|---|---|
| ☐ | ☑ | Is there a cleanout(s) on the building sewer from house to septic tank? | ☐ | ☐ | ☑ | If system is equipped with a pump, is there any evidence of damage, plugging or settlement of the pump line (force main) from the septic tank to the absorption area? |
| | | If Yes, state location of cleanouts or show on system diagram _____ | | | | If Yes, explain what was noted: |
| ☐ | ☐ | Is there any evidence of damage, plugging or settlement of the building sewer from house to first septic tank? | | | | |
| ☐ | ☑ | Is there any evidence of damage, plugging or settlement of the building sewer from the septic tank to the absorption area? | ☐ | ☑ | ☐ | If system has more than one tank, is there any evidence of damage, plugging or settlement of the building sewer between the tanks? |

Comments: final opinion of inlet line and transfer lines will be concluded after cleaning the lines.

Property Address: 5450 Manhart St Sedalia 80135

## Section 6: General Questions and Inspector Comments (Required for All Systems)

Is the property ☑ Vacant ☐ Occupied If vacant, how long? 8 months

| Yes | No | | |
|---|---|---|---|
| ☐ | ☑ | Is property served by a well? | Personal Well ☐ City Water ☐ Community Well ☐ |
| ☑ | ☐ | Is there a system diagram (as-built diagram)? | |
| ☐ | ☑ | If Yes, is diagram accurate? If No diagram exists or if the diagram is inaccurate, please provide a system diagram on the System Record Drawing form. | |
| ☐ | ☑ | Is the public sewer within 400 feet of the property? | |
| ☐ | ☑ | Does the entire system meet all required set-backs in Table 5 of DCHD Regulation 22-01 On-site Wastewater Treatment Systems (OWTS)? (If No, provide detailed information in Comments and indicate on diagram) | |

Comments:

First two tanks are grease trap interceptors that tie into existing septic system. Tank number one has an inlet tee and an outlet baffle. Tank number two has an inlet tee and is missing an outlet tee.
6 inch filter system that is sitting in the bottom of the tank needs to be reinstalled and maybe replaced
Line from tank 2 to 3 has significant build up because of the missing tee. Recommend jetting and reevaluating that line.

Pump floats need to be re-calibrated a bit higher to keep pump head underwater at all times

There are two 6" junction boxes on the system, both of which will need replaced

The system has three ball valves in the dosing compartment riser to switch between the three individual STAs
Other than these valves, there is no other way to alternate zones of the individual STAs

tank 3 inlet tee at down angle causing the water level in the tank to be higher. Outlet tee underwater and angled up. I believe that the transfer lines between tanks 3&4 and 4&5 have settled and hold significant

| Yes | No | |
|---|---|---|
| ☑ | ☐ | In my opinion, at the time of the inspection, the OWTS has deficiencies that require repairs. |

**IMPORTANT NOTE:**
All non-permitted repairs must be documented on a Repair Verification Form

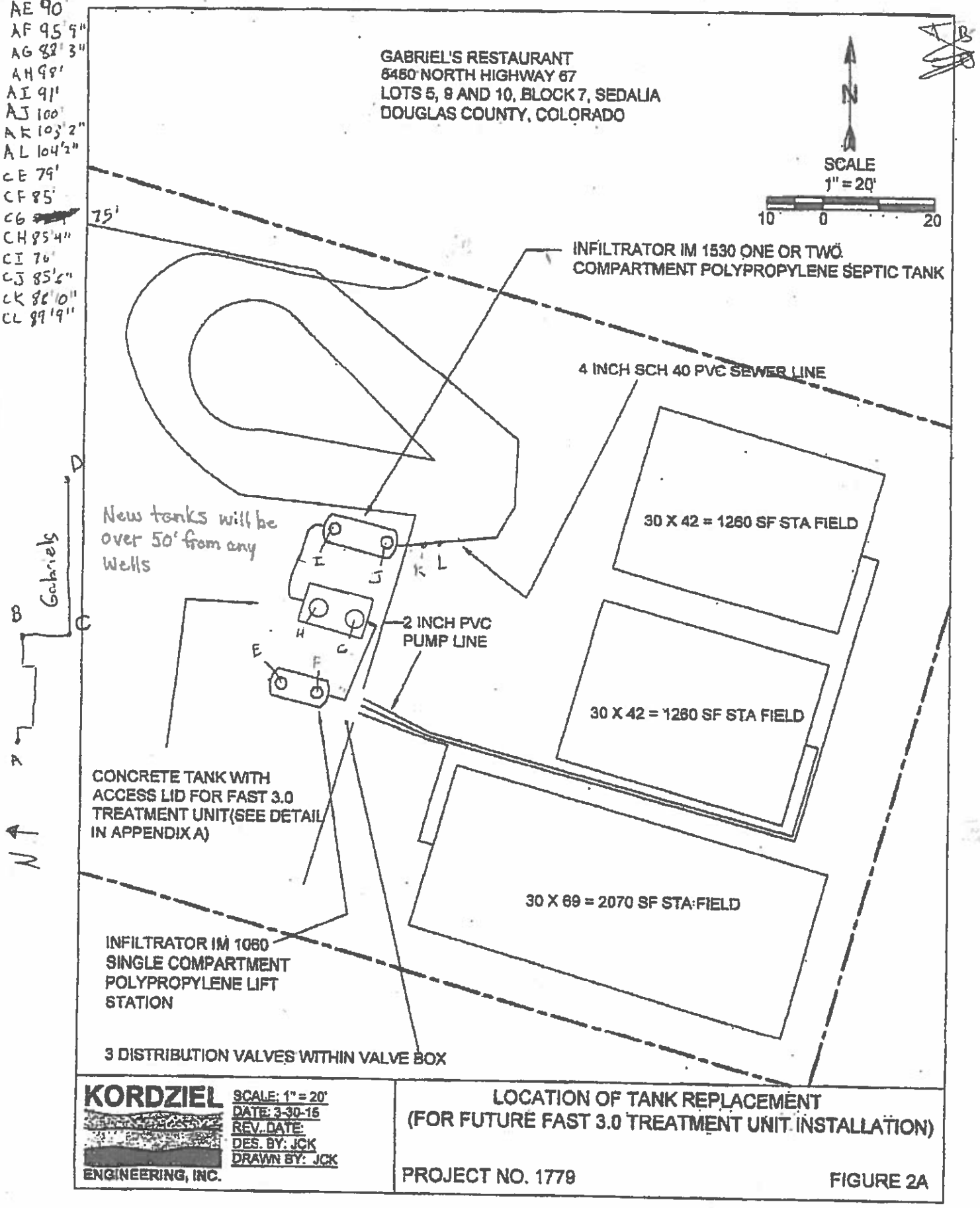
| Yes | No | |
|---|---|---|
| ☐ | ☑ | In my opinion, at the time of the inspection, the OWTS is functioning adequately. |

Inspector Signature

2/11/2025
Date

AB 22'6"
BC 12'1"
CD 26'3"
AE 90'
AF 95'9"
AG 82'3"
AH 98'
AI 91'
AJ 100'
AK 103'2"
AL 104'2"
CE 79'
CF 85'
CG [illegible]'
CH 85'4"
CI 76'
CJ 85'6"
CK 86'10"
CL 89'9"

01/25/2010 05:50 30 [illegible]3344 GABRIELS PAGE 05




KORDZIEL ENGINEERING, INC.

SCALE: 1" = 20'
DATE: 3-30-16
REV. DATE:
DES. BY: JCK
DRAWN BY: JCK

LOCATION OF TANK REPLACEMENT
(FOR FUTURE FAST 3.0 TREATMENT UNIT INSTALLATION)

PROJECT NO. 1779

FIGURE 2A

## JT pumping, LLC

P.O. Box 207
Sedalia, CO 80135 US
(303) 910-7323
diana@jtpumpingllc.com

BILL TO
Charles Briggs
Gabriel's Restaurant
5450 Manhart Avenue
Sedalia, CO 80135

SHIP TO
Charles Briggs
Gabriel's Restaurant
5450 Manhart Avenue
Sedalia, CO 80135

| | |
|---|---|
| INVOICE | 3095 |
| DATE | 02/06/2025 |
| TERMS | Due on receipt |
| DUE DATE | 02/06/2025 |

CC AUTHORIZATION NUMBER
71802E

| DATE | ACTIVITY | DESCRIPTION | QTY | RATE | AMOUNT |
|---|---|---|---|---|---|
| 02/06/2025 | Septic System Pumping | For Septic System pumping, the initial charge is $408.50 for any amount of waste pumped up to 1000 gallons. A $40.85 charge will then incur for every additional 100 gallons pumped. | 6 | 408.50 | 2,451.00 |
| 02/06/2025 | Waste Disposal Fee - Septic | Cost of collection, processing, and recycling/deposition of the waste materials. Current waste disposal fee for septic services is $0.12/gallon pumped. | 6,000 | 0.12 | 720.00 |
| 02/06/2025 | Effluent Filter | Cleaning | 1 | 107.50 | 107.50 |
| 02/06/2025 | Fuel Surcharge | Mileage from JT pumping, LLC's yard to jobsite address and finally, to waste disposal site. | 1 | 72.66 | 72.66 |
| 02/06/2025 | | TRIP NO. 1:<br><br>Service Start Time: (11:04AM)<br>Gallons Pumped: (2500)<br>Compartments: (MULTI)<br>Hose(s) Used: (2)<br>Lids: (Exposed)<br>Condition of Tee's: (OK)<br>Service Completion Time: (11:30AM)<br><br>TRIP NO. 2:<br><br>Service Start Time: (12:01PM)<br>Gallons Pumped: (2500)<br>Compartments: (MULTI)<br>Hose(s) Used: (2)<br>Lids: (Exposed)<br>Condition of Tee's: (OK)<br>Service Completion Time: (12:25PM)<br><br>TRIP NO. 3:<br><br>Service Start Time: (12:55PM)<br>Gallons Pumped: (1000)<br>Compartments: (2)<br>Hose(s) Used: (2)<br>Lids: (Exposed) | | | |

Condition of Tee's: (OK)
Service Completion Time: (1:20PM)

Thank you for choosing JT pumping, LLC. Have a blessed day!

| | |
|---|---|
| PAYMENT | 3,351.16 |
| BALANCE DUE | **$0.00** |

**PAID**

Property Address: 5450 Manhart St Sedalia 80135

## Section 1: Tanks

### Tank 5

Tank Size (gallons): 1000

Does this match DCHD records? ☐ Yes ☐ No

Type: ☐ Concrete ☒ Polyethylene ☐ Fiberglass ☐ Other

Was tank pumped? ☐ Yes ☐ No

If yes: Date Pumped: 2/6/2025 Pumped by: JT Pumping

**Attach copy of pump receipt**

| N/A | Yes | No | |
|---|---|---|---|
| | ☑ | ☐ | Is the tank in good condition such that the tank functions are not compromised? |
| | ☑ | ☐ | Is the tank a two compartment tank? |
| | ☑ Tees | ☐ Baffles | (check one) |
| ☐ | ☑ | ☐ | If Tees or Baffles, are they in good condition? |
| | ☑ | ☐ | Is top of tank or riser to grade? |
| | ☑ | ☐ | Are the risers in good condition such that their function is not compromised? |
| | ☑ | ☐ | Is the lid (riser or manhole) in good condition? |
| | ☑ | ☐ | Does lid have a secure closing mechanism or sufficient weight to prevent unauthorized access? |

| N/A | Yes | No | |
|---|---|---|---|
| | ☑ | ☐ | Was tank water level **above** the outlet invert? |
| | ☐ | ☑ | Was tank water level **below** the outlet invert? |
| | ☐ | ☑ | Does tank have an effluent filter(s)? |
| ☑ | ☐ | ☐ | If YES, is the filter accessible for cleaning? |
| ☑ | ☐ | ☐ | If YES, is the filter clean and in good condition? |

### Tank 6 ☐ Check if Not Applicable (N/A)

Tank Size (gallons): 3000

Does this match DCHD records? ☐ Yes ☐ No

Type: ☒ Concrete ☐ Polyethylene ☐ Fiberglass ☐ Other

Was tank pumped? ☐ Yes ☐ No

If yes: Date Pumped: 2/6/2025 Pumped by: JT Pumping

**Attach copy of pump receipt**

| N/A | Yes | No | |
|---|---|---|---|
| | ☑ | ☐ | Is the tank in good condition such that the tank functions are not compromised? |
| | ☐ | ☑ | Is the tank a two compartment tank? |
| | ☑ Tees | ☐ Baffles | (check one) |
| | ☑ | ☐ | If Tees or Baffles, are they in good condition? |
| | ☑ | ☐ | Is top of tank or riser to grade? |
| | ☑ | ☐ | Are the risers in good condition such that their function is not compromised? |
| | ☑ | ☐ | Is the lid (riser or manhole) in good condition? |
| | ☑ | ☐ | Does lid have a secure closing mechanism or sufficient weight to prevent unauthorized access? |

| N/A | Yes | No | |
|---|---|---|---|
| | ☐ | ☑ | Was tank water level **above** the outlet invert? |
| | ☐ | ☑ | Was tank water level **below** the outlet invert? |
| | ☑ | ☐ | Does tank have an effluent filter(s)? |
| ☐ | ☑ | ☐ | If YES, is the filter accessible for cleaning? |
| ☐ | ☑ | ☐ | If YES, is the filter clean and in good condition? |

Comments:

tank 3 inlet tee at down angle causing the water level in the tank to be higher. Outlet tee underwater and angled up.
Recommend gasket screw kit for lids on tank 3 and 4
Tank 3 has an air gas outlet plumbed into the riser. This pipe is angled up and holding liquid, not allowing air to pass through.
Tank 4 has a 4" orenco filter.
The transfer line between tank 3 and 4 has a belly holding water, >4"

◆◆◆Are additional tanks installed? ☐ **Yes** ☐ **No** - If YES, complete another use permit inspection form for the additional tanks. ◆◆◆

DOUGLAS COUNTY
HEALTH DEPARTMENT COLORADO

September 29, 2025

Mathew Jakubowski
100 Third St.
Castle Rock, CO 80104

RE: US2025-009

Dear Matt Jakubowski,

Thank you for the opportunity to review and comment on the second referral request with the referenced Magic Manor Theater application. Douglas County Health Department (DCHD) staff have reviewed the application for compliance with pertinent environmental and public health regulations. After reviewing the application, DCHD has the following comment(s):

**On-Site Wastewater Treatment System (OWTS) – Use Permit**

Proper wastewater management promotes effective and responsible water use, protects potable water from contaminants, and provides appropriate collection, treatment, and disposal of waste, which protects public health and the environment. Douglas County Health Department Regulation Number 22-01, Section 4.2 requires a Use Permit be obtained when a property has a change of use or the sale of a property

To obtain a Use Permit, the OWTS will need to be inspected by a National Association of Wastewater Technicians (NAWT) Certified Use Permit Inspector. A list of Certified Inspectors is available here http://www.nawt.org/search.html. If it is determined by the inspector that the system has deficiencies that require repair, these repairs must be completed prior to DCHD issuing a Use Permit.

In order to obtain a Use Permit, the applicant may contact Douglas County Health Department or the local health department with authority over the site at the time of development. More information is available at https://www.douglas.co.us/health-department/environmental-health/ under the Use Permit section.

**According to our records a Use Permit Application was submitted to us on 2/12/2025 for the sale of the property located at 5450 Manhart St. Sedalia CO 80135.**

**The application and inspection report from us property came back with several deficiencies that need to be fixed before we could issue a Use Permit.**

**This Use Permit was never finalized and is still Pending. DCHD would require the deficiencies to be fixed by a licensed OWTS contractor and provide a repair verification form before issuing the Use Permit.**

**Please see attached documents that support these comments.**

**Location of Parking in Disturbance of Onsite Wastewater Treatment System (OWTS)**
Parking, driving, or heavy foot traffic on a leach field will compact the ground, shortening the life of the OWTS, and may collapse the system leading to costly damage. The site plan indicates parking for the event will be located over the Soil Treatment Area. In order to protect the property's OWTS from destruction, DCHD encourages the applicant to determine where parking and the event are in relation to the OWTS and not allow for parking or heavy foot traffic on the soil absorption area of the OWTS.

**Plan Review – Retail Food**
Plans for all new and remodeled retail food establishments must be reviewed by DCHD for compliance with Colorado Retail Food Establishment Rules and Regulations and approved by the Department before the start of construction. The applicant shall submit plans for the proposed food establishment to our office at 11045 E. Lansing Cir, Englewood , along with the Plan Review Specification Packet. We recommend a review of the plans by DCHD be completed before the City or County issues a building permit for the construction.

The applicant may call DCHD at our office at (720) 907-4886, regarding requirements for, and scheduling a plan review. Instructions for opening a retail food establishment can be found online at DCHD's website at https://www.douglas.co.us/health-department/environmental-health/.

**Plan Review - Child Care**
Illness-causing organisms are spread easily in child care settings. In order to ensure the health of students, child care facilities must meet applicable state sanitation and food safety requirements. Applicants planning to open a new child care facility or extensively remodel an existing facility are required to submit plans to DCHD for review and approval before construction begins. The applicant should submit plans early in the design or development process so required revisions can be made prior to construction. Plans should be submitted to our 11045 E. Lansing Cir, Englewood. We recommend a review of the plans by DCHD be completed before the City or County issues a building permit for the construction. The applicant may obtain a plan review packet online at: https://www.douglas.co.us/health-department/environmental-health/.

The applicant shall obtain the required license to operate from the Colorado Department of Human Services Division of Child Care, 1575 Sherman St., Denver, CO 80203, (303) 866-5958. More information is available here https://cdec.colorado.gov/.

**Food Vendors – Special Event**
Illness-causing organisms are spread easily to the public through food and beverages. The event coordinator shall contact Douglas County Health Department prior to hosting any special event to discuss the event. Environmental Health can be reached at 720-907-4886 or

EH@douglas.co.us. The applicant shall provide information on all food vendors that plan to attend any event. This includes mobile units, special event vendors, and caterers. The review process for food vendors will depend on the type of food vendor and the level of licensure of the proposed food vendors. All vendors planning to attend the event must provide their Colorado Retail Food Establishment license as well as a Colorado Sales Tax License. More information is available here https://www.douglas.co.us/health-department/environmental-health/.

**Wastewater – Portable Toilets for Special Events**

Sewage has the potential to carry illness-causing organisms and must be handled properly to avoid spreading disease. The applicant is proposing to use a portable restroom for onsite personnel. DCHD has no objection to the use of portable toilets, provided the units are properly cleaned and maintained. DCHD recommends that a portable hand sink be provided near the restrooms.

**Wastewater – Disposal for Special Events**

All wastewater from hand sinks, mobile units or other sources must be disposed of in a utility sink or any other sink that drains into the municipal sewer system. Wastewater must not be allowed in the storm drains located on site or disposed of directly on the ground.

**Solid Waste**

In order to avoid nuisance, odors, and pest attraction, DCHD recommends the applicant provide solid waste collection receptacles at any event. Trash receptacles should have lids and be placed in areas that are accessible to attendees but placed in a manner to ensure food safety. Trash receptacles and dumpsters shall be emptied frequently in order to prevent trash from overflowing. We encourage recycling of materials where possible.

Please feel free to contact me at 720-643-2488 or ssicard@douglas.co.us if you have any questions about our comments.

Sincerely,
Skyler Sicard
Assistant Director of Environmental Health
Douglas County Health Department

**Right of Way & Permits**

1123 West 3rd Avenue
Denver, Colorado 80223
Telephone: 303.285.6612
violeta.ciocanu@xcelenergy.com

August 13, 2025

Douglas County Planning Services
100 Third Street
Castle Rock, CO 80104

Attn: Matt Jakubowski

**Re: Town of Sedalia, Block 7, Lots 9-14 (Magic Manor Theater)**
**Case # US2025-009**

Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the documents for the above-mentioned project and currently has no apparent conflict. Please be aware PSCo owns and operates existing natural gas distribution facilities along North State Highway 67 and Plum Avenue.

The property owner/developer/contractor must complete the application process for any new natural gas service, or modification to existing facilities via xcelenergy.com/InstallAndConnect. It is then the responsibility of the developer to contact the Xcel Designer assigned to the project for approval of design details.

If additional easements need to be acquired by separate PSCo document, a Right-of-Way Agent will need to be contacted by the Designer.

As a safety precaution, PSCo would like to remind the developer to call the Utility Notification Center by dialing 811 for utility locates prior to construction.

Violeta Ciocanu (Chokanu)
Right of Way and Permits
Public Service Company of Colorado dba Xcel Energy
Office: 303-285-6612 – Email: violeta.ciocanu@xcelenergy.com

**Right of Way & Permits**

1123 West 3rd Avenue
Denver, Colorado 80223
Telephone: 303.285.6612
violeta.ciocanu@xcelenergy.com

October 1, 2025

Douglas County Planning Services
100 Third Street
Castle Rock, CO 80104

Attn: Matt Jakubowski

**Re: Town of Sedalia, Block 7, Lots 9-14 (Magic Manor Theater)**
**Case # US2025-009 – 2nd Submittal**

Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the documents for the above-mentioned project and currently has no apparent conflict. Please be aware PSCo owns and operates existing natural gas distribution facilities along North State Highway 67 and Plum Avenue.

The property owner/developer/contractor must complete the application process for any new natural gas service, or modification to existing facilities via xcelenergy.com/InstallAndConnect. It is then the responsibility of the developer to contact the Xcel Designer assigned to the project for approval of design details.

If additional easements need to be acquired by separate PSCo document, a Right-of-Way Agent will need to be contacted by the Designer.

As a safety precaution, PSCo would like to remind the developer to call the Utility Notification Center by dialing 811 for utility locates prior to construction.

Violeta Ciocanu (Chokanu)
Right of Way and Permits
Public Service Company of Colorado dba Xcel Energy
Office: 303-285-6612 – Email: violeta.ciocanu@xcelenergy.com

**Project Name:** Town of Sedalia, Block 7, Lots 9-14
**Project File #:** US2025-009
**Date Sent:** 09/24/2025 **Date Due:** 10/08/2025

| Agency | Date Received | Agency Response | Response Resolution |
|---|---|---|---|
| Addressing Analyst | 08/05/2025; 09/25/2025 | No Comment. | No action necessary. |
| AT&T Long Distance - ROW | | No Response Received. | No action necessary. |
| Bear's Den HOA | | No Response Received. | No action necessary. |
| Black Hills Energy | 08/20/2025; 9/25/2025 | No Comment. | No action necessary. |
| Building Services | 08/08/2025; 10/09/2025 | Received:<br>Permit is required. Please submit a complete set of Construction documents prepared and stamped by Colorado registered design professionals for review of plans. Please visit Douglas County's web site for requirements and contact 303-660-7497 if you have any questions | Understood. Plans will be submitted to building, fire, and health for permit review. |
| CenturyLink | 08/16/2025 | Received (verbatim response):<br>Qwest Corporation, Inc. d/b/a CENTURYLINK ("CenturyLink") has reviewed the request for the subject encroachment and has determined that it has no objections with respect to the areas proposed for encroachment as shown and/or described on Exhibit "A", said Exhibit "A" attached hereto and incorporated by this reference. It is the intent and understanding of CenturyLink that this Encroachment shall not reduce our rights to any other existing easement or rights we have on this site or in the area.<br><br>This encroachment response is submitted WITH THE STIPULATION that if CenturyLink facilities are found and/or damaged within the areas as described, the Applicant will bear the cost of relocation and repair of said facilities.<br><br>If you have any questions or would like to discuss this action further, please contact Tom Hoopes at Tom.Hoopes@lumen.com. | No action necessary. |
| Chatfield Watershed Authority | | No Response Received. | No action necessary. |

**Project Name:** Town of Sedalia, Block 7, Lots 9-14
**Project File #:** US2025-009
**Date Sent:** 09/24/2025 **Date Due:** 10/08/2025

| Agency | Date Received | Agency Response | Response Resolution |
|---|---|---|---|
| Colorado Department of Transportation CDOT-Region # 1 | 07/31/2025; 9/25/2025 | Received (verbatim response):<br>It appears that this referral is not showing any work within CDOT ROW. Please note that we looked at this review at the end of July, our comments still stand for this proposed project.<br>---<br>I have reviewed the referral for Lots 9-14 (Magic Manor Theater), Project number US2025-009 and have the following comments.<br>• Working from or within CDOT ROW will require a utility/special use permit. This includes, but is not limited to survey, landscaping, signal or utility work. Application is made online at the following link:<br>https://socgov.my.site.com/portal/s/login/?ec=302&startURL=%2Fportal%2Fs%2F<br><br>• Any signing must be on premise and cannot be either partly or wholly in CDOT ROW. Signing must be compliant with CDOT rules governing outdoor advertising per 2 CCR 601-3.<br>Thank you for the opportunity to review this referral. | No action necessary. |
| Colorado Division of Water Resources | 08/20/2025; 10/10/2025 | Received:<br>Following is a summary of referral comments received from the Colorado Division of Water Resources (CDWR). See the full letter for detail.<br><br>The proposal is not a subdivision. Therefore, CDWR's comments are informal, do not address availability or adequacy water, the ability of water supply to satisfy County requirements, and do not guarantee a physical availability of water or issuance of a well permit. No water supply or source demands were included in the application documents, but the property is located within the Sedalia Water and Sanitation District. CDWR has no comments regarding the District's ability to provide water for the property. | No action necessary. |
| Comcast | | No Response Received. | No action necessary. |
| CORE Electric Cooperative | 08/19/2025 | No Comment. | No action necessary. |

**Project Name:** Town of Sedalia, Block 7, Lots 9-14
**Project File #:** US2025-009
**Date Sent:** 09/24/2025 **Date Due:** 10/08/2025

| | | | |
|---|---|---|---|
| Douglas County Health Department | 08/18/2025; 09/29/2025 | Received:<br>Following is a summary of the referral comments received from Douglas County Health Department (DCHD). See the full letter for detail.<br><br>On-Site Wastewater Treatment System (OWTS) - Use Permit<br>Use permit required at the sale of a property. According to DCHD records, a use permit application was submitted on 2-12-25 at the sale of the subject property. The application and inspection report came back with several deficiencies that need to be addressed before issuance of a Use Permit. A repair verification must be required before issuing the Use Permit.<br><br>Other issues to address:<br>Location of Parking in Disturbance of Onsite Wastewater Treatment System (OWTS)<br>The site plan shows parking over the soil treatment area. DCHD encourages the applicant consider parking and activities away from the soil absorption area of the OWTS.<br><br>Plan Review - Retail Food<br>New or remodeled retail food establishments must be reviewed by DCHD for compliance with State regulations and must be approved by DCHD. DCHD recommends that contact and review of plans be completed prior to Building Permits.<br><br>Plan Review - Child Care<br>General comments were made regarding child care facilities and State requirements for such facilities. Contact DCHD to confirm comments.<br><br>Food Vendors - Special Event<br>General comments were made regarding requirements for food vendors that may serve events. Contact DCHD to confirm comments.<br><br>Wastewater - Portable Toilets for Special Events<br>General comments regarding portable toilets for events. Contact DCHD to confirm comments.<br><br>Wastewater - Disposal for Special Events<br>General comments regarding wastewater at special events. Contact DCHD to confirm comments.<br><br>Solid Waste<br>General comments regarding solid waste receptacles at events. Contact DCHD to confirm comments. | Understood. Plans will be submitted to building, fire, and health for permit review.<br><br>Refer to the attached owner receipts for the repairs completed on the septic system.<br><br>Regarding the septic location, the system has been in place for over two decades and there is no intent to relocate the septic system. |

**Project Name:** Town of Sedalia, Block 7, Lots 9-14
**Project File #:** US2025-009
**Date Sent:** 09/24/2025 **Date Due:** 10/08/2025

| Agency | Date Received | Agency Response | Response Resolution |
|---|---|---|---|
| Douglas County Water Commission | 08/27/2025 | Following is a summary of the referral comments received from the Douglas County Water Commission (Commission).<br>The Commission provided no consensus comment. One commissioner provided separate comment, that in cases of rezoning, inspection of the septic system should occur to protect the aluvium flowing into Chatfield Reservoir. | No action necessary. |
| Elk Ridge Estates HOA | | No Response Received. | No action necessary. |
| Engineering Services | 08/14/2025; 10/07/2025 | No Comment. | No action necessary. |
| Indian Creek Ranch Improvement Association | | No Response Received. | No action necessary. |
| Mile High Flood District | | No Response Received. | No action necessary. |
| Office of Emergency Management | 07/31/2025; 9/24/2025 | No Comment. | No action necessary. |
| Ranch at Coyote Ridge HOA | | No Response Received. | No action necessary. |
| Sedalia Property Owners Coalition | 10/03/2025 | Received (verbatim response):<br>Sedalia Property Owners Coalition supports this project and feels it will be a great addition to Sedalia downtown. | No action necessary. |
| Sedalia Water & Sanitation District | 10/02/2025 | Received (verbatim response):<br>SWSD has requested that the applicant provide water usage data for the proposed use in order to evaluate the project and issue a will-serve letter. To date, the District has not received this information. Once it is submitted, SWSD will be able to evaluate the water demand. | Refer to the attached will serve letter received after owner and district coordination earlier this year. |
| Sheriff's Office | | No Response Received. | No action necessary. |
| Sheriff's Office E911 | | No Response Received. | No action necessary. |

| | | | |
|---|---|---|---|
| West Douglas County FD | 07/31/2025; 10/06/2025 | Received:<br>We find the narrative to be short of some critical information, for the proposed change of use we would like to see the following.<br><br>Please help us better understand and provide the following information along with any additional information you may have before we can submit our final comments.<br><br><u>1. Occupant Load and Egress</u><br>• Estimated maximum occupant load (based on square footage and function)<br>• Comparison of old vs. new occupant loads<br>• Description of egress routes, number of exits, and compliance with current codes<br>• Any changes to doors, exit signs, or lighting<br><br><u>2. Fire Protection Systems</u><br>•Existing systems:<br>o Fire alarm system (type, coverage)<br>o Sprinkler system (status, coverage)<br>o Kitchen suppression system (if applicable)<br>• Proposed changes or upgrades:<br>o Plans to add, upgrade, or remove fire protection systems<br>oImpact of use change on sprinkler/occupancy thresholds<br><br><u>3. Building Construction and Modifications</u><br>• Description of any renovations or remodeling<br>• Changes to interior finishes, furnishings, or decorations (especially combustible materials)<br>•Confirmation of fire-rated walls, doors, and ceiling assemblies where applicable<br><br><u>4. Life Safety Considerations</u><br>• Accessibility for emergency responders (fire lanes, Knox Box, etc.)<br>• Fire department access and staging areas<br>• Emergency lighting, exit signage, occupant notification systems<br>• Fire extinguisher locations and spacing<br><br><u>5. Hazard Assessment</u><br>• Will any hazardous materials be stored or used?<br>• Are there cooking or open flame uses planned during events? (e.g., caterers, candles)<br>• Will there be temporary structures, stages, pyrotechnics, or special amusements?<br><br><u>7. Code References</u><br>• Confirm that change in use complies with:<br>o Occupancy classification requirements | Understood. Plans will be submitted to building, fire, and health for permit review. |

**Project Name:** Town of Sedalia, Block 7, Lots 9-14
**Project File #:** US2025-009
**Date Sent:** 09/24/2025 **Date Due:** 10/08/2025

| Agency | Date Received | Agency Response | Response Resolution |
|---|---|---|---|
| | | o Means of egress and life safety provisions<br>oFire protection system requirements<br><br>8. Conclusion / Summary<br>• Summary statement confirming compliance with IFC 2018:<br>o Life safety systems are in place or will be upgraded as required<br>o The facility will comply with applicable codes<br>o Fire department access and safety will not be compromised | |
| Xcel Energy-Right of Way & Permits | 08/13/2025; 10/01/2025 | Received:<br>Following is a summary of the referral response received from Xcel Energy. See letter for full detail.<br><br>No apparent conflict. However, Xcel owns and operates existing natural gas distribution facilities along North State Highway 67 and Plum Avenue.<br><br>Owner must apply for any new or modified natural gas service. Owner responsible to contact the Xcel Designer for approval of design details.<br><br>If additional easements are necessary, these should be recorded by separate Xcel document, and a Right-of-Way Agent will need to be contacted.<br><br>Please call for utility locates prior to any construction. | No action necessary. |

K2 CIVIL CONSULTANTS

May 1, 2025

Douglas County Planning Division
10 Third Street
Castle Rock, CO 80104

Re: State Parcel No. 2353-144-08-012 - Commitment Letter

To Whom It May Concern:

On behalf of the Sedalia Water and Sanitation District ("District"), I am writing to inform you that the Property Owner ("Owner") of State Parcel Number 2353-144-08-012 has contacted the District regarding a potential change of use on the property, located in Sedalia, Colorado. The Owner has expressed intent to pursue a Use by Special Review through Douglas County to convert the current restaurant use to a venue known as "Amazing Shows" which would host live performances four to six days per month along with occasional special events.

This parcel is located within the District's service area. Based on the prior use of the property as a full-service restaurant operating daily and the new Property Owner indicating much less water use for this proposed development, the District has sufficient capacity to serve the proposed use as described. The District will require review of any formal applications to the County associated with the new use, in case that assumption changes.

Additionally, the District is currently engaged in a districtwide infrastructure improvement project. As part of this effort, the Owner has agreed to formalize an easement for District infrastructure located within the parcel's parking lot. This includes proposed water main lines, service lines, and meters, with the easement aligning with the location of existing water infrastructure. This will not have an impact on the use of this property as identified by the Property Owner. The District Board has also been informed of the Owner's intent to pursue the proposed change of use.

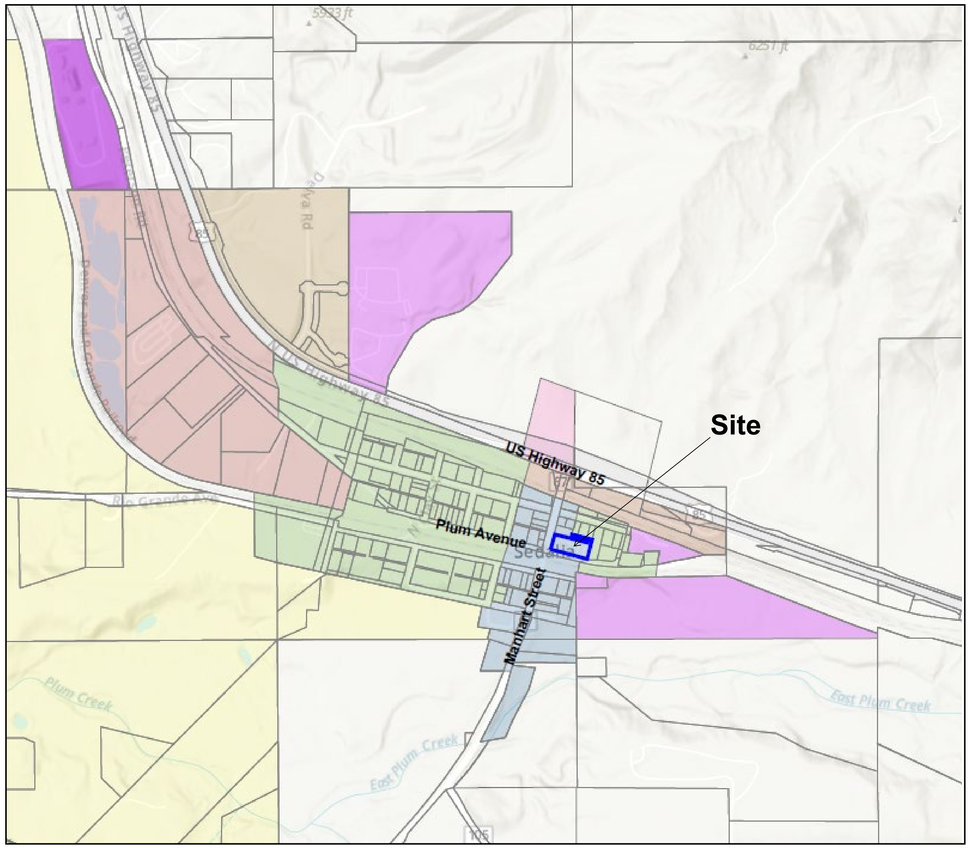
Please note that the District has not received a formal referral from Douglas County for review. This letter does not constitute approval or support for the Use by Special Review application or any related site improvements.

Respectfully Submitted,

K2 CIVIL CONSULTANTS, INC.

Mary Kasal, P.E.
K2 Civil Consultants, Inc.
Sedalia Water and Sanitation District Engineer

# Town of Sedalia, Block 7, Lots 9 - 14
# SW¼ of Section 13, T7S, R68W and the SE¼ of Section 14, T7S, R68W
# Permit Area – 1.1 acres; Total Area – 1.2 acres
# USR Plan Exhibit - US2025-009




VICINITY MAP (NTS)

**Notes:**

1. If any transformers, ground-mounted HVAC units, utility pedestals, and similar features are not shown on the SIP, additional landscaping and screening may be required based upon field conditions during the site inspection prior to issuance of the certificate of occupancy, or final inspection, as applicable.

2. Landscaping shall be planted and maintained by the owner, successor, and/or assigns. Should any plant material die, it shall be replaced with similar plant material within one planting season.

**USR Management Plan**

**1. Number of events and patrons**
- 250 public or private events / performances, classes, camps
- Maximum 90 patrons per public or private event / performance, class, or camp

**2. Hours of operation**
- 8:00 a.m. to 12:00 a.m.
- 7 days per week
- Food and beverage service allowed for public or private events / performances, class, or camp
- Restaurant operation allowed all other times

**3. Number of employees**
- 5 full-time

**4. Required off-street parking**
- Existing 61-space off-street parking lot

**5. Method of providing fire protection**
- West Douglas Fire Protection District

**6. Permit requirements from other state, federal, or local agencies**
- Liquor license
- Food service license for any restaurant, caterer, or other food and beverage operator
- Douglas County Health Septic Permit

**Site Data Table**

| Item | Square footage | % Gross Site |
|---|---|---|
| Gross Site Area (Parcel A and Parcel B) | 52,707 | 100 |
| Building Footprint | | |
| - Main Structure | 6,610 | 13 |
| - Shed | 332 | 0.6 |
| Parking and Paved Areas | 26,694 | 50.4 |
| HARDSCAPE TOTAL | 33,636 | 64 |
| Existing Vegetation and Native Grass Areas | 18,974 | 36 |
| LANDSCAPED TOTAL | 18,974 | 36 |

| Item | Description |
|---|---|
| Parking: Provided | 61 spaces (2 accessible) in existing parking lot |

**Note:** Maximum Event Capacity proposed is 90 persons. The applicant estimates a parking demand of 40 parking spaces per event, when 61 spaces are provided. No minimum parking standard for an Event Center use is identified in Douglas County Zoning Resolution (DCZR) Section 2807. Per DCZR Section 2806.01 – Uses Not Specified, the applicant's parking demand estimate is adequate to address parking demand.

APPROVAL CERTIFICATE
THE USE BY SPECIAL REVIEW AS DEPICTED HEREON WAS APPROVED BY THE BOARD OF COUNTY COMMISSIONERS ON _____, 2026.

_____
Director of Community Development

- The use by special review is subject to yearly review, or as otherwise defined by the Board of County Commissioners as part of its approval of the use by special review, to ensure compliance with the approval standards and conditions of approval.
- Construction shall commence pursuant to the use by special review within 3 years from the date of approval, or within the extended effective approval period, or the use by special review shall terminate.
- The use by special review shall terminate when the use of the land changes or when the time period established by the Board of County Commissioners through the approval process expires. The owner shall notify the Zoning Division of a termination of the use. When the Zoning Division is notified of a termination of use or observes that the use has been terminated during the annual review, a written notice of termination shall be sent to the landowner.
- Acceptance of site construction drawings by Douglas County Engineering shall be required (as applicable) prior to issuance of building permits. Acceptance of site construction drawings expires three (3) years after the date of signature.
- Signs shown hereon are NOT approved. All signs require approval of a sign permit in accordance with the Sign Standards section of the Douglas County Zoning Resolution.

The undersigned as the owner or owner's representative of the lands described herein hereby agree on behalf of itself, its successors and assigns to develop and maintain the property described hereon in accordance and compliance with this approved Plan Exhibit and the Douglas County Zoning Resolution.

(for Corporate or LLC owner, print corporation or LLC name)

By: _____

Title: _____

Date: _____

ATTEST:

Secretary/Treasurer

STATE OF COLORADO )
)ss.
COUNTY OF _____ )

Acknowledged before me this _____ day of_____, 20___,

by_____ as _____

of _____.

My Commission expires: _____

Witness my hand and official seal.

_____
Notary Public

**Sheet Index:**

**Sheet 1: Cover Sheet**
**Sheet 2: USR Plan**
**Sheet 3: Building Elevations – Main Structure**
**Sheet 4: Building Elevations – Main Structure**
**Sheet 5: Building Elevations – Shed**



**Owner/Applicant:**
**Joe Givan and Carol-Massie Givan**
**Dream Masterz Productions Inc.**
**5450 Manhart Street**
**Sedalia, CO 80135**


SHEET 1 of 5

Town of Sedalia, Block 7, Lots 9 - 14
SW¼ of Section 13, T7S, R68W and the SE¼ of Section 14, T7S, R68W
Permit Area – 1.1 acres; Total Area – 1.2 acres
USR Plan Exhibit - US2025-009




LEGEND
1 Parking Spaces / Row

| Approval Certificate | |
|---|---|
| Planning | |
| Owner | |
| Lessee | |
| (if applicable) | |

SHEET 2 of 5

# Town of Sedalia, Block 7, Lots 9 - 14
# SW¼ of Section 13, T7S, R68W and the SE¼ of Section 14, T7S, R68W
# Permit Area – 1.1 acres; Total Area – 1.2 acres
# USR Plan Exhibit - US2025-009

**Notes:**

1. The building elevations shown and approved hereon are intended to demonstrate how all HVAC shall be screened according to Douglas County Zoning Resolution requirements. It is the applicant's responsibility to ensure that screening occurs in the field as demonstrated by these plans, regardless of curb requirements, mechanical plan changes, or other circumstances. Failure to provide screening may result in delay of final inspections and/or issuance of a certificate of occupancy.



NORTH ELEVATION NTS



SOUTH ELEVATION NTS

**Approval Certificate**

Planning _____

Owner _____

Lessee _____

(if applicable)

SHEET
3 of 5

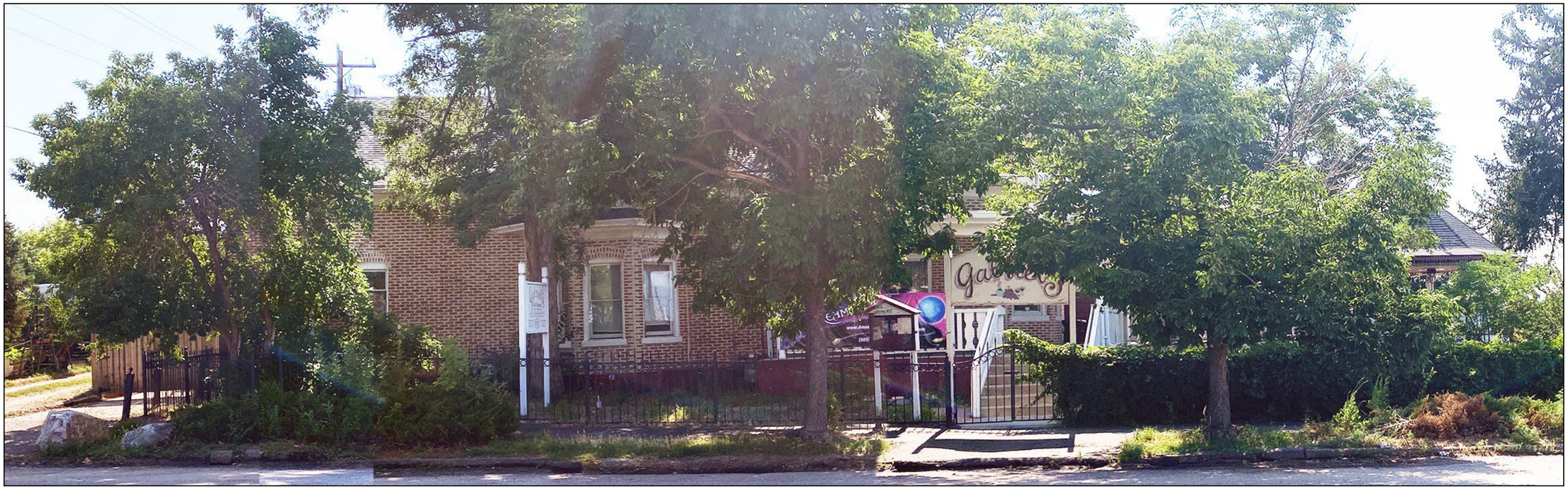
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**Notes:**

1. The building elevations shown and approved hereon are intended to demonstrate how all HVAC shall be screened according to Douglas County Zoning Resolution requirements. It is the applicant's responsibility to ensure that screening occurs in the field as demonstrated by these plans, regardless of curb requirements, mechanical plan changes, or other circumstances. Failure to provide screening may result in delay of final inspections and/or issuance of a certificate of occupancy.




EAST ELEVATION NTS



WEST ELEVATION NTS

**Approval Certificate**

Planning _____

Owner _____

Lessee _____

(if applicable)

SHEET
4 of 5

Town of Sedalia, Block 7, Lots 9 - 14
SW¼ of Section 13, T7S, R68W and the SE¼ of Section 14, T7S, R68W
Permit Area – 1.1 acres; Total Area – 1.2 acres
USR Plan Exhibit - US2025-009



EAST ELEVATION NTS



NORTH ELEVATION NTS



SOUTH ELEVATION NTS

WEST ELEVATION NTS

**Notes:**

1. The building elevations shown and approved hereon are intended to demonstrate how all HVAC shall be screened according to Douglas County Zoning Resolution requirements. It is the applicant's responsibility to ensure that screening occurs in the field as demonstrated by these plans, regardless of curb requirements, mechanical plan changes, or other circumstances. Failure to provide screening may result in delay of final inspections and/or issuance of a certificate of occupancy.

**Approval Certificate**

Planning _____

Owner _____

Lessee _____

(if applicable)

SHEET
5 of 5

**MEETING DATE:** December 15, 2025

**STAFF PERSON RESPONSIBLE:** Mike Pesicka, AICP, Principal Planner

**DESCRIPTION:** Pinery Planned Development, 34th Amendment - Major Planned Development Amendment - Project File: ZR2025-010.

**SUMMARY:** The request is for approval of a Major Amendment to the Pinery Planned Development.

**STAFF ASSESSMENT:** Staff has evaluated the Major Planned Development Amendment request in accordance with Section 15 of the Douglas County Zoning Resolution. Should the Planning Commission find that the approval standards for the Major Planned Development Amendment are met; the following condition may be considered for inclusion in its recommendation to the Board of County Commissioners:

1. Prior to recordation, all technical corrections to the Pinery Planned Development 34th Amendment document shall be made to the satisfaction of Douglas County.

**REVIEW:**

| | | |
|---|---|---|
| Steven E Koster | Approve | 12/5/2025 |
| Samantha Hutchison - FYI | Notified - FYI | 12/5/2025 |

**ATTACHMENTS:**

Staff Report - ZR2025-010

DOUGLAS COUNTY
COLORADO

# Major Planned Development Amendment Staff Report

| | |
|---|---|
| **Date:** | December 4, 2025 |
| **To:** | Douglas County Planning Commission |
| **From:** | Mike Pesicka, Principal Planner CW for MP<br>Curtis J. Weitkunat, AICP, Long Range Planning Manager CW<br>Steven E. Koster, AICP, Assistant Director of Planning Services SK |
| **Subject:** | **Pinery Planned Development, 34th Amendment – Major PD Amendment** |
| **Project File:** | **ZR2025-010** |

| | |
|---|---|
| **Planning Commission Hearing:** | **December 15, 2025 @ 6:00 p.m.** |
| **Board of County Commissioners Hearing:** | **December 16, 2025 @ 2:30 p.m.** |

## I. EXECUTIVE SUMMARY

The request is for approval of a Major Amendment to the Pinery Planned Development (Pinery PD). The amendment proposes to reclassify four undeveloped school tracts within the Pinery PD from their current planning areas to the Parks and Open Space Planning Area in the Pinery PD.

## II. APPLICATION INFORMATION

### A. Applicant

Douglas County Board of County Commissioners
100 Third Street
Castle Rock, CO 80104

### B. Applicant's Representative

Dan Avery, Special Projects Manager
Douglas County Administration
100 Third Street
Castle Rock, CO 80104

### C. Request

The request is for a Major Amendment to the Pinery PD to reclassify four tracts of land held for public purposes from their current planning area designations to the Parks Open Space Planning Area. The request is intended to clarify the future use of the sites in the event the tracts are not used for school purposes. The proposed amendment will not affect the ability of the Douglas County School District to construct school facilities on the parcels.

**D. Process**

A Major PD Amendment is processed pursuant to Sections 1519 through 1523 of the DCZR. Per Section 1522.06 of the DCZR, "The Planning Commission shall evaluate the application, referral comments, staff report, and public testimony, and make a recommendation to the Board to approve, approve with conditions, table for further study, or deny the amendment request. The Planning Commission's comments shall be based on the evidence presented, compliance with the adopted County standards, regulations, policies and other guidelines."

**E. Location**

The four tracts of land associated with the 34th Amendment are generally located east of Betts Ranch Road and E. Sunridge Hollow Road (Tract 1, The Pinery Filing #6), south of S. Pinery Parkway and Democrat Road (Tract A, Pinery Filing 26A), southwest of N. Pinery Parkway and Hillside Way (Part of Tract 14, Pinery Filing 3), and southeast of Pradera Parkway and Bayou Gulch Road (Tract F, Pinery West Filing 1E), all within the Pinery PD. The attached maps highlight site location and existing conditions.

**F. Project Description**

The four tracts were set aside for potential school sites when each subdivision was originally platted. Tract F, Pinery West Filing 1E is included in the Community Services Planning Area. Uses in this planning area include, but are not limited to the following:

- Private recreational and park uses, clubs, tennis courts, pools, club support facilities such as restaurants and tennis shops, parks, playgrounds, private and common open space, neighborhood public service, health and education facilities, libraries, schools and administrative facilities for elementary and secondary education, nursey schools and day care centers, and public and quasi-public buildings and structures.

The three remaining tracts do not fall under a specific Planning Area in the Pinery PD but were instead dedicated for school sites and public uses.

The proposed amendment places the four tracts in the Parks and Open Space Planning Area. Uses in this planning area include, but are not limited to the following:

- Parks, playgrounds and other recreational uses, baseball and softball diamonds, golf courses, soccer fields, volleyball and basketball courts, pools, recreation centers, and water wells are permitted by right.
- Uses permitted by Special Review include neighborhood public service, health and educational facilities, libraries, public and quasi-public buildings and structures, and police and fire stations.

Currently, the four tracts have not been developed with school or school-related facilities and are otherwise vacant.

## III. CONTEXT

### A. Background

The Pinery PD was rezoned from Agricultural One (A-1) to PD in 1974. Three of the four tracts in question were dedicated as school sites at the time of subdivision. The fourth was dedicated for general public uses at the time of subdivision.

Tract 14, Filing 3, was dedicated as a school site with the platting of The Pinery Filing No. 3 in 1970. The eastern portion was conveyed to DCSD in 1978 and is developed with the Mountain View Elementary School. The remaining part of the tract is still held by the Board.

Tract 1, Filing No. 6, was dedicated for public uses to the Board with the platting of The Pinery Filing No. 6 in 1972. Tract 1 was conveyed to the Douglas County School District (DCSD) in 2021.

Tract A, Filing 26A, was dedicated as a school site with the platting of The Pinery Filing 26A in 2004 and is held by the Board.

Tract F, Pinery West Filing 1E, was dedicated as a school site with the platting of Pinery West Filing 1E in 2002 and is held by the Board.

### B. Adjacent Land Uses and Zoning

All four tracts are within the Pinery PD. For the specific locations see the attached maps.

**Zoning and Land Use – Tract 1, The Pinery Filing No. 6**

| Direction | Zoning | Land Use |
|---|---|---|
| **North** | Pinery PD | Open space, bridle trail |
| **South** | Pinery PD | Park, Residential |
| **East** | Pinery PD | Residential |
| **West** | Pinery PD | Residential |

**Zoning and Land Use – Tract A, Pinery Filing 26A**

| Direction | Zoning | Land Use |
|---|---|---|
| **North** | Pinery PD | Open space, utility buildings |
| **South** | Pinery PD | Residential |
| **East** | Pinery PD | Residential |
| **West** | Pinery PD | Residential |

**Zoning and Land Use – Tract F, Pinery West Filing 1E**

| Direction | Zoning | Land Use |
|---|---|---|
| **North** | Pinery PD | Residential |
| **South** | Pinery PD | Residential |

| Direction | Zoning | Land Use |
|---|---|---|
| **East** | Pinery PD | Residential |
| **West** | Pinery PD | Residential |

**Zoning and Land Use – Part of Tract 14, Pinery Filing 3**

| Direction | Zoning | Land Use |
|---|---|---|
| **North** | Pinery PD | Residential |
| **South** | Pinery PD | Residential, school |
| **East** | Pinery PD | Residential, school |
| **West** | Pinery PD | Residential |

## IV. PHYSICAL SITE CHARACTERISTICS

### A. Site Characteristics and Constraints

All four tracts are undeveloped with the exception of Part of Tract 14, Filing No. 3 which has an existing concrete trail, and an access road for the adjacent Mountain View elementary school. All four tracts are relatively flat and generally consist of grasses and a few trees and shrubs except for Tract 1, Filing No. 6 which slopes relatively quickly from east to west and contains some more mature pine trees scattered throughout the site.

### B. Access

All four tracts have access to adjacent public rights-of-way.

### C. Drainage and Erosion

There are no plans to develop the tracts at this time, but any future development will be required to meet all applicable engineering requirements for grading and drainage as part of future site development.

### D. Floodplain

No FEMA 100-year floodplain is present on any of the tracts except for Tract 1, Filing No. 6 which has a small area of floodplain in the far west area of the site.

### E. Wildlife

The Douglas County Comprehensive Master Plan Wildlife Resources map identifies the tracts as having low to moderate habitat values. A response was not received from Colorado Parks and Wildlife.

## V. PROVISION OF SERVICES

### A. Schools

The four tracts were conveyed to Douglas County to meet school dedication and open space requirements for the Pinery PD. The Douglas County School District requested in its referral response that the new planning area be limited to public uses, should specifically allow for “school and administrative facilities for elementary and

secondary education" and any proceeds from the sale of the properties be provided to the school district. DCSD also requested that Tract 1 of The Pinery Filing No. 6 be removed from the application as the County did not receive authorization from the district to include this property in the request. The applicant provided a response to the school district referral which is included in the attachments.

**B. Fire Protection**

Fire protection is provided by South Metro Fire Rescue (South Metro) and Franktown Fire Protection District (FFPD). South Metro Fire serves Tract 1, Filing No.6, Tract A, Filing 26A, and Part of Tract 14, Filing 3. In a letter dated November 14, 2025, South Metro stated they have no objection to the proposed PD amendment. FFPD provides fire protection to Tract F, Filing 1E and did not provide a response to the referral request.

**C. Sheriff Services**

The Douglas County Sheriff's Office (DCSO) provides police protection services to the project area. The Office of Emergency Management stated that they have no comments on the application. No response was received from the DCSO.

**D. Water**

Water service is provided by the Pinery Water and Wastewater District (PWWD). No response was received from PWWD.

**E. Sanitation**

Sanitation service is provided by the Pinery Water and Wastewater District (PWWD). No response was received from PWWD.

**F. Utilities**

Utility service providers are AT&T, Black Hills Energy, CenturyLink (telephone), Comcast (cable), CORE Electric (electric) and Xcel Energy (gas). AT&T indicated that there should be no conflicts with AT&T Long Line facilities in the area. Black Hills Energy and CenturyLink did not respond to the referral request. CORE Electric and Xcel Energy stated that they have no comments or apparent conflicts with the request.

**G. Parks, Trails, and Open Space**

Open space has been provided in The Pinery PD and additional land is not required.

## VI. PUBLIC NOTICE AND INPUT

Notifications of an application in process were mailed to the owners of all properties abutting the boundaries of the proposed 34th Amendment area. DCZR Section 1523 requires mailed, published, and posted notice of the public hearings.

Of the homeowner's associations (HOA) notified during the process, the Misty Pines HOA and The Pinery HOA responded and indicated they have no comments or concerns. Staff received no written comments from abutting and nearby property owners.

All referral agency comments are outlined in the Referral Agency Response Report attached to this staff report.

## VII. STAFF ANALYSIS

Section 1520 of the DCZR establishes criteria to be considered in the review of a Major PD Amendment application.

**1520.01: Whether the amendment is consistent with the development standards, commitments, and overall intent of the planned development.**
*Staff Comment: The proposed amendment remains consistent with the overall intent of the Pinery PD. There are no changes to development standards or commitments of The Pinery PD.*

**1520.02: Whether the amendment is consistent with the intent, efficient development and preservation of the entire planned development.**
*Staff Comment: The amendment preserves open space and maintains the existing tracts set aside for school and public uses.*

**1520.03: Whether the amendment will adversely affect the public interest or enjoyment of the adjacent land.**
*Staff Comment: The amendment maintains existing opportunities for schools and other public uses on the tracts.*

**1520.04: Whether the sole purpose of the amendment is to confer a special benefit upon an individual.**
*Staff Comment: The amendment does not as its sole purpose confer a benefit upon an individual as schools and public uses continue to be allowed on the four tracts.*

**1520.05: For applications proposing an increase in the intensity of allowed land-uses, including changes in densities, whether the amendment is consistent with the water supply standards in Section 18A, Water Supply Overlay District, of this Resolution.**
*Staff Comment: The amendment does not increase the intensity of allowed land uses, so this criterion is not applicable.*

**1520.06: Whether the public facilities and services necessary to accommodate the proposed development will be available concurrently with the impacts of such development.**
*Staff Comment: The amendment does not impact levels-of-service. CORE Electric and Xcel Energy will provide utility service to the project area. PWWD provides water and sanitary*

*service. South Metro and FFPD will provide emergency and firefighting service to the project area. The Douglas County Sheriff's Office will serve the proposed development.*

**1520.07: Whether the roadway capacity necessary to maintain the adopted roadway level of service for the proposed development will be available concurrently with the impacts of such development.**
*Staff Comment: The proposed PD Amendment does not significantly change allowed uses on the four tracts. Schools continue to be allowed on all four tracts. Future development will be required to address traffic and roadway impacts in the area.*

## VIII. STAFF ASSESSMENT

Staff has evaluated the Major PD Amendment request in accordance with Section 15 of the DCZR. Should the Planning Commission find that the approval standards for the Major PD Amendment are met; the following condition may be considered for inclusion in its recommendation to the Board of County Commissioners:

1. Prior to recordation, all technical corrections to the Pinery Planned Development 34th Amendment document shall be made to the satisfaction of Douglas County.

**ATTACHMENTS** **PAGE**


Douglas County Land Use Application ..... 8
Project Narrative ..... 9
CMP Vicinity Map ..... 11
Zoning Map ..... 12
Aerial Map ..... 16
Referral Agency Response Report ..... 20
Referral Agency Response Letters ..... 24
Applicant Response to Referral Comments ..... 45
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DOUGLAS COUNTY
COLORADO

Department of Community Development

www.douglas.co.us

# LAND USE APPLICATION

Please complete, sign, and date this application. Return it with the required items listed on the Submittal Checklist to planningsubmittals@douglas.co.us. Submittals may also be mailed or submitted in person to Planning Services.
*NOTE: The Planning Commission or the Board of County Commissioners should not be contacted regarding an open application.*

***OFFICE USE ONLY***

*PROJECT TITLE:* The Pinery Planned Development, 34th Amendment

*PROJECT NUMBER:* ZR2025-010

**PROJECT TYPE:** County Initiated Rezoning (Pinery PD)

**MARKETING NAME:** NA

**PRESUBMITTAL REVIEW PROJECT NUMBER:** NA

**PROJECT SITE:**

Address: No Addresses

State Parcel Number(s): 2347073010O5, 2347183050O1, 2349164070O1, 2349123O-3053

Subdivision/Block#/Lot# *(if platted)*: Tract 1 Pinery #6, Tract A Pinery Flg 26A, Pt Tract 14 Pinery Flg 3 Tract F Pinery West Flg 1E,

**PROPERTY OWNER(S):**

Name(s): Douglas County / Douglas County Sch Dist

Address: 100 Third Street / 620 Wilcox Street

Phone: Castle Rock, CO 80104 / Castle Rck CO 80104

Email:

**AUTHORIZED REPRESENTATIVE:** *(Notarized Letter of Authorization is required from the property owner, unless the owner is acting as the representative)* Dan Avery

Name: ~~Not applicable to county initiated rezoning~~

Address: 100 Third Street Castle Rock

Phone: 303-814-4332

Email: [redacted]

To the best of my knowledge, the information contained on this application is true and correct. I have received the County's information sheet regarding the *Preble's Meadow Jumping Mouse*.

Applicant Signature

On behalf of the BOCC

8/19/25
Date

## Project Summary

In accordance with Section 1519 of the Douglas County Zoning Resolution, the Board of County Commissioners has directed staff to initiate a PD amendment for undeveloped school lands within the Pinery Planned Development.

The purpose of this request is to change land use categories in the Pinery PD for four undeveloped school and school-adjacent sites from their current zoning designations to "Parks, Open Space and Recreation Facilities Planning Area" under the Pinery PD. This proposed amendment will not affect the ability of the Douglas County School District to construct school facilities on the parcels as provided in case law (Hygiene Fire Protection District v. Boulder County Board of County Commissioners), but will provide clarity to adjacent landowners and the public regarding intended use of the sites in the event the parcels are not used for school purposes.

Uses permitted in the Parks, Open Space, and Recreational Facilities Planning Area include parks and playgrounds, passive recreational uses, active recreational uses, and other similar uses as described in Article V. Section I of the Pinery Planned Development.

**Affected Parcels**

| Description | | Acreage | Owner |
|---|---|---|---|
| Account #:<br>SPN:<br>Legal Desc: | R0350950<br>234707301005<br>TRACT 1 THE PINERY #6 | 12.352 Acres | Douglas County School Dist. |
| Account #:<br>SPN:<br>Legal Desc: | R0459086<br>234718305001<br>TRACT A PINERY FLG 26A | 10.321 Acres | Douglas County |
| Account #:<br>SPN:<br>Legal Desc: | R0441754<br>234916407001<br>TRACT F PINERY WEST FLG 1E | 10.011 Acres | Douglas County |
| Account #:<br>SPN:<br>Legal Desc: | R0350964<br>234912303053<br>PT OF TRACT 14 PINERY FLG. 3 | 6.071 Acres | Douglas County |

**Approval Criteria**

Staff anticipates that the request will be processed as an amendment to the Pinery Planned Development. Below is a summary of approval standards applicable thereto:

**1520.01 Whether the amendment is consistent with the development standards, commitments, and overall intent of the planned development.**

Staff Comment: This request is intended to clarify for adjacent landowners and the public that school sites within the Pinery will be used for the limited uses described in the "Parks, Open Space and Recreation Facilities Planning Area" if they are not developed as school

sites. As proposed, the affected parcels would be subject to the development standards of the Parks, Open Space and Recreation Facilities Planning Area.

**1520.02 Whether the amendment is consistent with the intent, efficient development and preservation of the entire planned development.**
Staff Comment: This request would ensure that if not used for school sites, the affected parcels would remain available for public benefit, including parks and playgrounds, passive recreational uses, active recreational uses, and other similar uses.

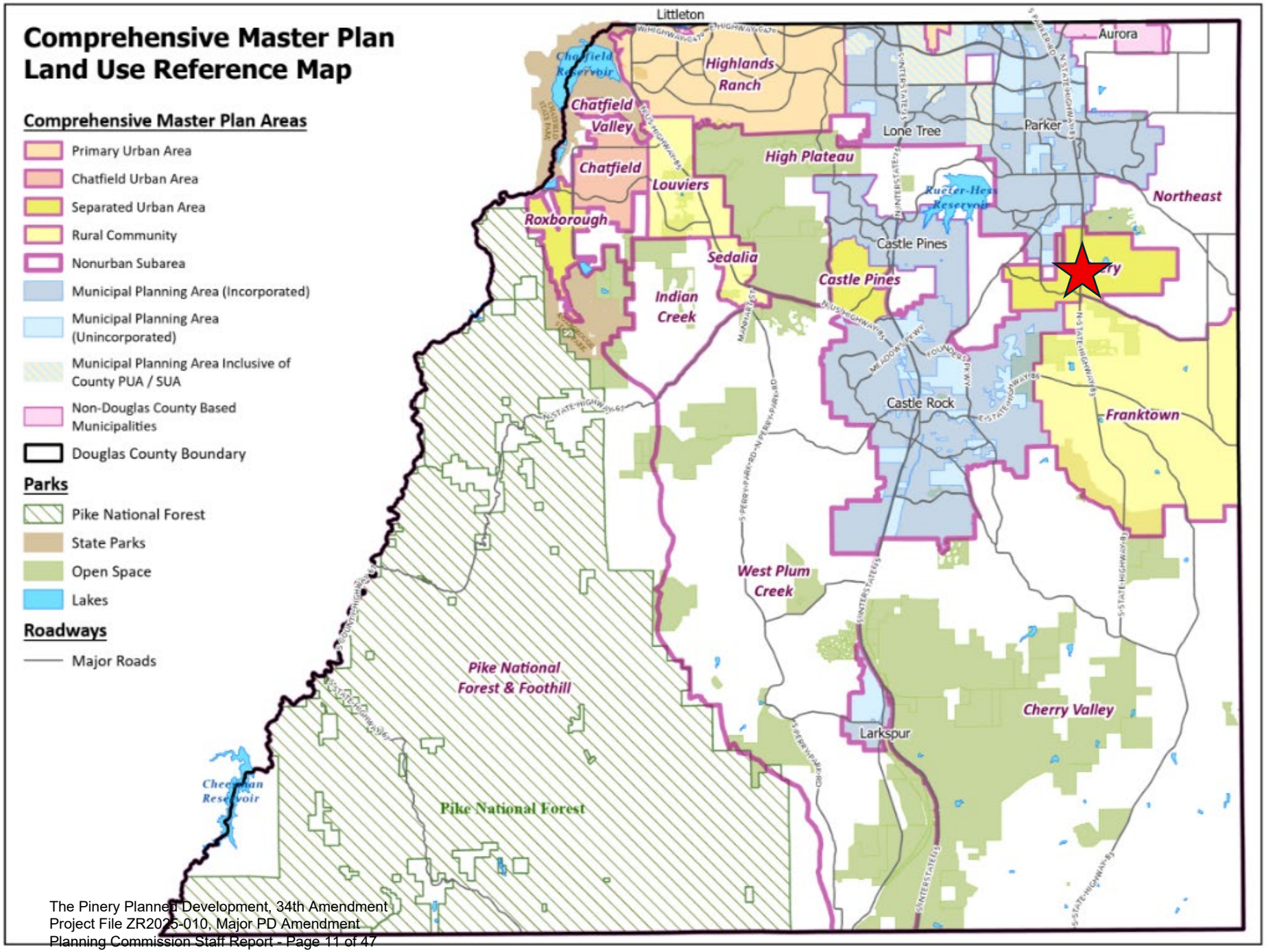
**1520.03 Whether the amendment will adversely affect the public interest or enjoyment of the adjacent land.**
Staff Comment: As proposed, land within the Pinery that was dedicated for School use but not used for school purposes would remain either undeveloped, or could be developed with parks and playgrounds, passive recreational uses and active recreational uses that would provide benefit to adjacent lands.

**1520.04 Whether the sole purpose of the amendment is to confer a special benefit upon an individual.**
Staff Comment: This amendment is not intended to provide benefit to any individual. In the event that the affected parcels are not used for school sites, use of the land would remain either undeveloped or recreational in nature for the benefit of surrounding landowners.

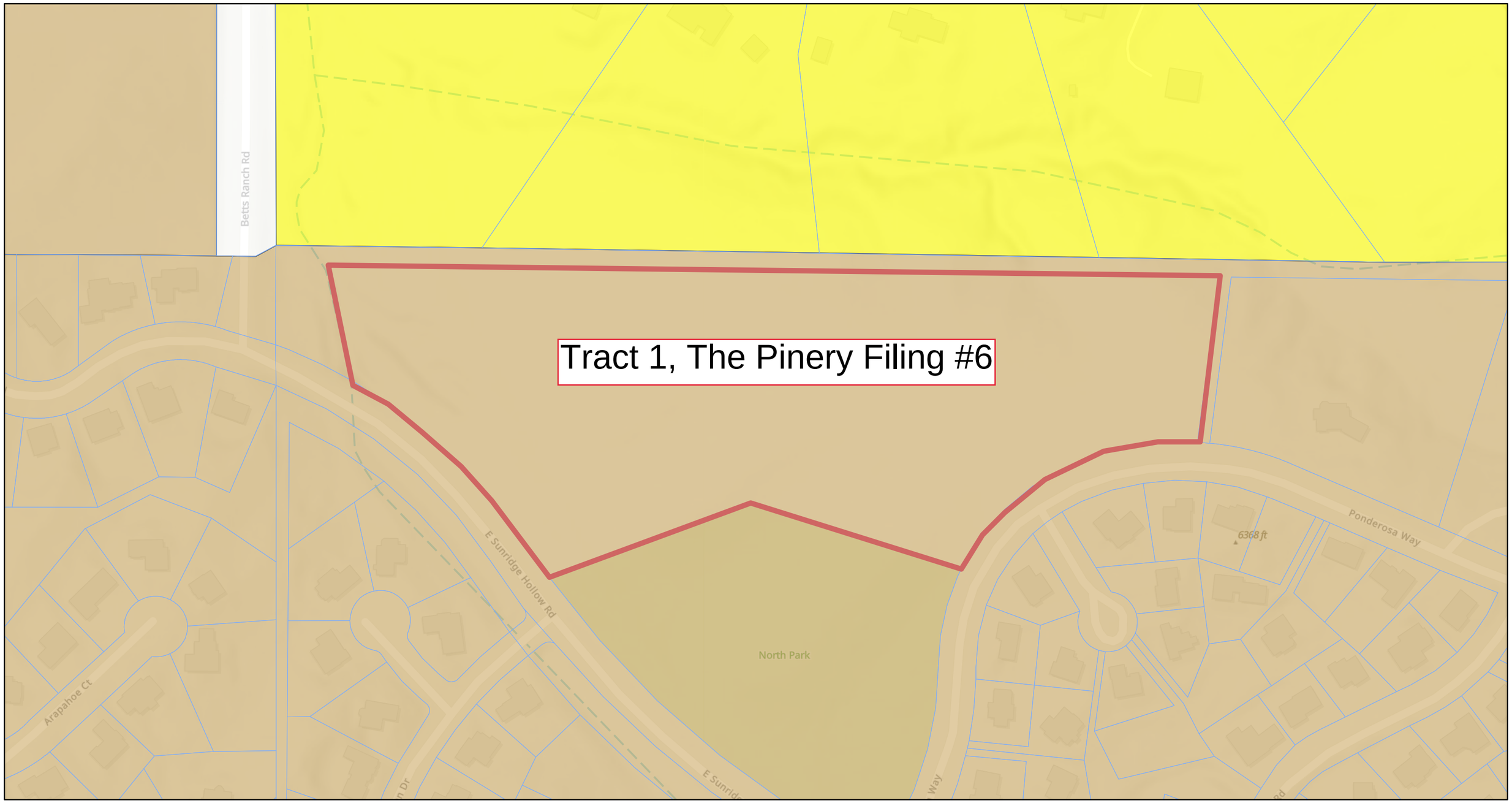
**1520.05 For applications proposing an increase in the intensity of allowed land-uses, including changes in densities, whether the amendment is consistent with the water supply standards in Section 18A, Water Supply Overlay District, of this Resolution.**
Staff Comment: Not applicable.

**1520.06 Whether the public facilities and services necessary to accommodate the proposed development will be available concurrently with the impacts of such development.**
Staff Comment: No additional public facilities or services would be needed in the event that the affected parcels are not used for school sites.

**1520.07 Whether the roadway capacity necessary to maintain the adopted roadway level of service for the proposed development will be available concurrently with the impacts of such development.**
Staff Comment: No additional roadway capacity would be needed in the event that the affected parcels are not used for school sites.


Comprehensive Master Plan
Land Use Reference Map
Comprehensive Master Plan Areas
Primary Urban Area
Chatfield Urban Area
Separated Urban Area
Rural Community
Nonurban Subarea
Municipal Planning Area (Incorporated)
Municipal Planning Area (Unincorporated)
Municipal Planning Area Inclusive of County PUA / SUA
Non-Douglas County Based Municipalities
Douglas County Boundary
Parks
Pike National Forest
State Parks
Open Space
Lakes
Roadways
Major Roads
Littleton
Aurora
Highlands Ranch
Chatfield Reservoir
Chatfield Valley
Chatfield
Louviers
Roxborough
High Plateau
Lone Tree
Parker
Ruetter-Hess Reservoir
Northeast
Castle Pines
Sedalia
Indian Creek
Castle Pines
Castle Rock
Franktown
West Plum Creek
Pike National Forest & Foothill
Cherry Valley
Larkspur
Cheesman Reservoir
Pike National Forest

# Zoning Map - ZR2025-010




11/5/2025, 10:45:33 AM

Parcels

Zoning

A1 - AGRICULTURAL ONE

RR - RURAL RESIDENTIAL

PD - PLANNED DEVELOPMENT

World_Hillshade

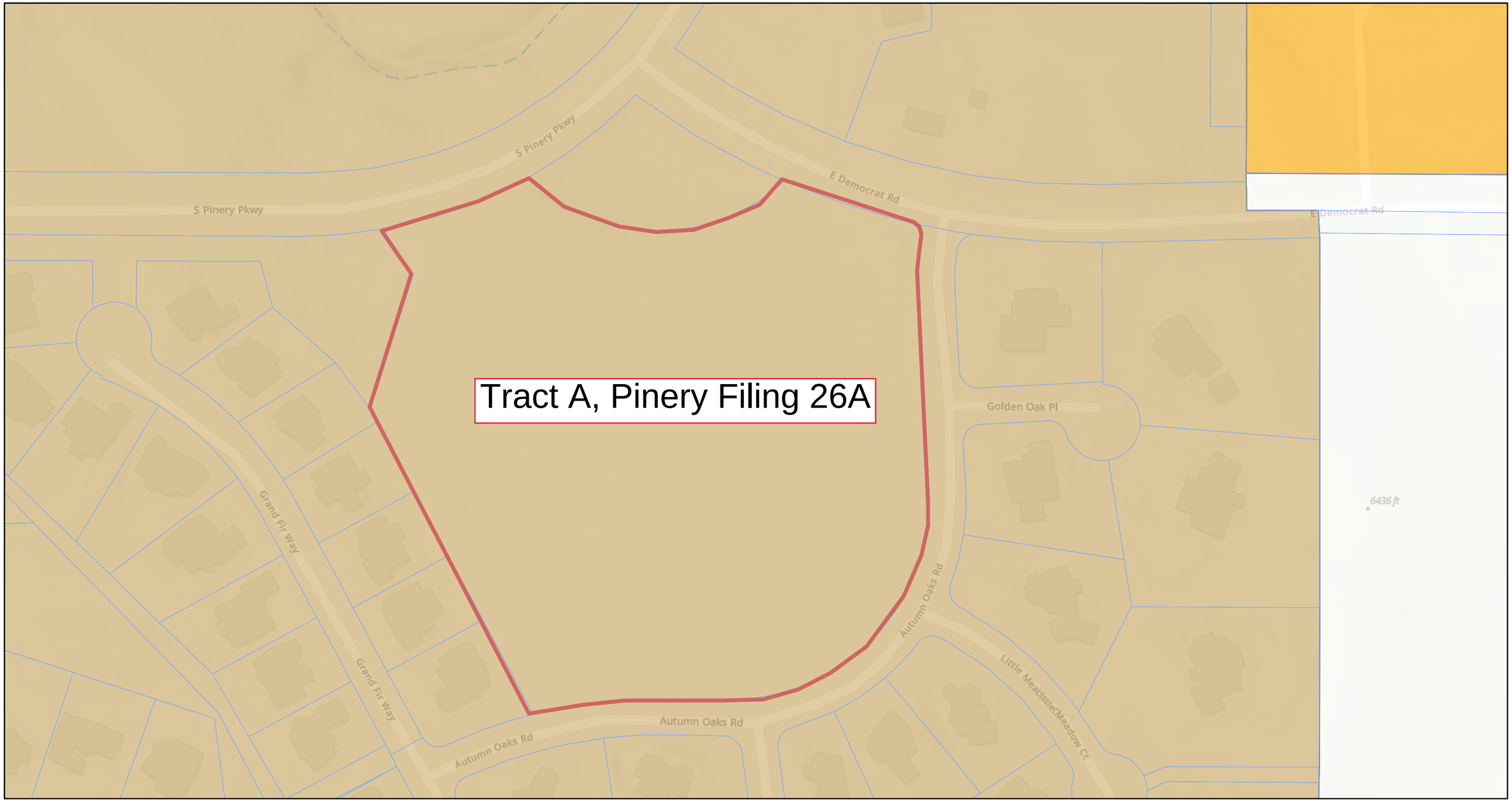
1:2,450

0 0.02 0.04 0.09 mi

0 0.04 0.07 0.15 km

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Maxar, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland,

# Zoning Map - ZR2025-010




11/3/2025, 10:49:35 AM

Parcels

Zoning

A1 - AGRICULTURAL ONE

SR - SUBURBAN RESIDENTIAL

PD - PLANNED DEVELOPMENT

World_Hillshade

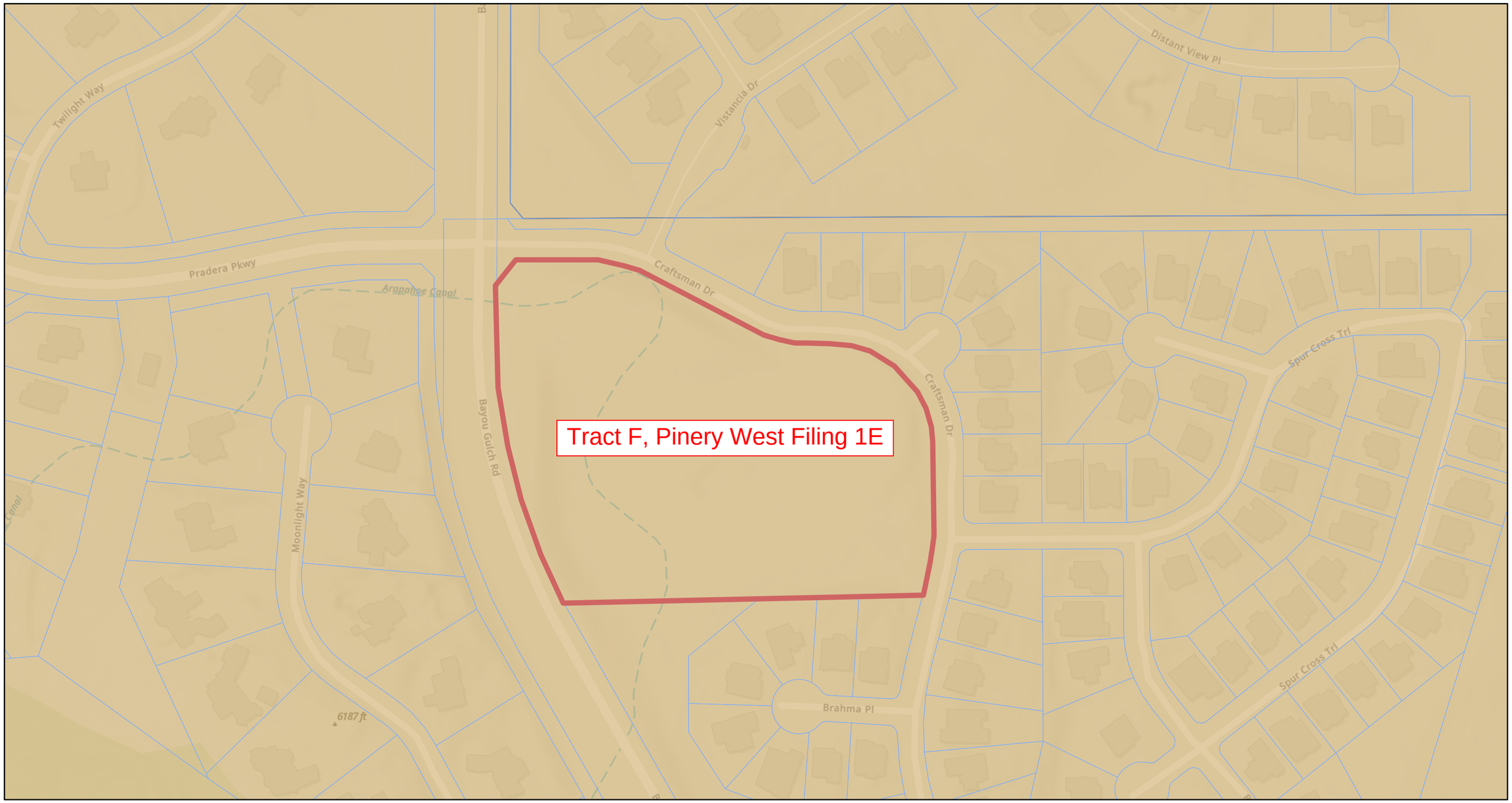
1:2,041

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0 0.03 0.06 0.12 km

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Maxar, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland,

# Zoning Map - ZR2025-010




11/5/2025, 12:04:30 PM

Parcels

Zoning

PD - PLANNED DEVELOPMENT

World_Hillshade

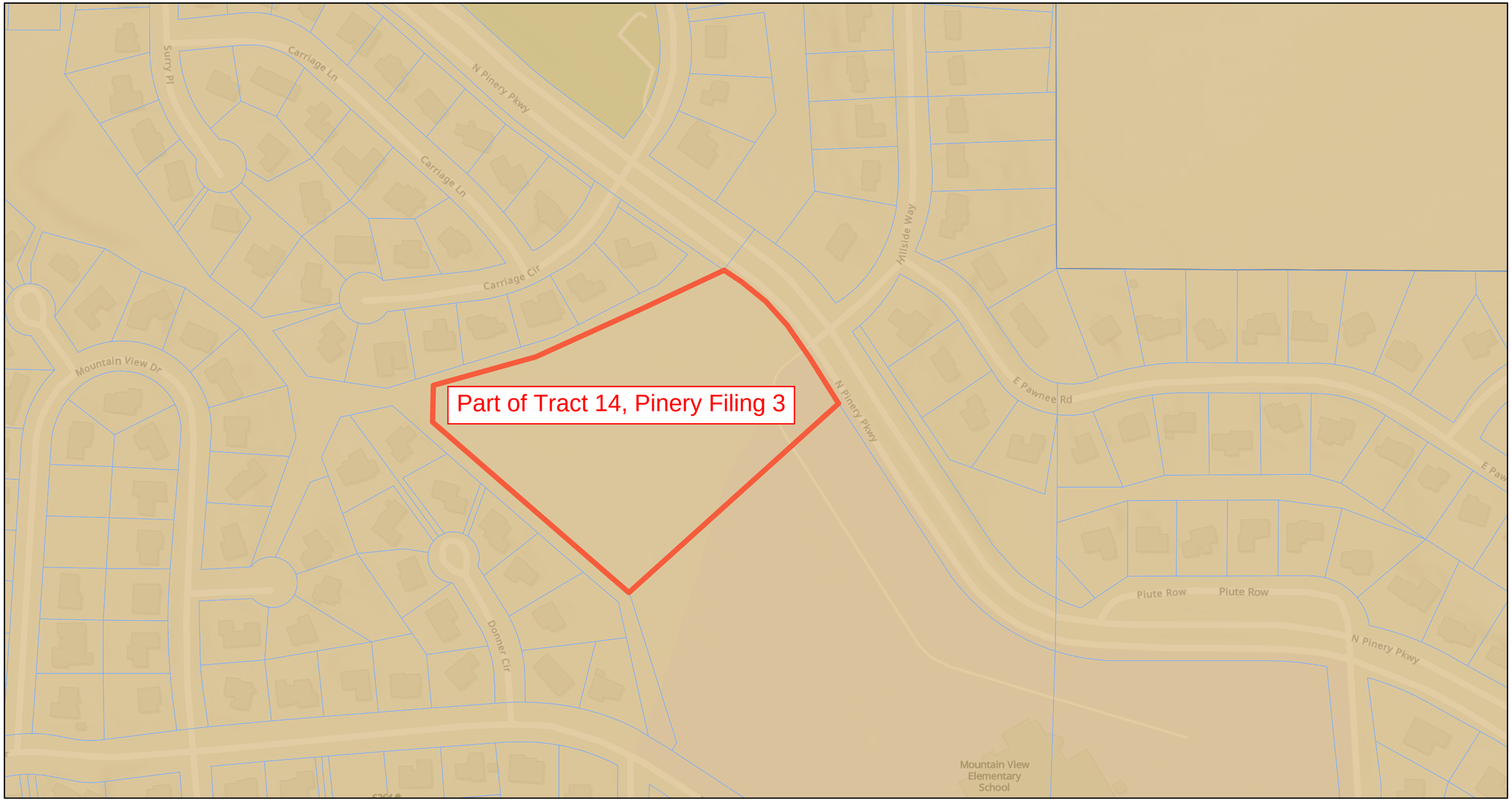
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0 0.04 0.09 0.17 km

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Maxar, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland,

# Zoning Map - ZR2025-010




11/5/2025, 12:41:27 PM

Parcels

Zoning

PD - PLANNED DEVELOPMENT

World_Hillshade

1:2,920

0 0.03 0.06 0.11 mi

0 0.04 0.09 0.17 km

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Maxar, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland,

# Pinery PD 34th Amendment - ZR2025-010




Date Saved: 12/2/2025 12:02 PM

Source: https://apps.douglas.co.us/gisportal/apps/webappviewer/index.html?id=9cd173c692b7436891bd0

# Pinery PD 34th Amendment - ZR2025-010




Map Saved: 12/2/2025 12:08 PM

Source: https://apps.douglas.co.us/gisportal/apps/webappviewer/index.html?id=9cd173c692b7436891bd0

# Pinery PD 34th Amendment - ZR2025-010




Date Saved: 12/2/2025 11:52 AM

Source: https://apps.douglas.co.us/gisportal/apps/webappviewer/index.html?id=9cd173c692b7436891bd0

# Pinery PD 34th Amendment - ZR2025-010




Source: https://apps.douglas.co.us/gisportal/apps/webappviewer/index.html?id=9cd173c692b7436891bd0

**Project Name:** Pinery Planned Development, 34th Amendment
**Project File #:** ZR2025-010
**Date Sent:** 11/12/2025 **Date Due:** 12/03/2025

| Agency | Date Received | Agency Response | Response Resolution |
|---|---|---|---|
| Addressing Analyst | 11/13/2025 | No Comment: | No Response Required. |
| AT&T Long Distance - ROW | 11/20/2025 | Received.<br>Verbatim:<br>This is in response to your eReferral with a utility map showing any buried AT&T Long Line/Core Fiber Optics near Pinery Development, Parker, CO 80134 (Project # ZR2025-010). The Earth map shows the project area in red. Based on the address and/or map you provided, there should be NO conflicts with the AT&T Long Lines, as we do not have facilities in that area. | |
| Black Hills Energy | | No Response Received: | No Response Required. |
| Building Services | 11/20/2025 | No Comment: | No Response Required. |
| CenturyLink | | No Response Received: | No Response Required. |
| Cherry Creek Basin Water Quality Authority | 11/13/2025 | Received:<br>The Cherry Creek Basin Water Quality Authority (Authority) acknowledges notification from Douglas County that the proposed development plans for ZR2025-010, Pinery Planned Development, 34th Amendment have been or will be reviewed by Douglas County for compliance with the applicable Regulation 72 construction and post-construction requirements. The Authority will defer to Douglas County's review and ultimate determination that the proposed development plans comply with Regulation 72. | No Response Required. |
| Comcast | | No Response Received: | No Response Required. |
| CORE Electric Cooperative | 12/03/2025 | No Comment: | No Response Required. |

**Project Name:** Pinery Planned Development, 34th Amendment
**Project File #:** ZR2025-010
**Date Sent:** 11/12/2025 **Date Due:** 12/03/2025

| Agency | Date Received | Agency Response | Response Resolution |
|---|---|---|---|
| Douglas County Health Department | 11/13/2025 | Received:<br>Thank you for the opportunity to review and comment on the referenced Pinery Planned Development Rezoning project. Douglas County Health Department (DCHD) staff have reviewed the application for compliance with pertinent environmental and public health regulations. After reviewing the application, DCHD has no comments. | No Response Required. |
| Douglas County School District RE 1 | 12/03/2025 | Received:<br>Following is a summary of comments received from DCSD. For details please review their response letter Dated 12/3/2025.<br>-The District had comments related to the initial platting and uses of the four tracts.<br>-The District requested in its referral response that the new planning area be limited to public uses, should specifically allow for "school and administrative facilities for elementary and secondary education" and any proceeds from the sale of the properties be provided to the school district. DCSD also requested that Tract 1 of The Pinery Filing No. 6 be removed from the application as the County did not receive authorization from the district to include this property in the request. | The applicant provided a written response to the DCSD comments. The response is summarized below.<br><br>1. Douglas County does not object to this request and authorizes Planning Division staff to amend the proposed Planned Development text as needed to implement this change.<br><br>2. Douglas County will comply with the referenced statutes and any other applicable statutory requirements in the event that the County Owned sites are conveyed in the future. |
| Engineering Services | | No Response Received: | No Response Required. |
| Evans Ranch Association | | No Response Received: | No Response Required. |
| Franktown Citizens Coalition II Inc | | No Response Received: | No Response Required. |
| Franktown FD | | No Response Received: | No Response Required. |
| Hidden Village POA | | No Response Received: | No Response Required. |
| High Prairie Farms HOA | | No Response Received: | No Response Required. |
| High Prairie Farms Metro District | | No Response Received: | No Response Required. |

**Project Name:** Pinery Planned Development, 34th Amendment
**Project File #:** ZR2025-010
**Date Sent:** 11/12/2025 **Date Due:** 12/03/2025

| Agency | Date Received | Agency Response | Response Resolution |
|---|---|---|---|
| Hills At Bayou Gulch HOA (F001) | | No Response Received: | No Response Required. |
| Hills At Bayou Gulch HOA (F001) | | No Response Received: | No Response Required. |
| Mile High Flood District | | No Response Received: | No Response Required. |
| Misty Pines HOA | 11/17/2025 | No Comment: | No Response Required. |
| Office of Emergency Management | 11/13/2025 | No Comment: | No Response Required. |
| Pinery Water and Wastewater District | | No Response Received: | No Response Required. |
| Pinery West Metro District 2-3 | | No Response Received: | No Response Required. |
| Pradera Homeowners' Association | | No Response Received: | No Response Required. |
| Sheriff's Office | | No Response Received: | No Response Required. |
| South Metro Fire Rescue | 11/14/2025 | Received:<br>South Metro Fire Rescue (SMFR) has reviewed the provided documents and has no objection to the proposed major PD amendment. | No Response Required. |
| Sterling Tree Farm HOA | | No Response Received: | No Response Required. |
| Stone Creek Metropolitan District | | No Response Received: | No Response Required. |
| The Pinery HOA | 12/01/2025 | Received:<br>The Pinery Homeowners' Association does not have any objection to the proposed rezoning of the four undeveloped school and school-adjacent sites within the Pinery Planned Development. We shared this proposed rezoning with our community via email, and we have received a very positive response. Please see the attached email sent out to residents and some examples of the supportive comments we have received. We appreciate the opportunity to provide input on this matter and look forward to continued collaboration as the project moves forward. | No Response Required. |
| Timbers At The Pinery Filing 23A HOA | | No Response Received: | No Response Required. |

**Project Name:** Pinery Planned Development, 34th Amendment
**Project File #:** ZR2025-010
**Date Sent:** 11/12/2025 **Date Due:** 12/03/2025

| Agency | Date Received | Agency Response | Response Resolution |
|---|---|---|---|
| Timbers At The Pinery Filing 23B HOA | | No Response Received: | No Response Required. |
| Town of Castle Rock | | No Response Received: | No Response Required. |
| Town of Parker Development Review | | No Response Received: | No Response Required. |
| Town of Parker Public Works | 11/12/2025 | No Comment: | No Response Required. |
| Wildfire Mitigation | | Received:<br>Douglas County Wildfire Mitigation has reviewed the submitted materials. Based on the minimal presence of vegetative fuels and the low associated fire hazard, wildfire mitigation has no recommendations at this time. | No Response Required. |
| Xcel Energy-Right of Way & Permits | 12/01/2025 | Received:<br>Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the above-mentioned application and currently has no apparent conflict | No Response Required. |

**From:** James Peabody
**To:** Michael Pesicka; duanew cwc64.com; jt cwc64.com; LANA S.; LENNY V.
**Subject:** Re: Douglas County eReferral (Project Number ZR2025-010) Is Ready For Review
**Date:** Thursday, November 20, 2025 2:05:50 PM

**Caution:** This email originated outside the organization. Be cautious with links and attachments.

Mike,

This is in response to your eReferral with a utility map showing any buried AT&T Long Line/Core Fiber Optics near ***Pinery Development, Parker, CO 80134 (Project # ZR2025-010).*** The Earth map shows the project area in red. Based on the address and/or map you provided, there should be NO conflicts with the AT&T Long Lines, as we do not have facilities in that area.

Please feel free to contact us with any questions or concerns.

***** Map disclaimer: The attached google earth maps are intended to show approximate locations of the buried AT&T long line fiber optic cable. The maps are provided for informational purposes only. In no way should the maps be used for anything other than general guidelines as to where the fiber is or is not and any other use of these maps is strictly prohibited. *****

***Thank you,***

***James Peabody***
***Clearwater Consulting Group, Inc.***
***120 9th Ave. South, Suite #140***
***Nampa, ID 83651***
***C: (951) 201-1279***
***E: jamesp@cwc64.com***

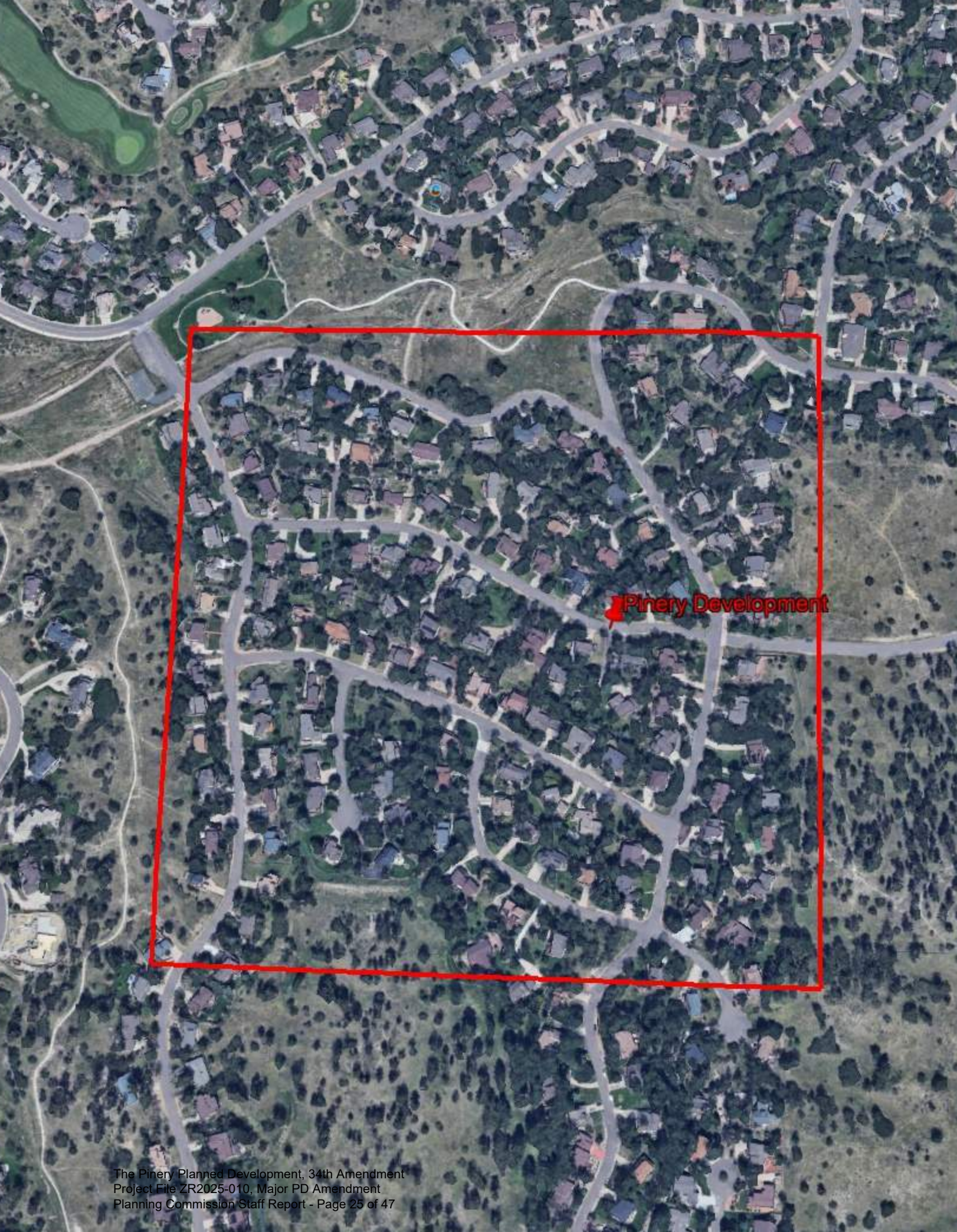
**** This message and any attachments are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error, please notify the sender immediately and delete the message from your system. ****

---

**From:** annb cwc64.com <annb@cwc64.com>
**Sent:** Thursday, November 20, 2025 12:50 PM
**To:** James Peabody <jamesp@cwc64.com>
**Subject:** FW: Douglas County eReferral (Project Number ZR2025-010) Is Ready For Review

Ann

-----Original Message-----
From: mpesicka@douglas.co.us <mpesicka@douglas.co.us>
Sent: Wednesday, November 12, 2025 1:34 PM


Pinery Development

DOUGLAS COUNTY
HEALTH DEPARTMENT COLORADO

November 13th, 2025

Mike Pesicka
100 Third St.
Castle Rock, CO 80104

RE: ZR2025-010

Dear Mr. Pesicka,

Thank you for the opportunity to review and comment on the referenced Pinery Planned Development Rezoning project. Douglas County Health Department (DCHD) staff have reviewed the application for compliance with pertinent environmental and public health regulations. After reviewing the application, DCHD has no comments.

Please feel free to contact me at 720-643-2490 or cthompson@douglas.co.us if you have any questions about our comments.

Sincerely,

Caden Thompson
Environmental Health Specialist I
Douglas County Health Department

620 Wilcox Street
Castle Rock, Colorado 80104

December 3, 2025

Mike Pesicka, Principal Planner
Planning Services
100 Third Street
Castle Rock, CO 80104
mpesicka@douglas.co.us
303-660-7460

RE: Pinery Planned Development, 34th Amendment-PD Major Amendment (ZR2025-010) (the "Application")

Dear Mr. Pesicka,

Thank you for the opportunity to respond to the above referenced application. It is our understanding that the Douglas County Board of County Commissioners ("BOCC") has directed the Douglas County Planning Department ("Planning Department") to initiate a downzoning of four separate school sites in the Pinery "from their current zoning designations to 'Parks, Open Space and Recreation Facilities Planning Area' under the Pinery PD," a planning area that does not permit schools as a use by right (the "Amendment"). One of these school sites, The Pinery Filing 6, Tract 1, is owned by Douglas County School District ("School District") (the "School District Property") and the other three sites are owned by the BOCC and held in trust for the benefit of the School District under C.R.S. § 30-28-133(4.3) (the "County Owned Sites") (together, the School District Property and County Owned Sites are the "School Sites"). The School District is generally amenable to the Amendment with respect to the County Owned Sites, but requests certain changes to the Application to ensure that the original intent behind the planned development remains with respect to the County Owned Sites; specifically, that the County Owned Sites maintain their public use and that the School District's taxpayers receive the benefit promised in the original planned development documents. The School District objects, however, to the Amendment with respect to the School District Property and therefore requests that the Planning Department amend the Application to remove the School District Property.

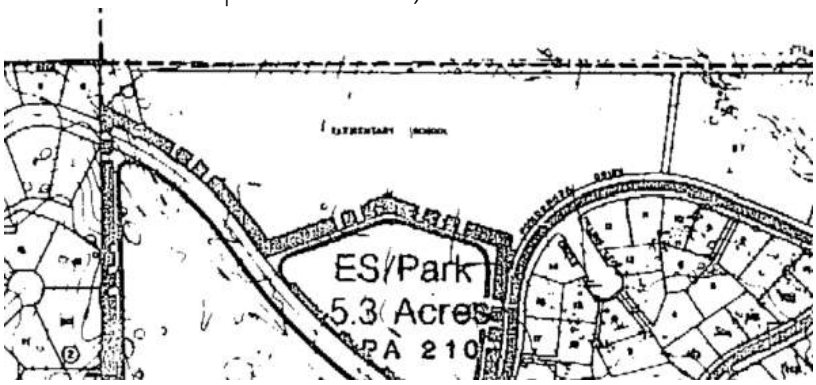
At the outset, it is important to understand that growth does not pay its own way when it comes to building schools to accommodate growth. Developers are required by law to provide land for school sites. Some developers in Douglas County also contribute a voluntary "capital fee" for every unit that they build. These fees are used to cover smaller growth-related expenses, such as mobile classrooms to increase capacity, but they fall far short of the amount necessary to fund new school construction which is currently estimated at 60 million for an

elementary school and 100 million for a joint middle/high school. This means that school districts in Colorado have to pass taxpayer bond initiatives to fund new schools. The School District's tax for these bond initiatives was 15.43 mills in 2014 and is 5.2 mills today. Since 2014, taxpayers have seen a 10-mill tax *decrease* from the School District bond initiatives, and the School District's ability to maintain capital infrastructure and fund growth has greatly diminished. It is through this lens that the School District must review this, and all other land use applications within the County to ensure that its students and Douglas County's taxpayers are protected.

## I. The School Sites

### *a. The Pinery Filing 6, Tract 1 (the "School District Property")*

The Pinery Filing 6 was approved and recorded in August 1972. Tract 1 is identified in the final plat as a 12.352 acre tract to be dedicated to Douglas County "for use under the provisions of par. 3.5 of the County Subdivision Regulations adopted November 9, 1971." Tract 1 was designated as an "Elementary School" in the original 1984 Pinery Master Plan and has not been adjusted or amended in subsequent amendments to the Pinery Planned Development Guide Summary ("Planned Development Guide"):

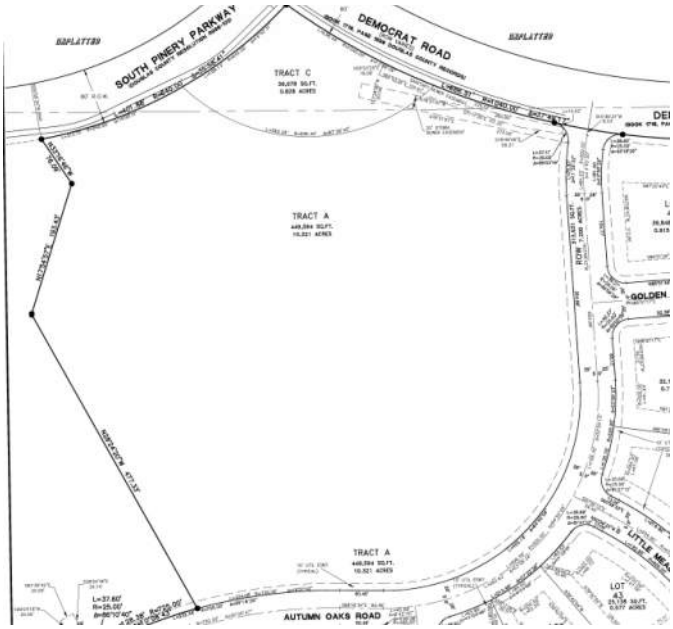



This site is not specifically identified or labeled within a planning area in the applicable governing Planned Development Guide and related maps. However, Douglas County Planning staff has stated that this tract was dedicated specifically for school or public sites within its subdivision.

Tract 1 was conveyed from Terracor Inc. to Douglas County in December 1977 via quitclaim deed. It was later conveyed from the BOCC to the Douglas County School District in February 2021 via a quitclaim deed.

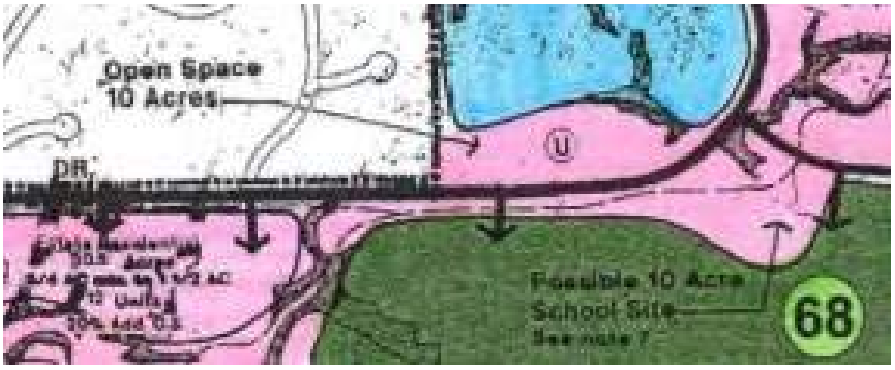
### *b. The Pinery Filing 26A, Tract A*

The Pinery Filing 26A was approved and recorded in August 2004. Tract A is identified in the final plat as a 10.321-acre tract:




According to the dedication and ownership certificate and Note 11 on page 2 of the plat, "Tract A is dedicated to Douglas County for a school site."

The Pinery Filing 26A-Tract A site is identified as a "Possible 10 Acre School Site" on the Twenty-Second Amendment Map which depicts the Fifth Amendment area in pink:

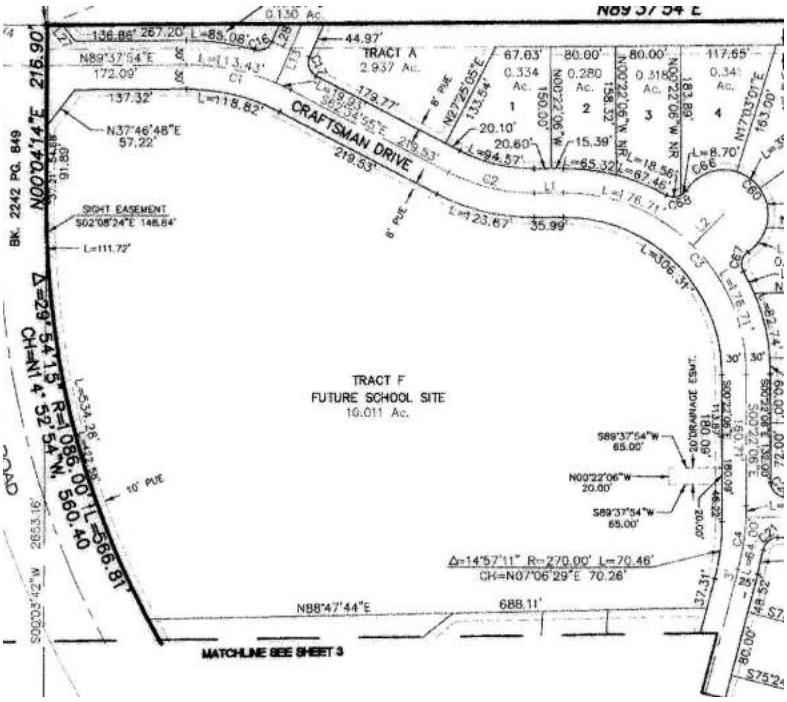



We agree with Douglas County Planning staff that this tract was dedicated specifically for school or public sites within its subdivision.

Tract A was conveyed from Pinery Joint Ventures to the BOCC in November 2004 via a special warranty deed. We note that there is also a September 2006 quitclaim deed purportedly conveying the site from the Pinery Filing No. 26 Homeowners Association, Inc. to the High Prairie Farms Metropolitan District. The Douglas County Assessor's office lists the BOCC as the current owner of this property.

*c. The Pinery West Filing 1E, Tract F (Planning Area 19)*

The Pinery West Filing 1E was approved and recorded in December 2002. Tract F is identified in the final plat as a 10.011-acre "future school site":




According to Note 10 on page 2 of the plat, "[t]ract F is for a future school site and will be conveyed to Douglas County by separate instrument."

The Tract F school site is identified as Planning Area 19 on the Pinery PD Eleventh Amendment Map:




Article I(B)(2) of the Planned Development Guide states that "The final configuration, as shown on the Eleventh Amended PD Plan, and transfer of school sites to the Douglas County School District will occur with the platting of adjacent residential developments." The adjacent residential developments were platted; however, this transfer never occurred.

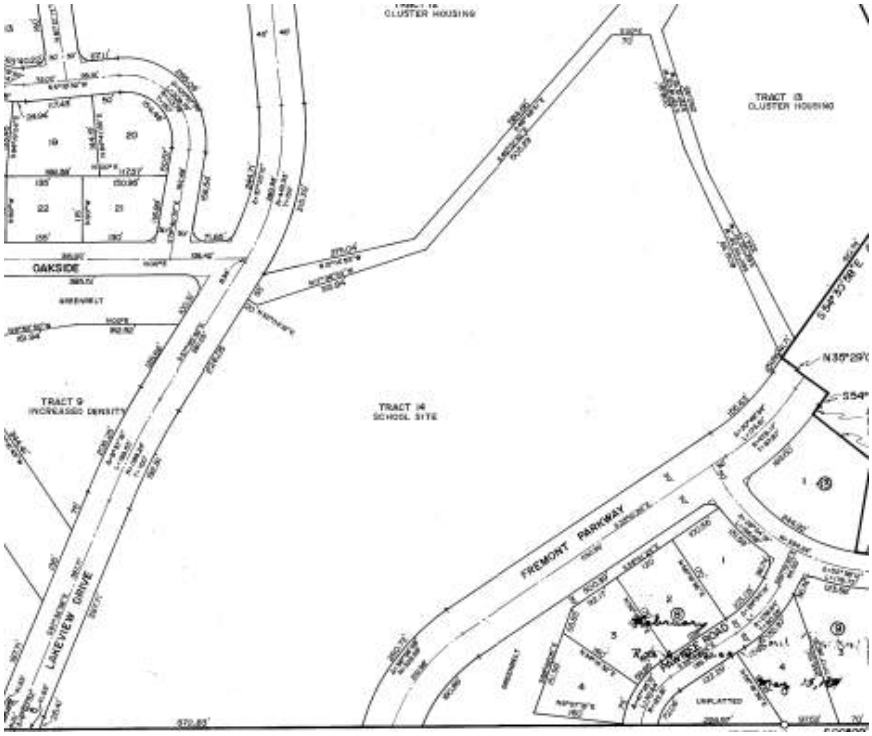
Since it is identified as a school site, Planning Area 19 is in the "Community Services Planning Area" according to Article V(H) of the Planned Development Guide, which allows the

following use permitted by right: “Neighborhood public service, health and education facilities such as community centers, libraries and museums. Schools and administrative facilities for elementary and secondary and secondary [sic] education.” Planned Development Guide Article V(H)(2)(f). The intent of this planning area is to “provide for a full range of community support facilities.”

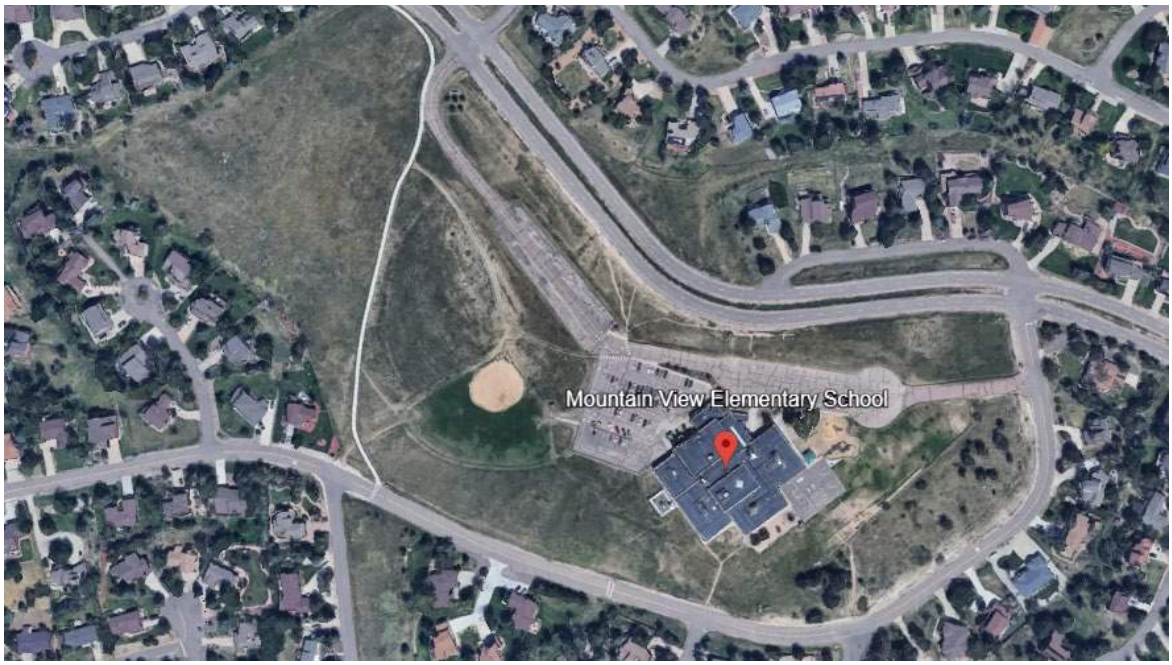
Tract F was conveyed from KDB Homes Inc. to the BOCC in January 2003 via special warranty deed. This tract is currently owned by the BOCC.

*d. The Pinery Filing 3, Part of Tract 14*

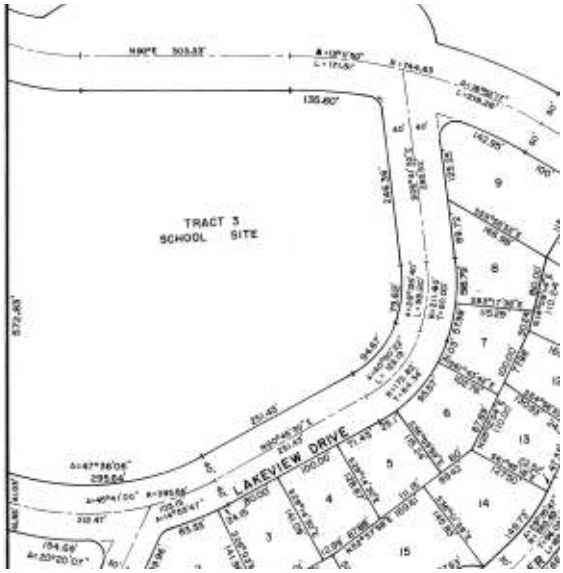
The Pinery Filing 3 was approved and recorded in November 1970. Tract 14 is identified on the plat as a future school site:




The plat does not mention the total acreage for Tract 14 or any land dedication or conveyance requirements. Tract 14 is currently partially occupied by the Mountain View Elementary School facility and sports fields:




The Mountain View Elementary School facility, playgrounds, and parking lot access are located in the Pinery Filing 4, Tract 3 which was approved and recorded in January 1971:




The Pinery Filing 4 final plat does not mention the total acreage or any dedication or conveyance requirements. The request to downzone this site is only for a portion of Filing 3, Tract 14 more accurately shown as the 6.071-acre parcel #2349-123-03-053, which unlike the remainder of the Mountain View Elementary School site, is owned by the BOCC. This property was conveyed from Terracor Inc. to the BOCC in 1977 via a quitclaim deed.

This site is not specifically identified or labeled within a planning area in the applicable governing Planned Development Guide and related maps. However, Douglas County Planning staff has stated that this tract was dedicated specifically for school or public sites within its subdivision.

## II. Discussion

As the above planned development documents make clear, all the School Sites were intended to be used for schools in order to serve and benefit the residents of the Pinery. As discussed further below, the Application needs a few adjustments in order to maintain this original intent in regards to the County Owned Sites.

There are significant problems, however, with respect to the Application's inclusion of the School District Property. For the reasons stated below, the Planning Department must amend the Application to remove the School District Property.

*a. The County Owned Sites*

Colorado's Planned Unit Development Act, C.R.S. § 24-67-101, et seq., requires preservation of the integrity of the Planned Development Guide and therefore, all modifications to it must conform to the existing provisions. C.R.S. § 24-67-106(1) ("To further the mutual interest of the residents, occupants, and owners of a planned unit development and of the public *in the preservation of the integrity of the plan,* the provisions of the plan relating to the use of land and the location of common open space shall run in favor of the county or municipality and shall be enforceable at law or in equity by the county or municipality without limitation on any power or regulation otherwise granted by law" (emphasis added)); C.R.S. § 24-67-105(5.3)(c) (". . . a local government may adopt *conforming* amendments to any such planned unit development" (emphasis added)). Any "substantial modification, removal, or release of the provisions of the plan by the county or municipality" requires a public hearing and a showing "that the modification, removal, or release is consistent with the efficient development and preservation of the entire planned unit development, does not affect in a substantially adverse manner either the enjoyment of land abutting upon or across a street from the planned unit development or the public interest, and is not granted solely to confer a special benefit upon any person." C.R.S. § 24-67-106(3)(b). Further, all zoning changes must be for the purpose of furthering the County's overall zoning plan.

In order to preserve the School District's ability to serve this development and to conform with and preserve the integrity of the existing Planned Development Guide, the School District therefore requests the Planning Department amend the Application as specified below. This will ensure the County Owned Sites remain available for school sites, limited to public uses, and will provide the County a mechanism to sell the County Owned Sites and transfer the funds from any such sale to the School District, as provided for in C.R.S. § 30-28-133(4)(a)(II) and (4.3):

1. The uses permitted by right for the County Owned Sites should specifically include "school and administrative facilities for elementary and secondary education" and be limited to public and recreational uses only, which aligns with the County Owned Sites' current permitted use by right for schools.

2. If the School District ultimately does not opt to use the County Owned Sites for a school, any proceeds of any sale of the County Owned Sites should go to the School District as provided in C.R.S. § 30-28-133(4)(a)(II) and (4.3).

*b. The School District Property*

At its core, through the Application, the Planning Department intends to rezone property that it does not own. This violates not only the County's code, but also the United States Constitution, Colorado Constitution, and Colorado statutory and common law. These serious violations and infringements include but are not limited to the following:

The Planning Department brings the Application under Douglas County Zoning Resolution ("DCZR") Section 25 which governs rezoning. In the Application, the Planning Department stated that "Staff anticipates that the request will be processed as an amendment to the Pinery Planned Development," which is governed under Section 1512 and 1519-23 of the DCZR. The Application does not include several critical items, so the Planning Department must amend the Application to remove the School District Property.

For both a rezoning application and a major amendment to a planned development, one of the "general submittal requirements" is "[a] notarized letter of authorization from the landowner permitting a representative to process the application, as necessary." DCZR 2505.04; 1521.04. The Planning Department did not obtain the School District's authorization to process the Application nor file a notarized letter. Therefore, the Application does not meet the submittal requirements imposed on rezoning and planned development major amendment applications under the DCZR.

Additionally, the Application does not comply with other submittal requirements for rezoning and major amendment applications, including DCZR 1521.06 ("Three (3) copies of the appropriate portions of the Development Plan retitled with all amendments including administrative amendments, numbered consecutively.") and DCZR 2505.06 ("Plan Exhibit."), and the written narrative does not address all items in DCZR 2506. Further, in addition to not complying with several submittal requirements for rezoning and planned development major amendment applications, the Application does not meet the standards for approval for rezoning applications (DCZR 2502) and approval criteria for major amendments (DCZR 1520). For example, the Application is not in compliance with all applicable statutory provisions as discussed further within (DCZR 2502.02) and the Application is not consistent with the development standards, commitments, and overall intent of the planned development (DCZR 1520.01) because schools are not a permitted use by right within the proposed planning area.

These critical violations of the County's code require the Planning Department to amend the Application to remove the School District Property.

Further, in addition to the Douglas County code violations, the School District, as owner of the School District Property, has certain property and other vested rights under and

protected by the Colorado Constitution, United States Constitution, and Colorado statutory and common law which prevent the County from seeking to unilaterally rezone the School District Property as set forth in the Application.

## III. Conclusion

The School District, like Douglas County, wants to ensure that there are adequate educational opportunities for Douglas County residents. In that vein, the School District understands that the Amendment intends to put precious land to use—the School District wishes to do the same thing and is in the process of identifying whether these sites are necessary for future schools. However, in its current form, the Amendment does not accomplish this goal. As stated above, with the above requested revisions, the Amendment will accomplish this goal while upholding the School District's right to use the School Sites for schools, which is the intended use of the sites under the Planned Development Guide and related documents. However, in regards to the School District Property, the Amendment does not accomplish this goal and violates the Douglas County code, the Colorado Constitution, the United States Constitution, and Colorado statutory and common law. The School District is willing to work with Douglas County to come to a reasonable solution to address the reasons behind the Amendment, but in its current form, the School District must oppose to protect its rights and the interests of its constituents.

Sincerely,
Shavon Caldwell
Planning Manager, DCSD Planning & Construction
scaldwell2@dcsdk12.org
303.387.0417

# REFERRAL RESPONSE REQUEST

Date sent: November 12, 2025 Comments due by **December 3, 2025**

| | |
|---|---|
| **Project Name:** | Pinery Planned Development 34th Amendment – Major PD Amendment |
| **Project File #:** | ZR2025-010 |
| **Project Summary:** | The County has initiated an amendment to the permitted uses on four undeveloped school tracts within the Pinery PD. The four tracts will be downzoned from their current zoning designations to "Parks, Open Space and Recreational Facilities Planning Area" under the Pinery PD. |

Information on the identified development proposal located in Douglas County is enclosed. Please review and comment in the space provided.

| | |
|---|---|
| ☐ No Comment | |
| ☐ Please be advised of the following concerns: | |
| ☑ See letter attached for detail. | |
| **Agency:** Pinery Homeowners' Association | **Phone #:** 303-841-8572 |
| **Your Name:** Sonia Eyre | **Your Signature:** Sonia Eyre |
| *(please print)* | **Date:** December 1, 2025 |

Agencies should be advised that failure to submit written comments prior to the due date, or to obtain the applicant's written approval of an extension, will result in written comments being accepted for informational purposes only.

Sincerely,

Mike Pesicka

Mike Pesicka
Principal Planner, Planning Services
303-814-4367, mpesicka@douglas.co.us

**Homeowners Association, Inc.**
A COLORADO NON-PROFIT CORPORATION
8170 Hillcrest Way
Parker, CO 80134
303-841-8572

December 1, 2025

Mike Pesicka, Principal Planner
Planning Services

RE: Project ZR2025-010

Dear Mr. Pesicka,

Please see below the following comments regarding Project ZR2025-010:

*The Pinery Homeowners' Association does not have any objection to the proposed rezoning of the four undeveloped school and school-adjacent sites within the Pinery Planned Development.*

*We shared this proposed rezoning with our community via email, and we have received a very positive response. Please see the attached email sent out to residents and some examples of the supportive comments we have received.*

*We appreciate the opportunity to provide input on this matter and look forward to continued collaboration as the project moves forward.*

Respectfully,

Sonia Eyre
Board President
Pinery Homeowners' Association

Dear Pinery Residents,

We want to inform you of a proposed zoning change affecting four undeveloped school and school-adjacent sites within the Pinery Planned Development (PD), specifically Tract 14 of Pinery Filing 3 near Mountain View Elementary School, as well as Tract 1 of Pinery Filing 6 by North Park. If you live nearby, you may have already received a notification by mail or noticed signs posted in the area over the past week. We wanted to send a quick email to explain what this means.

This referral seeks to downzone these tracts from their current zoning designations to "Parks, Open Space, and Recreation Facilities Planning Area." This change is intended to provide clarity to the community regarding the anticipated use of the sites should they not be developed for school purposes.

This proposed downzoning will not affect the Douglas County School District's ability to construct school facilities on these tracts. But with the proposed rezoning, they may be used for parks and playgrounds, passive recreational uses, active recreational uses, etc.

For more information and to explore this further, please review the attached project summary. This is good news for our community! If you have any additional questions, please don't hesitate to give us a call.

The Pinery Homeowners' Association
Architectural Review Office
8170 Hillcrest Way
Parker, CO 80134

303-841-5305
arc@pinery.org

**Attached File:** ZR2025-010 Project Summary.pdf

C [redacted]

To: The Pinery ARC

Reply Reply all Forward

Wed 11/26/2025 9:56 AM

Best news I've heard recently. Whew!!

C [redacted]

Reply Reply all Forward

To: The Pinery ARC

Wed 11/26/2025 9:56 AM

Best news I've heard recently. Whew!!

Re: Development Question Summarize

KR [redacted]

Reply Reply all Forward

To: The Pinery ARC

Wed 11/26/2025 9:22

Thank you for your response Celena. It sure is better news than we expected. So many areas are under development, it gets alarming. Happy Thanksgiving!

Re: Proposed Zoning Change in the Pinery Planned Development Summarize

P [redacted]

To: The Pinery ARC

Reply Reply all Forward

Fri 11/28/2025 11:58 AM

ZR2025-010 Project Summary.p...
193 KB

Dear ACC,

Thank you for your work in "down zoning" these tracts. I live across from the North Park tract. The increased traffic flow down Betts from both Timbers developments and subsequent lack of traffic enforcement has been disappointing. Another development would have been a disaster. Thank you!

[redacted]
[redacted]Sunridge Hollow

# SOUTH METRO FIRE RESCUE
## FIRE MARSHAL'S OFFICE

Mike Pesicka, Principal Planner
Douglas County Department of Community Development, Planning Services
100 Third St
Castle Rock Co 80104
303.660.7460
303.660.9550 Fax

| | |
|---|---|
| Project Name: | Pinery Planned Development 34th Amendment – Major PD Amendment |
| Project File #: | **ZR2025-010** |
| S Metro Review # | REFOTH25-00278 |
| Review date: | November 14, 2025 |
| Plan reviewer: | Aaron Miller<br>720.989.2246<br>aaron.miller@southmetro.org |
| **Project Summary**: | The County has initiated an amendment to the permitted uses on four undeveloped school tracts within the Pinery PD. The four tracts will be downzoned from their current zoning designations to "Parks, Open Space and Recreational Facilities Planning Area" under the Pinery PD. |
| Code Reference: | Douglas County Fire Code, 2018 International Fire Code, and 2021 International Building Code with amendments as adopted by Douglas County. |

South Metro Fire Rescue (SMFR) has reviewed the provided documents and has no objection to the proposed major PD amendment.

**Right of Way & Permits**

1123 West 3rd Avenue
Denver, Colorado 80223
Telephone: 303.285.6612
violeta.ciocanu@xcelenergy.com

December 1, 2025

Douglas County Planning Services
100 Third Street
Castle Rock, CO 80104

Attn: Mike Pesicka

**Re: Pinery Planned Development, 34th Amendment, Case # ZR2025-010**

Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the above-mentioned application and currently has **no apparent conflict**.

Violeta Ciocanu (Chokanu)
Right of Way and Permits
Public Service Company of Colorado dba Xcel Energy
Office: 303-285-6612 – Email: violeta.ciocanu@xcelenergy.com

December 5, 2025

Mike Pesicka, Principal Planner
Planning Services
100 Third Street
Castle Rock, CO 80104

**RE: ZR2025-010 – Pinery Planned Development, 34th Amendment-PD Major Amendment**

Mr. Pesicka,

Thank you for providing referral comments associated with ZR2025-010. This letter is in response to the Douglas County School District's letter dated December 3, 2025. Douglas County is grateful for the time and effort the School District put into its referral response.

With regard to the County-Owned sites, the School District requests two clarifications:

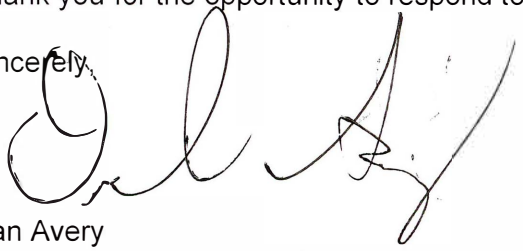
- Request #1 seeks to clarify that school and administrative facilities for elementary and secondary education be identified as permitted uses and to further limit the potential other uses of the site to public and recreational uses only. Douglas County does not object to this request and authorizes Planning Division staff to amend the proposed Planned Development text as needed to implement this change.

- Stipulation #2 references existing statutory provisions related to the disposition of school land. Douglas County will comply with the referenced statutes and any other applicable statutory requirements in the event that the County Owned sites are conveyed in the future.

With regard to the School District Property, Douglas County believes that it is empowered to seek a County-initiated rezoning under Section 2511 of the Zoning Resolution, and has provided the certified mail notice required by that section of the DCZR to the School District. The County also believes it is authorized to propose a PD amendment as a landowner within the PD.

Thank you for the opportunity to respond to the School District's referral letter.

Sincerely,



Dan Avery
Douglas County Special Projects Manager

# THE PINERY PLANNED DEVELOPMENT, THIRTY-FOURTH AMENDMENT

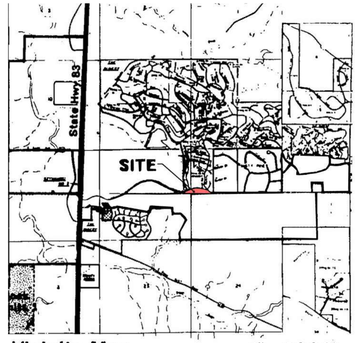
AREA AMENDED: PARTS OF SECTIONS 7, 12, 16, AND 18, T 7 SOUTH, RANGE 65 AND 66 W OF THE 6TH P.M.
DOUGLAS COUNTY, COLORADO
38.75 ACRES
ZR2025-010

THIS MAJOR AMENDMENT OF THE PINERY PLANNED DEVELOPMENT AMENDING TRACT 1, THE PINERY FILING NO. 6, TRACT A, PINERY FILING 26A, TRACT F, PINERY WEST, FILING 1E, AND PART OF TRACT 14, PINERY FILING NO. 3 FROM THE COMMUNITY SERVICES PLANNING AREA TO THE PARKS AND OPEN SPACE PLANNING ZONE AS DEPICTED HEREON PURSUANT TO SECTION 15 OF THE DOUGLAS COUNTY ZONING RESOLUTION HAS BEEN APPROVED BY BOARD MOTION NO. _____ ON _____.

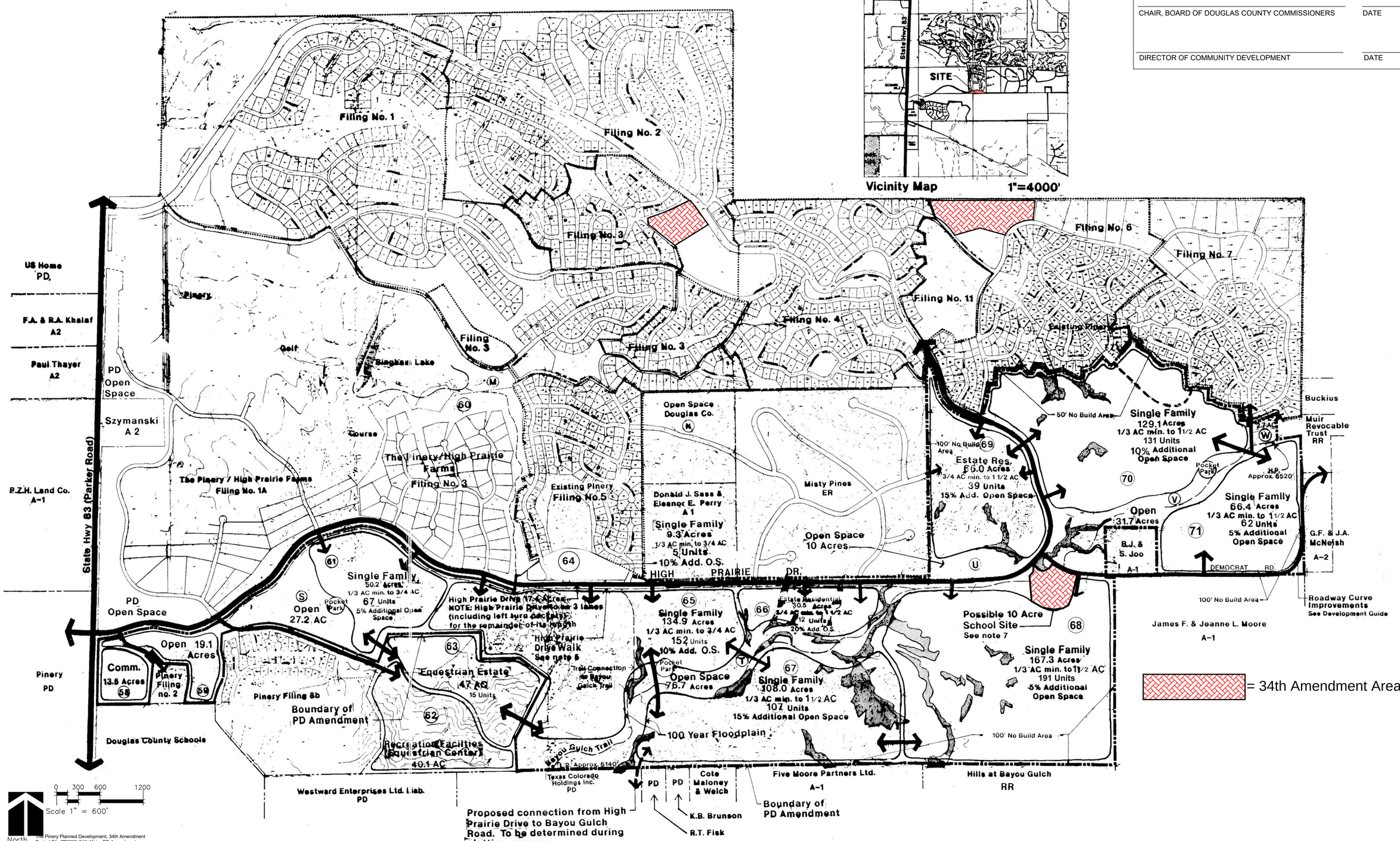
THIS AMENDMENT NO. 34 AFFECTS ONLY THOSE TRACTS LISTED ABOVE AND DESCRIBED IN FILE NO. ZR2025-010.

_____ _____
CHAIR, BOARD OF DOUGLAS COUNTY COMMISSIONERS DATE

_____ _____
DIRECTOR OF COMMUNITY DEVELOPMENT DATE

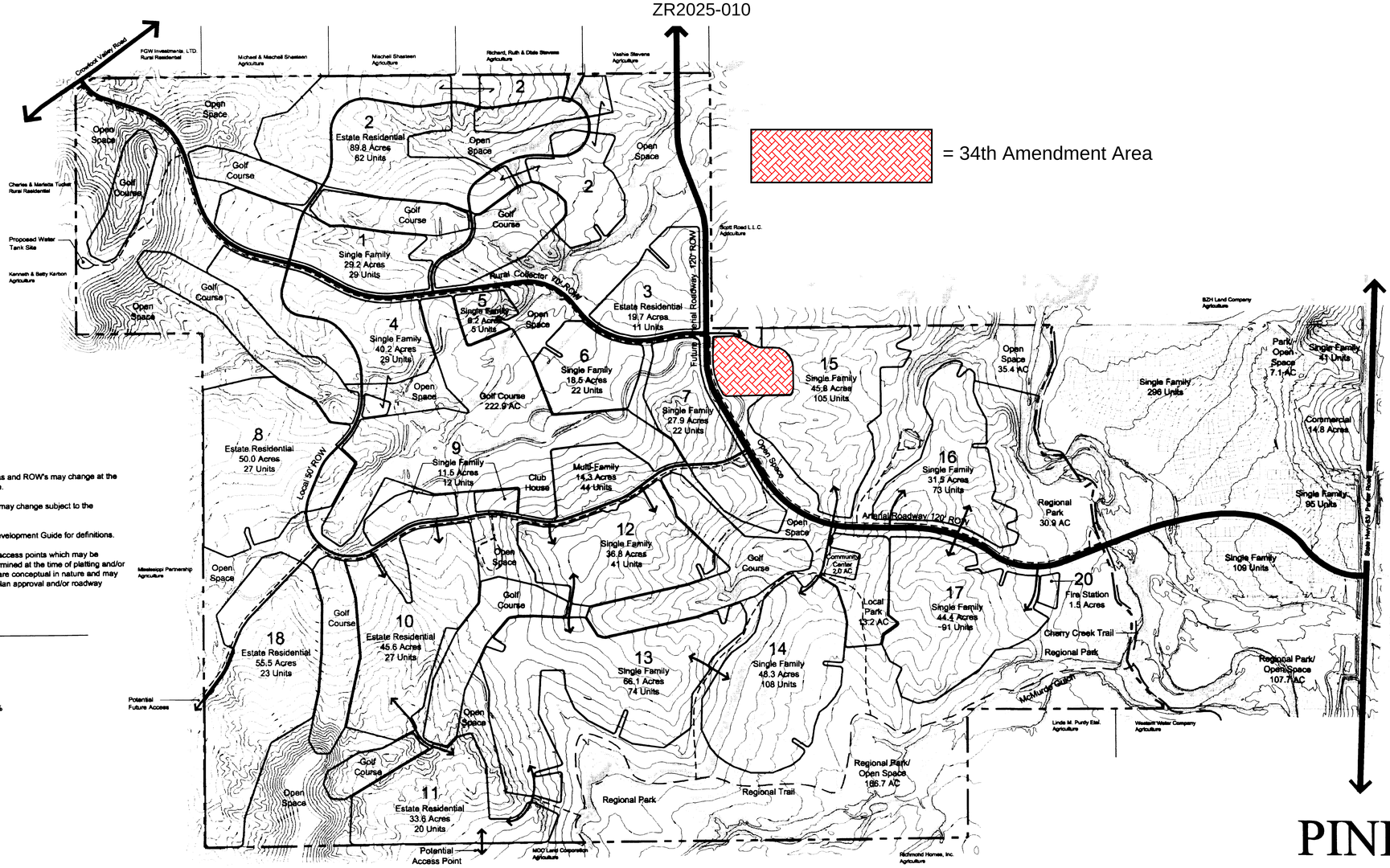


Vicinity Map 1"=4000'



# THE PINERY PLANNED DEVELOPMENT, THIRTY-FOURTH AMENDMENT

AREA AMENDED, SECTIONS 7, 12,16, AND 18 TOWNSHIP 7 SOUTH, RANGE 65 AND 66 WEST OF THE 6TH P.M.
DOUGLAS COUNTY, COLORADO
38.75 ACRES
ZR2025-010




Notes:

1. Contour interval is 10'.
2. Boundaries and acreages of individual Planning Areas and ROW's may change at the time of platting as provided for in the Development Guide.
3. Location of trails are conceptual. Final trail locations may change subject to the county-approved final design.
4. Numbers refer to Planning Areas and Zones. See Development Guide for definitions.
5. Actual location of major intersections and additional access points which may be necessary to provide access to subdivisions will be determined at the time of platting and/or roadway design. Road connections indicated by arrows are conceptual in nature and may be altered with County Approval at time of platting, site plan approval and/or roadway design approval.

Legend

- Regional Trails
- Local Trails
- Indicates areas of slope greater than 20%
- Land Use Boundary
- Internal Local Street
- Rural Collector
- Arterial

PINERY WEST

North

0 300 600 1200 1800

Scale: 1" = 600'

**MEETING DATE:** December 15, 2025

**STAFF PERSON RESPONSIBLE:** Curt Weitkunat, AICP, Planning Manager

**DESCRIPTION:** Highlands Ranch Planned Development, 82nd Amendment - Major Planned Development Amendment - Project File: ZR2025-011.

**SUMMARY:** The request is for approval of a major amendment to the Highlands Ranch Planned Development proposing the addition of Planning Area 66-A which would allow for limited nonurban land uses.

**STAFF ASSESSMENT:** Staff assessed the major amendment request in accordance with Sections 1519-1523 of the Douglas County Zoning Resolution. Should the Planning Commission find that the approval criteria for the major amendment are met, the following proposed condition may be considered for inclusion in the recommendation to the Board of County Commissioners:

1. Prior to recordation, all minor technical corrections will be made to the Planned Development document to the satisfaction of Douglas County.

**REVIEW:**

| | | |
|---|---|---|
| Steven E Koster | Approve | 12/3/2025 |
| Samantha Hutchison - FYI | Notified - FYI | 12/3/2025 |

**ATTACHMENTS:**

Staff Report - ZR2025-011

DOUGLAS COUNTY
COLORADO

# Major Planned Development Amendment Staff Report

| | |
|---|---|
| **Date:** | December 2, 2025 |
| **To:** | Douglas County Planning Commission |
| **From:** | Curtis J. Weitkunat, AICP, Long Range Planning Manager CW<br>Steven E. Koster, AICP, Assistant Director of Planning Services SK |
| **Subject:** | **Highlands Ranch Planned Development, 82nd Amendment – Major PD Amendment** |
| **Project File:** | **ZR2025-011** |

| | |
|---|---|
| **Planning Commission Hearing:** | **December 15, 2025 @ 6:00 p.m.** |
| **Board of County Commissioners Hearing:** | **December 16, 2025 @ 2:30 p.m.** |

## I. EXECUTIVE SUMMARY

The applicant requests approval of a major amendment to the Highlands Ranch Planned Development (PD) proposing the addition of Planning Area 66-A which would allow for limited Nonurban land uses. The proposed Planning Area 66-A would be 10 acres in size and based on the platted boundaries of Tract C in the Highlands Ranch Filing 120-C subdivision, which is east of the intersection of Wildcat Reserve Parkway and S. Cresthill Lane. The proposed site was conveyed to Douglas County to meet the school dedication requirements and the open space requirements of the Open Space Agreement for the Highlands Ranch Planned Development.

## II. APPLICATION INFORMATION

### A. Applicant

Board of County Commissioners
100 Third Street
Castle Rock, Colorado 80104

### B. Applicant's Representative

Dan Avery, Special Project Manager
Douglas County Administration
100 Third Street
Castle Rock, Colorado 80104

### C. Request

Amend the Highlands Ranch Planned Development Guide to create Planning Area 66-A and allow limited nonurban land uses for Highlands Ranch Filing 120-C, Tract C.

### D. Process

A major amendment to a PD is processed pursuant to Sections 1519 through 1523 of the Douglas County Zoning Resolution (DCZR). The request meets the major amendment eligibility criteria of DCZR 1519.05 as the amendment proposes changes to the allowed land use categories.

Per DCZR Section 1522.06, "The Planning Commission shall evaluate the application, referral comments, staff report, and public testimony, and make a recommendation to the Board to approve, approve with conditions, table for further study, or deny the amendment request. The Planning Commission's comments shall be based on the evidence presented, compliance with the adopted County standards, regulations, policies and other guidelines."

### E. Location

Highlands Ranch Filing 120-C, Tract C is in the east central area of Highlands Ranch and about a quarter-mile southeast of the Wildcat Reserve Parkway and University Boulevard intersection. The site is on the northwest corner of S. Cresthill Lane and the eastern portion of Adelaide Circle.

### F. Project Description

The County initiated this PD amendment to restrict the permitted uses on the undeveloped Eastridge school site (Highlands Ranch Filing 120-C, Tract C) within the Nonurban Area of the Highlands Ranch PD. Limited nonurban uses for the new Planning Area 66-A are proposed for the 10-acre area.

## III. CONTEXT

### A. Background

The Highlands Ranch PD was approved by the Board of County Commissioners (Board) in September of 1979. This is the 82nd Amendment to the original PD document. The Highlands Ranch PD Map showed a potential elementary school site in the area in 1992.

In 1995, a school site was identified in Planning Area 66 and designated as Highlands Ranch Filing 120-C, Tract C; a nonurban "Open Space" to meet the school dedication requirements and the open space requirements identified in the 1980 Open Space Agreement (OSA). The OSA included a provision for designating public lands as nonurban open space in the urban area of the Highlands Ranch PD, giving the site separate uses from those of Planning Area 66. In 1996, Mission Viejo Company conveyed Tract C via a special warranty deed to the County. The County holds the site until conveyance is requested by the Douglas County School District.

### B. Adjacent Land Uses and Zoning

Single-family residential land uses surround the site, as Planning Area 66 allows for a variety of residential uses.

**Zoning and Land Use**

| | Zoning | Land Use |
|---|---|---|
| **North** | Highlands Ranch PD | Residential |
| **South** | Highlands Ranch PD | Residential |
| **East** | Highlands Ranch PD | Residential |
| **West** | Highlands Ranch PD | Residential |

## IV. PHYSICAL SITE CHARACTERISTICS

### A. Site Characteristics and Constraints

The undeveloped 10-acre site was overlot graded and reseeded with the construction of Highlands Ranch Filing 120-C in 1995 and has remained undeveloped since then. The nonurban site is bounded to the north and west by single-family residential homes. S. Cresthill Lane and Adeliade Circle bound the property on the south and east, respectively.

### B. Access

Access to the site is from S. Cresthill Lane and Adelaide Circle. The specific location of driveways would be determined with a future land use application.

## V. PROVISION OF SERVICES

### A. Schools

The site was conveyed to Douglas County to meet the school dedication standards and the open space requirements in the Highlands Ranch Planned Development. The Douglas County School District requested in its referral response letter that the new planning area be limited to public uses and any proceeds from the sale of the property be provided to the school district. The applicant provided a response to the school district referral which is included in the attachments.

### B. Fire Protection

Fire protection is provided by South Metro Fire Rescue (South Metro). South Metro responded with no objection.

### C. Sheriff Services

The Douglas County Sheriff's Office (DCSO) provides police protection to the site. DCSO did not provide a response.

### D. Water and Sanitation

Highlands Ranch Water (HRW) provides water and sanitary sewer service within Highlands Ranch and responded with no comment.

### F. Utilities

Utility providers were provided a referral. Xcel and AT&T responded to the referral with no objections.

## VI. PUBLIC NOTICE AND INPUT

DCZR Section 1523 requires mailed notice to abutting landowners, published notice, and posted notice of the public hearings.

All referral agency responses are outlined in the Referral Agency Response Report attached to this staff report.

In its response letter, the Douglas County School District requested that the new Planning Area be limited to only public uses and if Tract C is sold any proceeds are provided to the Douglas County School District. The applicant provided a response to the school district referral which is included in the attachments.

## VII. STAFF ANALYSIS

Section 1520 of the DCZR establishes criteria to be considered in the review of a major PD amendment application.

**1520.01: Whether the amendment is consistent with the development standards, commitments, and overall intent of the planned development.**
*Staff Comment: The intent of Section XIII, Nonurban Area of the Highlands Ranch Planned Development is "to provide land for education and recreational opportunities, public facilities, quasi-public facilities, other uses which are oriented toward community activities and services." The amendment is consistent with overall intent, development standards, and commitments for nonurban uses envisioned in the Highlands Ranch Planned Development. There are no proposed changes to the nonurban development standards or PD commitments.*

**1520.02: Whether the amendment is consistent with the intent, efficient development and preservation of the entire planned development.**
*Staff Comment: The amendment is consistent with development of the nonurban uses envisioned for the site and continues to preserve the Highlands Ranch Planned Development by protecting previously identified nonurban tracts.*

**1520.03: Whether the amendment will adversely affect the public interest or enjoyment of the adjacent land.**
*Staff Comment: The amendment maintains existing opportunities for schools and recreation.*

**1520.04: Whether the sole purpose of the amendment is to confer a special benefit upon an individual.**
*Staff Comment: The proposed amendment does not confer a special benefit as the nonurban uses of the site are preserved for the school district and the residents of Highlands Ranch and the County.*

**1520.05: For applications proposing an increase in the intensity of allowed land uses, including changes in densities, whether the amendment is consistent with the water supply standards in Section 18A, Water Supply Overlay District, of this Resolution.**
*Staff Comment: This criterion is not applicable, as the proposed amendment does not increase the intensity of allowed land uses.*

**1520.06: Whether the public facilities and services necessary to accommodate the proposed development will be available concurrently with the impacts of such development.**
*Staff Comment: Public facilities and services are currently available, and the proposed amendment will not impact levels-of-service.*

**1520.07: Whether the roadway capacity necessary to maintain the adopted roadway level of service for the proposed development will be available concurrently with the impacts of such development.**
*Staff Comment: The proposed PD amendment will not impact roadway capacity and roadways level-of-service.*

## VIII. STAFF ASSESSMENT

Staff assessed the major amendment request in accordance with Sections 1519-1523 of the DCZR. Should the Planning Commission find that the approval criteria for the major amendment are met, the following proposed condition should be considered for inclusion in the recommendation to the Board of County Commissioners:

1. Prior to recordation, all minor technical corrections will be made to the Planned Development document to the satisfaction of Douglas County.

**ATTACHMENTS** **PAGE**


Douglas County Land Use Application ..... 6
Applicant's Narrative ..... 7
Comprehensive Master Plan Land Use Reference Map ..... 9
Zoning Map ..... 10
Aerial Map ..... 11
Referral Agency Response Report ..... 12
Referral Response Letters ..... 13
Applicant Response Letter ..... 24
Redlined Highlands Ranch Planned Development, 82nd Amendment ..... 25
Draft Highlands Ranch Planned Development, 82nd Amendment ..... 29

DOUGLAS COUNTY
COLORADO

Department of Community Development

www.douglas.co.us

# LAND USE APPLICATION

Please complete, sign, and date this application. Return it with the required items listed on the Submittal Checklist to planningsubmittals@douglas.co.us. Submittals may also be mailed or submitted in person to Planning Services. *NOTE: The Planning Commission or the Board of County Commissioners should not be contacted regarding an open application.*

***OFFICE USE ONLY***

*PROJECT TITLE:* Highlands Ranch Planned Development, 82nd Amendment

*PROJECT NUMBER:* ZR2025-011

**PROJECT TYPE:** County Initiated Rezoning (Highlands Ranch PD)

**MARKETING NAME:** NA

**PRESUBMITTAL REVIEW PROJECT NUMBER:** NA

**PROJECT SITE:**

Address: No Address

State Parcel Number(s): 2231073070051

Subdivision/Block#/Lot# *(if platted)*: Tract C, Highlands Ranch F120C

**PROPERTY OWNER(S):**

Name(s): Douglas County

Address: 100 Third Street Castle Rock, CO 80104

Phone: 303-660-7401

Email: [redacted]

**AUTHORIZED REPRESENTATIVE:** *(Notarized Letter of Authorization is required from the property owner, unless the owner is acting as the representative)*

Name: ~~NA~~ Daniel Avery

Address: 100 Third Street Castle Rock

Phone: 303-814-4332

Email: [redacted]

To the best of my knowledge, the information contained on this application is true and correct. I have received the County's information sheet regarding the *Preble's Meadow Jumping Mouse*.

Applicant Signature

8/19/25
Date

## Project Summary

In accordance with Section 1519 of the Douglas County Zoning Resolution, the Board of County Commissioners has directed staff to initiate a PD Amendment of the "Eastridge" undeveloped school site within the Highlands Ranch Planned Development.

The purpose of this request is to change the land use categories at the undeveloped Eastridge school site to a limited nonurban planning area within the Highlands Ranch PD. Uses considered for the proposed nonurban planning area may include schools, parks and playgrounds, passive recreational uses, active recreational uses, and other similar uses.

This proposed PD amendment will not affect the ability of the Douglas County School District to construct school facilities on the parcels as provided in case law (Hygiene Fire Protection District v. Boulder County Board of County Commissioners), but will provide clarity to adjacent landowners and the public regarding intended use of the sites in the event the parcels are not used for school purposes.

**Affected Parcels:**

| Description | | Acreage | Owner |
|---|---|---|---|
| Account #:<br>SPN:<br>Legal Desc. | R0398731<br>223107307051<br>TRACT C (OPEN SPACE) HIGHLANDS RANCH #120C | 10.041 Acres | Douglas County |

**Approval Criteria**

Staff anticipates that the request will be processed as an amendment to the Highlands Ranch Planned Development. Below is a summary of approval standards applicable thereto:

**1520.01 Whether the amendment is consistent with the development standards, commitments, and overall intent of the planned development.**

Staff Comment: This request is intended to clarify for adjacent landowners and the public that the Eastridge school site will be used for limited recreational uses if it is not developed as a school. As proposed, the affected parcel would be subject to newly established recreational uses standards under the planned development.

**1520.02 Whether the amendment is consistent with the intent, efficient development and preservation of the entire planned development.**

Staff Comment: This request would ensure that if not used for a school the affected parcels would remain available for public benefit, including parks and playgrounds, passive recreational uses, active recreational uses, and other similar uses.

**1520.03 Whether the amendment will adversely affect the public interest or enjoyment of the adjacent land.**
Staff Comment: As proposed, the affected parcel could either be used as a school site in the public interest, could remain undeveloped, or could be used for recreational purposes for the enjoyment of adjacent landowners.

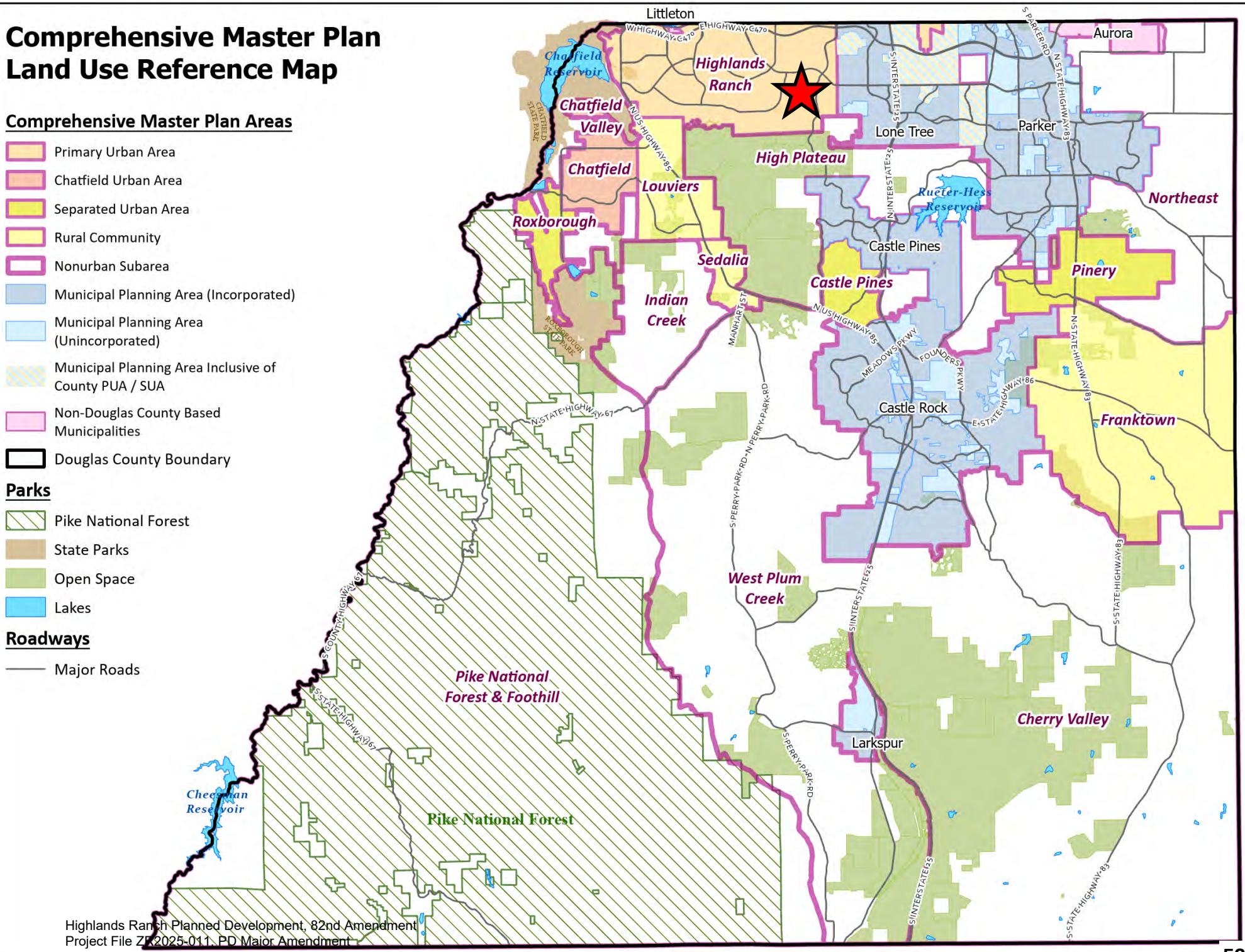
**1520.04 Whether the sole purpose of the amendment is to confer a special benefit upon an individual.**
Staff Comment: This amendment is not intended to provide benefit to any individual. In the event that the affected parcel is not used for a school, use of the land would remain either undeveloped or recreational in nature for the benefit of surrounding landowners.

**1520.05 For applications proposing an increase in the intensity of allowed land-uses, including changes in densities, whether the amendment is consistent with the water supply standards in Section 18A, Water Supply Overlay District, of this Resolution.**
Staff Comment: Not applicable.

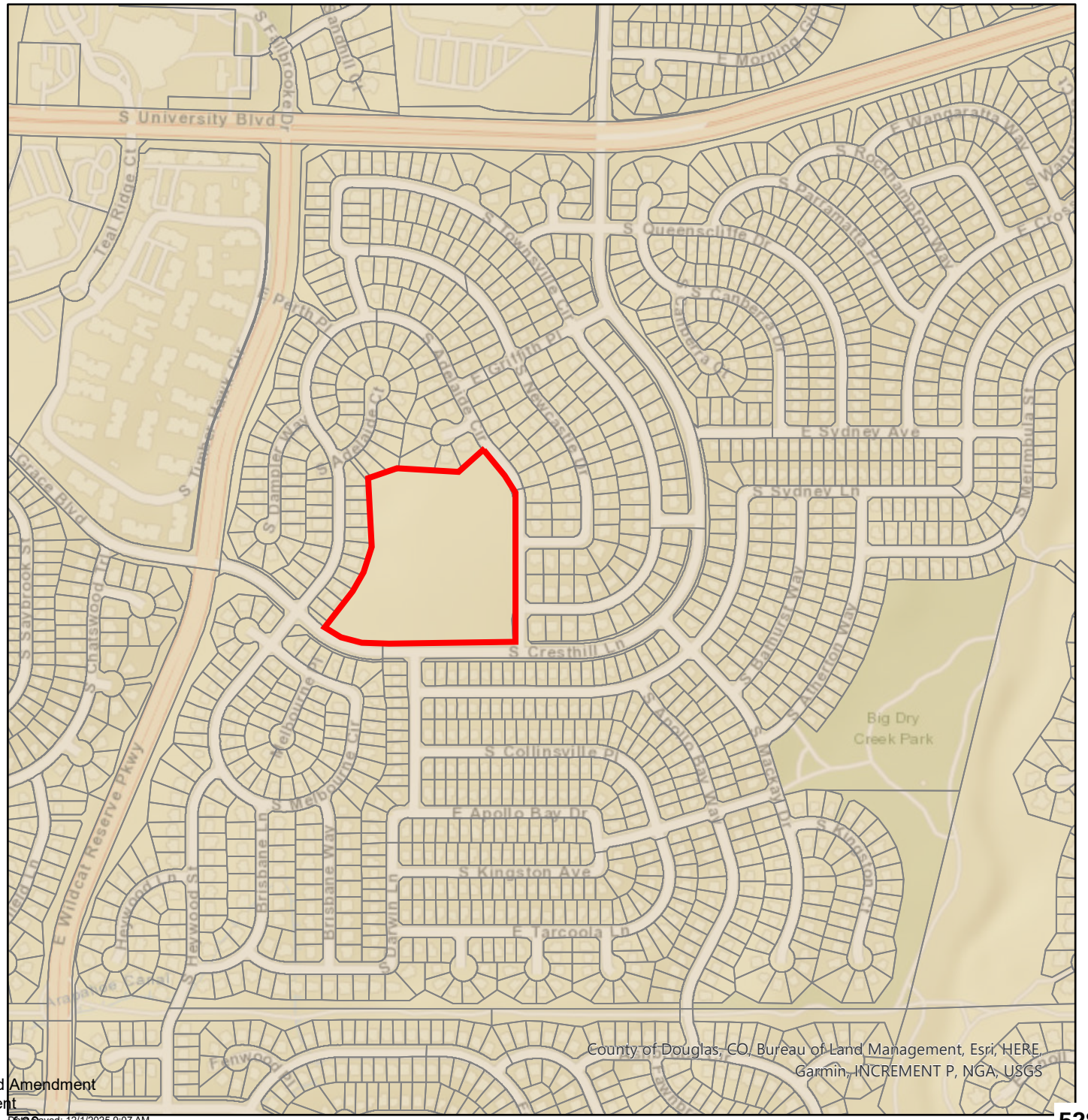
**1520.06 Whether the public facilities and services necessary to accommodate the proposed development will be available concurrently with the impacts of such development.**
Staff Comment: No additional public facilities or services would be needed in the event that the affected parcels are not used for school sites.

**1520.07 Whether the roadway capacity necessary to maintain the adopted roadway level of service for the proposed development will be available concurrently with the impacts of such development.**
Staff Comment: No additional roadway capacity would be needed in the event that the affected parcels are not used for school sites.

# Comprehensive Master Plan Land Use Reference Map



# ZR2025-011
# HIGHLANDS RANCH PLANNED DEVELOPMENT, 82nd AMENDMENT





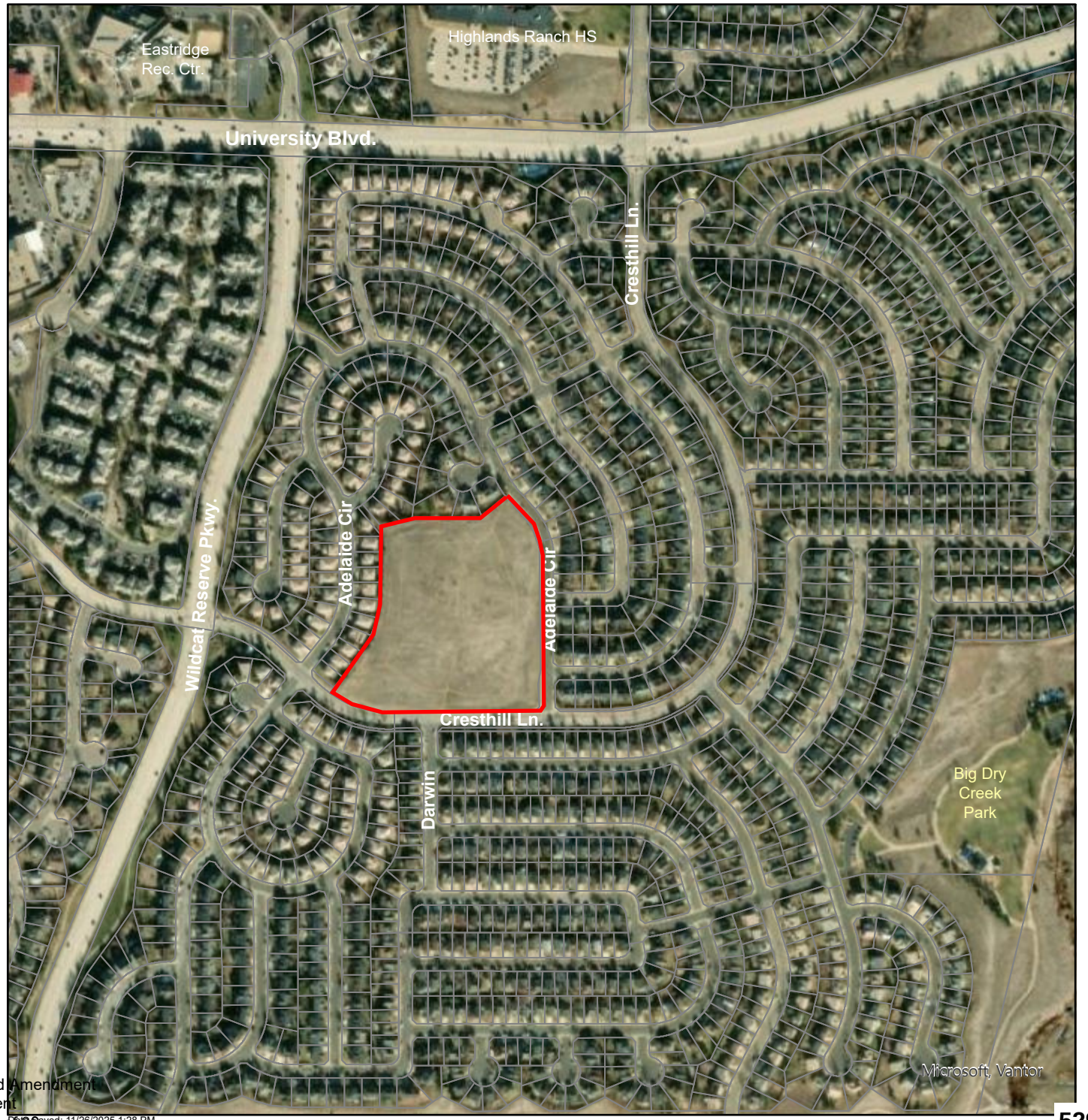

Date Saved: 12/1/2025 9:07 AM

Source: https://apps.douglas.co.us/gisportal/apps/webappviewer/index.html?id=9cd173c692b7436891bd0



DOUGLAS COUNTY COLORADO

# ZR2025-011 Highlands Ranch PD, 82nd Amendment






Date Saved: 11/26/2025 1:28 PM

Source: https://apps.douglas.co.us/gisportal/apps/webappviewer/index.html?id=9cd173c692b7436891bd0

**Project Name:** Highlands Ranch Planned Development, 82nd Amendment
**Project File #:** ZR2025-011
**Date Sent:** 11/07/2025 **Date Due:** 12/01/2025

| Agency | Date Received | Agency Response | Response Resolution |
|---|---|---|---|
| Addressing Analyst | 11/13/2025 | No comment | |
| Assessor | 11/12/2025 | No comment. | |
| AT&T Long Distance - ROW | 11/20/2025 | No objection. | |
| Building Services | 11/20/2025 | No comment. | |
| CenturyLink | | No response received. | |
| City of Lone Tree | 11/25/2025 | No comment. | |
| Comcast | | No response received. | |
| Douglas County Health Department | 11/24/2025 | No comment. | |
| Douglas County School District RE 1 | 12/01/2025 | No comment. See attached letter for detail. | Please see applicant response letter in attachments |
| Engineering Services | | No response received. | |
| Highlands Ranch Community Association | 11/12/2025 | The Highlands Ranch Community Association ("HRCA") appreciates the opportunity to review and opine on this Application. The Association's Board of Directors reviewed this proposal at a recent meeting and directed Staff to reply that that they take NO EXCEPTIONS to the Planned Development (PD) Amendment, as proposed. The HRCA appreciates that a limited nonurban planning area will be considered for the site. | No response required. |
| Highlands Ranch Metro District | 12/01/2025 | No comment letter attached. | |
| Highlands Ranch Water and Sanitation District | 12/01/2025 | No comment letter attached. | |
| Office of Emergency Management | 11/10/2025 | No comment. | |
| Sheriff's Office | | No response received. | |
| South Metro Fire Rescue | 11/13/2025 | South Metro Fire Rescue (SMFR) has reviewed the provided documents and has no objection to the proposed Planned Development (PD) Amendment. | |
| Xcel Energy-Right of Way & Permits | 11/25/2025 | No objection letter. | |

**From:** James Peabody
**To:** Curt Weitkunat; duanew cwc64.com; jt cwc64.com; Lana S.; LENNY V.
**Subject:** Re: Douglas County eReferral (ZR2025-011) Is Ready For Review
**Date:** Thursday, November 20, 2025 1:13:01 PM

**Caution:** This email originated outside the organization. Be cautious with links and attachments.

Curt,

This is in response to your eReferral with a utility map showing any buried AT&T Long Line/Core Fiber Optics near ***Highlands Ranch Development, Highlands Ranch, CO 80130 (project #ZR2025-011).*** The Earth map shows the project area in red. Based on the address and/or map you provided, there should be NO conflicts with the AT&T Long Lines, as we do not have facilities in that area.

Please feel free to contact us with any questions or concerns.

***** Map disclaimer: The attached google earth maps are intended to show approximate locations of the buried AT&T long line fiber optic cable. The maps are provided for informational purposes only. In no way should the maps be used for anything other than general guidelines as to where the fiber is or is not and any other use of these maps is strictly prohibited. *****

***Thank you,***

***James Peabody***
***Clearwater Consulting Group, Inc.***
***120 9th Ave. South, Suite #140***
***Nampa, ID 83651***
***C: (951) 201-1279***
***E: jamesp@cwc64.com***

**** This message and any attachments are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error, please notify the sender immediately and delete the message from your system. ****

---

**From:** annb cwc64.com <annb@cwc64.com>
**Sent:** Thursday, November 20, 2025 12:49 PM
**To:** James Peabody <jamesp@cwc64.com>
**Subject:** FW: Douglas County eReferral (ZR2025-011) Is Ready For Review

Ann

-----Original Message-----
From: cweitkunat@douglas.co.us <cweitkunat@douglas.co.us>
Sent: Friday, November 7, 2025 2:33 PM
To: annb cwc64.com <annb@cwc64.com>
Subject: Douglas County eReferral (ZR2025-011) Is Ready For Review

DOUGLAS COUNTY
HEALTH DEPARTMENT COLORADO

November 24, 2025

Curt Weitkunat
Douglas County Planning Services
100 Third Street
Castle Rock, CO 80104

RE: ZR2025-011

Dear Curt Weitkunat,

Thank you for the opportunity to review and comment on the referenced Flintwood Road Rezoning project. Douglas County Health Department (DCHD) staff have reviewed the application for compliance with pertinent environmental and public health regulations. After reviewing the application, DCHD has no comments.

Please feel free to contact me at 720-907-4887 or KHochstetler@douglas.co.us if you have any questions about our comments.

Sincerely,

Kristin Hochstetler
Environmental Health Specialist I
Douglas County Health Department

620 Wilcox Street
Castle Rock, Colorado 80104

December 1, 2025

Curtis J. Weitkunat, AICP | Long Range Planning Manager
Department of Community Development | Planning Services
100 Third St., Castle Rock, CO 80104
cweitkunat@douglas.co.us
303-814-4365

RE: Highlands Ranch PD, 82nd Amendment-PD Major Amendment (ZR2025-011) (the "Application")

Dear Mr. Weitkunat,

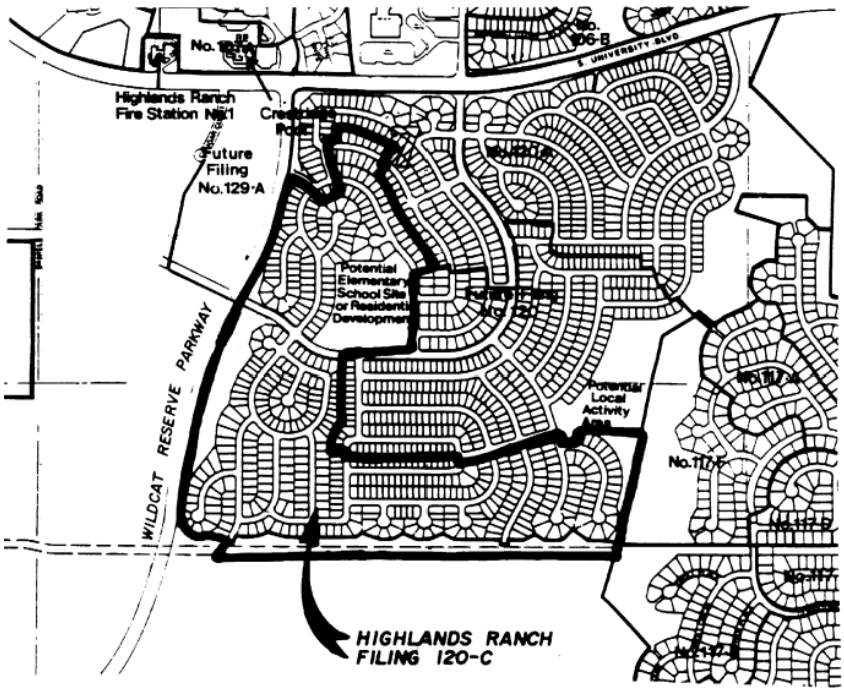
Thank you for the opportunity to respond to the above referenced Application. It is our understanding that the Douglas County Board of County Commissioners ("BOCC") has directed the Douglas County Planning Department ("Planning Department") to initiate a downzoning of the undeveloped, 10.041-acre "Eastridge" school site generally located directly east of the intersection of East Wildcat Reserve Parkway and South Cresthill Lane in the Highlands Ranch Planned Development (the "Amendment"). That School Site (as defined below) is currently owned by Douglas County and held in trust for the benefit of the Douglas County School District (the "School District") under C.R.S. § 30-28-133(4.3). The School District is generally amenable to the Amendment, but requests certain changes to the Application to ensure that the original intent behind the planned development remains; specifically, that Tract C maintains its public use and that the School District's taxpayers receive the benefit promised in the original planned development documents.

At the outset, it is important to understand that growth does not pay its own way when it comes to building schools to accommodate growth. Developers are required by law to provide land for school sites. Some developers in Douglas County also contribute a voluntary "capital fee" for every unit that they build. These fees are used to cover smaller growth-related expenses, such as mobile classrooms to increase capacity, but they fall far short of the amount necessary to fund new school construction which is currently estimated at 60 million for an elementary school and 100 million for a joint middle/high school. This means that school districts in Colorado have to pass taxpayer bond initiatives to fund new schools. The School District's tax for these bond initiatives was 15.43 mills in 2014 and is 5.2 mills today. Since 2014, taxpayers have seen a 10-mill tax *decrease* from the School District bond initiatives, and the School District's ability to maintain capital infrastructure and fund growth has greatly diminished. It is through this lens that the School District must review this, and all other land

use applications within the County to ensure that its students and Douglas County's taxpayers are protected.

The Eastridge school site at issue (the "School Site") is currently identified as Tract C in the 1995 Highlands Ranch Filing No. 120-C Final Plat (the "Current Plat"). It was conveyed to the County by the developer of Eastridge on March 29, 1996 subject to the Planned Community District Development Guide (now known as the Highlands Ranch Planned Development Guide Summary ("Planned Development Guide")).

The Current Plat identifies the School Site as a future "Potential Elementary School Site or Residential Development":




The Current Plat also states that Tract C is currently designated/used as open space under the terms and provisions of the Open Space Agreement between the Mission Viejo Company and Douglas County ("Open Space Agreement"). The current Highlands Ranch Planning Area Summary Map (the "PD Zoning Map") identifies the School Site as a non-urban use/future elementary school located within Planning Area 66.

The Planning Department has stated that the Eastridge site was never intended to be considered part of a planning area but instead should be considered a Nonurban Area (*see* Section XIII, Nonurban Area of the Highlands Ranch Planned Development Guide) surrounded by Planning Area 66. This is not exactly accurate. The School District was able to track down the original application relating to Tract C and its original intent. Prior to filing the Current Plat, in Project No SB93-007, Mission Viejo Company requested approval of a minor amendment to the Highlands Ranch Planned Development Plan, specifically, Planning Area 66. In its letter

requesting approval of the amendment, Mission Viejo Company proposed the following for Tract C:

> First, parks, schools and public community use facilities were intended to be located within the Nonurban Area on the Highlands Ranch Development Plan Map approved in 1979. Since that time there has been a desire on the part of the Douglas County School District to locate most of the schools within areas designated for residential development. In keeping with that philosophy, we have proposed a 10-acre elementary school site in PA 66.

Rather than including the School Site in a general Nonurban Area, this amendment placed the School Site within Planning Area 66 and subject to that Planning Area's uses by right, specifically those uses applicable to high density residential areas.

Currently, however, the School Site is designated as open space under the Current Plat and is currently being used as open space today. Under the Open Space Agreement, Douglas County is a "Public Body" and lands dedicated to a Public Body must be put to a "Public Use." *See* Open Space Agreement §§ 2.1, 2.3, 2.5, 3.3, and 3.4. Based on the above, it appears that the School Site was intended to benefit the School District and the public, and that the School Site was not intended for other more general Nonurban uses.

The Application currently seeks to "downzone" the School Site from these original plans. *See* "Draft HRPD Guide for proposed Planning Area 66-A," which is a redlined excerpt of Section VII of the Planned Development Guide. In summary, the Amendment proposes to 1) create a new Planning Area 66-A, which will be made up entirely of Tract C; 2) specify that the listed residential by right uses for Section VII planning areas are allowed in all applicable planning areas *except* the newly created Planning Area 66-A; 3) identify *new* allowed uses in Planning Area 66-A, including both public and private nonurban uses; and 4) clarify that Planning Area 66-A is subject to the development standards outlined in Section XIII - Nonurban Area of the Planned Development Guide.

Colorado's Planned Unit Development Act, C.R.S. § 24-67-101, et seq., requires preservation of the integrity of the Planned Development Guide and therefore, all modifications to it must conform to the existing provisions. C.R.S. § 24-67-106(1) ("To further the mutual interest of the residents, occupants, and owners of a planned unit development and of the public *in the preservation of the integrity of the plan,* the provisions of the plan relating to the use of land and the location of common open space shall run in favor of the county or municipality and shall be enforceable at law or in equity by the county or municipality without limitation on any power or regulation otherwise granted by law" (emphasis added)); C.R.S. § 24-67-105(5.3)(c) (". . . a local government may adopt *conforming* amendments to any such planned unit development" (emphasis added)). Any "substantial modification, removal, or release of the provisions of the plan by the county or municipality" requires a public hearing and a showing "that the modification, removal, or release is consistent with the efficient development and preservation of the entire planned unit development, does not affect in a substantially adverse

manner either the enjoyment of land abutting upon or across a street from the planned unit development or the public interest, and is not granted solely to confer a special benefit upon any person." C.R.S. § 24-67-106(3)(b). Further, all zoning changes must be for the purpose of furthering the County's overall zoning plan.

In order to preserve the School District's ability to serve this development and to conform with and preserve the integrity of the existing Planned Development Guide, the School District therefore requests the Planning Department amend the Application as specified below, to ensure the School Site remains limited to public uses and to provide the County a mechanism to sell the School Site and transfer the funds from any such sale to the School District, as provided for in C.R.S. § 30-28-133(4)(a)(II) and (4.3):

1. The uses allowed for new Planning Area 66-A should be limited to public uses only.

2. If the School District ultimately does not opt to use the School Site for an elementary school any proceeds of any sale of the School Site should go to the School District as provided in C.R.S. § 30-28-133(4)(a)(II) and (4.3).[1]

These changes to the Application protect the School District's interests while at the same time allow the County to provide the assurances regarding land use for the School Site. If the Planning Department amends the Application consistent with the above, the School District has no objection to the County's rezoning efforts. Thank you for your support of our mutual constituents.

Sincerely,
Shavon Caldwell
Planning Manager, DCSD Planning & Construction
scaldwell2@dcsdk12.org
303.387.0417

[1] On October 22, 2019, the District's Board of Education took action by Resolution determining that Eastridge should be retained as a dedicated school site. At this time, District staff will be considering whether the Long Range Planning Committee ("LRPC") should reconsider this decision. Ultimately, the District's Board of Education will determine whether the Eastridge School Site should be declared surplus.

December 1, 2025

Carolyn Washee-Freeland, AICP, Senior Planner
Douglas County Department of Community Development, Planning Services
100 Third Street
Castle Rock, CO 80104

Project name: Highlands Ranch Planned Development 82nd Amendment – Rezone Eastridge School Site

Project File: ZR2025-011

Review Date: December 1, 2025

Project Summary: Request for a Planned Development (PD) Amendment initiated by the Board of County Commissioners to rezone the undeveloped Eastridge school site within the Nonurban portion of the Highlands Ranch PD. A limited nonurban planning area will be considered for the site.

The District appreciated the opportunity to review and comment on the proposed project. District staff have reviewed the proposed application for its impacts on our facilities and has no comments.

HIGHLANDS RANCH
Metro District

December 1, 2025

Carolyn Washee-Freeland, AICP, Senior Planner
Douglas County Department of Community Development, Planning Services
100 Third Street
Castle Rock, CO 80104

Project name: Highlands Ranch Planned Development 82nd Amendment – Rezone Eastridge School Site

Project File: ZR2025-011

Review Date: December 1, 2025

Project Summary: Request for a Planned Development (PD) Amendment initiated by the Board of County Commissioners to rezone the undeveloped Eastridge school site within the Nonurban portion of the Highlands Ranch PD. A limited nonurban planning area will be considered for the site.

The District appreciated the opportunity to review and comment on the proposed project. District staff have reviewed the proposed application for its impacts on our facilities and has no comments.

# REFERRAL RESPONSE REQUEST

Date sent: November 7, 2025

Comments due by: **December 1, 2025**
Fax: 303.660.9550

| | |
|---|---|
| **Project Name:** | Highlands Ranch Planned Development 82nd Amendment |
| **Project File #:** | ZR2025-011 |
| **Project Summary:** | Request for a Planned Development (PD) Amendment to rezone the undeveloped Eastridge school site within the Nonurban portion of the Highlands Ranch PD. A limited nonurban planning area will be considered for the site. |

Information on the identified development proposal located in Douglas County is enclosed. Please review and comment in the space provided.

| | | |
|---|---|---|
| ☑ | No Comment | |
| ☐ | Please be advised of the following concerns: | |
| ☐ | See letter attached for detail. | |
| **Agency:** City of Lone Tree | | **Phone #:** 303-708-1818 |
| **Your Name:** Maureen Welsh *(please print)* | | **Your Signature:** Maureen Welsh<br>**Date:** 11/25/2025 |

Additional information and documents can be found at www.douglas.co.us/pro and searching for the Project File # provided above. You are encouraged to attend the public meeting in the Commissioner's Hearing Room at 100 Third Street, Castle Rock. The hearing date may be obtained by calling 303.660.7460. Agencies should be advised that failure to submit written comments prior to the due date, or to obtain the applicant's written approval of an extension, will result in written comments being accepted for informational purposes only.

Sincerely,

Curt Weitkunat, AICP, Long Range Planning Manager

**Right of Way & Permits**

1123 West 3rd Avenue
Denver, Colorado 80223
Telephone: 303.285.6612
violeta.ciocanu@xcelenergy.com

November 25, 2025

Douglas County Planning Services
100 Third Street
Castle Rock, CO 80104

Attn: Curt Weitkunat

**Re: Highlands Ranch Planned Development 82nd Amendment**
**Case # ZR2025-011**

Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the above-mentioned project and currently has **no apparent conflict**. Please be aware PSCo owns and operates existing natural gas and electric distribution facilities along project area.

The property owner/developer/contractor must complete the application process for any new natural gas or electric service, or modification to existing facilities via xcelenergy.com/InstallAndConnect. It is then the responsibility of the developer to contact the Xcel Designer assigned to the project for approval of design details.

If additional easements need to be acquired by separate PSCo document (i.e. transformer), a Right-of-Way Agent will need to be contacted by the Designer.

As a safety precaution, PSCo would like to remind the developer to call the Utility Notification Center by dialing 811 for utility locates prior to construction.

Violeta Ciocanu (Chokanu)
Right of Way and Permits
Public Service Company of Colorado dba Xcel Energy
Office: 303-285-6612 – Email: violeta.ciocanu@xcelenergy.com

# SOUTH METRO FIRE RESCUE
## FIRE MARSHAL'S OFFICE

Curt Weitkunat, AICP, Long Range Planning Manager
Douglas County Department of Community Development, Planning Services
100 Third St
Castle Rock Co 80104
303.660.7460
303.660.9550 Fax

| | |
|---|---|
| Project Name: | Highlands Ranch Planned Development 82nd Amendment |
| Project File #: | **ZR2025-011** |
| S Metro Review # | REFXRP25-00276 |
| Review date: | November 13, 2025 |
| Plan reviewer: | Aaron Miller<br>720.989.2246<br>aaron.miller@southmetro.org |
| **Project Summary**: | Request for a Planned Development (PD) Amendment to rezone the undeveloped Eastridge school site within the Nonurban portion of the Highlands Ranch PD. A limited nonurban planning area will be considered for the site. |
| Code Reference: | Douglas County Fire Code, 2018 International Fire Code, and 2021 International Building Code with amendments as adopted by Douglas County. |

South Metro Fire Rescue (SMFR) has reviewed the provided documents and has no objection to the proposed Planned Development (PD) Amendment.


9195 East Mineral Avenue, Centennial, Colorado 80112 Phone: 720-989-2230 Fax: 720-989-2030

December 5, 2025

Curt Weitkunat, Long Range Planning Manager
Department of Community Development
100 Third Street
Castle Rock, CO 80104

**RE: ZR2025-011 – Highlands Ranch PD, 82nd Amendment**

Mr. Weitkunat,

Thank you for providing referral comments associated with ZR2025-011. This letter is in response to the Douglas County School District's letter dated December 1, 2025. Douglas County is pleased that the School District takes no objection to the rezoning subject to the stipulations in their letter.

Stipulation #1 seeks to further limit the potential uses of the site to public uses only. Douglas County does not object to this stipulation and authorizes Planning Division staff to amend the proposed Planned Development text as needed to implement this change.

Stipulation #2 references existing statutory provisions related to the disposition of school land. Douglas County will comply with the referenced statutes and any other applicable statutory requirements in the event that the Eastridge site is conveyed in the future.

Thank you for the opportunity to respond to the School District's referral letter.

Sincerely,

Dan Avery
Douglas County Special Projects Manager

# **SECTION VII - HIGH DENSITY RESIDENTIAL** - Planning Areas 60 through 69, 82 through 84 and 87

A. Purpose and Intent. The purpose of this Section is to allow for more concentrated residential development in the central portions of Highlands Ranch situated near the Town Center and Industrial Park Planning Areas, thus reducing vehicle miles travelled to employment and shopping centers. Such reduction will, in turn, reduce air pollutants and traffic congestion and enhance traffic safety, all to the benefit of the residents of Highlands Ranch.

B. Uses Permitted by Right. The following uses are permitted in Planning Areas 60 through 69, 82 through 84 and 87 as a matter of right, except Planning Area 66-A.

1. All residential and nonresidential uses permitted as a matter of right in Section VI.

2. Two family dwellings.

3. Multiple family dwellings.

C. Uses Permitted by Right in Planning Area 66-A. The following Nonurban uses are permitted in Planning Area 66-A (Highlands Ranch Filing 120-C, Tract C) as a matter of right.

1. Public and private schools and associated agricultural or educational programs including but not limited to:

a. Public and private elementary, junior high and senior high schools.

b. Preschools.

c. Daycare Centers.

2. Parks and recreational facilities, including but not limited to:

a. Regional, community and neighborhood parks.

b. Community and neighborhood recreation centers (public or private).

~~C.~~D. Conventional Development Standards. Residential development and projected permitted as a matter of right in High Density Planning Areas may be developed in a conventional manner, subject to the following development standards:

1. Minimum lot area: 6,000 square feet.

2. Minimum lot width: 50 feet.

3. The following setback is required.

a. Minimum Front Setback: 8 feet when there is no sidewalk and 11.5 feet with a sidewalk, provided that with respect to a flag or panhandle lot, the length

of the corridor or access way shall be excluded in applying such minimum to such lot.

b. Minimum Side Setback: 10 feet between buildings, except when abutting an arterial highway where minimum side setback shall be 30 feet measured from the arterial right-of-way line. Lots platted or with sketch/preliminary plan approval prior to May 1988 shall have a 5-foot minimum to such lot.

c. Minimum Rear Setback: 20 feet, except when abutting an arterial highway where the minimum rear setback shall be 30 feet measured from the arterial right-of-way line. Lots platted or with sketch preliminary plans approval prior to May 1988 shall have a 20-foot minimum rear setback.

4. Maximum building height: 50 feet.

5. Minimum lot area required for each dwelling unit: 1,500 square feet.

6. Any residential development or project of one-family dwellings in a High Density Planning Area, other than patio home and cluster projects, shall comply with the conventional development standards set forth in Section VI.D.

~~D.~~E. Alternative Development Standards. In order to provide the New Town of Highlands Ranch with a more varied and interesting urban pattern and flexibility in residential development, and to encourage the assemblage of open space for more scenic, passive and active recreational uses, alternative development standards have been formulated, as follows:

1. Traditional, contemporary and cluster projects may be constructed in accordance with the provision of Section VI.E., Alternative Development Standards, except as provided below:

a. One-family, two-family or multiple-family dwellings, or any combination thereof, may be constructed within any such project or lot therein;

b. The maximum building height shall be 50 feet, except as increased by the Douglas County Board of Adjustment.

~~E.~~F. Condominium Projects. Residential development and projects permitted as a matter of right in High Density Residential Planning Areas may be constructed as condominium projects.

G. Nonresidential Use Development Standards. Any nonresidential use permitted as a matter of right by the provisions of this Section shall be subject to the Community Activity Center development standards provided in Section IX, except that Shop-N-Rides shall be subject to the Shop-N-Ride development standards provided in Section XIII.

~~F.~~H. Nonresidential Use Development Standards, Planning Area 66-A. Any Nonurban use permitted as a matter of right by the provisions of this Section shall be subject to the Nonurban Area Exclusive of the Open Space Conservation Area development standards provided in Section XIII - Nonurban Area.

*FIGURE VII-1: Planning Area 68*

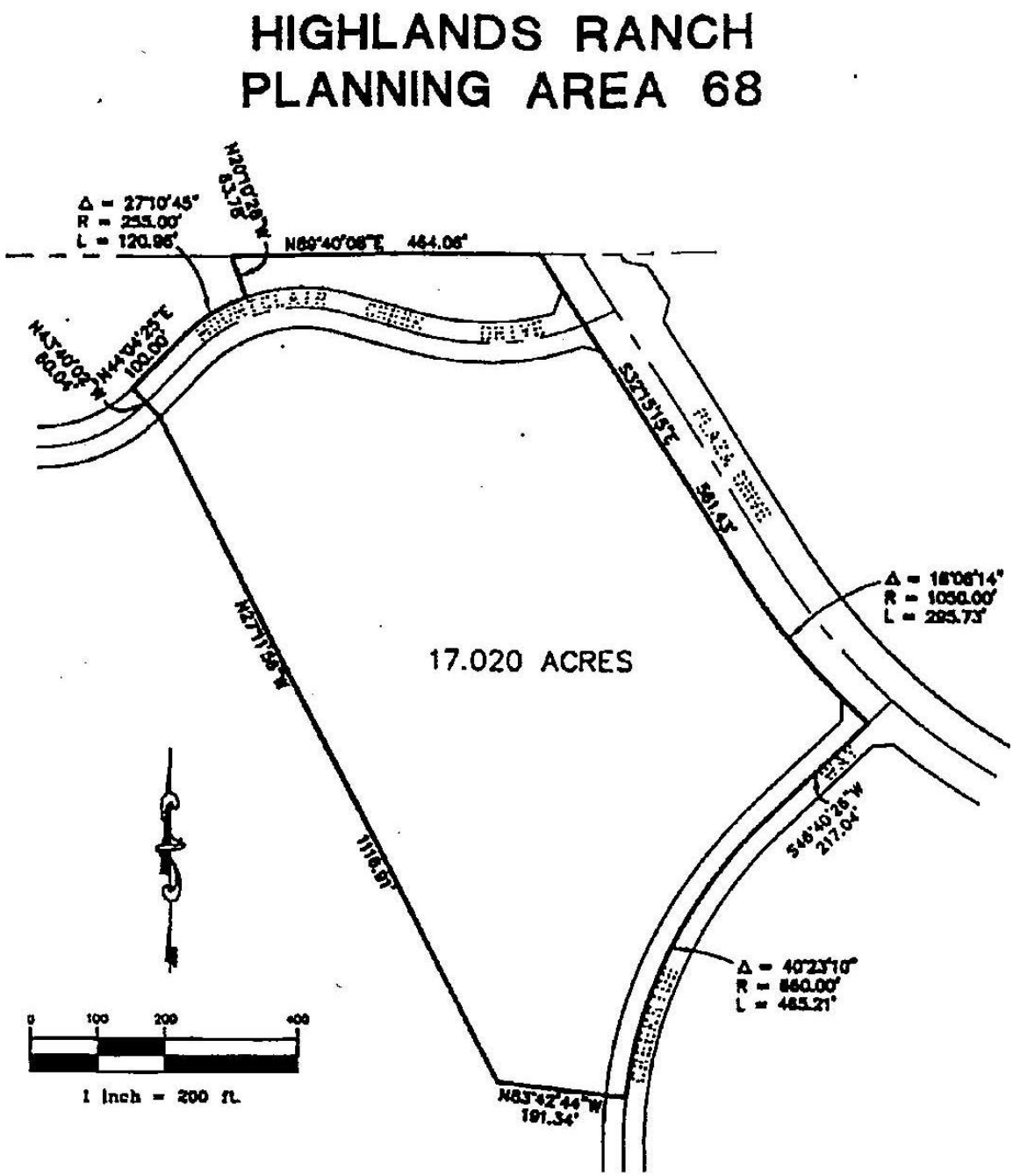
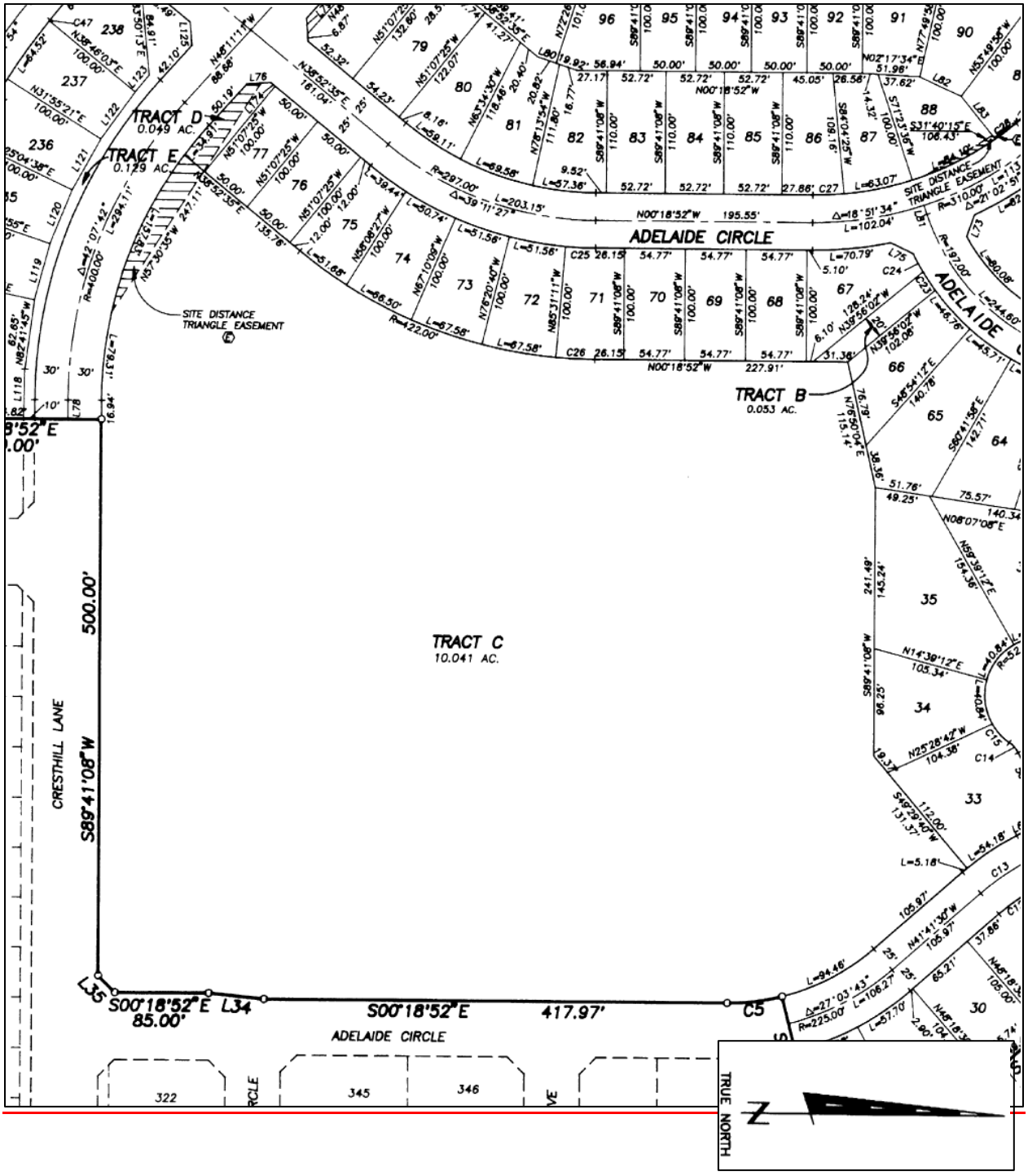


*FIGURE VII-2: Planning Area 66-A*

# PLANNING AREA 66-A
# HIGHLANDS RANCH FILING 120-C, TRACT C



# **SECTION VII - HIGH DENSITY RESIDENTIAL** - Planning Areas 60 through 69, 82 through 84 and 87

A. Purpose and Intent. The purpose of this Section is to allow for more concentrated residential development in the central portions of Highlands Ranch situated near the Town Center and Industrial Park Planning Areas, thus reducing vehicle miles travelled to employment and shopping centers. Such reduction will, in turn, reduce air pollutants and traffic congestion and enhance traffic safety, all to the benefit of the residents of Highlands Ranch.

B. Uses Permitted by Right. The following uses are permitted in Planning Areas 60 through 69, 82 through 84 and 87 as a matter of right, except Planning Area 66-A.

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2. Two family dwellings.

3. Multiple family dwellings.

C. Uses Permitted by Right in Planning Area 66-A. The following Nonurban uses are permitted in Planning Area 66-A (Highlands Ranch Filing 120-C, Tract C) as a matter of right.

1. Public and private schools and associated agricultural or educational programs including but not limited to:

   a. Public and private elementary, junior high and senior high schools.

   b. Preschools.

   c. Daycare Centers.

2. Parks and recreational facilities, including but not limited to:

   a. Regional, community and neighborhood parks.

   b. Community and neighborhood recreation centers (public or private).

D. Conventional Development Standards. Residential development and projected permitted as a matter of right in High Density Planning Areas may be developed in a conventional manner, subject to the following development standards:

1. Minimum lot area: 6,000 square feet.

2. Minimum lot width: 50 feet.

3. The following setback is required.

   a. Minimum Front Setback: 8 feet when there is no sidewalk and 11.5 feet with a sidewalk, provided that with respect to a flag or panhandle lot, the length

of the corridor or access way shall be excluded in applying such minimum to such lot.

b. Minimum Side Setback: 10 feet between buildings, except when abutting an arterial highway where minimum side setback shall be 30 feet measured from the arterial right-of-way line. Lots platted or with sketch/preliminary plan approval prior to May 1988 shall have a 5-foot minimum to such lot.

c. Minimum Rear Setback: 20 feet, except when abutting an arterial highway where the minimum rear setback shall be 30 feet measured from the arterial right-of-way line. Lots platted or with sketch preliminary plans approval prior to May 1988 shall have a 20-foot minimum rear setback.

4. Maximum building height: 50 feet.

5. Minimum lot area required for each dwelling unit: 1,500 square feet.

6. Any residential development or project of one-family dwellings in a High Density Planning Area, other than patio home and cluster projects, shall comply with the conventional development standards set forth in Section VI.D.

E. Alternative Development Standards. In order to provide the New Town of Highlands Ranch with a more varied and interesting urban pattern and flexibility in residential development, and to encourage the assemblage of open space for more scenic, passive and active recreational uses, alternative development standards have been formulated, as follows:

1. Traditional, contemporary and cluster projects may be constructed in accordance with the provision of Section VI.E., Alternative Development Standards, except as provided below:

a. One-family, two-family or multiple-family dwellings, or any combination thereof, may be constructed within any such project or lot therein;

b. The maximum building height shall be 50 feet, except as increased by the Douglas County Board of Adjustment.

F. Condominium Projects. Residential development and projects permitted as a matter of right in High Density Residential Planning Areas may be constructed as condominium projects.

G. Nonresidential Use Development Standards. Any nonresidential use permitted as a matter of right by the provisions of this Section shall be subject to the Community Activity Center development standards provided in Section IX, except that Shop-N-Rides shall be subject to the Shop-N-Ride development standards provided in Section XIII.

H. Nonresidential Use Development Standards, Planning Area 66-A. Any Nonurban use permitted as a matter of right by the provisions of this Section shall be subject to the Nonurban Area Exclusive of the Open Space Conservation Area development standards provided in Section XIII - Nonurban Area.

*FIGURE VII-1: Planning Area 68*

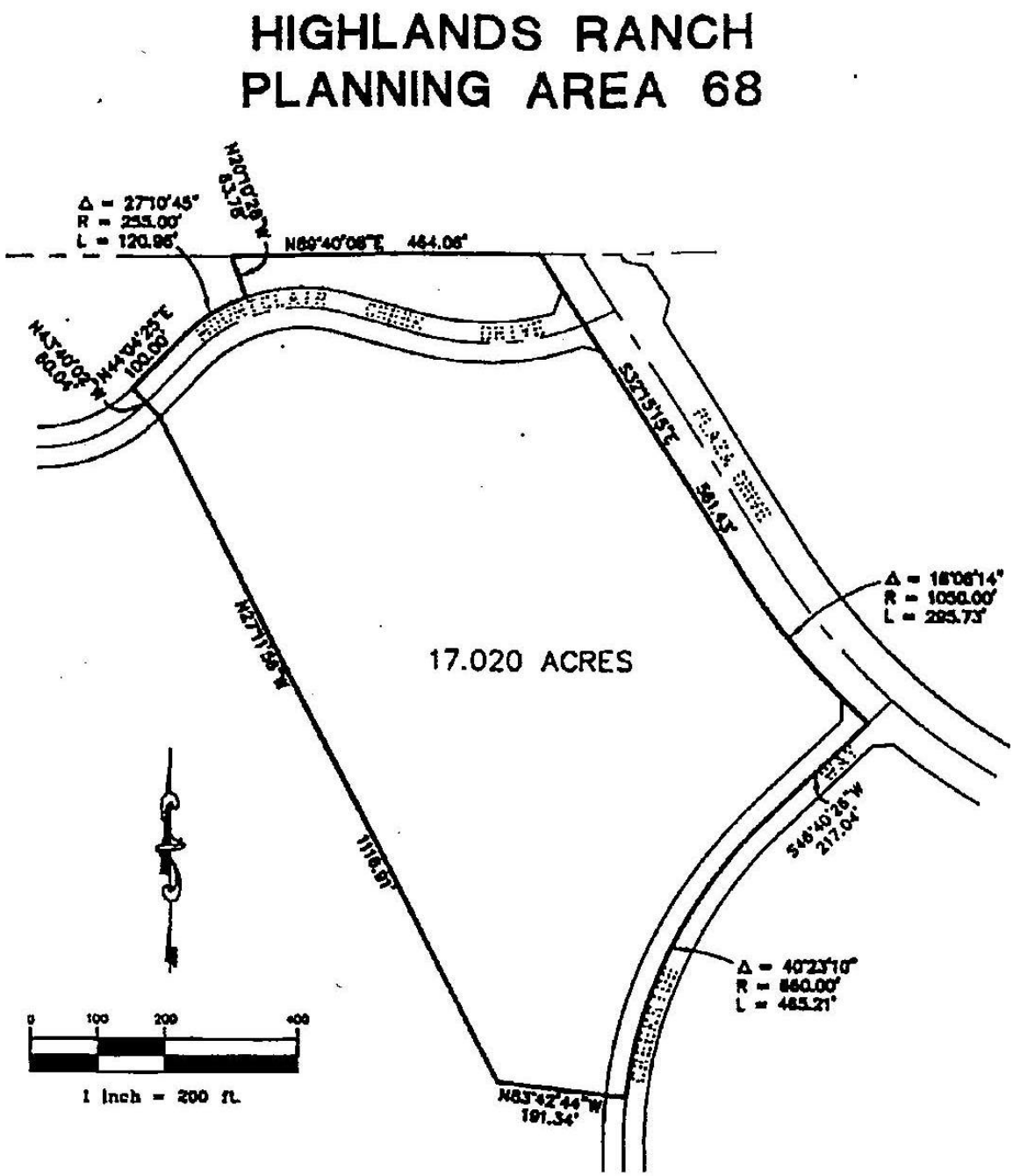


*FIGURE VII-2: Planning Area 66-A*

PLANNING AREA 66-A
HIGHLANDS RANCH FILING 120-C, TRACT C

