

Posted: _____

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Town of New Castle

450 W. Main Street
PO Box 90
New Castle, CO 81647

Administration Department

Phone: (970) 984-2311

Fax: (970) 984-2716

www.newcastlecolorado.org

Agenda

New Castle Planning and Zoning Commission Regular Meeting

Wednesday, April 09, 2025, 7:00 PM

Full packets of P&Z meetings are available online by visiting

<https://www.newcastlecolorado.org/meetings>

or by scanning the **QR code** below.

Virtual Meetings are subject to internet and technical capabilities.

To join by computer, smart phone or tablet:

<https://us02web.zoom.us/j/7096588400>

Meeting ID: 709 658 8400

If you prefer to telephone in, please call: 1-346-248-7799

Be sure to set your phone to mute until called on.

Call to Order, Roll Call, Meeting Notice

Conflicts of Interest

Citizen Comments on Items NOT on Agenda

Items For Consideration

[A.](#) Castle Valley Ranch PA 12 Sketch Plan, Filing 14

Comments/Reports

- Items for Next Planning and Zoning Agenda
- Commission Comments/Reports
- Staff Reports

Review Minutes of Previous Meetings

[B.](#) Draft Minutes of January 22, 2025

Adjournment



Town of New Castle
450 W. Main Street
PO Box 90
New Castle, CO 81647

**Planning & Code Administration
Department**
Phone: (970) 984-2311
Fax: (970) 984-2716

Staff Report

**Castle Valley Ranch PA 12, Filing 14
Sketch Plan
Planning Commission – April 9th, 2025**

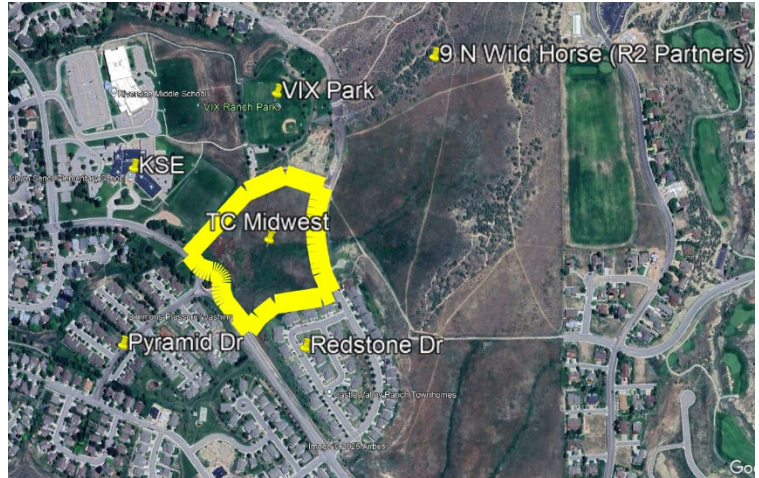
Report Compiled: 4/3/2025

Project Information

Applicant:	Maarjan Hashami
Applicant's Mailing Address:	17774 Preston Rd. Dallas, TX 75254
Phone/Email:	469-531-4115/maarjan@tcfuels.com
Property Owner:	TC Midwest LLC
Owner Mailing Address	17774 Preston Rd Dallas, TX 75254
Proposed Use:	66 Multi-family Residential Townhomes.
Parcel Acreage:	10.32 acres
Open Space:	~2.02 acres or 19.3%
Underlying Zoning:	Mixed Use MU-1
Proposed Zoning:	Castle Valley Ranch MF-2
Surrounding Zoning:	SF & multifamily homes (N Wild Horse Dr., Redstone Dr, CVB); Parkland (VIX Park) Residential zoning (CVRI) School (Kathryn Senor Elementary)

I Introduction

TC Midwest, LLC originally submitted a sketch plan application in February of 2024 proposing commercial development on Planning Area 12 (PA12) east of the Castle Valley Blvd. (CVB) roundabout near Katheryn Senor Elementary and across from Pyramid Dr. That plan included various commercial occupancies in several phases. With the feedback received from the meeting, the Applicant moved to reconsider alternative uses more consistent with the surrounding neighborhood.



The current proposal reflects the outcome of that reconsideration. The plan now proposes all residential, comprised of 66 townhome units in 14, two-story buildings (**Exhibit A, pg. 11**) priced at fair market value. Road designs are to comply with town standards and will be aligned with existing intersections. Open space will include areas for snow storage, a kids park along CVB, and potentially two public pickleball courts integrated with VIX Ranch Park.

The sketch plan is the first of three application steps – sketch, preliminary, and final – required for new planned unit developments (“PUDs”) & subdivisions. The sketch plan review assesses initial compliance with town codes, provisions for utilities & infrastructure, substantial conformance to the comprehensive plan, and any adverse impacts to the Town. The review provides the Applicant with preliminary, nonbinding feedback from Staff, the Planning Commission, and Town Council before significant expenses are incurred. Though no approvals are made at this initial step, constructive feedback is anticipated.

II Staff Review:

Throughout the application process, the submittal documents will be reviewed pursuant to the criteria in the Municipal Code (MC) for planned unit developments (PUDs) and subdivisions. Any proposal should show general conformity to the following (MC 17.100.040(E)):

1. Consistency with the comprehensive plan;
2. Compatibility of proposed zoning, density, and general development plan to neighboring land uses and applicable town code provisions;
3. Availability of town services from public works, fire, and police;
4. Vehicle, bicycle, and pedestrian circulation; and
5. Preservation of the natural character of the land.

1) *Is the proposal consistent with the comprehensive plan?*

Applicants are expected to clearly demonstrate substantial conformity with the CP in all applications (**Policy CG-1B**). Substantial conformance to the CP may include:

- ☐ Fostering distinctive, attractive communities with a strong sense of place and quality of life.
- ☐ Demonstrating a fully-balanced community and land use structure.
- ☐ Ensuring a mix of uses that complement existing land-use patterns.
- ☐ Creating walkable communities and encourage multi-modal transportation.
- ☐ Balancing housing types that support a range of affordability.
- ☐ Preserving open space, natural beauty, and critical wildlife habitat.
- ☐ Encouraging economic development.
- ☐ Providing efficient and cost-effective services.

Balanced Community: To begin, the proposal pairs well with a number of New Castle goals and values, central being a commitment to quality of life. With this value in mind, the Applicant proposes to repurpose the underlying mixed-use zoning with a fully residential site plan. Commercial uses, they maintain, will be considered at a more suitable location (**Exhibit A, pg. 10**). Though “all residential” is potentially a better fit for the location, it will be imperative for P&Z and Council to recognize the growing deficit of commercial prospects in New Castle with each deferment of commercially zoned land. The Applicant is prepared to discuss this concern and the possible relocation of commercial on other properties they own.

Smart Growth: The project favors Smart Growth (**Goal CG-5**) including sensitivity to aesthetics – employing architectural features already observed in Town –, recreational opportunities – including trails, courts, a playground, and seamless access to VIX park –, and livability – attention given to safety, vehicle circulation, and pedestrian priority (**Goal RT-1**). The Applicant's future commitment to a TBD commercial property along CVB will help right the imbalance of needed goods and services in the immediate vicinity. Staff would encourage improving the sense of place with improved outdoor living areas within each lot including larger, covered patios and/or decks.

Affordability: A higher density, multifamily development comprised of two and mostly three bedroom units should advance more affordable housing options compared to other places in Town. Floor plans will range from 1,500sf to 2,500sf and should track current market rates. Seven of the 66 units will be two-bedroom, the rest are three-bedroom designs of various sizes. Staff have been in only initial conversations with the Applicant about possibilities for workforce housing. Guidance from P&Z and Council on the matter will be welcomed.

Trails/Open Space/Recreation: The site plan establishes a baseline commitment to pedestrian friendly communities and active open space (**Exhibit A, page 15**). The development will memorialize the connecting trail from the CVB pedestrian culvert to the Dog Park. Detached sidewalks will wrap the entirety of the filing allowing non-vehicular access to nearby locations.

The Applicant has volunteered to dedicate a new pickleball hub to the northeast of the development. Applicant installed and Town maintained, the pickleball courts will be a perpetual Town-wide amenity. Lastly, a children's play area on the south end of the property will be available to kids and families walking home from school.

Preserves Natural Environment: New Castle is committed to stewardship of the

natural environment and recognizes the potential negative impacts of new development. The Town will work with Colorado Parks and Wildlife (CPW) and the Applicant to identify and protect critical environmental resources (**Goal EN-1**). Though CPW defers comment until the preliminary stage, the surrounding areas of the property have historically been recognized as year-long habitat for various birds and mammals. It will be important to minimize conflicts by, for instance, prohibiting dogs off-leash, minimizing light trespass, preserving native habitat, and limiting use of fences. In some cases, added landscape buffers in certain locations may offset these impacts with enhanced vegetation and/or landscape features.

New Castle also endorses sustainable building that minimizes the consumption of fossil fuels and maximizes use of renewables (**Goal EN-7**). All buildings will comply with the recently adopted Colorado Electrical and Solar Ready codes. It will be important for the Applicant to discuss how sustainable building measures are featured in the proposal as the application progresses. Net-zero/all-electric alternatives are achievable options manifested in new developments throughout the Valley. No less should be expected of this proposal.

Raw water is being considered as the means to irrigate landscaping (**Exhibit A, pg. 13-14**). Raw water is non-potable water which bypasses the town's treatment facility thereby eliminating the processing step. The Applicant also receives a 25% reduction in water tap fees as a result of implementation. Opting for raw water is ultimately an economic and sustainability win for all involved.

2) Does the proposal demonstrate compatibility with the proposed zoning, density, and general development plan to neighboring land uses and applicable town code provisions?

Land Use: The Applicant has elected to develop under the CVR **MF-2** zoning criteria. According to MC 17.104.080, MF-2 is a "multifamily district allowing higher density including apartments." The following land uses are permitted by right:

- Attached dwelling units with rear yards;
- Patio homes;
- Attached dwelling units in structures containing more than two units
- Parking;
- Playgrounds;
- Trails;
- Open space;

The MF-2 also permits the following density and area standards:

- Minimum lot area of 2,200sf;
- Minimum lot area per dwelling unit 1,600sf;
- Maximum building height of 40'
- Minimum front yard setback 18';
- Minimum side yard setback of 0';
- Minimum rear yard setback of 10'
- Minimum distance between buildings of 10';
- Off street parking: 2/unit for duplex, triplex, or four-plex; 1.5/unit for five or more units/building + 1 for recreational vehicles per 5 dwelling units;

The proposal adopts strictly permitted uses, with structures complying with density and separation. Compliance with building height limits is still indeterminant based on the provided elevations (**Exhibit A, pg. 27-28**). However, the Applicant expects to fully comply with the required 40' height limits as defined for CVR. Setbacks will be finalized at the preliminary application. These provisions aside, the Planning Commission should prioritize ways of mitigating the potential visual impacts of building massing to the surrounding neighborhoods. Massing alternatives, structure orientation, landscape screening, and roof articulation, for example, are ways visual impacts can be attenuated. Some of these elements have been included in the renderings (**Exhibit A, pages 36-38**).

Off-Street Parking: The purpose of off-street parking in the PUD “is to ensure that safe and convenient off-street parking is provided to serve the requirements of all land uses in the Castle Valley Ranch PUD and to avoid congestion in the streets” (MC 17.104.100). The following off-street parking standards apply:

- Duplex, tri-plex or four-plex – Two spaces per dwelling unit;
- Five or more dwelling units in one structure – One and one-half spaces per dwelling unit + 1 recreational vehicle parking space for every 5 units in a 5-plex or greater;

Per the standards, required off-street parking totals 125 spaces. The Applicant shows approximately 194 spaces on the site plan (**Exhibit A, 15**). Regardless of the overage, Staff recommends a minimum of two-car width driveways for single car garages to solve for issues related to garages used as storage rather than vehicle parking. This tendency inevitably results in “tandem” parking which induces residents to park at least one car on the street which further aggravates street congestion and sometimes compromises safety. The Applicant invites P&Z’s input as to whether seasonal/RV parking should be included with the proposal. Committing to the full allocation of RV parking would mean a loss of 10 spaces otherwise available for conventional vehicles.

On-Street parking: On-street parking serves to accommodate overflow vehicle parking for guests, deliveries, trash pick-up, and emergency vehicles. To the extent these accommodations are priorities for the Town, they deserve special attention in a project design. ROW cross-sections are illustrated in **Exhibit A, 32-34**. The recently adopted Town standard commits to a 58' ROW cross-section with parallel parking on both sides of the street (**Exhibit A, page 32-33**) and minor collectors reaching 62.5' right-of-way. The Applicant shows adaptations of these standards to better accommodate driveways and traffic flow. **Exhibit A, page, 15** shows parking mainly on the interior radius of the loop road with “bump-outs” for pedestrian safety and improved line-of-site. On-street parking has been omitted on Silverado Trail to facilitate two bike lanes. P&Z should consider whether bike lanes are a reasonable substitution for on-street parking in this area. The central alleyway will be a narrower 12' drive with travel in both directions.

3) Is there availability of town services from public works, fire, and police?

Police: There is little indication that police service would be compromised with the added traffic. However, the Police Department is currently fully staffed with 11 officers. Generally, additional officers are considered for every 1,000 resident increase.

Fire: In response to the current multi-year drought and the ongoing expansion of the

wildland-urban interface, Colorado River Fire Rescue now emphasizes the resiliency of structures and improving defensible space (**Goal EN-8**). Recently, such measures were codified with the adoption of the 2021 International Fire and Wildland-Urban Interface Codes. Structures are required to use materials with better ignition resistance than more conventional materials. Limiting the combustion properties of a structure reduces fuel loads thereby inhibiting flame spread and buys time for firefighting during a wildland fire incident. Vegetation or landscaping surrounding new structures will also be scarcer than before with separation from structures and other combustible materials.

Public Works: The CVR Master PUD is approved for 1,400 residential units and 100,000sf of commercial space. These totals were primarily the result of calculations performed on the basis of water dedicated from Elk Creek. At present, the CVR PUD has no commercial space developed. The current sewer treatment plant is sufficiently sized to process the full build-out of both CVR and Lakota.

Raw Water: Raw water is available at the roundabout on CVB and VIX Park and is expected to irrigate all lots and common areas within the new PUD.

Streets/Snow Storage: Other than the central, interior alleyway, all roads will match the Town standards. Snow storage totals are not currently tabulated, however separated sidewalks coupled with designated storage locations should be adequate to the task. Adequate snow storage is crucial for public safety, cost savings, and quality of life.

Due to the traffic demands for future residential development east of N Wild Horse Dr., Staff is studying the possibility of a committed southbound right-turn lane at the intersection of N Wild Horse and Silverado. The intent here is to reduce the projected traffic congestion at the two-way stop of CVB and N Wild Horse by encouraging vehicles to head immediately west to the CVB roundabout.

Open Space: The Applicant has made efforts to integrate open space in three locations (**Exhibit A, 12, 15**). The kid's park, the pickleball courts, and the central open space will be available to all residents and will complement other amenities in VIX Park.

4) Is there adequate vehicle, bicycle, and pedestrian circulation?

Because the main roads will be built to Town requirements, the anticipated detached sidewalks will provide a safer and more enjoyable pedestrian experience. Driveways fronting Silverado Trail have been removed to expedite vehicle travel through the parcel. The higher density and associated disrupted lines-of-sight, it will be important for streets to have high visibility crosswalks, preferably with bump outs, placed in priority locations. The development will also dedicate the connecting trail from the CVB pedestrian culvert to the Dog Park. This path should be modestly landscaped and dimly lit along its route.

5) Is the natural character of the land preserved?

The parcel slopes gradually downhill from east to west dropping 30-40' in 700ft (~4% slope). Such slopes are rarely problematic from a design standpoint and therefore structural steps or terracing of landscaping should be minimal, if necessary at all. Nevertheless, the Applicant should demonstrate material balance of expected cut-and-fill

before construction commences. The structural designs appear to preserve and match existing grade features and follow uniformly with the current slope.

To conserve water and limit landscape maintenance such as mowing, staff requests the applicant consider drought resistant vegetation and seeding of native grasses to restore disturbed areas to their original state. Sod with landscape irrigation, likewise, should be used sparingly to limit the need for landscape maintenance.

Staff recommends landscape berms to obscure traffic noise and headlights along CVB and attenuate noise adjacent to the pickleball courts (see Eagle Ridge Ranch development).

IV Staff Recommendations

- A. The applicant shall comply with all recommendations of the Town Engineer, Town Public Works Director, and Town Attorney provided in response to review of the Application.
- B. Demonstrate how the property will be managed through the HOA or sub-association including a draft of proposed covenants.
- C. Provide a lighting plan demonstrating that exterior building lighting will be dark-sky compliant per the Comprehensive Plan.
- D. Identify all permanent snow storage easements on the final plat.
- E. Specify on the final plat any open space maintained by the HOA and open space maintained by the Town, if applicable.
- F. Request approval of street names through Garfield County Communications to avoid any duplication of names in the county dispatch area.
- G. Consider landscape berms to mitigate traffic & pickleball noise as well as light trespass along CVB.
- H. Party walls shall be designed with a shaft-liner system consistent with UL- U415 (or similar) and approved by the Building Official.
- I. Any trash dumpsters shall be located within an approved trash enclosure that extends six feet high and includes a bear resistant latching mechanism. Any trash receptacles for units shall be of a bear resistant type and stored inside the garage.
- J. All site specific development applications subject to the provisions of the International Fire Code or matters requiring fire alarms and/or fire suppression shall be submitted to the Fire Marshal for review and comment.
- K. Extend raw water infrastructure from existing stub-outs into the new development.
- L. Provide a water sampling station per the recommendations of the Town Engineer and Public Works Director.
- M. The Town agrees to facilitate cost recovery for the construction of N Wild Horse Dr in

accordance with the provisions of the Cost Recovery Agreement approved by Resolution TC 2025-7 (Exhibit B) as defined in the subdivision improvements agreement (Exhibit M) of Ordinance TC 2025-1 otherwise known as Castle Valley Ranch Filing 13 “9 N Wild Horse”.

- N. Prior to the recordation of the plat, the Applicant shall enter into a subdivision improvements agreement with the Town.
- O. The sale of individual lots or units within the development may not occur until a plat creating the lot or unit is recorded with Garfield County.
- P. The Applicant shall reimburse the Town for any and all expenses incurred by the Town regarding this application, including, without limitation, all costs incurred by the Town's outside consultants such as legal and engineering costs.

V Next Steps

Comments and recommendations made by staff and the planning commission should inform future revisions made to the application prior to Council review.

After Council sketch review, but prior to the preliminary plan application, the applicant shall conduct a **community open house meeting** with the public. The Applicant shall notify the town of the date of the community open house and notice the community open house according to the Town's public hearing notice procedures set forth in Section 16.08.040, except that notice to mineral owners is not required.

The sketch plan review conducted pursuant to this Section 17.100.040 will remain in effect for one (1) year from the date of Council's review. If the applicant does not submit a preliminary PUD plan application within said year, the applicant may be required to submit a new sketch plan application before filing a preliminary plan application. Similarly, if applicant's preliminary PUD plan application includes substantial and material (e.g., proposes new uses, higher density development, new or additional variances, etc.) changes from the original sketch plan, the Town Administrator may require the applicant to conduct a new sketch plan review.

VI Sketch Plan Exhibits:

- A. Applicant Sketch Plan Submittal – April 4th, 2025
- B. Land Development Application – March 7th, 2025
- C. Comments from Fire Marshal – March 27th, 2025
- D. Comments from Town Engineer – April 3rd, 2025

Planning Department
(970) 984-2311
Email:
psmith@newcastlecolorado.org



LAND DEVELOPMENT APPLICATION

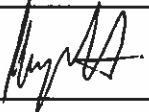
Town of New Castle
PO Box 90
450 W. Main Street
New Castle, CO 81647

Note: All land use applications must be filed with the Town Clerk. Please consult the Town Planner for codes specific to the Land Development Application. All application materials are subject to the Colorado Open Records Act (CORA), C.R.S. §24-72-201 to 207.

Applicant: Maarjan Pasha	
Address: 17774 Preston Rd. Dallas, TX. 75252	Phone: E-mail: 469-531-4115 maarjan@tcfuels.com
Property Owner: TC Midwest LLC	
Address: 17774 Preston Rd. Dallas, TX. 75252	Phone: E-mail: 903-944-5284 brooke@tcfuels.com
Contact Person: Maarjan Pasha	
Address: 17774 Preston Rd. Dallas, TX. 75252	Phone: E-mail: 469-531-4115 maarjan@tcfuels.com
Property Location/Address: TBD N. Wildhorse Drive New Castle, CO. 81647	
Legal Description: Parcel 212330400002 Section:30 Township:5 Range:90	Acres: 10.317Acres
Existing Zone (e.g., Residential R-1, Commercial C-1): Mixed Use	Existing Land Use: Vacant

TYPE(S) OF LAND USE(S) REQUESTED

- | | |
|--|--|
| ☐ Pre-Annexation Agreement | ☐ Conditional Use Permit or Special Review Use Permit |
| ☐ Annexation | ☐ Lot Line Adjustment or Dissolution |
| ☐ Subdivision (including Minor and Major Subdivisions, Lot Splits, Sketch Plans, Subdivision Preliminary Plans, Subdivision Final Plans, & Condominiumizations) | ☐ Site Specific Development Plan/Vested Rights |
| ☐ Amended Plat | ☐ Variance |
| ☒ Planned Unit Development (including PUD Sketch Plans, Preliminary PUD Development Plans, PUD Master Plans and Final PUD Development Plans) | ☐ Zoning |
| ☐ Master Plan Amendment | ☐ Zoning Amendment |
| | ☐ Re-zoning |
| | ☐ Watershed Permit |

Applicant Signature 	Date
--	-------------



AGREEMENT TO PAY CONSULTING AND ADMINISTRATIVE COSTS

Pursuant to municipal code section 16.08.070, for any land use application, the applicant shall pay all costs incurred by the town for the preparation of plats, plans, other required data and documents, recording fees, publication costs, legal and engineering review and advice, planning review and advice, inspections and all other out-of-pocket costs incurred by the town in connection with the land use application. In the case of withdrawal or denial of a land use application, the applicant shall be responsible for all costs actually incurred by the town in connection with such application regardless of the state of the review process at which the application is withdrawn or denied.

To secure payment of costs incurred by the town, the owner of the land proposed for development (and the applicant, if different) shall be required to sign the following agreement:

By signing below, the applicant and property owner hereby agree to reimburse the Town the actual costs to the Town for engineering, planning, surveying, legal services, and all other costs incurred by the Town in connection with the review and approval of the land use application. I also agree to reimburse the Town for the cost of making any correction or additions to the master copy of the official Town map and for any fees for recording any plats and accompanying documents with the County Clerk and Recorder of Garfield County. I agree that interest shall be imposed at the rate of 1.5% per month on all balances not paid within thirty (30) days of a statement. In the event the Town pursues collection of any amounts due and unpaid, the Town shall be entitled to collect attorney's fees and costs. In addition to all other remedies allowable by law, I agree that in the event any amounts remain due and unpaid for sixty (60) days the Town shall have the power and authority to certify such amounts, plus a ten percent penalty, to Garfield County to be imposed as a tax lien against the real property subject to the development application.

SO AGREED this 21 day of February, 2025

Maarjan Pasha

Applicant (Print Name)

469-531-4115

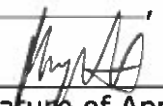
Telephone Number

Maarjan@tcfuels.com

Email

TC Midwest LLC

Property Owner

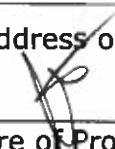

Signature of Applicant

17774 Preston Rd. Dallas, TX. 75252

Mailing Address of Applicant

Maarjan@tcfuels.com

Email Address of Applicant


Signature of Property Owner

17774 Preston Rd. Dallas, TX. 75252

Owner Mailing Address

Relationship of Owner to Applicant

Type of application: Sketch Plan

Property description: Parcel 212330400002 Section:30 Township:5 Range:90

From: Orrin Moon <Orrin.Moon@Crfr.us>

Sent: Thursday, March 27, 2025 6:32 PM

To: Paul Smith <psmith@newcastlecolorado.org>

Subject: Re: Updated site plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Paul,

I have reviewed the TC Midwest/Archwood Town Homes digital presentation and have a few comments for the town.

1. I am seeing 8,320 SF to 1,553 SF buildings in this plan which calculates needed fire flow of 2,500 GPM to 1,500 GPM. The 2021 International Fire code (IFC) allows for a reduction in fire flow if the buildings are equipped with a 13 R fire sprinkler system. The reduction in fire flow can also affect the fire hydrant spacing for this development. 13R sprinkler systems in town homes should be considered.
2. Trees and bushes in along the sidewalks can obstruct fire hydrants. Landscape plan will be reviewed for this development to ensure that fully grown trees and bushes will not obstruct fire hydrants.
3. The interior access road will also be considered a fire apparatus access road. This road will need to be at least 16' wide to allow fire apparatus to get by a parked car on the road. This road should also be signed "no parking on roadway" or Fire Marshal approved wording.
4. The plans show main entrance road as Pyramid Drive. The upper and lower loop shall be named separately to allow for proper addressing of units. All road names shall be approved by Garfield Communications Authority, this will keep from having duplicate road names in the communications authority response area.
5. Page 28 show 40' travel lanes in all R.O.W drawings. Is parking allowed on both sides of the road with 12' travel lanes? Drawings need to show driving lanes and allowed parking.

With the limited drawings and no measurements this review is limited, additional requirements may be needed at time of plan review.

Thank You,

Orrin D. Moon

Prevention Division Chief/Fire Marshal

Colorado River Fire Rescue

970-625-1243

orrin.moon@crfr.us



April 3, 2025

Mr. Dave Reynolds, Town Administrator
Town of New Castle
P.O. Box 90
New Castle, CO 81647

**RE: TC Midwest - Archwood Townhomes
Sketch Plan Review**

Dear Dave,

Please let this letter serve to transmit our concerns and comments regarding the Sketch Plan review for the Archwood Townhomes submitted by TC Midwest. The project under review is the parcel that sits adjacent to the Katheryn Senor soccer field on the west, North Wildhorse on the north, Castle Valley Boulevard on the south and Castle Valley Ranch – Filing 12 on the east.

This project is proposed on the mixed-use property previously owned by Steve Craven that had considered demands of 16 EQR in the master planning effort for infrastructure sizing in 2000. As is seen in the sketch plan application, the intended number of units is proposed to change from 16 EQR to 66 EQR. Although their intent is to take advantage of the raw water irrigation reduction, the water EQR will drop to a proposed EQR rating of 48.5 while the sewage EQR will remain at 66 EQR. One point of review at preliminary plan submittal will be to coordinate with Town staff to determine the total count of the water EQR with the master plan to assure legal water supply availability for the use remains.

Another point to note is that we have conducted a cursory review of the infrastructure serving this at the elevated EQR levels and have determined that the infrastructure should have ample capacity to serve this use.

There will be the need to extend North Wildhorse from its current full cross section at the north/west end of Filing 12 to the north/west end of the property as it meets the south property line of VIX park. Sections 16.28.050 through 16.28.070 of the municipal code discusses the specific requirements related to street design for subdivisions. Section I of 16.28.050 deals with half street design/construction while 16.28.070 deals with requirements to bring adjacent roadways up to current standards. Given that the R2 development will be constructing North Wildhorse in this section to a standard that is less than the specific requirements, it would be our recommendation that the two developers work together to provide a code required section in front of this property.

Water and sewer should be accessible in the Castle Valley Boulevard corridor. Likewise, raw water service lines are accessible in the boulevard corridor.

We have reviewed the proposed cross sections for the roadways and they appear to be consistent with the discussions and expectations that we have had as of late.

Offsite drainage will be an issue as the drainage flowing along the western portion of the property does have an extensive tributary basin. Grading may need to be considered to assure that the proposed units are protected from the 100-year flood. Note that incorporating offsite drainage is required to be addressed with the subsequent design submittals.

Upon your receipt and review, if you have any questions, please don't hesitate to contact me.

Respectfully submitted,

SGM



Jefferey S. Simonson, PE
Principal, Town Engineer

SKETCH PLAN MEETING

ARCHWOOD TOWNHOMES



Presented by



► KMCE



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VIRTUS DEVELOPERS

WHO ARE WE?

Create innovative, sustainable,
and community-focused
developments.

Designing high-quality, mixed-
use spaces with architectural
excellence.

Smart growth and resilient
infrastructure for future-ready
communities.

Blending modern design with
strategic land use for vibrant
spaces.



Current Colorado OPERATIONS



Development Portfolio

CUSTOM RESIDENCE

(GLENWOOD SPRINGS, COLORADO)



BANK BUILDING

(FRISCO, TEXAS)



CONVENIENCE STORE

(LONGVIEW, TEXAS)



HOTEL

(TYLER, TEXAS)

Development Narrative



Site Vicinity

THE SUBJECT PARCEL IS A ± 10 -ACRE MULTIFAMILY-2 SITE LOCATED WITHIN THE CASTLE VALLEY RANCH PUD IN THE TOWN OF NEW CASTLE. IT IS STRATEGICALLY POSITIONED ADJACENT TO KEY COMMUNITY ASSETS—INCLUDING KATHERYN SENIOR ELEMENTARY, RIVERSIDE MIDDLE SCHOOL, VIX PARK, AND HOT SHOT PARK—WITH PLANNED ACCESS VIA THE EXTENSION OF NORTH WILDHORSE DRIVE AND CONNECTION TO EXISTING UTILITY SERVICES

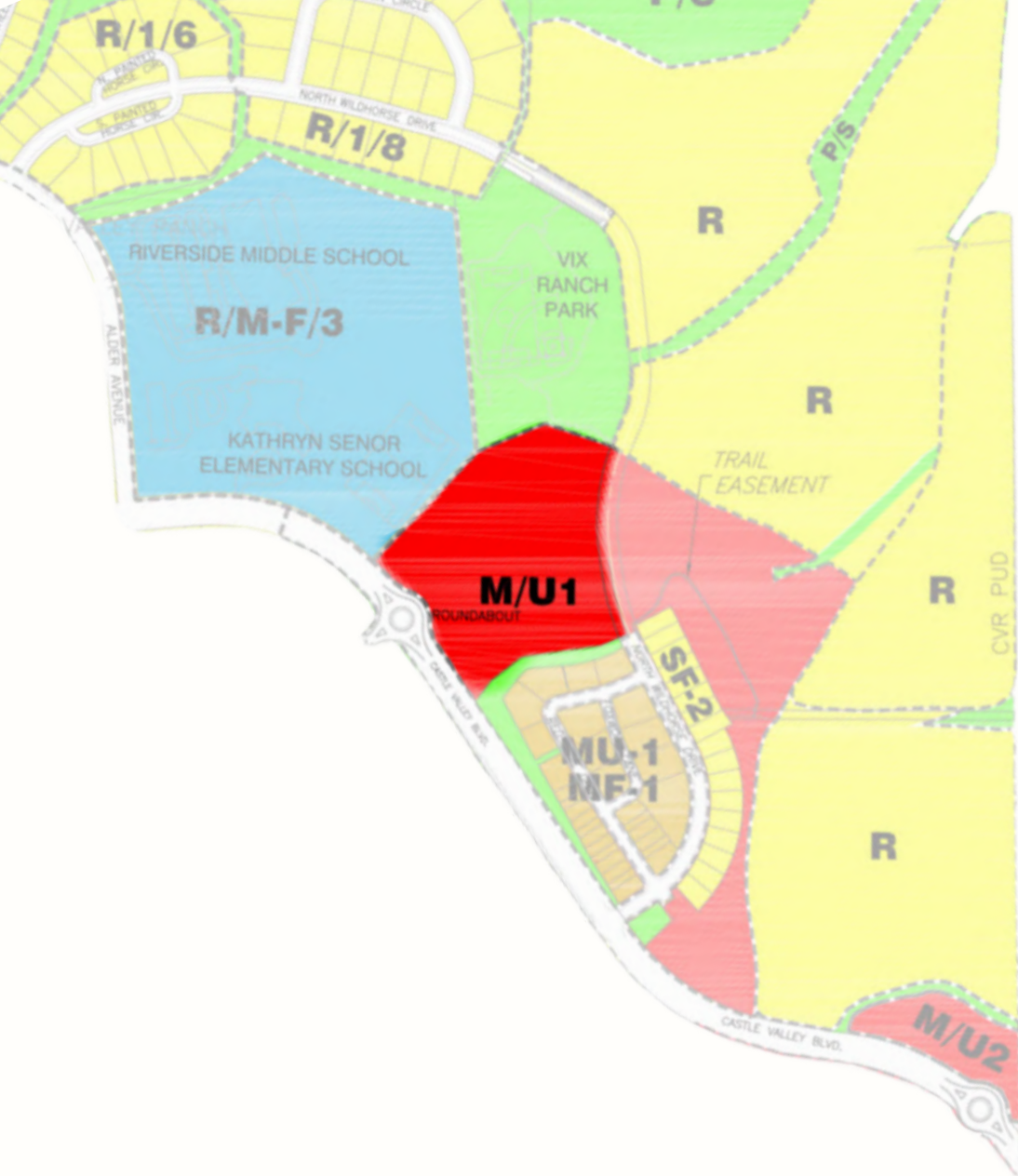
Existing Conditions

THE SITE FEATURES GENTLY SLOPING TERRAIN CHARACTERIZED BY NATIVE SAGEBRUSH, PINON, AND JUNIPER INTERMINGLED WITH OPEN MEADOW AND PASTURE AREAS. A NATURAL DRAINAGE CHANNEL AND A NETWORK OF RECREATIONAL TRAILS TRAVERSE THE PROPERTY, UNDERSCORING ITS LARGELY UNDEVELOPED CHARACTER AND PROVIDING SEAMLESS CONNECTIVITY TO ADJACENT PARKLANDS

“A HAVEN FOR CONNECTION, RECREATION, AND GROWTH.”

Proposed Development

THE PROPOSED RESIDENTIAL DEVELOPMENT ENVISIONS A VIBRANT MIX OF 66 TOWNHOMES THAT ENHANCE HOUSING DIVERSITY WHILE PRESERVING APPROXIMATELY 20% OF THE SITE AS OPEN SPACE. KEY DESIGN PRIORITIES INCLUDE CLUSTERING UNITS TO RESPOND TO EXISTING TOPOGRAPHY, INTEGRATING ON-SITE TRAIL ACCESS FOR ENHANCED CONNECTIVITY, INSTALLING OUTDOOR RECREATIONAL COURTS FOR PUBLIC USE, AND CREATING HIGH-QUALITY, LIVABLE SPACES THAT ALIGN WITH NEW CASTLE’S COMPREHENSIVE PLAN GOALS



Approved Land Usage

OUR OPPORTUNITY



MF-2 Zoning PUD

Allowed Per Code	Proposed
Multifamily Residential Dwellings	Yes
Recreation & Entertainment	Yes Pickleball Courts
Required Per Code	
10% Gross Area as Open Space	19.3% Gross Area as Open Space
Max Residential Density= 10 Units/Acre	6.4 Units/Acre
Max Building Height= 40 Feet	Max Building Height= 35 Feet
Residential Parking= 122	Parking Provided= 205

Conformance with Comprehensive Plan



GOAL CG-5: EMBRACING SMART GROWTH PRINCIPLES

We conform to Smart Growth by integrating mixed land uses, compact building design, and a diverse range of housing opportunities that foster walkable, vibrant communities. In addition, our project preserves open space and prioritizes development toward existing communities while ensuring predictable, cost-effective decision-making.

SUPPORTING RESIDENTIAL AND COMMERCIAL GROWTH

Our project reinforces New Castle's infrastructure by upgrading on-site utilities, transportation networks, and public amenities to support new residential growth. Additionally, we are aligned with the Town's strategic commercial infrastructure initiatives to foster economic development and ensure robust connectivity both on- and off-site.

POLICY HO-2B: FAVORING DEVELOPMENTS WITH HIGHER BUILDING DENSITIES.

Our project meets Policy HO-2B by delivering smaller, efficiently designed units in a higher-density format that serve middle and lower-income homebuyers. This approach maximizes housing opportunities and aligns with New Castle's land use policies, ensuring affordability and quality for the community.

Conformance with Comprehensive Plan



Parks, Open Spaces, Trails



Economy



Community Design

POLICY POST-1A: ENHANCING COMMUNITY CONNECTIVITY

Our project conforms with Policy POST-1A by dedicating land and establishing trail easements that integrate seamlessly with existing park networks. Furthermore, our development is structured to generate resources that directly support the creation and enhancement of public park facilities and trail systems throughout New Castle,

GOAL E-2: STRENGTHENING LOCAL ECONOMY

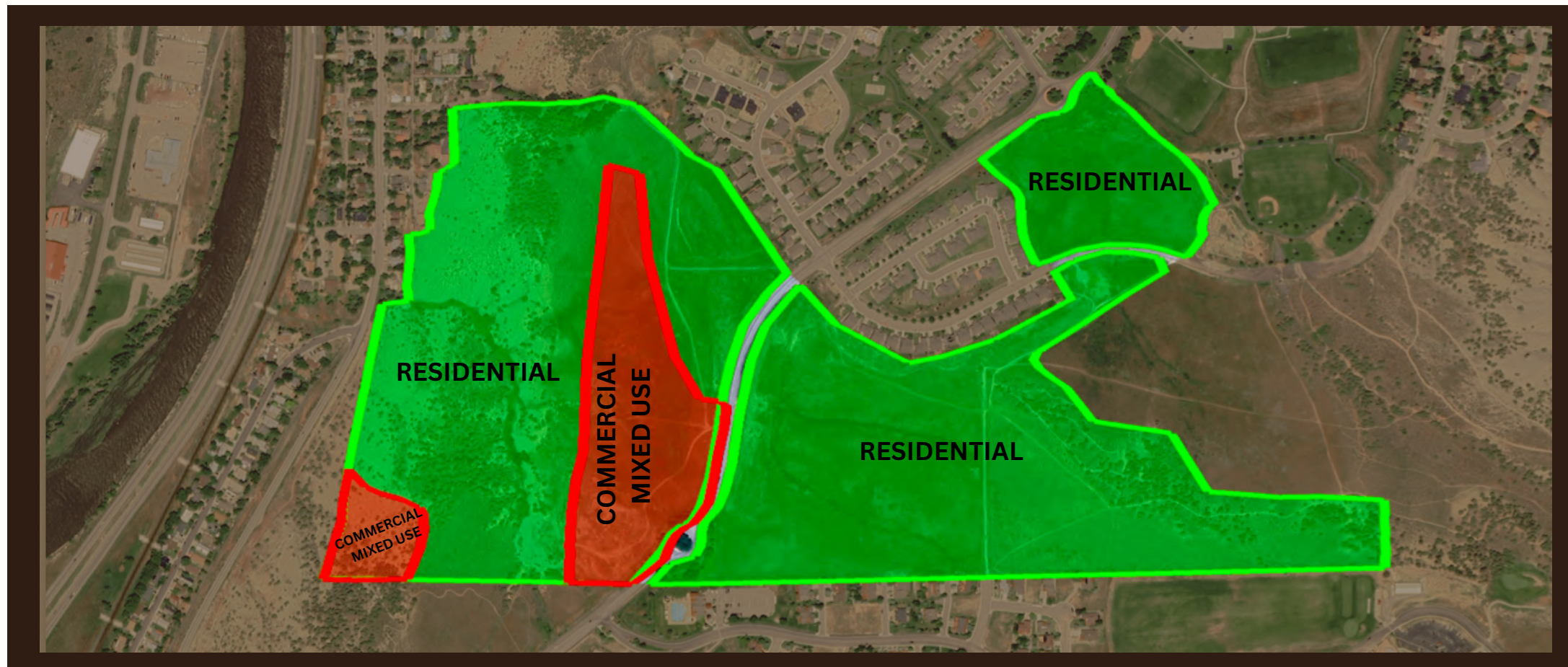
Our project supports Goal E-2 by fostering mixed-use development that encourages local business growth and employment opportunities within New Castle. By integrating residential spaces with future commercial potential, we contribute to a more sustainable local economy and help increase employment opportunities for town residents.

POLICY CD-1G: DESIGN DIVERSITY

Our project embraces Policy CD-1G by implementing innovative multifamily layouts that break away from monotonous repetition. This design strategy creates distinctive, quality indoor and outdoor spaces that elevate the overall residential experience.

Commercial Future

OUR COMMITMENT TO ECONOMIC GROWTH



Our long-term vision for the surrounding area includes strategically developing adjacent parcels as commercial hubs that attract tourism, create local jobs, and drive economic growth in New Castle. By integrating retail, dining, and service-oriented businesses alongside our residential development, we aim to establish a vibrant, mixed-use destination that enhances the town's appeal while supporting local employment and diversifying the tax base.

SITE DATA SUMMARY TABLE

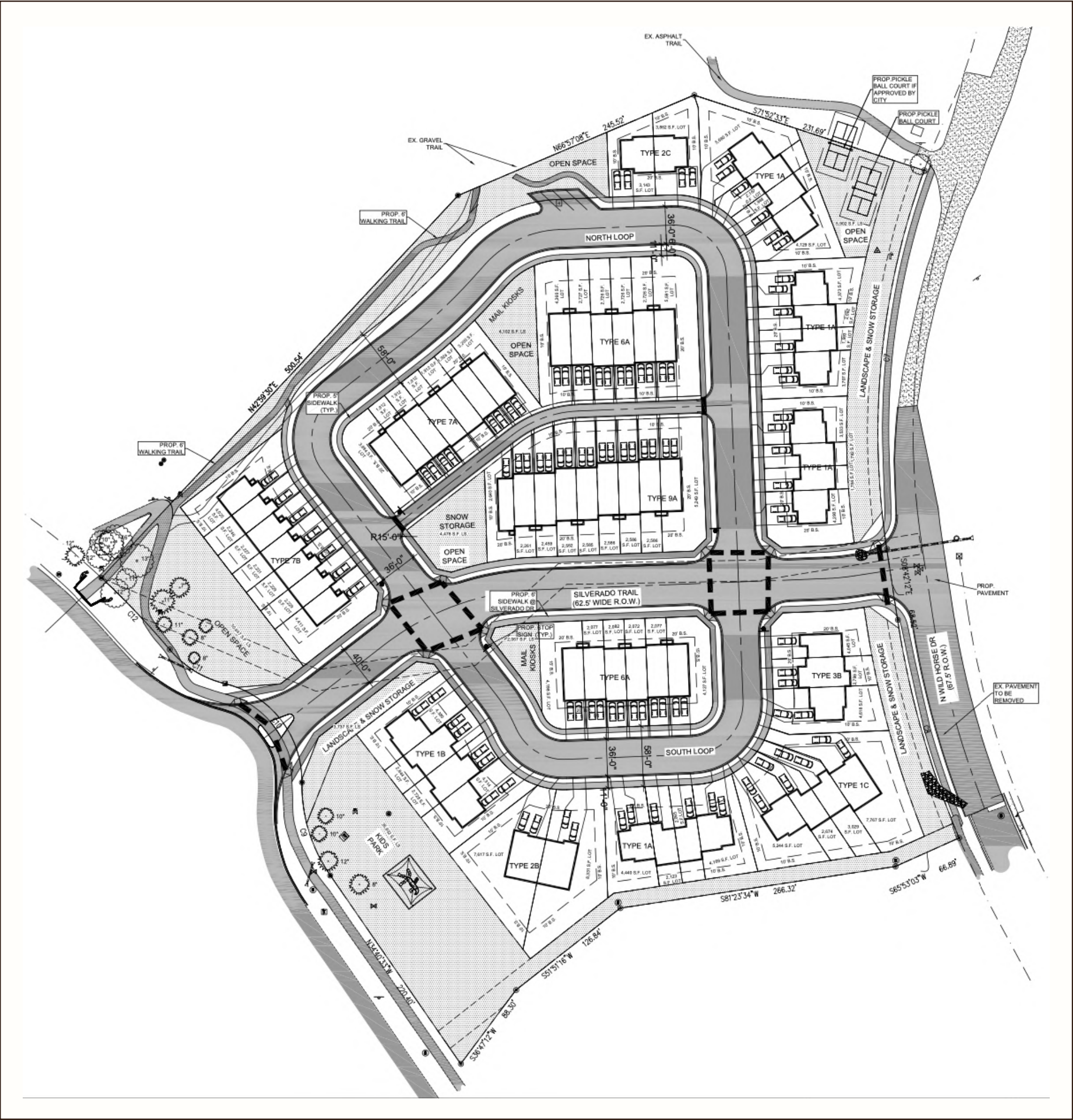
SITE ACREAGE	10.317 ACRES
ZONING	MF-2
PROPOSED USE	TOWNHOMES
RESIDENTIAL/LOT AREA	216,910 S.F. (48.2%)
OPEN SPACE/LANDSCAPE AREA	86,865 S.F. (19.3%)
PAVEMENT AREA	88,438 S.F. (19.6%)
TOTAL UNITS	66
PARKING REQUIRED OFF STREET	121.5
PARKING PROVIDED OFF STREET	205
PARKING PROVIDED ON STREET	4

PARKING SUMMARY TABLE

BUILDING TYPE	PARKING REQ'D PER UNIT	SEASONAL REQUIRED (1/5 DWELLINGS)	NO. OF UNITS	REQUIRED PARKING
TYPE 1A	2.0	0	16	32
TYPE 1B	2.0	0	4	8
TYPE 1C	2.0	0	4	8
TYPE 2B	2.0	0	2	4
TYPE 2C	2.0	0	2	4
TYPE 3B	2.0	0	3	6
TYPE 6A	1.5	2.4	12	20.4
TYPE 7A	1.5	1.4	7	11.9
TYPE 7B	1.5	1.4	7	11.9
TYPE 9A	1.5	1.8	9	15.3
TOTALS			66	121.5

Site Plan

THE CONCEPT



TOPOGRAPHY



*Raw water is available for landscape irrigation; the applicant intends to connect to these resources pending evaluation of the system's point of connection and capacity.

TABLE 1 - WATER AND SEWER TAP FEES			
UNIT TYPE	# OF UNITS	EQR/UNIT	# OF EQRS
TOWNHOME - 3BR	59	1.000	59.000
TOWNHOME- 2BR/3 BATH	7	1.000	7.000
SUBTOTAL	66		66.00
25% RAW WATER IRRIGATION REDUCTION =			49.5

Per Code Section 13.38.030(D) the tap fees can be reduced by 25% if we use raw water irrigation for the site landscaping.

Water rights to be dedicated to town of New Castle per Second Amended Annexation Agreement

Estimated Number of Residents	66 (units) x 2.6 (per unit) = 171.6 residents
-------------------------------	---

Water and Sewage Loads

EQR ACCOUNTING FROM	
TOTAL UNITS	66
TOTAL OPEN SPACE	86,865

NO.	DEVELOPMENT		UNIT
1	NUMBER OF EQR DEVELOPED		EQRs
2	NUMBER OF EQR PROPOSED IN FILLING (#)	16.5	EQRs
3	NUMBER OF EQRs FOR RAW WATER IRRIGATION DEVELOPED (*)	5.79	EQRs
4	NUMBER OF EQRs PROPOSED FOR RAW WATER IRRIGATION IN FILLING		EQRs
5	TOTAL NUMBER OF EQRs	22.29	EQRs

(#) Dedication of 0.4 EQR/6,000 SQFT for 86,865 SQFT

(*) Dedication of 0.25 EQR for each unit served by raw water irrigation

EQR Calculations

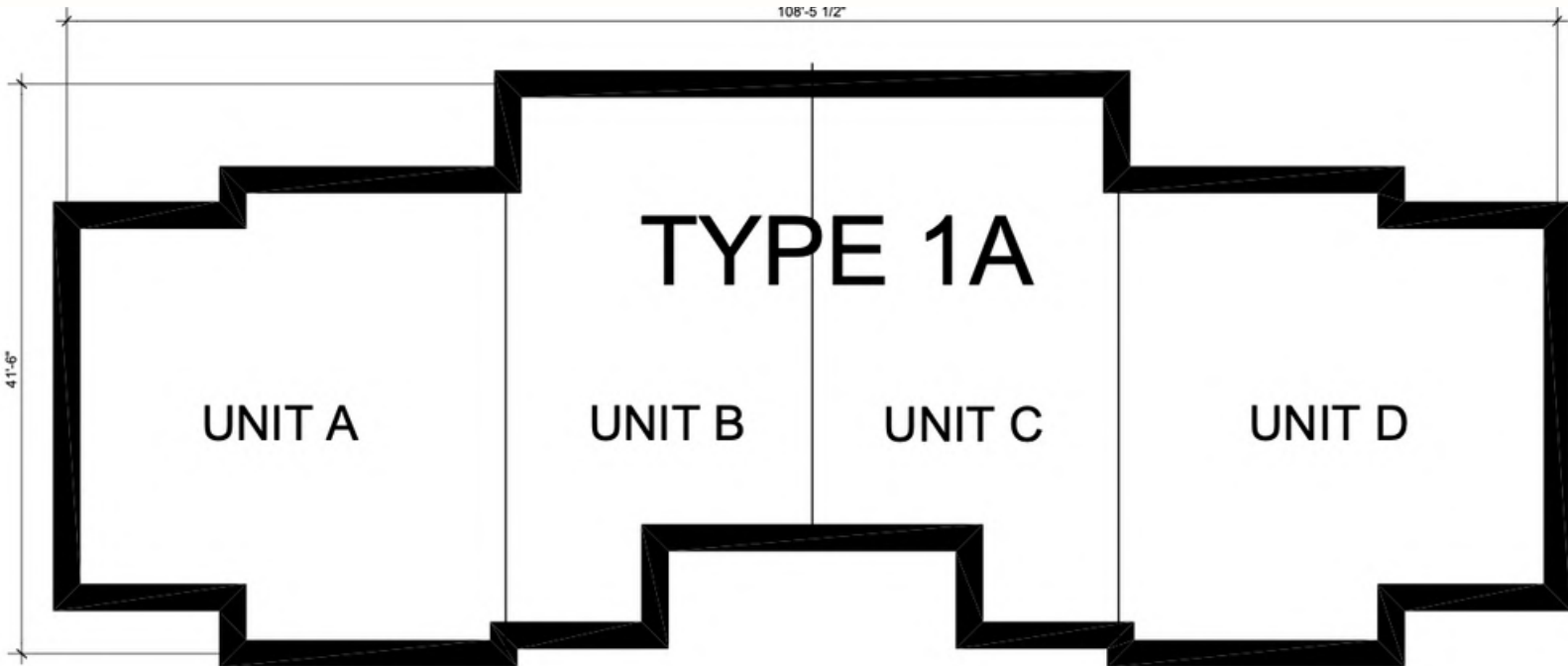
NO.		EQRs	ACRES/EQR		UNIT
1	EQRs x 0.10 ACRES/EQR	22.29	0.1	2.23	ACRES
2	TOTAL DEDICATED ACRES			2.23	

BUILDING TYPE	NUM. OF UNITS	NUM. OF BLDG. TYPES	BEDROOMS PER BUILD.	FULL BATHS PER BUILD.	HALF BATHS PER BUILD.	CAR GARAGE PER BUILD.	CONDITIONED SQUARE FOOTAGE	TOTAL CONDITIONED SQUARE FOOTAGE
TYPE 1A	4	4	12 (48)	8 (32)	4 (16)	4 (16)	5,286 SF	21,144 SF
TYPE 1B	4	1	10	8	4	6	6,622 SF	6,622 SF
TYPE 1C	4	1	12	8	4	4	5,513 SF	5,513 SF
TYPE 2B	2	1	6	4	2	2	3,174 SF	3,174 SF
TYPE 2C	2	1	4	4	2	2	2,720 SF	2,720 SF
TYPE 3B	3	1	7	6	3	4	4,594 SF	4,594 SF
TYPE 6A	6	2	18 (36)	12 (24)	6 (12)	12 (24)	9,258 SF	18,516 SF
TYPE 7A	7	1	21	14	7	14	10,801 SF	10,801 SF
TYPE 7B	7	1	21	14	7	7	8,981 SF	8,981 SF
TYPE 9A	9	1	26	18	9	17	13,508 SF	13,508 SF
TOTALS	66	14	191	132	66	96	---	95,573 SF



Aerial Site View

OUR VISION



UNIT A	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	1

UNIT B	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	1

UNIT C	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	1

UNIT D	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	1

UNIT A	SQUARE FOOTAGE
FLOOR PLAN - 1ST	680 SF
FLOOR PLAN - 2ND	680 SF
GARAGE	336 SF
COVERED PATIO	0 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,360 SF
TOTAL	1,696 SF

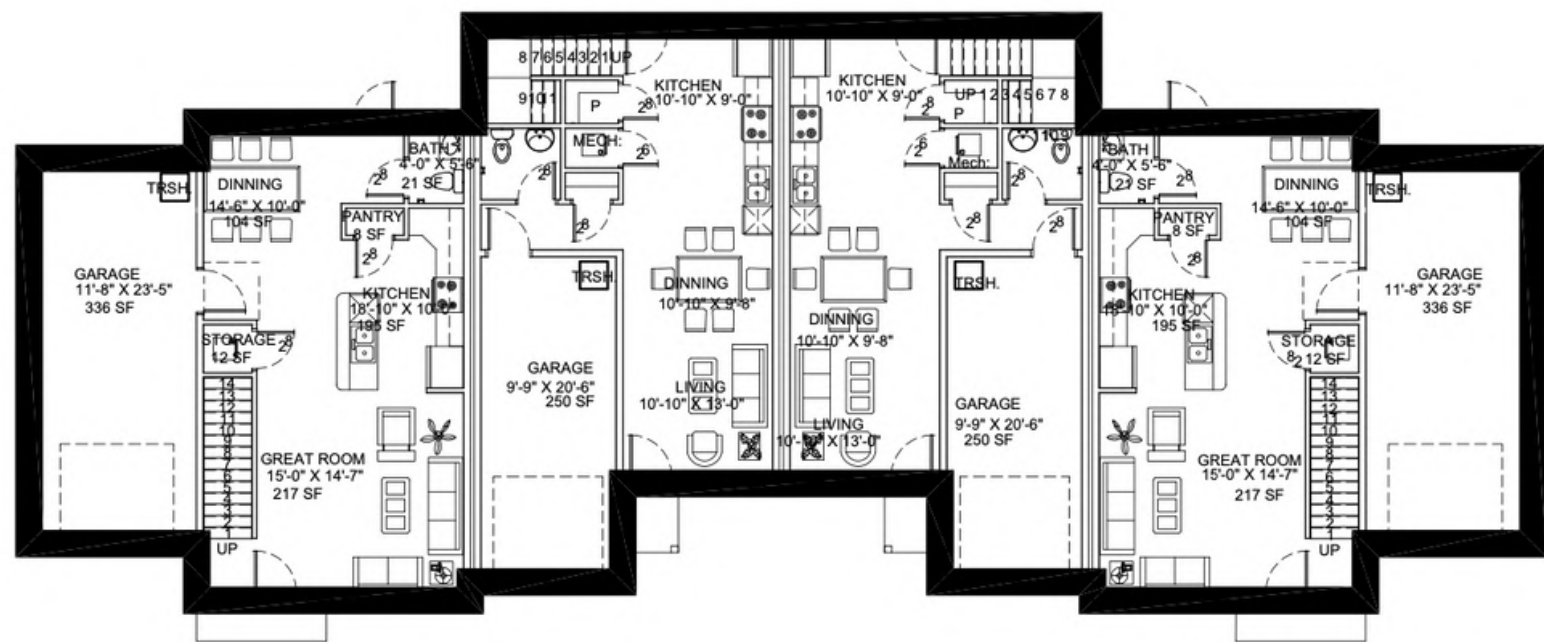
UNIT B	SQUARE FOOTAGE
FLOOR PLAN - 1ST	553 SF
FLOOR PLAN - 2ND	730 SF
GARAGE	250 SF
COVERED PATIO	20 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,283 SF
TOTAL	1,553 SF

UNIT C	SQUARE FOOTAGE
FLOOR PLAN - 1ST	553 SF
FLOOR PLAN - 2ND	730 SF
GARAGE	250 SF
COVERED PATIO	20 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,283 SF
TOTAL	1,553 SF

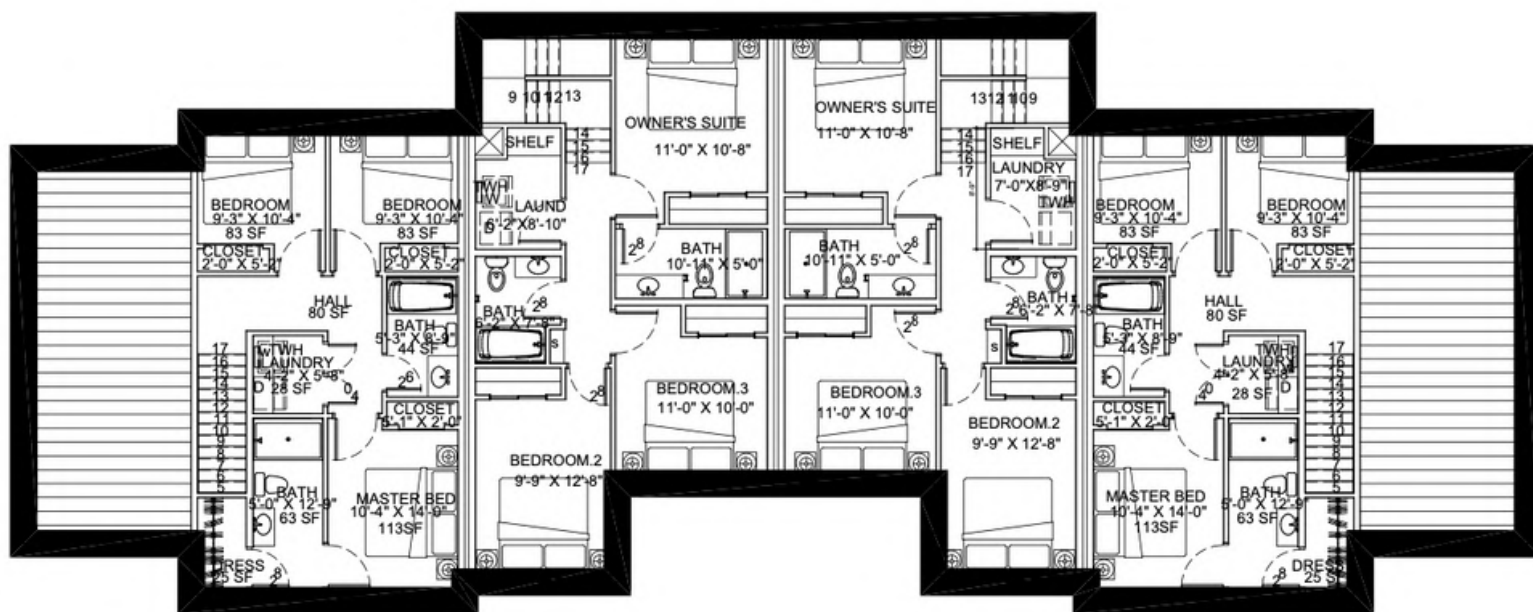
UNIT D	SQUARE FOOTAGE
FLOOR PLAN - 1ST	680 SF
FLOOR PLAN - 2ND	680 SF
GARAGE	336 SF
COVERED PATIO	0 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,360 SF
TOTAL	1,696 SF

BUILDING TYPE	NUM. OF UNITS IN BLDG.	NUM. OF TYPES	CONDITIONED SQUARE FOOTAGE	TOTAL CONDITIONED SQUARE FOOTAGE
TYPE 1A	4	4	5,286 SF	21,144 SF

TYPE 1A	SQUARE FOOTAGE
FLOOR PLAN - 1ST	2,466 SF
FLOOR PLAN - 2ND	2,820 SF
GARAGE	1,172 SF
COVERED PATIO	40 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	5,286 SF
TOTAL	6,498 SF

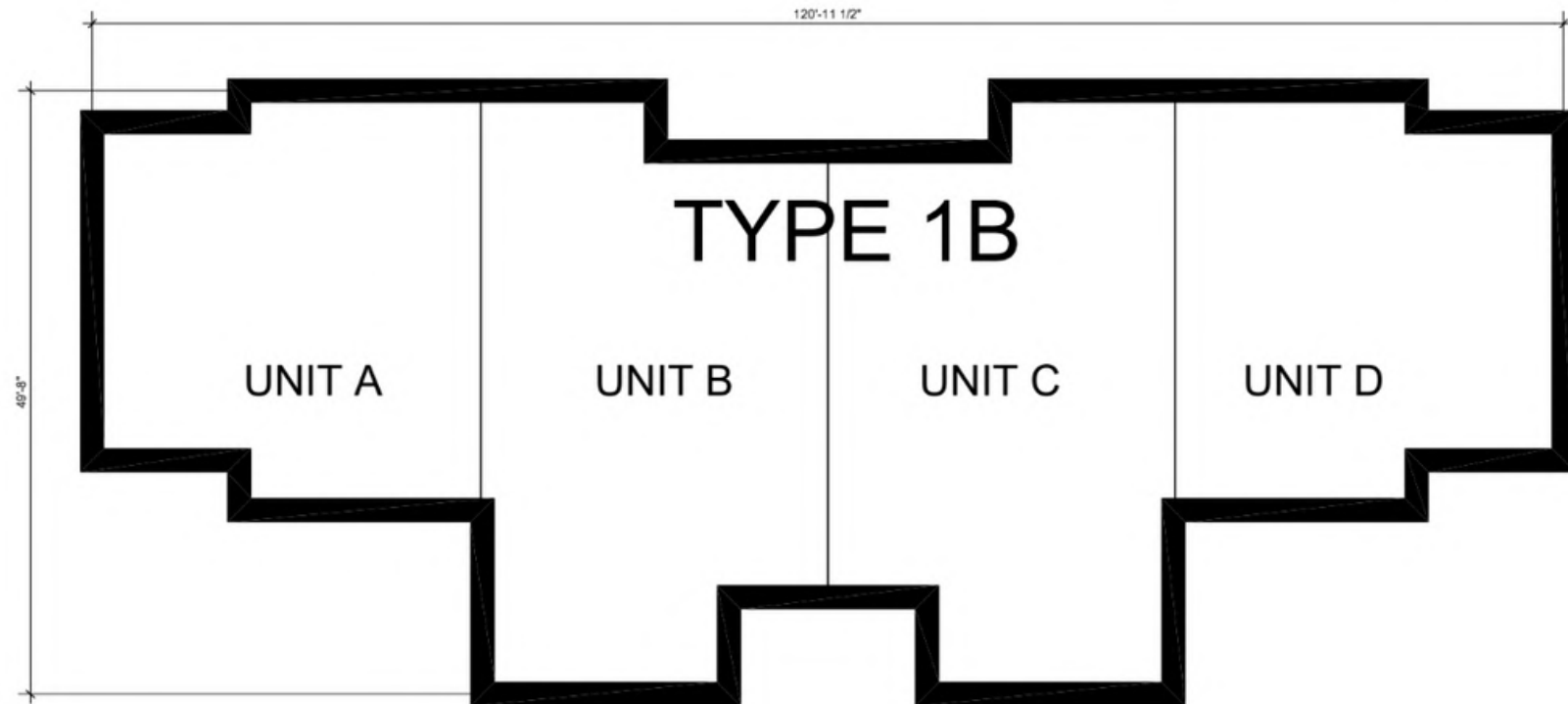


FIRST FLOOR



SECOND FLOOR



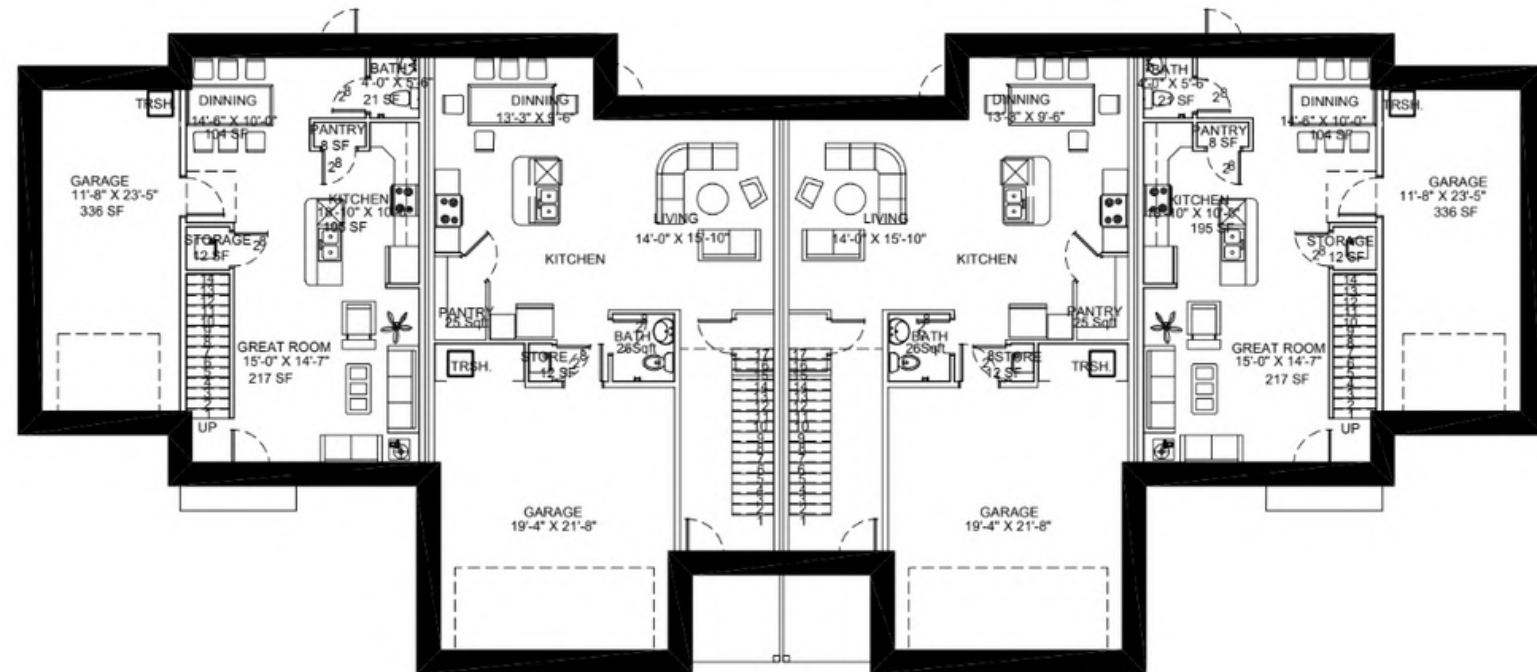


UNIT A	NUMBER	UNIT B	NUMBER	UNIT C	NUMBER	UNIT D	NUMBER
BEDROOMS	2	BEDROOMS	3	BEDROOMS	3	BEDROOMS	2
HOME OFFICE	1	HOME OFFICE	0	HOME OFFICE	0	HOME OFFICE	1
FULL BATHS	2	FULL BATHS	2	FULL BATHS	2	FULL BATHS	2
HALF BATHS	1	HALF BATHS	1	HALF BATHS	1	HALF BATHS	1
CAR GARAGE	1	CAR GARAGE	2	CAR GARAGE	2	CAR GARAGE	1

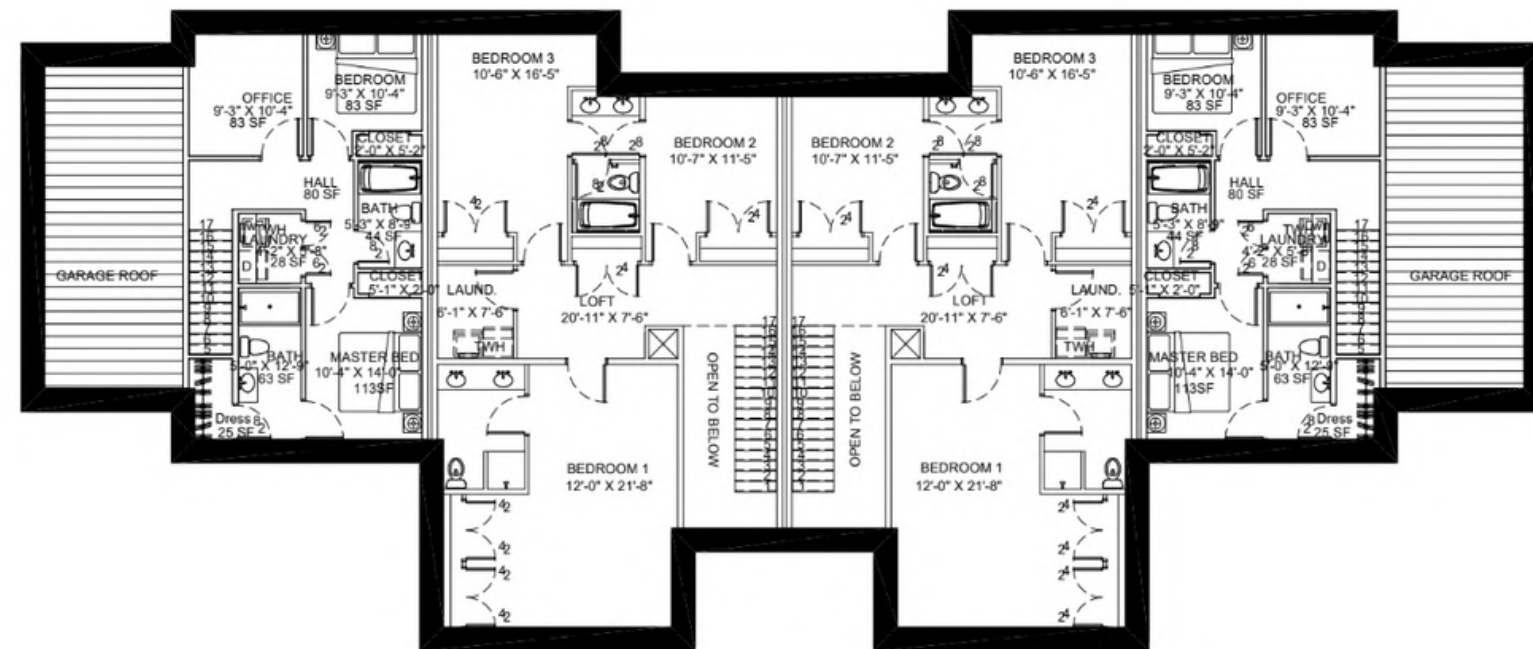
UNIT A	SQUARE FOOTAGE	UNIT B	SQUARE FOOTAGE	UNIT C	SQUARE FOOTAGE	UNIT D	SQUARE FOOTAGE
FLOOR PLAN - 1ST	680 SF	FLOOR PLAN - 1ST	820 SF	FLOOR PLAN - 1ST	820 SF	FLOOR PLAN - 1ST	680 SF
FLOOR PLAN - 2ND	680 SF	FLOOR PLAN - 2ND	1,131 SF	FLOOR PLAN - 2ND	1,131 SF	FLOOR PLAN - 2ND	680 SF
GARAGE	336 SF	GARAGE	449 SF	GARAGE	449 SF	GARAGE	336 SF
COVERED PATIO	0 SF	COVERED PATIO	64 SF	COVERED PATIO	64 SF	COVERED PATIO	0 SF
COVERED BALCONY	0 SF	COVERED BALCONY	0 SF	COVERED BALCONY	0 SF	COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,360 SF	TOTAL CONDITIONED	1,951 SF	TOTAL CONDITIONED	1,951 SF	TOTAL CONDITIONED	1,360 SF
TOTAL	1,696 SF	TOTAL	2,464 SF	TOTAL	2,464 SF	TOTAL	1,696 SF

TYPE 1B	SQUARE FOOTAGE
FLOOR PLAN - 1ST	3,000 SF
FLOOR PLAN - 2ND	3,622 SF
GARAGE	1,570 SF
COVERED PATIO	128 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	6,622 SF
TOTAL	8,320 SF

BUILDING TYPE	NUM. OF UNITS IN BLDG	NUM. OF BLDG. TYPES	CONDITIONED SQUARE FOOTAGE	TOTAL CONDITIONED SQUARE FOOTAGE
TYPE 1B	4	1	6,622 SF	6,622 SF

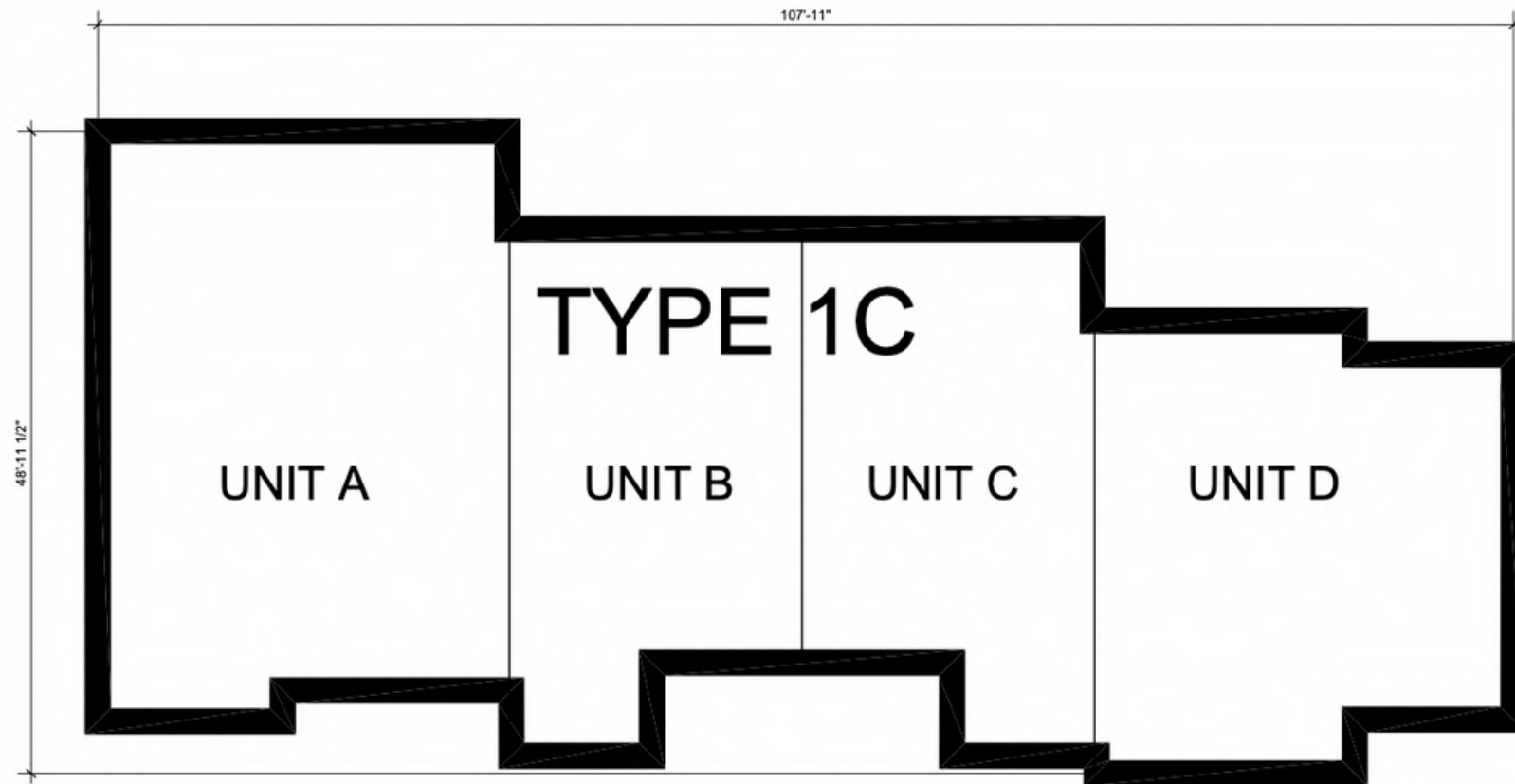


FIRST FLOOR



SECOND FLOOR



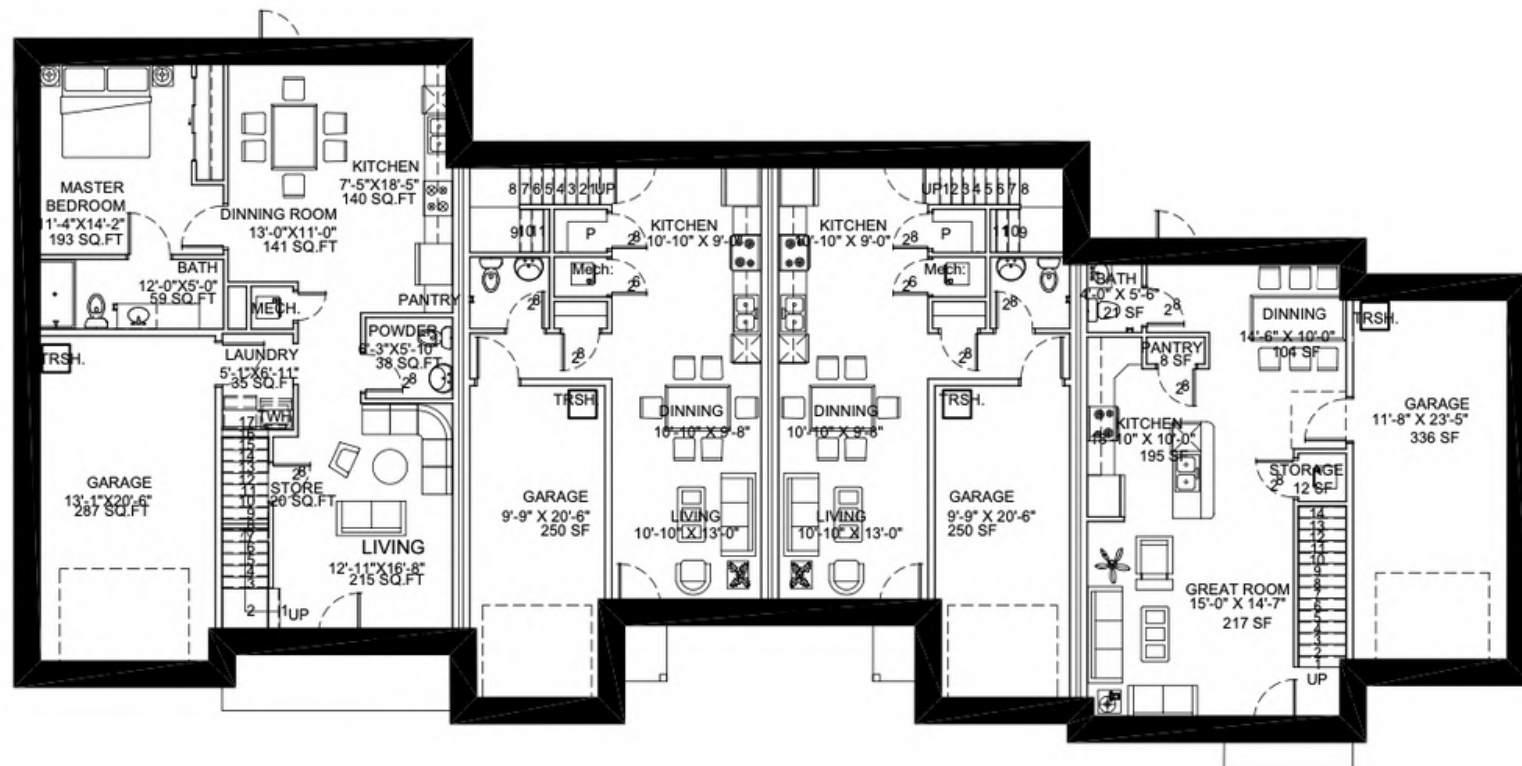


UNIT A	NUMBER	UNIT B	NUMBER	UNIT C	NUMBER	UNIT D	NUMBER
BEDROOMS	3	BEDROOMS	3	BEDROOMS	3	BEDROOMS	3
HOME OFFICE	0	HOME OFFICE	0	HOME OFFICE	0	HOME OFFICE	0
FULL BATHS	2	FULL BATHS	2	FULL BATHS	2	FULL BATHS	2
HALF BATHS	1	HALF BATHS	1	HALF BATHS	1	HALF BATHS	1
CAR GARAGE	1	CAR GARAGE	1	CAR GARAGE	1	CAR GARAGE	1

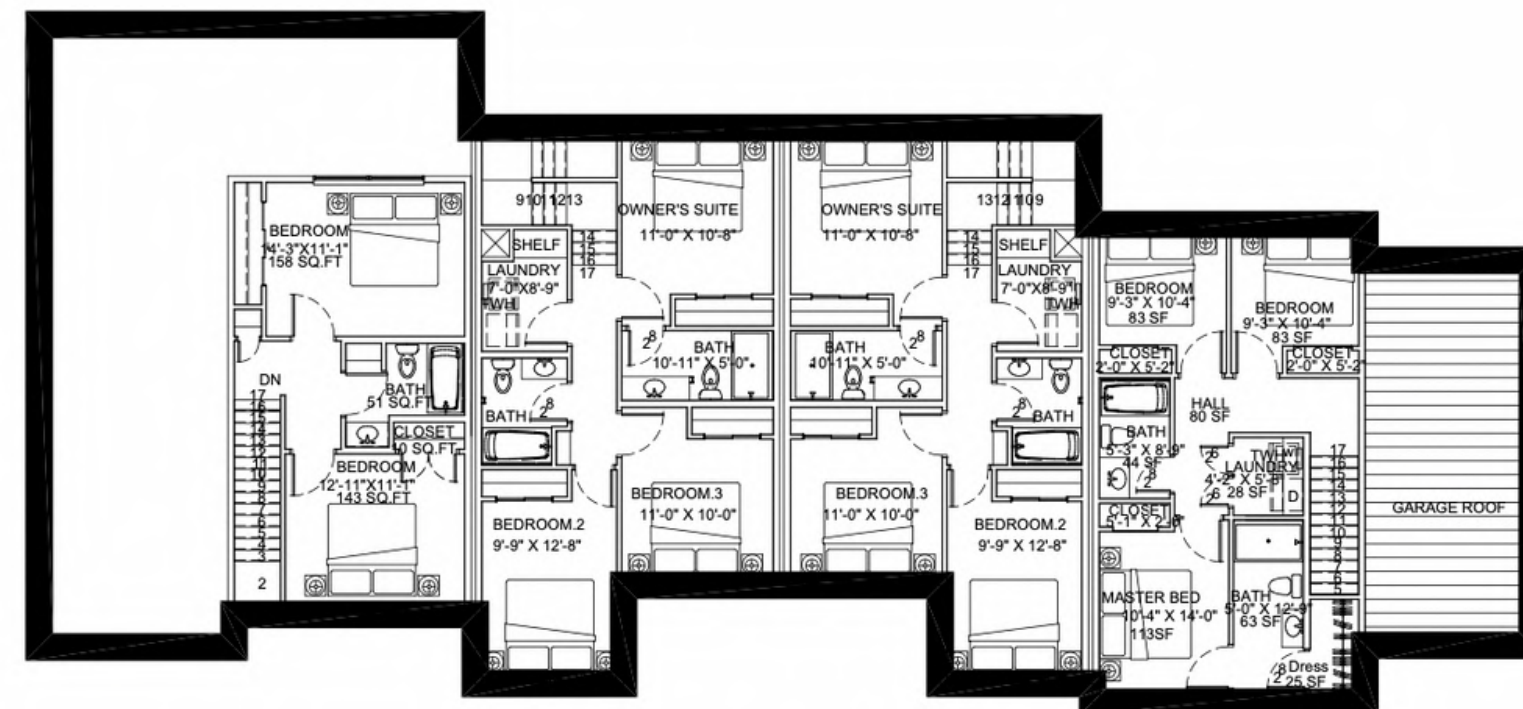
UNIT A	SQUARE FOOTAGE	UNIT B	SQUARE FOOTAGE	UNIT C	SQUARE FOOTAGE	UNIT D	SQUARE FOOTAGE
FLOOR PLAN - 1ST	1,030 SF	FLOOR PLAN - 1ST	553 SF	FLOOR PLAN - 1ST	553 SF	FLOOR PLAN - 1ST	680 SF
FLOOR PLAN - 2ND	557 SF	FLOOR PLAN - 2ND	730 SF	FLOOR PLAN - 2ND	730 SF	FLOOR PLAN - 2ND	680 SF
GARAGE	329 SF	GARAGE	250 SF	GARAGE	250 SF	GARAGE	336 SF
COVERED PATIO	0 SF	COVERED PATIO	20 SF	COVERED PATIO	20 SF	COVERED PATIO	0 SF
COVERED BALCONY	0 SF	COVERED BALCONY	0 SF	COVERED BALCONY	0 SF	COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,587 SF	TOTAL CONDITIONED	1,283 SF	TOTAL CONDITIONED	1,283 SF	TOTAL CONDITIONED	1,360 SF
TOTAL	1,916 SF	TOTAL	1,553 SF	TOTAL	1,553 SF	TOTAL	1,696 SF

BUILDING TYPE	NUM. OF UNITS IN BLDG	NUM. OF BLDG. TYPES	CONDITIONED SQUARE FOOTAGE	TOTAL CONDITIONED SQUARE FOOTAGE
TYPE 1C	4	1	5,513 SF	5,513 SF

TYPE 1C	SQUARE FOOTAGE
FLOOR PLAN - 1ST	2,816 SF
FLOOR PLAN - 2ND	2,697 SF
GARAGE	1,165 SF
COVERED PATIO	40 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	5,513 SF
TOTAL	6,718 SF

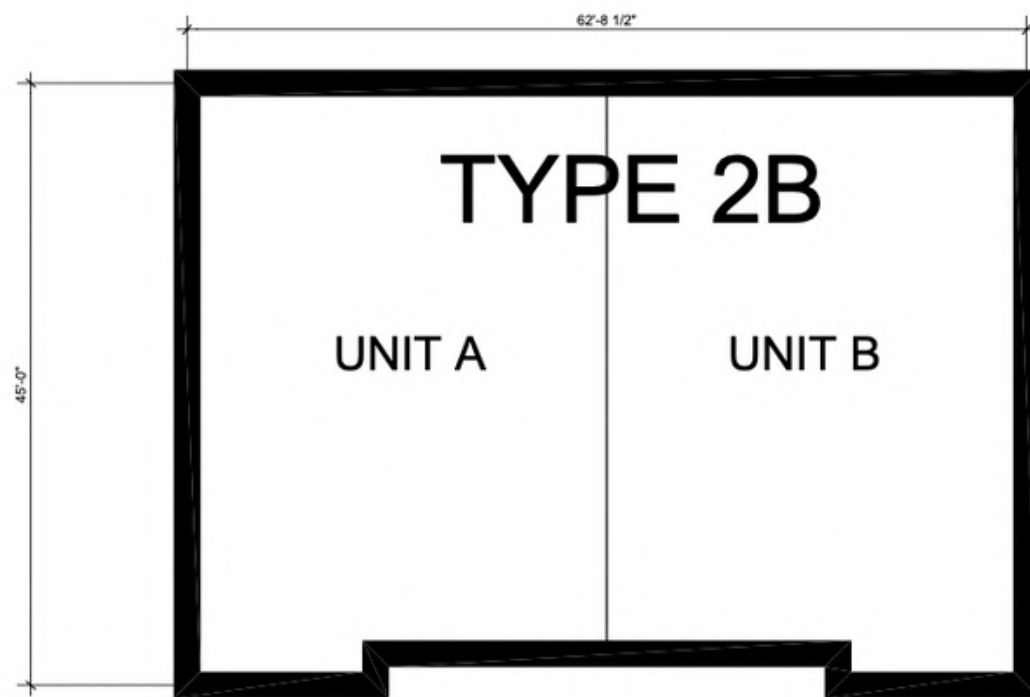


FIRST FLOOR



SECOND FLOOR



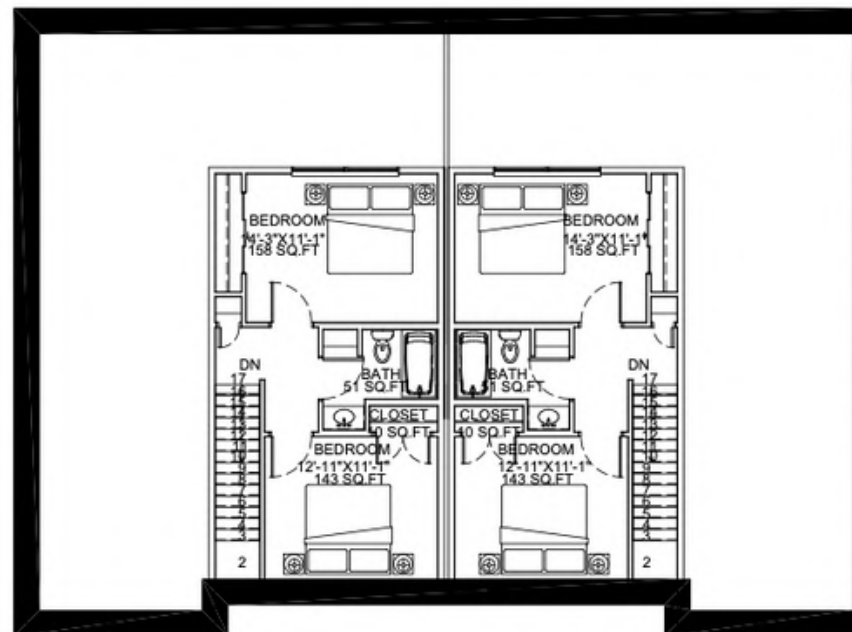
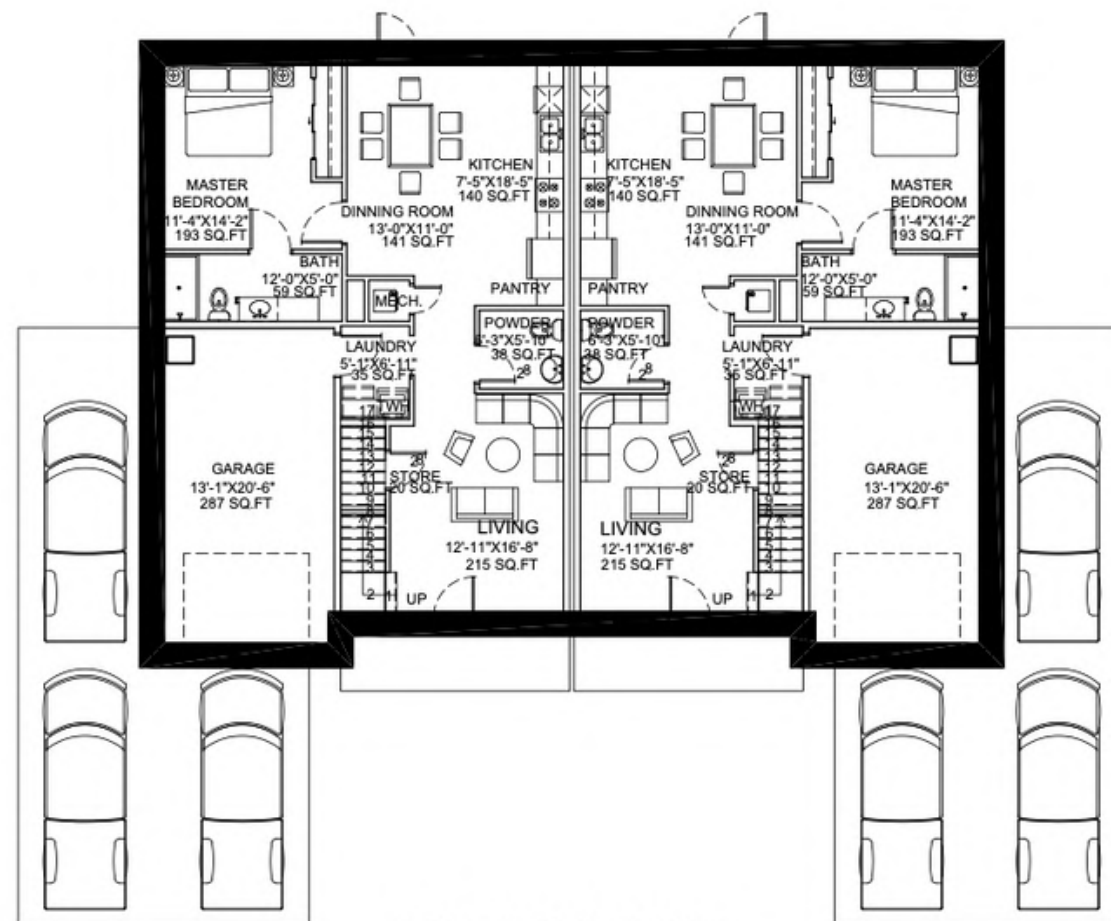


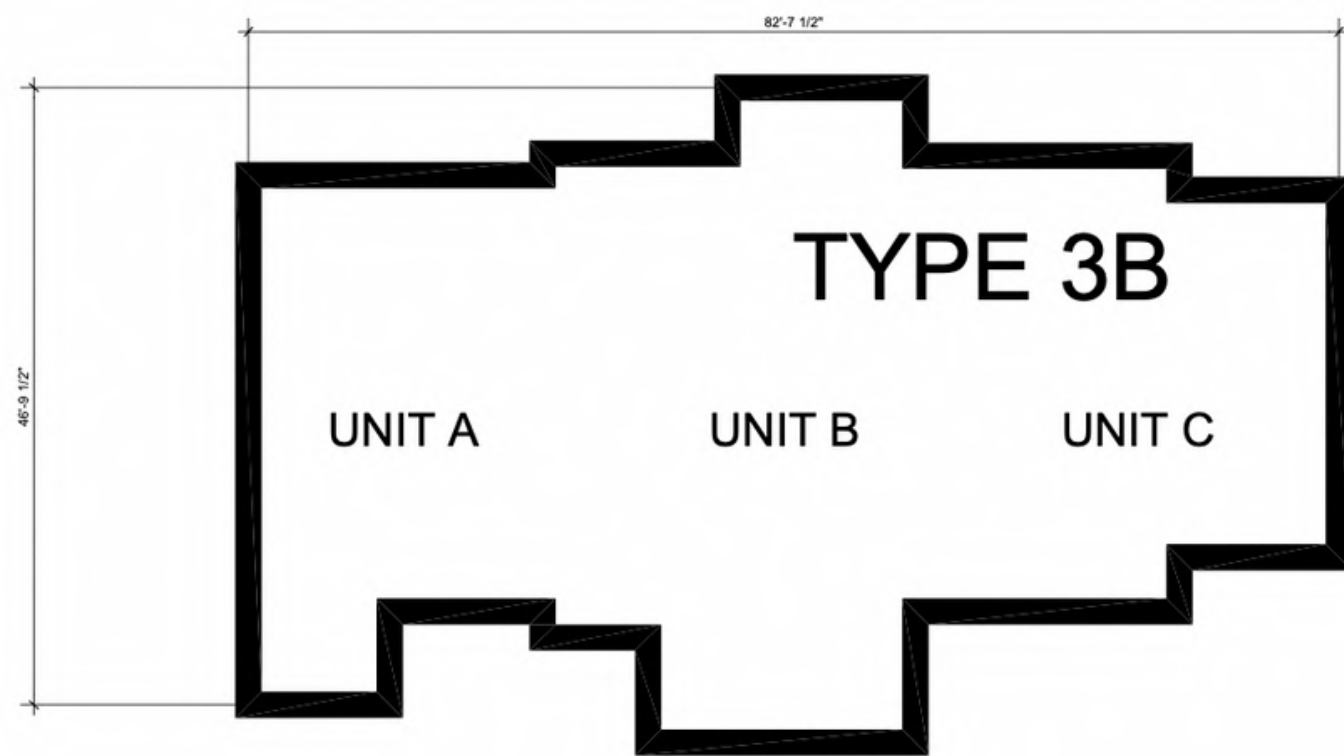
UNIT A	NUMBER	UNIT B	NUMBER
BEDROOMS	3	BEDROOMS	3
HOME OFFICE	0	HOME OFFICE	0
FULL BATHS	2	FULL BATHS	2
HALF BATHS	1	HALF BATHS	1
CAR GARAGE	1	CAR GARAGE	1

UNIT A	SQUARE FOOTAGE	UNIT B	SQUARE FOOTAGE
FLOOR PLAN - 1ST	1,030 SF	FLOOR PLAN - 1ST	1,030 SF
FLOOR PLAN - 2ND	557 SF	FLOOR PLAN - 2ND	557 SF
GARAGE	329 SF	GARAGE	329 SF
COVERED PATIO	0 SF	COVERED PATIO	0 SF
COVERED BALCONY	0 SF	COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,587 SF	TOTAL CONDITIONED	1,587 SF
TOTAL	1,916 SF	TOTAL	1,916 SF

						SQUARE FOOTAGE
TYPE 2B						
FLOOR PLAN - 1ST						2,060 SF
FLOOR PLAN - 2ND						1,114 SF
GARAGE						658 SF
COVERED PATIO						0 SF
COVERED BALCONY						0 SF
TOTAL CONDITIONED						3,174 SF
TOTAL						3,832 SF

BUILDING TYPE	NUM. OF UNITS IN BLDG	NUM. OF BLDG. TYPES	PARKING PROVIDED MINUS GARAGE	CONDITIONED SQUARE FOOTAGE	TOTAL CONDITIONED SQUARE FOOTAGE
TYPE 2B	2	1	4	3,174 SF	3,174 SF



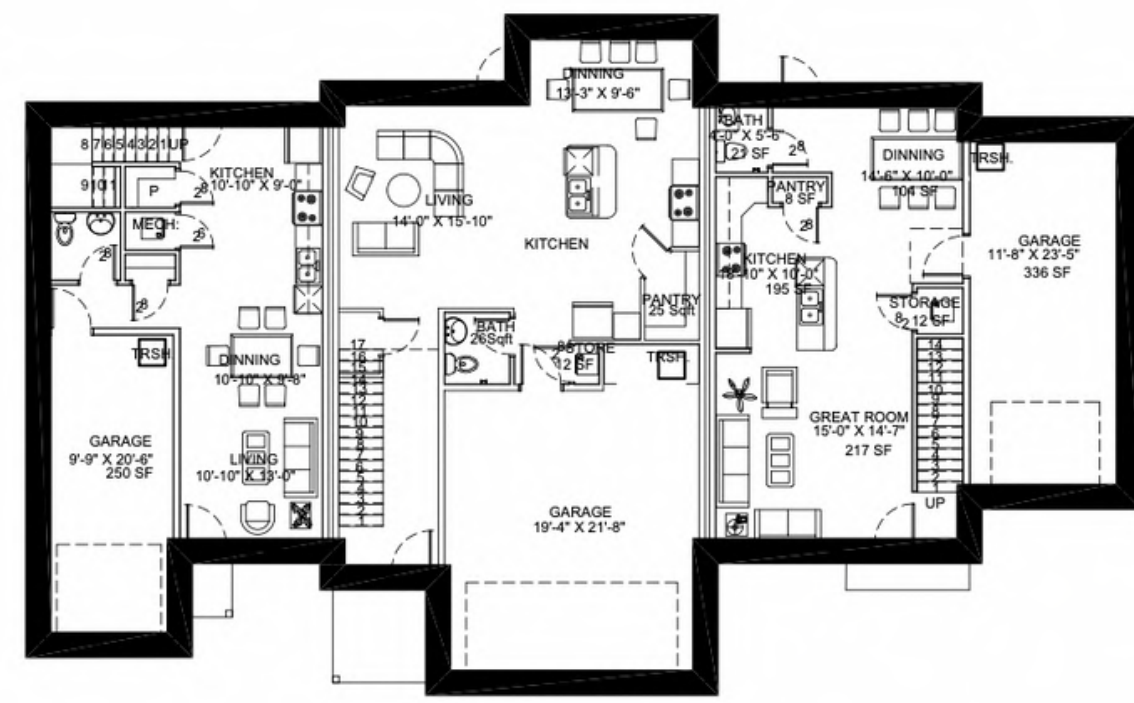


UNIT A		UNIT B		UNIT C	
BEDROOMS	2	BEDROOMS	3	BEDROOMS	2
HOME OFFICE	1	HOME OFFICE	0	HOME OFFICE	1
FULL BATHS	2	FULL BATHS	2	FULL BATHS	2
HALF BATHS	1	HALF BATHS	1	HALF BATHS	1
CAR GARAGE	1	CAR GARAGE	2	CAR GARAGE	1

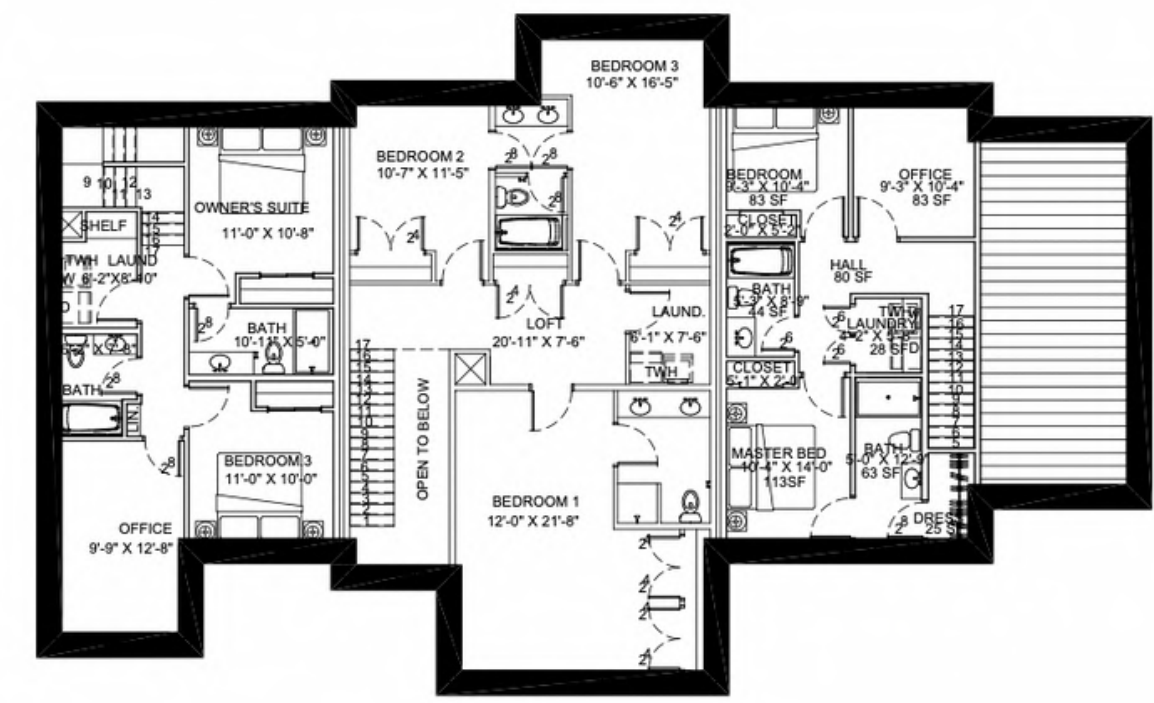
UNIT A		UNIT B		UNIT C	
FLOOR PLAN - 1ST	553 SF	FLOOR PLAN - 1ST	820 SF	FLOOR PLAN - 1ST	680 SF
FLOOR PLAN - 2ND	730 SF	FLOOR PLAN - 2ND	1,131 SF	FLOOR PLAN - 2ND	680 SF
GARAGE	250 SF	GARAGE	449 SF	GARAGE	336 SF
COVERED PATIO	20 SF	COVERED PATIO	64 SF	COVERED PATIO	0 SF
COVERED BALCONY	0 SF	COVERED BALCONY	0 SF	COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,283 SF	TOTAL CONDITIONED	1,951 SF	TOTAL CONDITIONED	1,360 SF
TOTAL	1,553 SF	TOTAL	2,464 SF	TOTAL	1,696 SF

		TYPE 3B		TOTAL	
		SQUARE FOOTAGE		SQUARE FOOTAGE	
		FLOOR PLAN - 1ST		2,053 SF	
		FLOOR PLAN - 2ND		2,541 SF	
		GARAGE		1,035 SF	
		COVERED PATIO		84 SF	
		COVERED BALCONY		0 SF	
		TOTAL CONDITIONED		4,594 SF	
		TOTAL		5,713 SF	

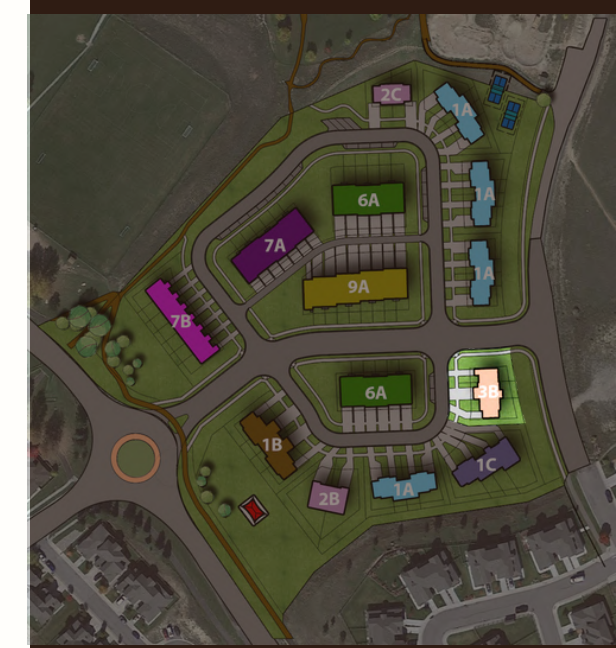
		TOTAL	
		SQUARE FOOTAGE	
		FLOOR PLAN - 1ST	
		FLOOR PLAN - 2ND	
		GARAGE	
		COVERED PATIO	
		COVERED BALCONY	
		TOTAL CONDITIONED	
		TOTAL	

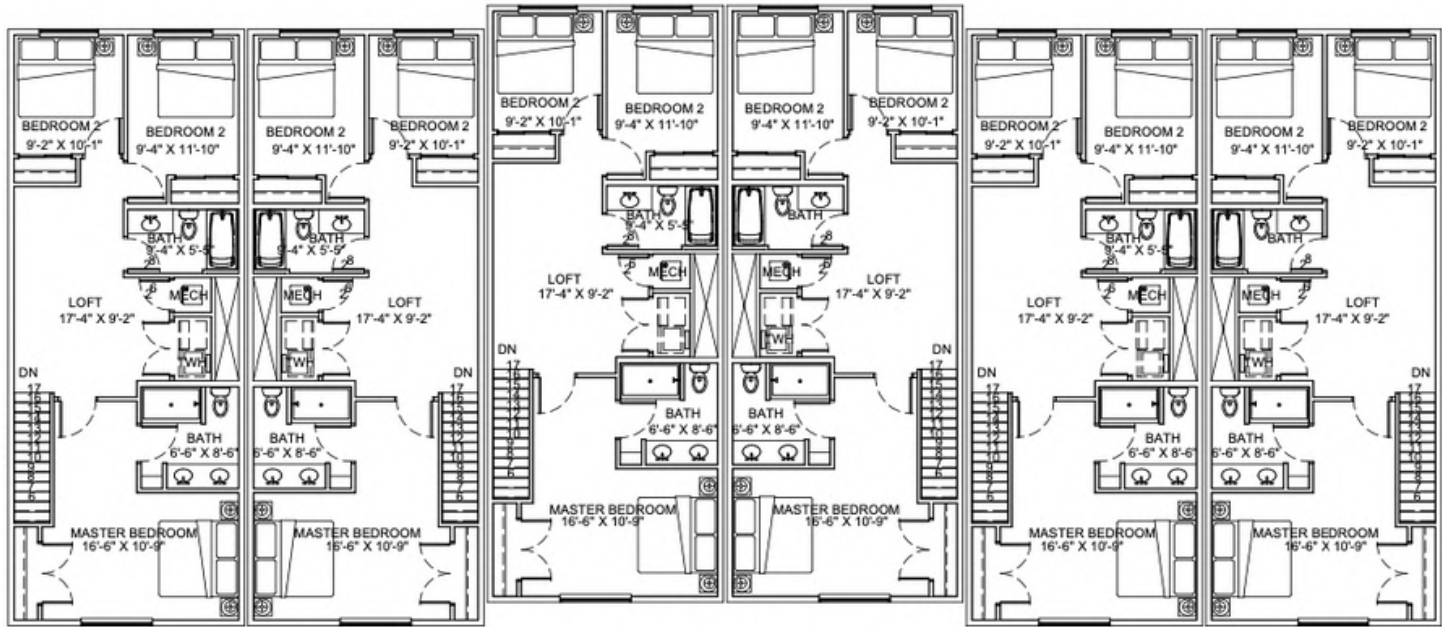


FIRST FLOOR



SECOND FLOOR





SECOND FLOOR

UNIT A	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	2

UNIT B	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	2

UNIT C	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	2

UNIT D	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	2

UNIT A	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	938 SF
GARAGE	390 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,543 SF
TOTAL	1,952 SF

UNIT B	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	938 SF
GARAGE	390 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,543 SF
TOTAL	1,952 SF

UNIT C	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	938 SF
GARAGE	390 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,543 SF
TOTAL	1,952 SF

UNIT D	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	938 SF
GARAGE	390 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,543 SF
TOTAL	1,952 SF

UNIT E	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	2

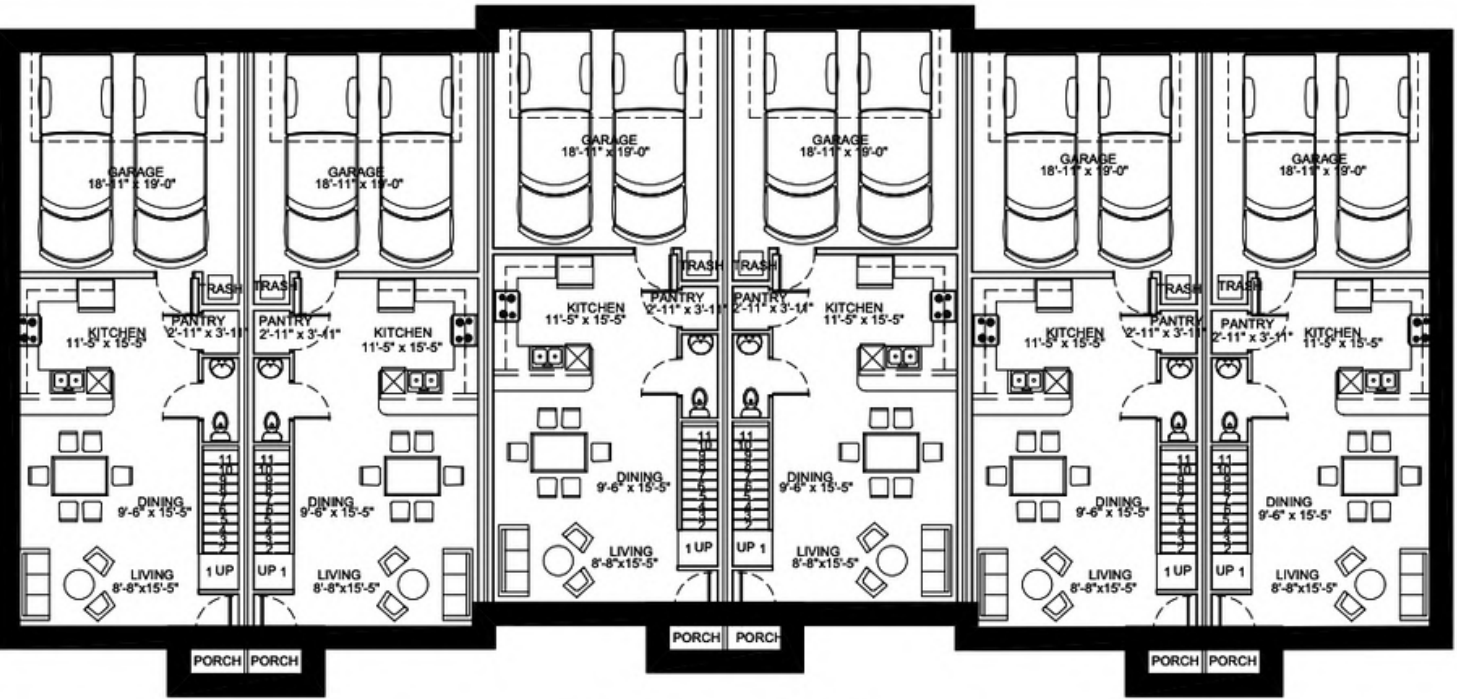
UNIT F	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	2

UNIT E	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	938 SF
GARAGE	390 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,543 SF
TOTAL	1,952 SF

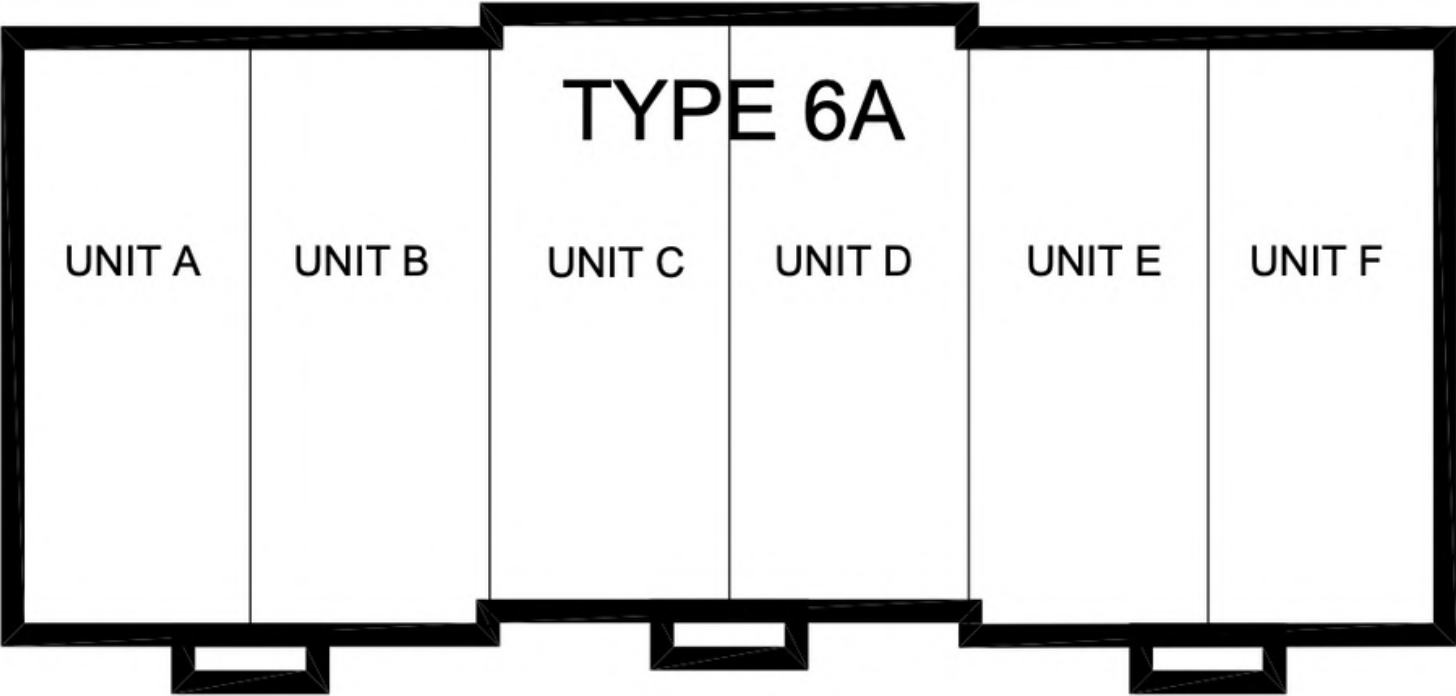
UNIT F	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	938 SF
GARAGE	390 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,543 SF
TOTAL	1,952 SF

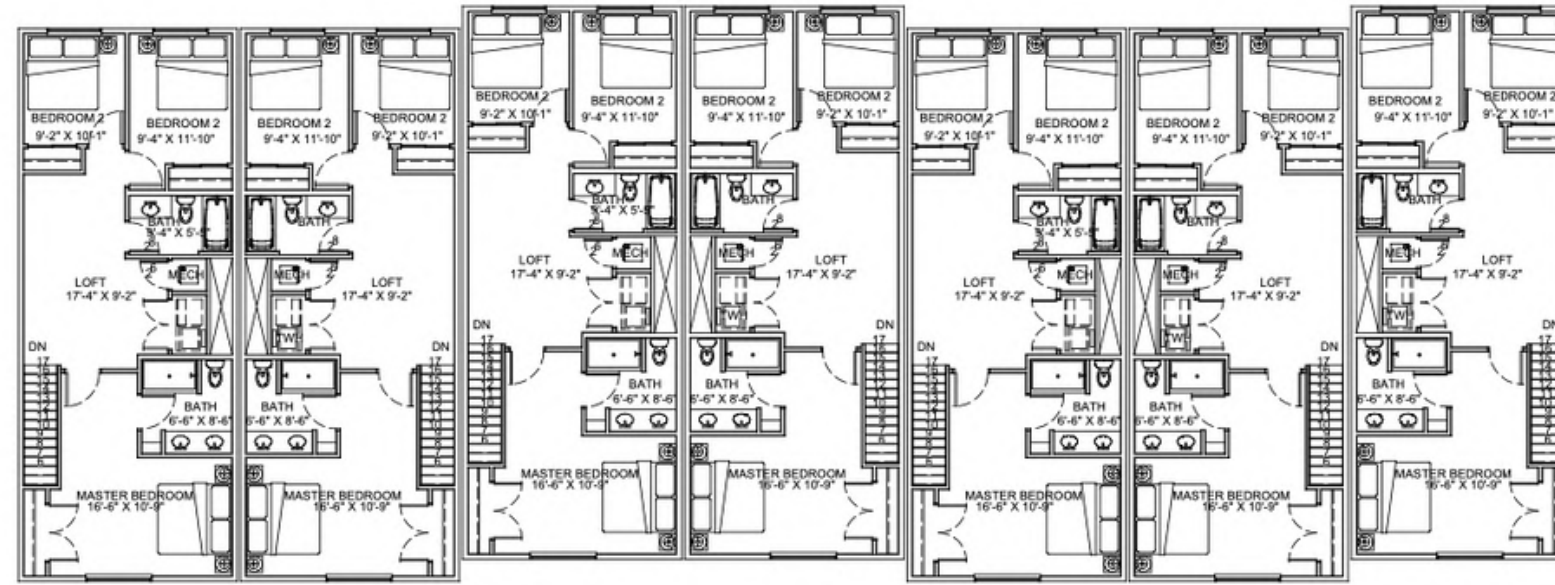
BUILDING TYPE	NUM. OF UNITS IN BLDG.	NUM. OF BLDG. TYPES	CONDITIONED SQUARE FOOTAGE	TOTAL CONDITIONED SQUARE FOOTAGE
TYPE 6A	6	2	9,258 SF	18,516 SF

TYPE 6A	SQUARE FOOTAGE
FLOOR PLAN - 1ST	3,630 SF
FLOOR PLAN - 2ND	5,628 SF
GARAGE	2,340 SF
COVERED PATIO	114 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	9,258 SF
TOTAL	11,712 SF



FIRST FLOOR





SECOND FLOOR

UNIT A	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	2

UNIT B	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	2

UNIT C	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	2

UNIT D	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	2

UNIT A	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	938 SF
GARAGE	390 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,543 SF
TOTAL	1,952 SF

UNIT B	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	938 SF
GARAGE	390 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,543 SF
TOTAL	1,952 SF

UNIT C	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	938 SF
GARAGE	390 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,543 SF
TOTAL	1,952 SF

UNIT D	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	938 SF
GARAGE	390 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,543 SF
TOTAL	1,952 SF

UNIT E	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	2

UNIT F	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	2

UNIT G	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	2

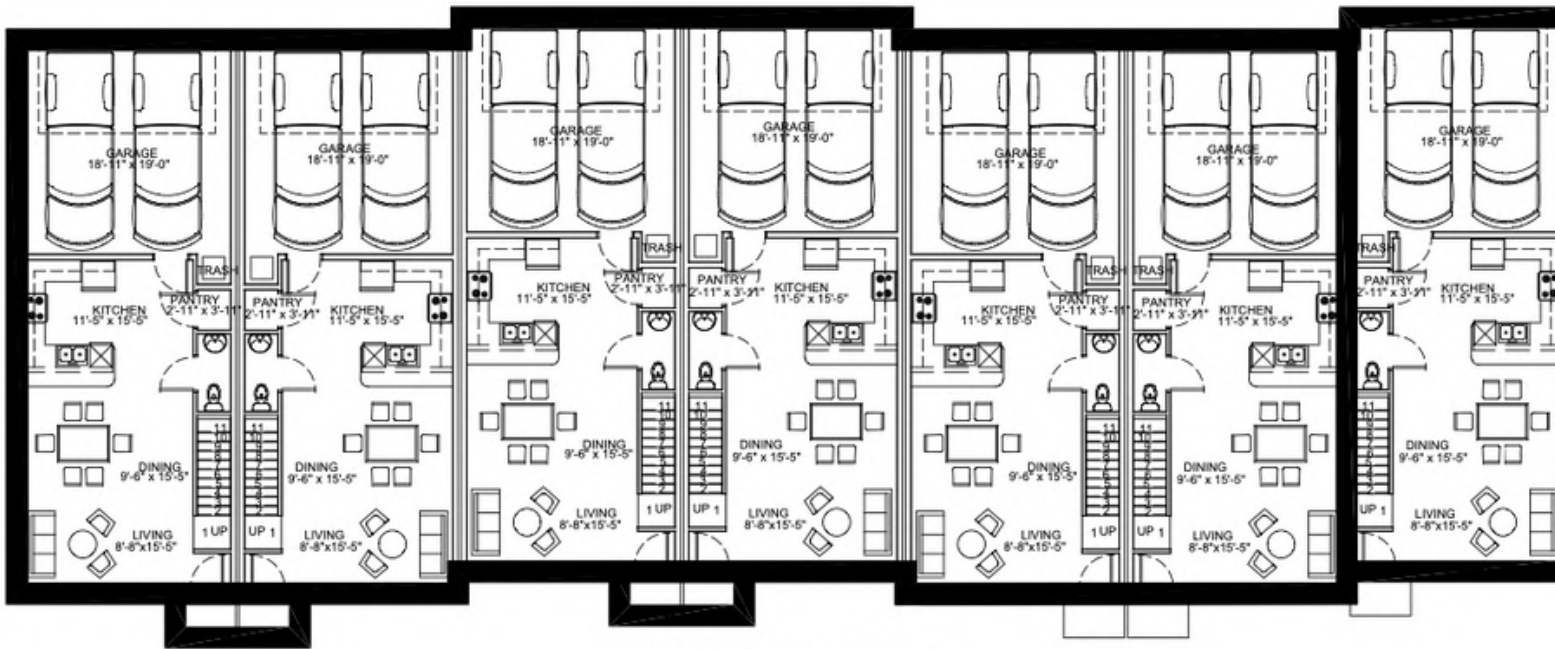
UNIT E	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	938 SF
GARAGE	390 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,543 SF
TOTAL	1,952 SF

UNIT F	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	938 SF
GARAGE	390 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,543 SF
TOTAL	1,952 SF

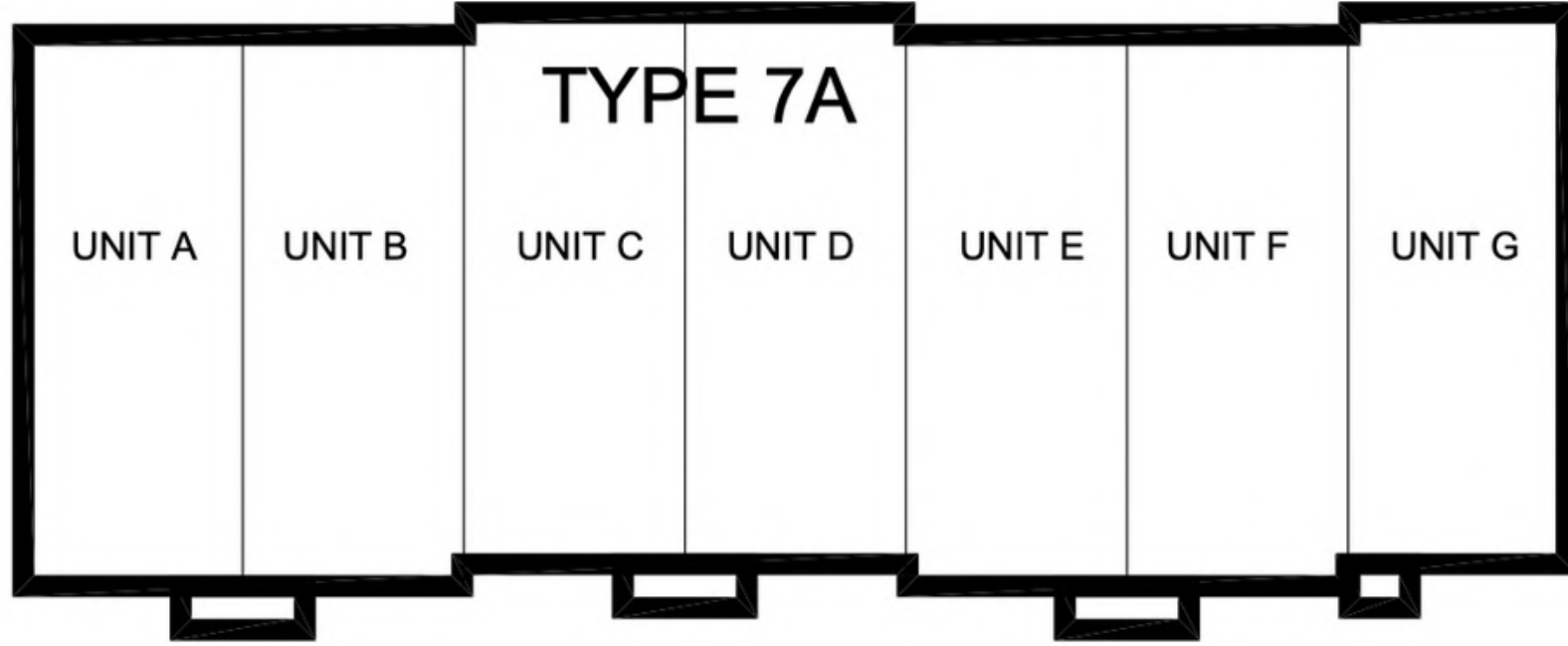
UNIT G	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	938 SF
GARAGE	390 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,543 SF
TOTAL	1,952 SF

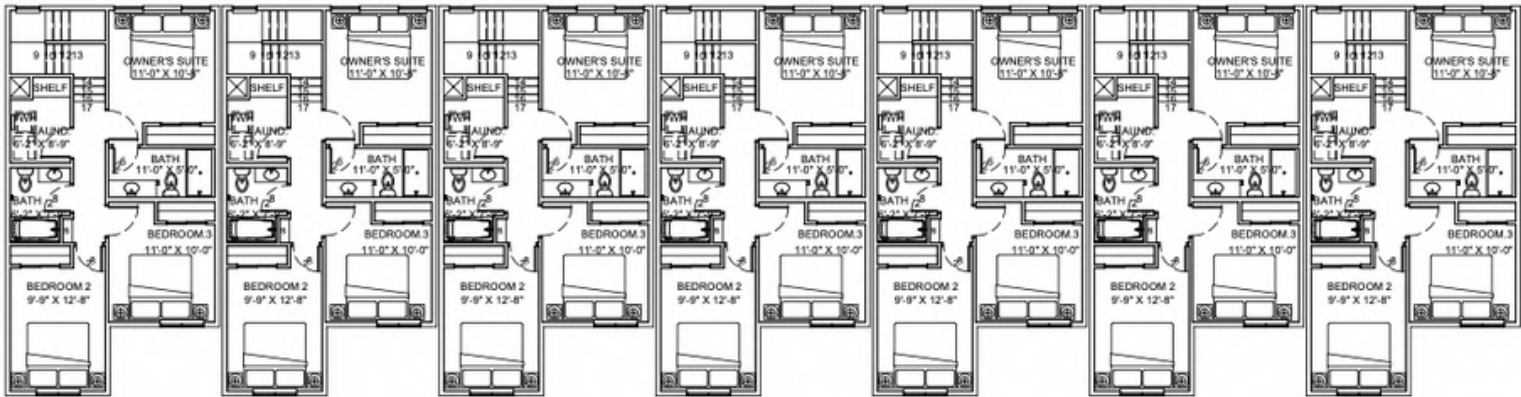
BUILDING TYPE	NUM. OF BLDG.	NUM. OF UNITS IN BLDG.	CONDITIONED SQUARE FOOTAGE	TOTAL CONDITIONED SQUARE FOOTAGE
TYPE 7A	7	1	10,801 SF	10,801 SF

TYPE 7A	SQUARE FOOTAGE
FLOOR PLAN - 1ST	4,235 SF
FLOOR PLAN - 2ND	6,566 SF
GARAGE	2,730 SF
COVERED PATIO	133 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	10,801 SF
TOTAL	13,664 SF

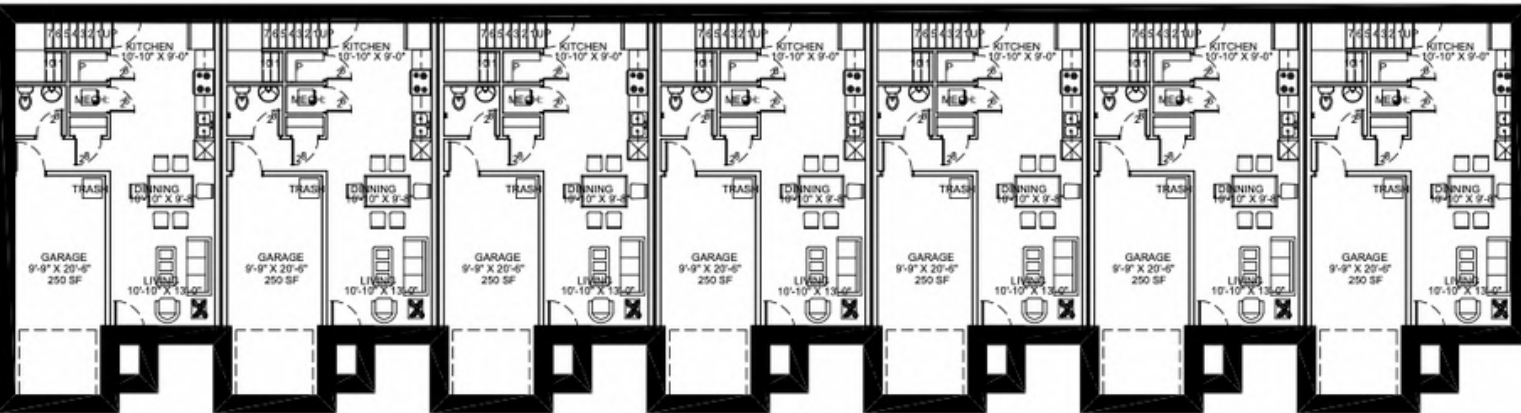


FIRST FLOOR





SECOND FLOOR



FIRST FLOOR

UNIT A	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	1

UNIT A	SQUARE FOOTAGE
FLOOR PLAN - 1ST	553 SF
FLOOR PLAN - 2ND	730 SF
GARAGE	250 SF
COVERED PATIO	20 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,283 SF
TOTAL	1,553 SF

UNIT E	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	1

UNIT E	SQUARE FOOTAGE
FLOOR PLAN - 1ST	553 SF
FLOOR PLAN - 2ND	730 SF
GARAGE	250 SF
COVERED PATIO	20 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,283 SF
TOTAL	1,553 SF

UNIT B	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	1

UNIT B	SQUARE FOOTAGE
FLOOR PLAN - 1ST	553 SF
FLOOR PLAN - 2ND	730 SF
GARAGE	250 SF
COVERED PATIO	20 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,283 SF
TOTAL	1,553 SF

UNIT F	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	1

UNIT F	SQUARE FOOTAGE
FLOOR PLAN - 1ST	553 SF
FLOOR PLAN - 2ND	730 SF
GARAGE	250 SF
COVERED PATIO	20 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,283 SF
TOTAL	1,553 SF

UNIT C	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	1

UNIT C	SQUARE FOOTAGE
FLOOR PLAN - 1ST	553 SF
FLOOR PLAN - 2ND	730 SF
GARAGE	250 SF
COVERED PATIO	20 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,283 SF
TOTAL	1,553 SF

UNIT G	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	1

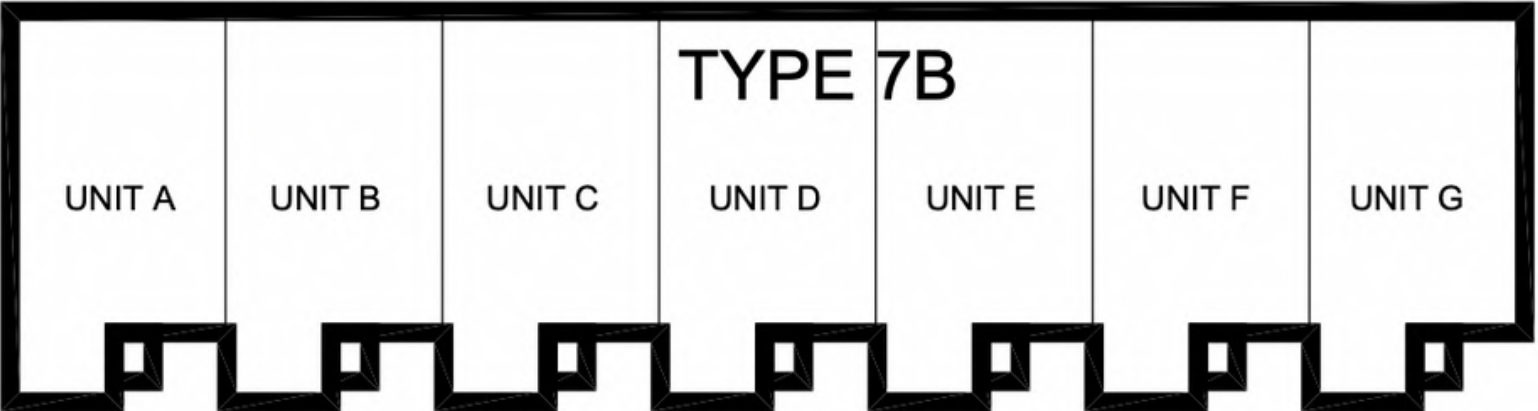
UNIT G	SQUARE FOOTAGE
FLOOR PLAN - 1ST	553 SF
FLOOR PLAN - 2ND	730 SF
GARAGE	250 SF
COVERED PATIO	20 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,283 SF
TOTAL	1,553 SF

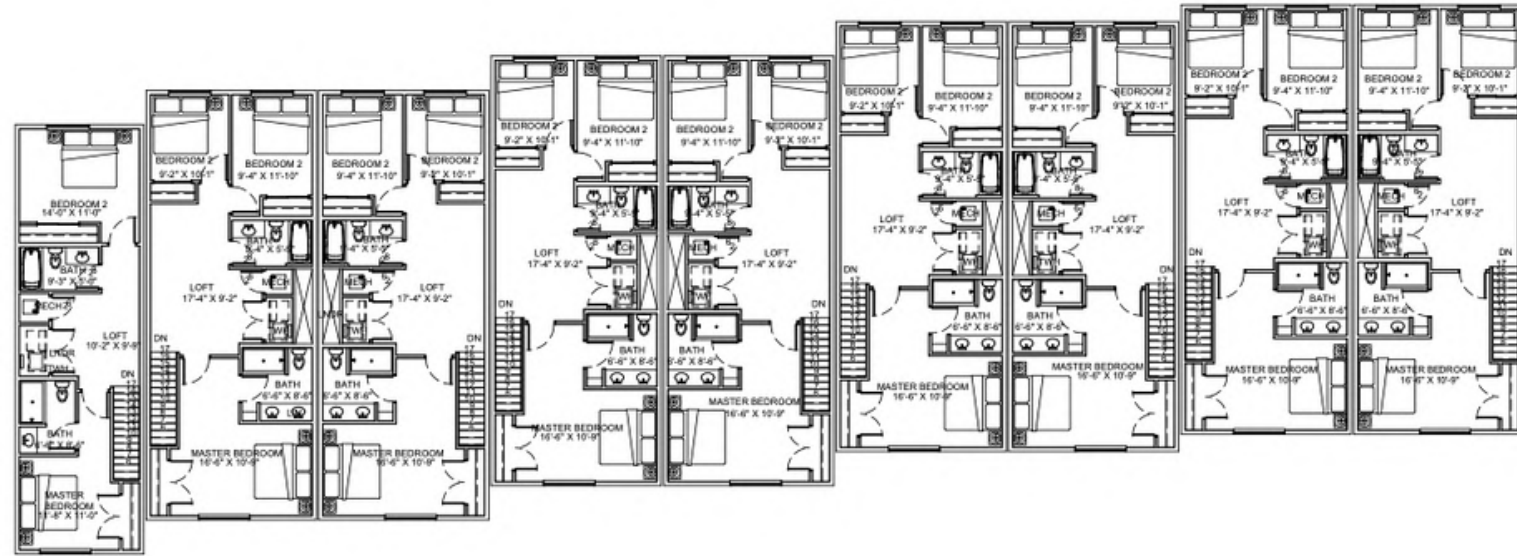
UNIT D	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	1

UNIT D	SQUARE FOOTAGE
FLOOR PLAN - 1ST	553 SF
FLOOR PLAN - 2ND	730 SF
GARAGE	250 SF
COVERED PATIO	20 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,283 SF
TOTAL	1,553 SF

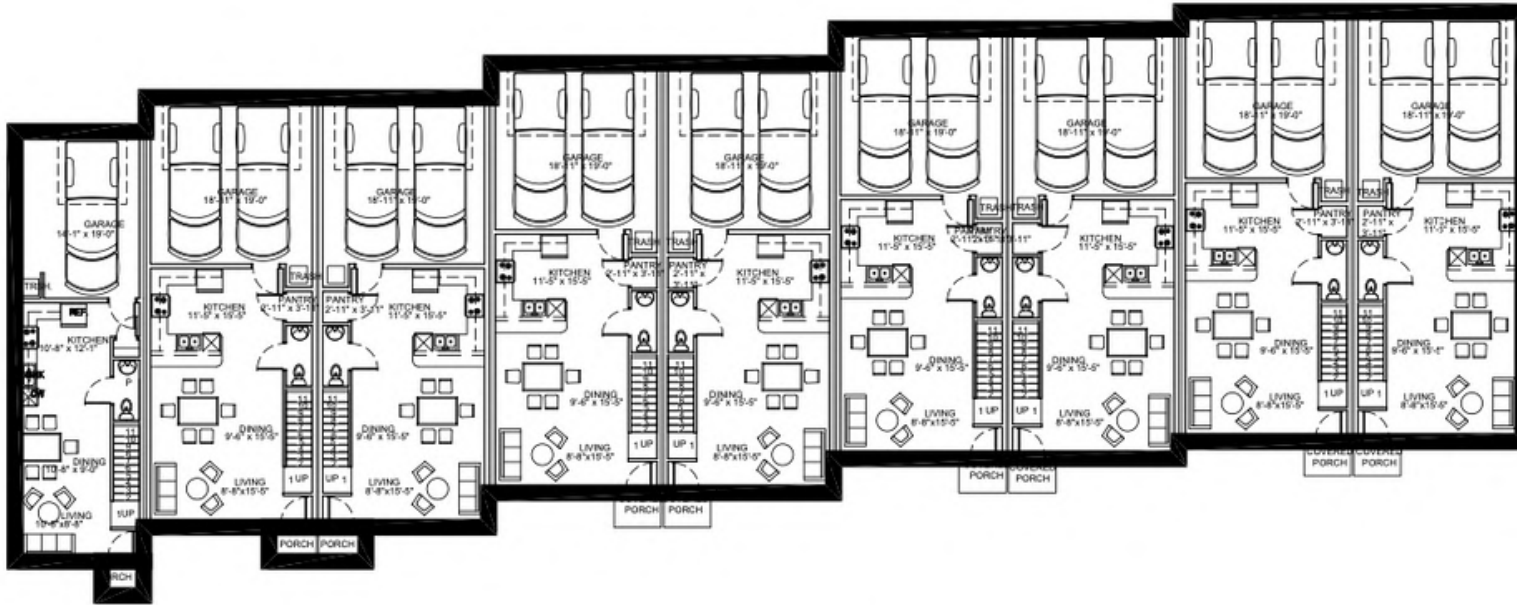
BUILDING TYPE	NUM. OF UNITS IN BLDG	NUM. OF BLDG TYPES	CONDITIONED SQUARE FOOTAGE	TOTAL CONDITIONED SQUARE FOOTAGE
TYPE 7B	7	1	8,981 SF	8,981 SF

TYPE 7B	SQUARE FOOTAGE
FLOOR PLAN - 1ST	3,871 SF
FLOOR PLAN - 2ND	5,110 SF
GARAGE	1,750 SF
COVERED PATIO	120 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	8,981 SF
TOTAL	10,871 SF





SECOND FLOOR



FIRST FLOOR

UNIT A	NUMBER
BEDROOMS	2
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	1

UNIT A	SQUARE FOOTAGE
FLOOR PLAN - 1ST	457 SF
FLOOR PLAN - 2ND	707 SF
GARAGE	295 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,164 SF
TOTAL	1,478 SF

UNIT E	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	2

UNIT E	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	938 SF
GARAGE	390 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,543 SF
TOTAL	1,952 SF

UNIT I	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	2

UNIT I	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	938 SF
GARAGE	390 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,543 SF
TOTAL	1,952 SF

UNIT B	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	2

UNIT B	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	938 SF
GARAGE	390 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,543 SF
TOTAL	1,952 SF

UNIT F	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	2

UNIT F	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	938 SF
GARAGE	390 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,543 SF
TOTAL	1,952 SF

UNIT C	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	2

UNIT C	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	938 SF
GARAGE	390 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,543 SF
TOTAL	1,952 SF

UNIT G	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	2

UNIT G	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	938 SF
GARAGE	390 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,543 SF
TOTAL	1,952 SF

UNIT D	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	2

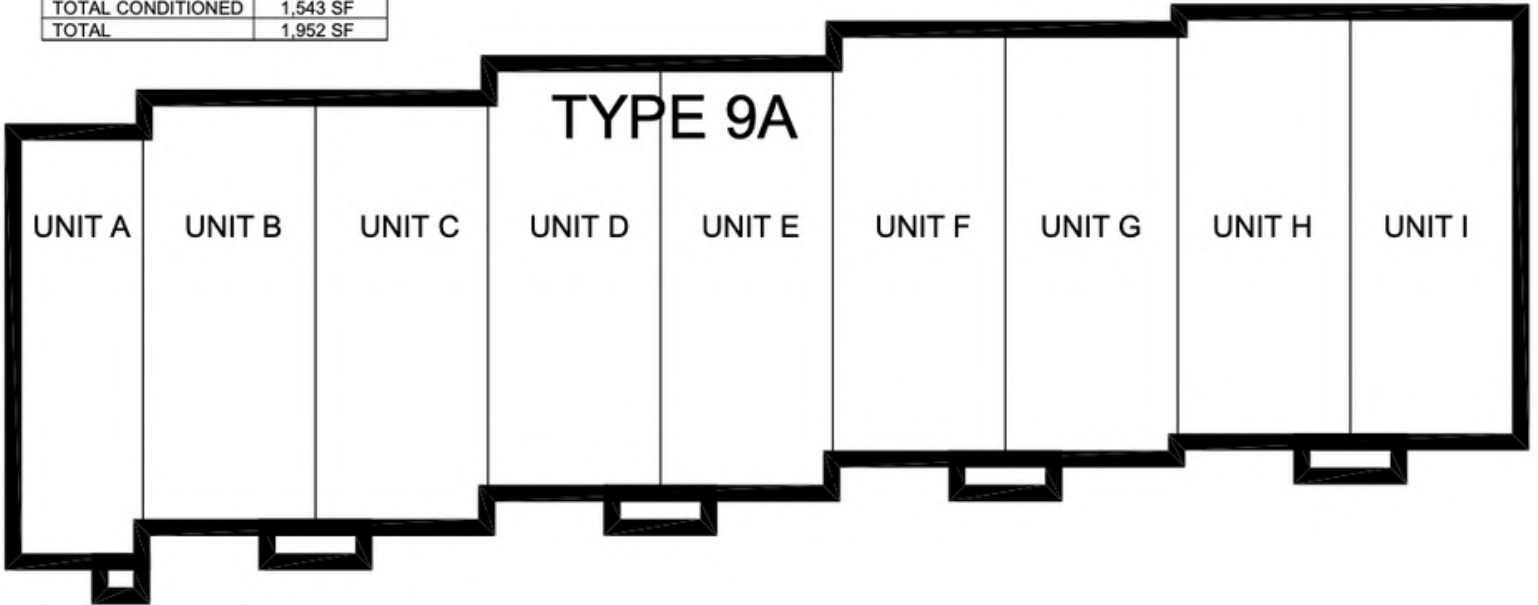
UNIT D	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	938 SF
GARAGE	390 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,543 SF
TOTAL	1,952 SF

UNIT H	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	2

UNIT H	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	938 SF
GARAGE	390 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,543 SF
TOTAL	1,952 SF

BUILDING TYPE	NUM. OF UNITS IN BLDG.	NUM. OF BLDG. TYPES	CONDITIONED SQUARE FOOTAGE	TOTAL CONDITIONED SQUARE FOOTAGE
TYPE 9A	9	1	13,508 SF	13,508 SF

TYPE 9A	SQUARE FOOTAGE
FLOOR PLAN - 1ST	5,297 SF
FLOOR PLAN - 2ND	8,211 SF
GARAGE	3,415 SF
COVERED PATIO	62 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	13,508 SF
TOTAL	17,094 SF



Elevations

COLORIZED



06 ELEVATION TYPE 3B
SCALE: 3/16" = 1'-0"



05 ELEVATION TYPE 2C
SCALE: 3/16" = 1'-0"



04 ELEVATION TYPE 2B
SCALE: 3/16" = 1'-0"



03 ELEVATION TYPE 1C
SCALE: 3/16" = 1'-0"



02 ELEVATION TYPE 1B
SCALE: 3/16" = 1'-0"



01 ELEVATION TYPE 1A
SCALE: 3/16" = 1'-0"



10 ELEVATION TYPE 9A
SCALE: 3/16" = 1'-0"



09 ELEVATION TYPE 7B
SCALE: 3/16" = 1'-0"



08 ELEVATION TYPE 7A
SCALE: 3/16" = 1'-0"



07 ELEVATION TYPE 6A
SCALE: 3/16" = 1'-0"

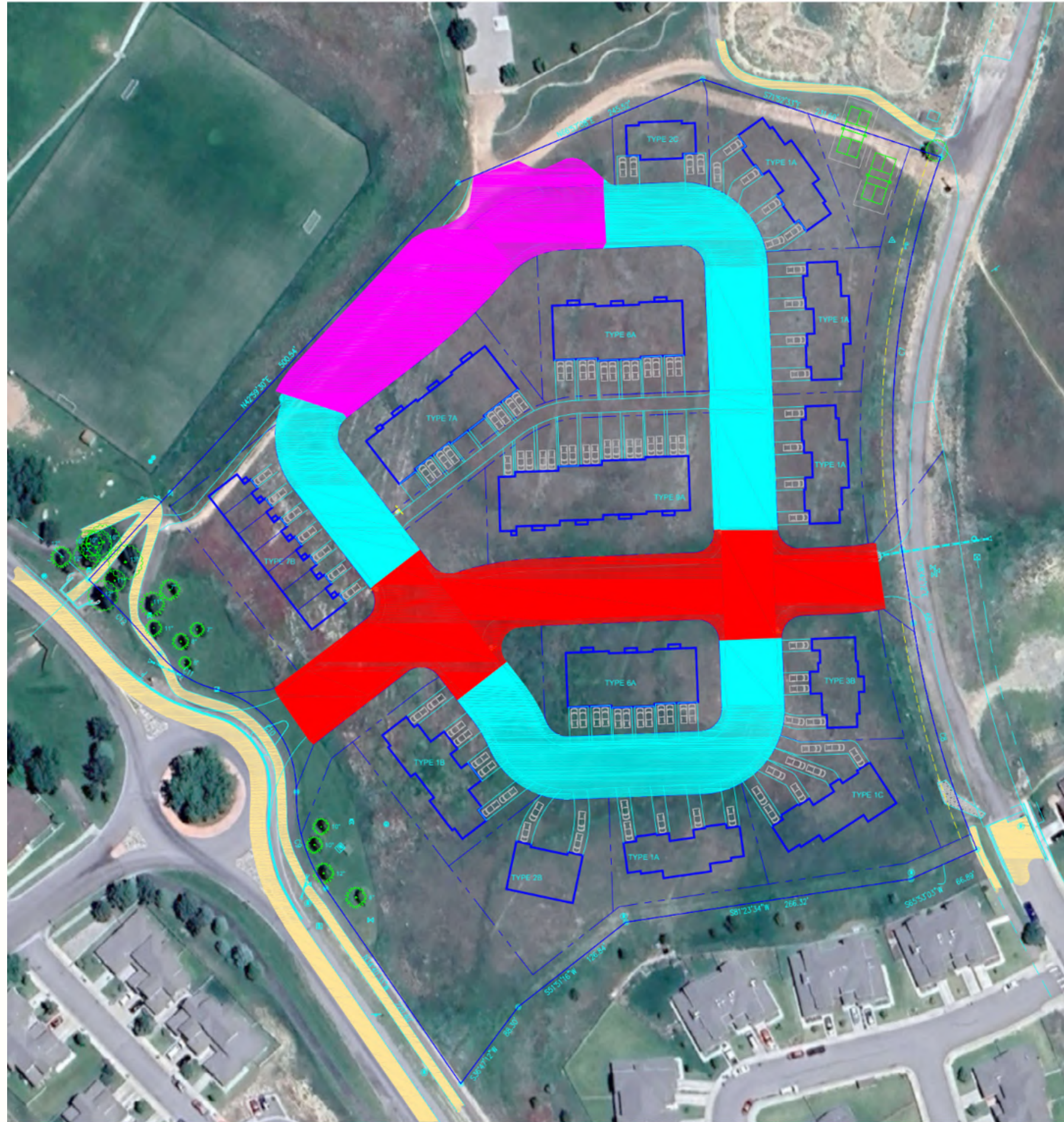
Trails Planning

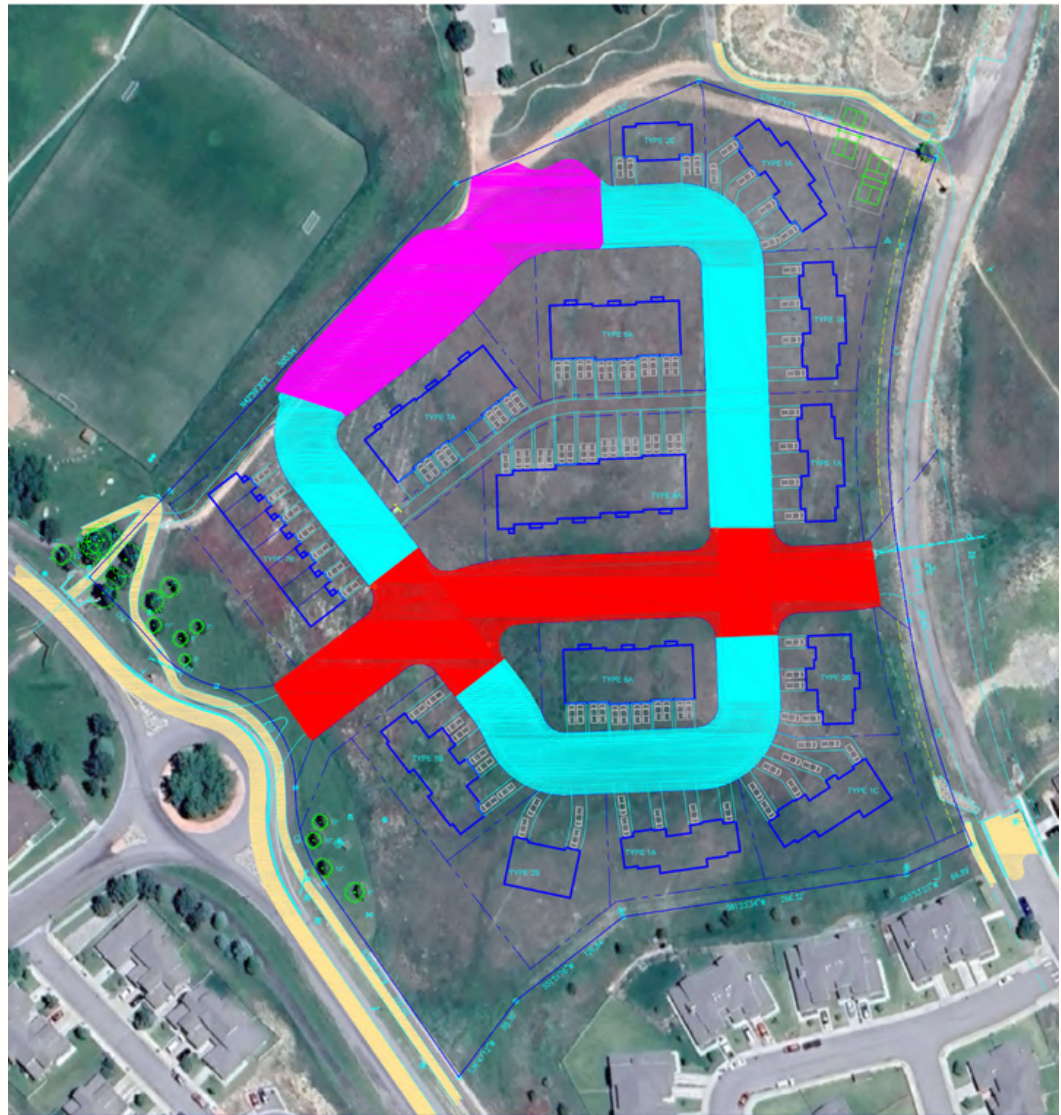


Traffic Circulation



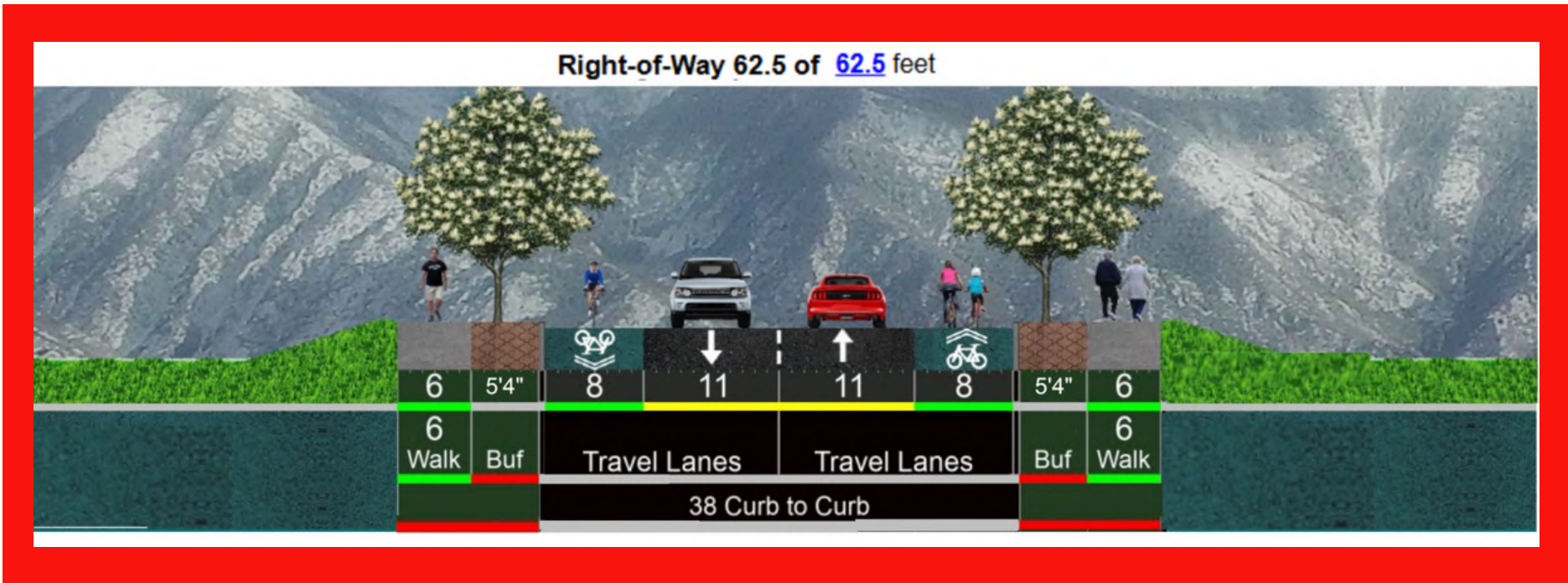
Street Sections



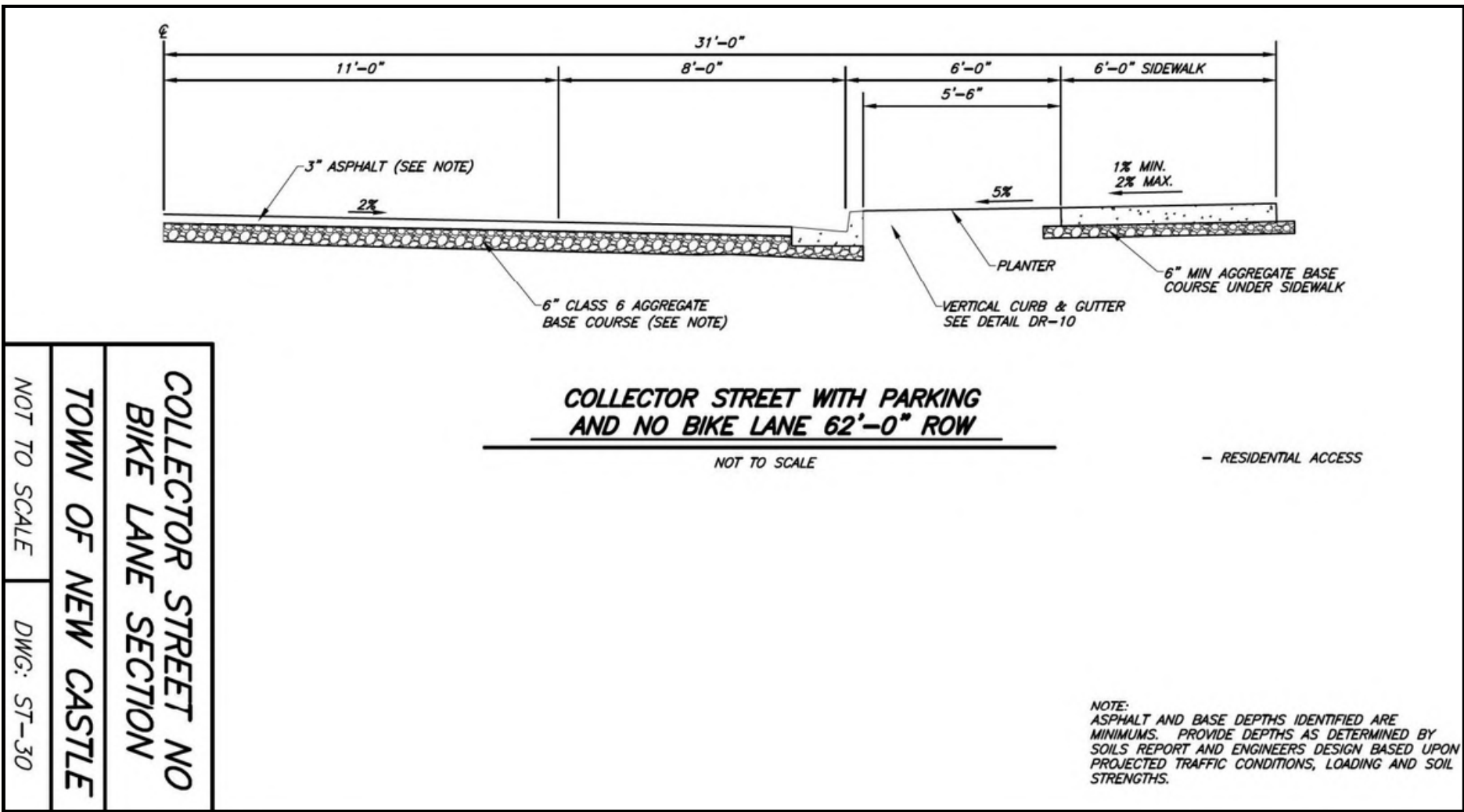


Right of Way 62.5 Feet

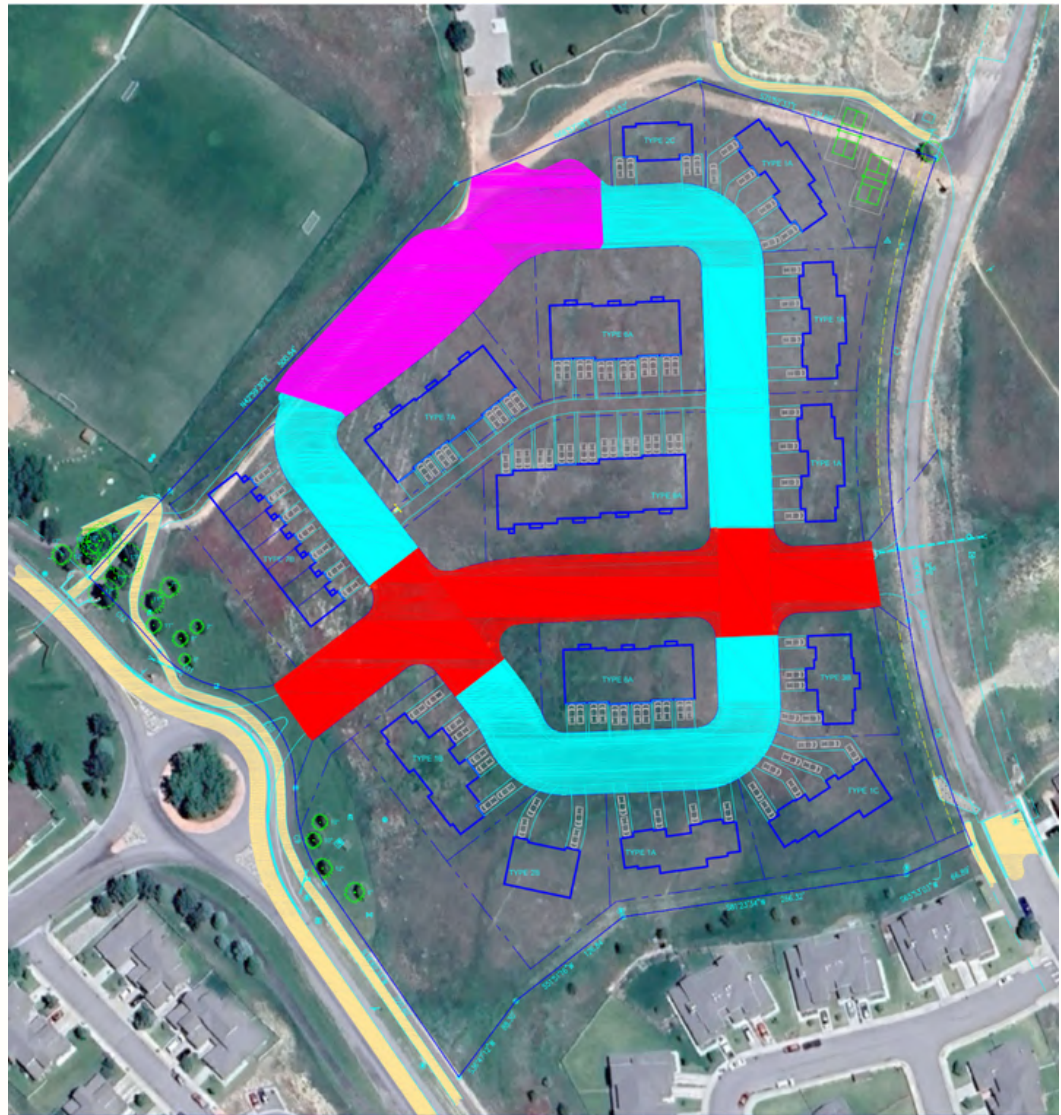
R.O.W 62 FEET



DEVELOPMENT PROPOSED

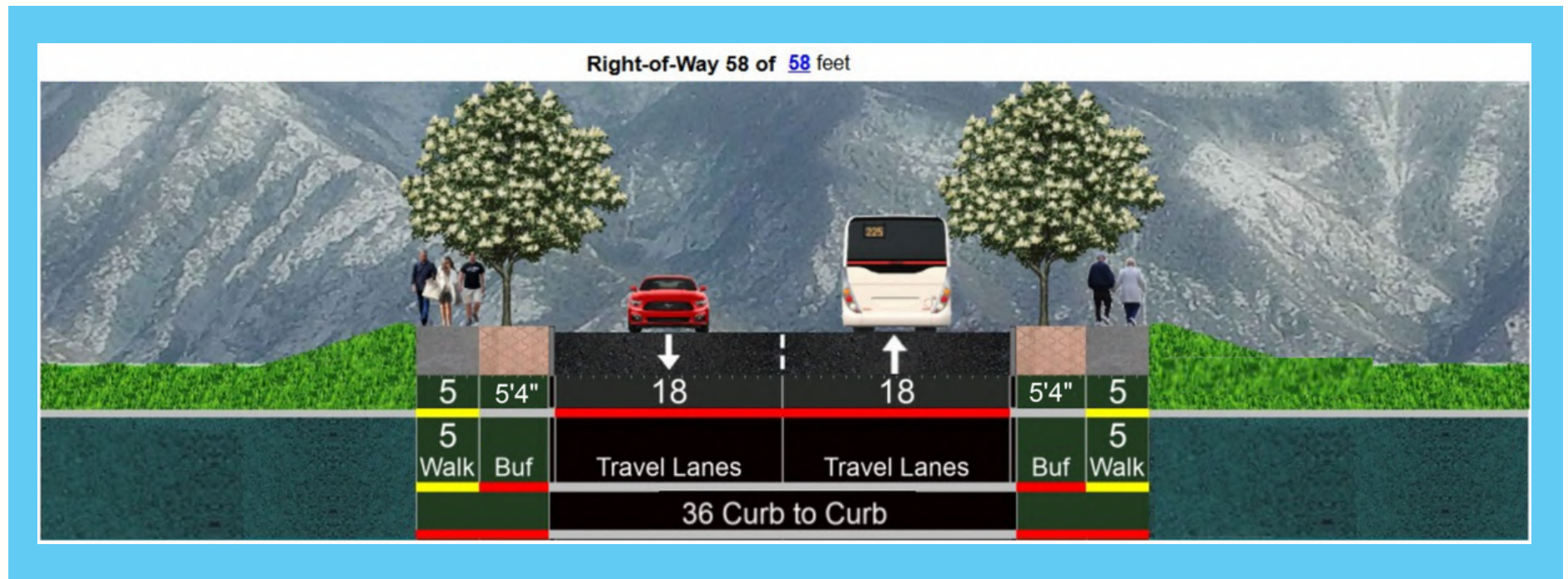


CITY STANDARD

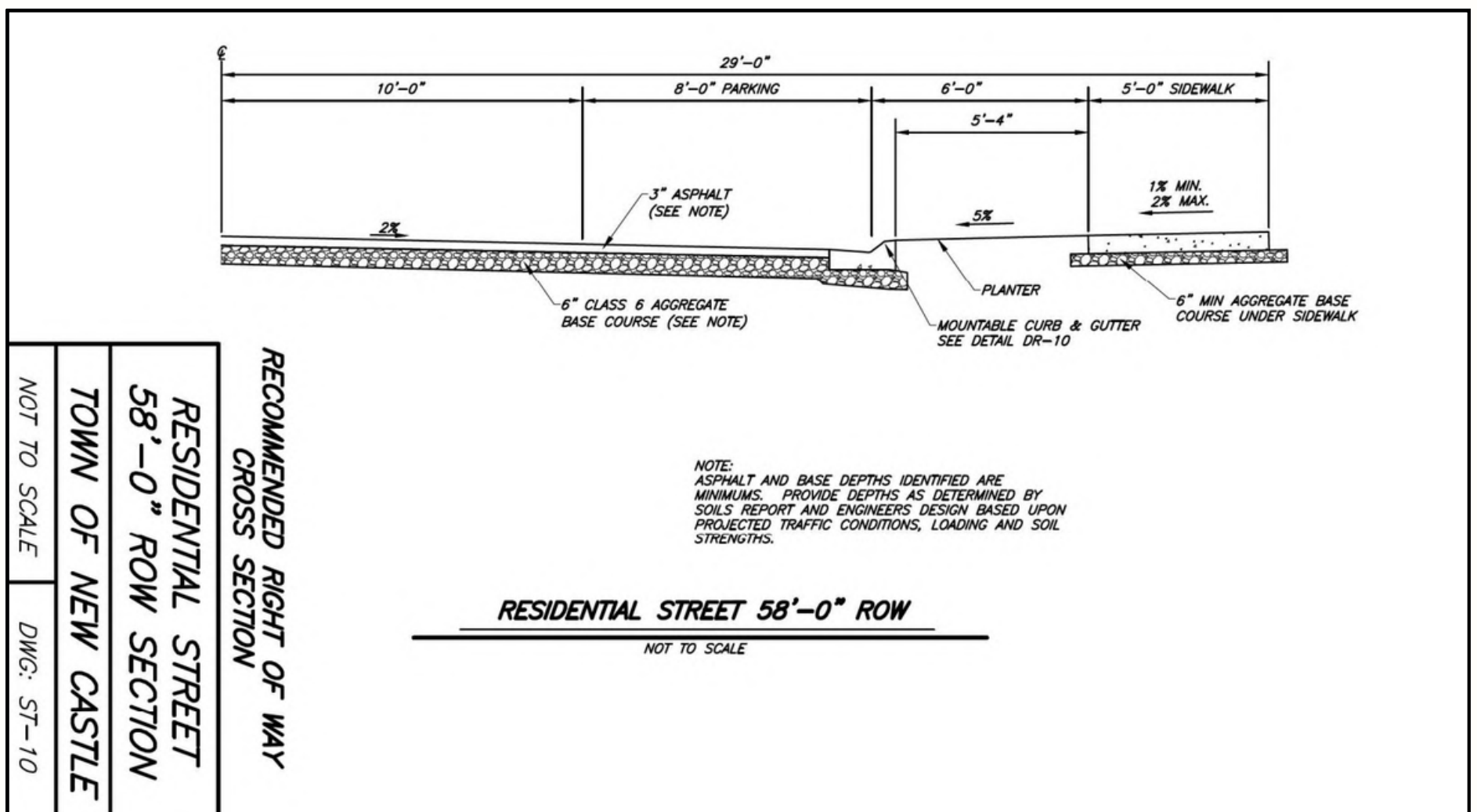


Right of Way 58 Feet

R.O.W 58 FEET

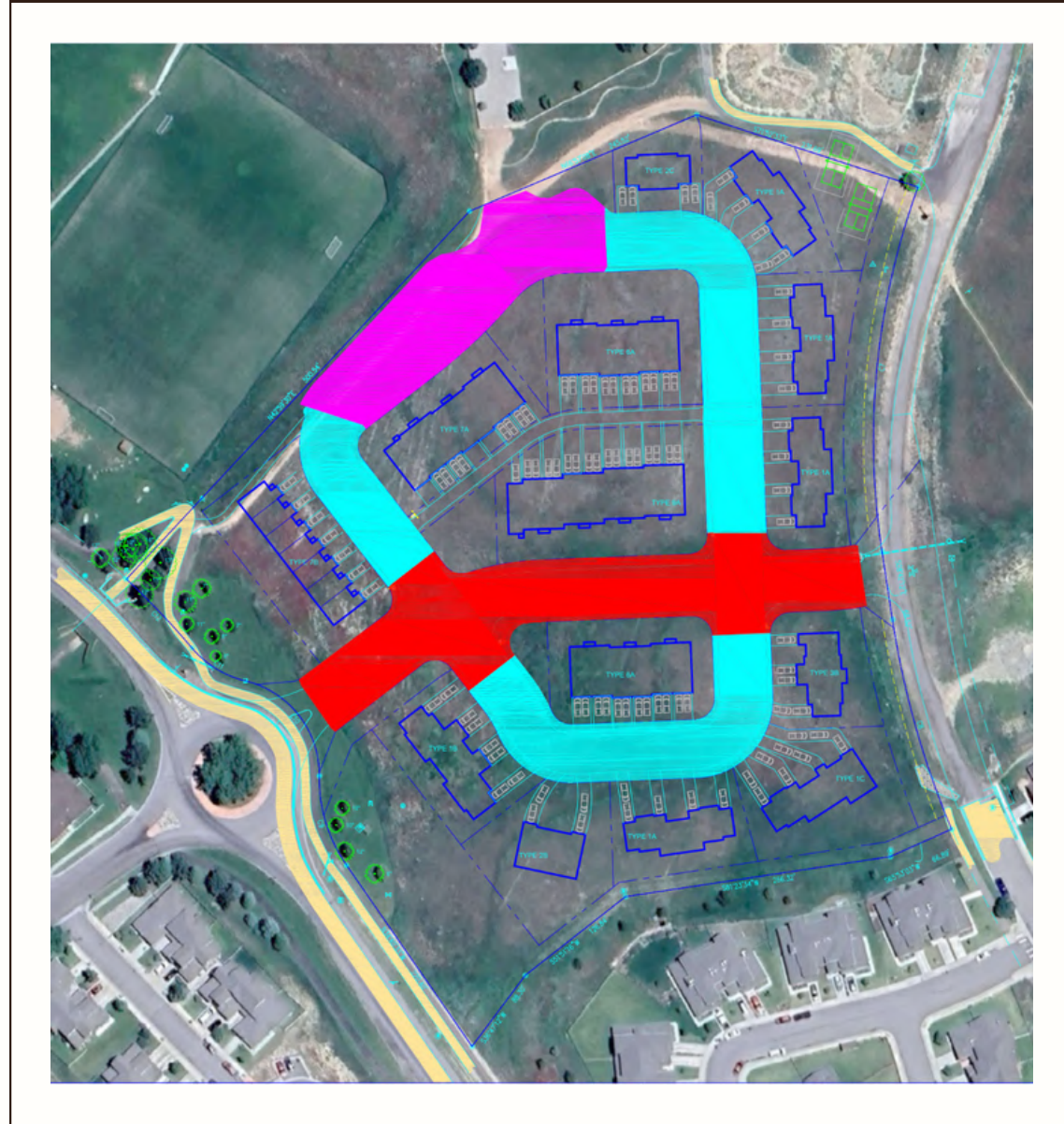


DEVELOPMENT PROPOSED



CITY STANDARD

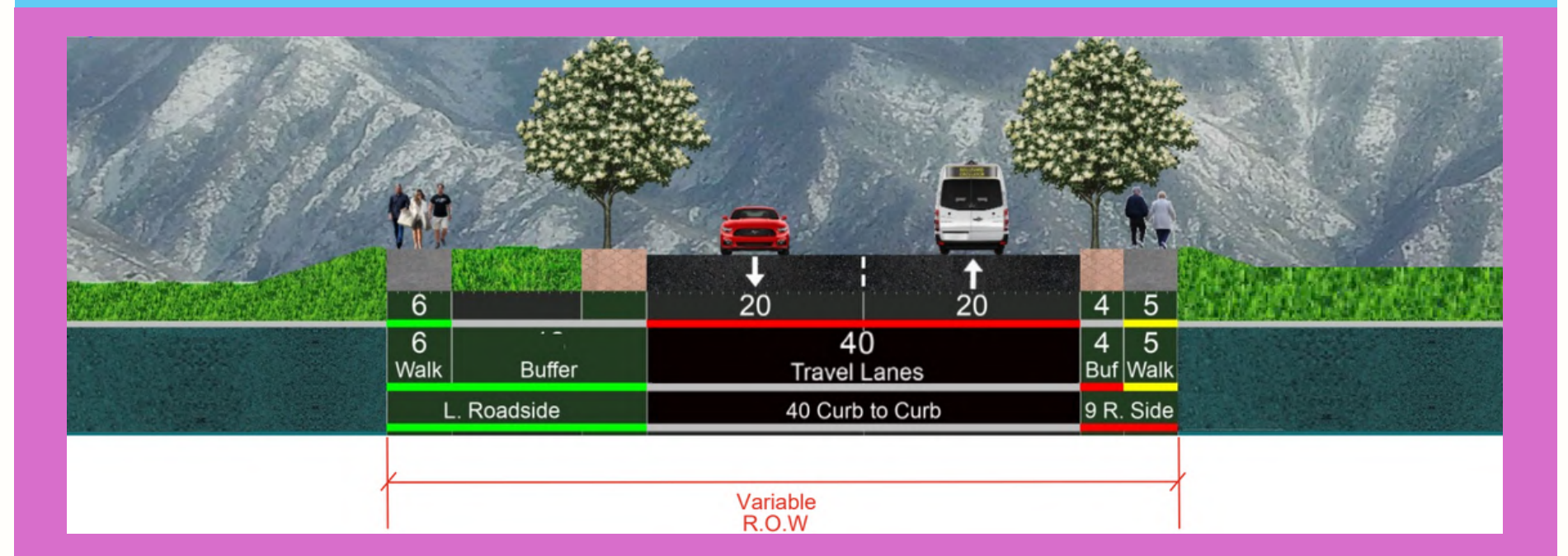
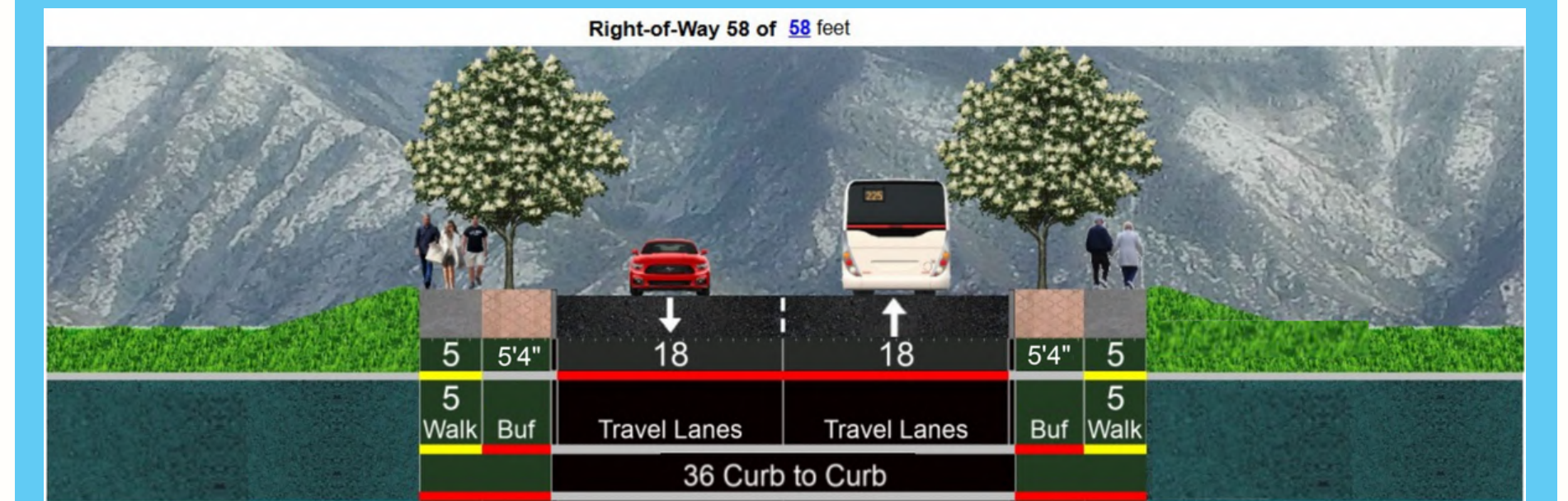
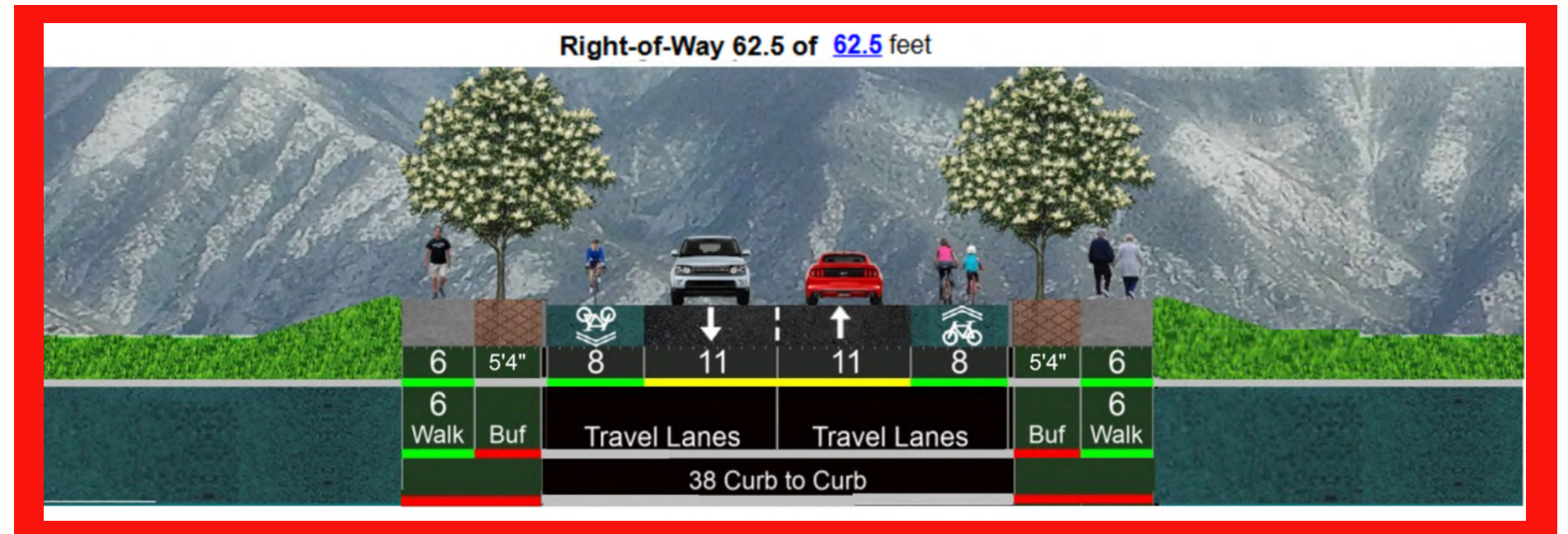
Right of Way Variable



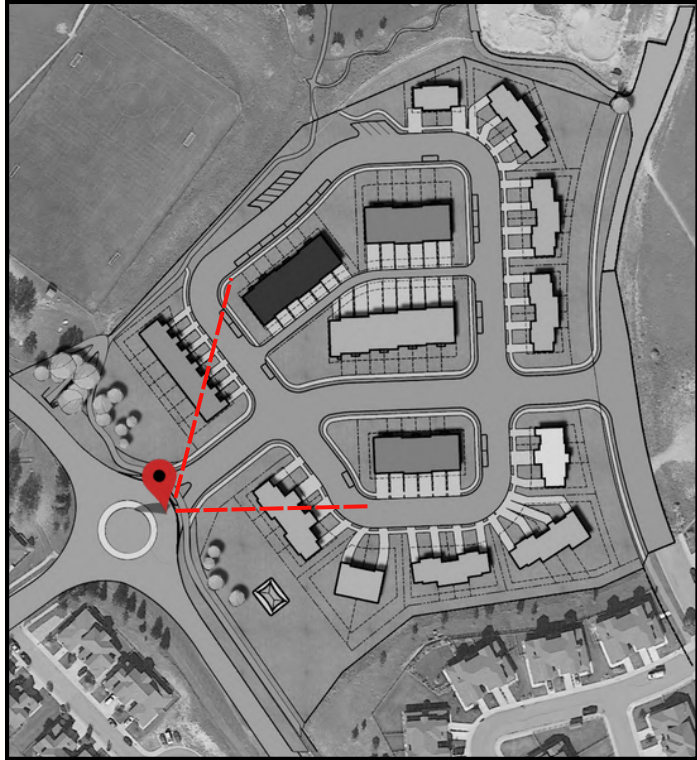
R.O.W 62.5 FEET

R.O.W 58 FEET

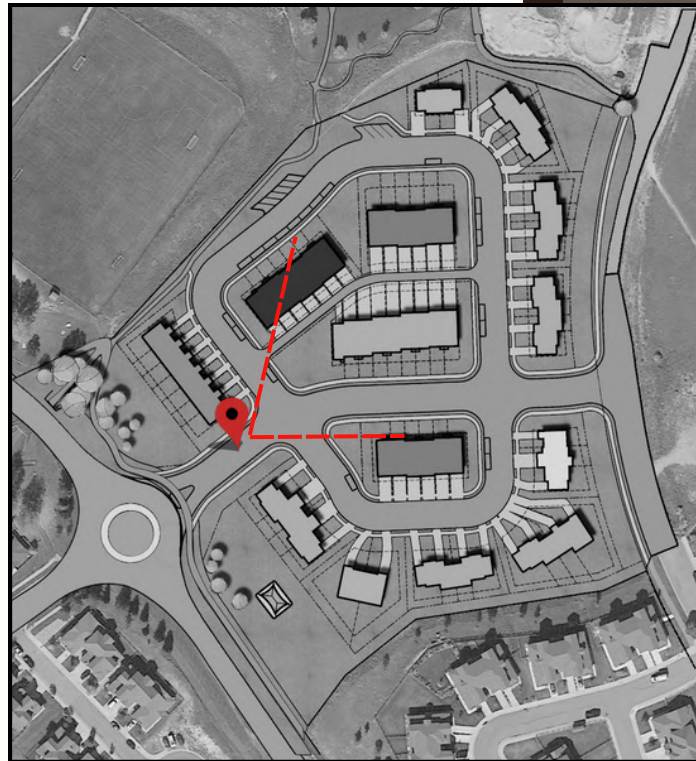
R.O.W VARIABLE



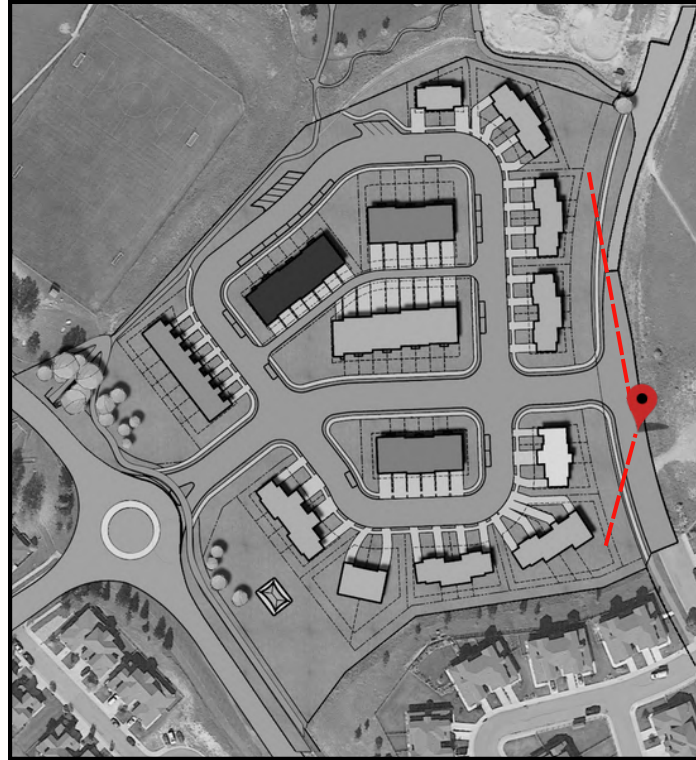
View Shed Analysis



Angle One



Angle Two



Angle Three



VIRTUS DEVELOPERS



KLUTCH
CONSULTANT LLC



Let's build the future
together.

**New Castle, Colorado
Planning and Zoning Commission
Wednesday, January 22, 2025, 7:00 PM**

Call to Order

Commission Chair Apostolik called the meeting to order at 7:00 p.m.

Roll Call

Present	Chair Apostolik
	Commissioner Cotey
	Commissioner McDonald
	Commissioner Graham Riddile
	Commissioner Alternate Parks
Absent	Commissioner Martinez
	Commissioner Westerlind
	Commissioner Sass
	Commission Alternate Rittner

Also present at the meeting was Town Administrator David Reynolds, Town Planner Paul Smith, Assistant Town Attorney Haley Carmer, Deputy Town Clerk Remi Bordelon, and members of the public.

Meeting Notice

Deputy Town Clerk Bordelon verified that her office gave notice of the meeting in accordance with Resolution TC 2025-1.

Conflicts of Interest

There were no conflicts of interest.

Citizen Comments on Items NOT on the Agenda

There were no citizen comments.

Public Hearing

Consider Resolution PZ 2025-1, A Resolution of the New Castle Planning and Zoning Commission approving a conditional use permit.

Chair Apostolik opened the public hearing at 7:01 p.m.

Town Planner Paul Smith reviewed the staff report for commission consideration of a self-storage condition use permit (Exhibit A). He introduced Grady Hazelton and Suzanne Hazelton, the applicants, who were seeking approval for outdoor storage of RVs, watercraft trailers, operable vehicles, and other items in the industrial area on the south side of the Colorado River, next to Truss Fab. Planner Smith explained it was the commission that would determine if the proposed use would be considered eligible and recommended to Council for consideration. He shared an example from a year prior of a similar inquiry from a nearby landowner in the industrial zone with the same interest in exploring storage options. Planner Smith remarked that their inquiry was discussed and staff's interpretation was their use would be considered 'auto-storage' which was

not permitted. He added that the landowner had the option to go through the land use permitting process to determine eligibility with the Planning and Zoning Commission, which that particular landowner did not elect to do, but was what Mr. Hazelton was doing with his proposal. He reminded the commission that they would be determining Mr. Hazelton's eligibility of his proposed use.

Mr. Hazelton introduced himself as a long-time resident of New Castle, having lived in the area for the majority of his life. He and his wife, Suzanne, raised their two kids in New Castle, and he was familiar with the community's needs. Mr. Hazelton shared that he had operated a few businesses in New Castle in the past, and continued to run a restaurant in the area, which he had owned for over 20 years. He was looking to embark on a new venture that he believed was much needed for the town. The proposed storage facility was intended to address the community's requirement for additional storage space, particularly given the local demand for a place to keep recreational vehicles, toy haulers, boats, and other similar items. Mr. Hazelton emphasized that the proposal would not serve as a construction yard but would rather focus on recreational items, like those stored at similar facilities, which had waiting lists due to high demand. He expressed hope for a positive reception by the commission and council, looking to provide a valuable service to the town.

Planner Smith provided background information on the proposal, noting that recent parking prohibitions in town had increased the need for vehicle storage. He explained that since the town introduced new parking restrictions on the streets due to COVID, the availability of parking, especially in the right of way, became more limited, heightening the demand for additional storage solutions. The proposal included up to 70 spaces in a fenced area with plans for a security gate to manage access and ensure safety. Paul described the industrial area zoning code, which categorized uses into permitted, non-permitted, and conditional categories. The proposed storage for recreational vehicles, watercraft, and other operable vehicles didn't clearly fall under the typical definitions in the town's code, leading to its classification under conditional uses. This meant the proposal required approval from the Planning and Zoning Commission, where they would assess compatibility with adjacent land uses, consistency with the comprehensive plan, and capacity to serve the proposed use. The commission also had to consider whether this type of storage should be viewed as a permitted use, similar to self-storage, or remain as a conditional use, given its implications for local property use and community aesthetics.

Planner Smith outlined the criteria for conditional use permits, which included factors such as eligibility, compatibility with adjacent land uses, consistency with the comprehensive plan, and capacity to serve the proposed use. He elaborated that the proposed storage facility needed to be assessed against these criteria to determine if it qualified as a conditional use, especially given its location in the industrial zone. Particular attention was given to whether the storage facility would harmonize with neighboring land uses without causing significant disruptions. Planner Smith further explained the zoning code, which separates land uses into permitted, non-permitted, and conditional categories. The challenge with Mr. Hazelton's proposal stemmed from the fact that the town's zoning code did not clearly define the terms 'self-storage' and 'automobile storage', leading to some ambiguity about how the proposed outdoor storage of RVs, trailers, and similar items should be classified. This posed a dilemma

for the Planning and Zoning Commission, as they had to decide whether the operation leaned more toward the concept of a self-storage facility as a permitted use, or resembled an auto storage yard, which was not allowed.

Commissioner Cotey asked for clarification on the permitted use by right definition for 'self-storage' where a site plan review would not be conducted. Attorney Carmer clarified that there wasn't an administrative review process for permitted uses. She added that, if deemed/defined by the commission, the 'self-storage' use would need a business license with the town but no further review would be conducted by the commission. Administrative Reynolds added that if deemed a conditional use, then review would be conducted by the commission. Mr. Hazelton expressed his content with labeling the use as conditional and going through the review process with Planning and Zoning.

The other question the commission discussed was the difference between 'self-storage facility' versus 'self-storage' in regard to the permitting process. The commission discussed the nuances of these definitions and the potential implications of the conditional use permit. They challenged whether Mr. Hazelton's planned facility could be classified akin to self-storage—thereby potentially bypassing the need for a conditional use permit—or if it required such a permit due to its possible classification as an outdoor or auto storage yard. Planner Smith emphasized the need for clarity to help guide the commission's recommendation to the council, stressing that their interpretation would set a precedent for future applications in similar zoning contexts. Planner Smith said they did not find any inconsistency with adjacent land uses.

Alternate Commissioner Parks identified that the 'self-storage' definition aligns with what Mr. Hazelton would require from storage customers: all vehicles would require proof of ownership, insurance and be operable. Commissioner Cotey questioned why the intended use would not be classified as auto-storage. Administrator Reynolds clarified that the storage of multiple types of mobilized vehicular and non-mobilized recreational vehicles clouded the definition for auto-storage and would be at the commission's discretion to categorize the use. Attorney Carmer added that auto-storage was more thought of the property owner owning and servicing the stored vehicles in the yard versus renting a space for outdoor vehicle storage.

The commission discussed the differences between self-storage facilities, auto storage yards, and outdoor storage. They considered examples from other areas in town and challenged whether the proposed use should be classified as a permitted use (self-storage facility) or a conditional use. Mr. Hazelton clarified that he was seeking approval for the storage of recreational vehicles, toy haulers, boats, and similar items, rather than construction equipment or daily-use vehicles. He emphasized the need for storage in the community, noting waiting lists at similar facilities in nearby areas.

Commissioner Riddle stated he felt the use should be categorized as a conditional use. Commissioner McDonald said a conditional use permit would provide the town with the opportunity to oversee the proposed use. Commissioner Cotey agreed with the need for a conditional use permit for the purpose of overseeing the proposal. She added that incorporating administrative reviews for certain permits, instead of a commission review, might be good to consider for future proposals to save time for the applicant.

Chair Apostolik closed the public hearing at 7:44 p.m.

The commission discussed various aspects of the proposal, including:

- Screening requirements: the commission discussed the necessity and extent of screening for the property, considering existing vegetation, fencing, and potential fabric screening. Mr. Hazelton noted he was not against screening but was hesitant on its effectiveness as the road and visual vantage point was higher than a screen would conceal. The commission agreed to modify the resolution to include specific screening requirements for the front and back of the property, with a review by staff after one year to determine if additional screening was necessary on the sides.
- Hours of operation: Mr. Hazelton proposed access hours from 6 AM to 10 PM for security reasons.
- Environmental concerns: the commission discussed potential measures to prevent spills or contamination, such as adding a small berm along the riverside. Mr. Hazelton said there would be a lease agreement that included a statement not allowing draining aside from fresh water.
- Site layout: Mr. Hazelton explained his plans for designated spots and angled parking to facilitate easy access and maneuverability.
- Security measures: Mr. Hazelton discussed plans for cameras and hands-on management to ensure security.
- Utilities: The presence of existing electrical service was noted, with potential future expansion to offer electrical hookups for stored vehicles.

Commissioner Cotey suggested clarifying the definitions for 'auto-storage' and 'self-storage' for future reference. Planner Smith said he would bring that request to Council. He added that Condition C needed to be stricken from the resolution as it was added by mistake.

MOTION: Commissioner McDonald made a motion to approve Resolution PZ 2025-1, A Resolution of the New Castle Planning and Zoning Commission approving a conditional use permit with the elimination of Condition C and amendment of Condition D regarding screening. Chair Apostolik seconded the motion, and it passed with a voice vote: Chair Apostolik: Yes; Commissioner Cotey: Yes; Commissioner McDonald: Yes; Commissioner Riddile: Yes; Alternate Commissioner Parks: Yes.

Staff Reports

Deputy Clerk Bordelon made an announcement regarding the difficulty in capturing accurate minutes due to overlapping conversations during meetings. She reminded the commission of the importance of speaking clearly and avoiding side conversations to ensure accurate transcription of the meetings.

Commission Comments and Reports

Commissioner Cotey asked about the process to replace a porta potty shelter at Alder Park. Administrator Reynolds explained that the shelter vandalism eventually resulted in the shelter burning down. He added that replacing a vandalized feature immediately often times results in it happening again. He said replacement of the porta potty

shelter was not on the top of the list for town projects. Commissioner Cotey requested it be considered for replacement sooner rather than later.

Review Minutes from Previous Meeting

MOTION: Chair Apostolik made a motion to approve the November 13, 2024 meeting minutes. Commissioner McDonald seconded the motion and it passed unanimously.

MOTION: Chair Apostolik made a motion to adjourn the meeting. Commissioner Riddile seconded the motion and it passed unanimously.

The meeting adjourned at 8:13 p.m.

Respectfully Submitted,

Chuck Apostolik, Commission Chair

Remi Bordelon, Deputy Town Clerk

Exhibits

Exhibit A – Staff Report for Resolution PZ2025-1.

DRAFT



Town of New Castle
450 W. Main Street
PO Box 90
New Castle, CO 81647

**Building & Planning
Department**
Phone: (970) 984-2311
Fax: (970) 984-2716
www.newcastlecolorado.org

Planning Commission – Public Hearing
Wednesday, January 22nd, 2025
Resolution PZ 2025-1
Staff Report

Name of Applicant	Grady & Suzanne Hazelton a.k.a Western Slope Investments
Mailing Address	PO Box 586, New Castle, CO 81647
Property Address	6255 CR 335, New Castle, CO 81647
Name of Property Owner	M&C Fattor, LLC
Existing Zoning	Industrial (part of Riverside Industrial Park)
Surrounding Zoning	Industrial, Open Space
Surrounding Land Uses	Open Space (Breslin Park), Propane Storage, Construction Storage, Warehouse
Recent Uses of Property	Truck Storage, Currently Vacant
Proposed Use of Property	Outdoor RV, watercraft, trailer, and other motor vehicle storage
Property Size	1.0 acre

I. Background:

The Applicant proposes the use of outdoor RV, watercraft, trailer, and other operable vehicle storage (hereafter “vehicle storage”) for the property located at 6255 CR335 in the Riverside Industrial Park. The Applicant maintains that additional vehicle storage is a much needed resource for the community (**Exhibit A, pg. 3**) and that an established facility will help balance out the townwide parking prohibition for RVs, trailers, and trucks in the public ROW (see Chapter 12.12). The proposal contemplates up to 70 spaces in a gated fence enclosure. Covenants will exclude inoperable vehicles and vehicle repairs. Furthermore, the Town’s performance standards will help control for nuisance concerns.

Prior to submittal, the Applicant and Staff discussed the proposal’s zoning status in terms of permitted (“self-storage facility”) or nonpermitted (“auto storage yard”) uses as listed in Sections

Presumably, a self-storage facility could imply outdoor vehicle storage and therefore be permitted (See section 17.52.030). Conversely, the storage of autos in an outdoor yard (“auto storage yard”) is allegedly prohibited (See section 17.52.040). On October 15th, 2024, Staff presented the matter to the Board of Adjustments (“BofA”) pursuant to section 17.12.020 (C). This section authorizes the BofA to “decide the proper application of unlisted uses to a use group” within a



As a conditional use application, P&Z is required to hold a public hearing in accordance with the procedures set forth in Municipal Code Chapter 16.08. The hearing was officially noticed, **Exhibit A, pg. 35**. Within 30 days of the public hearing, P&Z must recommend to Council unconditional approval, conditional approval, or denial of the application.

- 1.) be eligible for conditional review under § 17.84.040;
- 2.) be generally compatible with adjacent land uses;
- 3.) meet all requirements of § 17.84.020 of the Code, be in compliance with Title 17 of the Code, and minimize potential adverse impact of the conditional use on adjacent properties and traffic flow;
- 4.) be consistent with the comprehensive plan; and
- 5.) show that the Town has the capacity to serve the proposed use with fire and police protection and is not required to provide water or sewer service.

1.) Is the application eligible for conditional review under 17.84.040?

The foremost question from October 15th, 2024 was whether the outdoor storage of boats, campers, RVs, trailers, etc. qualified as a permitted or a nonpermitted use. The code defines neither a “self-storage facility” nor an “auto storage yard” in its list of definitions. Sometimes analyzing the meaning of a term across the field of uses within the code itself can be fruitful. However, a comparative analysis of similar uses in other zones only yielded further ambiguity, especially when accounting for other uses such as “outdoor storage”. For instance:

- C-1 (i.e. the downtown zone) prohibits both self-storage and auto storage yards, but allows outdoor storage in the rear of lots.
- C/G (i.e. Pepsi building) allows self-storage, prohibits auto storage yards. Does not comment on outdoor storage.
- C/T (west end of downtown) allows outdoor storage with a CUP only. Does not comment on self-storage or auto storage yards.
- P (west end of town) allows outdoor storage with a CUP only. Does not comment on self-storage or auto storage yards. Columbine Storage was granted a CUP for self-storage.
- H/B (Coal Seam Hotel proposal) allows for outdoor storage and parking lots by means of CUP. Does not comment on self-storage or auto storage yards.

Among these uses there may be some relevance in how things are stored (i.e. inside/outside) or what is being stored (i.e. operable vehicles, construction materials). This prompted the question of whether use labels of the past were applied uniformly between zones. Staff was ultimately unconvinced that zone district regulations, definitions, or concepts elsewhere in the Code could fully elucidate the meaning of the use in question.

Staff, then, concentrated their efforts on common usage and meaning of these concepts in the world beyond the Town code. For **self-storage**, the Wikipedia definition seemed as good a start as any:

Self-Storage is an industry that rents storage space (such as rooms, lockers, containers, and/or outdoor space), also known as "storage units," to tenants, usually on a short-term basis (often month-to-month). Self-storage tenants include businesses and individuals." (1/10/25)

At face value, this definition endorses the proposed use as a use by right. The images below demonstrate two local self-storage facilities, each with indoor/outdoor or mini-storage and vehicle storage. It is reasonable that both are deemed self-storage.



Canyon Creek Self Storage



Silt Self Storage

Interpreting “self-storage facility” to include both indoor and outdoor storage is also supported to some extent by Section 17.52.060(A), which states that “storage of materials shall be enclosed by a fence at least six feet in height.” This provision suggests outdoor storage may be contemplated as part of “self-storage” because, if storage could only occur in a building, there would be no need for a 6-foot fence. However, “Outdoor storage” is a separate and distinct use in other zone districts, which would suggest outdoor storage is its own type of use that is not subsumed under the general “self-storage facility” use.

Regarding an **auto storage yard**, the Code similarly provides limited guidance. One element that may distinguish “self-storage facility” (including vehicle storage) from an “auto storage yard” is that, generally speaking, self-storage facilities are used by their patrons for **private, non-commercial use**. This is consistent with the UHaul company’s explanation and nuance regarding vehicle storage:

“U-Haul has the extra space you need. Vehicle storage solves issues with neighborhood parking ordinance and parking space limitations with the added security benefit of keeping your vehicle at a secure self-storage facility.”

U-Haul locations have vehicle storage spaces that are up to 45 feet in length to accommodate any sized RV, boat or car. These spaces include enclosed, covered and uncovered storage spaces. U-Haul has the right vehicle storage for you, whether you have an RV, boat, car, pickup truck, ATV, project car, motorcycle or other vehicle.”
(<https://www.uhaul.com/Storage/Vehicle-Storage/>).

In other words, “vehicle storage” in a self-storage facility is merely a location to store automobiles or vehicles while their private owners are not using them. A distinction can also be made between auto vs. vehicle storage. Automobiles are self-propelled and include cars, trucks, RVs, UTVs etc. Vehicles would include these and trailers. The Applicant’s use aligns best with vehicle storage.

In contrast, an “auto storage yard” may be understood as limited to a single business or **commercial enterprise** by the storage yard owner. This is consistent with the nature of other prohibited uses in the Industrial zone such as an auto wrecking and salvage yard and truck repair and storage yard. Rendered in this way it’s conceivable that “auto storage yard” intends storage of inoperable automobiles, storage following repair, or perhaps a rental car lot. The Applicant’s proposal would only allow storage of operable vehicles by numerous, private “tenants,” which is more like self-storage and less like an auto storage yard.

Taking all these things into consideration, Staff sees three options:

1. A self-storage facility could be rendered a general category of use allowing for indoor and outdoor storage of various items, including storage of private, operable vehicles. If P&Z were inclined to understand the situation in this manner the Applicant’s use would be a permitted use and not require a conditional use permit.
2. If P&Z feels that the proposed use is coextensive with an auto storage yard, the Applicant’s proposed use is prohibited and ineligible for a CUP.
3. If P&Z determines that outdoor storage, including storage of operable vehicles, is its own unique use that does not fall within the “self-storage facility” or “auto storage yard” uses, it is deemed a conditional use and therefore eligible for conditional review under 17.84.040.

2.) Is the proposal generally compatible with adjacent land uses?

Adjacent land uses include:

- Natural gas storage and distribution (National Propane);
- Stoneyard (CK Stone);
- Truss manufacturing (Trussfab);
- Warehouse and freight company (NAP);
- Distribution Warehouse (Intermountain);
- Self-storage;
- Cabinet Manufacturing (V&R);
- Public Open Space (Breslin Park);

The Industrial District allows for a diverse mix of industrial/commercial uses (**Exhibit A, pg. 29**). With compliance to the performance standards, a vehicle storage facility seems consistent with the aforementioned uses. Though the Industrial district currently lacks a vehicle storage yard, numerous vehicles of various sizes and types are parked – often semi-permanently – throughout the district. Hence, once established, it would likely be a challenge to differentiate a vehicle storage yard from, say, a freight warehouse or V&R Cabinetry’s parking lot. However, it bears remembering

that the consistency of vehicle storage with adjacent uses does not nullify eligibility requirements discussed in section one above.

The Applicant is also subject to screening requirements per section 17.52.060(D). Screening improves curb appeal and security. The code requires vegetative screening (i.e. trees and shrubs). The Applicant prefers to screen with fabric fence screening (**Exhibit A, pg. 3 & pg. 29**), since potable water is unavailable.

3.) Does the proposal meet all requirements of § 17.84.020 of the Code, is in compliance with Title 17 of the Code, and minimizes potential adverse impact of the conditional use on adjacent properties and traffic flow?

The requirements of section 17.84.020 are addressed in the table below:

a. Adjacent land uses;	• Discussed in section 2.
b. Boundary and size of lot;	• 43,560sf; 20,000sf minimum per zoning
c. Building location height and setbacks	• N/A; No building contemplated
d. Off-street parking and loading areas	• N/A; All loading of vehicles will occur onsite
e. Points of ingress & egress	• Same entry and exit at SE corner of lot and CR335
f. Service and refuse areas	• Service and refuse will be offsite per covenants
g. Signs and lighting	• All signage to be permitted. Lights to be dark-sky.
h. Fencing, landscaping, and screening	• Applicant elects fabric screening. Vegetation required.
i. Compliance with performance standards	• Applicant agrees to enforce performance standards.
j. Anticipated utility requirements	• No utilities required.

Other than the required screening, Staff does not have further concerns with compliance to section 17.84.020 or Title 17.

4) Is the proposal consistent with the comprehensive plan?

With close proximity to the Colorado River (~170ft) and a Town pedestrian trail (30-40ft), preservation of the natural environment is a priority (**Goals EN-2, EN-6**). The Applicant's lease commits them to hazardous free operations. The Applicant allows only operable vehicles, the assumption being that leaks or spills from operable vehicles would be minimal. Staff recommends that the Applicant demonstrate enforcement policies in a draft lease so that P&Z can be confident management is sufficient.

The west end of the property (along the Colorado River) does appear to have ample native vegetation to screen operations from public view. P&Z will need to assess whether fabric fence

screening is an adequate substitute to vegetative screening along the property line. Screening requirements are described below (section 17.52.060D):

All property lines adjacent to the New Castle public parks are to be screened with trees and shrubs approved by the New Castle parks and recreation committee, and shall be in compliance with the tree city requirements as specified in Chapter 12.20. All property which is not adjacent to the New Castle public parks shall be screened with trees and shrubs on at least twenty-five (25) percent of their private property lines in compliance with Chapter 12.20, and with the approval of the New Castle parks and recreation committee. Review of screening by the parks and recreation committee shall be completed prior to the issuance of a building permit.

Lastly, Staff considered the anticipated vehicle density (up to 70 vehicles). With the protection of viewsheds in mind, it is vital that each lot be maintained without significant clutter or congestion. 6255 CR 335 is a one acre lot without structures. By comparison, Canyon Creek Storage (pictured above) is 3.43 acres. The picture shows 72 vehicles plus drive lanes and open space. Though not all 3.42 acres are usable, Staff had a concern whether the one acre proposal here would accommodate a comparable number of vehicles.

5) Does the proposal show that the Town has the capacity to serve the proposed use with fire and police protection and is not required to provide water or sewer service.

The site plan was reviewed and discussed with the fire marshal. Though the Town does not supply water service, need for fire flow was deemed unnecessary. The Police Department recommends a surveillance system to discourage trespassing and make the identification of potential violators easier. Public Works does not anticipate any change to water and sewer service.

III. Staff Recommendations:

Provided that P&Z agrees that the proposed use is conditional use, staff recommends approval of the application with the following conditions to Resolution 2025-1:

1. Prior to Council, the Applicant shall provide proposed management policies demonstrating consistency with and enforcement of Town performance standards.
2. Applicant shall provide a security plan for the property for review and approval by Council. To the extent security cameras are part of the plan, the number and location of the security cameras shall be reviewed by the Town of New Castle Police Chief.
3. Perimeter fencing shall be screened with fabric or otherwise comply with Section 17.52.060(D).
4. Applicant shall provide hours of operation for review and approval by Council.

5. No auxiliary equipment, materials, or supplies shall be stored onsite.
6. Applicant shall provide a trash management plan for review and approval by Council.
7. The use approved in the application shall not be conducted until the Town Planner has issued a conditional use certificate. That certificate shall be issued only after the Applicant has entered into an agreement with the Town specifying that all conditions imposed by the Town Planning Commission will be completed and that the use and improvements will be in accordance with the approved application site plan and development schedule. The conditional use certificate must be issued within one year of the date of final approval by Town Council, or the application is deemed withdrawn by the Applicant and is of no further force and effect.
8. No approved conditional use may be altered or expanded in ground area unless the site plan is amended and approved in accordance with the procedures applicable to approval of a conditional use as set out in § 17.84.070 of the Code.
9. In the event the Town receives any complaints about the use of the site or observes or becomes aware of any violations of the conditional use approval, the Applicant and/or owner may be summoned before the Town Council in a public meeting to show cause why the permit should not be revoked, suspended, or additional conditions imposed. Such show-cause hearing shall be open to the public and the applicant or owner may present testimony or offer other evidence on its behalf.
10. Insofar as necessary, Applicant shall comply with all applicable building and municipal code requirements, including all signage permitting, and county licensing requirements.
11. Any added exterior lighting will be dark sky compliant pursuant to the Comprehensive Plan Goal EN-4.
12. All representations of the Applicant in written and verbal presentations submitted to the Town or made at public hearings before the planning commission or Town Council shall be considered part of the application and binding on the Applicant.
13. The Applicant shall reimburse the Town for any and all expenses incurred by the Town regarding this approval, including without limitation all costs incurred by the Town's outside consultants such as legal and engineering costs.
14. Development of the Property shall be consistent with the site plan shown in **Exhibit. A, pages 7-8**, as approved by the Town Council.

IV. Application Exhibits:

A. Applicant Submittal