

Neighborhood Meeting Summary

Project: Dawson Trails, Planning Areas B-1 and D, Residential Site Development Plan

Meeting #: 1

Date/Time: 6 p.m. Monday, Feb. 13, 2023

Meeting Location: Miller Activity Complex (in-person and virtual)

Councilmember District: Dietz

Meeting Adjourned: 7 p.m.

Proposal: The proposed residential site development plan consists of 513 single-family detached units on two parcels, totaling about 109 acres.

Applicant Representatives:

Larry Jacobson, Westside Investments
Jake Schroeder, Westside Investments
Jeremy Lott, Norris Design
Blake Calvert, Core Engineering
Cassie Slade, Fox Tuttle Transportation Group
Mitch Black, Norris Design

Public Attendees

In-person (9):

Cathy Mauldin	Kerstin Keogh
Linda Clark	Gail Headley
Don & Lisa Skidmore	Joe Showers
Scott & Kim Lyon	Councilmember Dietz
Jim Chase	

Virtual (8):

Alex	Jim Scherman
Brenda	Ryan
Chad Rodriguez	Win10j
Denny Ingram	

Town Staff Attendees:

Sandy Vossler, Senior Planner, Development Services

Tara Vargish, Director, Development Services

Michelle Pavlou, Development Services

Applicant's Presentation: The applicant gave a PowerPoint presentation on the proposed site development plan for planning areas B-1 and D.

Questions presented to applicant:

Q: A question was asked about building height and type of buildings.

A: There is a 35 ft. height restriction. They will be single-family-detached homes.

Q: A concern was raised about the road access into Dawson Trails and where it will be located.

A: You'll be able to enter the property through Plum Creek Parkway as well as the Crystal Valley Interchange.

Q: A concern was raised about where the train will travel in relation to the property.

A: The train will not go through the property and will continue to travel on the east side of the development.

Q: A concern was raised about traffic.

A: The new road will extend from Plum Creek Parkway, and eventually end at Tomah Road. They do have a permit to cross the railroad tracks during construction. Eventually the west Frontage road will be entirely relocated west of the RR tracks. The road going through the property will be designed for 4 lanes, but will initially be constructed with 2 lanes.

Q: A question was asked if there will be a noise barrier put up.

A: They don't believe a noise barrier will be needed and a noise barrier is not proposed. The amount of space between the interstate and the Twin Oaks subdivision is about ¼ mile, which reduces sound. The commercial development will also help to buffer sound.

Q: A question was asked if they still have a 20-year development plan and if so, why do the first neighborhoods have to be so close to the existing Twin Oaks subdivision.

A: Yes, the plan will take several years to complete. The location of the first two neighborhoods is related to the proximity to infrastructure that is being constructed.

Q: There was a concern about the water source. Will you have to dig wells?

A: The new development will be served by the Town's central water and sewer system. The developer must construct water and sewer lines from Plum Creek Parkway to the development. The Town will own the water rights and is allowed to

drill wells within Dawson Trails, however, at this time, the Town is not anticipating the need to drill wells in Dawson Trails.

Q: A question was asked if there is still a plan to put in a hiking trail in the buffer area. Will there be a fence to separate the trail and the development?

A: Yes, trails will be extended through the open space on the perimeter of the PD. There will not be fencing around the trail or around the perimeter of the property. Fencing the open space areas could impact the movement of wildlife through the property. Private property owners in the County may fence their properties if they so choose.

Q: A question was asked about whether there will be horse trails on the property.

A: There will not be any horse trails, which is a very common standard throughout the Town. During the rezoning process, County neighbors did not support interconnected trails between Dawson Trails and the County subdivisions.

Q: A question was asked about the name of the builders.

A: They are still early in the development stage and have not begun to reach out to builders.

Q: A concern was raised about road access during construction. There is a concern about the safety of Frontage Road and the railroad crossings.

A: They are also concerned and will continue to come up with ideas to resolve the issues.

Q: More questions were asked about the road running through the development. When there is an accident on I-25, people try and drive Frontage Road to get around the interstate backup. Will the new road be useful in these instances?

A: The main road will be up to four lanes with a median. It is made to take on extra load of traffic in such cases and will be much safer.

Q: A question was asked about the distance of the buffers.

A: The buffer on the perimeter of the PD varies from 250 to 1,000 feet.

Q: A question was asked about the volume of traffic they expect after the interchange is completed.

A: The traffic study showed that in twenty years there will be a total of about 25,000 vehicles per day using the interchange. This number is derived from all the developments in the area. Town Response: The amount of dwelling units will be very comparable to the amount of units across the new Crystal Valley Interchange.

Q: A question was raised about the size of the lots.

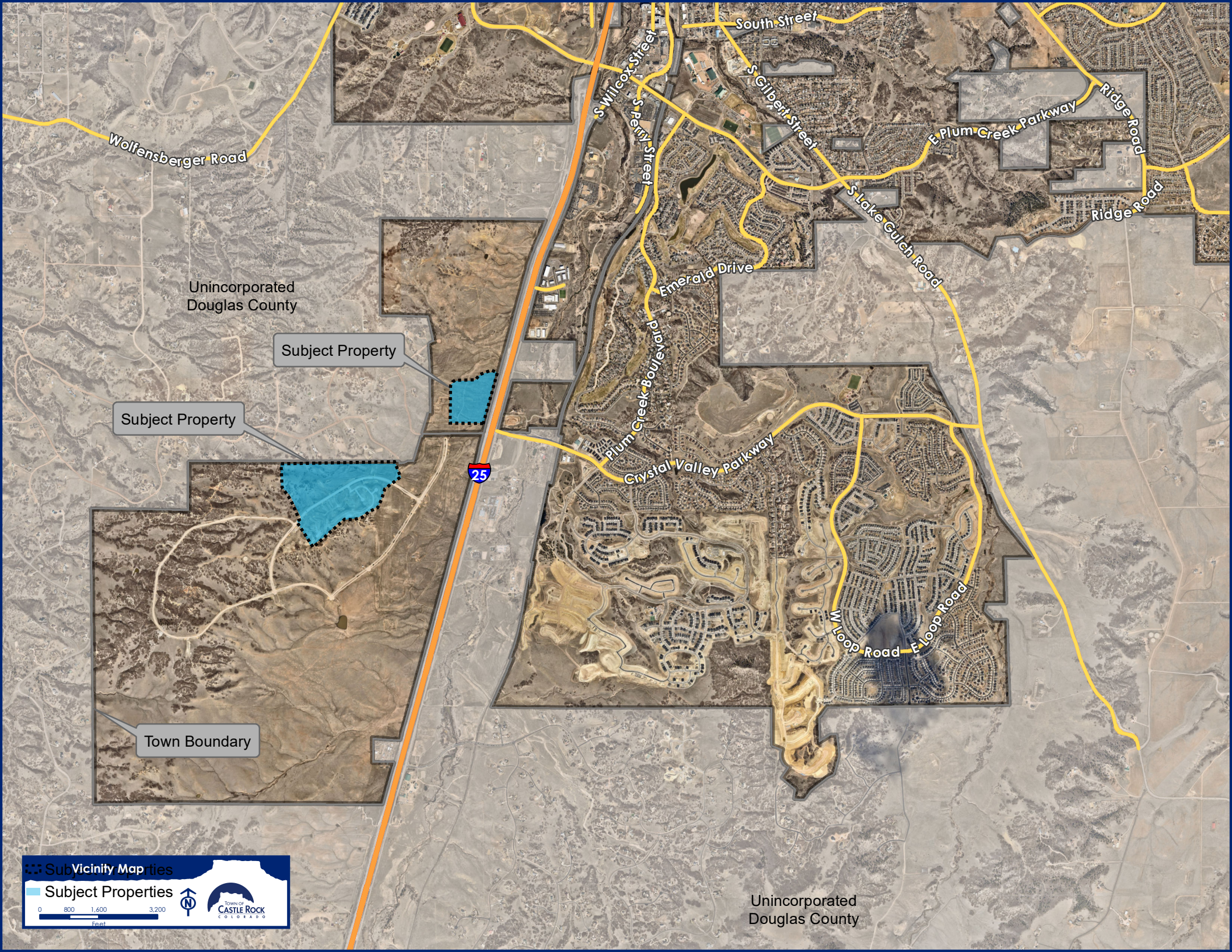
A: They are accommodating the turf requirements and so the lots will be smaller because of the ColoradoScape guidelines.

Q: A concern was raised about Territorial Road. Will it stay there?

A: Territorial Road will eventually be closed when the interchange is completed. The at-grade RR crossings are being eliminated with the interchange and relocation of the west frontage road.

Q: A concern was raised about the elk in the area and how the development would affect them.

A: They have made accommodations with buffers and drainage channels to allow for wildlife movement on the property.





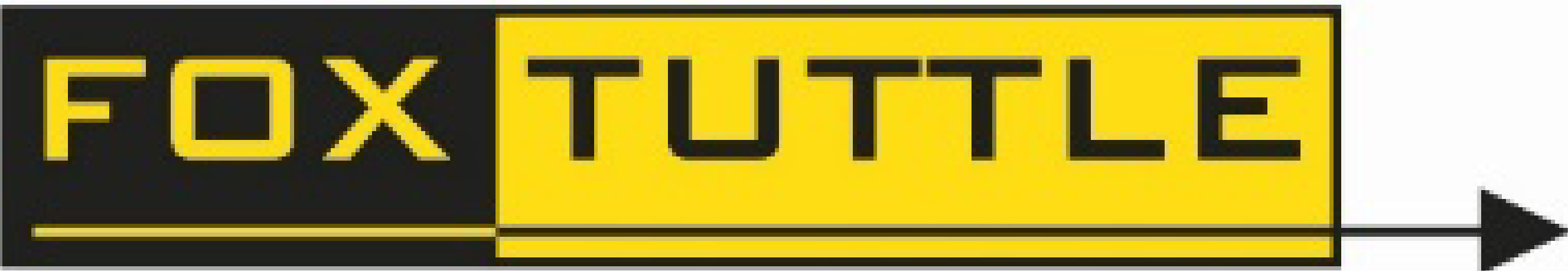
Town of Castle Rock Neighborhood Meeting

Site Development Plans Portions of Planning Areas B-1 & D

February 13, 2023
6:00 PM

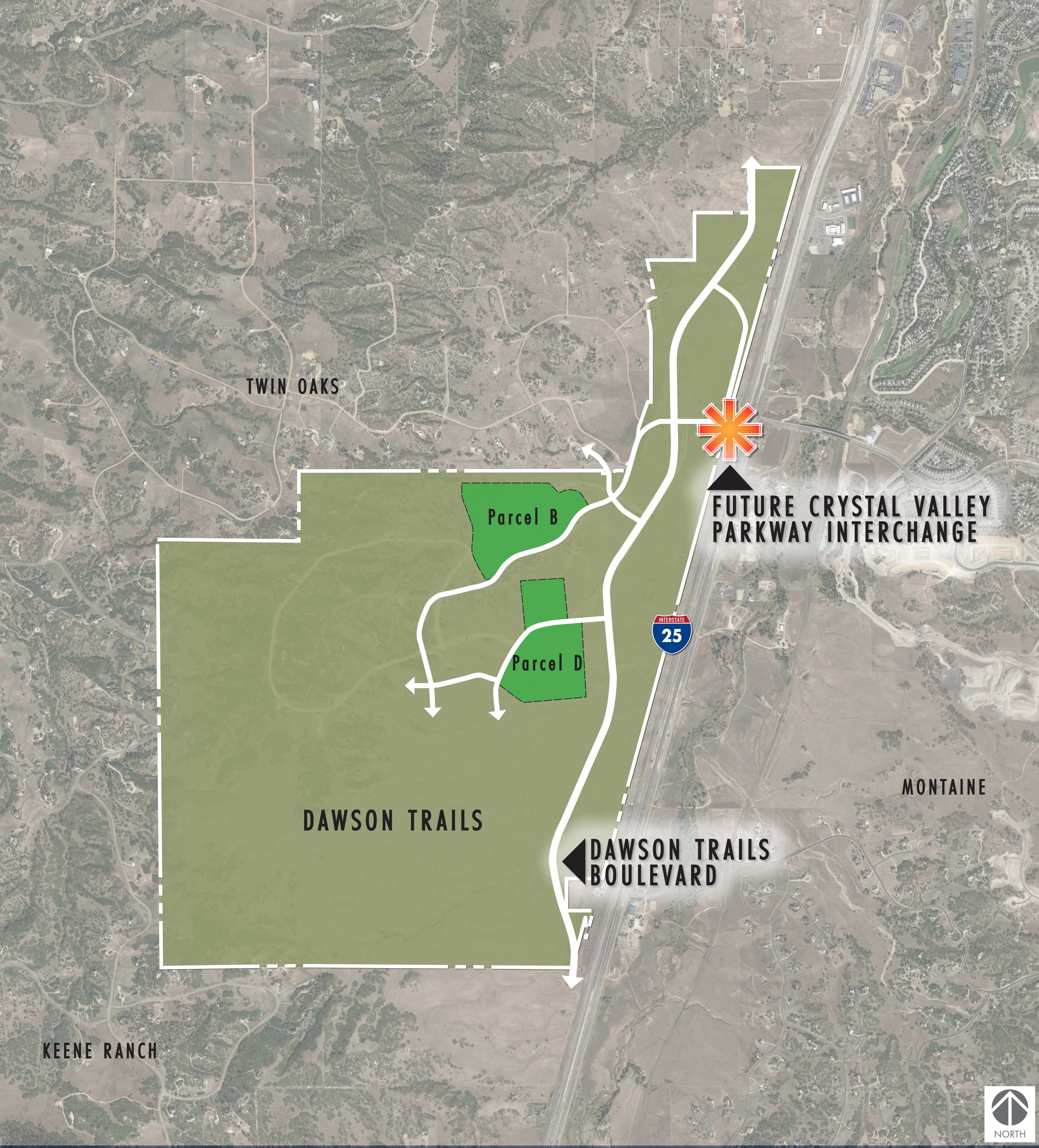


PROJECT TEAM



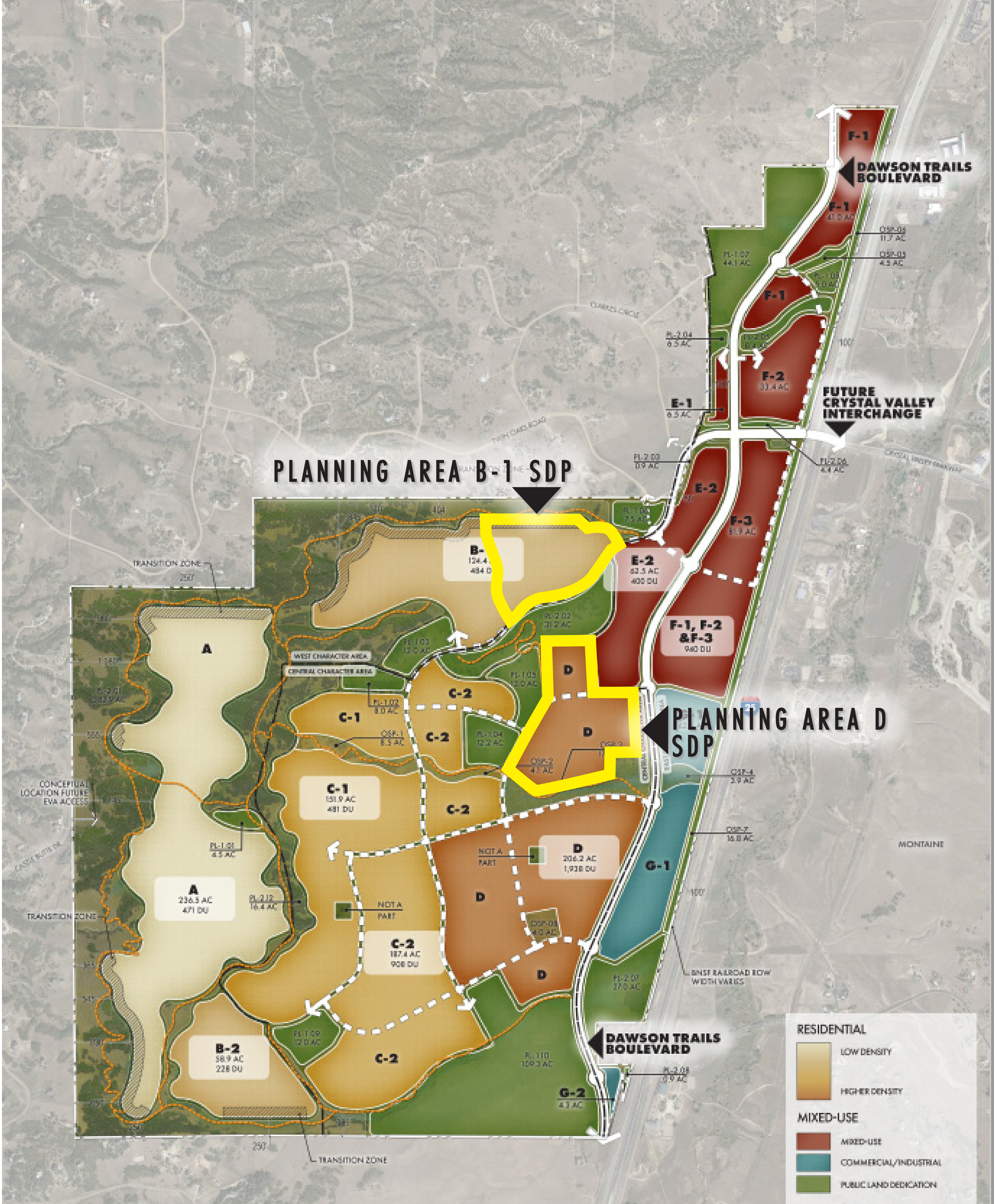
MEETING AGENDA

- PROJECT HISTORY
- PLANNING AREA B-1 INITIAL SDP OVERVIEW
- PLANNING AREA D INITIAL SDP OVERVIEW
- QUESTION AND ANSWER
 - IN-PERSON AND ONLINE



PROJECT HISTORY

- **Planned Development Plan (PDP)**
 - PD Plan and Zoning Regulations approved September 6, 2022
- **Project Schedule**
 - Applications and Town Processing 2023
 - Infrastructure construction early 2024
 - Home construction 2024
- **Crystal Valley Interchange Update**
 - Currently being designed
 - Construction to begin late 2023
 - Scheduled to open Fall of 2025



PLANNING AREA B-1

- **Portion of B-1**
 - Additional B-1 SDPs to come in future
- **Within West Character Area**
- **Approx. 60-acres**
- **Approx. 235 single-family homes**
 - Transition Zone Standards
 - Minimum lot size of 6,600 sq. ft. for lots closest to the Dawson Trails property boundary (within first 150 feet of Planning Area)
- **Approx. 1.05 acre park**
- **Minimum 250' Buffer from Dawson Trails Property Boundary**
- **Open Space Areas**





PLANNING AREA D

- **Portion of D**
 - Additional D SDPs to come in future
- **Approx. 49-acres**
- **Approx. 278 single-family homes**
 - Includes approx. 107 alley loaded lots
- **11-acre multi-family parcel**
- **Neighborhood park**
- **In vicinity of future pedestrian oriented area (PA E-2)**





THANK YOU!

QUESTIONS OR COMMENTS?

