Cover Photos Courtesy of Tony Lane, Chief of Police
RESOLUTION NO. 2002- 138

A RESOLUTION APPROVING THE
TOWN OF CASTLE ROCK
2020 COMPREHENSIVE MASTER PLAN

WHEREAS, Section 2.16.030 of the Castle Rock Municipal Code empowers the Planning Commission to make and submit a master plan to the Town Council for the development of the Town; and

WHEREAS, Planning Commission, through a citizen committee, gathered data and prepared a draft of the 2020 master plan; and

WHEREAS, the Planning Commission held public hearings to gather public input and review such plan when it was prepared; and

WHEREAS, the Planning Commission has unanimously recommended adoption of the proposed 2020 master plan to Town Council for its adoption; and

WHEREAS, Town Council has held public hearings to gather public input and to review such plan as recommended by the Planning Commission; and

WHEREAS, Town Council finds that the 2020 Master Plan is a sound and appropriate guide for the Town’s growth and development over the next twenty years, including all necessary goals, policies, and implementation strategies for land use, annexation, economic development, transportation, education, environment, recreation, and utilities as will be subject to periodic review and update.

NOW, THEREFORE BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF CASTLE ROCK AS FOLLOWS:

Section 1. Adoption. The Town of Castle Rock 2020 Comprehensive Master Plan, in the form attached hereto as Exhibit I is hereby approved and adopted by the Town Council for the Town of Castle Rock, Colorado.
PASSED, APPROVED AND ADOPTED this 25th day of November __, 2002, by the Town Council of the Town of Castle Rock, Colorado, on first and final reading by a vote of ___7___ for and ___0___ against.

ATTEST:

Sally A. Misare
Town Clerk

TOWN OF CASTLE ROCK

Millie S. Bennett
Mayor

Approved as to form:

Robert J. Slentz, Town Attorney

E:/users/legal/MASTER PLAN 2020.doc
EXECUTIVE SUMMARY

The Town of Castle Rock is unique among communities along the Front Range in both its history and natural setting. Founded in 1874, the namesake rock provided the landmark location for the Town. Ranching, the railroad, clay mines and rhyolite quarries formed the basis for Castle Rock’s early economy. With the construction of I-25 and growth of both Denver and Colorado Springs, Castle Rock’s economic lifeblood became tied to the interstate and the ease of access it provides to both metropolitan areas.

The Town’s physical setting creates a natural shape and identity. Steeply sloping terrain, buttes and ridgelines surround the Town, rising 300 to 800 feet above the 6,200-foot average elevation. Creeks and gulches meander through the many drainage basins and ponderosa pine and scrub oak cover the landscape. Panoramic views of the Rocky Mountains extend from Pike’s Peak and north to Long’s Peak. Residents and business owners choose Castle Rock for its community identity, small town flavor, clean environment, and natural scenic beauty.

The Comprehensive Master Plan is intended to provide direction to elected and appointed officials, the general citizenry, landowners and developers, and other area governmental entities for short-term and long-term growth and development of Castle Rock. It is a policy guide for community development decisions, to assist with community facility planning and budgeting, and guides future development of housing, employment, and cultural and educational opportunities for the Castle Rock community. The plan must be able to respond to changing conditions such as increased population and demand for public services, housing supply, legislative policies, technological development, and economic circumstances.

During the last ten years, Castle Rock residents experienced the effects of growth within Town, as well as along the entire Rocky Mountain Front Range. The Town’s growth was guided by the 2010 Comprehensive Master Plan, which was adopted January 10, 1991. The 2010 Master Plan was intended to be reviewed periodically. In 1999, the Castle Rock Town Council determined that the Comprehensive Master Plan should be updated to reflect the current vision that Castle Rock citizens identified for the Town.

Town Vision
Following are elements taken from the Town Cornerstones of the Vision 2000 that summarizes what citizens would like Castle Rock to become in the future:

- A town that stands apart from surrounding communities.
- Preservation of Castle Rock’s character as a distinct and physically separate community that is the center of Douglas County.
- Carefully planned to accommodate the needs of existing and future residents, yet preserve and protect the Town’s identity and quality of life.
- Necessary community services be provided to support public interest and the well being of its citizens.
• Promote economic self-sufficiency and long-term stability of the local economy in order to provide residents with a broad range of employment opportunities and a healthy tax base.

Format

The Comprehensive Master Plan contains guiding principles, policies and implementation strategies that have been discussed and adopted by elected and appointed officials. A Principle is defined as an underlying doctrine, rule or statement that should be the basis for guiding future public and private action. A Policy is a course or method of action that is adopted as a means to achieve the goals of the community. Finally, an Implementation Strategy identifies specific steps, or actions, that need to be taken to fulfill a policy and ultimately achieve a goal.

Implementation

Based on the Town Vision, this Plan is a compilation of principles and policies that should guide decision makers on matters that affect the future of the community. Actions taken by both the public and private sector that should be influenced by this Plan include, but are not limited to the following:

• Proposed annexations and related Town boundary changes
• Zoning and rezoning of land to accommodate development
• Subdivision and site development review
• Application of design guidelines
• Intergovernmental agreements and memorandum of understanding with regional governmental entities and jurisdictions
• Capital improvement planning and budgeting including operating costs and service levels
• Short-term operating costs
• Annual operating programming and budgeting
• Local economic development planning and programming
• Public and community service planning and budgeting
• Redevelopment planning and programming
• Private marketing and investing
• Private and public sector land development

Chapters

This Plan is organized into twelve major chapters. The chapters are summarized below and are followed by an example principle, policy and implementation strategy.

Chapter 1  Introduction:
Contains information regarding the legislative authority, background on why the
Castle Rock 2020 Comprehensive Master Plan

Plan was updated, adoption process and related plans and documents from other jurisdictions.

Chapter 2  Community Characteristics and Trends:
Castle Rock is a prime location for individuals looking for a small-town residential setting, separation from the Denver Metro area, and relatively easy access to major employment centers. The population grew slowly reaching over 400 residents by 1960. By 1970 the population had reached 1,500 people. By 1990 the population reached 8,612 persons and by the year 2000, 20,224 called Castle Rock home. Future growth projections, using past trends, project a 6% growth rate over the next 20 years with a population expected to be approximately 60,000 people by the year 2020. Such population growth suggest the demand for new housing and public services will be strong well into the future.

Chapter 3  The Vision:
Vision 2020 is the Town’s collective concept of what it wants to become in the future. The purpose of the Vision is fourfold: to declare, guide, unite, and motivate. “Vision 2020” declares Castle Rock’s common goals, guides Town decisions, unites the community with a common purpose, and motivates citizens and leaders to meet the Vision’s goals. The Town Cornerstones or Town Identity – to preserve Castle Rock’s character as a distinct and physically separate community that is the center of Douglas County; Community Planning – to ensure the Town is carefully planned to accommodate the needs of existing and future residents while preserving and protecting Castle Rock’s Town identity and quality of life; Community Services – to ensure that all necessary community services are provided to support public interest and well being of all Castle Rock residents and businesses; Local Economy – to promote economic self-sufficiency and long-term stability of the local economy, to provide residents with a broad range of employment opportunities and to provide the Town with a healthy tax base.

Chapter 4  Growth Management:
Growth management planning is a means for ensuring that development occurs in an orderly, fiscally responsible manner. It allows the Town to keep pace with urban service extensions and operation and maintenance costs. It guides public spending decisions by identifying projects of greatest potential benefit to existing and future residents. The Town is challenged with managing the further development of zoned but undeveloped lands, as well as future annexations. This challenge is made more difficult by the dispersed nature of existing development. Much of the development that occurred during the 1990s resulted in many of the previously zoned areas being developed. This has made the provision of infrastructure somewhat more manageable and efficient. However, it is important that the Town continue a strong growth management program. The obligation of developers to mitigate fiscal, environmental and social impacts will be evaluated with new development. Growth should occur where it can be economically and efficiently provided with infrastructure and services. Town resources must be allocated to strategic improvements that provide the greatest
benefit for the cost.

**Principle GM-1**: Growth shall be carefully planned in an orderly, cost-effective, equitable, fiscally responsible and environmentally sound manner.

**Policy GM 1.7**: Retain identifiable edges of the Town and maintain Castle Rock’s community character by promoting physical separation from nearby development, including areas of unincorporated Douglas County, and other municipalities.

**Implementation Strategy**: Adopt Intergovernmental Agreements (IGA’s) that will ensure that development at urban level densities remains within incorporated areas.

Chapter 5 Land Use:
Castle Rock’s existing land use pattern features residential neighborhoods that surround a commercial and industrial core. Defined in large part by topographic conditions, existing residential development is dispersed throughout the Town and many areas of the community are physically separated from each other. Retail and service oriented commercial uses are beginning to develop in the outlying residential areas as the population of these areas increase. The Interstate 25 corridor serves as an anchor for the higher intensity and larger scale commercial and industrial uses. Interspersed throughout the community are large areas of public and private open spaces including parks, recreation areas and golf courses. The intent of the land use component is to establish a general land use concept and specific development policies to be used in the evaluation of development proposals. Additionally, the Town’s image and physical appearance continues to be a primary concern and is the focus of specific policies and implementation strategies through the creation of incentives for attainable housing, design guidelines and mitigation measures for noise, odor, air, water and light pollution.

**Principle LU-2**: Integrated patterns of population densities, transportation networks and community services enhances functionality within the Town.

**Policy LU-2.3**: Encourage a variety of housing types, including a mix of styles, density and compatible design to satisfy a wide range of needs.

**Implementation Strategy**: Create incentives for attainable housing ownership.

Chapter 6 Transportation:
The primary purpose of a transportation system is to move people and goods in a safe and efficient manner while supporting the Town’s vision and design goals. Fulfilling this purpose entails accommodating a variety of needs, such as balancing the need to accommodate regional traffic while protecting the integrity of local residential neighborhoods. The movement of people and goods also involves a variety of travel modes including vehicular, transit, rail, pedestrian, and bicycle.

**Principle T-1**: A well-planned and integrated transportation system moves
people and goods in a safe and efficient manner.

**Policy T-1.7:** Provide alternative transportation systems and facilities, to enhance roadway capacity and minimize the effects of traffic congestion.

**Implementation Strategy:** Pursue mitigation of noise and safety impacts of the rail line.

**Chapter 7  Community Services:**

New growth in the Town increases the demand for community facilities and services such as fire stations, water treatment plants, sewer and utility lines, police stations and schools. Ideally, facilities and services should be developed or expanded in a manner consistent with growth and paid for by developers.

**Principle CS-2:** Participate in the development of regional water resources to secure an imported renewable water supply.

**Policy CS-1.3:** Implement water conserving principles related to landscape design, installation and maintenance.

**Implementation Strategy:** Develop a major pipeline backbone for treated water distribution capable of transferring water throughout the Town.

**Chapter 8  Parks, Recreation, Trails, and Open Space:**

Town residents value having open space, trails and neighborhood parks in close proximity to their homes. The Master Plan has principles, policies and implementation strategies that encourage development of indoor and outdoor spaces that facilitate community recreation and celebration. It also promotes high quality spaces for both active and passive recreation that meet the community’s unique tastes and needs. Additionally, the creation of a trail system that connects community neighborhoods with each other and with the county and regional trails systems, along with the establishment of natural buffers between the Town and adjacent areas of Douglas County is highly important.

**Principle OS-2:** Provide convenient access to recreation resources and open space throughout the Town.

**Policy OS-4.2:** Identify and preserve important properties that make the Town a special place to live including significant buttes, ridgelines, rock formations, agricultural lands, water features and natural scenic vistas.

**Implementation Strategy:** Identify/establish a large regional park to serve the entire Town with active and passive recreational opportunities.

**Chapter 9  Community Character:**

Community identity is an important long-term goal for the Town. The Master Plan supports distinctiveness and separation from other jurisdictions through preservation of ridges, buttes and other natural features. Preserving the Town’s historic homes and buildings is highly important and valued. The appearance of the Town from I-25 and the other major highways leading into the Town gives travelers a lasting impression of the community. The downtown area and
namesake Rock are other areas often visited by those who live in the Town and those that visit, and are important to the overall image of Castle Rock.

**Principle CC-3:** Community identification shall incorporate design elements, landscaping and signage that greets and directs the public and enhances the Town image.

**Policy CC-3.6:** New development located along highly visible corridors or that is within highly visible areas, shall be sited, designed and landscaped in a manner that will compliment and visually improve the amenities of the area or corridor.

**Implementation Strategy:** Identify key gateway locations and develop design guidelines that promote Castle Rock’s attractiveness, safety and comfort.

Chapter 10  **Economic Development:**

The Town is eager to increase economic activity within all use sectors, especially commercial/light industrial, retail and residential. All sectors are necessary for a healthy economy and are dependent upon one another’s presence. The Town’s quality of life is its primary economic development asset and as such, must be a key criterion in evaluating economic development prospects, activities and policies. The establishment and implementation of an overall cooperative economic development strategy between the Town, Castle Rock Economic Development Council, the Chamber of Commerce and other entities is highly encouraged. Additionally, the use of incentives and programs to promote economic development, including, but not limited to, expediting the development review process, utilizing public-private financing mechanisms, and/or applying for development or redevelopment grants should be pursued.

**Principle ED-1:** Attract a variety of businesses, industries and employment opportunities to provide a balance in the community between jobs and workers and to diversify the Town’s economic base.

**Policy ED-1.2:** Promote Castle Rock as a regional economic center that serves the local population, central Douglas County and I-25 travelers, by facilitating primary employment and the development of employment centers as well as retail and service centers.

**Implementation Strategy:** Use other incentives and programs to promote economic development, including but not limited to expediting the development review process, utilizing public-private financing mechanisms, and/or applying for development or redevelopment grants.

Chapter 11  **Natural Resources:**

The quality of life in Castle Rock depends significantly on the quality of the natural environment, consequently, the plan takes care to identify goals, policies and implementation strategies for ensuring the preservation and enhancement of the Town’s key environmental and visual assets. Key strategies within this Plan and the Parks, Recreation, Trails and Open Space Plan include Intergovernmental Agreements, Memoranda of Understanding for open space acquisition
and additional standards for development.

**Principle NR-1:** The quality of life offered by natural resources with the Town shall be protected and improved.

**Policy NR-2.3:** Protect unique or distinctive natural features and systems, critical wildlife habitats and environmental resources from adverse impacts through sound conservation practices.

**Implementation Strategy:** Establish guidelines, standards and mitigation requirements for noise control and light levels.

**Chapter 12 Process and procedures for amending the Comprehensive Master Plan:**

This chapter outlines the requirements for updating and amending the Master Plan as follows:

- **Updates** to revised maps, technical information, and reorganization of text due to amendments may be accomplished administratively by the Director of Development Services.

- **Amendments** are to be directed by Town Council through the public hearing process established by the Town and outlined in the Master Plan.

This document is considered the Master Comprehensive Plan because of its town-wide impact on all services the Town provides. The Town also has sub-plans that support the principles and policies in further detail. These include the following:

- Transportation Master Plan
- Parks, Recreation, Trails and Open Space Master Plan
- Water and Sewer Master Plan
- Fire Master Plan
- Utility Master Plan
- Design Guidelines

The Storm Drainage Master Plan is also being developed in support of the Master Comprehensive Plan.

Numerous maps accompany the plan to support the principles and policies. The maps range from the Land Use Plan Map that illustrates preferred land uses and intensities to the Street Network Classification Map, which plays a key role in determining appropriate land uses. Additionally, there are supportive maps that show developed and sensitive land areas, and existing parks and public facilities.

The Comprehensive Master Plan is intended to be a document used on a daily basis by Staff, the Town Council, its various advisory commissions, citizens, businesses and developers in making development, capital investment, and service related decisions. Periodic review and updates to the document will ensure — Our Legacy, Our Future.
Acknowledgements

This 2020 Comprehensive Master Plan is the result of dedicated work on the part of the Town Council, Planning Commission and other citizen's advisory bodies over a two-year period. Technical assistance was provided by a number of individuals and sources including the Castle Rock Development Services Department; Public Works Department; Parks and Recreation Department; Police Department; and, Fire and Rescue Department. In addition, many outside agencies participated and were consulted including, Douglas County, Castle Rock Economic Development Council, Castle Rock Chamber of Commerce and the Douglas County School District. In addition to those listed below, we would like to thank the citizens of the Town of Castle Rock who participated in the planning process. Without their guidance, assistance and valuable input, this Plan would not have been possible.

Town Council

Jay Richards, District 1
Bill Shaneyfelt, District 2
Herb Teets, District 3
Millie Bennett, District 4
Stephen Miller, District 5
Ray Waterman, District 6
Jack Hurd, District 7
Al Parker – Past Council
Cori McCain – Past Council
Judy Crenshaw – Past Council

Planning Commission

Tom Alexander, Past Commissioner
Linda Sweetman-King, Past Commissioner
Linda Been
Louis Noto, Past Commissioner
Jay Pallatt, Past Commissioner
Sandy Vossler
Lisa Boe, Past Commissioner
Cathy Latta
Jeff Hill
Tressa Saum
Patty Hostetler
Bobbi VanHorn, Past Commissioner
Technical Advisory Committee

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Joel Alexander, GIS Administrator
Jeff Brauer, Parks Planner
Rob Brown, Former Fire Chief
Stan Brown, Former Director of Public Works
Deanne Durfee, Deputy Town Attorney
Rita Marie Gerou, AICP, Deputy Director of Development Services
Rob Hanna, Parks Director
Jeff Hansen, Finance Director
Don Jones, Former Interim Town Manager
Will Koger, Former Town Engineer
Tony Lane, Police Chief
Sally Misare, Town Clerk
Shani Porter, Development Manager
Dan Sailer, Transportation Engineer
Kathleen Sellman, Assistant Town Manager for Development Services
Bob Slentz, Town Attorney
Bob Watts, Public Works Director

Comprehensive Plan Oversight Committee

Herb Teets - Town Council
Tom Alexander- Planning Commission
Linda Been - Planning Commission
Millie Bennett - Town Council
Al Block - Community Member
Jeff Brauer - Town of Castle Rock
Stan Brown - Town of Castle Rock
Judy Crenshaw - Town Council
Jim Folkestad - Folkestad & Fazekas
Rita Marie Gerou, AICP - Town of Castle Rock
Rob Hanna - Town of Castle Rock
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Jack Hurd - Town Council
Don Jones - Town of Castle Rock
Kim Lathrop - Town of Castle Rock
Les Lilly - CATCO
Meme Martin - CREDCO
Stephen Miller - Planning Commission / Town Council
Jack Nichols - Public Works Commission
Lou Noto - Planning Commission
Lionel Oberlin - Historic Preservation Board
Deirdre Oss - Douglas County Planning
Jay Pallatt - Planning Commission
Al Parker - Town Council
Shani Porter - Town of Castle Rock
Jay Richards - Town Council
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Glen Smith - Community Member
Linda Sweetman-King - Planning Commission
Sandy Vossler - Planning Commission
Ray Waterman - Town Council

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CHAPTER 1: INTRODUCTION

The Town of Castle Rock is unique among communities along the Front Range in both its history and natural setting. Founded in 1874, the namesake rock provided the landmark location for the Town. Ranching, the railroad, clay mines and rhyolite quarries formed the basis for Castle Rock’s early economy. With the construction of I-25 and growth of both Denver and Colorado Springs, Castle Rock’s economic lifeblood became tied to the interstate and the ease of access it provides to both metropolitan areas. Tourism traffic, a commuter residential base, and a broad Douglas County rural population support an increasing level of local commercial activity.

The Town's physical setting gives it a natural shape and identity. Steeply sloping terrain, buttes and ridgelines surround the Town, rising 300 to 800 feet above the 6,200-foot average elevation. Creeks and gulches meander through the many drainage basins and ponderosa pine and scrub oak cover the landscape. Panoramic views of the Rocky Mountains extend from Pike's Peak in the south to Long's Peak to the north. Many residents and business owners choose Castle Rock for its separate community identity, small town flavor, clean environment, and natural scenic beauty.

The Town of Castle Rock was incorporated in 1881, after having been selected the County seat seven years earlier. Much of the early Town was built on the availability of rail transportation and the presence of the quarries that the railroads served. Settlers, attracted by the Homestead Act of 1862, joined gold prospectors, quarry, sawmill and railroad workers and ranchers in building the new community. The Town’s population initially grew slowly and steadily after its founding, topping 300 in 1900, and reaching 478 in 1930. By 1940 the Town added another 100 residents. From 1950 to 1960, the Town grew by over 400 residents, from 741 to 1154 persons. By the time the 1970 Census was conducted, Castle Rock’s population reached 2,078 persons. This was just under 25 percent of the County’s total population of 8,407.

The Denver area’s rapid sub-urbanization in the 1970’s strongly affected the Town as new, urban density developments were approved and began to develop. From 1970 to 1980 Castle Rock added 1,843 new residents, an increase of 88 percent to 3,921 persons. During this decade, the Town population dropped to 16 percent of the County’s total of 25,153. During the 1980’s the Town’s population grew at a much faster rate. At the end of 1989, the population of the Town was estimated at 8,875 an increase of 126 percent from 1980. Castle Rock’s population has steadily increased since 1990, growing by nearly two and one-half times during that decade from 8,612 to 20,224 persons.

While the rate of annexation during the 1990’s did not match that of the previous decade, the Town’s incorporated limits reached approximately 31.5 square miles or just over 20,000 acres.

The 1982 Master Plan anticipated rapid growth, projecting a 1990 population of over 30,000 persons to be accommodated in six separate villages with their own system of schools, shopping, employment opportunities and pedestrian trails. In the late 1980s the Colorado economy slowed and this anticipated rate of growth did not occur. Because a significant
amount of infrastructure was put in place to support the projected population, a high special district debt land existed in certain areas of the Town.

The growth of the 1990s helped to solve many of these fiscal and service issues. With infrastructure already in place, the Town was uniquely positioned to capture growth with little additional public investment. The Master Plan specifies an approach for land use management that will accommodate population and employment growth while maintaining and enhancing the

Town's quality of life.

### Legislative Authority

The Colorado Revised Statutes give the authority and responsibility to municipalities to “make and adopt a master plan for the physical development of the municipality” (C.R.S. §31-23-206). The statute further states, “the plan shall be made with the general purpose of guiding and accomplishing a coordinated, adjusted, and harmonious development of the municipality and its environs which will, in accordance with present and future needs, best promote health, safety, order, convenience, prosperity, and general welfare” (C.R.S. §31-23-207). Section 2.16.030.B of the Castle Rock Municipal Code delegates to the Planning Commission the authority to make and submit to Town Council for Council’s approval such a Master Plan.

### Why Update the 1991 Plan

During the past ten years, Castle Rock residents have experienced the effects of growth within the entire Rocky Mountain Front Range. This growth was guided by the 2010 Comprehensive Master Plan, which was adopted by the Town on January 10, 1991. The 2010 Master Plan was not intended to be a static, one time document but rather, to be periodically reviewed and updated at a minimum of every five years. That document has served the community well during this phase; however, many changes have taken place, and many more challenges and opportunities now face the citizens of Castle Rock. In 1999, the Castle Rock Town Council determined that the Comprehensive Master Plan should be updated to reflect the vision that Castle Rock citizens identified for the Town. The vision is further discussed in Chapter 3. The graphs in Chapter 2 illustrate various ways in which the community has changed.

The process for developing this Comprehensive Master Plan involved an extensive public participation process designed to ensure the Plan’s recommendations reflect the citizens’ ideas for their future vision of the community.
Adoption Process

To be adopted, the Plan must go through a formal public hearing process, and must be reviewed by the Planning Commission and adopted by the Town Council during their public hearing and review process. A formal, public process for all revisions and amendments affords the opportunity for all citizens to have input into the formation of the Plan and to develop support for its goals and policies.

Related Plans and Documents of Other Jurisdictions

Douglas County

As of 2000, Douglas County had a population of approximately 175,000 residents and over 540,000 acres of land. The County includes four incorporated municipalities including Castle Rock, Larkspur, Lone Tree and Parker. Combined, these municipalities include nearly 49,000 residents, which was approximately twenty-eight percent of the County’s population. In addition, several unincorporated areas have been developed throughout the County, including Highlands Ranch, the Pinery, Roxborough and Perry Park, Castle Pines and Castle Pines North.

Douglas County approved its 2020 Comprehensive Master Plan on May 1, 2001. The County Master Plan addresses broad county goals, objectives, policies, and strategies covering land use, environmental quality, community resources, water supply, and wildlife. The Plan contains updated forecasting, an updated land use map, delineation of the County’s non-urban areas, policies regarding inter-jurisdictional relationships, stronger policies regarding development in the non-urban areas, and emphasis on housing needs, general design guidelines, and an implementation priority matrix.

The County Master Plan is an official public document adopted by the County Planning Commission that suggests how the County should develop in the next twenty to thirty years. It is advisory in nature.

MetroVision 2020

Metro Vision was prepared by the Denver Regional Council of Governments (DRCOG) to serve as a comprehensive guide for the future development of an eight-county region. Local conformance to the DRCOG Plan by member jurisdictions is on a voluntary basis. The Plan serves as the long-range growth strategy for the Denver region, looking at current and preferred patterns of development to the year 2020.
The core elements of the Metro Vision Plan include the following:

- **The extent of urban development** that is projected to occur within 735 square miles by 2020;
- A regional **open space** system that shapes the region’s form, protects environmental resources, and provides recreational opportunities;
- Define the communities of Boulder, Brighton, Castle Rock and Longmont as “**free-standing communities**” in that they are to be separate from the urban area with an adequate employment/housing balance and internal transportation systems;
- The Denver Metro area is to have a balanced, **multi-modal transportation system** which will include rapid transit, a bus network, regional beltways, bike and pedestrian facilities, and improvements to the existing system;
- **Urban Centers** are to be developed that will serve a range of activity centers in the region as transit destinations; support retail, employment and housing, contain higher densities than the regional average and encourage pedestrian-oriented travel;
- **Environmental Quality** is to be maintained and enhanced acknowledging that the location and type of growth and land development have significant effects on the region’s air and water.

Each of the core elements listed above is linked together as each element affects the others. The Metro Vision Plan recognizes the fundamental link between land use, growth and development patterns, transportation and environmental quality. Regional issues need to be addressed by individual jurisdictions acting together.
CHAPTER 2: COMMUNITY CHARACTERISTICS AND TRENDS

Regional Setting and Physical Characteristics

Castle Rock is located within Douglas County, which, between 1990 and 1999, was one of the fastest growing counties in the United States in terms of percent change in population (116.4%). Douglas County occupies 842 square miles of land between the state’s two main economic centers, Denver and Colorado Springs. Castle Rock encompasses approximately 3.74% of the land area of Douglas County.

Castle Rock is a prime location for individuals looking for a small-town residential setting, separation from the Denver Metro area, and relatively easy access to major employment centers. The Town is situated 30 miles south of downtown Denver, 20 miles south of the Denver Technological Center (DTC) and 35 miles north of Colorado Springs. Castle Rock’s close proximity to these urban centers, clean environment, natural beauty of the Colorado foothills and its accessibility to a wide range of recreational amenities make this Town an attractive community.

Founded in 1874, Castle Rock is known for its namesake rock that provides the landmark location for the Town. Castle Rock consists of approximately 31 square miles of land within its Town limits, and lies alongside the eastern Front Range of the Colorado Rockies at an average elevation of 6,200 feet. Steeply sloping terrain, buttes, and ridgelines surround much of the Town. Creeks and gulches meander through the many drainage basins and ponderosa pine and scrub oak cover much of the landscape. Panoramic views of the Rocky Mountains extend from Pike’s Peak to the south and Long’s Peak to the north; while views to the east provide a vista of the eastern plains.

Trends

Historic Population

The Town of Castle Rock was incorporated in 1881, after having been selected the County seat seven years earlier. Much of the early Town relied on the availability of rail transportation and the presence of the quarries that those railroads served. Settlers attracted by the Homestead Act of
1862, joined gold prospectors, quarry, sawmill and railroad workers, and ranchers in building the new community. The Town's population grew slowly and steadily after its founding, topping 300 in 1900, and reaching 478 in 1930. By 1940, the Town added another 100 residents. From 1950 to 1960, the Town grew by over 400 residents, from 741 to 1,154 persons. By the time the 1970 Census was conducted, Castle Rock's population had reached 1,531 persons. This was just over 18 percent of the County's total population of 8,407.

The Denver area's rapid sub-urbanization in the 1970s strongly affected the Town as new, urban-density developments were approved and began to develop. From 1970 to 1980 Castle Rock added 1,843 new residents (or approximately 180 each year), an increase of 88 percent to 3,921 persons. During this decade, the Town population dropped to 16 percent of the County's total of 25,153.

During the 1980s the Town's population grew at a much faster rate. By 1990, the population of the Town had reached 8,612, according the U.S. Census Bureau, an increase of 126 percent from 1980.

In the 1990’s the population growth along Colorado’s Front Range occurred in Castle Rock as well. During the spring of 2000, the U.S. Census counted 20,224 residents in the Town, or an increase of 11,516 people since 1990. This represents an annual population growth rate of nearly 9 percent during the 1990’s.

## Future Projections

Both Douglas County and Castle Rock area populations are projected to continue to increase substantially. According to data compiled by the State Demographer’s Office, Douglas County’s population is projected to increase to over 265,000 people by 2010. By 2020, the population is projected to reach 312,000.

In contrast, Douglas County estimates that the population will reach 309,500 by 2010 and 386,000 by 2020. The County’s projections are higher because they are based on local historic growth trends over a 20-year period, in addition to an inventory and analysis of land development proposals in the entire County. For this effort, the Town is assuming an average annual growth rate of 6% per year through 2020. This growth rate is based on the Town’s analysis of local and regional population trends. Using this assumed growth rate, the Town’s population would grow to 64,861 by 2020.
Such population growth projections suggest the demand for new housing and public services will be strong well into the future. Figure 2 shows the population growth projections for Castle Rock between 2000 and 2020.

Household Incomes

CACI Marketing Systems completed demographic and income forecasts in 2000 for the Castle Rock area. CACI’s report reflected the 1990 median household income, as reported by the U.S. Census, of $38,045. CACI Marketing Systems estimated the median household income had increased to $65,953 by 2000 and would increase to $90,475 by 2005. These income figures are relatively higher than the remainder of the state. They reflect a rather affluent community with high disposable incomes.

Retail Sales

Retail sales are keeping pace with the rapid population growth in Castle Rock. Between 1993 and 1999, retail sales in the Town have increased, on average, $52 million per year; more than doubling the retail sales revenue since 1993. The Prime Outlets of Castle Rock continue
to be a regional draw, boasting 4.5 million visitors in 2000.* Wilcox Square and the downtown revitalization efforts also contribute to the increasing sales tax revenue. In addition, retail centers have been developed throughout the community to serve the growing population.

**Building Permit Activity**

The issuance of building permits is another indicator of the strength of the local economy. Between 1994 and 2000, the Town of Castle Rock issued 3,620 permits for single-family residences. During the same period, 1,130 permits were issued for multi-family projects and 158 permits for commercial development.

* Castle Rock Economic Development Council.
Further evidence of continued and steady growth is the increase in the number of sewer and water taps. Between 1995 and 2000, the number of billable sewer taps increased from 4,267 to 6,863. During that same period, the number of billable water taps grew from 5,204 taps to 7,931 taps (see Figure 8).

**Water and Sewer Taps**

Between 1994 and 2000, the Town of Castle Rock issued 1,130 permits for multi-family projects.

Between 1994 and 2000, the Town of Castle Rock issued 158 permits for commercial development.
Annexations

The Town annexed just over 145 acres into the community during 1997 and 1998.

Figure 9. Annual Annexations in Castle Rock Since 1995

Source: Castle Rock Planning and Development Department
The following text is from Castle Rock’s Vision 2020 as adopted by the Town in 1999. The Vision serves as a foundation for the Master Plan. The cornerstones and goals of Vision 2020 have been incorporated throughout this plan. Sidebar notes depicting specific vision policies regarding each chapter are included in each of the subsequent chapters.

Our Legacy, Our Future -- Vision 2020

Introduction

In March 1999, the Town Council appointed a Vision Committee made up of residents, business owners, and other community participants who would guide the process of updating the Town’s Vision 2000 document for the year 2020 and beyond. With the help of the Planning and Development Department and an independent planning consultant, the Vision Committee began work through a series of weekly public meetings. The group’s first step was to develop an extensive public participation program to gain broad input on the Town’s future. A diverse set of community stakeholders were selected by the Vision Committee and individually interviewed; four neighborhood forums with a variety of input exercises were publicly advertised and held to allow all interested parties to come and express their opinions; and 2,000 Castle Rock residents and property owners were randomly selected and professionally surveyed. Upon completion of the input process, the Vision Committee, the Planning and Development Department, and consultants synthesized all the information gathered and created “Our Legacy, Our Future: Vision 2020.”

Vision 2020 is the Town’s collective concept of what it wants to become in the future. The purpose of the Vision is fourfold: to declare, guide, unite, and motivate. “Vision 2020” declares Castle Rock’s common goals, guides Town decisions, unites the community with a common purpose, and motivates citizens and leaders to meet the Vision’s goals. It is a resource of all Castle Rock leaders, residents, and businesses and should serve as a reminder of what is most important to the community.

Vision 2020 is organized into two parts: an overall Vision Statement and four vision subcategories referred to as Town Cornerstones. The overall Vision Statement summarizes what the Town of Castle Rock wants to become in the future. It is a banner statement or motto for the future of the community. The four Town Cornerstones are fundamental guiding principles and expand upon the overall Vision Statement. Each of these four categories contains a
series of goals that, if pursued, will steer the Town toward its desired future.

**Vision Statement**

Castle Rock stands apart from surrounding communities, unique among the cities of the Colorado Front Range. The Town’s distinct identity stems not only from the namesake rock, but also from its small-town atmosphere, traditional downtown, and scenic natural landscape framed by prominent buttes, ridgelines, and areas of Ponderosa Pine and Gambel Oak.

Since 1874, Castle Rock has served as the seat of Douglas County, occupying a central role in County government, commerce and culture. Neighbors helping neighbors, a strong tradition of community events, and a commitment to families and public health and safety make Castle Rock an ideal place to call home.

In order to preserve their rich traditions and quality of life, Castle Rock citizens effectively manage change. The community works to enhance the Town’s self-sufficiency and foster a strong local economy, making Castle Rock an attractive place to work or run a business. Town leaders work to preserve open space for recreation and environmental preservation and make development decisions based upon sound planning principles.

All that Castle Rock is—its history, unique sense of place, economic self-sufficiency, and strong community participation and leadership – reflects not only where it has been, but paves the way for where it’s headed.

*Our legacy is our future.*

**Town Cornerstones**

**Town Identity**

Intent: To preserve Castle Rock’s character as a distinct and physically separate community that is the center of Douglas County.

Goals:

- Preserve Castle Rock’s historic buildings and small-town atmosphere.

- Design new commercial, office and industrial developments in such a way as to appropriately fit within the context of the existing “town-like” scale and architectural character.

- Plan new residential development at a neighborhood scale and character through appropriate setbacks, street landscaping, sidewalks, and architectural design.
• Preserve open space areas in and surrounding Castle Rock to protect the Town’s natural beauty, ridgelines, and scenic views, and to maintain a physical separation from surrounding communities.

• Support the development of Castle Rock as a self-sufficient community.

• Continue the tradition of local community events and provide additional cultural and entertainment opportunities over time.

• Maintain Castle Rock as the seat of Douglas County government with major county facilities and services located within the Town.

**Community Planning**

**Intent:** To ensure the Town is carefully planned to accommodate the needs of existing and future residents while preserving and protecting Castle Rock’s Town identity and quality of life.

**Goals:**

• Accommodate future growth through logical infill development.

• Provide an adequate Town water supply through careful planning and financial investment.

• Encourage a broad range of housing types to provide for all household types, ages, and income ranges within the community.

• Maintain a physical separation from surrounding communities.

• Establish an interconnected and diverse transportation system including local and regional trail, roadway, and public transit linkages.

• Move the industrial rail line out of downtown.

• Plan and provide for high-quality open space areas to accommodate community events, active and passive recreation, trail linkages, natural buffers, and environmental preservation.

• Require new development to adequately mitigate fiscal, environmental, and social impacts.

• Adhere to local plans, policies and regulations that set the standard for high quality development.
Community Services

Intent: To ensure that all necessary community services are provided to support the public interest and well being of all Castle Rock residents and businesses.

Goals:

- Provide and maintain cost-effective, efficient infrastructure facilities including water, sewer, drainage, streets, and trails.

- Design streets, trails and public transit facilities to match the scale and character of the community, utilizing such elements as street trees and other kinds of landscaping.

- Provide and maintain the highest quality public safety services for the Town, including fire, police, and emergency medical services.

- Facilitate the development of a 24-hour medical facility within the Town.

- Support the continued provision of high quality schools for our children and additional educational opportunities for the community as a whole.

Local Economy

Intent: To promote economic self-sufficiency and long-term stability of the local economy to provide residents with a broad range of employment opportunities and to provide the Town with a healthy tax base.

Goals:

- Seek a balanced mix of commercial and residential growth.

- Recruit quality employers to provide jobs for Town residents and to diversify the local economy.

- Establish a higher education facility in Castle Rock to provide support and training for a diversified workforce.

- Encourage the use of public/private partnerships as a means of accomplishing the Town’s economic development goals.

- Direct available community resources to strategic areas and projects that would most greatly benefit the Town.
CHAPTER 4: GROWTH MANAGEMENT

Managing Growth in Castle Rock

Growth management planning is a means for ensuring that development occurs in an orderly, fiscally responsible fashion. It allows the Town to keep pace with urban service extensions and operation and maintenance costs. It guides public spending decisions by identifying projects of greatest potential benefit to existing and future residents, and by allowing a municipality to maximize the use of its existing infrastructure investments.

Through the 1970s Castle Rock was a relatively quiet Town largely unaffected by the urban activities of the Denver metropolitan area to the north. However, the decade of the 1980s ushered in a major expansion of the incorporated area of Town and set the stage for the significant population increases that occurred in the 1990s. Between 1980 and 1990, the Town annexed approximately 17,200 acres, quadrupling its 1980 land area. Between 1990 and 2000, the Town annexed only 186 acres (See Figure 9).

Previous annexations and zoning could allow the Town's population to increase significantly if the maximum number of approved dwelling units were constructed. Approximately 76% of the acreage currently zoned for residential, commercial, industrial and related uses remains undeveloped.

In 1999, the Town had approximately 11,700 acres zoned for residential development. Only 33 percent of that acreage had been developed, leaving nearly 7,700 acres of undeveloped residential zoned land in 1999 (see Map 2. Developed Areas Map – Map Appendix). The majority of this land is zoned Planned Development (PD). The residential types allowed in the various PD’s range from low density single family detached units to high density multi-family units.

Vision Goals:
(Listed below are the Four Cornerstones and the corresponding Vision goals related to the issue of growth management)

TOWN IDENTITY
- Preserve open space areas in and surrounding Castle Rock to protect the Town’s natural beauty, ridgelines, and scenic views, and to maintain a physical separation from surrounding communities.
- Support the development of Castle Rock as a self-sufficient community.

COMMUNITY PLANNING
- Accommodate future growth through logical infill development.
- Require new development to adequately mitigate fiscal, environmental, and social impacts.
- Adhere to local plans, policies and regulations that set the standard for high quality development.

COMMUNITY SERVICES
- Provide and maintain cost-effective, efficient infrastructure facilities including water, sewer, drainage, streets, and trails.

LOCAL ECONOMY
- Direct available community resources to strategic areas and projects that would most greatly benefit the Town.
There are many factors that will determine the ultimate build-out of the residential zones including the strength of the local economy, buyer preferences, builder preferences, cost of development, topographic constraints and the availability of public services. An analysis was conducted to estimate how many new homes could be built given the existing residential zoning. The study suggested that the existing but undeveloped residential zoning could allow the development of between 28,000 and 56,000 new homes, which might in turn accommodate an additional 62,000 to 135,000 residents.

Recently, market conditions and buyer preferences have prompted rezoning applications to residential densities in selective PD’s. If this trend continues, the ultimate build-out of residential units may be at the lower end of the range described above.

The Town is challenged with managing the further development of zoned but undeveloped lands, as well as future annexations. This challenge is made more difficult by the dispersed nature of existing development. Much of the development that occurred during the 1990s resulted in many of the previously zoned areas being developed. This has made the provision of infrastructure somewhat more manageable and efficient. However, it is important that the Town continue a strong growth management program. Growth should occur where it can be economically and efficiently provided with infrastructure and services. Town resources must be allocated to strategic improvements that provide the greatest benefit for the cost. Annexations must be carefully considered and approved only when a clear benefit to the Town is demonstrated.
Previous Growth Management Tools

The 2010 Comprehensive Master Plan, adopted in 1991, identified ten sub-areas throughout the Castle Rock community. Each of these areas was evaluated based on a list of variables, or criteria thought to be most strongly related to growth potential and suitability. These criteria included environmental suitability; existing population; economic base potential; and, existing and future infrastructure. Each of the sub-areas were ranked and then given a designation of Primary Urban Service Area, Secondary Urban Service Area, Extended Urban Service Area, and Remote Urban Service Area. This process was logical and provided sound guidance in the early 1990’s.

Since the 2010 Plan was adopted the Town has experienced the constraints caused by contractual agreements made in the 1980’s. As a result, it has been necessary to revisit the concept of Primary, Secondary, Extended and Remote Urban Service Areas.

This chapter includes the growth management tools that are expected to be effective in the coming years. They are to be used to manage growth in the community even though many of the sub-areas of the Town have already been zoned, or both zoned and partially developed. In addition to the Urban Service Area concept, the 1991 Plan included policies on the extension of services and annexation. Many of the service extension and annexation policies remain applicable and are incorporated into this Plan.

Castle Rock’s Growth Management Tools

This Plan includes a revised and updated set of growth management tools. The following tools will serve as the key elements of the Town’s growth management system:

- Regional Planning
- Water and Sewer Service Area Plans
- Zoning and Rezoning
- Adequate Facilities and Levels of Service
- Inter-governmental Agreements
- Sub-Area Planning
- Infill Development and Annexation
- Financing Improvements and Fiscal Impacts
- Sunset Provisions and Vested Rights
1. Regional Planning Efforts

The Denver Regional Council of Governments (DRCOG) coordinates regional planning in the Denver metropolitan area. DRCOG is a voluntary association of 51 county and municipal governments in the Denver metro area. The Town of Castle Rock is a member of the association.

DRCOG initiated Metro Vision 2020 in 1990 with a task force composed of representatives from local government, business, environmental groups and other segments of the regional public. The group was charged with developing a set of principles and policies to guide development of the regional transportation, land use and water plans for the metro area.

One element of Metro Vision 2020 is the concept of freestanding communities. Castle Rock, along with Boulder, Brighton, and Longmont are to be separate from the urban area with a goal of providing an adequate employment/housing balance and internal transportation systems. According to Metro Vision 2020, these communities should retain their visual and physical separation and strive to meet the employment, service and facility needs of their new residents.

An agreement known as the Mile High Compact has also been drafted. The purpose of the Compact is for member jurisdictions to commit to certain regional planning principles including Metro Vision 2020. Castle Rock’s Town Council has adopted a resolution to sign the Mile High Compact upon the resolution of issues specific to the Town.

The Town agrees that the principles set forth in Metro Vision 2020 and the Mile High Compact should guide local decision makers in the development of a comprehensive plan. Those principles include:

- Public participation;
- Reflection of community values;
- Translating a vision into specific goals, policies and programs;
- Providing for the broad needs of the community;
- Applying a long-range view;
- Promoting dynamic plans that will reflect changes in the community;
- Adopting a long-range plan for major infrastructure;
- Coordinating transportation, land use and community facilities; and,
- Collaborating with neighboring jurisdictions.

2. Water and Sewer Service Area Plans

The extension of water service is one of many tools the Town has to manage growth.
The Town has established a Planned Service Area for the provision of municipal water. The Planned Service Area boundary encompasses approximately 43 square miles and extends beyond the current municipal boundaries (see Map 4. Water & Sewer Service Area Map – Map Appendix). As stated in the Town’s 2000 Water Facility Plan, “The Town plans to develop intergovernmental agreements with Douglas County and other water providers in the region stipulating that the Town will be the only water provider within the Planned Service Area boundaries.”

The Planned Service Area boundary does not commit the Town to annex the land or provide services, but rather establishes a planning area where service extension capability will be considered.

3. **Zoning and Rezoning**

As described in the introduction to this chapter, much of the Town is already zoned. However, zoning remains one of the Town’s most important growth management tools. New annexations are subject to zoning. In addition, rezoning applications are often submitted in the form of PD Major Amendments when the landowner or developer may wish to change the previously approved uses and densities. At the time of annexation or rezoning, the Town can evaluate the proposed uses relative to the principles, policies and implementation strategies of this Plan.

4. **Adequate Facilities and Levels of Services**

Standards must be set that require adequate facilities and levels of service that are either existing or will be available to serve a project at the time the building permits are issued. Levels of services shall be maintained over time. Public facilities include the elements of transportation, schools, water, wastewater, storm drainage, parks, fire and emergency services.

Castle Rock shall adopt levels of service standards for each type of service, and proposed project submittals would be reviewed according to the service demands of the project. The purpose of such a program would be to ensure that appropriate facilities and levels-of-services will be available to all existing and new development. Furthermore, it would ensure the provision of facilities is planned for in advance, and that the fiscal integrity of the Town is promoted.

5. **Intergovernmental Agreements**

On April 6, 2004, the Town of Castle Rock entered into an intergovernmental agreement (IGA) with Douglas County to establish a mutually binding and enforceable comprehensive development plan (CDP). This agreement requires formal coordination between the County and Town to promote better planning and growth management in a joint planning area identified on the IGA-CDP map. This agreement and map identifies areas where urban and non-urban growth are appropriate and the standards and procedures for approval of development in these areas. The intent is to provide notice of where urban growth and annexation shall occur thereby depicting future Town
boundaries and expectations of where urban development is anticipated. It is also the intent to provide notice of where non-urban development is expected to occur in order to create an identifiable edge between the Town and County and to further support the concept of a “free-standing community”.

Future intergovernmental agreements between Castle Rock and various jurisdictions may provide a reasonable means for assuring that the Town’s interests in the unincorporated areas around Castle Rock are protected. Such agreement may afford the Town a degree of beneficial control over the zoning and annexation decisions of the County, Parker, Lone Tree and Larkspur not currently provided for in the standard land use referral process, including protection of the Town’s existing and future water supplies as well as tax base opportunities. Intergovernmental agreements may also work to reduce inter-jurisdictional conflicts over annexation that may lead to premature or otherwise inappropriate land use decisions within an area.

The Town has entered into several cooperative inter-jurisdictional discussions and service agreements in the past. Such agreements will continue to be the purview of the Town Council, however, and will only be entered into after careful consideration of all of Castle Rock’s interests and concerns. In absence of a formal agreement, informal means of intergovernmental cooperation and communication in the area of land use planning will continue to be pursued.

6. Sub-Area Plans

The Castle Rock Comprehensive Master Plan establishes goals and policies that are broad-based and are meant to serve as the overall guide for the community. Sub-Area Plans are a means to help implement the overall guiding principles for a specific area. A Sub-Area Planning process may take a more detailed look at the issues associated with the area in question, and allow a more specific plan for the area in greater detail than the Comprehensive Master Plan. Sub-Area Plans shall be geographically limited to a defined area that has specific boundaries.

Examples of Sub-Area Plans in Castle Rock are the Downtown Area and the Wolfensberger Road area. A Sub-Area Plan may be limited to address one specific issue, or a range of issues such as land use, transportation, utilities, public safety, environmental concerns, appearance, open space, housing, etc. Each Sub-Area Plan shall include information unique to that area such as background data, surveys, and a needs assessment with recommendations for short and long-term issues and possible solutions.

7. Infill Development and Annexations

Infill parcels are those parcels that are generally surrounded on all sides by existing development. Many of these parcels are currently undeveloped and unincorporated. Other infill parcels may be currently developed but not to their “highest and best” use. The Town encourages development and redevelopment of such areas in a manner that
enhances the positive qualities of existing residential and commercial neighborhoods and the Town as a whole. The Town shall also look at infill parcels with respect to their location for providing public facilities and services. The Infill and Annexation policies in this chapter identify the critical issues that shall be addressed if, and when, the Town considers annexation or redevelopment plans.

8. financing improvements and fiscal impacts

Land development and redevelopment requires substantial public and private investment in the short-term and in the long-term. All development will have fiscal impacts on the Town. The policies in this plan outline the critical financing and fiscal issues the Town should consider.

9. Sunset Provisions and Vested Rights

Sunset provisions refer to a length of time that an approved development will be valid. In order to provide citizens with the ability to re-evaluate development submittals for current and changing conditions, policies shall be in place that address specific timeframes for the physical start-up of an approved development project. Such provisions are necessary for the timely completion of approved development projects and the assurance that all projects will be developed according to regulations that address conditions at time of approval and at the time of ultimate development. The concept of “vested rights” refers to the right to undertake and complete a development and use of property under the terms and conditions of a specific development plan. State legislation and Town Ordinance govern the vesting of property rights. Policies in this plan refer to both the need for “keeping projects current” as well as protecting the rights of landowners.

The following principles, policies and implementation strategies have been developed to help local decision-makers, both public and private, make decisions regarding growth, future land uses and the provision of services. To be effective, growth management efforts shall be comprehensive, reflect the values of the community, and be dynamic enough to accommodate changes in the community. The existing growth management tools, along with new or updated approaches, can assure that growth may continues in a rational manner, while maintaining quality of life and fulfilling the vision of the community stated herein.

Growth Management Principles and Policies

Principle GM-1: Growth Management in Castle Rock

Growth shall be carefully planned in an orderly, cost-effective, equitable, fiscally responsible and environmentally sound manner.
Policies:

GM-1.1 Concentrate future capital improvements and service delivery systems to benefit existing and future residents in the most effective manner, and provide the greatest opportunity for immediate and near-term commercial and employment development.

GM-1.2 Honor the Town’s existing contractual obligations regarding development while pursuing modifications to these contracts that more effectively implement the Master Plan.

GM-1.3 Discourage Town financed capital improvements and/or urban service extensions for areas outside Town boundaries unless some compelling benefit to the Town can be demonstrated.

GM-1.4 Consider zoning amendment requests on the fringe of the existing Town limits and/or where topography and other development limiting conditions warrant, where a compelling benefit to the Town can be demonstrated. Impacts to existing and planned infrastructure capacity and assessed valuation will be carefully evaluated.

GM-1.5 Discourage urban development outside of the future growth and development areas as depicted on the IGA-CDP map. Urban development shall be contained in planned urban areas where basic services, such as water, sewer, emergency services, police and fire protection and schools can be efficiently and economically provided.

GM-1.6 Provide citizens and property owner’s greater security and predictability in long range planning and investments by delineating where urban growth can and cannot occur.

GM-1.7 Retain identifiable edges of the Town and maintain Castle Rock’s community character by promoting physical separation from nearby development, including areas of unincorporated Douglas County, and other municipalities.

GM-1.8 Participate in ongoing regional planning efforts within the Denver metropolitan area.

GM-1.9 Encourage the development of a Growth Management Sub-plan that clearly identifies growth management strategies.
**Principle GM-2: Adequate Facilities and Levels of Service**

Adequate community facilities and levels of services shall be provided for when considering the timing and location of development.

**Policies:**

GM-2.1 Development will only be permitted where it can be efficiently served by critical public services such as transportation, water, wastewater, storm drainage, parks and recreation, fire and emergency services, and any other public facilities and services required by the Town.

GM-2.2 Require that new development pay its fair and proportionate share of the cost of services.

GM-2.3 Require the submission and approval of comprehensive phasing plans in conjunction with any new or amended planned development, development plat or annexation contract. Phasing shall be based upon proximity to existing transportation, infrastructure, school availability, police and fire service areas, and include overall economic considerations.

**Principle GM-3: Intergovernmental Agreements**

Development at urban level densities shall occur within incorporated areas.

**Policies:**

GM-3.1 Intergovernmental Agreements shall encourage the location of urban development only in areas designated for urban growth.

**Principle GM-4: Sub-Area Plans**

Sub-area plans shall conform to the comprehensive master plan for implementation of its principles and policies.

**Policies:**

GM-4.1 Each Sub-Area Plan shall contain detailed investigations and address issues and concerns unique to each Sub-Area with short and long-term solutions.

GM-4.2 Each Sub-Area Plan shall consider adoption of special land use principles that are tailored to each Sub-Area in order to address the unique challenge for that area.
Principle GM-5: Infill Development and Annexations

Future annexation shall include only areas with the potential for growth in a fiscally and environmentally sound manner as consistent with the goals and policies of the Master Plan.

Policies:

GM-5.1 Though committed to growth within the existing Town boundary, the Town recognizes that annexation may provide unique opportunities for additional growth, which could be of immediate and long-term benefit to the Town. The Town shall only consider petitions for annexation for areas depicted as growth and annexation areas on the Castle Rock and Douglas County Intergovernmental Agreement Comprehensive Development Plan (IGA-CDP) and where a public benefit to the Town can be adequately demonstrated and where the annexation and proposed development shall not have a negative impact upon the Town. Consideration shall be given to proposed annexations where the following criteria can be met/demonstrated:

A. The annexation is a logical extension of Town boundaries. The pattern of proposed growth should extend outward from the existing Town limits in a logical, appropriately phased manner.

B. The annexation and proposed development shall have a demonstrated significant benefit to the Town. Tangible and intangible benefits that may be considered include: sales tax generation, employment base expansion, surplus water rights acquisition, public transportation opportunities, unique open space or recreation amenities for the Town, housing opportunities for the elderly or other special populations, and utility or service upgrades of benefit to other areas of the Town.

C. The annexation and proposed development shall be provided with adequate urban services, which are capable of being integrated into the Town's existing or planned utility, transportation, public safety, and general services systems in a financially responsible manner. An urban service and development phasing plan must be submitted as part of the annexation contract to address the timing and location of development, needed utility connections, and initial and subsequent levels of Town services required.

D. The fiscal impacts of extending and providing Town services over the life of the development will be weighed against the anticipated tax and other revenues generated from the proposed development. Needed infrastructure improvements shall not be planned, constructed, or funded in such a manner
as to impose an unreasonable level of public or private debt relative to realistic build-out as based upon sound demographic and growth projections annually approved by the Town. The proportionate costs of all on and off site capital improvements needed to accommodate proposed development shall be absorbed by the development. Phasing plans shall be required to mitigate service impacts to the Town. If necessary to offset service costs until an adequate tax base is in place, the developer shall be required to provide service fees and/or facility maintenance subsidies.

E. The annexation and proposed development shall preserve the environmental quality of life provided for Castle Rock residents. Unique topographic features, significant vegetation, and key view sheds shall be maintained wherever possible. Development proposals that mitigate negative impacts to air and water quality and otherwise preserve or enhance the physical environment, shall be encouraged.

F. In accordance with existing Town ordinances and any other Town water policies in effect at the time of petition, the annexor shall convey to the Town all water rights appurtenant to the ground at time of annexation. Upon platting, any additional water rights needed to serve the proposed development shall be conveyed. In addition, all conveyed water rights shall be of sufficient quantity and quality as determined by the Town.

G. The annexation and proposed development shall seek to be consistent with the land use and other policies set forth in the Town’s Charter, Municipal Code, Comprehensive Master Plan, and other policies as adopted.

GM-5.2 Infill areas annexed to the Town shall be required to connect to Town water and sewer utilities and upgrade to Town streets, drainage, and other public works standards at time of development. With the exception of life safety system upgrades, phasing of connections and upgrades may be allowed for partially or fully developed infill sites.

GM-5.3 Disconnection from the Town may be considered in areas adjacent to the potential Town urban service area as identified on the IGA-CDP and which have little, or no potential for fiscally or environmentally sound urban development and for which the Town has not substantially relied upon infrastructure and other commitments from the property owner.

GM-5.4 Annexations may be pursued by the Town for purposes other than urban development, such as securing land use control over open space areas. Annexations for open space shall include legal instruments prohibiting future urban development.

GM-5.5 Urban density projects currently zoned within the County and included in the Town’s potential urban service area depicted on the IGA-CDP shall be considered for annexation if they are suitable for urban development and if the benefit to the Town outweighs any negative impacts.
**Principle GM-6: Financing Improvements and Fiscal Impacts**

Economic feasibility and fiscal responsibility in all capital improvement projects shall be ensured.

**Policies:**

GM-6.1 The type of debt used to finance and construct infrastructure for new Planned Developments is subject to Town review and approval. The utilization of public debt mechanisms, including Title 32 Special Districts, shall be structured so as to not impose an unreasonable level of public or private debt on property. Calculations for debt repayment relative to anticipated build-out shall be based on sound population and growth projections for the Town and proposed development.

GM-6.2 When a major amendment is requested to a Planned Development (PD) zone district in which no infrastructure or development exists, the Town shall carefully review any existing authorization for metropolitan districts related to the PD area.

GM-6.3 New development (plats, PD site plans, or zonings) may be approved only if adequate public facilities and services can be provided in a manner consistent with the Town's ordinances, plans, and policies.

GM-6.4 The phased development plan shall ensure that community facilities and supporting infrastructure are constructed at a rate commensurate with the development.

GM-6.5 Review past and future investments in capital facilities and services, and evaluate and balance priorities, projected needs, and their associated costs to the community.

**Principle GM-7: Sunset Provisions and Vested Rights**

Zoning and related development agreements shall reflect current land use demands and market conditions.

**Policies:**

GM-7.1 Appropriate sunset provisions should be provided for new and amended Planned Development zoning and development agreement approvals, where no development has occurred. If development has not commenced at the end of an agreed upon time, zoning approvals and other agreements may be subject to
review and renegotiation.

GM-7.2 The proposed development shall have a reasonable expectation of start-up given anticipated absorption rates for different types of land use, and overall growth patterns and trends for Castle Rock and the region.

GM-7.3 Appropriate sunset or periodic review provisions shall be a part of every annexation, PD zoning/development agreement, and metropolitan district authorization.

GM-7.4 Vesting of the property rights shall be governed by state legislation, Town ordinance and through negotiations of the development agreements dependent upon type of development.

**Growth Management Implementation Strategies**

Implementation strategies are specific steps by which the goals, policies and principles of the Growth Management chapter of the Master Plan may be achieved through the future Action Plan.

- Participate in ongoing regional planning efforts within the Denver metropolitan area.
- Adopt Intergovernmental Agreements (IGA’s) that will ensure that development at urban level densities remains within incorporated areas.
- Determine the availability and adequacy of community facilities.
- Clearly define levels of service by developing performance standards.
- Develop mechanisms for reimbursement for oversized and jointly utilized facilities.
- Promote fiscally responsible funding of utility extensions, transportation facilities and schools, to match planned growth.
- Charge additional fees, when appropriate, to non-residents who use Town services.
- Conduct periodic fiscal impact analyses for future build-out scenarios, to ensure that development patterns can be serviced without placing debt on the Town.
- Review and update the Town’s current system of “impact fees” to ensure that exactions imposed on private property are adequate to mitigate the measurable impacts of development on the community.
- Establish costs for both capital and operating charges to provide services beyond the Planned Service Area boundaries.
- Establish system development fees that will adequately fund total development
costs for an integrated water, wastewater, and urban drainage system.
CHAPTER 5: LAND USE

The intent of the land use component of the Plan is to establish a general land use concept and specific development policies to be used in the evaluation of development proposals. In addition to addressing specific areas and land uses, the Town's image and physical appearance continues to be a primary concern and is the focus of specific policies and implementation strategies in this chapter.

Existing Land Use

Castle Rock's existing land use pattern features residential neighborhoods that surround a commercial and industrial core (see Map 1. Land Use Plan Map - Map Appendix). Defined in large part by topographic conditions, existing residential development is dispersed throughout the Town and many areas of the community are physically separated from each other. Retail and service oriented commercial uses are beginning to develop in the outlying residential areas as the population of these areas increase. The Interstate 25 corridor serves as an anchor for the higher intensity and larger scale commercial and industrial uses. Interspersed throughout the community are large areas of public and private open spaces including parks, recreation areas and golf courses.

![Figure 14. Existing Land Use](image)

Figure 14 illustrates the percentage of existing land uses within the Town.

Residential land use accounts for 9% of existing land uses, while commercial accounts for 1%. Industrial land use accounts for 1%,...
parks and open space 8%, rights-of-way 7%, vacant or transitional land uses account for 73% and public uses account for 1% of the existing uses. These percentages illustrate that a significant amount of land within the Town limits remains undeveloped. The majority of this undeveloped land is zoned for residential, commercial or industrial uses. This suggests the potential build-out for Castle Rock could result in a much larger community.

**Land Use Plan**

The plan for future land uses in Castle Rock is described by a combination of the Land Use Plan Map (See Map 1. - Map Appendix) and accompanying land use principles and policies. The Land Use Plan Map identifies six general land use categories – Residential Neighborhood Areas, Mixed Use, Downtown, Unincorporated Residential Neighborhoods, Unincorporated Mixed-Use, and Parks and Open Space Areas. The Land Use Plan Map illustrates general categories of preferred land use intensities. The designations take into account current land use patterns, current zoning, the availability of public utilities and the quality and level of transportation. The underlying assumption of the Land Use Plan Map is that most areas of the community can, and should, accommodate a mix of compatible yet different land uses and activities.

The Future Land Use Plan Matrix (See Table 1.) indicates the types of land uses and activities that could be appropriate for each of the land use categories shown on the Land Use Plan Map.

**Residential Neighborhood Areas**

Residential Neighborhood Areas are predominantly residential in character; however, a mix of non-residential uses and activities can make them more vibrant and livable. The residential neighborhood areas can accommodate all residential development, including, but not limited to, single family detached; single family attached e.g. duplexes, triplexes, and townhomes; and, multi-family condominiums and apartments. In addition these neighborhoods might accommodate a variety of convenience and neighborhood-oriented retail and service opportunities as well as small offices. Each neighborhood should have park and recreation facilities available and should accommodate schools and places of worship.
**Mixed Use Areas**

The Mixed-Use Areas identified on the Land Use Plan Map are intended to accommodate a mix of land uses more intensive than the Residential Neighborhoods. These areas tend to have a higher level of vehicular access, a greater overall level of public services and are more central to the community. The efficient and cost-effective use of the transportation network and other public services is a general goal of this Plan. As depicted in the Land Use Plan Matrix, higher density residential and more intensive commercial, employment and industrial uses are preferred in these areas and less intensive uses, such as low density residential, are discouraged.

**Downtown District**

Downtown Castle Rock is a unique area in the community that serves as a retail, office, residential, and civic core. Its multitude of historic structures and historic grid street pattern give it a separate and distinct flavor. The continuation of a mix of moderately intensive residential, retail and office uses is encouraged.

**Parks and Open Space**

Castle Rock has many existing public parks and open space areas (See Map 5. - Existing Parks, Open Space, and Public Facilities Map – in Map Appendix). In addition, many of the undeveloped Planned Development (PD) projects throughout the Town have areas proposed to be reserved for parks and open spaces.
The Land Use Plan Map and Matrix illustrates general categories of preferred land use intensities. The designations take into account current land use patterns, current zoning, the availability of public utilities and the quality and level of transportation. The Land Use Categories are suggested land uses that may or may not be appropriate dependent upon existing conditions. It is not a zoning map. The Matrix allows for an opportunity to evaluate proposed land uses in relationship to existing conditions and the principles and policies as outlined in the Comprehensive Master Plan prior to review, approval or development of a parcel.

**Land Use Plan Area:**

**Residential Neighborhoods:**
Includes single-family detached; single-family attached and multi-family residential uses. Neighborhoods may also include complementary uses and provide facilities and a land use patterns that could allow residents to walk or bicycle to obtain goods and services.

**Mixed-Use Areas:**
Includes a broad range of land uses with greater intensity than typical residential uses. This category, however, is also intended to allow residential, commercial, office and industrial uses. It will be important to provide a transition between two different land use types with differing intensities in order to protect individual properties from a use that could impose adverse impacts.

**Downtown District:**
This area contains a mixture of historic buildings and newer retail, office and residential uses. The mixture of these uses will pave the way for continued vitality into the next decade.

**Parks & Open Space:**
This category includes existing public parks and open space.

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### Table 1. Land Use Plan Matrix

<table>
<thead>
<tr>
<th>Future Land Use Plan Area</th>
<th>Single Family Detached</th>
<th>Single Family Attached</th>
<th>Multi-Family</th>
<th>Multi-Family Neighborhood Center</th>
<th>Community Center</th>
<th>Regional Center</th>
<th>Town Center</th>
<th>Office (Freestanding)</th>
<th>Office Park</th>
<th>Industrial (Freestanding)</th>
<th>Industrial (Freestanding) Park</th>
<th>Parks, Rec., Open Space</th>
<th>Schools</th>
<th>Fire &amp; Police Stations</th>
<th>Water Storage Facilities</th>
<th>Public Works Equipment</th>
<th>Government Offices</th>
<th>Hospital</th>
<th>Churches/Religious</th>
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</table>
**Commercial Centers:**

**Convenience Retail Center:**
This typically includes individual retail establishments such as service/gas station facilities or specialty shops. A target range of 1,000 to 25,000 sq. ft. *GLA is typical.

**Community Center:**
This category covers a wide range of uses such as commercial and office with retail interspersed the size may range from 250,000 -- 500,000 sq. ft. *GLA.

**Neighborhood Retail Center:**
This use will typically include a supermarket and drug store, offices, entertainment facilities, and some residences. The center should be designed to encourage walking and biking. Usually the intended market radius is 1 to 2 miles, serving close-in neighborhoods, with a GLA target range of 25,000 to 250,000 sq. ft.

**Regional Center:**
This will typically include a large retail center with a market radius of generally 125 miles or greater. It may include a mix of retail, office, services, entertainment and lodging facilities. Its size will be greater than 500,000 square feet *GLA.

**Town Center:**
The Town Center features a mix of offices, shops, restaurants, cultural attractions and entertainment. This mix should be tied together with sidewalks and public open spaces that encourage people to walk, window shop, meet friends and gather for public events.

*(NOTE: Gross Leasable Area (GLA) is the total floor area for which tenants pay rent and designed for occupancy and exclusive uses.)*
Residential Principles and Policies

Principle LU-1: Cohesive, Safe and Desirable Neighborhoods

COHESIVE RESIDENTIAL AREAS ARE SAFE, ATTRACTIVE AND DESIRABLE PLACES TO LIVE.

Policies:

LU-1.1 Create cohesive residential communities that include a school, a park or other recreation facilities, open space, community centers or neighborhood shopping.

LU-1.2 Provide pedestrian and bicycle trails that link neighborhood amenities to allow safe and convenient access for all residents.

LU-1.3 New residential development shall provide community-orientation, with greater attention to the relationship between residences, streets and shared spaces, without sacrificing privacy or amenities.

LU-1.4 New development shall provide appropriate buffers or other mitigation measures between residential areas and other land use activities to minimize noise, traffic, or other conditions that may pose a nuisance or danger to residents.

LU-1.5 Accommodate the development of recreational, religious, and day care facilities, provided that they are compatible with the intended residential function, and subject to Town review and approval.

LU-1.6 Protect existing neighborhoods from traffic generated from outlying developments.

Principle LU-2: Integrated Community Elements

INTEGRATED PATTERNS OF POPULATION DENSITIES, TRANSPORTATION NETWORKS AND COMMUNITY SERVICES ENHANCES FUNCTIONALITY WITHIN THE TOWN.
Policies:

LU-2.1 Encourage development patterns that create efficient and complimentary relationships between residential uses, transportation facilities, and public and private services.

LU-2.2 Include mitigation measures for traffic and public services impacts, good connectivity, and transition to surrounding land uses.

LU-2.3 Encourage a variety of housing types, including a mix of styles, density and compatible design to satisfy a wide range of needs.

LU-2.4 Promote conservation and rehabilitation of existing housing stock.

Principle LU-3: Residential Infill

Infill development shall demonstrate compatibility with, and sensitivity to, existing neighborhood characteristics that promotes harmonious transitions between neighborhoods.

Policies:

LU-3.1 Preserve the scale and character of established neighborhoods.

LU-3.2 Infill development in new and existing neighborhoods shall ensure compatibility with the surrounding neighborhoods, including the maintenance of the predominant existing setbacks and the use of complimentary building materials, colors, and forms, while allowing flexibility for distinguished design solutions.

Principle LU-4: Environmentally Sensitive Development

Residential development preserves natural features and visual assets.

Policies:

LU-4.1 Promote a development pattern that respects topographic features and preserves open space.

LU-4.2 Encourage clustering of development in order to avoid site constraints or preserve site amenities, such as steep or unstable slopes, rock outcroppings, ridgelines, floodplains or stands of trees.
LU-4.3 Ensure that all new structures abutting creek corridors are appropriately designed with respect to the attributes and constraints with a creek corridor.

LU-4.4 Discourage development where natural hazards, unstable soils, or flood hazards exist. Development that increases these hazards for surrounding land uses shall not be allowed, nor shall it be allowed on steep slopes unsuitable for development when appropriate mitigation cannot be achieved.

LU-4.5 Design new residential subdivisions in a manner that incorporates provision of greenbelts, pedestrian paths, parks, recreation facilities, and other community amenities.

Commercial and Industrial Principles and Policies

Principle LU-5: Adequate Commercial and Industrial Development

Adequate commercial and industrial facilities and services will be provided to meet the needs of the community and surrounding areas.

Policies:

LU-5.1 Encourage the distribution of a full range of retail, service and office uses throughout the Town. These may include convenience, neighborhood, community, and regional commercial centers, to satisfy the needs of people who live and work in Castle Rock, as well as travelers and visitors.

LU-5.2 Commercial and Industrial development should be located according to access, availability of services, parcel size and development suitability and proximity to the markets being served.

LU-5.3 Encourage the location of commercial and industrial uses where adequate transportation facilities exist, or are planned, to accommodate the activities expected on the site. The lowest intensity uses may be considered along collector streets, moderate intensity uses along collectors and arterials, and the highest intensity uses along arterials and areas easily accessible by the I-25 corridor.

LU-5.4 Require adequate public services, including water, sanitary sewer, storm sewer, fire and police protection be provided to meet the requirements of each commercial or industrial facility.
LU-5.5 Ensure that commercial and industrial development occurs on parcels large enough to accommodate not only the primary use and structures, but also the necessary access, parking, landscaping and buffering areas.

LU-5.6 Require that development is sensitive to the physical site characteristics, amenities and constraints.

LU-5.7 Encourage commercial and industrial uses to locate in areas that can be accessed by their intended markets without undue impacts on surrounding areas. Neighborhood centers should be located within, or close to, residential neighborhoods. Community or regional development should be located outside of residential areas.

LU-5.8 Concentrate commercial and office uses that serve the region and the overall Town where there is the greatest level of accessibility and urban services available.

LU-5.9 Encourage the development of office and industrial buildings in a planned, integrated office technology campus environment and industrial parks.

**Principle LU-6: Compatible Development**

**Policies:**

LU-6.1 Encourage the development of commercial and industrial uses that can be integrated with the existing uses and would not create unacceptable nuisances due to the nature of the use or activity.

LU-6.2 Carefully evaluate all commercial and industrial development in terms of building scale, height, setbacks, architectural treatment, construction materials, layout, landscaping and signage.

LU-6.3 Encourage commercial and industrial development to coordinate with adjacent sites for common access points, unified architectural design and signage.

LU-6.4 Promote multi-modal access to commercial and retail uses.
LU-6.5 Require new developments to provide safe and convenient vehicular and non-vehicular access from nearby areas.

Principle LU-7: Mineral Extraction

MINERAL EXTRACTION MUST DEMONSTRATE A POSITIVE BENEFIT TO THE TOWN.

Policies:
LU-7.1 Mineral extraction shall be considered on a limited basis.
LU-7.2 A positive benefit to the Town as derived from tax and other revenues from the operation must be demonstrated.
LU-7.3 Mining operations shall not be sited where compatibility with surrounding existing and approved land uses cannot be ensured. Residential areas will be afforded maximum protection from the impacts of mining.

Land Use Implementation Strategies

Implementation strategies are specific steps by which the goals, policies and principles of the Land Use chapter of the Master Plan may be achieved through execution of the future Action Plan.

- Create incentives for attainable housing ownership.
- Develop and administer adequate mitigation measures for noise, odor, air, water or light pollution and other nuisances.
- Develop design guidelines and standards for commercial and industrial areas, including architecture, site layout, access, lighting, signage, parking, streetscapes and public areas of residential development.
- Identify existing areas for potential redevelopment and reuse programs.
• Identify opportunities for regional transportation coordination, specifically through the Regional Transportation District (RTD) and Clean Air Transportation Company (CATCO).

• Inventory the tools available for attainable housing incentives.

• Develop new parking standards and facilities for various development types and uses.
5A. INTERCHANGE DISTRICTS

The intent of this Chapter is to establish the overall land use concepts, goals and specific development policies for the identified Interchange Districts. These goals and policies are to be used in the evaluation of development proposals within the identified boundaries.

Background

The Interstate 25 corridor provides an important economic opportunity for the Town. The four existing and proposed interchanges along I-25 serve as major entryways into the Town from I-25 and present unique opportunities for higher intensity and high quality economic development. Toward this end, an Interchange District is being identified around each of these interchanges. The Interchange District allows future high quality, high density development or redevelopment within these districts in conformance with the policies and goals set forth in this Chapter, allowing these to be attractive and vital gateways into the community from I-25.

The existing interchanges currently comprise a mix of predominantly commercial, industrial, and vacant lands with some residential existing at the Meadows/Founders Interchange. Where commercial and industrial uses exist, they are primarily big-box or convenience retail that inefficiently utilize the land by the use of sprawling parking lots and single-use building forms. The new Interchange District proposes enhanced design standards and features that are intended to create a memorable and positive first impression upon entering the Town and to establish an image and character that is uniquely Castle Rock’s.

Purpose

The Town will encourage this desired high density, high quality development through form-based zoning codes. All existing zoning and land use entitlements currently in place for land within each of the Interchange Districts continue to exist for development upon this land. The higher density, higher quality mixed use development endorsed by the Interchange Districts will be achieved through an alternative development process detailed in the form-based code. While specific land uses are not being proposed with this plan amendment, the overarching goal of these districts is to promote economic development. The form-based code will address the form and design of the structures and the way the proposed uses relate to the public realm including streets, parking, civic spaces, and other structures.

The areas immediately around existing and proposed interchanges should be utilized to increase the economic viability of the Town by acting as a magnet for

Proposed Interchange Districts:

- Meadows/Founders
- Wolfensberger
- Plum Creek
- Dawson Ridge/Crystal Valley
higher density commercial and mixed-use development and transit opportunities. It is intended that each Interchange District will include efficient use of the land through high-quality design in a more urban setting. Although specific land uses are not being proposed, it is expected that each district will have its own unique characteristics to complement their location and unique features such as topography and proximity to Downtown.

Methodology

The Town has identified four Interchange Districts. The boundaries of these Interchange Districts were established by identifying the existing and future interchanges along I-25 within the town limits of Castle Rock. An initial planning area of one-half mile around each of these interchanges was utilized. These boundaries were then modified to take into account significant natural features impacting development, man-made boundaries such as railroad tracks, and other planning processes currently underway, such as the Downtown Plan. The resulting interchange district boundaries are depicted on Map 1. The four Interchange Districts (from north to south) are:

- Meadows/Founders Interchange District
- Wolfensberger Interchange District
- Plum Creek Interchange District
- Dawson Ridge/Crystal Valley Interchange District

Relationship to Other Plans

Downtown Plan: Areas impacted by the Downtown Plan are located to the east of I-25 between Wolfensberger Road and just south of Plum Creek Boulevard. These areas have been excluded from the Interchange District boundaries and the planning efforts complement each other.

Open Space Framework Plan: In 2007, the Town prepared an Open Space Framework Plan, which identifies key areas of open space within and adjacent to the Town that should be protected and are critical to the integrity of the Town's parks, trails, and open space planning efforts. The plan’s goal is to better prepare the community for potential future annexations, development, or redevelopment requests that include these critical resources. Areas west of I-25, between the Meadows/Founders Interchange District and the Wolfensberger Interchange District as well as south of the Dawson Ridge/Crystal Valley Interchange District have critical open space resources identified in this Plan.

Southwest Quadrant Plan: The Town has drafted a subarea plan for the Southwest Quadrant of the Town that is slated for adoption in 2008. The planning area for this plan overlaps with both the Plum Creek and the Dawson Ridge/Crystal Valley Interchange Districts. The Southwest Quadrant Plan identifies important natural features and recommends land use densities and uses consistent with the proposed form-based code. Properties within the Interchange Districts that are also included within the Southwest Quadrant Plan will be able to take advantage of the higher density provisions of the Interchange
Districts; however preservation of significant natural features identified in the Southwest Quadrant Plan will be required.

Transit Needs Assessment: In 2007, the Town completed a Transit Needs Assessment document, which identifies the need for park-and-ride facilities in the southern part of Town. Locating these facilities near the Plum Creek interchange and/or Douglas Lane interchange makes access to the freeway more efficient for regional bus trips, more convenient for commuters, and can serve as transfer stations for local transit routes.

Wolfensberger Subarea Plan: In 1999, the Town adopted a subarea plan for the Wolfensberger area, west of I-25. This plan recommends a new mixed-use land use category. Amendments to the zoning code are currently being drafted to implement the recommendations of this plan. The Wolfensberger Interchange District includes most of the same properties and would encourage higher density economic development activities if they chose to take advantage of the new form-based zoning code.

Interchange Districts

Because of the unique characteristics of each Interchange District, described below, each district has different goals that should be utilized, in conjunction with the land use policies discussed later, when reviewing proposed land uses within the district. Map 1 depicts the general boundaries of the Interchange Districts. More detailed maps of each district follow. The implementation of these goals is further detailed in the Municipal Code. The specific interchange goals are outlined below.

Meadows/Founders Interchange:

This Interchange District is the northernmost intersection with I-25 for the Town of Castle Rock (Map 2). Meadows Parkway and Founders Parkway meet at I-25. This District contains existing residential and commercial land uses both within and outside the Town limits. The Town is currently studying the possibility of an additional interchange just north of the Meadows/Founders intersection. This additional interchange is currently proposed in the Douglas County Transportation Master Plan. Studies related to this potential interchange are a joint Town/County effort. The proposed Meadows/Founders Interchange District encompasses both the existing interchange and the potential new interchange. These goals apply to the entire Meadows/Founders Interchange District.

The area around this interchange, particularly on the northwestern corner, is a highly visible gateway into Castle Rock for traffic on I-25. It is also an area that is ripe for development. For this reason the boundary of this district has been expanded in the northwest to include all of the land between the Interstate and
US 85 to the northern Town limits. This will allow this area to take advantage of the proposed alternative form-based zoning code and develop in a manner that promotes a high density, high quality urban form. The land outside the Town limits on the northeastern corner of this interchange has been excluded from this district because it has very limited access and the potential new interchange to the north is not planned to have any connections to the east to serve this area. This area will not be able to support the higher density development proposed for the Interchange Districts and can provide an effective buffer supporting Castle Rock’s goal of being a free-standing community.

The goals of this Interchange District are:

- To create the Northern Gateway to Castle Rock
- To promote high quality development in and around the Outlet Mall
- To create incentives for annexation of vacant lands currently in the County
- To create areas for redevelopment within the County proposed for urban development
- To encourage development to meet high design standards specific to this critical gateway
- To create two Interior Gateways to the Meadows/Founders areas
- To create outstanding wayfinding for east and west gateways
- To create pedestrian/non-motorized safety and connectivity

Wolfensberger Interchange:

The Wolfensberger interchange is the northern gateway into historic downtown Castle Rock (Map 3). The configuration of the interchange and its relationship to Front Street and the Rock Park results in limited development potential at the northeastern corner of this interchange. The southeastern corner of this intersection begins the historic downtown area and is included in a separate downtown planning effort. Because of this, the area east of the interchange is not included in this Interchange District. This area to the west of this interchange, currently developed primarily as retail and highway-oriented businesses, is the extent of this Interchange District.

The goals of this Interchange District are:

- To create an interior Gateway to the uses to the west
- To create outstanding wayfinding to highlight uses to the west
- To create design standards and incentives to promote high quality, high-density development/redevelopment west of the interchange that complements the historic downtown character, but may be out of scale with the downtown itself; this area is expected to be an extension of the downtown area in the future
To interconnect the historic downtown area with development west of the interchange by enhancing vehicular and pedestrian connections

Plum Creek Interchange:

The Plum Creek interchange forms the southern gateway into the historic downtown core (Map 4). The current interchange configuration consists of a northbound on and off-ramp located farther south of the primary downtown area and a southbound on and off-ramp at Plum Creek, which forms the southern boundary of downtown. This interchange is being reconfigured and reconstructed as a diamond interchange, with all four ramps leading to and from Plum Creek Parkway. The new interchange complements two additional Town road projects that include the continuation of Coachline Road from Wolfensberger Road to I-25 (also known as the Southwest Arterial Connector) and the continuation of Plum Creek from Lake Gulch Road to Ridge Road to the east (also known as the Southeast Arterial Connector). The new interchange and Southwest Arterial Connector opens up currently undeveloped land to the west of I-25 for high quality economic development that complements the Downtown core. Land to the northeast of the interchange is considered a part of the Downtown planning area and is not included in this Interchange District. The railroad tracks form the eastern boundary of the District.

The goals of this Interchange District are:

- To create design standards and incentives to promote high quality, high density residential and economic development opportunities with enhanced design standards and features
- To encourage higher density development to the west of the interchange, which respects the major land features of that area, but allows the built environment to frame the views to the west
- To encourage higher density development within this Interchange District, there is a limited opportunity to allow buildings to have an increased height at an internal intersection of local streets with the proposed new North/South minor arterial within this district; view corridors would have to be protected; consideration of such a proposal would occur through the development review process
- To create an Interior Gateway to the uses to the west
- To create outstanding wayfinding for the west gateway to highlight uses
- To create outstanding landscaping installations to support gateways and uses
- To enhance aesthetics for the trail crossing along Plum Creek under the new bridge

Highlights of Plum Creek Interchange District:

- Southern Gateway to historic downtown Castle Rock,
- Promote high quality, high density residential and economic development,
- Encourage higher density development west of I-25, which respects the major land features of the area,
- Promote uses that complement activities and goals of Downtown,
- Provide an opportunity for a possible future transit facility,
- Develop pedestrian
• Protect the natural features identified in the Southwest Quadrant Plan
• To promote uses that complement activities and goals of Downtown, but are at such a scale as to be out of character with Downtown (for example, major entertainment venue, lodging, larger retail development, tall office buildings)
• To create pedestrian/non-motorized safety and connectivity
• To provide an opportunity for a possible future FREX station, park ‘n’ ride, and/or multi-modal transit facility
• To continue to pursue the potential use of the Santa Fe Depot and Station Master House as a future park ‘n’ ride and as a future commuter rail stop as well as future pedestrian connections to the Downtown from this area

Dawson Ridge/Crystal Valley Interchange:

The Dawson Ridge/Crystal Valley interchange is a future interchange with I-25 at the point at which Douglas Lane and Crystal Valley Parkway meet I-25 (Map 5). The Town and the developers in this area are pursuing funding and design options for this interchange. When constructed, this will serve as the southern gateway into Castle Rock and will allow this Interchange District to serve as a significant employment center for the Town.

The goals of this Interchange District are:
• To create the Southern Gateway to Castle Rock.
• To create two Interior Gateways to the Southwest Quadrant of Town and the Crystal Valley Ranch development to the east of the interchange.
• To create design standards and incentives to promote high quality, high density economic development opportunities with enhanced design standards and features.
• To create outstanding way finding for east and west gateways.
• To create the opportunity for a center for local and regional transit connections adjacent to and west of I-25.
  • To create pedestrian/non-motorized safety and connectivity.
  • To create outstanding landscaping installations to support gateways and uses.
  • Protect the natural features identified in the Southwest Quadrant Plan.

Principle LU-8: Interchange Districts

DEVELOPMENT AND REDEVELOPMENT WITHIN INTERCHANGE DISTRICTS SHOULD CONTRIBUTE TO THE OVERALL ECONOMIC HEALTH OF THE TOWN BY ATTRACTING REGIONAL COMMERCE THROUGH EFFICIENT HIGH DENSITY COMMERCIAL AND MIXED LAND USE PATTERNS, HIGH QUALITY DESIGN, AND CREATING A POSITIVE IMAGE OF THE COMMUNITY.
NOTE: THESE POLICIES APPLY TO ALL FOUR OF THE INTERCHANGE ZONES AND SHOULD BE USED IN CONJUNCTION WITH GOALS DISCUSSED EARLIER IN THIS CHAPTER.

Policies:

LU-8.1 Significant natural features, such as buttes, ridgelines, and major drainageways are critical to the character of Castle Rock and should be respected by all development. The Interchange Districts encourage a high-density built environment within these natural features through alternative form-based zoning regulations. The alternative form-based code will detail how these alternative regulations relate to the existing Municipal Code requirements. Incentives will be provided in the form-based code to promote the high-density, high-quality development desired at these interchanges.

LU-8.2 The desired higher density urban level development will be required to protect significant natural drainageways by creating opportunities for natural design and added value; to protect the Plum Creek Corridor and its tributaries; to protect the designated floodplains and designated mouse habitat protection areas; and to integrate water conservation and water quality design concepts into the proposed land use plans.

LU-8.3 Public gathering places take the form of plazas and other urban-type gathering areas rather than programmed parks.

LU-8.4 Densities around the Town’s interchanges should be between 1 and 3 F.A.R. and generally no more than 72 feet in height (except in the Plum Creek Interchange District, there may be areas where up to 95 feet is appropriate) to promote Castle Rock as a regional destination and to ensure highest and best economic use of the land.

LU-8.5 Property owners should be allowed to access increased development rights, via new regulatory mechanisms in the form-based code pertaining to required dedications, skyline-ridgeline requirements, intersection spacing on minor arterials, or other relevant regulations, in exchange for such things as contributions to specific gateway enhancements, adherence to increased design standards, cash-in-lieu, and creation of high quality architecture and amenities.

LU-8.6 All development within Interchange Districts should create a favorable and memorable impression of the community through increased architectural, design, and landscaping standards, including gateway enhancements, streetscape and wayfinding.
LU-8.7 Gateway enhancements, such as enhanced bridge architecture and entryway landscaping should be required during plan review to define place and create interest.

LU-8.8 Comprehensive wayfinding and directional signage for businesses and attractions in the Town should be required with development approvals.

LU-8.9 Development within Interchange Districts should support Town and regional transportation initiatives by incorporating transit solutions, such as park ‘n’ ride facilities, and pedestrian/bicycle interconnectivity into proposed development plans. Future light-rail or commuter rail stops are desirable within the Interchange Districts. Dedication of land for transit and park ‘n’ ride uses should occur with approval of plans for land within the Interchange Districts.

LU-8.10 Development within Interchange Districts should be primarily mixed-use, emphasizing vertical development and parking sited behind structures. Parking for a variety of needs, including longer term parking for residents and employees and shorter term parking for retail customers, shall be accommodated. Parking structures should be encouraged over surface parking lots, further ensuring efficient use of land.

LU-8.11 Nontraditional form-based zoning codes should be used in place of traditional zoning codes to achieve Town design goals. All proposed land uses and zoning requests for developments proposed within the Interchange Districts should adhere to the goals and policies set forth in this Chapter.

LU-8.12 Residences should be integrated into or be located adjacent to Interchange District developments in a manner that promotes pedestrian interconnectivity and promotes alternative means of commuting. In particular, residences to accommodate populations dependent on transit, including affordable housing and housing for seniors, are encouraged.

LU-8.13 Development within Interchange Districts should balance attracting interstate automobile traffic and other desired development with strong design for pedestrian and bicycle safety and connectivity.

LU-8.14 Authorization of any special financing or Metropolitan District formation must include financing for gateway elements, such as bridge enhancements, streetscaping, landscaping, wayfinding, public plazas, and other community benefits such as park ‘n’ ride facilities. Funding levels should be between 5 and 10% of total requested funding for the Metro District.
LU-8.15 Site design, building layouts, and architecture shall be oriented to create and frame an interesting and active public realm including locating surface lots away from public streets.

**Land Use Implementation Strategies**

Implementation strategies are specific steps by which the goals, policies and principles of the Land Use Chapter of the Master Plan may be achieved through execution of the future Action Plan. These strategies are found in Chapter 5.
MAP 1: General Boundaries of the Interchange Districts
MAP 2: Meadows/Founders Interchange District
MAP 3: Wolfensberger Interchange District
MAP 4: Plum Creek Interchange District
MAP 5: Dawson Ridge/Crystal Valley Interchange District
CHAPTER 6: TRANSPORTATION

Background

An important element in any community planning effort is transportation. The transportation system plays a key role in helping to determine land use, but at the same time, land use is an important factor in determining roadway’s alignment, function and design. Consequently, land use and transportation must be considered together in order to achieve the objectives of each.

The primary purpose of a transportation system is to move people and goods in a safe and efficient manner while supporting the Town’s vision and design goals. Fulfilling this purpose entails accommodating a variety of needs, such as balancing the need to accommodate regional traffic while protecting the integrity of local residential neighborhoods. The movement of people and goods also involves a variety of travel modes: vehicular, transit, rail, pedestrian, and bicycle. Each of these travel modes is discussed in this chapter.

The street network is a key element of the transportation system as it accommodates the majority of the travel needs of Castle Rock residents. This will remain the case in the foreseeable future since the private automobile will continue to be the main form of personal travel. Therefore, it is important to create a transportation plan that will support both the Town’s goals and satisfy the travel needs of its citizens.

The street network for the Castle Rock area is depicted on the Street Network Classification Map (see Map 3. - Map Appendix).

Functional Classification

The Town has adopted a Functional Street Classification Plan based on traffic volumes, land use and expected growth. This Classification Plan designates streets as arterials, collectors and locals.

Arterial Streets are designed so as to allow for relatively rapid and unimpeded movement throughout the Town. The primary purpose of these type of streets is to move traffic and the secondary goals is to provide access to adjacent land uses. As such, there will be a greater control of access on these streets than on other classifications. They will carry larger volumes of traffic usually in excess of 15,000 vehicles per day, and will connect to the regional roadway system serving the Town. The arterial system will connect the major

Vision Goals:

TOWN IDENTITY
- Preserve open space areas in and surrounding Castle Rock to protect the Town’s natural beauty, ridgelines, and scenic views, and to maintain a physical separation from surrounding communities.

COMMUNITY PLANNING
- Plan and provide for high quality open space areas to accommodate community events, active and passive recreation, trail linkages, natural buffer and environmental preservation.
- Move the industrial rail line out of Downtown.
- Establish an interconnected and diverse transportation system including local and regional trail, roadway, and public transit linkages.
- Adhere to local plans, policies and regulations that set the standard for high quality development.
- Require new development to adequately mitigate fiscal, environmental, and social impacts.

COMMUNITY SERVICES
- Provide and maintain cost-effective, efficient infrastructure facilities including water, sewer, drainage, streets, and trails.

Continued on next page…. .
land use elements, such as the commercial and the residential centers with one another.

**Collector Streets** move traffic between the local street system and the arterial street system. They will generally carry between 3,000 and 12,000 vehicles per day, depending upon the land uses they serve. This type of street will balance the need for traffic movement with the access requirements of the adjacent land uses. Collector streets will link neighborhoods and be the major routes within individual neighborhoods.

**Local Streets** provide access to adjacent properties and are not meant to carry larger volumes of traffic or traffic of a regional nature. Generally these streets should be limited to less than 1,500 vehicles per day.

**Transit**

An efficient transportation system should provide a number of alternative travel modes. The Town should look for opportunities to enhance and to expand this service. The Town should also continue to explore ways to encourage regional transit use. Currently, only a portion of the Town is within the Regional Transportation District (RTD). The Town should work with RTD on ways to connect the CATCO service with the RTD’s regional service and in the future to expand RTD’s service within the Town or other commuter alternatives.

Several private and local agencies are exploring the possibility of using local rail lines for commuter rail service along the Front Range. Their proposals should be actively supported, and the Town should plan for a future commuter rail station.

**Air Quality**

Maintaining good air quality is vital to having a desirable quality of life. The quantity of traffic, the street system and the travel patterns within the Town have a direct impact upon air quality. The Town should endeavor to approve land uses and development patterns that help to reduce reliance on the automobile for personal and local trips. The operational characteristics of the street system should be carefully monitored so that areas of congestion can be identified and corrected. Roadway construction and maintenance techniques should be designed with consideration given to their contribution to local air pollution problems. By encouraging alternative travel modes, such as transit, bicycling and walking, the need for private automobile travel can be somewhat reduced.
Parking

Parking is an important component of the overall street system. A lack of adequate parking can lead to increased traffic congestion resulting in increased air pollution. It is the Town’s intent that each new development provides for its required share of off-street parking. In older developed areas, such as the downtown core, a public parking authority or district may be required to provide for supplemental parking lots and/or garages.

Parking lot layout and design are critical to the Town from a functional and appearance standpoint. The Town’s current codes provide for parking standards by use, parking lot and space dimensions, and parking lot landscaping. These should be strictly enforced and subject to periodic update.

Street Improvements

High priority improvements will be identified in the Transportation Master Plan in order to address current safety and capacity problems in the transportation system. Some are required within the next 5 years while others will extend over the 20-year period.

Transportation Principles and Policies

Principle T-1: Integrated Transportation System

A WELL PLANNED AND INTEGRATED TRANSPORTATION SYSTEM MOVES PEOPLE AND GOODS IN A SAFE AND EFFICIENT MANNER.

Policies:

T-1.1 Develop and maintain an interconnected and diverse transportation system including roadway, transit, railroad, bicycle, and pedestrian facilities.

T-1.2 Use the defined corridors and maps to identify development requirements and other funding sources, and improve the corridors in a coordinated fashion.

T-1.3 Continue to develop the major roadway system in order to provide an efficient roadway network and to allow for ease of movement through the Town.

T-1.4 Continue efforts to minimize transportation barriers encourage connectivity.

T-1.5 Encourage corporation and compatibility with the Douglas County, Colorado Department of Transportation (CDOT) and Denver Regional Council of Government (DRCOG) Transportation Plans.

T-1.6 Ensure system planning is consistent with the three-mile plan boundary as required by the State Annexation Statute.
T-1.7 Provide alternative transportation systems and facilities, to enhance roadway capacity and minimize the effects of traffic congestion.

T-1.8 Develop transit routes, park-n-rides and other facilities to complement the RTD system, assist commuters and reduce the number of automobile trips locally and along the I-25 corridor.

T-1.9 Parking shall be consistent with all Town goals and regulations for functionality and appearance of all parking areas.

**Principle T-2: Environmental Impacts**

**Well-planned transportation systems shall minimize potential visual and environmental impacts.**

**Policies:**

T-2.1 Consider modified street cross sections only in environmentally sensitive areas with unique natural assets of challenging terrain.

T-2.2 In non-environmental constrained areas, right-of-way shall be consistent with the appropriate road classification.

**Transportation Implementation Strategies**

Implementation strategies are specific steps by which the goals, policies and principles of the Transportation chapter of the Master Plan may be achieved through the future Action Plan.

- Develop mapping to clearly define key roadways, parking locations, transit corridors, transit stops and park-n-rides, railroad crossings and corridors, and bicycle/pedestrian facilities, for both existing and proposed future conditions.
- Develop self-sufficient transportation systems that address both locale and regional trips.
- Move the existing industrial railroad line from the eastern (downtown) corridor to a consolidated western rail corridor.
• Identify and define all environmentally sensitive areas potentially affected by streets and roadways.
• Identify future transit routes and stops for high congestion areas.
• Develop key park-n-ride locations in cooperation with the regional development of transit facilities.
• Establish criteria and responsibility for the identification and prioritization of all aspects of the multi-modal transportation system. Develop a 5-year plan and a long-term plan for the design and construction of all transportation projects including development, capital and maintenance costs based on a 20-year design life.
• Pursue mitigation of noise and safety impacts of the rail line.
Background

This chapter discusses major Town facility and services including water, sewer and stormwater infrastructure, fire and rescue, law enforcement, health care, schools and private utilities.

Water

Water Service Area

To promote orderly and efficient development of the water system and coordinate new developments with the water supply plan, the Town has defined a Planned Service Area (See Map 4. Water and Sewer Service Area Map – in Map Appendix) beyond the existing annexation boundaries. The Planned Water Service Area encompasses an area of approximately 43 square-miles and is 38 percent larger than the area within the existing Town boundaries. The Planned Service Area includes the Silver Heights and Castleton Center Districts as well as undeveloped and unincorporated areas on the eastern and northern perimeter of the existing Town boundaries.

Water Demand

The water demand for years 2000, 2010 and ultimate planning conditions is summarized in Table 2. Projected water demands have been updated based on meetings with the Town’s Planning and Public Works Departments.

<table>
<thead>
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<th>Service Area</th>
<th>2000</th>
<th>2010</th>
<th>Ultimate</th>
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<tr>
<td>Meadows</td>
<td>0.97</td>
<td>1.7</td>
<td>5.73</td>
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<tr>
<td>Founders</td>
<td>0.62</td>
<td>2.2</td>
<td>5.51</td>
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<td>Plum Creek</td>
<td>0.35</td>
<td>1.04</td>
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<td>Downtown / North</td>
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<td>2.55</td>
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<tr>
<td>Dawson Ridge</td>
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<td>0.19</td>
<td>4.71</td>
</tr>
<tr>
<td>Total</td>
<td>3.23</td>
<td>7.68</td>
<td>26.72</td>
</tr>
</tbody>
</table>

Source: 2000 Water Facility Plan, Town of Castle Rock
Castle Rock currently receives all of its water supply from groundwater. Ninety-one percent is supplied from deep non-tributary wells in the Denver Basin aquifer system. Nine percent of the Town’s water supply is derived from shallow alluvial wells in East Plum Creek and Sellers Gulch.

Currently, Castle Rock has a total well production capacity of more than 13 million gallons per day. The Town will need to construct 23 new wells in the Denver Basin aquifer to meet the 10-year projected water demand, as identified in the Water Facility Plan.

**Storage and Distribution**

Castle Rock has 12 water storage tanks and six pressure zones. The existing storage has a combined volume of 18.5 million gallons. However, the storage tank located in Dawson Ridge is not connected to the rest of the distribution system. Excluding the Dawson Ridge tank, the Town has 16.5 million gallons of storage. Storage capacity increased by 37% between the years 1990 and 2000. Castle Rock will need to add 9.5 million gallons of storage to meet the needs projected for 2010.

**Wastewater**

**Sanitary Sewer System**

The Town is divided into two major sanitary sewer drainage basins: the East Plum Creek Basin (a sub-basin of Chatfield) and the Cherry Creek Basin. The Town’s wastewater is currently treated at the Plum Creek Wastewater Treatment Plant located along Plum Creek just northwest of the current Town boundary. The Plum Creek Wastewater Authority of which the Town of Castle Rock is a member operates the treatment plant.

The majority of the sanitary sewer system operates via gravity flow into the Plum Creek Treatment Plant. However, wastewater generated in the portion of Town that lies within the Cherry Creek Basin, including Founders Village, is pumped back to the East Plum Creek Basin for treatment.

**Storm Water**

The systems designed to handle storm water runoff are another important type of utility. With increased development, the natural ground that allowed water to infiltrate is covered with impervious surfaces (rooftops, paving) leading to increased runoff. Provisions for detaining this runoff are necessary to meet the legal requirement
that storm flows leaving the property cannot exceed the historic (undeveloped) rates due to the increased potential for damage to downstream properties through erosion and flooding. Drainage structures must be designed to accommodate 100-year flows, a 100-year storm being defined as having the 1 percent probability of occurring in any given year.

Master drainage plans incorporating detention storage have been developed for all the major Planned Developments in Castle Rock.

Generally, flooding is not a significant problem for the Town. Existing floodplains are narrow and steep (well-defined) and do not encompass large areas of land within the Town. The broadest floodplain is along East Plum Creek. Existing flooding problems are limited to a few non-conforming sites that are encroaching in the floodplain or have inadequate or poorly maintained channel or other drainage structures. The Town belongs to the National Flood Insurance Program managed by FEMA (Federal Emergency Management Agency) and has adopted a floodplain map and ordinance which limits the type of development which can occur in the floodplain and floodway fringe.

Water Principles and Policies

**Principle CS-1: Water Supply**

**ACQUIRE THE PRIVATELY HELD GROUND WATER RIGHTS REMAINING WITHIN THE TOWN AND IN STRATEGIC LOCATIONS OUTSIDE OF THE TOWN BOUNDARIES.**

**Policies:**

CS-1.1 Carefully evaluate water rights dedication (both actual conveyances and contract provisions) in conjunction with any new or amended Planned Development. Ensure compliance with the Town's existing water ordinance and policies.

CS-1.2 Manage water demand to minimize infrastructure investments required to meet peak demands, to conserve the finite Denver Basin aquifer resource.

CS-1.3 Implement water conserving principles related to landscape design, installation and maintenance.

CS-1.4 Continue to manage peak demands in accordance with the Town’s Water Demand Management Plan.

CS-1.5 Reuse treated wastewater for irrigation to reduce potable water demand.

**Principle CS-2: Water Supply Regional Interaction and Cooperation**

**PARTICIPATE IN THE DEVELOPMENT OF REGIONAL WATER RESOURCES TO SECURE AN IMPORTED RENEWABLE WATER SUPPLY.**
Policies:

CS-2.1 Develop alliances with other water providers, municipalities, special districts, and the County.

CS-2.2 Participate in planning, evaluation and implementation of water supply alternatives sponsored by the Douglas County Water Resource Authority and the Denver Regional Council of Governments.

CS-2.3 Secure an imported renewable water supply.

Principle CS-3: Integrated Water System

THE WATER SYSTEM SHALL BE INTEGRATED.

Policies:

CS-3.1 Construct future wells in small clusters near proposed water treatment facilities (given water quality and hydrologic constraints) to minimize the cost of raw water pipelines and reduce the number of treatment plants needed. Provide transmission mains between different areas of the Town to promote sharing of facilities.

Principle CS-4: Planned Water Service Area

PROVIDE WATER SERVICES TO ALL CITIZENS AND COMMERCIAL OR INDUSTRIAL USERS WITHIN PLANNED SERVICE AREA BOUNDARIES.

Policies:

CS-4.1 Coordinate new developments with the ultimate water supply plan and promote orderly and efficient development.

CS-4.2 Provide services beyond the Town boundaries only if the party seeking service makes provisions for water infrastructure and deeds water rights to the Town to fully offset the needs of the area seeking service.

CS-4.3 The Planned Service Area boundary does not commit the Town to annex the land or provide services, but rather establishes a planning area where service extension capability will be considered.

Principle CS-5: Infrastructure Planning

WATER FACILITIES SHALL PROVIDE FOR ULTIMATE DEVELOPMENT WITHIN THE PLANNED SERVICE AREA.
Policies:

CS-5.1 Work toward long-term water system plans while giving consideration to the legal, financial, and political aspects of working with special districts and developments.

CS-5.2 Assume primary responsibility for planning new water facilities consistent with long-term needs. Plan major facilities for water supply, treatment, storage, and transmission to service designated land use and zoning within service area boundaries.

CS-5.3 Develop centralized supply and treatment facilities to minimize total costs and be compatible with renewable water supply in the future.

CS-5.4 Water infrastructures consistent with the Town comprehensive plan will be financed and constructed by the Town, special districts, developers, or some combination.

CS-5.5 Continuously evaluate and upgrade technology to provide the most cost effective and reliable systems available to manage water resources and treat the water supply.

Wastewater Service Principles and Policies

Principle CS-6: Wastewater Service Area

WASTEWATER SERVICES SHALL PROVIDE FOR ULTIMATE DEVELOPMENT WITHIN THE PLANNED SERVICE AREA.

Policies:

CS-6.1 Coordinate additions to the wastewater system for development within the Planned Service Area consistent with the Sanitary Wastewater Facility Plan.

CS-6.2 As the opportunities arise, absorb smaller wastewater districts within the Planned Service Area. Amend agreements with Plum Creek Wastewater Authority (PCWA) and the Pinery Water and Wastewater District (PWWD) to stipulate that Castle Rock is the only wastewater service provider within the Planned Service Area boundaries.

CS-6.3 Identify complete operational and capital costs for new developments with respect to service in the East Plum Creek and Cherry Creek basins, and ensure that those costs are recovered through system development fees and sanitary sewer rates.
Storm Water and Floodplain Management Principles and Policies

Principle CS-7: Storm Water Management

PROTECT WATER QUALITY AND MITIGATE IMPACTS TO RECEIVING WATERS.

Policy:
CS-7.1 Ensure provisions for detaining storm water necessary to meet the legal requirement that storm flows leaving the property cannot exceed.
CS-7-2 All development shall incorporate a master drainage plan.

Principle CS-8: Floodplain Development

REDUCE THE HAZARD OF FLOODS TO LIFE AND PROPERTY.

Policies:
CS-8.1 Restrict land uses and activities that are hazardous to the public health in time of flood.
CS-8.2 Restrict uses that are particularly vulnerable to flood damage, so to alleviate hardship and eliminate demands for public expenditures for relief and protection.
CS-8.3 Require permitted floodplain uses, including public facilities, which serve such uses, to be protected against floods through the uses of flood proofing, and other protective measures at the time of initial construction or reconstruction.
CS-8.4 Encourage low-intensity uses such as agriculture, parking lots, recreation, and open space within the floodplain.
CS-8.5 Protect the public from the burden of avoidable financial expenditures for flood control and relief by regulating all uses within the flood plain areas so as to produce a method of construction and a pattern of development, which will minimize the probability of damage to property and loss of life or injury to the inhabitants of the flood hazard areas.

Fire and Rescue

The Castle Rock Fire and Rescue Department serves the Town of Castle Rock and the Castle Rock Fire Protection District, which includes an approximate 75 square-mile area in central
Douglas County. Four stations currently serve the district. Plans for future facilities will be reviewed based on the growth patterns of the Town.

The Fire and Rescue Department provides many services to the community, including fire suppression, ambulance transportation, fire prevention, public education, hazardous materials mitigation, technical rescue, wildland response, and Advanced Life Support (ALS) emergency medical services. The addition of ALS allows the department to provide life support services throughout the Town.

**Principle CS-9: Emergency Needs Evaluation**

**NEW DEVELOPMENT PROPOSALS SHALL PROVIDE FOR EMERGENCY NEEDS.**

**Policies:**

CS-9.1 Review development proposals to determine proximity to fire protection facilities, adequacy of access, resultant response times, drain on current system, and specific service requirements.

CS-9.2 New developments are expected to provide fire station facilities, equipment, and adequate water facilities for fire protection (in terms of equipment, quantity, and pressure) relative to the level of development being served.

**Principle CS-10. Construction and Staffing of Additional Facilities**

**FIRE PROTECTION AND EMERGENCY SERVICES SHALL BE PROVIDED.**

**Policies:**

CS-10.1 Evaluate the need for constructing and staffing additional fire station facilities based on growth and demand for services.

CS-10.2 The need for these additional fire station facilities shall be reviewed on a yearly basis.
Principle CS-11. Emergency Cooperation

COOPERATE WITH OTHER EMERGENCY SERVICE PROVIDERS.

Policy:
CS-11.1 Continue to cooperate with nearby fire protection emergency response districts and departments in such areas as communications, mutual-aid, and training.

Principle CS-12. Wildfire Prevention Design Standards

REDUCE WILDFIRE RISK TO RESIDENTS AND PROPERTY.

Policy:
CS-12.1 At the time of development application, the dangers of wildfires shall be recognized and appropriate building and site design, access, maintenance, and mitigation measures to reduce potential hazards should be achieved through design standards.

Law Enforcement

The Castle Rock Police Department is divided into four sections that help serve the community. The sections include: Administration, Patrol, Investigations and Support Personnel. The police station headquarters is located in historic downtown on Perry Street.

Principle CS-13: Provide Adequate Law Enforcement as the Town Grows

THE SAFETY OF THE CITIZENS SHALL BE PROVIDED BY ADEQUATELY AND CAREFULLY COORDINATING LAW ENFORCEMENT RESOURCES CONCURRENT WITH POPULATION GROWTH.

Policies:
CS-13.1 Provide adequate and efficient range of urban-development demands, including
quick response times, ability to deter crime and crime prevention programs.

**CS-13.2** Development proposals shall be encouraged to recognize and seek a balance between safety concerns and design amenities such as landscaping, buffering, fencing, lighting and related visual and use issues to help deter crime related activity.

### Healthcare

A network of physicians provides Health Care in Castle Rock. Though no hospital exists in the Town, hospitals within the region serve the residents of Castle Rock. The Fire and Rescue Department also provides advanced emergency medical and trauma care from all fire station locations as well as ambulance transportation for those residents in need of emergency services.

### Principle CS-14: Availability of Health Care Facilities

**Health care facilities shall be available to all Town residents.**

**Policies:**

**CS-14.1** Encourage the development of a 24-hour emergency medical facility.

**CS-14.2** Assist in planning for major medical and related health-care facilities by making available to health care providers relevant land use information and up-to-date demographic, socioeconomic, and transportation data.

### Schools

The Douglas County School District RE-1 provides public school education to the Town. In addition to property taxes, Castle Rock supports the School District through its subdivision process where land sites or cash in-lieu of land are required for future school sites. These sites are reserved during the initial Planned Development zoning process. Potential school sites have often been reserved adjacent to planned park sites to allow for joint use. Typically, elementary schools are paired with neighborhood parks and junior high/senior high sites with community parks.
The Town recognizes the importance of quality education for its existing and future residents. The continued reputation of Douglas County School District as one of the best education providers in the Front Range is a key economic development factor for a Town that will continue to be a family-oriented community.

The Town currently is served by four elementary schools, one charter school, one middle school, one public high school and one alternative high school.

**School Sites**

Within Planned Developments, sites may be reserved for future schools. These sites must first be dedicated to the Town, and are then conveyed to the School District when actual construction is planned. Current school site reservations are adequate in number to accommodate buildout population.

The Town recognizes that decisions regarding the site selection of new school facilities and the determination of feeder group/attendance area boundaries are primarily a School District matter. However, the Town will analyze such policy decisions where appropriate and make recommendations for the District's consideration.

**Schools Principles and Policies**

**Principle CS-15: Educational Support**

**SUPPORT THE HIGHEST QUALITY EDUCATION FACILITIES AND SERVICE POSSIBLE FOR EXISTING AND FUTURE CASTLE ROCK RESIDENTS.**

**Policies:**

CS-15.1 Continue to coordinate efforts with Douglas County School District in all areas of joint concern.

CS-15.2 Continue to require dedication of school sites or payment of cash-in-lieu of land from all development as part of the development approval process.

CS-15.3 Encourage development of joint school/park facilities when feasible.

CS-15.4 New residential growth shall pay for its proportionate share of capital costs of new school site acquisition and construction through land dedication impact fee charges or other financing mechanisms as appropriate.
CS-15.5 Encourage the development of alternative schools, such as vocational, charter or higher education facilities, within its boundaries to preserve the high level of educational services in the community.

CS-15.6 Encourage the creation of public/private partnerships to facilitate educational opportunities for the community.

CS-15.7 Collaborate with the school district to ensure that school facilities are designed to provide convenience, connectivity between neighborhoods, schools and community facilities, and ensure maximum pedestrian safety and accessibility.

CS-15.8 Ensure that specific planning areas for school sites are designated on all new planned developments.

Private Utilities

Private suppliers provide utilities in Castle Rock with the exception of water and wastewater.

Private Utilities Principles and Policies

Principle CS-16: Future Demands for Utilities

The provision of utilities shall keep pace with demand and anticipate needs and future demands for our community.

Policies:

CS-16.1 Coordinate with all utility providers on long-range land planning efforts.

CS-16.2 Facilitate communication and the sharing of projections for the amount and location of new growth.

CS-16.3 Ensure that all utility providers are notified of new development proposals and their input is solicited.

CS-16.4 The Town supports the State’s recognition for the need of adequate utility facilities that benefit a regional need as well as a local demand.

Principle CS-17: Efficient and Effective Transmission Systems

Maximize the efficiency and effectiveness of transmission and distribution systems.
### Policies:

**CS-17.1** Promote efficiency through careful sighting, design and landscaping.

**CS-17.2** Coordinate the location of gas, electric, and communication lines with local, regional and state agencies to ensure their proper location with respect to existing and future rights-of-way.

**CS-17.3** Encourage the use of existing easements for utility installation in order to reduce negative impacts in other areas.

### Principle CS-18: Minimization of Aesthetic and Environmental Impacts

**Minimize the aesthetic and environmental impacts of utility transmission and distribution systems.**

### Policies:

**CS-18.1** Require underground installation of distribution electric lines, when possible and utilize sound engineering practices for all electric lines, transmission and distribution to provide the maximum visual benefit to the community on a cost-effective basis.

**CS-18.2** Ensure compatibility of the proposed utility facilities with the surrounding natural and built environment.

**CS-18.3** Ensure that electric, natural gas, petroleum and other generation, distribution, pipeline and storage facilities are located in a manner that is safe, environmentally sensitive and minimizes negative aesthetic impacts.

### Principle CS-19: Evaluation of New Communication Technologies

**New communication technologies shall accommodate the needs of the community.**

### Policies:

**CS-19.1** Accommodate, where appropriate, community and regional telecommunications facilities to serve the needs of citizens, businesses, and government while minimizing any negative impacts associated with telecommunications facilities.

**CS-19.2** When locating, designing or upgrading any telecommunications facility, the aesthetic and environmental quality of the Town shall be given full attention to avoid potential adverse impacts.
When evaluating a network of telecommunication facilities, the Town encourages that a comprehensive approach be taken, and that potential sites be consolidated in order to minimize the number of sites required for the network.

**Principle CS-20: Compatibility of Utility Facilities and Surrounding Land Uses**

**Ensure compatibility between general land uses and utility facilities.**

**Policies:**

CS-20.1 Ensure that vehicular accesses to utility facilities are compatible with existing and proposed adjacent land uses.

CS-20.2 Encourage joint location of utility facilities where possible to promote compatibility with adjacent land uses.

CS-20.3 Ensure that development review considers the technological, operational, maintenance and safety constraints of future utility facilities.

**Principle CS-21: Locational Criteria**

**Ensure appropriate siting of wireless communication facilities.**

**Policies:**

CS-21.1 Locate wireless communication facilities on existing structures, e.g. communication towers, where feasible.

CS-21.2 Site wireless communication facilities in areas where the existing topography, vegetation, buildings or other structures provide maximum screening and visual relief.

CS-21.3 Manage the location of towers and antennas in the Town and consider the use of public property for the placement of towers and antennas.

CS-21.4 Protect residential areas and land uses from potential adverse impacts of wireless communications facilities.

CS-21.5 Minimize visual impacts of towers through careful design, sighting, landscape screening and innovative camouflaging.

CS-21.6 Promote and encourage shared use/co-location of existing and new towers as a primary option rather than construction of additional single-use towers, and reduce the number of structures needed in the future.
Community Services Implementation Strategies

Implementation strategies are specific steps by which the goals, policies and principles of the Community Services chapter of the Plan may be achieved through the future Action Plan.

- Assess complete costs of non-renewable vs. renewable water sources. Account for the diminishing value of non-renewable sources due to depletion.
- Purchase groundwater from these undeveloped parcels for use by the Town.
- Analyze and compare the total present worth costs of a large regional water treatment facility to small treatment facilities in each service area. Consider requirements for potentially importing a renewable water supply.
- Develop a major pipeline backbone for treated water distribution capable of transferring water throughout the Town.
- Develop Intergovernmental Agreements (IGA’s) or Memoranda of Understanding (MOU’s) with Douglas County and other water providers in the region, including Parker Water and Sanitation District and Pinery Water and Wastewater District, stipulating that Castle Rock will be the only water provider within the Planned Service Area boundaries.
- Develop a major interceptor trunk system for wastewater collection that can be expanded with branching mains for service to specific areas.
- Develop design standards to reduce wildfire risk to residents and property.
- Develop a reuse water policy for irrigation.
- Develop a stormwater management plan in accordance with Federal mandates.
- Develop appropriate landscape design guidelines to correlate to our semi-arid climate.
CHAPTER 8: PARKS, RECREATION, TRAILS AND OPEN SPACE

Background

Town residents value having open space in close proximity to their homes and heavily use their trails and neighborhood parks (See Map 5. - Existing Parks, Open Space, and Public Facilities Map in the Map Appendix).

The Town last prepared a master plan for its park and recreation system in 1995. The parks and recreation master plan update directly acknowledges and takes its mandate from Vision 2020. The Vision 2020 document established a specific mission and challenges in the following areas:

- Provision of both indoor and outdoor spaces that encourage and facilitate community recreation and celebration;
- Provision of high quality spaces for both active and passive recreation that meet the community’s unique tastes and needs.
- Creation of a linked municipal trails system that connects the community’s neighborhoods with each other and with the county and regional trails system.
- Establishment of natural buffers between the community and adjacent areas of Douglas County; and
- Preservation of significant natural features and high quality wildlife habitat.

Parks, Recreation, Trails and Open Space Principles and Policies

Principle OS-1: General

Develop recreation resources to preserve open space in an environmentally sensitive way.

Policies:

OS-1.1 Preserve areas of high-quality natural vegetation.

OS-1.2 Avoid environmentally sensitive areas in locating parks, indoor and outdoor recreation facilities, and trails.
**Principle OS-2: Distribution of Open Space**

**Provide convenient access to recreation resources and open space throughout the town.**

**Policies:**

- **OS-2.1** Locate neighborhood parks within walking distance of the residents they are intended to serve.
- **OS-2.2** Provide all Town residents with convenient vehicular and trail access to community parks.
- **OS-2.3** Connect parks to residential areas with off-street, multi-use trails and on-street trails to the greatest extent feasible.
- **OS-2.4** Create sufficient passive open space corridors that are contiguous and integrated into Town and County local and regional greenway/trail systems that provide a community separation buffer.

**Principle OS-3: Development of Recreation Resources to Keep Pace with Growth**

**Development of recreation resources shall keep pace with population growth and user demands.**

**Policies:**

- **OS-3.1** Update the Parks, Recreation, Trails and Open Space Master Plan at regular intervals as a tool for staff to understand long-term goals and objectives.
- **OS-3.2** Regularly review the Town’s current demographic data to understand growth rates, growth directions and recreation resource needs and demands.
OS-3.3 Work with developers to dedicate land suitable for neighborhood and community parks or collect cash-in-lieu for park development where appropriate.

OS-3.4 Provide a variety of parks that accommodate intensive, active recreational activities.

OS-3.5 Provide tails that meet the needs of a wide diversity of users.

**Principle OS-4: Open Space Preservation**

*The Town’s uniqueness is defined and contributed to by preservation of open space properties.*

**Policies:**

OS-4.1 Maintain and enhance a unique identity by preserving open space.

OS-4.2 Identify and preserve important properties that make the Town a special place to live including significant buttes, ridge lines, rock formations, agricultural lands, and water features; natural and scenic vistas.

OS-4.3 Preserve lands for the benefit of wildlife through the preservation of fragile ecosystems, habitats, and corridors.

OS-4.4 Acquire large contiguous open space areas that will preserve unique natural features of the Town and allow for diverse passive recreational uses.

**Principle OS-5: Tourism**

*Recreational opportunities and supporting commercial facilities shall accommodate tourism as well as community use.*

**Policies:**

OS-5.1 Encourage a variety of recreational opportunities that support and enhance the image of the community.

**Parks, Recreation, Trails and Open Space Implementation Strategies**

Implementation strategies are specific steps by which the goals, policies and principles of the Parks, Recreation, Trails and Open Space chapter of the Master Plan may be achieved through the future Action Plan.

- Through the development process, work with developers to dedicate land suitable for recreation resources.
- Consider accepting donations of property, trail easements or rights-of-way where appropriate.
- Encourage the development of water-oriented improvements such as streams, ponds, lakes, and wetlands as a component of any passive portion of a community park.
- Identify/establish a large regional park to serve the entire Town with active and passive recreational opportunities.
- Plan the location of trails to ensure alignments minimize negative impacts to wildlife habitats and corridors, and sensitive natural, scenic and cultural resources.
- Provide off-road trails to enhance recreational trail uses.
- Define and clarify open space standards for open space dedications.
- Encourage the acquisition of trail easements or rights-of-way to provide for a linkage between the Town of Castle Rock and Chatfield State Park, Cherry Creek State Park and Castlewood Canyon State Park.
- Provide for the maintenance of acquired lands in perpetuity and reserve a portion of the annual budget for planning, administration and maintenance in an interest-bearing account for that purpose.
CHAPTER 9:  COMMUNITY CHARACTER AND DESIGN

Background

In Castle Rock’s 1982 and 1991 Master Plans, visual renewal and enhancement were identified as major goals. The appearance of the Town from I-25 and the other major highways leading into the Town gives travelers a lasting impression of the community. The downtown area and namesake Rock are other areas often visited by those living outside the Town and are important to the overall image of Castle Rock. The Wilcox Street public improvements and beautification project, and the significant investment of public and private entities in new and renovated buildings in the downtown area have set the stage for further renewal. Planned improvements to Plum Creek, the major north/south amenity running through the center of Town, and Rock Park will upgrade these highly visible resources for enhanced recreational use. The policies and implementation mechanisms in this chapter will help enhance the physical appearance of Castle Rock.

Community identity is another important long-term goal for the Town. Distinctiveness and separation from other jurisdictions and preservation of the several ridges, buttes and other natural features are important components of this goal.

Vision Goals:

TOWN IDENTITY

◘ Preserve open space areas in and surrounding Castle Rock to protect the Town’s natural beauty, ridgelines, and scenic views, and to maintain a physical separation from surrounding communities.
◘ Support the development of Castle Rock as a self-sufficient community.
◘ Plan new residential development at a neighborhood scale and character through appropriate setbacks, street landscaping, sidewalks, and architectural design.

COMMUNITY PLANNING

◘ Accommodate future growth through logical infill development.
◘ Encourage a broad range of housing types to provide for all household types, ages, and income ranges within the community.
◘ Require new development to adequately mitigate fiscal, environmental, and social impacts.
◘ Adhere to local plans, policies and regulations that set the standard for high quality development.

COMMUNITY SERVICES

◘ Design streets, trails and public transit facilities to match the scale and character of the community,

Continued on next page…...
the Town’s early development and architecture so that they will appreciate and preserve it. The guide describes both residential and commercial architecture within the town and details the preservation ordinance and historic renovation/restoration criteria.

Zoning Ordinance revisions, formal historic designation, and other incentives designed to encourage preservation and adaptive reuse should be pursued.

The County and Town are also rich in archeological resources. When identified, preservation of these resources should be pursued. The far-ranging town boundaries also include valuable historic and cultural resource sites and structures that should be preserved.

Community Character and Design Principles and Policies

Principle CC-1: Historic Preservation

Historic preservation of our heritage shall occur to enhance the quality of life, enrich our community identity, and preserve our small town atmosphere.

Policies:

CC-1.1 Development within the historic district will occur in accordance with the local preservation ordinance and Castle Rock Downtown design standards and guidelines.

CC-1.2 Continue to raise the awareness and appreciation for historic preservation, and its value to the Town’s community identity.

CC-1.3 Encourage citizens to apply for grants and other historical preservation incentive programs that are available through national, state and private sources.

CC-1.4 Encourage the preservation and enhancement of key historic buildings and places in the community and archeological resources.

CC-1.5 Utilize planning and design regulations to help preserve historic areas.

LOCAL ECONOMY

- Seek a balanced mix of commercial and residential growth.
- Establish a higher education facility in Castle Rock to provide support and training for a diversified workforce.
- Encourage the use of public/private partnerships as a means of accomplishing the Town’s economic development goals.
- Direct available community resources to strategic areas and projects that would most greatly benefit the Town.

utilizing such elements as street trees and other kinds of landscaping.
CC-1.6 Encourage adaptive reuse for historic structures.

**Principle CC-2: Community Design Elements**

*THOUGHTFUL DESIGN SHALL INVOLVE ALL ASPECTS OF OUR COMMUNITY IMAGE AND ENVIRONMENT.*

**Policies:**

**CC-2.1** Encourage continuity, where appropriate, of significant site and/or design elements (access, scale, architecture, landscaping) when considering a proposed development in relation to the community and neighboring properties.

**CC-2.2** Design guidelines shall focus on promoting compatible mixed uses with environmentally sensitive design concepts and techniques.

**CC-2.3** Encourage streetscape design that demonstrates a logical sense of street hierarchy, create a sense of focus and enclosure, are responsive to natural features, and provide for pedestrian safety and amenities.

**CC-2.4** Encourage developers to design streetscaping oriented to the pedestrian, such as sidewalks, lighting, street-furniture and trees.

**CC-2.5** Design public spaces, such as plazas, civic buildings, outdoor spaces, parks, and gateway landscapes, to be functional, accessible, attractive, safe and comfortable.

**CC-2.6** Encourage the elements of development are balanced with the natural characteristics of the environment.

**CC-2.7** A cohesive, connected Town framework shall be provided through necessary automobile, pedestrian, and bicycle linkages between the Town’s major planned developments, downtown and other business areas, and recreational activity centers.

**CC-2.8** Promote the concept of individual planned developments, but maintain a sense of belonging and connection to Castle Rock.

**CC-2.9** New development that is adjacent to Plum Creek, Sellers Creek and other similar creeks, should be designed and landscaped so as to enhance the appearance of these visual assets.
CC-2.10 New development located along highly visible corridors or that is within highly visible areas, should be designed and landscaped in a manner that will compliment and visually improve the amenities of the area or corridor.

CC-2.11 Avoid development in drainages and ridgelines: use these natural features to create edges to development.

**Principle CC-3: Community Identification**

COMMUNITY IDENTIFICATION SHALL INCORPORATE DESIGN ELEMENTS, LANDSCAPING AND SIGNAGE THAT GREET AND DIRECTS THE PUBLIC AND ENHANCES THE TOWN IMAGE.

**Policies:**

CC-3.1 Gateways shall welcome visitors, residents and travelers to the Town and present a positive image and expectation of Castle Rock.

CC-3.2 Protect the existing scenic quality and improve the visual appearance of key thoroughfares and highways.

CC-3.3 Establish an identifiable image based on cultural history, natural characteristics and present conditions.

CC-3.4 All public roads and rights-of-way comprising the entry corridors shall incorporate a cohesive image and identity in order to establish a sense of entrance.

CC-3.5 Developments adjacent to the gateways and corridors will be encouraged to use similar design elements that reflect the character of the Town.

CC-3.6 New development located along highly visible corridors or that is within highly visible areas, shall be sited, designed and landscaped in a manner that will compliment and visually improve the amenities of the area or corridor.

**Principle CC-4: Free Standing Community**

CASTLE ROCK SHALL REMAIN A FREE STANDING COMMUNITY THAT IS VISUALLY AND PHYSICALLY SEPARATED FROM ADJACENT MUNICIPALITIES.

**Policies:**

CC-4.1 Urban development is expected within the Town Urban Service Area. Urban development along the interface with the unincorporated Nonurban Area shall be designed to create a transitional edge that fosters the following goals:
• Create sufficient passive open space corridors that are contiguous and integrated into Town and County local and regional greenway/trail systems that provide a community separation buffer.

• Provide coordinated service delivery, e.g., road/trail connections, utility easements to areas outside of the Town's boundary.

• Preserve and connect wildlife habitat and movement corridors, scenic viewsheds as viewed from within the Town Urban Service Area and the non-urban area, natural landmarks, and landforms of mutual interest.

• Avoid development in drainages and on ridgelines: use these natural features to create topographically diverse terrain.

• Use undulating lot and street patterns to create a more natural edge: require open fencing at edges of development.

CC-4.2 Coordinate with local, regional, and state agencies, private entities and landowners to pursue possible opportunities for preservation of larger tracts of key open lands in the region.

CC-4.3 Develop a coordinated and strategic approach to address major land-use issues such as annexation and adjacent development through intergovernmental agreements (IGA’s), or memoranda of understanding (MOU) with other jurisdictions to consider:

A. Identification and conservation of important community separation buffers;

B. Appropriate development densities and land uses on the boundaries of municipalities;

C. Facilitating provisions for attainable housing;

D. The potential use of transfer of development credits within or adjacent to municipalities where appropriate;

E. Coordination of infrastructure and design standards, service delivery and capacity issues;

F. Preservation of wildlife habitat and movement corridors, scenic viewsheds, natural landmarks, and landforms of mutual interest; and

G. Providing opportunities for joint review of land-use applications, including the review of infill and enclave development proposals.
Principle CC-5: Full-Level of Community Services

THE TOWN SHALL PROVIDE AN APPROPRIATE LEVEL OF COMMUNITY SERVICES AND STRIVE TO BECOME A SELF-SUFFICIENT COMMUNITY.

Policies:
CC-5.1 Promote a reasonable balance of jobs to housing for all income levels, which will give our citizens the opportunity to live close to work. The Town will accommodate a mix of land uses that will allow a full compliment of service and opportunities for its residents.

CC-5.2 Support development of the downtown area to create a mixed-use environment that will serve as a center for business, cultural and civic activities, and provide housing opportunities where possible.

Principle CC-6: Cultural Resources

FOSTER CASTLE ROCK’S SENSE OF COMMUNITY BY PROMOTING THE IMPORTANCE OF THE ARTS AND COMMUNITY HERITAGE AND A BROAD MIX OF CULTURAL OPPORTUNITIES FOR ITS RESIDENTS.

Policies:
CC-6.1 Encourage development of community-oriented events that will celebrate Castle Rock’s cultural heritage and foster economic opportunities.

CC-6.2 Encourage arts and humanities resources to be available for all of its residents.

CC-6.3 Continually strengthen the development of the arts (including visual, performing, literary, architectural, applied, industrial, fine crafts, multi-disciplined, etc.) in Castle Rock.

CC-6.4 Promote community education and awareness of Castle Rock’s heritage.

Community Character and Design Implementation Strategies

Implementation strategies are specific steps by which the goals, policies and principles of the Community Character chapter of the Master Plan may be achieved through the future Action Plan.
• Encourage historic landmark designation of significant public and private sites and buildings.
• Review and update downtown design guidelines and standards to preserve Castle Rock’s “small town feel”.
• Review and update the existing sign code.
• Identify key gateway locations and develop design guidelines that promote Castle Rock’s attractiveness, safety and comfort. Develop design guidelines and standards that provide continuity of design throughout the Town.
CHAPTER 10: ECONOMIC DEVELOPMENT

**Background**

Economic development can be defined as cooperative efforts between government and the private sector designed to increase economic activity by encouraging new development and redevelopment within an urban area. Economic development has generally been associated with efforts to increase local employment and expand retail sales, but can include incentives to increase residential development as well.

In developing an economic development program, a municipality identifies its assets and liabilities for purposes of targeting efforts to attract specific types of development that will be most successful and desirable within the community. Marketing efforts to promote the Town as a place to live, work and trade; data base compilation and management to track important development related trends; and capital improvements programming to install infrastructure and rejuvenate areas of importance to the Town are other activities which are generally included in an economic development program.

The Town is eager to increase economic activity within the Town in all use sectors - commercial/light industrial, retail and residential. All sectors are necessary for a healthy economy and are dependent upon one another's presence. The Town's quality of life is its primary economic development asset, and as such, must be a key criterion in evaluating economic development prospects, activities and policies. Quality of life not only includes clean air, water, community separation, and natural scenic beauty, but acceptable service levels and reasonable property tax and utility rates as well.

The Castle Rock Economic Development Council (CREDCO) is a non-profit corporation that works in cooperation with the Town of Castle Rock and the Castle Rock Chamber of Commerce. CREDCO works with local businesses, municipal, county and state governments, as well as industrial and commercial site developers. CREDCO's goal is to assist businesses to get projects up and running without costly delays by providing information and assistance about the permit process. CREDCO also provides information from a comprehensive database containing the most recent data on:

- Available land, buildings and lease space in the Castle Rock area.
- Demographic and other statistics.
• Employment and workforce related information.

**Economic Development Principles and Policies**

**Principle ED-1: Freestanding, Self-sustaining Community**

**ATTRACT A VARIETY OF BUSINESSES, INDUSTRIES AND EMPLOYMENT OPPORTUNITIES TO PROVIDE A BALANCE IN THE COMMUNITY BETWEEN JOBS AND WORKERS, AND TO DIVERSIFY THE TOWN’S ECONOMIC BASE.**

**Policies:**

**ED-1.1** Support efforts to attract and retain business and industries that contribute to local economic base diversification, and promote the desired quality of life for Castle Rock residents.

**ED-1.2** Promote Castle Rock as a regional economic center that serves the local population, central Douglas County and I-25 travelers, by facilitating primary employment and the development of employment centers as well as retail and service centers.

**ED-1.3** Promote economic development of the Downtown Area in a manner that preserves the existing scale and historic character, and address short and long-term parking issues.

**ED-1.4** Encourage redevelopment in the Wolfensberger Road Area in conjunction with the Wolfensberger Road Area Plan.

**ED-1.5** Encourage business or industry to locate or expand in compatible zoned areas or in areas scheduled for future facility improvements as designated in the Town Capital Improvements Plan, or in other appropriate areas, to maximize the use of existing public services and infrastructure.

**ED-1.6** Encourage efficient transportation links, locally and regionally that are essential to the economic health of the community.

**ED-1.7** Seek innovative methods of financing infrastructure and services wherever possible to minimize current and future tax burdens.

**ED-1.8** Develop and maintain relationships with existing economic development entities and cooperate with them to promote and bring business prospects to the state, region, county, and Town for economic development purposes.

**ED-1.9** Promote an increase and diversification of the employment base to accommo-
date job-generating uses that improve the ratio of jobs to housing.

ED-1.10 Create incentives which promote the opportunity for attainable housing ownership.

Economic Development Implementation Strategies

Implementation strategies are specific steps by which the goals, policies and principles of the Economic Development chapter of the Master Plan may be achieved through the future Action Plan.

- Establish and implement an overall economic development strategy as a cooperative effort between the Town, Castle Rock Economic Development Council, Chamber and other organizations.
- Promote economic development efforts as a major task of the Town Council. The Council should pursue economic development benefiting the Town through the Town Manager in cooperation with Castle Rock Economic Development Council, Castle Rock Chamber of Commerce and the public.
- Establish financial incentive criteria that, at a minimum, consider the level of benefit derived by sharing future revenue from new development rather than pledging existing revenue funds.
- Use other incentives and programs to promote economic development, including, but not limited to, expediting the development review process, utilizing public-private financing mechanisms, and/or applying for development or redevelopment grants.
- Work with educational institutions to encourage high-quality educational opportunities for children and adults, and maintain and improve the skills of the labor-force.
CHAPTER 11: NATURAL RESOURCES

Background

Castle Rock’s natural environment is unique along the Front Range of Colorado. The Town is situated in the Plum Creek Valley, surrounded by dramatic buttes, mesas and spectacular views of the Rocky Mountains. Rolling hills and high plains provide a varied topography and a dramatic mix of vegetation types. It is this variety that creates the richness of the area’s natural environment.

The quality of life in Castle Rock depends significantly on the quality of this natural environment. Consequently, the Plan takes care to identify goals, policies and implementation strategies for ensuring the preservation and enhancement of the Town’s key environmental and visual assets. The 1982 Plan and the 1991 Plan also included many similar concerns with the environment, and significant lessons have been learned from development that has occurred since that time. Key strategies within this Plan and the Parks, Recreation, Trails and Open Space Plan include Intergovernmental Agreements, Memoranda of Understanding for open space acquisition and additional standards for new development.

Sensitive Resources

The Town has undertaken a detailed environmental inventory that is depicted on the Sensitive Areas Map (See Map 6. in Map Appendix). Key elements identified below have been identified as critical to preserve through all appropriate means available to the Town:

100-year Floodplains: Shown along all drainages, streams and rivers, the 100-year floodplain is the extent of flooding which will occur in a 100-year storm event. This is a storm having a 1 percent probability of occurring in any given year. Town ordinances limit the ability to develop in the floodplain and adjacent floodway areas due to the high potential for loss of life and property.

Vision Goals:

TOWN IDENTITY
- Design new commercial, office and industrial developments in such a way as to appropriately fit within the context of the existing “town-like” scale and architectural character.
- Preserve open space areas in and around surrounding Castle Rock to protect the Town’s natural beauty, ridgelines, and scenic views, and to maintain a physical separation from surrounding communities.

COMMUNITY PLANNING
- Plan and provide for high-quality open space areas to accommodate community events, active and passive recreation, trail linkages, natural buffers, and environmental preservation.
- Require new development to adequately mitigate fiscal, environmental, and social impacts.

COMMUNITY SERVICES
- Design streets, trails and public transit facilities to match the scale and character of the community, utilizing such elements as street trees and other kinds of landscaping.

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Areas of Geologic Hazard: Within Castle Rock, areas of subsidence, rock-fall, slope failure and debris flow are natural geologic conditions having the potential to result in loss of life, damage to property, and high public maintenance or management costs. These hazards are often associated with steep slopes and areas of former mining activities.

Steep Slopes (10% to 20% and 20% and Greater): Steep slopes are included as potential hazards because of their high susceptibility to erosion. This type of erosion results in increased sediment deposition in streams, and increases the potential for flooding and degraded water quality. Development on highly visible slopes can also have an undesirable visual impact.

Ridgelines: The most central visual centerpiece in Town is undoubtedly the namesake Castle Rock. Located within the central portion of the Town, the Rock is visible from many miles around providing the Town with an unparalleled level of recognition. In addition to the Rock, several buttes dot the landscape. Strong ridgelines frame the Town and provide natural edges and gateways into the community.

Vegetation: Significant stands of scrub oak and ponderosa pine have been identified as key elements of Castle Rock's environment worthy of preservation wherever possible. In addition to the negative visual impact that the loss of these species would cause, overlot grading and the removal of vegetation increases erosion, water quality degradation and undue loss of wildlife habitat.

Wildlife Habitat Areas: Castle Rock has an abundance of wildlife. While continued development will displace much of this wildlife over time, a contiguous growth pattern emanating from existing developed areas has been shown to be the least disruptive to wildlife. In addition, the preservation of adequate open space and vegetative stands will allow a degree of wildlife to remain in the area. Riparian (stream) corridors in particular are critical to wildlife as habitat and migration routes. Over 75 percent of the species found in Colorado may be found in riparian areas, while over 50 percent of these species are dependent on riparian areas for some part of their life cycle. Connected, contiguous and preserved riparian areas are then the single most important factor in maintaining wildlife in an area. The scrub oak habitat and bluff habitat are other important areas for wildlife.

Plum Creek Watershed: This area contributes to several tributary wells that supply water to Castle Rock citizens and businesses. Alluvial (tributary) aquifers are directly supplied by surface water, and are thus extremely susceptible to surface and subsurface pollutants. An
existing Town ordinance regulates uses such as underground petroleum storage tanks; hazardous waste storage; businesses utilizing any kind of chemical solvents; industrial users involved in the use, storage, or disposal of any hazardous waste; septic systems; salts and de-icing material storage; fertilizer or pesticide application; and any other use deemed a potential hazard for water quality.

Visual Resources

The northern I-25 entrance into Town is perhaps the most spectacular. A descent through thick stands of ponderosa pine opens up onto a vista of the entire Town and Front Range. Coming from the south on I-25, Hunt Mountain signals the entrance to Castle Rock and opens views to the Dawson Butte and the Rock. Similar changes in vegetation and topography provide scenic entrances to the Town from the east (Highway 86), west (Wolfensberger Road), and northwest (Highway 85).

Another visual resource is the existing separation between Castle Rock and other communities - Parker, Larkspur, Sedalia, Franktown and other County planned developments. While not a formal green/open space belt at this time, the Plan calls for these areas to be maintained to preserve the Town's sense of place and identity that has not yet been absorbed into the continuous metro-style urbanization. Finally, the mixed vegetation types and, in particular, the contrast between grassy meadows and ponderosa pine/oak brush forests, are also key visual elements for the Town.

Air Quality

Castle Rock has taken the lead in air quality preservation by being the first jurisdiction in the State, and one of the first in the country, to ban the installation of wood burning devices (fireplaces, stoves) in Town. Separated from the Denver Metro area, the Town enjoys virtually smog free living at the present time. Efforts to maintain community separation and provide an efficient transportation network including alternative transportation modes such as trails and transit will help ensure continued high air quality standards. Particulate dust pollution is a moderate air quality problem in the Town and County but can be controlled through erosion control regulations and the required paving of all dirt roads and parking areas in and around the Town. Excessive sanding of roadways combined with a delay in cleanup is another area of air quality concern that should be addressed by the Town.

Water Quality

As discussed in the Community Services chapter of this Master Plan, water quality protection is critical given the Town's exclusive reliance upon groundwater sources. To supplement an existing water quality ordinance, definitive mapping of the aquifer recharge area and wellhead contribution zones for East and West Plum Creeks are needed, followed by the adoption of increased land use or other controls to limit the potential for pollutant discharge in these sensitive areas. Erosion control and stormwater management are two other important strategies to preserve existing water quality. Public education and programs to eliminate the use of certain pesticides and fertilizers and the improper disposal of household toxic chemicals should be pursued as soon as possible.
Natural Resources Principles and Policies

Principle NR-1: Protect Natural Resources to Sustain High Quality of Life

THE QUALITY OF LIFE OFFERED BY NATURAL RESOURCES WITHIN THE TOWN SHALL BE PROTECTED AND IMPROVED.

Policies:

NR-1.1 Minimize disruption to the natural topography, steep slopes, and significant stands of vegetation through creative site planning and through design and sensitive construction practices.

NR-1.2 Use requirements in the Planned Development (PD) zone district to encourage open space dedication and the preservation of key visual and environmental elements.

NR-1.3 Support and actively participate with other public and private organizations to acquire environmentally important open space areas in and around Castle Rock.

Principle NR-2: Environmentally Sensitive Development

LAND USES SHALL BE RESPECTFUL OF AND SENSITIVE TO THE ENVIRONMENT.

Policies:

NR-2.1 Ensure that development demonstrates that any impacts to air and water quality are mitigated to the extent technically feasible and practical.

NR-2.2 Encourage clean and non-polluting land uses for the Castle Rock community.

NR-2.3 Protect unique or distinctive natural features and systems, critical wildlife habitats and environmental resources from adverse impacts through sound conservation practices.

NR-2.4 Use creative land planning approaches where site conditions warrant due to the prevalence of significant native vegetation and natural landforms, or steep slopes.

NR-2.5 Grading for site development will be carried out in conformance with an approved grading plan intended to minimize site disturbance and control erosion.
Principle NR-3: Scenic Resources

THE COMMUNITY’S SCENIC RESOURCES SHALL BE PROTECTED.

Policies:

NR-3.1 Preserve the visual character of key natural features and areas if development is located within or adjacent to identified key geologic features (buttes, ridgelines) or Town entryways and scenic viewsheds. Hillside development shall reference the Ridgeline Ordinance and other Town design guidelines.

NR-3.2 Protect significant and unique geological features through a variety of means, including but not limited to public acquisition, land use planning and regulation, and density transfer within a particular site.

Principle NR-4: Environmental Hazards and Constraints

DEVELOPMENT SHALL BE LOCATED IN AREAS FREE OF ENVIRONMENTAL HAZARDS AND CONSTRAINTS.

Policies:

NR-4.1 Require an environmental audit of lands being proposed for public dedication, including all open space, park, school, and rights-of-way, to ensure that they are free of environmental hazards and to ensure that the Town will not be liable for any future cleanup.

NR-4.2 Discourage developments where a significant risk to life and property exist, as in areas of floodplain, geologic hazard, unstable soils and excessively steep slopes.

Principle NR-5: Air-Quality

AIR QUALITY SHALL BE IMPROVED.

Policies:

NR-5.1 Cooperate in Town, regional, and national efforts to meet and exceed national air quality standards by using, at a minimum, standards established by the Regional Air Quality Commission (RAQC).

NR-5.2 Require control of dust and other pollutants resulting from land use and maintenance activities.

NR-5.3 Continually develop an efficient and convenient multi-modal transportation system, minimizing environmental pollutants.
Principle NR-6: Water Quality

HIGH WATER QUALITY AND PROTECTION OF WATER RESOURCES SHALL BE MAINTAINED.

Policies:

NR-6.1 Cooperate and participate in regional water-quality planning activities.

NR-6.2 Ensure development maintains water quality in accordance with all applicable local, state and federal clean water regulations.

NR-6.3 Encourage land use proposals to incorporate effective measures to protect groundwater and surface water from contamination.

NR-6.4 Encourage development to incorporate design and engineering practices that minimize pollution of water resources from non-point sources (pavement and agricultural land water run-off) and point sources (discharge that can be linked to a specific source).

NR-6.5 Control short and long-term drainage and surface erosion or sedimentation problems.

NR-6.6 Require that development within watersheds not pose a potential hazard to alluvial water quality.

Principle NR-7: Environmental Building Practices

ENCOURAGE ENVIRONMENTAL BUILDING PRACTICES.

Policies:

NR-7.1 The Town shall study and consider adoption of building standards for our public facilities in order to maximize energy and water efficiency, construction, reuse and recycling, use of low toxic paints and sealants, certified wood, recycled building materials, and on-site storm water and erosion control. The Town shall encourage similar building practices in new construction, redevelopment projects and retrofitting existing structures.

Principle NR-8: Noise and Lighting

A HEALTHY ENVIRONMENT SHALL BE PROVIDED THROUGH LIMITATION OF EXCESS NOISE AND LIGHTING LEVELS.
Policies:
NR-8.1 Limit impacts resulting from excess light by encouraging development to conserve energy and improve the view of the night sky. Encourage the use of efficient lighting to minimize light trespass and pollution, and reduce glare.

Principle NR-9: Habitat Protection

Preserve and protect significant natural areas that provide habitat essential for the conservation of plants, animals and their associated ecosystems.

Policies:
NR-9.1 Utilize resources and maintain an inventory of local natural areas that will aid in land use decisions.

NR-9.2 Work closely with the Colorado Department of Wildlife to identify and protect the habitats of threatened and endangered species in and around the Town. Wildlife habitat and movement corridors shall be connected where appropriate.

NR-9.3 Encourage and assist efforts by private landowners and others to integrate natural areas into new development and redevelopment through the site design review process.

NR-9.4 Consider the impacts to wildlife on neighboring lands when evaluating land-use applications.

NR-9.5 Development shall mitigate impacts to significant wildlife habitat wherever feasible and will include wildlife considerations in the design process.

Principle NR-10: Forestry Standards

Preserve and promote forestry standards.

Policies:
NR-10.1 Road design should take into account the natural features of the landscape including unique vegetation.

NR-10.2 Enhance community awareness about the importance and positive impact trees and shrubs and other vegetation has upon the environment.

NR-10.3 Diversify the number of trees and other vegetation species as appropriate to the region.

Natural Resources Implementation Strategies

Implementation strategies are specific steps by which the goals, policies and principles of the
Natural Resources chapter of the Master Plan may be achieved through the future Action Plan.

- Establish guidelines, standards and mitigation requirements for noise and light levels.
- Develop a program for replacement of trees and other significant vegetation displaced by development, disease or other causes.
CHAPTER 12: PROCESS & PROCEDURES FOR AMENDING THE COMPREHENSIVE MASTER PLAN

Amendments

A. Updates

The Development Services Director of the Town of Castle Rock may issue the following updates and clarifications to the master plan:

1. revised maps or other technical appendices reflecting current data;
2. update changes regarding baseline mapping information such as streets and subdivisions; and
3. correction of errors either in the text or mapping which may include outdated information, grammatical errors, incorrect symbols and graphics, or reorganization of text due to amendments.

B. Amendments

Other than an update issued by the Development Services Director, the Town Council may amend, extend, or add to the master plan from time to time. If the amendment is related to a land use application, the amendment may be processed with the applicable application process.

The Planning Commission shall first consider any proposed amendment to the master plan, and shall conduct a public hearing, after notice of such public hearing has been published in a newspaper of general circulation in the Town. The Planning Commission shall then submit its recommendation to the Town Council with respect to the proposed amendment. Town Council may adopt the amendment to the master plan as submitted by Planning Commission in whole, or may adopt parts of the amendment so submitted, or reject it in whole.

Any such amendments shall be approved by resolution of the Town Council after public hearing, notice of which has been published in a newspaper of general circulation in the Town.
CHAPTER 13: MAP APPENDIX

MAP 1. LAND USE PLAN MAP
MAP 2. DEVELOPED AREAS MAP
MAP 3. STREET NETWORK CLASSIFICATION MAP
MAP 4. WATER AND SEWER SERVICE AREA MAP
MAP 5. EXISTING PARKS, OPEN SPACE AND PUBLIC FACILITIES MAP
MAP 6. SENSITIVE AREAS MAP
MAP DISCLAIMER

The maps on the following pages are conceptual and are intended for planning purposes – they DO NOT show current zoning. The Land Use Plan Map and the Existing Parks, Open Space & Public Facilities Map especially should be read with care. For example, areas labeled as “open space” on those maps can often permit parks, schools, water tanks and other public uses in addition to passive hiking trails or open fields.

If you have any questions, please call us at 303-660-1393. We’re happy to help you use these maps, research your zoning, or let you know what’s planned in your neighborhood.
LAND USE PLAN MAP

The Land Use Plan Map and Matrix illustrate general categories of preferred land use intensities. The designations take into account current land use patterns, current zoning, the availability of public utilities and the quality and level of transportation. The Land Use Categories are suggested land uses that may or may not be appropriate depending upon existing conditions. It is not a Zoning Map. The Matrix allows for an opportunity to evaluate proposed land uses in relationship to existing conditions and the principles and policies as outlined in the Comprehensive Master Plan prior to review, approval or development of a parcel.

**LEGEND**

- **Residential Neighborhood**
- **Unincorporated Future Residential Neighborhood**
- **Mixed Use**
- **Unincorporated Future Mixed Use**
- **Downtown Industrial District**
- **Park/Open Space**

**TOWN OF CASTLE ROCK**

**2020 COMPREHENSIVE MASTER PLAN**

**ADOP TED: NOVEMBER 25, 2002**
This Map provides a quick reference to the location of zoned and developed property within the Town. The blue areas have approved zoning, but have not received final approval for development.
This map identifies the existing street network classifications within the Town. While transportation plays a key role in determining land use, it is also an important factor in determining roadway alignment, function and sizing.
This map identifies where water and sewer service are planned for in accordance with related facilities plans.

LEGEND

- Heavy solid line: water and sewer service area
- Medium solid line: incorporated areas
- Light solid line: town boundary
EXISTING PARKS, OPEN SPACE & PUBLIC FACILITIES MAP

This map identifies the existing Parks, Open Space and Public Facilities that are owned and maintained by the Town or other entities.
This map identifies those areas requiring a high level of sensitivity specific to environmental and topographical constraints. These areas may restrict development or require additional criteria that incorporates sensitive site design criteria.

LEGEND

- SLOPE > 30%
- STREAM/ROGUEE PROTECTION AREAS
- 100 YEAR FLOOD ZONE
- INCORPORATED AREAS
- TOWN BOUNDARY