Posted: _____

Remove:

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

Administration Department
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www.newcastlecolorado.org

Agenda

New Castle Planning and Zoning Commission Regular Meeting

Wednesday, February 25, 2026, 7:00 PM

Virtual Meetings are subject to internet and technical capabilities.
To join by computer, smart phone or tablet:
https://us02web.zoom.us/j/7096588400
If you prefer to telephone in:
Please call: 1-346-248-7799
Meeting ID: 709 658 8400
Follow the prompts as directed. 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

Public Hearing

A. **A RESOLUTION OF THE NEW CASTLE PLANNING AND ZONING COMMISSION APPROVING A PRELIMINARY PUD DEVELOPMENT PLAN AND PRELIMINARY SUBDIVISION PLAT FOR CASTLE VALLEY RANCH PLANNING AREA 12, FILING 14 (ARCHWOOD TOWNHOMES)**

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

Review Minutes of Previous Meetings

Approval of December 10, 2025 Minutes

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

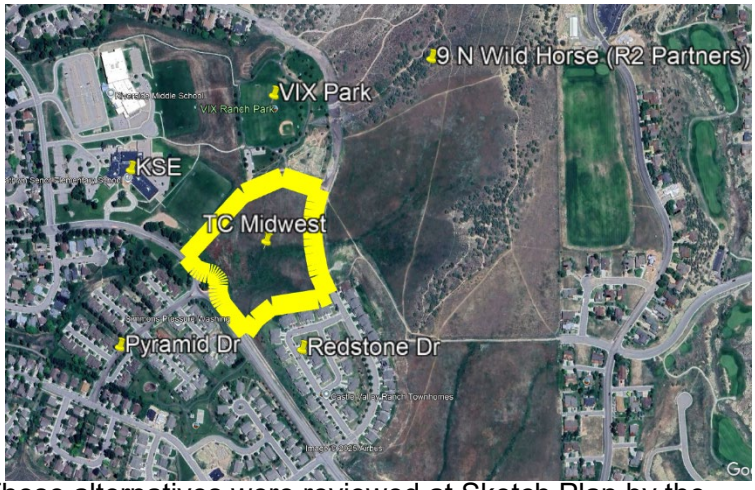
Castle Valley Ranch PA 12 – Filing 14
Preliminary PUD/Subdivision Application
Planning Commission – *Resolution 2026-01*
February 25th, 2026

Report Compiled: 2/19/2026

Project Information

Applicant:	Maarjan Hashami
Applicant's Mailing Address:	17774 Preston Rd. Dallas, TX 75254
Email:	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 @ 6.4 units/acre
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 uses developed in several phases. With the feedback received from the meeting, the Applicant reconsidered alternative uses more consistent with the surrounding neighborhood. These alternatives were reviewed at Sketch Plan by the Planning Commission and Council on April 9th, 2025 and May 6th, 2025, respectively. The Sketch Plan was later presented at a community open house on May 14th, 2025.

The current preliminary application reflects the feedback from those meetings and now proposes a fully residential development, comprised of 66 townhome units in 14, two-story buildings priced at fair market value including workforce housing. Road designs will match Town standards and will align with existing intersections such as the CVB roundabout and the future Silverado Trail to the Lakota PUD. Open space will include areas for snow storage, a children's play area, two public pickleball courts, various connecting trails, and the usual sidewalks.

The Preliminary Plan application was completed on December 18th, 2025. As the second of three application steps required for new planned unit developments ("PUD") & subdivisions, the plan shall demonstrate zoning conformance, compliance with the Town code, provisions for utilities and infrastructure, compatibility with the comprehensive plan, and address any adverse impacts to the Town. Unlike the sketch plan, the preliminary plan is assessed through a public hearing, culminating with an approval decision by the Planning & Zoning Commission (P&Z).

Within thirty (30) days after the close of the public hearing, or within such time as is mutually agreed by P&Z and the Applicant, P&Z shall make one of three decisions regarding the application: 1) approve the application unconditionally; 2) approve the application with conditions; 3) deny the application. A continuance may be granted pursuant to Section 16.08.040(G) of the code.

II Changes from Sketch Plan

At the Sketch Plan meetings, both the Commissioners and Council lauded the turn from mixed use to multifamily residential zoning. An all-residential product was considered a better fit for the surrounding community. The input has since prompted the Applicant to consider only modest changes to the Sketch proposal. Some of these include:

- Street bump-outs at crosswalks added for better lines of site;

- An 8-foot dedicated bike path along the property line with Kathryn Senor Elementary;
- Patios extended and covered for various buildings;
- Prohibited parking on Silverado Trail to improve traffic flow;
- A committed right turn lane from southbound N Wild Horse to westbound Silverado Trail to reduce queuing at CVB and NWH;
- Bike lanes added to both sides of Silverado Trail;
- Potential relocation of the proposed pickleball courts to VIX Park;
- Relocation and dedication of kids play area to the northeast corner of the property;
- Two-car garages were added where possible;
- Affordable "rental" housing is in early discussions;

General similarities and differences with Sketch Plan include:

Sketch Plan	Preliminary Plan
• **Units:** 66 townhome units in 14 building;	• No change
• **Zoning:** MF-2	• No change
• **Density:** 6.4 units/acre	• No change
• **Open Space:** 19.4%	• No change
• **Off-Street Parking:** 122 required/229 proposed;	• No change
• **Max Building Height per Zoning: 40'**	• **Max Building Height Proposed per Definition (6A1): 40.2'; Per Slab: ~32'**
• **Min Lot Area:** 2,200sf/4 lots @ 2,137sf	• No change
• **Net Zero**: discussed	• All electric anticipated;
• **Snow storage:** discussed	• **Snow Storage:** 17% of road area;
• **Trails:** Not specified	• **Trails:** VIX Trail paved and connected
• **Workforce Housing:** Considering	• **Workforce Housing:** Applicant proposes up to six units at market rent rate;
• **Pickleball Courts:** Two located onsite	• **Pickleball Courts:** Two located @ VIX; Town to consider cash in-lieu.
• **Garage Storage:** Limited in single-car;	• **Garage Storage:** Improved for trash & lawn equipment.

III 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* 17.100.050(H)):

1. Consistency with the comprehensive plan;
2. Compliance with zoning and density requirements;
3. Compatibility to neighboring land uses;
4. Availability of town services from public works (including water and sewer services), fire, and police;
5. Adequacy of off-street parking and vehicle, bicycle, and pedestrian circulation;
6. The extent to which any required open space or parks are designed for active or passive use by residents of the subdivision or the public; and
7. Development is consistent with the natural character, contours, and viewsheds 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 should 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: The proposal pairs well with a number of New Castle goals and values, central being a commitment to quality of life. The Applicant intends to repurpose the underlying mixed-use zoning with a fully residential site. Commercial uses will be considered in a more suitable location. Though "all residential" is potentially a better fit for the location, it is advisable that P&Z and Council recognize the growing deficit of commercial prospects in New Castle with each deferment of commercially zoned land. During Sketch Plan the Applicant discussed this concern and their intent to relocate the commercial zoning on other properties owned within CVR.

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; Livability – attention given to pedestrian safety, parking, and efficient vehicle circulation (**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 maximizing outdoor living areas such as covered patios and/or decks to enhance connections with the outdoors. Consider building 1B below:


TYPE 1B

Affordability: A higher density, multifamily development comprised of two and mostly three bedroom units should advance the cause of affordability. Floor plans will range from 1,283sf to 1,951sf (with one 2-bed @ 1,164sf) of conditioned space expected to track current market rates. Seven of the 66 units will be two-bedroom. Staff have been in initial conversations with the Applicant about affordable and/or workforce housing options. Currently the Applicant is prepared commit to six rental units at market rate but is hospitable to other possibilities.

For context, the Town's Comprehensive Plan mentions "affordability" dozens of times but never fully defines the concept. The Town instead defers to affordability metrics offered by various government agencies. The US Department of Housing and Urban Development (HUD) at one time recommended that total housing expenses should not exceed 30% of gross household income. With a current Area Median Income (AMI) for New Castle hovering around $95k or better, total housing costs exceeding $2,375/month are considered

burdensome. HUD also compiles fair market rents (FMR) for counties. FMR is defined as the 40th percentile of the typical rentals in the county, with 50th percentile being the median. Currently published FMR's for Garfield County are below:

Final FY 2026 & Final FY 2025 FMRs By Unit Bedrooms					
Year	Efficiency	One-Bedroom	Two-Bedroom	Three-Bedroom	Four-Bedroom
FY 2026 FMR	$1,215	$1,223	$1,605	$2,232	$2,391
FY 2025 FMR	$1,211	$1,219	$1,599	$2,241	$2,463

https://www.huduser.gov/portal/datasets/

Presumably, the market rate for housing in New Castle tracks higher than the Garfield County median because of the higher cost of living which is perhaps why Zillow lists the average rent for New Castle at $2,625 for all bedrooms as of 2/12/2026. Of course, these metrics do not solely drive price discovery. Innumerable factors can influence price. Nevertheless, the government data, coupled with the Applicant's six unit offer, can help frame this development's concept of affordability.

Fiscal Impact: A fiscal impact study was performed (Triple Point Strategic Consulting) comparing estimated revenues with costs associated with the new development. The study helps determine whether the Town can meet the new demand on services (**Policy CG-7B, CP pg. 54**). The analysis projects a population increase of 2,012 for the entire town of New Castle with approximately 170 associated specifically with the new development. The analysis then projects revenues and costs based off of the Town's budget averaged between the tax years of 2023 and 2025. The results provided in the packet show an *annual* net benefit to the town post construction of $112,271. The *cumulative* net benefit by 2045 is estimated to be $3 million with $1.1 million coming in the initial two years of construction. The Town's finance department has reviewed the assumptions and projected outcomes separately with consistent results. Based on the assumptions of the analysis, Staff is confident that the development is fiscally viable.

Trails/Open Space/Recreation: The site plan establishes a commitment to pedestrian friendly communities and active open space. 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 a new pickleball hub to the northeast of the development. Presently, the Town is considering locating the area to a yet-to-be-determined location within VIX Park. The Town maintained courts will be a community amenity. Lastly, the children's play area relocated to the northeast corner of the development available to 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**). CPW recognizes that the surrounding areas of the property are established 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 practices that minimize 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 solutions manifested in new developments throughout the Valley. The recently approved 9 N Wild Horse PUD has proposed similar efficiency measures. The Applicant therefore has expressed the intent to make these units all electric using heat pumps for mechanical equipment.

The Town's raw water supply will be connected to all 66 units for landscape irrigation. 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.

Manicured landscaping should be minimal and located mainly within active areas adjacent to units. Native grasses, drought tolerant shrubs and trees should fill the balance of remaining open space. A landscape plan will be finalized prior to approval.

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 Applicant adopts only permitted uses, with structures complying with density and separation. Compliance with building height limits was confirmed less one unit extending slightly over the technical definition for allowable building heights. All building heights and setbacks are displayed in the packet. The Town should prioritize ways of mitigating the potential visual impacts of building mass adjacent to the surrounding neighborhoods.

Massing alternatives, structure orientation, landscape screening, and roof articulation, for example, are ways visual impacts can be attenuated. Since Sketch Plan, the Applicant has added various nuances to the architectural aesthetic to address these matters.

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 121.5 spaces. The Applicant shows approximately 210 functional off-street spaces, 30 units of which are single car garages with six of those single-car garages having two-car-width driveways. Regardless of the off-street parking 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 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 was directed by P&Z and Council to relegate seasonal/RV parking to additional general use parking.

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 project design. Proposed ROW cross-sections are illustrated in the packet. The recently adopted Town standard for residential roads recommends a 58' ROW cross-section with parallel parking on both sides of the street and minor collectors reaching 62.0'. Both standards are implemented on the site plan, however, the 62' ROW for Silverado Trail will prohibit parking in order to expedite traffic flow, with bike lanes added instead. The central alleyway will be a narrower 12', one-way drive with 4' driving buffers on either side. The one-way will direct vehicles from west to east so that cars will contend mainly with right turns.

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 population increase. The Police Department is currently fully staffed with 13 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 in response to the requirements of defensible space.

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, Lakota, and any commercial in-fill properties downtown.

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 and management policies are included in the packet with designated storage locations adequate to the task. 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., the Applicant has provided a southbound right-turn lane (i.e. splitter lane) at the intersection of N Wild Horse and Silverado. The intent here is to encourage vehicles immediately to the west towards the CVB roundabout and hence reduce the potential congestion at the two-way stop of CVB and N Wild Horse.

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

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

Because roads will approximate Town standards, the anticipated detached sidewalks will provide a safer and more pleasant pedestrian experience. Driveways fronting Silverado Trail have been removed to expedite vehicle travel through the property. The southbound splitter lane from N Wild Horse Dr should help maintain a level of service (LOS) "A" at the intersection of NWH and CVB. The future traffic loads from the new 9NWH development have been a concern for both Staff, P&Z, and residents. The LOS "A" is considered the lowest (or lightest) level of traffic density. The traffic analysis provided with the application did not require the additional splitter lane. The Applicant provided one nonetheless.

With higher density and 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.

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. 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 where possible to obscure traffic noise and headlights along CVB (see Eagle Ridge Ranch development).

6) Are the required open space or parks designed for active or passive use by residents of the subdivision or the public?

Since the open space requirements for CVR have already been met, open space dedication is not required. The Applicant does, however, contemplate the dedication of the pickleball courts and the kids play area to the Town for community use. Likewise, the trail connector from the CVB pedestrian culvert north to the dog park will be paved and also dedicated. All other sidewalks will be public ROW.

7) Is the development consistent with the natural character, contours, and viewsheds of the land?

The site plan includes sloping topography downhill from northeast to southwest. Each building/unit generally terraces with the existing slope. Terracing of structures limits cut-and-fill and reduces the need for unsightly landscape retention. The approach also softens the blunt, "blocky" appearance, that may otherwise disrupt the undulating, natural landscape. The Applicant has been working with staff to minimize excessive slopes on various. Driveways maintain an 8% grade or less with some landscape retention expected. A sample color palate for the units is provided. Colors should reflect a natural appearance thereby minimizing visual impacts to viewsheds (**Policy EN-6B**).

To conserve water and limit landscape maintenance such as mowing, Staff requests the Applicant consider drought resistant vegetation and seeding with native grasses to restore disturbed areas to their original state. Sod and landscape irrigation, likewise, should be used sparingly to limit the need for landscape maintenance. Modestly mowed buffers and borders can provide a satisfying manicured look needing little maintenance.



IV Preliminary Plan Recommendations

Staff suggests that P&Z consider the following recommendations to the preliminary PUD/subdivision application prior to a decision on Resolution *PZ 2026-01*:

A. Maximum building heights shall not exceed those depicted in the Applicant's submittal packet dated February 15th, 2026.

B. As part of its final application, the Applicant shall provide a memorandum of understanding with an estimate of reimbursable costs for the completion of N Wild Horse

Dr subject to the provisions of the cost recovery agreement in Exhibit M of Ordinance TC 2025-1 (otherwise known as the 9 N Wild Horse project).

C. As part of the final application, the Applicant shall include provisions for an workforce housing plan consistent with the recommendations of the Planning Commission.

D. As part of the proposed covenants, the Applicant shall include provisions for exterior fencing limited to a split-rail and wire mesh type.

E. As part of its final application, the Applicant shall maximize covered patio areas for each unit where feasible per the recommendations of P&Z.

F. As part of its final application, the Applicant shall demonstrate compliance with all recommendations of the Town Engineer, Town Public Works Director, Colorado River Fire Rescue, and Town Attorney provided in response to review of the Application.

G. As part of its final application, the Applicant shall provide a declaration of covenants for the common interest community that are to the satisfaction of the Town Attorney. The declaration of covenants shall include a prohibition on short-term rentals understood as the renting of a unit for less than 30-days.

H. The Applicant shall comply with all currently adopted building code and municipal code requirements, including all sign code regulations in effect at the time of building permit application. 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.

I. All exterior lighting to be dark-sky compliant per the comprehensive plan. Demonstrate that all exterior lighting will limit trespass. Parking lot lighting should be on timers to reduce the light duration at night while maintaining security lighting as needed.

J. The approved construction drawings shall demonstrate compliance with the Town Engineer, Police Chief, and Public Works Director for traffic and pedestrian signage.

K. As part of its final application, the Applicant shall provide a memorandum of understanding that proposes a cash payment in-lieu of constructing two proposed pickleball courts and children's play area. As a result of the exchange, both facilities shall be constructed by the Town in a location to be determined within VIX Park and within two years of the issuance of the first building permit.

L. The Applicant shall finalize the water rights dedication requirements for the project, including the calculation of irrigated areas and finalization of EQR dedication requirements. A warranty deed conveying the required water rights in the Coryell Ditch shall be executed and recorded together with the Final Plat.

M. A subdivision improvements agreement shall be provided containing an engineer's stamped cost estimate of public improvements, to the satisfaction of the Town Engineer and Town Attorney.

N. Landscaping shall incorporate native grasses and plants that minimize maintenance, moving, and irrigating. The landscaping plan shall be approved by the Parks

Department. Plans submitted to obtain a building permit for any building shall demonstrate no more than 2,500 square feet of sod per dwelling unit as specified in 13.20.060 of the Municipal Code.

O. All representations of the Applicant made verbally or in written submittals presented to the Town in conjunction with the Application before the Commission or Town Council shall be considered part of the Application and binding on the Applicant.

P. 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.

Q. The sale of individual lots may not occur until a plat creating the lot is recorded with Garfield County and security for the public improvements has been received by the Town.

V Duration of Preliminary Plan Approval

Preliminary plan approval granted pursuant to this Section 17.100.050 will remain in effect for one (1) year from the date of the P&Z's resolution. If the Applicant does not submit a final PUD plan application within said year or if the preliminary PUD plan application includes substantial changes (e.g., proposes new uses, higher density development, changed layout, new or additional variances, etc.) from the as-approved preliminary PUD plan, then, at the discretion of the Town Administrator, the applicant may be required to obtain approval of a new preliminary PUD plan application before filing a final PUD plan application.

VI Preliminary Plan Exhibits:

A. Applicant Preliminary Submittal
B. Staff Report
C. Public Notice
D. Outside Agency Referrals
E. Written Public Comments
F. Staff Comments

PRELIMINARY PLAN APPLICATION

ARCHWOOD TOWNHOMES



Presented by

KLUTCH
CONSULTANT LLC



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Development **Narrative**

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.

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.

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.

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.

POLICY POST-1A:ENHANCING COMMUNITY CONNECTIVITY

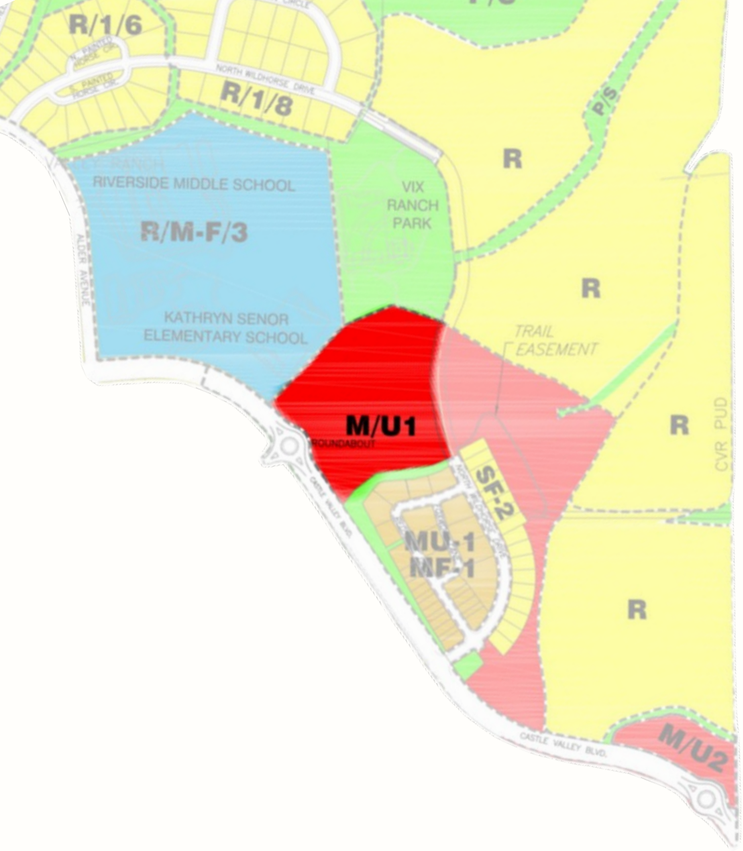
Our project conforms with Policy POST-1A by dedicating land and establishing trail easements that integrate seamlessly with existing park networks. Furthermore, our development is structured to generate resources that directly support the creation and enhancement of public park facilities and trail systems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

GOAL E-2: STRENGHTENING 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.



Approved **Land Usage**

OUR OPPORTUNITY

MF-2 Zoning PUD

Allowed Per Code	Proposed
Multifamily Residential Dwellings	Yes
Recreation & Entertainment	Yes — Playground

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
Residential Parking= 122	Parking Provided= 205

KLUTCH CONSULTANT LLC

SITE DEVELOPMENT PLANS

FOR

ARCHWOOD TOWN HOMES

CASTLE VALLEY BOULEVARD
TOWN OF NEW CASTLE

GARFIELD COUNTY, COLORADO 81647

10.315ACRES

66 RESIDENTIAL LOTS & 7 OPEN AREAS

VICINITY MAP
N.T.S.

SHEET LIST TABLE	
Sheet Number	Sheet Title
C-1.0	COVER SHEET
S-1	IMPROVEMENT & TOPOGRAPHIC SURVEY
C-1.1	GENERAL NOTES
SP	SITE PLAN
C-2.0	DEMOLITION PLAN
C-3.0	PHASING PLAN
C-4.0	OVERALL GRADING PLAN
C-4.1	GRADING PLAN
C-4.2	GRADING PLAN
C-5.0	EROSION CONTROL PLAN
C-6.0	PRE-DRAINAGE AREA MAP
C-6.1	POST-DRAINAGE AREA MAP
C-6.2	DRAINAGE CALCULATIONS
C-6.3	OVERALL STORM PLAN
C-6.4	STORM LINE-A PLAN & PROFILE
C-6.5	STORM LINE-B PLAN & PROFILE
C-6.6	STORM LATERAL PROFILE
C-6.7	DETENTION POND PLAN
C-6.8	STORM DETAILS
C-7.0	WATER PLAN
C-7.1	WATER PROFILE
C-7.2	WATER DETAILS
C-8.0	SANITARY SEWER PLAN
C-8.1	SANITARY SEWER PROFILE
C-8.2	SANITARY SEWER DETAILS
C-9.0	OVERALL PAVING PLAN
C-9.1	PAVING PLAN & PROFILE
C-9.2	PAVING PLAN & PROFILE
C-9.3	PAVING PLAN & PROFILE
C-9.4	PAVING PLAN & PROFILE
C-9.5	PAVING DETAILS
C-10.0	SIGNAGE & STRIPING PLAN
C-11.0	FRANCHISE UTILITY & LIGHTING PLAN
C-12.0	SNOW STORAGE PLAN

811 Know what's **below.** **Call** before you dig.

NO.	DATE	DESCRIPTION	BY
1	08/25/25	1ST PRELIMINARY PUD SUBMITTAL	KP
2	02/12/26	2ND PRELIMINARY PUD SUBMITTAL	KP
.	.		.
.	.		.
.	.		.
.	.		.
.	.		.

FOR PRELIMINARY REVIEW ONLY

COVER SHEET

ARCHWOOD TOWNHOMES

CASTLE VALLEY BLVD

67 RESIDENTIAL LOTS & 7 OPEN AREAS

TOWN OF NEW CASTLE

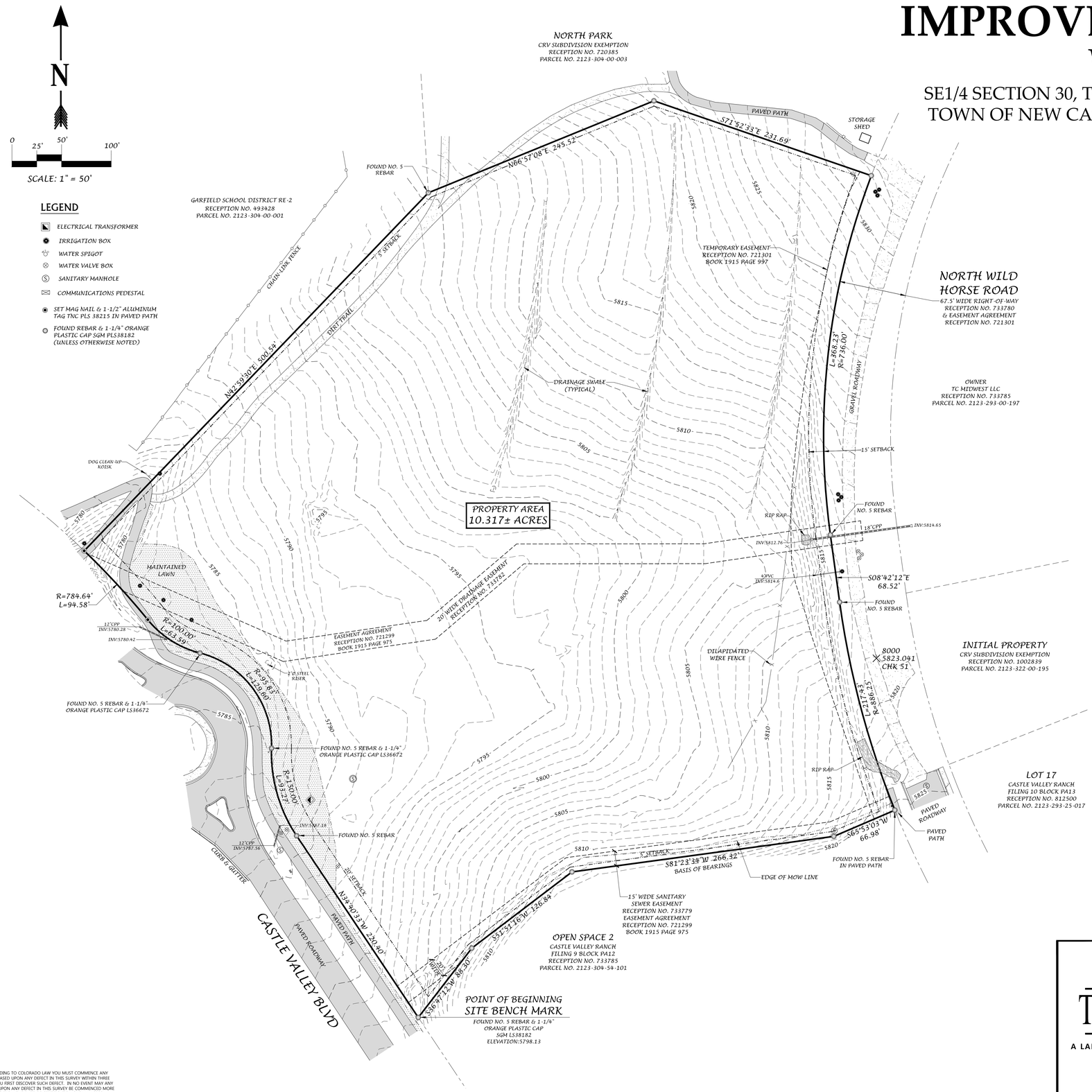
GARFIELD COUNTY, COLORADO 81647

TRIANGLE ENGINEERING LLC
T: 469.331.8566 | F: 469.213.7145 | E: info@triangle-engr.com
W: triangle-engr.com | O: 1782 W. McDermott Drive, Allen, TX 75013
Planning | Civil Engineering | Construction Management

P.E.	DES.	DATE	SCALE	PROJECT NO.	SHEET NO.
KP	SS	08/25/25	SEE SCALE BAR	38-25	C-1.0

IMPROVEMENT SURVEY PLAT
W/TOPOGRAPHY

SE1/4 SECTION 30, TOWNSHIP 5 SOUTH, RANGE 90 WEST OF THE 6TH PM
TOWN OF NEW CASTLE, COUNTY OF GARFIELD, STATE OF COLORADO
PARCEL NO. 2123-304-00-002



NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

PROPERTY DESCRIPTION:

SPECIAL WARRANTY DEED RECORDED AS RECEPTION NO. 963575

A PARCEL OF LAND LOCATED IN THE SE1/4 OF SECTION 30, TOWNSHIP 5 SOUTH, RANGE 90 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF GARFIELD, STATE OF COLORADO.
SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF CASTLE VALLEY BOULEVARD, SAME BEING THE WESTERNMOST CORNER OF CASTLE VALLEY RANCH PA12 FLG 9 FINAL, AS FILED WITH THE GARFIELD COUNTY CLERK AND RECORDER'S OFFICE, AS RECEPTION NO. 733785;
THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY LINE THE FOLLOWING FIVE (5) COURSES:
1.) N34°40'33"W 220.40 FEET;
2.) ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 150.00 FEET, AN ARC LENGTH OF 93.27 FEET, CHORD BEARS N16°51'46"W 91.77 FEET;
3.) ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 95.83 FEET, AN ARC LENGTH OF 129.60 FEET, CHORD BEARS N37°47'30"W 119.95 FEET;
4.) ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 100.00 FEET, AN ARC LENGTH OF 63.58 FEET, CHORD BEARS N58°19'04 "W 62.52 FEET;
5.) ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 784.64 FEET, AN ARC LENGTH OF 94.58 FEET, CHORD BEARS N43°33'19"W 94.52 FEET TO A POINT ON THE EASTERLY LINE OF THE GARFIELD SCHOOL DISTRICT RE2, AS FILED WITH SAID CLERK AND RECORDER'S OFFICE AS RECEPTION NO. 493428;
THENCE DEPARTING SAID NORTHERLY RIGHT-OF-WAY ALONG SAID EASTERLY LINE N42°59'30"E 500.54 FEET TO A POINT IN THE SOUTHERLY LINE OF NORTH PARK PARCEL, AS FILED WITH SAID CLERK AND RECORDER'S OFFICE AS RECEPTION NO. 720385 AND RECEPTION NO. 721291;
THENCE WITH SAID SOUTHERLY LINE THE FOLLOWING TWO (2) COURSES:
1.) N66°57'08"E 245.52 FEET;
2.) S71°52'33"E 231.69 FEET TO A POINT IN THE WESTERLY RIGHT-OF-WAY LINE OF NORTH WILD HORSE ROAD; THENCE ALONG SAID WESTERLY RIGHT-OF-WAY LINE THE FOLLOWING THREE (3) COURSES:
1.) ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 736.00 FEET, AN ARC LENGTH OF 368.23 FEET, CHORD BEARS S05°57'46"W 364.40 FEET; 2) THENCE S08°42'12"E 68.52 FEET;
2.) ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 886.25 FEET, AN ARC LENGTH OF 217.43 FEET, CHORD BEARS S15°43'53"E 216.88 FEET TO A POINT IN THE NORTH LINE OF SAID CASTLE VALLEY RANCH PA12 FLG 9 FINAL; THENCE WITH SAID NORTH LINE THE FOLLOWING FOUR (4) COURSES:
1.) S65°53'03"W 66.89 FEET;
2.) S81°23'34"W 266.32 FEET;
3.) S51°51'16"W 126.84 FEET;
4.) S36°47'12"W 88.30 FEET TO THE POINT OF BEGINNING,
COUNTY OF GARFIELD,
STATE OF COLORADO.

NOTES:

1. BASIS OF BEARINGS FOR THIS SURVEY IS A BEARING OF S81°23'34"W AS RECORDED IN RECEPTION NO. 963575 ALONG THE EASTERLY BOUNDARY LINE BETWEEN FOUND REBARS & 1-1/4" ORANGE PLASTIC CAPS SGM PLS38182L AS SHOWN HEREON.
2. DATE OF FIELD SURVEY: APRIL 24, 2025.
3. LINEAR UNITS USED TO PERFORM THIS SURVEY WERE U.S. SURVEY FEET.
4. THIS SURVEY IS BASED ON SPECIAL WARRANTY DEED RECORDED AS RECEPTION NO. 963575, AN IMPROVEMENT SURVEY PREPARED BY SGM DATED MAY 21, 2021 AND RECORDED AS SURVEY MAP #1232 IN THE GARFIELD COUNTY SURVEYOR'S OFFICE AND MONUMENTS FOUND IN PLACE AS SHOWN HEREON.
5. THIS PROPERTY IS SUBJECT TO RESERVATIONS, RESTRICTIONS, COVENANTS AND EASEMENTS OF RECORD OR IN PLACE.
6. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE COMMITMENT, THEREFORE, ANY EXCEPTIONS TO TITLE THAT MAY AFFECT THE SUBJECT PROPERTY HAVE NOT BEEN REVIEWED BY TRUE NORTH COLORADO, LLC.
7. ELEVATIONS SHOWN HEREON ARE BASED ON NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD29) REFERENCED FROM NATIONAL GEODETIC SURVEY (NGS) STATION ANDERS HAVING AN ELEVATION OF 5594.09.
8. CONTOUR INTERVAL EQUALS 1-FOOT.
9. PROPERTY ZONED: M/U1 - MIXED USE. SETBACKS SHOWN WERE TAKEN FROM TOWN OF NEW CASTLE MUNICIPAL CODE. PLEASE CONSULT THE TOWN OF NEW CASTLE PLANNING DEPARTMENT FOR PROPERTY USE REGULATIONS AND SETBACK VERIFICATION.

SURVEYOR'S CERTIFICATION

I, RODNEY P. KISER, HEREBY CERTIFY TO TC MIDWEST, LLC THAT THIS IS AN "IMPROVEMENT SURVEY PLAT" AS DEFINED BY C.R.S.38-51-102(9) AND THAT IT IS A MONUMENTED LAND SURVEY PERFORMED UNDER MY DIRECT SUPERVISION AND RESPONSIBLE CHARGE, SHOWING THE LOCATION OF ALL STRUCTURES, VISIBLE UTILITIES, FENCES, HEDGES, OR WALLS SITUATED ON THE DESCRIBED PARCEL AND WITHIN FIVE FEET OF ALL BOUNDARIES OF SUCH PARCEL. ANY CONFLICTING BOUNDARY EVIDENCE OR VISIBLE ENCROACHMENTS, AND ALL AVAILABLE EASEMENTS. THE INFORMATION SHOWN HEREON IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, HOWEVER IT IS NOT A GUARANTY OR WARRANTY, EITHER EXPRESSED OR IMPLIED.

RODNEY P. KISER
LICENSED PROFESSIONAL LAND SURVEYOR
COLORADO REGISTRATION NO. 38215
TRUE NORTH COLORADO, LLC.

REVISED: JULY 1, 2025: ADJUSTED TOPOGRAPHY FROM NAVD88 DATUM TO NGVD29 DATUM.

TRUE NORTH
COLORADO
A LAND SURVEYING AND MAPPING COMPANY

TC MIDWEST, LLC
IMPROVEMENT & TOPOGRAPHIC SURVEY
PARCEL NO. 2123-304-00-002
TOWN OF NEW CASTLE, COUNTY OF GARFIELD, STATE OF COLORADO

COLORADO LICENSED PROFESSIONAL LAND SURVEYOR RODNEY P. KISER 38215

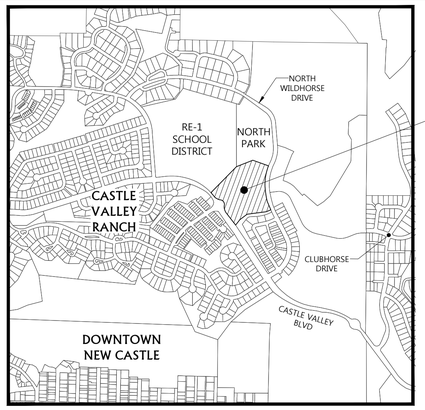
TRUE NORTH COLORADO LLC.
A LAND SURVEYING AND MAPPING COMPANY
P.O. BOX 614 - 386 MAIN STREET UNIT 3
NEW CASTLE, COLORADO 81647
(970) 984-0474
www.truenorthcolorado.com

PROJECT NO: 2025-195	DRAWN: RPK	SHEET 1 OF 1
DATE: MAY 13, 2025	SURVEYED: RPK	

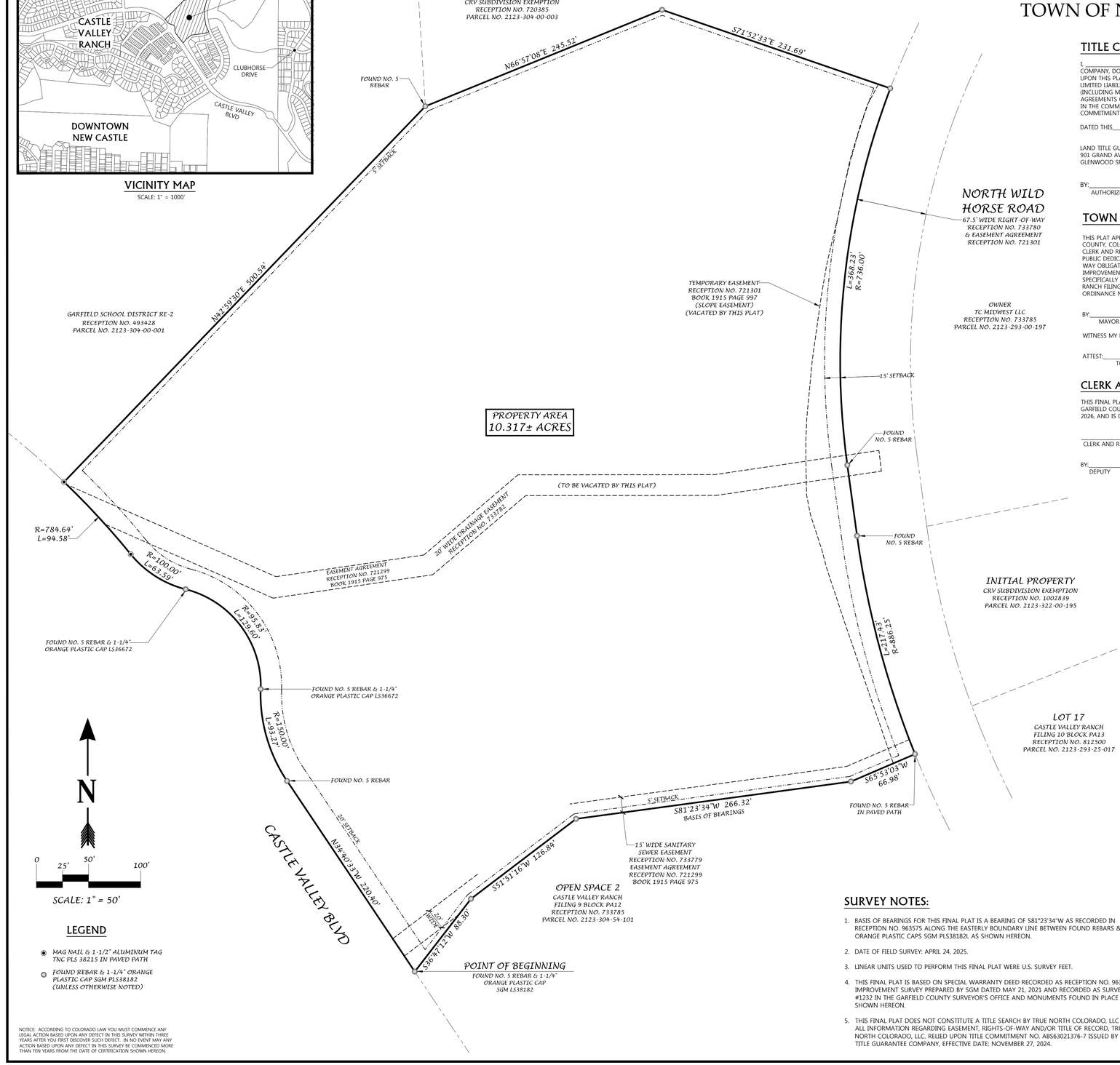
FINAL PLAT

ARCHWOOD TOWNHOMES

CASTLE VALLEY RANCH FILING 14, PA12 A SUBDIVISION IN THE SE1/4 SECTION 30, TOWNSHIP 5 SOUTH, RANGE 90 WEST OF THE 6TH PM
TOWN OF NEW CASTLE, COUNTY OF GARFIELD, STATE OF COLORADO



VICINITY MAP
SCALE: 1" = 1000'



LEGEND

- ◉ MAG NAIL & 1-1/2" ALUMINUM TAG TNC PLS 38215 IN PAVED PATH
- ○ FOUND REBAR & 1-1/4" ORANGE PLASTIC CAP SGM PLS38182 (UNLESS OTHERWISE NOTED)

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

SURVEY NOTES:

1. BASIS OF BEARINGS FOR THIS FINAL PLAT IS A BEARING OF S81°23'34"W AS RECORDED IN RECEPTION NO. 963575 ALONG THE EASTERLY BOUNDARY LINE BETWEEN FOUND REBARS & 1-1/4" ORANGE PLASTIC CAPS SGM PLS38182L AS SHOWN HEREON.
2. DATE OF FIELD SURVEY: APRIL 24, 2025.
3. LINEAR UNITS USED TO PERFORM THIS FINAL PLAT WERE U.S. SURVEY FEET.
4. THIS FINAL PLAT IS BASED ON SPECIAL WARRANTY DEED RECORDED AS RECEPTION NO. 963575, AN IMPROVEMENT SURVEY PREPARED BY SGM DATED MAY 21, 2021 AND RECORDED AS SURVEY MAP #1232 IN THE GARFIELD COUNTY SURVEYOR'S OFFICE AND MONUMENTS FOUND IN PLACE AS SHOWN HEREON.
5. THIS FINAL PLAT DOES NOT CONSTITUTE A TITLE SEARCH BY TRUE NORTH COLORADO, LLC FOR ALL INFORMATION REGARDING EASEMENT, RIGHTS-OF-WAY AND/OR TITLE OF RECORD, TRUE NORTH COLORADO, LLC. RELIED UPON TITLE COMMITMENT NO. ABS63021376-7 ISSUED BY LAND TITLE GUARANTEE COMPANY, EFFECTIVE DATE: NOVEMBER 27, 2024.

TITLE CERTIFICATE

I, _____ AN AGENT AUTHORIZED OF LAND TITLE GUARANTEE COMPANY, DO HEREBY CERTIFY THAT I HAVE EXAMINED THE TITLE TO ALL LANDS SHOWN UPON THIS PLAT AND THAT TITLE TO SUCH LANDS IS VESTED IN TC MIDWEST LLC, A TEXAS LIMITED LIABILITY COMPANY IS FREE AND CLEAR OF ALL LIENS AND ENCUMBRANCES (INCLUDING MORTGAGES, DEEDS OF TRUST, JUDGMENTS, EASEMENTS, CONTRACTS AND AGREEMENTS OF RECORD AFFECTING THE REAL PROPERTY IN THIS PLAT), EXCEPT AS SET FORTH IN THE COMMITMENT FOR TITLE INSURANCE ISSUED BY LAND TITLE GUARANTEE COMPANY, COMMITMENT NO. ABS63021376-7 DATED: DECEMBER 19, 2024.

DATED THIS_____DAY OF_____, A.D., 2026.

LAND TITLE GUARANTEE COMPANY
901 GRAND AVENUE-SUITE 202
GLENWOOD SPRINGS, CO 81601

BY:_____
AUTHORIZED AGENT

TOWN COUNCIL CERTIFICATE

THIS PLAT APPROVED BY THE TOWN COUNCIL OF THE TOWN OF NEW CASTLE, GARFIELD COUNTY, COLORADO, THIS____ DAY OF _____ A.D. 2026, FOR FILING WITH THE CLERK AND RECORDER OF GARFIELD COUNTY AND FOR CONVEYANCE TO THE TOWN OF THE PUBLIC DEDICATIONS SHOWN HEREON, SUBJECT TO THE PROVISION THAT APPROVAL IN NO WAY OBLIGATES THE TOWN OF NEW CASTLE FOR FINANCING OR CONSTRUCTING OF IMPROVEMENTS ON LAND, STREETS OR EASEMENTS DEDICATED TO THE PUBLIC EXCEPT AS SPECIFICALLY AGREED TO BY THE TOWN COUNCIL. ARCHWOOD TOWNHOMES, CASTLE VALLEY RANCH FILING 1, PA12 IS SUBJECT TO THE TERMS AND CONDITIONS OF TOWN OF NEW CASTLE ORDINANCE NO. 2025 - _____.

BY:_____
MAYOR

WITNESS MY HAND AND THE SEAL OF THE TOWN OF NEW CASTLE.

ATTEST:_____
TOWN CLERK

CLERK AND RECORDER'S CERTIFICATE

THIS FINAL PLAT WAS FILED FOR RECORD IN THE OFFICE OF THE CLERK AND RECORDER OF GARFIELD COUNTY AT ____ O'CLOCK____M., ON THE _____ DAY OF_____ A.D. 2026, AND IS DULY RECORDED AS RECEPTION NO._____.

_____
CLERK AND RECORDER

BY:_____
DEPUTY

CERTIFICATE OF OWNERSHIP

KNOW ALL MEN BY THESE PRESENTS THAT TC MIDWEST LLC, A TEXAS LIMITED LIABILITY COMPANY BEING SOLE OWNER(S) IN FEE SIMPLE OF ALL THAT REAL PROPERTY DESCRIBED AS FOLLOWS:

A PARCEL OF LAND LOCATED IN THE SE1/4 OF SECTION 30, TOWNSHIP 5 SOUTH, RANGE 90 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF GARFIELD, STATE OF COLORADO, SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF CASTLE VALLEY BOULEVARD, SAME BEING THE WESTERNMOST CORNER OF CASTLE VALLEY RANCH PA12 FLG 9 FINAL, AS FILED WITH THE GARFIELD COUNTY CLERK AND RECORDER'S OFFICE, AS RECEPTION NO. 733785;
THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY LINE THE FOLLOWING FIVE (5) COURSES:
1.) N34°40'33"W 220.40 FEET;
2.) ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 150.00 FEET, AN ARC LENGTH OF 93.27 FEET, CHORD BEARS N16°51'46"W 91.77 FEET;
3.) ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 95.83 FEET, AN ARC LENGTH OF 129.60 FEET, CHORD BEARS N37°47'30"W 119.95 FEET;
4.) ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 100.00 FEET, AN ARC LENGTH OF 63.58 FEET, CHORD BEARS N58°19'04"W 62.52 FEET;
5.) ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 784.64 FEET, AN ARC LENGTH OF 94.58 FEET, CHORD BEARS N43°33'19"W 94.52 FEET TO A POINT ON THE EASTERLY LINE OF THE GARFIELD SCHOOL DISTRICT RE2, AS FILED WITH SAID CLERK AND RECORDER'S OFFICE AS RECEPTION NO. 493428; THENCE DEPARTING SAID NORTHERLY RIGHT-OF-WAY ALONG SAID EASTERLY LINE N42°59'30"E 500.54 FEET TO A POINT IN THE SOUTHERLY LINE OF NORTH PARK PARCEL, AS FILED WITH SAID CLERK AND RECORDER'S OFFICE AS RECEPTION NO. 720385 AND RECEPTION NO. 721291;
THENCE WITH SAID SOUTHERLY LINE THE FOLLOWING TWO (2) COURSES:
1.) N66°57'08"E 245.52 FEET;
2.) S71°52'33"E 231.69 FEET TO A POINT IN THE WESTERLY RIGHT-OF-WAY LINE OF NORTH WILD HORSE ROAD;
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2.) ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 886.25 FEET, AN ARC LENGTH OF 217.43 FEET, CHORD BEARS S15°43'53"E 216.88 FEET TO A POINT IN THE NORTH LINE OF SAID CASTLE VALLEY RANCH PA12 FLG 9 FINAL; THENCE WITH SAID NORTH LINE THE FOLLOWING FOUR (4) COURSES:
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2.) S81°23'34"W 266.32 FEET;
3.) S51°51'16"W 126.84 FEET;
4.) S36°47'12"W 88.30 FEET TO THE POINT OF BEGINNING.

AND CONTAINING 10.317 ACRES, MORE OR LESS, HAVE BY THESE PRESENTS LAID OUT, PLATTED AND SUBDIVIDED THE SAME INTO LOTS AND BLOCKS AS SHOWN HEREON AND DESIGNATE THE SAME AS ARCHWOOD TOWNHOMES CASTLE VALLEY RANCH FILING 14, PA 12 IN THE TOWN OF NEW CASTLE, COUNTY OF GARFIELD, STATE OF COLORADO; AND DO HEREBY GRANT TO THE TOWN OF NEW CASTLE, COUNTY OF GARFIELD, COLORADO, FOR PUBLIC USE THE STREETS SHOWN HEREON, INCLUDING SILVERADO, TRAIL NORTH LOOP, SOUTH LOOP, AND OPEN SPACE LOT 2X AND LOT 17X OF BLOCK A AND OPEN SPACE LOT 1X OF BLOCK B, SHOWN HEREON FOR THEIR INDICATED PUBLIC USE AND THE UTILITY AND DRAINAGE EASEMENTS SHOWN HEREON FOR UTILITY AND DRAINAGE PURPOSES ONLY; AND SO FURTHER STATE THAT THIS SUBDIVISION SHALL BE SUBJECT TO THE PROTECTIVE COVENANTS FILED AND RECORDED FOR THIS SUBDIVISION IN THE OFFICE OF THE CLERK AND RECORDER OF GARFIELD COUNTY, COLORADO AS DOCUMENT NO._____.

EXECUTED THIS _____ DAY OF _____, A.D. 2026.

OWNER:
TC MIDWEST LLC, A TEXAS LIMITED LIABILITY COMPANY
17774 PRESTON ROAD
DALLAS, TX 75252

BY:_____ _____
SIGNATURE

_____
PRINT NAME & TITLE

STATE OF COLORADO)
COUNTY OF GARFIELD)
TOWN OF NEW CASTLE)

THE FOREGOING CERTIFICATION OF OWNERSHIP WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF_____ 2026, BY _____ AS_____
OF TC MIDWEST LLC.

WITNESS MY HAND AND SEAL

_____
NOTARY PUBLIC

SURVEYOR'S CERTIFICATE

I, RODNEY P. KISER, DO HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR LICENSED UNDER THE LAWS OF THE STATE OF COLORADO, THAT THIS PLAT IS A TRUE, CORRECT AND COMPLETE PLAT OF THE ARCHWOOD TOWNHOMES CASTLE VALLEY RANCH FILING 14, PA 12 AS LAID OUT, PLATTED, DEDICATED AND SHOWN HEREON, THAT SUCH PLAT WAS MADE FROM AN ACCURATE SURVEY OF SAID PROPERTY BY ME AND UNDER MY SUPERVISION AND CORRECTLY SHOWS THE LOCATION AND DIMENSIONS OF THE LOTS, EASEMENTS AND STREETS OF SAID SUBDIVISION AS THE SAME ARE STAKED UPON THE GROUND IN COMPLIANCE WITH STATE REGULATIONS GOVERNING THE SUBDIVISION OF LAND.

IN WITNESS WHEREOF I HAVE SET MY HAND AND SEAL THIS _____ DAY OF _____, 2026.

_____
RODNEY P. KISER
LICENSED PROFESSIONAL SURVEYOR
COLORADO REGISTRATION NO. 38215

TRUE NORTH
COLORADO
A LAND SURVEYING AND MAPPING COMPANY

FINAL PLAT
ARCHWOOD TOWNHOMES
CASTLE VALLEY RANCH FILING 14, PA12
TOWN OF NEW CASTLE, COUNTY OF GARFIELD, STATE OF COLORADO

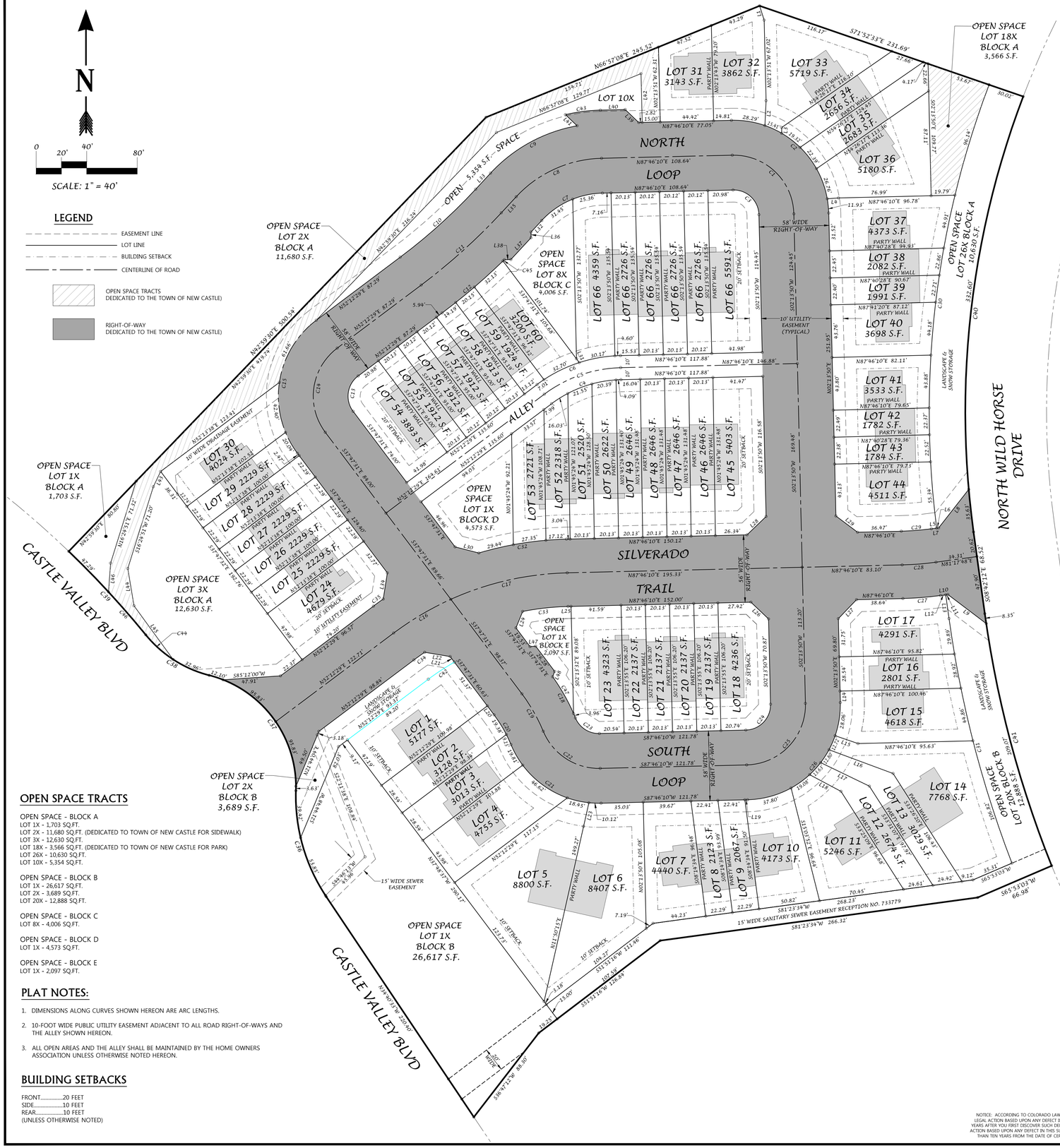
FOR PRELIMINARY REVIEW
February 12, 2026

TRUE NORTH COLORADO LLC.
A LAND SURVEYING AND MAPPING COMPANY
P.O. BOX 614 - 386 MAIN STREET UNIT 3
NEW CASTLE, COLORADO 81647
(970) 984-0474
www.truenorthcolorado.com

PROJECT NO: 2025-195	DRAWN: RPK	SHEET 1 OF 2
DATE: February 2026	SURVEYED: RPK	

FINAL PLAT
ARCHWOOD TOWNHOMES

CASTLE VALLEY RANCH FILING 14, PA12
A SUBDIVISION IN THE SE1/4 SECTION 30,
TOWNSHIP 5 SOUTH, RANGE 90 WEST OF THE 6TH PM
TOWN OF NEW CASTLE,
COUNTY OF GARFIELD, STATE OF COLORADO



LINE DATA TABLE		
LINE	BEARING	DISTANCE
L1	S 18°26'43" E	12.45'
L2	S 01°48'19" W	20.68'
L3	N 01°13'25" W	4.80'
L4	N 84°58'58" E	9.34'
L5	S 81°17'48" W	4.35'
L6	S 81°17'48" W	1.69'
L7	S 81°17'48" W	6.03'
L8	N 37°11'49" W	40.58'
L9	N 53°39'38" W	39.92'
L10	S 81°17'48" W	6.14'
L11	S 81°17'48" W	1.83'
L12	S 81°17'48" W	4.31'
L13	S 08°42'12" E	19.90'
L14	S 02°13'51" E	9.51'
L15	S 71°52'40" E	20.00'
L16	S 70°27'45" E	56.78'
L17	S 65°02'23" E	44.87'
L18	S 62°54'57" E	29.46'
L19	S 87°46'10" W	2.25'
L20	N 37°47'32" W	9.26'
L21	N 37°47'32" W	5.83'
L22	N 81°27'41" W	21.51'
L23	N 11°50'15" E	20.11'
L24	S 21°33'17" W	14.72'

LINE DATA TABLE		
LINE	BEARING	DISTANCE
L25	S 87°46'10" W	2.50'
L26	S 47°13'46" W	20.26'
L27	N 42°52'48" W	21.82'
L28	S 45°11'44" W	22.02'
L29	N 53°48'45" W	22.50'
L30	N 76°30'20" W	20.43'
L31	N 37°47'31" W	3.94'
L32	N 41°55'33" E	13.13'
L33	N 41°55'33" E	18.20'
L34	S 07°57'00" W	22.02'
L35	N 41°55'33" E	18.20'
L36	S 01°00'53" E	4.75'
L37	S 41°55'33" W	24.60'
L38	S 87°15'12" W	5.51'
L39	N 47°13'51" W	15.56'
L40	S 87°46'10" W	20.59'
L41	S 47°13'51" E	13.32'
L42	N 02°13'51" W	40.57'
L43	S 24°46'52" W	14.07'
L44	S 10°16'25" E	31.44'
L45	S 36°57'41" E	55.16'
L46	N 03°12'54" E	24.00'
L47	S 84°12'48" W	4.72'
L48	N 20°18'33" E	4.77'

CURVE DATA TABLE					
CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	50.00'	78.54'	70.71'	N 47°13'51" W	90°00'00"
C2	79.00'	124.09'	111.72'	N 47°13'51" W	90°00'00"
C3	21.00'	32.99'	29.70'	N 47°13'51" W	90°00'00"
C4	100.00'	62.07'	61.08'	S 69°59'19" W	35°33'41"
C5	110.00'	68.27'	67.18'	S 69°59'19" W	35°33'41"
C6	120.00'	74.48'	73.29'	S 69°59'19" W	35°33'41"
C7	71.00'	56.81'	55.31'	S 64°50'51" W	45°50'37"
C8	100.00'	80.01'	77.90'	S 64°50'51" W	45°50'37"
C9	129.00'	83.43'	81.99'	S64°27'16"W	37°03'26"
C10	471.00'	84.53'	84.41'	N 47°04'00" E	10°16'56"
C11	500.00'	89.73'	89.61'	N 47°04'00" E	10°16'56"
C12	529.00'	68.05'	68.00'	N48°31'23"E	10°16'56"
C13	21.00'	32.99'	29.70'	S 07°12'29" W	90°00'00"
C14	50.00'	78.54'	70.71'	S 07°12'29" W	90°00'00"
C15	79.00'	124.09'	111.72'	S 07°12'29" W	90°00'00"
C16	250.00'	55.25'	55.14'	N 58°32'21" E	12°39'44"
C17	250.00'	99.92'	99.25'	N 76°19'11" E	22°53'57"
C18	171.00'	39.23'	39.15'	N 29°54'03" W	13°08'43"
C19	142.00'	35.85'	35.75'	N 30°33'37" W	14°27'50"
C20	113.00'	28.53'	28.45'	N 30°33'37" W	14°27'50"
C21	79.00'	95.00'	89.38'	S 57°46'46" E	68°54'09"
C22	50.00'	60.13'	56.57'	S 57°46'46" E	68°54'09"
C23	21.00'	25.25'	23.76'	S 57°46'46" E	68°54'09"
C24	21.00'	32.99'	29.70'	N 42°46'10" E	90°00'00"
C25	50.00'	78.54'	70.71'	N 42°46'10" E	90°00'00"
C26	79.00'	124.09'	111.72'	N 42°46'10" E	90°00'00"
C27	278.00'	31.41'	31.39'	N 84°31'59" E	06°28'22"
C28	250.00'	28.24'	28.23'	N 84°31'59" E	06°28'22"
C29	222.00'	25.08'	25.07'	N 84°31'59" E	06°28'22"
C30	766.00'	371.90'	368.26'	S 05°58'54" W	27°49'03"
C31	916.25'	210.49'	210.03'	S 15°17'04" E	13°09'45"
C32	278.00'	73.91'	73.70'	S 80°09'10" W	16°14'19"
C33	222.00'	38.00'	37.95'	S 82°51'58" W	10°19'48"
C34	222.00'	10.96'	10.95'W	S 53°37'19" W	03°39'39"
C35	278.00'	10.04'	10.03'	S 53°14'32" W	02°38'58"
C36	150.00'	93.27'	91.77'	S 16°51'46" E	35°37'29"
C37	95.83'	129.60'	119.95'	N 37°47'30" W	77°29'20"
C38	100.00'	63.59'	62.52'	S 58°19'04" E	36°25'55"
C39	784.64'	94.58'	94.52'	N 43°33'19" W	06°54'22"
C40	736.00'	368.23'	264.40'	S 05°37'46" W	28°39'56"
C41	886.25'	217.43'	216.88'	S 15°43'53" E	14°03'23"
C42	202.00'	25.87'	25.85'	S 55°52'38" W	07°20'18"
C43	138.67'	29.34'	29.29'	S81°42'26"W	12°07'28"
C44	100.00'	30.62'	30.50'	S48°52'28"E	17°32'42"
C45	529.00'	1.58'	1.58'	N44°55'25"E	00°10'18"
C46	784.64'	47.29'	47.28'	N41°49'44"W	03°27'11"
C47	171.00'	35.27'	35.21'	N 30°33'51" W	11°49'07"

OPEN SPACE TRACTS

OPEN SPACE - BLOCK A
LOT 1X - 1,703 SQ.FT.
LOT 2X - 11,680 SQ.FT. (DEDICATED TO TOWN OF NEW CASTLE FOR SIDEWALK)
LOT 3X - 12,630 SQ.FT.
LOT 18X - 3,566 SQ.FT. (DEDICATED TO TOWN OF NEW CASTLE FOR PARK)
LOT 26X - 10,630 SQ.FT.
LOT 10X - 5,354 SQ.FT.

OPEN SPACE - BLOCK B
LOT 1X - 26,617 SQ.FT.
LOT 2X - 3,689 SQ.FT.
LOT 20X - 12,888 SQ.FT.

OPEN SPACE - BLOCK C
LOT 8X - 4,006 SQ.FT.

OPEN SPACE - BLOCK D
LOT 1X - 4,573 SQ.FT.

OPEN SPACE - BLOCK E
LOT 1X - 2,097 SQ.FT.

PLAT NOTES:

1. DIMENSIONS ALONG CURVES SHOWN HEREON ARE ARC LENGTHS.
2. 10-FOOT WIDE PUBLIC UTILITY EASEMENT ADJACENT TO ALL ROAD RIGHT-OF-WAYS AND THE ALLEY SHOWN HEREON.
3. ALL OPEN AREAS AND THE ALLEY SHALL BE MAINTAINED BY THE HOME OWNERS ASSOCIATION UNLESS OTHERWISE NOTED HEREON.

BUILDING SETBACKS

FRONT.....20 FEET
SIDE.....10 FEET
REAR.....10 FEET
(UNLESS OTHERWISE NOTED)

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

TRUE NORTH COLORADO
A LAND SURVEYING AND MAPPING COMPANY

FINAL PLAT
ARCHWOOD TOWNHOMES
CASTLE VALLEY RANCH FILING 14, PA12
TOWN OF NEW CASTLE, COUNTY OF GARFIELD, STATE OF COLORADO

FOR PRELIMINARY REVIEW
February 12, 2026

TRUE NORTH COLORADO LLC.
A LAND SURVEYING AND MAPPING COMPANY
P.O. BOX 614 - 386 MAIN STREET UNIT 3
NEW CASTLE, COLORADO 81647
(970) 984-0474
www.truenorthcolorado.com

PROJECT NO: 2025-195	DRAWN	SHEET
	RPK	2 OF 2
DATE: February 2026	SURVEYED	
	RPK	

GENERAL CONSTRUCTION NOTES:

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST DESIGN STANDARDS OF TOWN OF NEW CASTLE AND THE RESPECTIVE UTILITY COMPANY UNLESS OTHERWISE NOTED.
2. THE EXISTING CONTOUR INTERVAL IS TWO (2) FEET (DASHED). EXISTING CONDITIONS ARE BASED ON AN IMPROVEMENT SURVEY PERFORMED BY SOPRIS ENGINEERING, LLC.
3. ALL EXISTING UTILITIES EITHER UNDERGROUND OR OVERHEAD, SHALL BE MAINTAINED IN CONTINUOUS SERVICE THROUGHOUT THE ENTIRE CONSTRUCTION PERIOD. THE CONTRACTOR SHALL BE RESPONSIBLE AND LIABLE FOR ANY DAMAGE TO, OR INTERRUPTION OF SERVICES CAUSED BY THE CONSTRUCTION.
4. ALL CONTRACTORS AND SUBCONTRACTORS SHALL HAVE A SET OF APPROVED CONSTRUCTION DOCUMENTS ON SITE AT ALL TIMES.
5. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING CONDITIONS OUTSIDE THE DESIGNATED IMPROVEMENT AREA FROM DAMAGE. ANY DAMAGE TO EXISTING AREAS OUTSIDE THE DESIGNATED IMPROVEMENT AREA DURING CONSTRUCTION SHALL, AT A MINIMUM, BE RESTORED TO A STATE EQUAL TO ITS PRE CONSTRUCTION STATE.
6. THE GENERAL CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS TO COMPLETE WORK, AND SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS. IDENTIFYING THE NEED FOR A PERMIT, PREPARING THE APPLICATION, AND PAYING THE SUBMITTAL AND REVIEW FEES NECESSARY TO SECURE PERMITS WILL BE THE TOTAL RESPONSIBILITY OF THE GENERAL CONTRACTOR. A COPY OF ALL PERMITS MUST BE POSTED AND WEATHER PROOFED ON SITE AT ALL TIMES.
7. THE GENERAL CONTRACTOR SHALL PERFORM THE WORK ACCORDING TO ALL LOCAL GOVERNMENT, COUNTY, STATE, AND FEDERAL SAFETY AND HEALTH REGULATIONS. IN PARTICULAR, THE "TRENCHING" AND "OPEN EXCAVATION" OPERATIONS SHALL COMPLY WITH ALL CURRENT O.S.H.A. REGULATORY REQUIREMENTS.
8. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING THEIR OWN DISPOSAL SITE FOR ALL DISPOSED MATERIALS.
9. COORDINATION WITH OTHER AGENCIES- THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING INSPECTIONS PERFORMED BY OTHER GOVERNMENTAL AGENCIES, AND THE ENGINEER OF RECORD, AS PRESCRIBED IN THEIR PERMITS AND APPROVALS.
10. MAINTAIN TRAFFIC CONTROL DEVICES: THE CONTRACTOR SHALL INSTALL AND MAINTAIN FENCES, BARRIERS, LIGHTS AND SIGNS THAT ARE NECESSARY TO GIVE ADEQUATE WARNING TO THE PUBLIC AND TRAVELING MOTORISTS AT ALL TIMES.
11. NO MATERIAL OR EQUIPMENT SHALL BE STORED IN THE PUBLIC RIGHT-OF-WAY WITHOUT PRIOR APPROVAL FROM THE TOWN OF NEW CASTLE.
12. NOTIFY UTILITY OWNERS: CONTRACTOR SHALL NOTIFY ALL PUBLIC OR PRIVATE UTILITY OWNERS FORTY-EIGHT HOURS (OR AS REQUIRED BY UTILITY COMPANIES) PRIOR TO COMMENCEMENT OF WORK ADJACENT TO THE UTILITY.
13. IT IS THE CONTRACTORS RESPONSIBILITY TO SCHEDULE INSTALLATION INSPECTIONS AND SCHEDULE/OBTAIN AS-BUILT SURVEY DATA DURING CONSTRUCTION OF ALL IMPROVEMENTS TO INCLUDE, BUT NOT LIMITED TO, STORM PIPE INVERTS AT ALL BENDS, INLETS, OUTFALLS, AND UTILITY INFRASTRUCTURE.
14. COORDINATION WITH OTHER CONTRACTORS: WHERE TWO OR MORE CONTRACTORS ARE WORKING IN THE SAME AREA, EACH SHALL CONDUCT THEIR OPERATIONS IN SUCH A MANNER AS NOT TO CAUSE ANY UNNECESSARY DELAY OR HINDRANCE TO THE OTHER. WHERE CONFLICTS CANNOT BE AVOIDED, THE LOCAL GOVERNMENT WILL DETERMINE WHICH CONTRACTOR(S) HAVE CONSTRUCTION PRIORITY OVER THE OTHER CONTRACTORS AND THE TERMS OF SUCH CONSTRUCTION PRIORITY.
15. THE CONTRACTOR AND SUB-CONTRACTOR MUST MAKE EVERY ATTEMPT TO PREVENT DAMAGE TO EXISTING TREES AND ASSOCIATED ROOTS IN AND AROUND THE WORK AREA.

CONCRETE FLATWORK SPECIFICATIONS

1. CONCRETE MATERIAL AND PLACEMENT SHALL BE PER TOWN'S PUBLIC WORKS MANUAL.
2. WEATHER PROTECTION SHALL BE PROVIDED IN COMPLIANCE WITH CDOT STANDARD SPECIFICATIONS (LATEST STANDARDS) SECTION 412 & 601.
3. PERMITTEE SHALL SCHEDULE A FORM INSPECTION AND OBTAIN APPROVAL PRIOR TO POURING WITHIN TOWN OF NEW CASTLE RIGHT-OF-WAY.
4. DAMAGED CONCRETE PAVEMENT SHALL BE REMOVED AND REPLACED AS A FULL PANEL SECTION WITH DOWELS SET INTO ADJACENT PANELS IN COMPLIANCE WITH CDOT STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION AND M&S STANDARDS (LATEST EDITION).
5. DAMAGED FLATWORK AND CURB AND GUTTER SHALL BE REPLACED IN FULL SECTIONS FROM EXISTING CONTRACTION JOINTS. PARTIAL SECTION REPLACEMENT SHALL NOT BE PERMITTED.
6. CONCRETE REMOVED ADJACENT TO ASPHALT PAVEMENTS SHALL BE SAWCUT A MINIMUM OF 2' STRIP ALONG THE ABUTTING EDGE PRIOR TO REMOVAL IN ORDER TO REMOVE WITHOUT DAMAGE TO THE ASPHALT PAVEMENT. THE SAWCUT EDGE SHALL NOT BE USED AS A FORM FOR THE NEW CONCRETE. TEMPORARY FORMWORK SHALL BE PLACED ALONG THE SAWCUT EDGE IN THE DESIRED ALIGNMENT. THE TOP EDGE OF THE REPLACED CONCRETE SECTION (CONC. LIP) SHALL BE STRAIGHT AND TRUE WITHOUT WARPING OR IRREGULARITY. AFTER THE FORMWORK IS REMOVED, THE GAP SHALL BE RE-PAVED WITH ASPHALT. DAMAGE CAUSED TO THE EDGE OF THE ASPHALT PAVEMENT SHALL RESULT IN THE ASSESSMENT OF A RESTORATION FOR ASPHALT RESURFACING.
7. SUBGRADE ELEVATION SHALL BE BROUGHT UP TO +/- 0.05 FOOT OF FINAL GRADE PER PLANS, WITH APPROVED MATERIALS PRIOR TO PLACING FORMS.
8. NO WATER SHALL BE PLACED ON CONCRETE SURFACE TO ASSIST FINISHING.
9. VARIATIONS OF CONCRETE SURFACE SHALL NOT EXCEED 18 INCH IN TEN FEET (10') IN ALL DIRECTIONS.
10. LIQUID MEMBRANE CURING COMPOUND SHALL BE PLACED IN COMPLIANCE WITH CDOT STANDARD SPECIFICATIONS (LATEST EDITION) SECTION 601.13.36 AT A RATE TO COMPLETELY COAT ALL EXPOSED SURFACES.
11. PERMITTEE SHALL BE RESPONSIBLE FOR REPAIRING SIDEWALK, CURB, OR GUTTER DAMAGED FROM WORK ACTIVITIES OF PERMITTEE.
12. PERMITTEE SHALL BE RESPONSIBLE FOR INSTALLATION OF NEW SIDEWALK, CURB AND GUTTER PER TOWN OF NEW CASTLE CODE, AND FOR REPAIR OF SIDEWALK, CURB AND GUTTER PER TOWN OF NEW CASTLE CODE.
13. ALL CONTRACTION JOINTS SHALL BE SAWN JOINTS AND MUST BE CUT WITHIN 12 HOURS OF PLACEMENT. SAWN JOINTS SHALL BE STRAIGHT AND TRUE AND 1/8 IN WIDTH AND 1/3 OF CONCRETE THICKNESS AND CUT AT INTERVALS EQUAL TO THE WIDTH OF SIDEWALK.
14. BASE FOR FLATWORK SHALL BE AT LEAST 6" OF CDOT CLASS 6 ABC COMPACTED TO 95% OF STANDARD PROCTOR DENSITY WITHIN 2% OF OPTIMUM MOISTURE.
15. COARSE BROOM FINISH SHALL BE PROVIDED PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAVEL ON SIDEWALK AND RAMPS AND PERPENDICULAR TO THE DIRECTION OF WATER FLOW ON CURB AND GUTTER

IRRIGATION RAW WATER INSTALLATION SPECIFICATIONS:

1. BURY DEPTH SHALL BE MINIMIZED WHERE POSSIBLE. MINIMUM BURY DEPTH IS 2 FEET.
2. IRRIGATION MAIN LINES SHALL HAVE GRAVITY DRAINS FOR WINTERIZATION, LOCATED AT ELEVATION LOW POINTS.
3. IRRIGATION MAIN LINES SHALL BE 4" GASKETED BELL C900 DR 18, PURPLE IN COLOR. 14 GUAGE TRACER WIRE REQUIRED ON ALL IRRIGATION MAINS.
4. RAW WATER MAIN LINES SHALL BE CONSTRUCTED WITH MECHANICAL JOINTS AND A THRUST BLOCK, OR MECHANICAL JOINTS WITH MEGA LUG CONNECTIONS.
5. RAW WATER SERVICE TAPS SHALL INCLUDE A WEEPING CURB STOP AND GRAVEL DRAINAGE PIT.

EROSION CONTROL NOTES:

1. CONTRACTOR MUST UTILIZE "BEST MANAGEMENT PRACTICES" (BMP), TO CONTROL EROSION AND SEDIMENTATION DURING CONSTRUCTION, TO INCLUDE THE INSTALLATION OF INLET PROTECTION AROUND THE NEAREST DOWNSTREAM RECEIVING INLET LOCATED WITHIN THE TOWN OF NEW CASTLE'S ROW.
2. CONTRACTOR IS RESPONSIBLE FOR INSTALLATION AND MAINTENANCE OF ALL TEMPORARY EROSION CONTROL MEASURES.
3. DUST CAUSED BY EXCAVATION, TOPSOIL REMOVAL OPERATIONS, OR ROAD BASE PLACEMENT SHALL BE CONTROLLED BY THE CONTRACTOR AT HIS EXPENSE. THE ENGINEER OR TOWN OF NEW CASTLE MAY REQUIRE THE CONTRACTOR AT ANY TIME TO DISCONTINUE CONSTRUCTION ACTIVITIES UNTIL DUST CONDITIONS ARE REDUCED TO THE TOWN OF NEW CASTLE'S SATISFACTION.
4. THE CONTRACTOR WILL BE REQUIRED TO FURNISH AND APPLY A DUST PALLIATIVE ON THE SITE AS DIRECTED BY THE TOWN OF NEW CASTLE. DUST PALLIATIVE MAY CONSIST OF WATER OR A NON-POLLUTING SOLUTION. SPREADING OF WATER OR WATER MIXTURE SHALL BE DONE WITH ACCEPTABLE SPRINKLING EQUIPMENT. ALL DUST CONTROL SHALL EXTEND BEYOND THE CONSTRUCTION AREA PROPER TO THE SIDE STREETS ENTERING AND EXISTING THE PROJECT, WHERE MUD AND DIRT FROM CONSTRUCTION EQUIPMENT, AS WELL AS LOCAL TRAFFIC, MAY GET ONTO THE SIDE STREETS. CLEANUP OF THESE AREAS WILL BE REQUIRED AS NECESSARY OR AS DIRECTED BY THE TOWN OF NEW CASTLE/OWNER/ENGINEER.
5. MAINTENANCE OF PROPER DRAINAGE AND CLEANING TEMPORARY SEDIMENT CONTAINMENT DURING THE PROGRESS OF THE CONTRACT IS ESSENTIAL. ANY DAMAGE DUE TO IMPROPER MAINTENANCE OF SAID DRAINAGE PRIOR TO FINAL ACCEPTANCE OF THE PROJECT WILL BE THE CONTRACTOR'S RESPONSIBILITY.
6. BMP'S SHALL BE INSTALLED BEFORE ANY EARTH DISTURBING ACTIVITIES COMMENCE.
7. STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES SHALL NOT CAUSE, HAVE THE REASONABLE POTENTIAL TO CAUSE, OR MEASURABLY CONTRIBUTE TO AN EXCEEDANCE OF ANY WATER QUALITY STANDARD.
8. CONSTRUCTION SHALL BE PHASED IN A MANNER TO LIMIT EARTH DISTURBING ACTIVITIES (I.E. THE ENTIRE PROJECT SITE SHOULD NOT BE DISTURBED IF CONSTRUCTION WILL ONLY BE OCCURRING IN ONE PARTICULAR SECTION).
9. SEDIMENT CAUSED BY ACCELERATED SOIL EROSION SHALL BE REMOVED FROM RUNOFF WATER BEFORE IT LEAVES THE CONSTRUCTION SITE.
10. BULK STORAGE STRUCTURES FOR PETROLEUM PRODUCTS AND ANY OTHER CHEMICALS SHALL HAVE SECONDARY CONTAINMENT OR EQUIVALENT PROTECTION TO CONTAIN ALL SPILLS AND PREVENT ANY SPILLED MATERIAL FROM ENTERING STATE WATERS.
11. THE EROSION CONTROL PLAN SHALL BE CONTINUOUSLY UPDATED TO REFLECT NEW OR REVISED BEST MANAGEMENT PRACTICES (BMP'S) DUE TO CHANGES IN DESIGN, CONSTRUCTION, OPERATION, OR MAINTENANCE OF THE CONSTRUCTION SITE. UPDATES MUST BE MADE WITHIN 72 HOURS FOLLOWING THE CHANGE IN BMP'S.
12. THE CONTRACTOR SHALL INSPECT THE CONSTRUCTION SITE (INCLUDING ALL BMP'S, STORAGE CONTAINERS, AND CONSTRUCTION EQUIPMENT) A MINIMUM OF EVERY 14 CALENDAR DAYS AND WITHIN 24 HOURS AFTER A PRECIPITATION EVENT OR SNOW MELT THAT MAY CAUSE SURFACE EROSION.
13. THE CONTRACTOR SHALL KEEP A RECORD OF ALL INSPECTIONS ON SITE AND AVAILABLE FOR REVIEW BY TOWN OF NEW CASTLE STAFF. INSPECTION REPORTS MUST IDENTIFY ANY INCIDENTS OF NON-COMPLIANCE WITH THE TERMS AND CONDITIONS OF THE PERMIT.
14. STRAW BALES SHALL NOT BE USED FOR PRIMARY EROSION OR SEDIMENT CONTROL (I.E. STRAW BALES MAY BE USED FOR REINFORCEMENT BEHIND ANOTHER BMP SUCH AS SILT FENCE).
15. BMP'S INTENDED FOR SHEET FLOW SEDIMENT RUNOFF SHALL BE PLACED PARALLEL TO THE SLOPE.
16. ALL BMP'S SHALL BE CLEANED WHEN SEDIMENT LEVELS ACCUMULATE TO HALF THE DESIGN OF THE BMP UNLESS OTHERWISE SPECIFIED.
17. A VEHICLE TRACKING PAD (VTP) SHALL BE PLACED AT ALL EXITS FROM THE SITE TO PREVENT TRACK-OUT ONTO TOWN OF NEW CASTLE STREETS. IF TRACK-OUT DOES OCCUR, THE CONTRACTOR SHALL IMMEDIATELY SWEEP THE STREET OF DEBRIS.
18. ALL PORTA-POTTY STRUCTURES MUST BE FIRMLY SECURED WITH #4 REBAR ANCHORS OR EQUAL. MUST BE PLACED AWAY FROM FLOW LINES OF STREET, SWALES, RAIN GARDENS & AWAY FROM INLETS.
19. A CONCRETE WASHOUT AREA (CWA) MUST BE PROVIDED AND ROUTINELY MAINTAINED. NO WASHING OUT OF CONCRETE TRUCKS OR WASHING OF SWEEPINGS FROM EXPOSED AGGREGATE CONCRETE INTO STORM DRAINS, OPEN DITCHES, STREETS OR STREAMS IS ALLOWED.
20. EXCESS CONCRETE IS NOT ALLOWED TO BE DUMPED ON-SITE, EXCEPT IN DESIGNATED TEMPORARY CONCRETE WASHOUT AREAS (CWA).
21. ON-SITE TEMPORARY CONCRETE WASHOUT FACILITIES WILL BE CONSTRUCTED AND MAINTAINED IN SUFFICIENT QUANTITY AND SIZE TO CONTAIN ALL LIQUID AND CONCRETE WASTE GENERATED BY WASHOUT OPERATIONS AND MUST BE CLEANED OUT OR REPLACED BEFORE THE WASHOUT IS 75% FULL.
22. STOCKPILES OF SOIL OR OTHER ERODABLE MATERIALS MUST BE MANAGED SO THAT STORMWATER DOES NOT COME IN CONTACT WITH THE PILE AND POTENTIALLY WASH POLLUTANTS OFFSITE. AT A MINIMUM STOCKPILES SHALL BE ROUTINELY WETTED AND/OR BLANKETED AS WELL AS INCLUDE AN EROSION SOCK PERIMETER BARRIER TO PREVENT WIND EROSION AND SEDIMENT TRANSPORT OFFSITE. STOCKPILES THAT ARE INACTIVE FOR MORE THAN 7 DAYS WILL REQUIRE SOIL BINDER OR HAVE MUCLH/MULCH TACKIFIER APPLIED.
23. EROSION CONTROL BLANKETS SHALL BE INSTALLED ON ALL SLOPES EXCEEDING 3:1.

POTABLE WATER INSTALLATION SPECIFICATIONS

1. ALL WATER MAIN CONSTRUCTION SHALL CONFORM TO THE LATEST EDITION OF THE TOWN OF NEW CASTLE PUBLIC WORKS MANUAL DETAILS AND SPECIFICATIONS. CONTRACTOR SHALL PROVIDE MATERIAL SUBMITTAL FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.
2. POTABLE WATER MAIN AND WATER SERVICES LARGER THAN 4" SHALL BE GASKETED C900 PVC DR14 OR APPROVED EQUAL.
3. WATER SERVICES SMALLER THAN 4" SHALL BE AWWA PURE CORE OR APPROVED EQUAL. THE WATER SERVICE TAPS ON THE WATER MAIN MUST BE A MINIMUM OF 4 FEET FROM EACH OTHER, AND MUST BE MORE THAN 4' FROM A FITTING OR A JOINT.
4. THE PIPE BEDDING MATERIAL SHALL BE 3/4" INCH CRUSHED SCREENED ROCK HAULED IN FOR BEDDING AND NOT NATIVE EXCAVATED MATERIAL.
5. THE BACKFILL MATERIAL FROM 12 INCHES ABOVE THE TOP OF THE PIPE TO THE TOP OF THE TRENCH SHALL BE CLASS 6 AGGREGATE BASE COURSE MATERIAL.
6. MINIMUM COVER OF WATER MAINS AND SERVICE LINES SHALL BE 5.5 FEET DEEP FROM TOP OF PIPE TO FINISHED GRADE.
7. MINIMUM COVER OF 5.5 FEET SHALL BE MAINTAINED AT STORM SEWER CROSSINGS. BLUE BOARD INSULATION SHALL BE INSTALLED 1" THICK FOR EVERY FOOT LESS THAN THE MINIMUM COVER. CONTRACTOR SHALL PROVIDE INSULATION SUBMITTAL FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION. REFER TO INSULATION TRENCH DETAIL FOR MORE INFORMATION.
8. ALL FITTINGS MUST HAVE MEGA LUG FITTINGS IN ADDITION TO CONCRETE THRUST BLOCKS.
9. FIRE HYDRANTS SHALL BE KENNEDY, INSTALLED PER LATEST DETAIL AND SPECIFICATIONS IN THE TOWN PUBLIC WORKS MANUAL
10. VALVES: GATE VALVES SHALL BE INSTALLED FOR ALL VALVES 12" AND SMALLER AND SHALL BE A MUELLER OR PRE APPROVED EQUIVALENT RESILIENT SEAT, EPOXY COATED MECHANICAL JOINT, NON-RISING VALVE STEM AND SHALL OPEN BY TURNING TO THE LEFT, COUNTER-CLOCKWISE. VALVES SHALL CONFORM TO AWWA SPECIFICATIONS C-509; OR THE LATEST REVISION THEREOF; IN ZONES WHICH HAVE STATIC PRESSURES GREATER THAN 80 PSI THE VALVE APPLICATION WILL BE A CLASS 250 BUTTERFLY VALVE OF THE ABOVE MENTIONED MANUFACTURERS WITH EPOXY INTERIOR AND EXTERIOR COATINGS. AT INTERSECTIONS, GATE VALVES SHALL BE INSTALLED WITHIN 3' OF A TEE, CROSS, OR BEND, ALL CONNECTIONS SHALL HAVE MEGA-LUGS ON THE FITTINGS EXCEPT WHERE THE TEE BRANCH AND BRANCH VALVE ARE FLANGED. ALL MECHANICAL JOINT FITTINGS WILL HAVE MEGA-LUG FITTINGS, AND CONCRETE THRUST BLOCKS. TIE RODS MAY BE USED ONLY WERE APPROVED.
11. PRESSURE REDUCING VALVE SHALL BE CLA-VAL OR APPROVED EQUAL.
12. ALL WATER MAIN CONSTRUCTION SHALL BE OBSERVED AND COORDINATED WITH THE TOWN OF NEW CASTLE OR AUTHORIZED REPRESENTATIVE.
13. A PRE-CONSTRUCTION MEETING IS REQUIRED PRIOR TO COMMENCING ANY WORK.

PAVING SPECIFICATIONS:

PAVEMENT REMOVAL:

1. ALL ASPHALT PAVEMENT CUTS SHALL BE IN STRAIGHT NEAT LINES. IRREGULAR SHAPED CUTS WITH MORE THAN FOUR (4) SIDES OR CUTS WITHIN EXISTING PATCHES SHALL NOT BE ALLOWED. ALL CUTS SHALL BE RECTANGULAR IN SHAPE, AND EDGES SHALL BE PARALLEL OR PERPENDICULAR TO THE FLOW OF TRAFFIC.
2. IN ORDER TO PROVIDE STRAIGHT EDGES, ALL ASPHALT PAVEMENT CUTS SHALL BE CUT BY A MECHANICAL SAW CUTTING EQUIPMENT, ROTOMILLING, OR OTHER APPROVED METHOD WHICH ASSURES A NEAT STRAIGHT EDGE FOR THE REQUIRED DEPTH OF THE CUT.
3. ASPHALT PAVEMENT CUTS SHALL BE SUCH THAT NO LONGITUDINAL JOINT LIES WITHIN THE WHEEL TRACK; ANY PATCH WHICH PENETRATES A WHEEL PATH MUST BE EXTENDED TO FULL LANE WIDTH.
4. CONCRETE PAVEMENT SHALL BE REMOVED AND REPLACED FROM EXISTING PANEL JOINTS ONLY.
5. STRESS CRACKING OF EXISTING PAVEMENT MAY OCCUR DURING EXCAVATION FOR A VARIETY OF REASONS. IF THIS OCCURS, THE CONTRACTOR MUST SAWCUT AT LEAST 12" BEYOND THE LIMIT OF VISIBLE CRACKS AND REMOVE ALL STRESSED PAVEMENT.

ASPHALT PAVEMENTS:

1. THE MINIMUM PATCH DIMENSIONS SHALL BE TWELVE INCHES (12" MIN.) BEYOND EACH SIDE OF THE TRENCH OR EXCAVATION; REFER TO DETAILS AND TOWN OF NEW CASTLE'S LATEST DESIGN STANDARDS.
2. THE LONGITUDINAL EDGES OF THE PATCH SHALL NOT FALL WITHIN THE EXISTING WHEEL TRACKS WHENEVER POSSIBLE.
3. PRIOR TO PLACING THE PERMANENT PATCH, THE EXISTING PAVEMENT SHALL BE SAWCUT TO A NEAT STRAIGHT-LINE, SQUARE TO THE TRAVEL LANE.
4. ASPHALT MIX SHALL BE CDOT, S-MIX (58"). PATCH BACK AREAS GREATER THAN ONE HUNDRED TWENTY SQUARE FEET (120 S.F.) SHALL REQUIRE THE SUBMITTAL AND APPROVAL OF A MIX DESIGN TO THE ENGINEER PRIOR TO PLACEMENT.
5. COMPACTION SHALL BE AT LEAST 95% OF MAX. DENSITY WITHIN 2% OPTIMUM MOISTURE AS DEFINED BY ASTM 1557 METHOD "C".
6. COMPACTION EQUIPMENT SHALL BE CAPABLE OF COMPACTING CORNERS AND EDGES OF PATCH.
7. HOT BITUMINOUS PATCHES SHALL BE PLACED A MIN. OF 5-INCHES OR MATCH EXISTING DEPTH, WHICHEVER IS GREATER. PLACEMENT SHALL BE PERFORMED IN A MIN. OF 2 LIFTS. THE BOTTOM COURSE SHALL BE 3-INCHES AND THE TOP SHALL BE 2-INCHES.
8. PATCHES SHALL ALSO HAVE A CROSS SLOPE SECTION CONSISTENT WITH THE DESIGN OF THE EXISTING ROADWAY.
9. TEMPORARY OR PERMANENT ASPHALT PATCHES SHALL BE PLACED WITHIN TWENTY FOUR (24) HOURS OF TRENCH BACKFILLING. WHENEVER PERMANENT PATCHES ARE NOT CONSTRUCTED WITHIN TWENTY FOUR (24) HOURS FOLLOWING TRENCH BACKFILLING OPERATIONS, TEMPORARY PAVEMENT PATCHES CONSISTING OF A MINIMUM OF THREE INCHES (3") OF HOT OR COLD PLANT MIX OR STEEL PLATES MUST BE PLACED TO PROVIDE THE REQUIRED NUMBER OF PAVED TRAVEL LANES. TEMPORARY PAVEMENT PATCHES MAY BE LEFT IN PLACE FOR A MAX. OF FIVE (5) WORKING DAYS FOLLOWING COMPLETION OF BACKFILLING OPERATIONS UNLESS OTHERWISE APPROVED BY THE ENGINEER OF RECORD OR THE TOWN OF NEW CASTLE PAVING INSPECTOR .
10. THE PERMITTEE SHALL MONITOR TEMPORARY PATCHES ON A DAILY BASIS AND TEMPORARY PATCHES EXHIBITING RUTS, HUMPS, OR DEPRESSIONS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.
11. A PERMANENT HOT PATCH SHALL BE MADE WITHIN FIVE (5) DAYS AFTER THE AREA IS OPEN TO TRAFFIC, WEATHER PERMITTING.
12. IF FINAL PATCHING IS NOT COMPLETED WITHIN THE SPECIFIED TIME, NO NON-EMERGENCY PERMITS SHALL BE GRANTED TO THE PERMITTEE UNTIL ALL OUTSTANDING WORK IS COMPLETED.
13. UPON COMPLETION OF THE PERMANENT PATCH, THE SURFACE SHALL BE THOROUGHLY COMPACTED, SMOOTH AND FREE FROM RUTS, HUMPS, DEPRESSIONS, OR IRREGULARITIES. WHEN A STRAIGHTEDGE TEN FEET (10') LONG IS LAID ACROSS THE PERMANENT PATCH PARALLEL TO THE CENTERLINE, THE SURFACE SHALL NOT VARY MORE THAN 14" FROM THE LOWER EDGE OF THE STRAIGHT EDGE. PATCHES EXHIBITING DEVIATIONS GREATER THAN 14" SHALL BE REPLACED PRIOR TO ACCEPTANCE OF PATCH. IF THE EXISTING STREET EXCEEDS THE ABOVE TOLERANCES, THEN THE PATCH SHALL BE EQUAL OR BETTER THAN THE CONDITION OF THE SURROUNDING PAVEMENT. IN MOST CASES, AND PARTICULARLY IN THE CASES OF EXTENSIVE EXCAVATION AND REPAIRS, IT IS DESIRABLE TO SURVEY THE EXISTING PAVEMENT CONDITIONS WITH A REPRESENTATIVE OF THE TOWN OF NEW CASTLE PRIOR TO THE WORK. AFTER COMPLETION OF THE WORK, SURVEY THE PAVEMENT CONDITION AGAIN TO VERIFY THAT THE PAVEMENT CONDITION HAS BEEN MAINTAINED OR IMPROVED. IN THE CASE OF MINOR REPAIRS, THESE PAVEMENT SURVEYS CAN BE MADE BY VISUAL OBSERVATION.

PUBLIC IMPROVEMENTS NOTE:

1. PUBLIC IMPROVEMENTS SHALL BE IN COMPLIANCE WITH THE TOWN OF NEW CASTLE ENGINEERING STANDARDS AND TOWN OF NEW CASTLE ROW STANDARDS. PUBLIC IMPROVEMENTS IN THE ROW MUST MEET THE TOWN OF NEW CASTLE'S CONSTRUCTION AND EXCAVATION STANDARDS.

UTILITY LOCATE NOTE:

1. PER STATE SB 18-167, ALL SUBSURFACE UTILITIES WILL NEED TO BE ELECTRONICALLY LOCATABLE USING TRACER WIRE, MAGNETIC TAPE, ETC. THIS INCLUDES MAIN AND SERVICE LINES. CONTRACTOR SHALL PROVIDE LOCATE MATERIAL SUBMITTAL FOR REVIEW AND APPROVAL BY THE ENGINEER OF RECORD AND THE UTILITY COMPANY PRIOR TO CONSTRUCTION.

GRAVITY SANITARY SEWER SERVICE LINE INSTALLATION SPECIFICATIONS:

1. ALL SANITARY SEWER MAIN CONSTRUCTION SHALL CONFORM TO THE LATEST EDITION OF THE TOWN OF NEW CASTLE PUBLIC WORKS MANUAL DETAILS AND SPECIFICATIONS. CONTRACTOR SHALL PROVIDE MATERIAL SUBMITTAL FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.
2. ALL SEWER SERVICES SHALL BE PVC CLASS-SDR 35 UNLESS OTHERWISE NOTED.
3. FITTINGS: PVC PUSH JOINT-ASTM D1784.
4. CLEAN ALL PIPE, FITTINGS AND RELATED MATERIALS THOROUGHLY OF ALL FOREIGN MATERIAL AND INSPECT FOR CRACKS, EXCESSIVE DEFLECTION FLAWS OR OTHER DEFECTS PRIOR TO AND AFTER INSTALLATION.
5. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PREVENT ANY CONSTRUCTION DEBRIS FROM ENTERING THE SEWER LINES DURING CONSTRUCTION. IF THIS DEBRIS SHOULD ENTER THE PIPE LINE SYSTEM, THE CONTRACTOR SHALL FURNISH ALL LABOR AND MATERIALS NECESSARY TO CLEAN THE SYSTEM. UNDER NO CIRCUMSTANCES WILL THE CONTRACTOR FLUSH THE DEBRIS INTO AN EXISTING SANITARY SEWER SYSTEM.
6. ALL PIPES MUST BE INSTALLED WITH A LASER. IF BENDING OF THE BEAM DUE TO AIR TEMPERATURE VARIATIONS BECOMES APPARENT WITH "IN PIPE" UNITS, A FAN SHALL BE PROVIDED TO CIRCULATE AIR IN THE PIPE. AIR VELOCITY SHALL NOT BE SO EXCESSIVE AS TO CAUSE PULSATING OR VIBRATING OF THE BEAM. IF, IN THE OPINION OF THE ENGINEER, THE BEAM CANNOT BE ACCURATELY CONTROLLED, THIS METHOD OF SETTING LINE AND GRADE SHALL BE ABANDONED.
7. PIPE SHALL BE LAID TRUE TO LINE AND GRADE, IN AN UPHILL DIRECTION, WITH BELL ENDS FACING IN THE DIRECTION OF LAYING. WHEN PIPE LAYING IS NOT IN PROGRESS, THE OPEN END OF PIPE SHALL BE CLOSED BY A WATERTIGHT PLUG.
8. MANHOLES & CLEANOUTS SHALL BE FURNISHED AND INSTALLED TO DEPTHS AND DIMENSIONS SHOWN ON THE CONSTRUCTION DRAWINGS AND/OR STAKED IN THE FIELD. MANHOLES SHALL BE CONSTRUCTED OF CAST-IN-PLACE OR PRECAST CONCRETE IN ACCORDANCE WITH DETAILS SHOWN ON THE CONSTRUCTION DRAWINGS.
9. CONNECTIONS TO EXISTING SEWER FACILITIES WHERE LIVE FLOWS EXIST SHALL BE MADE ONLY AFTER PRIOR CONSULTATION WITH AND RECEIPT OF WRITTEN PERMISSION FROM THE ENGINEER. NO BYPASS OF SEWAGE TO THE SURFACE WILL BE ALLOWED IN THE COMPLETION OF THIS CONNECTION. CONNECTIONS SHALL BE MADE AS SHOWN ON THE DRAWINGS. ALL CONNECTIONS BETWEEN PIPES OF DIFFERENT MATERIALS SHALL BE MADE WITH APPROVED MANUFACTURED CONNECTORS.
10. THE CONTRACTOR IS REQUIRED TO PROVIDE AS-BUILTS AND CCTV THE INSTALLED SEWER SERVICE MAIN LINES AFTER CONSTRUCTION.

Know what's **below.**
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2	02/12/26	2ND PRELIMINARY PUD SUBMITTAL	KP
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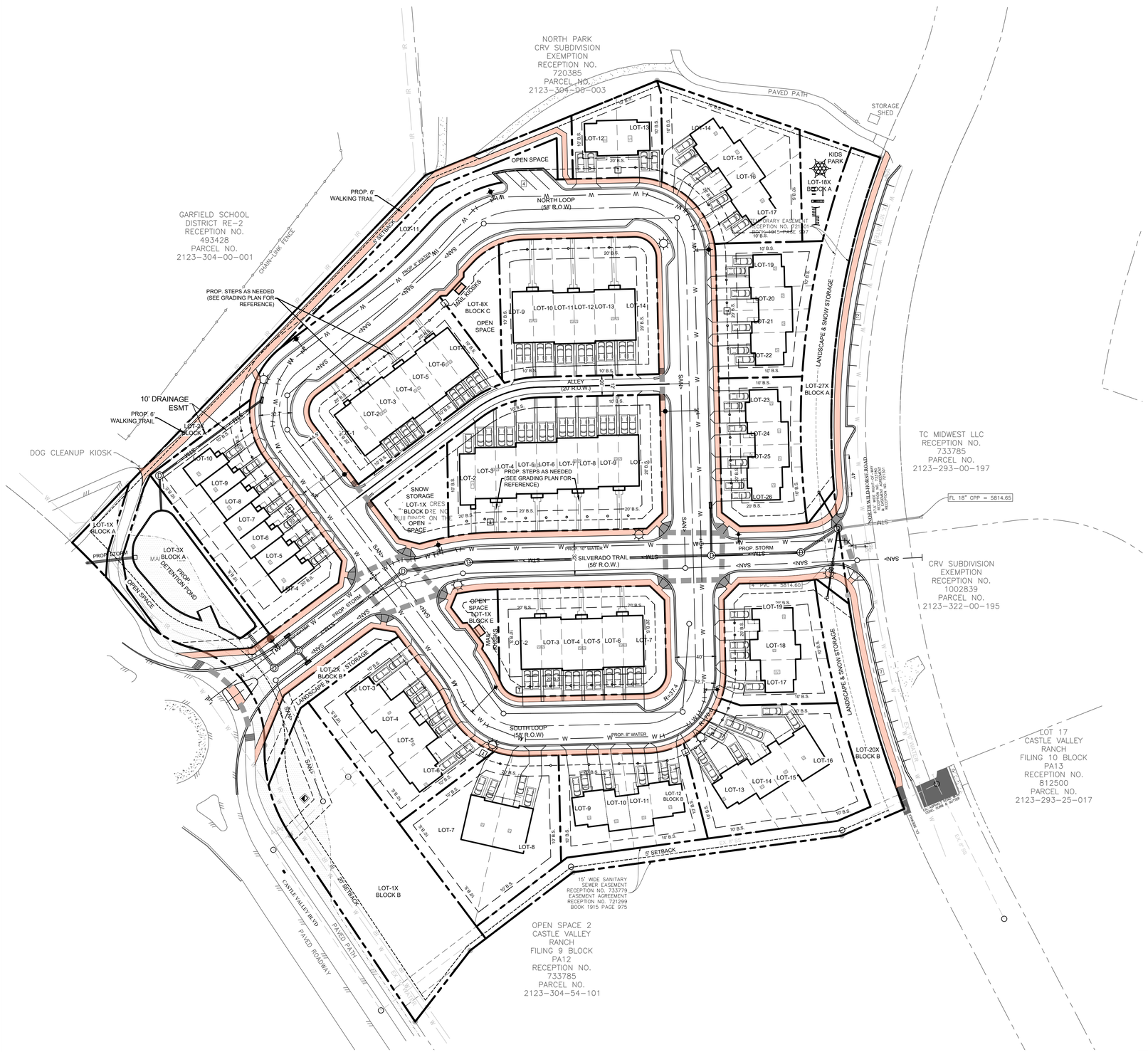
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GENERAL NOTES

ARCHWOOD TOWNHOMES
CASTLE VALLEY BLVD
67 RESIDENTIAL LOTS & 7 OPEN AREAS
TOWN OF NEW CASTLE
GARFIELD COUNTY, COLORADO 81647

TRIANGLE ENGINEERING LLC
T: 469.331.8566 | F: 469.213.7145 | E: info@triangle-engr.com
W. triangle-engr.com | O: 1782 W. McDermott Drive, Allen, TX 75013
Planning | Civil Engineering | Construction Management

P.E.	DES.	DATE	SCALE	PROJECT NO.	SHEET NO.
KP	SS	08/25/25	SEE SCALE BAR	38-25	C-1.1



SITE LEGEND	
CONCRETE CURB	
PARKING SPACES	X
FIRE HYDRANT	
SANITARY SEWER MANHOLE	S
SANITARY SEWER CLEANOUT	
SANITARY SEWER DOUBLE CLEANOUT	
SANITARY SEWER SAMPLE PORT	
DOMESTIC WATER METER	
IRRIGATION METER	
TRANSFORMER	T
LIGHT POLE	
POWER POLE	
WATER METER / MECH CLOSET	W

SITE NOTES:

1. THE IMPROVEMENT AND TOPOGRAPHIC SURVEY WAS PERFORMED BY TRUE NORTH COLORADO, LLC.
2. THE EASEMENTS SHOWN HERE ON FOR SITE PLAN REFERENCE. REFER TO THE FINAL PLAT FOR FINAL RIGHT-OF-WAY AND EASEMENT DEDICATIONS.
3. REFER TO THE ARCHITECT'S PLANS FOR BUILDING INFORMATION.
4. REFER TO THE LANDSCAPE ARCHITECT'S PLANS REGARDING THE SITE LANDSCAPE IMPROVEMENTS.
5. ALL GEOTECHNICAL ENGINEERING RECOMMENDATIONS SHALL BE ADHERED TO REPORT DONE BY K+A ASSOCIATES, INC. DATED JUNE 2025.
6. ALL THE CALCULATION AND DESIGN IS DONE BASED ON DRAINAGE REPORT DONE BY " TRIANGLE ENGINEERING" FOR ARCHWOOD TOWNHOMES DATED AUGUST 2025.
7. REFER TO TRAFFIC IMPACT ANALYSIS DONE BY TURNKEY CONSULTING, LLC DATED JULY 2025.
8. ALL PROPOSED UTILITY LINE CAPACITY AND IMPACT RELATED CALCULATION, REFER TO WATER AND WASTEWATER REPORT DONE BY WRIGHT WATER ENGINEERS, INC DATED AUGUST 2025.

SEE SHEET C-1.1 FOR TOWN OF NEW CASTLE GENERAL NOTES.

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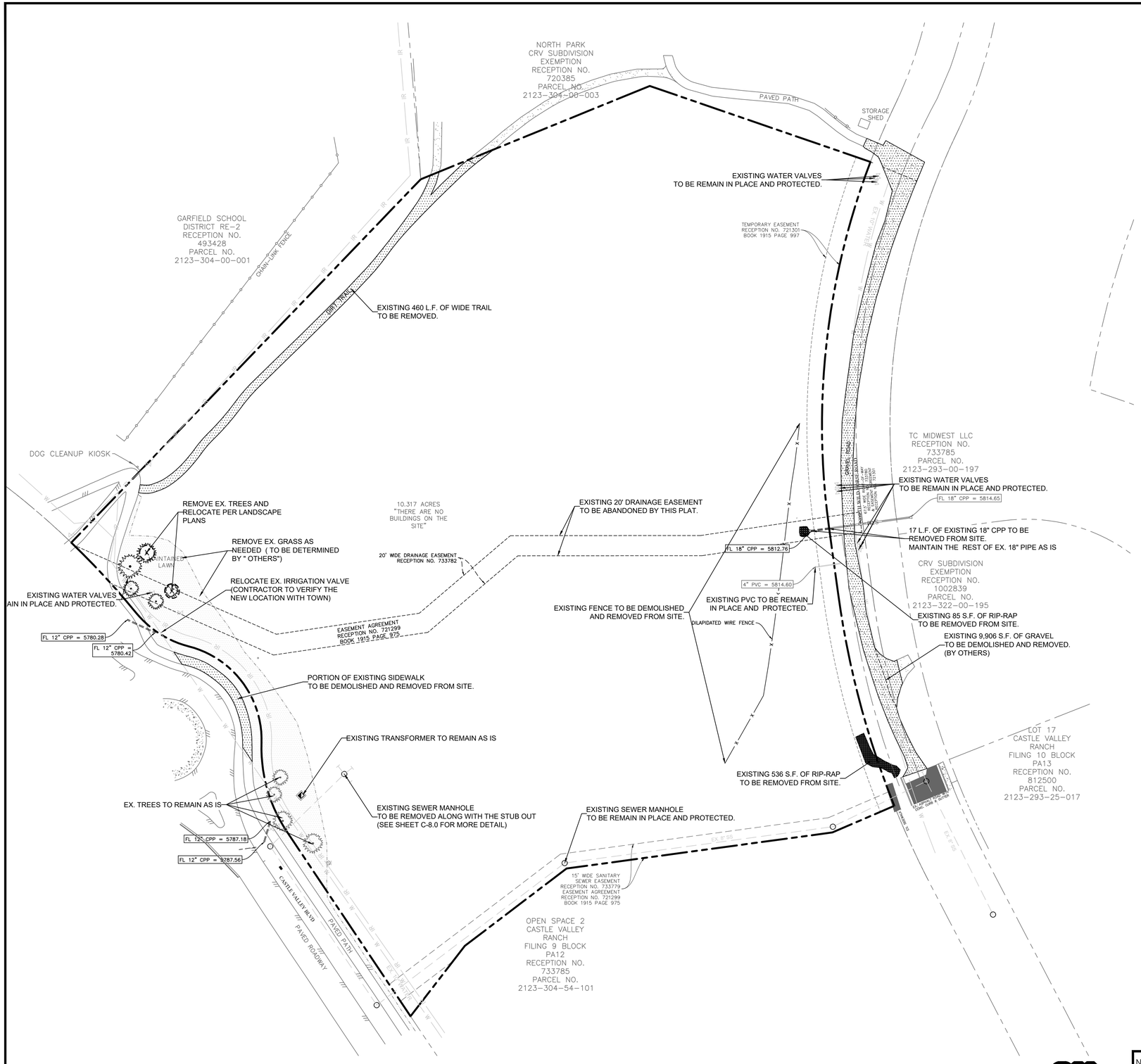
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SITE PLAN

ARCHWOOD TOWNHOMES
CASTLE VALLEY BLVD
67 RESIDENTIAL LOTS & 7 OPEN AREAS
TOWN OF NEW CASTLE
GARFIELD COUNTY, COLORADO 81647

TRIANGLE ENGINEERING LLC
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P.E.	DES.	DATE	SCALE	PROJECT NO.	SHEET NO.
KP	SS	08/25/25	SEE SCALE BAR	38-25	SP



0 50 100

Scale: 1" = 50' Feet

DEMOLITION LEGEND

PAVEMENT TO BE REMOVED

TREES TO BE REMOVED

DEMOLITION GENERAL NOTES

1. ANY DEMOLITION IS TO BE PERFORMED IN STRICT CONFORMANCE WITH ALL APPLICABLE CITY, COUNTY AND STATE, AND/OR GOVERNING BODY'S STANDARDS.
2. EROSION AND SEDIMENT CONTROL MEASUREMENTS SHALL BE MAINTAINED AT ALL TIMES DURING DEMOLITION.
3. THE PURPOSE OF THIS DRAWING IS TO CONVEY THE OVERALL SCOPE OF WORK AND IT IS NOT INTENDED TO COVER ALL DETAILS OR SPECIFICATIONS REQUIRED TO COMPLY WITH GENERALLY ACCEPTED DEMOLITION PRACTICES. CONTRACTOR SHALL THOROUGHLY GET FAMILIARIZED WITH THE SITE, SCOPE OF WORK, AND ALL EXISTING CONDITIONS AT THE JOB SITE PRIOR TO BIDDING AND COMMENCING THE WORK. THE DEMOLITION CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR MEANS, METHODS, TECHNIQUES, OR PROCEDURES USED TO COMPLETE THE WORK IN ACCORDANCE WITH THE CONSTRUCTION DOCUMENTS AND IS LIABLE FOR THE SAFETY OF THE PUBLIC OR CONTRACTOR'S EMPLOYEES DURING THE COURSE OF THE PROJECT.
4. THE DEMOLITION PLAN IS INTENDED TO SHOW REMOVAL OF KNOWN SITE FEATURES AND UTILITIES AS SHOWN ON THE SURVEY. THERE MAY BE OTHER SITE FEATURES, UTILITIES, STRUCTURES, AND MISCELLANEOUS ITEMS BOTH BURIED AND ABOVE GROUND THAT ARE WITHIN THE LIMITS OF WORK THAT MAY NEED TO BE REMOVED FOR THE PROPOSED PROJECT THAT ARE NOT SHOWN HEREON. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE CITY, ENGINEER AND/OR OWNER PRIOR TO REMOVING ITEMS NOT SHOWN ON THE PLANS.
5. THE CONTRACTOR SHALL CONTACT RESPECTIVE UTILITY COMPANIES PRIOR TO DEMOLITION TO COORDINATE DISCONNECTION AND REMOVAL OF EXISTING UTILITIES WITHIN THE AREA OF WORK.
6. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ANY DAMAGE TO EXISTING UTILITIES THAT ARE INTENDED TO CONTINUE TO PROVIDE SERVICE WHETHER THESE UTILITIES ARE SHOWN ON THE PLAN OR NOT.
7. UPON DISCOVERY OF ANY UNDERGROUND TANKS, CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER'S REPRESENTATIVE. NO REMOVAL OF TANKS SHALL OCCUR UNTIL AUTHORIZED BY OWNER.
8. BUILDING AND APPURTENANCES DESIGNATED FOR DEMOLITION SHALL NOT BE DISTURBED BY THE CONTRACTOR UNTIL HE HAS BEEN FURNISHED WITH NOTICE TO PROCEED BY THE OWNER. AS SOON AS SUCH NOTICE HAS BEEN GIVEN, THE CONTRACTOR SHALL PERFORM THE DEMOLITION, UNDER THE DIRECTION OF THE OWNER'S REPRESENTATIVE.
9. DEBRIS SHALL NOT BE BURIED ON THE SUBJECT SITE. ALL UNSUITABLE MATERIAL AND DEBRIS SHALL BE REMOVED FROM THE SITE AND DISPOSED OF IN ACCORDANCE WITH ALL CITY, STATE, AND FEDERAL LAWS AND ORDINANCES.
10. AS SOON AS DEMOLITION WORK HAS BEEN COMPLETED, THE FINAL GRADE OF BACKFILL IN DEMOLITION AREAS SHALL BE COMPACTED PER THE GEOTECHNICAL REPORT. CONTRACTOR TO PREVENT WATER FROM DRAINING ONTO ADJACENT PROPERTIES.
11. EXISTING TREES TO REMAIN SHOULD BE PROTECTED FROM DAMAGE DURING DEMOLITION AND CONSTRUCTION.

NOTE TO GENERAL CONTRACTOR:

EXISTING PRIVATE AND PUBLIC STORM SEWER AND UTILITY INFRASTRUCTURE ARE SHOWN PER RECORD DRAWING PLANS. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION AND DEPTH OF ALL EXISTING UTILITIES (WHETHER SHOWN ON PLANS OR NOT) PRIOR TO COMMENCING CONSTRUCTION. IF FIELD CONDITIONS DIFFER FROM LOCATIONS SHOWN ON THE PLANS, THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER PRIOR TO PROCEEDING WITH CONSTRUCTION.

811 Know what's below. Call before you dig.

NO.	DATE	DESCRIPTION	BY
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2	02/12/26	2ND PRELIMINARY PUD SUBMITTAL	KP
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FOR PRELIMINARY REVIEW ONLY

DEMOLITION PLAN

ARCHWOOD TOWNHOMES

CASTLE VALLEY BLVD

67 RESIDENTIAL LOTS & 7 OPEN AREAS

TOWN OF NEW CASTLE

GARFIELD COUNTY, COLORADO 81647

TRIANGLE ENGINEERING LLC
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W: triangle-engr.com I O: 1782 W. McDermott Drive, Allen, TX 75013
Planning | Civil Engineering | Construction Management

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PHASING PLAN

ARCHWOOD TOWNHOMES

CASTLE VALLEY BLVD

67 RESIDENTIAL LOTS & 7 OPEN AREAS

TOWN OF NEW CASTLE

GARFIELD COUNTY, COLORADO 81647

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P.E.	DES.	DATE	SCALE	PROJECT NO.	SHEET NO.
KP	SS	08/25/25	SEE SCALE BAR	38-25	C-3.0



MINIMUM EARTH GRADES= 1%
MAXIMUM EARTH GRADES ON LOT = 25%
MAXIMUM DITCH GRADE = 25%
ALL SITE DISTURBED AREAS SHALL BE STABILIZED PER EROSION CONTROL PLAN, THE TOWN STANDARD.

HOME BUILDER SHALL PROVIDE EXPOSED GRADE BEAM WHERE NEEDED TO ENSURE SIDE SLOPED DO NOT EXCEED 25%.

PROPOSED CONTOURS ARE SHOWN FOR REFERENCE ONLY. THE SITE SHALL BE GRADED PER SPOT SHOTS PROVIDED.

PROVIDE DROP GARAGES WHERE DRIVEWAY SLOPES EXCEEDS 8%.

WALL NOTE:
RETAINING WALLS ≤ 2'-0" IN HEIGHT MAY BE CONSTRUCTED USING BOULDERS OR MODULAR LANDSCAPE WALL SYSTEMS.

0 100
Scale: 1" = 50 ' Feet

GRADING LEGEND

EXISTING MINOR CONTOURS	464
EXISTING MAJOR CONTOURS	465
MINOR CONTOURS	464
MAJOR CONTOURS	465
SWALE	
HIGH POINT	HP
STORM PIPE	STM->
RETAINING WALL	
RIP RAP	
FINISH FLOOR ELEVATION	467.00 FF
TOP OF CURB ELEVATION	466.00 TC
GUTTER ELEVATION	465.50 G
SIDEWALK ELEVATION	465.00 SW
TOP OF PAVEMENT	464.00 TP
GROUND ELEVATION	463.00 GR
DRAINAGE FLOW DIRECTION	
CURB INLET	
STORM MANHOLE	
STORM CLEANOUT	
SANITARY SEWER MANHOLE	
SANITARY SEWER CLEANOUT	
SANITARY SEWER DOUBLE CLEANOUT	
SANITARY SEWER SAMPLE PORT	
GREASE TRAP	
DOMESTIC WATER METER	
IRRIGATION METER	
GAS METER	
TRANSFORMER	
LIGHT POLE	
POWER POLE	

GRADING NOTES

1. FINISH FLOOR IS 04" ABOVE THE FINISH PAD.
2. GRADE SLOPES AWAY FROM THE BUILDING PADS WITH A MINIMUM FALL OF 6 INCHES OVER 10 FEET. REFER TO GEOTECHNICAL PLANS AND APPLY THE MORE STRINGENT RECOMMENDATION.
3. RETAINING WALLS/ DROP BRICK LEDGE/ EXPOSED BEAMS ARE REQUIRED WHERE SLOPE EXCEEDS 4:1. BUILDER HAS DISCRETION TO USE ONE, SOME OR ALL TO ACHIEVE GRADES.
4. DRAINAGE ON SIDE LOT LINES GRADE AT MINIMUM 1.00% ADJACENT TO PADS.
5. THE RETAINING WALLS SHOWN ARE FOR HORIZONTAL AND VERTICAL LOCATIONS ONLY. A GEOTECHNICAL OR STRUCTURAL ENGINEER'S DESIGN PLANS ARE NECESSARY FOR PROPER DESIGN OF WALL AND BACK FILL REQUIREMENTS.
6. NO SLOPES TO EXCEED 4H:1V WITHOUT SLOPE STABILIZATION.

ALL GEOTECHNICAL ENGINEERING RECOMMENDATIONS SHALL BE ADHERED TO REPORT DONE BY K+A ASSOCIATES, INC. DATED JUNE 2025.

!! WARNING !!

EXISTING UTILITIES IN THE AREA. CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL EXISTING UTILITIES WITH THE PROVIDER PRIOR TO START OF CONSTRUCTION AND SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY CONFLICTS DISCOVERED. CONTRACTOR IS RESPONSIBLE FOR COORDINATING UTILITY RELOCATION WHERE NECESSARY AND PROTECTING EXISTING UTILITIES (SHOWN OR NOT SHOWN). IF ANY EXISTING UTILITIES ARE DAMAGED, THE CONTRACTOR SHALL REPLACE THEM AT THEIR OWN EXPENSE.

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FOR PRELIMINARY REVIEW ONLY

OVERALL GRADING PLAN
ARCHWOOD TOWNHOMES
CASTLE VALLEY BLVD
67 RESIDENTIAL LOTS & 7 OPEN AREAS
TOWN OF NEW CASTLE
GARFIELD COUNTY, COLORADO 81647

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P.E.	DES.	DATE	SCALE	PROJECT NO.	SHEET NO.
KP	SS	08/25/25	SEE SCALE BAR	38-25	C-4.0

NOTE:

PROPOSED STEPS AND BOULDER WALLS ARE PROVIDED FOR REFERENCE PURPOSES ONLY. THE CONTRACTOR SHALL FINALIZE ALL DETAILED GRADING, ENSURING SLOPES DO NOT EXCEED 4:1.

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Scale: 1" = 30 ' Feet

MINIMUM EARTH GRADES= 1%
MAXIMUM EARTH GRADES ON LOT = 25%
MAXIMUM DITCH GRADE = 25%
ALL SITE DISTURBED AREAS SHALL BE STABILIZED PER EROSION CONTROL PLAN, THE TOWN STANDARD.

HOME BUILDER SHALL PROVIDE EXPOSED GRADE BEAM WHERE NEEDED TO ENSURE SIDE SLOPED DO NOT EXCEED 25%.

PROPOSED CONTOURS ARE SHOWN FOR REFERENCE ONLY. THE SITE SHALL BE GRADED PER SPOT SHOTS PROVIDED.

PROVIDE DROP GARAGES WHERE DRIVEWAY SLOPES EXCEEDS 8%.

WALL NOTE:
RETAINING WALLS ≤ 2'-0" IN HEIGHT MAY BE CONSTRUCTED USING BOULDERS OR MODULAR LANDSCAPE WALL SYSTEMS.

PAVEMENT IN THIS AREA (BY OTHERS)

GRADING LEGEND

EXISTING MINOR CONTOURS	464
EXISTING MAJOR CONTOURS	465
MINOR CONTOURS	464
MAJOR CONTOURS	465
SWALE	
HIGH POINT	HP
STORM PIPE	STM->
RETAINING WALL	
RIP RAP	
FINISH FLOOR ELEVATION	467.00 FF
TOP OF CURB ELEVATION	466.00 TC
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DRAINAGE FLOW DIRECTION	
CURB INLET	
STORM MANHOLE	
STORM CLEANOUT	
SANITARY SEWER MANHOLE	
SANITARY SEWER CLEANOUT	
SANITARY SEWER DOUBLE CLEANOUT	
SANITARY SEWER SAMPLE PORT	
GREASE TRAP	
DOMESTIC WATER METER	
IRRIGATION METER	
GAS METER	
TRANSFORMER	
LIGHT POLE	
POWER POLE	

ALL GEOTECHNICAL ENGINEERING RECOMMENDATIONS SHALL BE ADHERED TO REPORT DONE BY K+A ASSOCIATES, INC. DATED JUNE 2025.

!! WARNING !!

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GRADING PLAN

ARCHWOOD TOWNHOMES

CASTLE VALLEY BLVD

67 RESIDENTIAL LOTS & 7 OPEN AREAS

TOWN OF NEW CASTLE

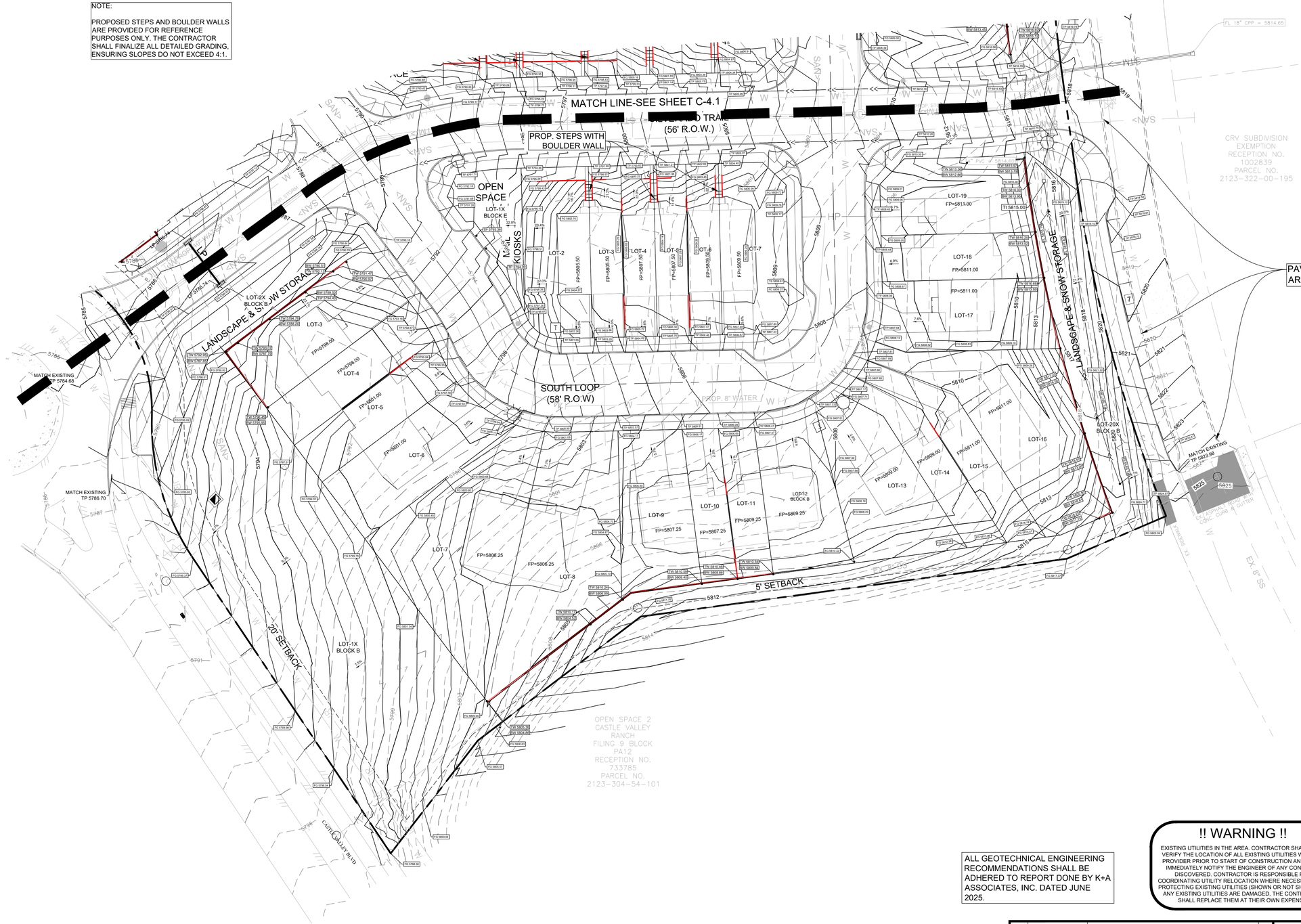
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TRIANGLE ENGINEERING LLC
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W: triangle-engr.com | O: 1782 W. McDermott Drive, Allen, TX 75013
Planning | Civil Engineering | Construction Management

P.E.	DES.	DATE	SCALE	PROJECT NO.	SHEET NO.
KP	SS	08/25/25	SEE SCALE BAR	38-25	C-4.1

NOTE:

PROPOSED STEPS AND BOULDER WALLS ARE PROVIDED FOR REFERENCE PURPOSES ONLY. THE CONTRACTOR SHALL FINALIZE ALL DETAILED GRADING, ENSURING SLOPES DO NOT EXCEED 4:1.



0 60

Scale: 1" = 30 ' Feet

MINIMUM EARTH GRADES= 1%
MAXIMUM EARTH GRADES ON LOT = 25%
MAXIMUM DITCH GRADE = 25%
ALL SITE DISTURBED AREAS SHALL BE STABILIZED PER EROSION CONTROL PLAN, THE TOWN STANDARD.

HOME BUILDER SHALL PROVIDE EXPOSED GRADE BEAM WHERE NEEDED TO ENSURE SIDE SLOPED DO NOT EXCEED 25%.

PROPOSED CONTOURS ARE SHOWN FOR REFERENCE ONLY. THE SITE SHALL BE GRADED PER SPOT SHOTS PROVIDED.

PROVIDE DROP GARAGES WHERE DRIVEWAY SLOPES EXCEEDS 8%.

WALL NOTE:
RETAINING WALLS ≤ 2'-0" IN HEIGHT MAY BE CONSTRUCTED USING BOULDERS OR MODULAR LANDSCAPE WALL SYSTEMS.

GRADING LEGEND

EXISTING MINOR CONTOURS	464
EXISTING MAJOR CONTOURS	465
MINOR CONTOURS	464
MAJOR CONTOURS	465
SWALE	
HIGH POINT	HP HP HP HP
STORM PIPE	STM->
RETAINING WALL	
RIP RAP	
FINISH FLOOR ELEVATION	467.00 FF
TOP OF CURB ELEVATION	466.00 TC
GUTTER ELEVATION	465.50 G
SIDEWALK ELEVATION	465.00 SW
TOP OF PAVEMENT	464.00 TP
GROUND ELEVATION	463.00 GR
DRAINAGE FLOW DIRECTION	
CURB INLET	
STORM MANHOLE	
STORM CLEANOUT	
SANITARY SEWER MANHOLE	
SANITARY SEWER CLEANOUT	
SANITARY SEWER DOUBLE CLEANOUT	
SANITARY SEWER SAMPLE PORT	
GREASE TRAP	
DOMESTIC WATER METER	
IRRIGATION METER	
GAS METER	
TRANSFORMER	
LIGHT POLE	
POWER POLE	

ALL GEOTECHNICAL ENGINEERING RECOMMENDATIONS SHALL BE ADHERED TO REPORT DONE BY K+A ASSOCIATES, INC. DATED JUNE 2025.

!! WARNING !!

EXISTING UTILITIES IN THE AREA. CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL EXISTING UTILITIES WITH THE PROVIDER PRIOR TO START OF CONSTRUCTION AND SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY CONFLICTS DISCOVERED. CONTRACTOR IS RESPONSIBLE FOR COORDINATING UTILITY RELOCATION WHERE NECESSARY AND PROTECTING EXISTING UTILITIES (SHOWN OR NOT SHOWN). IF ANY EXISTING UTILITIES ARE DAMAGED, THE CONTRACTOR SHALL REPLACE THEM AT THEIR OWN EXPENSE.

811 Know what's **below.** **Call** before you dig.

NO.	DATE	DESCRIPTION	BY
1	08/25/25	1ST PRELIMINARY PUD SUBMITTAL	KP
2	02/12/26	2ND PRELIMINARY PUD SUBMITTAL	KP
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FOR PRELIMINARY REVIEW ONLY

GRADING PLAN

ARCHWOOD TOWNHOMES

CASTLE VALLEY BLVD

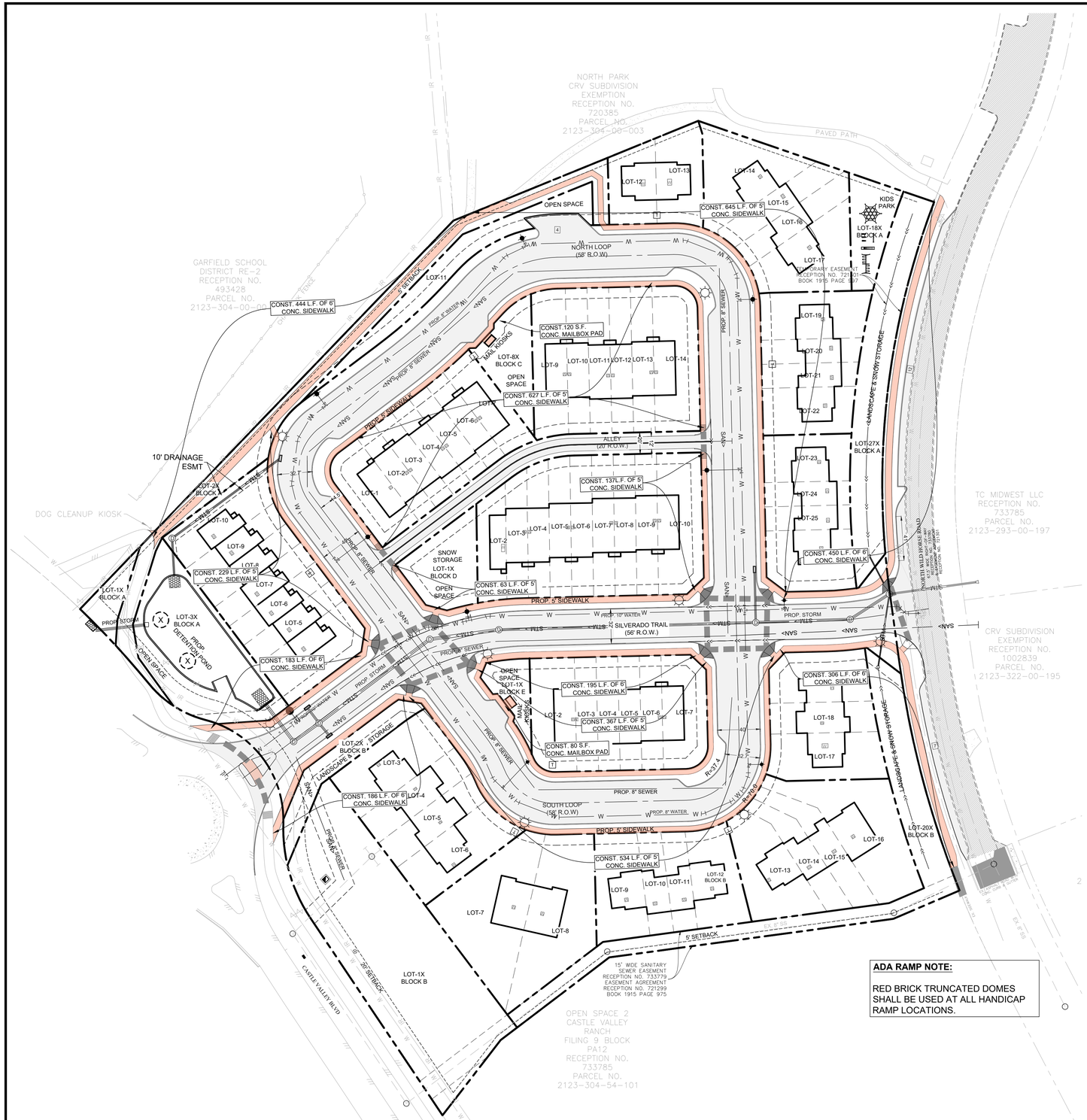
67 RESIDENTIAL LOTS & 7 OPEN AREAS

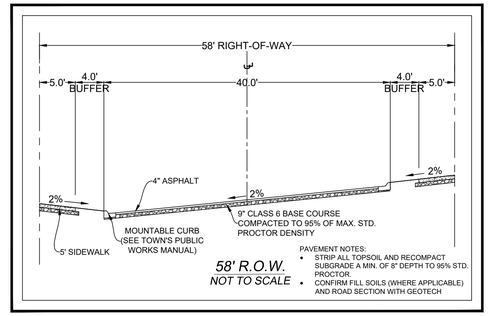
TOWN OF NEW CASTLE

GARFIELD COUNTY, COLORADO 81647

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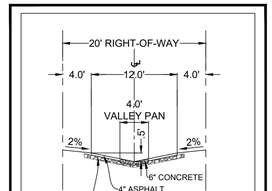
P.E.	DES.	DATE	SCALE	PROJECT NO.	SHEET NO.
KP	SS	08/25/25	SEE SCALE BAR	38-25	C-4.2





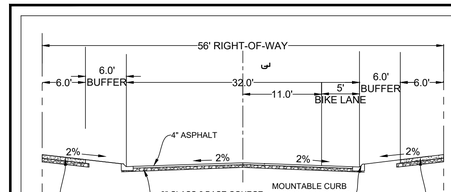
58' R.O.W.
NOT TO SCALE

PAVEMENT NOTES:
- STRIP ALL TOPSOIL AND RECOMPACT SUBGRADE A MIN. OF 8" DEPTH TO 95% STD. PROCTOR.
- CONFIRM FILL SOILS (WHERE APPLICABLE) AND ROAD SECTION WITH GEOTECH



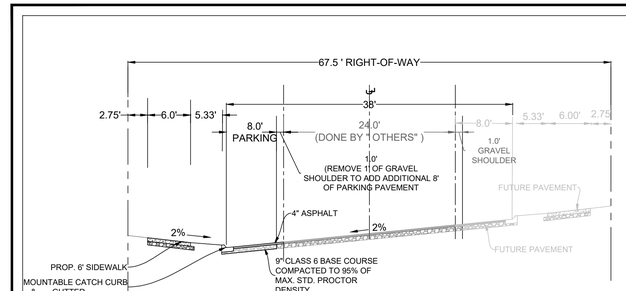
20' R.O.W. ALLEY
NOT TO SCALE

PAVEMENT NOTES:
- STRIP ALL TOPSOIL AND RECOMPACT SUBGRADE A MIN. OF 8" DEPTH TO 95% STD. PROCTOR.
- CONFIRM FILL SOILS (WHERE APPLICABLE) AND ROAD SECTION WITH GEOTECH



PAVEMENT NOTES:
- STRIP ALL TOPSOIL AND RECOMPACT SUBGRADE A MIN. OF 8" DEPTH TO 95% STD. PROCTOR.
- CONFIRM FILL SOILS (WHERE APPLICABLE) AND ROAD SECTION WITH GEOTECH

56' R.O.W.
NOT TO SCALE



PAVEMENT NOTES:
- REFER TO PLAN FOR PARKING LOCATIONS.
- STRIP ALL TOPSOIL AND RECOMPACT SUBGRADE A MIN. OF 8" DEPTH TO 95% STD. PROCTOR.
- CONFIRM FILL SOILS (WHERE APPLICABLE) AND ROAD SECTION WITH GEOTECH

67.5' R.O.W.
NOT TO SCALE

NOTES:
FOR "OTHERS" REFER 8 NORTH WILD HORSE (R2) ENGINEERING PLANS DONE BY SOPRIS ENGINEERING DATED FEBRUARY 2025.

N

0 100
Scale: 1" = 50 ' Feet

LEGEND

R.O.W.	RIGHT-OF-WAY	FG	FINISHED GROUND
TP	TOP OF PAVEMENT	EG	EXISTING GROUND
EXP	EXISTING TOP OF PAVEMENT		DIRECTION OF DRAINAGE FLOW
LP	LOW POINT		CENTERLINE
HP	HIGH POINT		PROP. ROAD (BY OTHERS)
20'R	RADIUS		PROPOSED ROAD
PC	POINT OF CURVATURE		
PT	POINT OF TANGENCY		
PI	POINT OF INTERSECTION		
PVI	POINT OF VERTICAL INTERSECTION		
CONST.	CONSTRUCT		
℄	CENTERLINE		
RT	RIGHT		
LT	LEFT		
GND	GROUND		

ADA RAMP NOTE:

RED BRICK TRUNCATED DOMES SHALL BE USED AT ALL HANDICAP RAMP LOCATIONS.

REFER TO TRAFFIC IMPACT ANALYSIS DONE BY TURNKEY CONSULTING, LLC DATED JULY 2025.

ALL GEOTECHNICAL ENGINEERING RECOMMENDATIONS SHALL BE ADHERED TO REPORT DONE BY K+A ASSOCIATES, INC. DATED JUNE 2025.

Know what's **below.**
Call before you dig.

NO.	DATE	DESCRIPTION	BY
1	08/25/25	1ST PRELIMINARY PUD SUBMITTAL	KP
2	02/12/26	2ND PRELIMINARY PUD SUBMITTAL	KP
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FOR PRELIMINARY REVIEW ONLY

OVERALL PAVING PLAN
ARCHWOOD TOWNHOMES
CASTLE VALLEY BLVD
67 RESIDENTIAL LOTS & 7 OPEN AREAS
TOWN OF NEW CASTLE
GARFIELD COUNTY, COLORADO 81647

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P.E.	DES.	DATE	SCALE	PROJECT NO.	SHEET NO.
KP	SS	08/25/25	SEE SCALE BAR	38-25	C-9.0



0 50 100

Scale: 1" = 50' Feet

LEGEND

SNOW STORAGE AREA

SNOW STORAGE CALCULATIONS				
ROAD	**PAVED AREA (S.F)**	**15% OF AREA (S.F.)**	**PLANNED SNOW STORAGE (S.F.)**	**NOTES**
SILVERADO TRAIL	23000	3450	4183.84	5.5' WIDE, BOTH SIDES WITH IN GREEN SPACE
NORTH LOOP	40478	6072	4286	4' WIDE PER PLAN + 20' WIDTH N PARKING
SOUTH LOOP	19537	2931	825	4' WIDE PER PLAN
OPEN AREA/ LANDSCAPE AREA	103673	15551	23616	SNOW STORAGE/OPEN SPACE LOT
TOTAL	186688	28003	32911	17.6 % SNOW STORAGE CALCULATED

Know what's below. Call before you dig.

NO.	DATE	DESCRIPTION	BY
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2	02/12/26	2ND PRELIMINARY PUD SUBMITTAL	KP
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FOR PRELIMINARY REVIEW ONLY

SNOW STORAGE PLAN

ARCHWOOD TOWNHOMES

CASTLE VALLEY BLVD

67 RESIDENTIAL LOTS & 7 OPEN AREAS

TOWN OF NEW CASTLE

GARFIELD COUNTY, COLORADO 81647

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P.E.	DES.	DATE	SCALE	PROJECT NO.	SHEET NO.
KP	SS	08/25/25	SEE SCALE BAR	38-25	C-12.0



PLANT SCHEDULE

Qty.	Symbol	Scientific Name	Common Name	Code Name	Planting Size
Deciduous Trees					
29		Malus spp. 'Spring Snow'	Spring Snow Crabapple	SSC	2.5"-Cal
34		Gleditsia triacanthos inermis ' Shademaster'	Shademaster Honeylocust	SH	2.5"-Cal.
45		Acer rubrum	Red Sunset Maple	RM	2.5"-Cal.
9		Acer ginnala 'Flame'	Ginnala Flame Maple	AM	2.5"-Cal.
18		Acer tataricum 'Hot Wings'	Hot Wings Maple	HWM	2.5"-Cal.
10		Acer x Freemani	Autumn Blaze Maple	ADM	2.5"-Cal.
Evergreen Trees					
12		Picea pungens ' Hoopsi'	Hoopsi Blue Spruce	BSH	8'
Shrubs					
33		Rosa spp. 'Nearly Wild'	Nearly Wild Rose	NWR	5-Gal
75		Potentill fruiticosa ' Gold Drop'	Gold Drop Potentilla	6DP	5-Gal
48		Potentill fruiticosa ' McKay's'	McKays Whited Potentilla	MWP	5-Gal
92		Cotoneaster apiculata	Cranberry Cotoneaster	CC	5-Gal
27		Euonymous alatus ' Compacta'	Dwarf Winged Euonymous	DWE	5-Gal
22		Syringa patula ' Miss Kim'	Miss Kim Dwarf Lilac	MKL	5-Gal
Ornamental Grasses					
8		Calamagrostis acutiflora 'Karl Foerster'	Karl Foester Reed Grass	KF	5-Gal

NATIVE GRASS SEED MIX SHALL BE LOW GROW MIX CONSISTING OF THE FOLLOWING GRASSES:

30% EPHRAIM CRESTED WHEATGRASS
25% SHEEPS FESCUE
20% VIBRANT PERENNIAL RYEGRASS
15% CHEWINGS FESCUE
10% CANADA BLUEGRASS

APPLY SEED AT A RATE OF 1/2 LB/1000 SF.

LEGEND

- 3/8" TAN GRAVEL W/WEED BARRIER
- NEW DROUGHT RESISTANT LAWN (SOD) AREA
- NATIVE GRASS AREA
- ASPHALT
- EXISTING PINE TREE

N

50 0 50 100 150
Scale: 1" = 50'

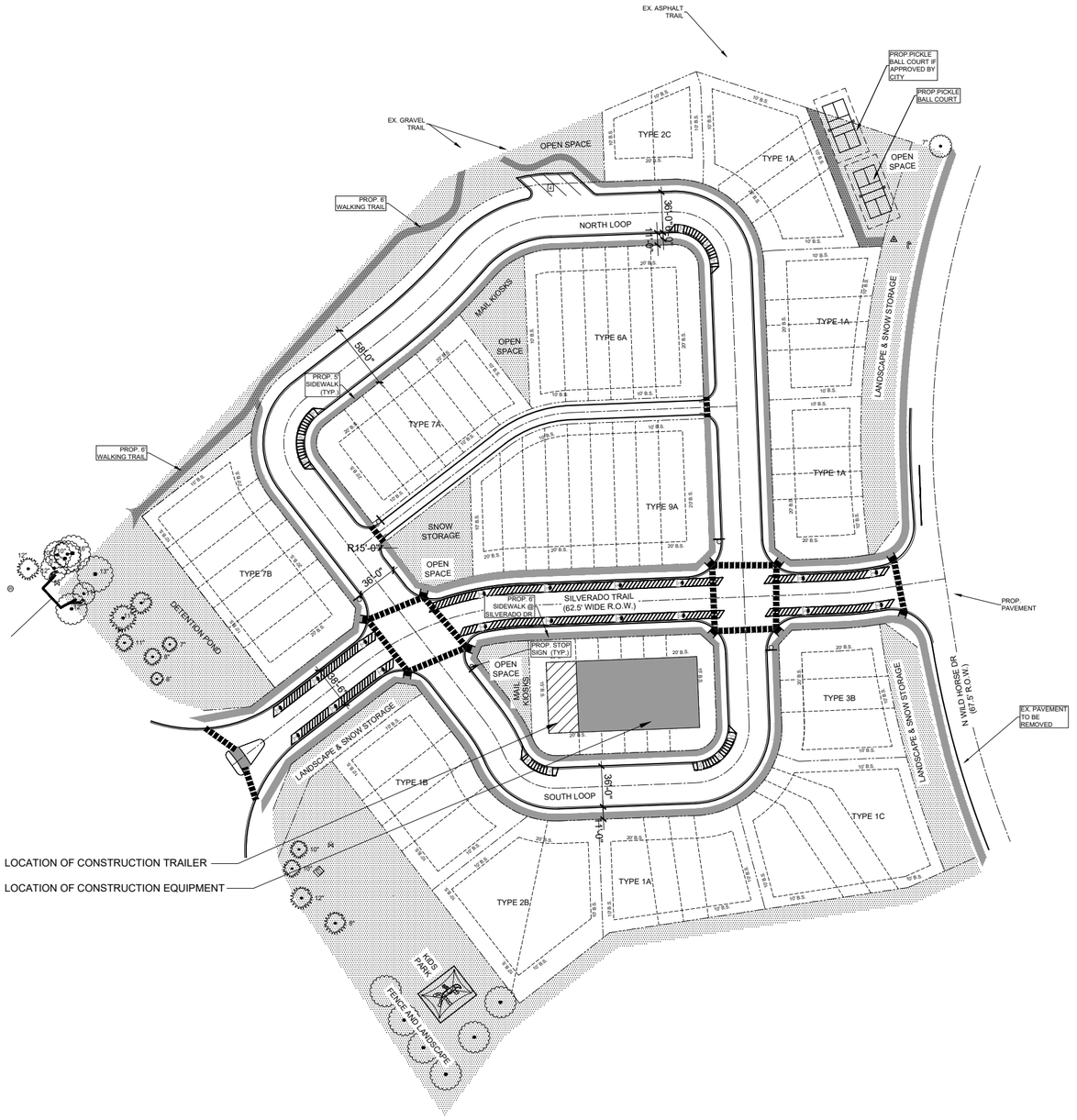
PRELIMINARY – FOR REVIEW ONLY

LANDSCAPE PLAN
ARCHWOOD TOWNHOMES, CASTLE VALLEY RANCH, CO

LANDSCAPE PLAN

SCALE: 1"=50'-0" ■ JOB#: 24042 ■ ISSUE DATE: 02/12/2026
APPROVED BY: _____ DATE: _____

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CONSTRUCTION MANAGEMENT PLAN
ARCHWOOD TOWNHOMES, CASTLE VALLEY RANCH, CO

SITE PLAN 15

SCALE: 1"=50'-0" ■ JOB#: 24042 ■ ISSUE DATE: 09/22/2025
APPROVED BY: _____ DATE:_____

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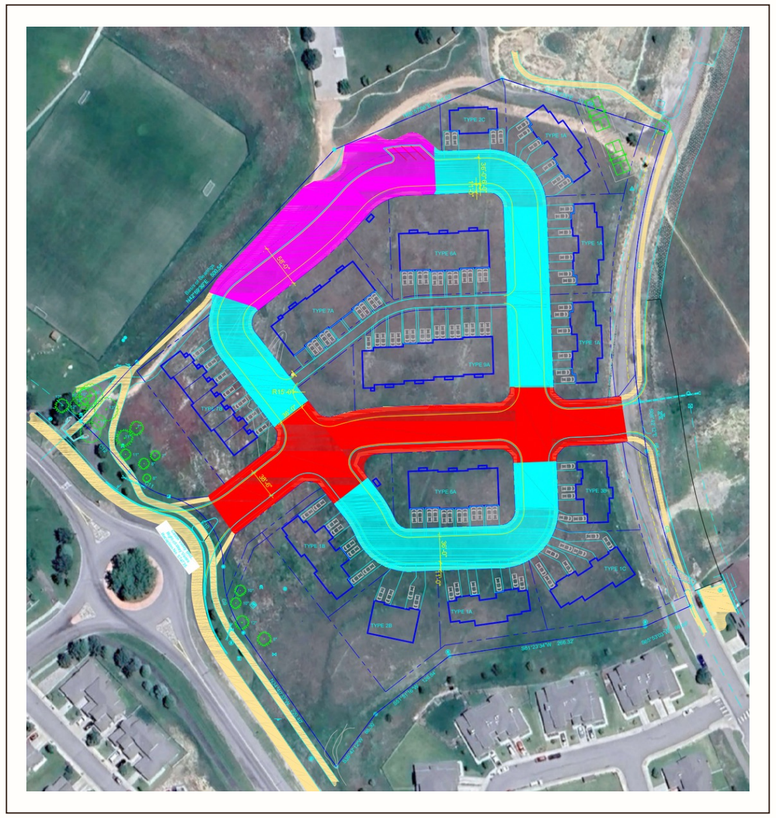
STREET SECTION SITE PLAN
ARCHWOOD TOWNHOMES, CASTLE VALLEY RANCH, CO

SITE PLAN 15

SCALE: 1"=50'-0" ■ JOB#: 24042 ■ ISSUE DATE: 02/13/2026
APPROVED BY: _____ DATE: _____

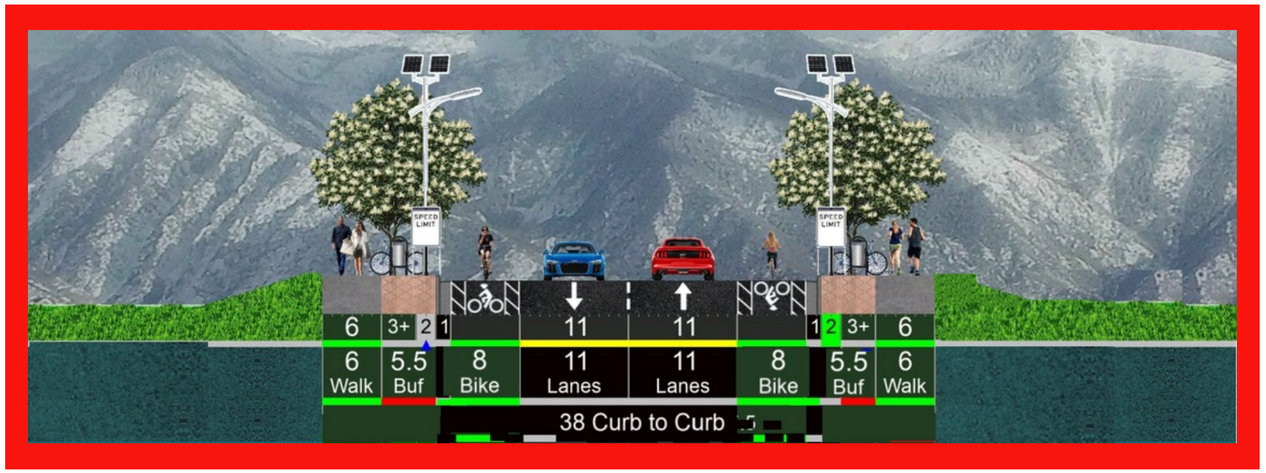
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Option **One**

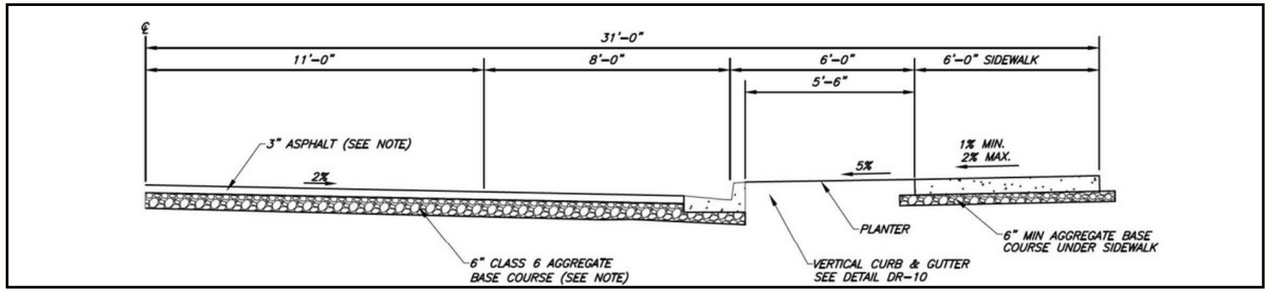


Right of Way
62 Feet
Silverado Trail

R.O.W 62 FEET



DEVELOPMENT PROPOSED

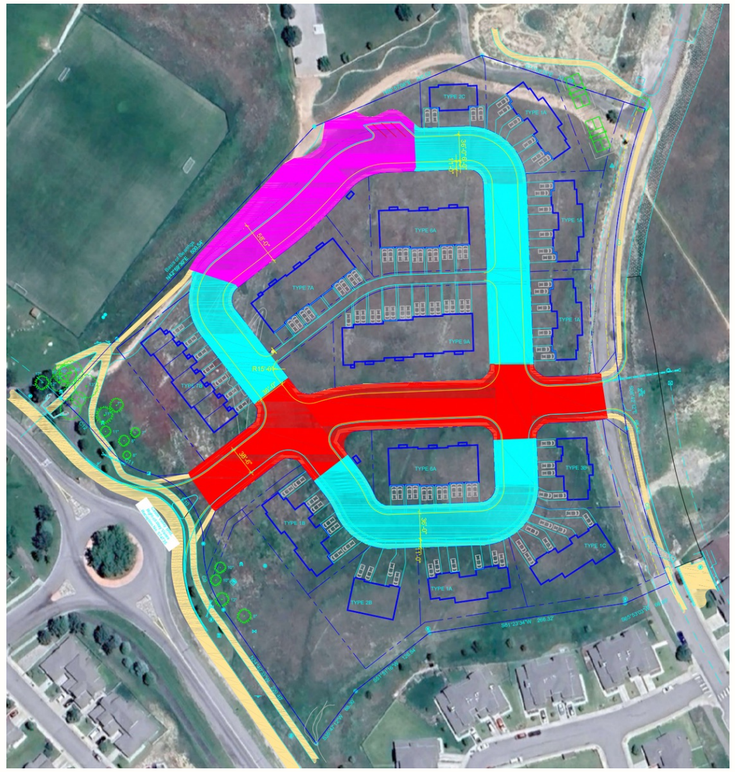


CITY STANDARD

Designed as a vital collector and main thoroughfare within our development, the road features an 11-foot travel lane with no on-street parking to ensure smooth traffic flow and safety. A dedicated, marked bike lane promotes cycling as a safe transportation option. For pedestrian comfort and safety, 6-foot sidewalks are provided on both sides, separated from the road by a 5.5-foot landscaped buffer. This thoughtful layout enhances both aesthetics and safety for pedestrians and cyclists.

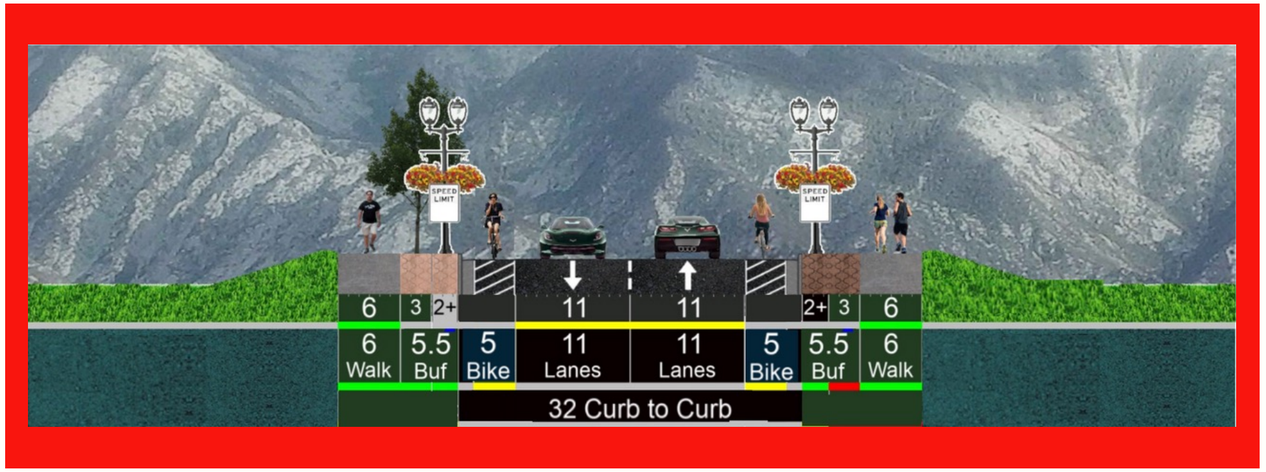
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Option **Two**

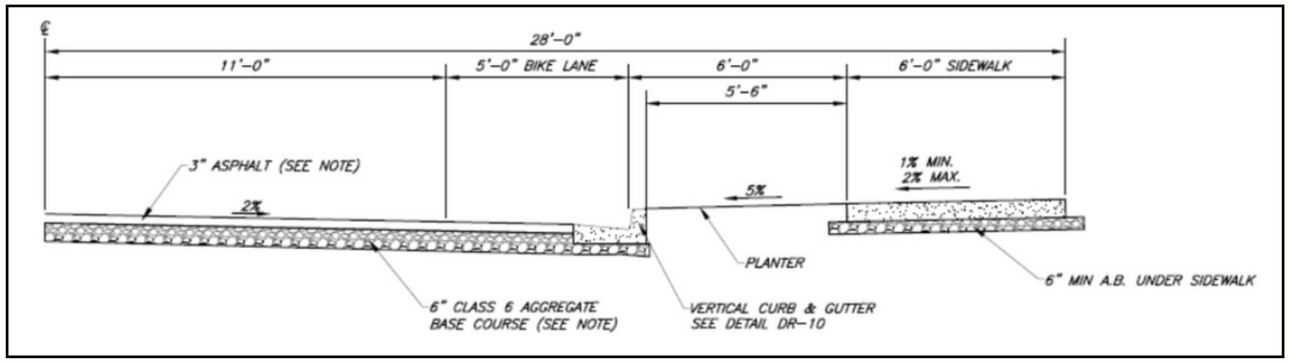


Right of Way
56 Feet
Silverado Trail

R.O.W 56 FEET



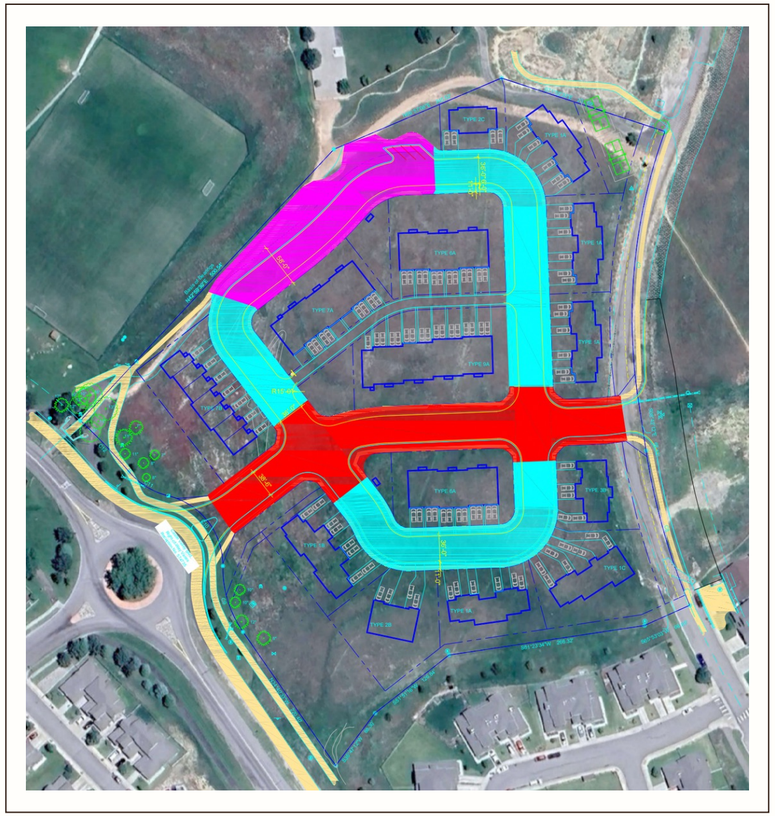
DEVELOPMENT PROPOSED



CITY STANDARD

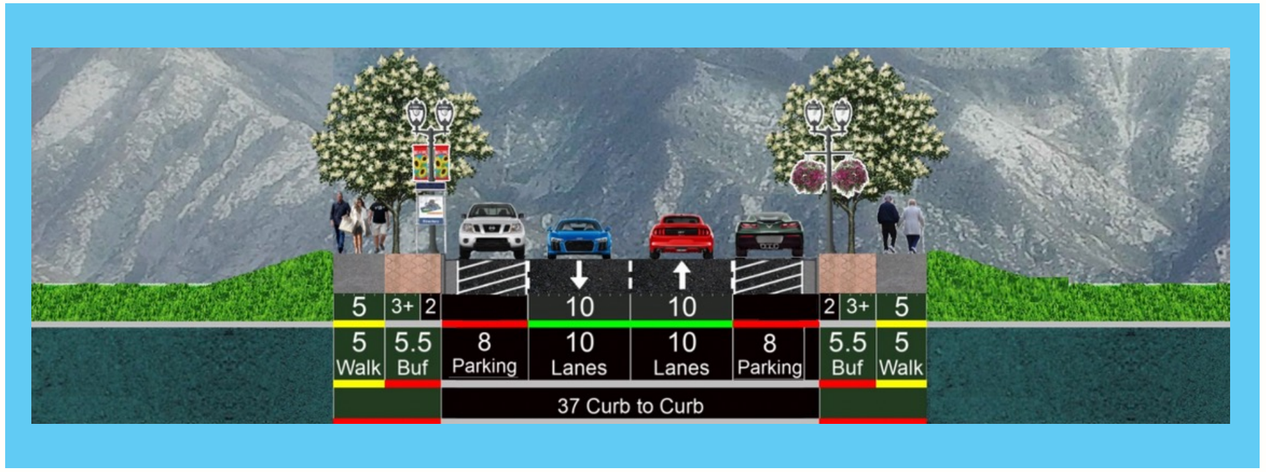
Designed to enhance safety and traffic control, the road includes an 11-foot travel lane with no parking on either side to ensure smooth vehicle flow. A dedicated, marked bike lane supports safe cycling, while 6-foot sidewalks on both sides are separated by a 5.5-foot landscaped buffer. This layout improves pedestrian safety and adds to the area's overall aesthetic, creating a more pleasant environment for residents.

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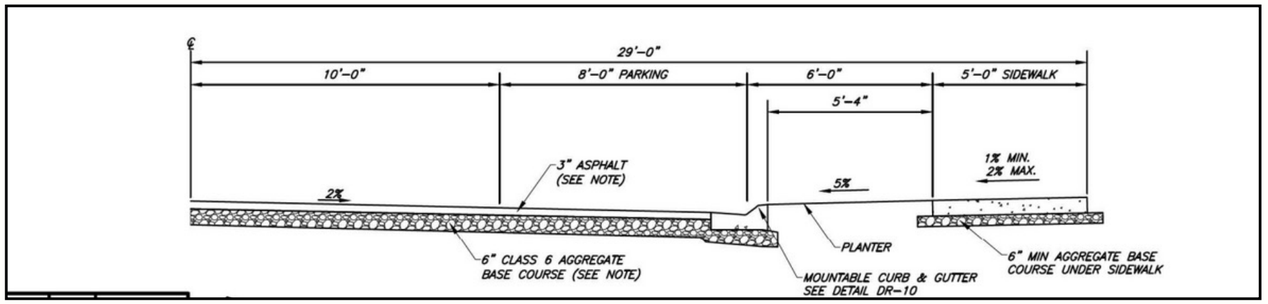


Right of Way
58 Feet
North/South Loop

R.O.W 58 FEET



DEVELOPMENT PROPOSED



CITY STANDARD

Designed to enhance safety and traffic control, the road includes an 11-foot travel lane with no parking on either side to ensure smooth vehicle flow. A dedicated, marked bike lane supports safe cycling, while 6-foot sidewalks on both sides are separated by a 5.5-foot landscaped buffer. This layout improves pedestrian safety and adds to the area's overall aesthetic, creating a more pleasant environment for residents.

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)	9,492 SF	18,984 SF
TYPE 7A	7	1	21	14	7	14	11,074 SF	11,074 SF
TYPE 7B	7	1	21	14	7	7	8,981 SF	8,981 SF
TYPE 9A	9	1	26	18	9	17	13,820 SF	13,820 SF
TOTALS	66	14	191	132	66	96	---	96,626 SF



Aerial **Site View**

OUR VISION

KLUTCH CONSULTANT LLC

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

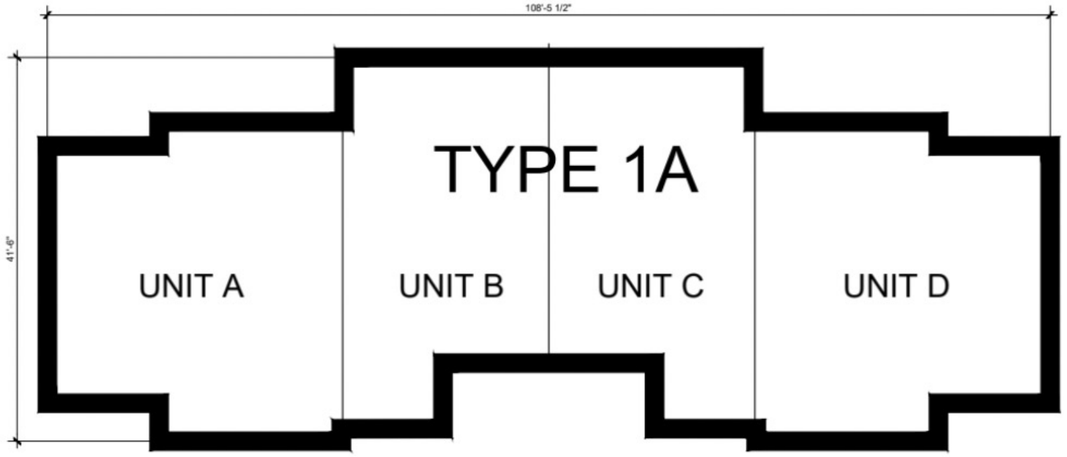
NO.	DEVELOPMENT		UNIT
1	NUMBER OF EQR DEVELOPED		EQRs
2	NUMBER OF EQR PROPOSED IN FILLING (#)	16.5	EQRs
3	NUMBER OF EQRs FOR RAW WATER IRRIGATION DEVELOPED (*)	5.79	EQRs
4	NUMBER OF EQRs PROPOSED FOR RAW WATER IRRIGATION IN FILLING		EQRs
5	TOTAL NUMBER OF EQRs	**22.29**	EQRs

(#) 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**	

KLUTCH CONSULTANT LLC



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

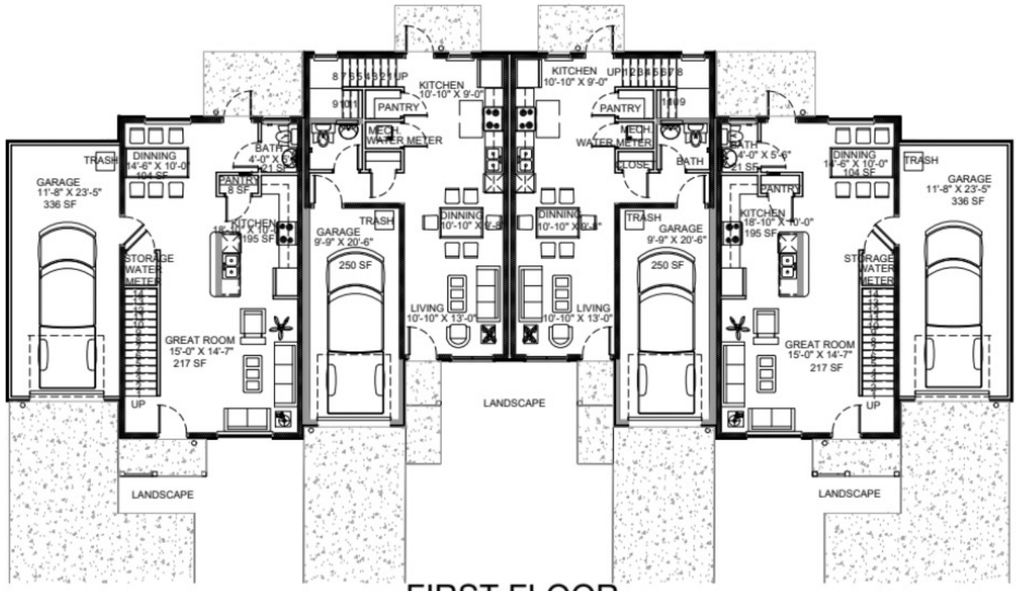
UNIT B	SQUARE FOOTAGE
FLOOR PLAN - 1ST	553 SF
FLOOR PLAN - 2ND	730 SF
GARAGE	250 SF
COVERED PATIO	20 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,283 SF
TOTAL	1,553 SF

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

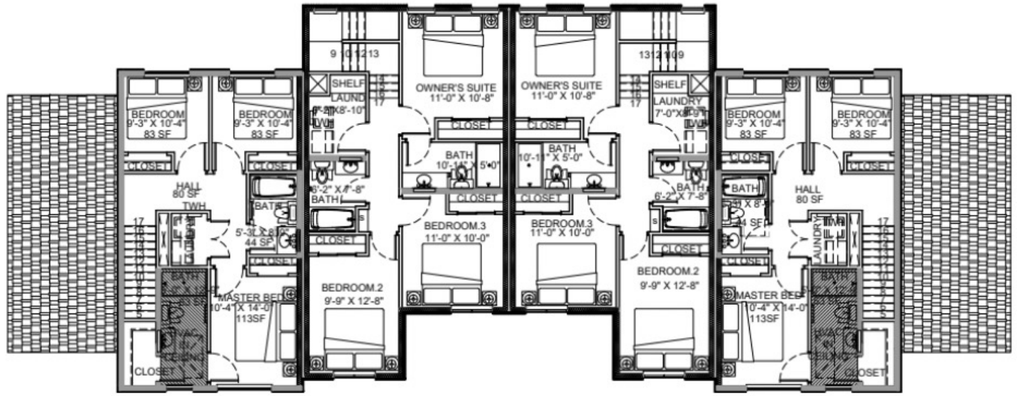
UNIT D	SQUARE FOOTAGE
FLOOR PLAN - 1ST	680 SF
FLOOR PLAN - 2ND	680 SF
GARAGE	336 SF
COVERED PATIO	0 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,360 SF
TOTAL	1,696 SF

BUILDING TYPE	NUM. OF UNITS IN BLDG	NUM. OF BLDG. 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

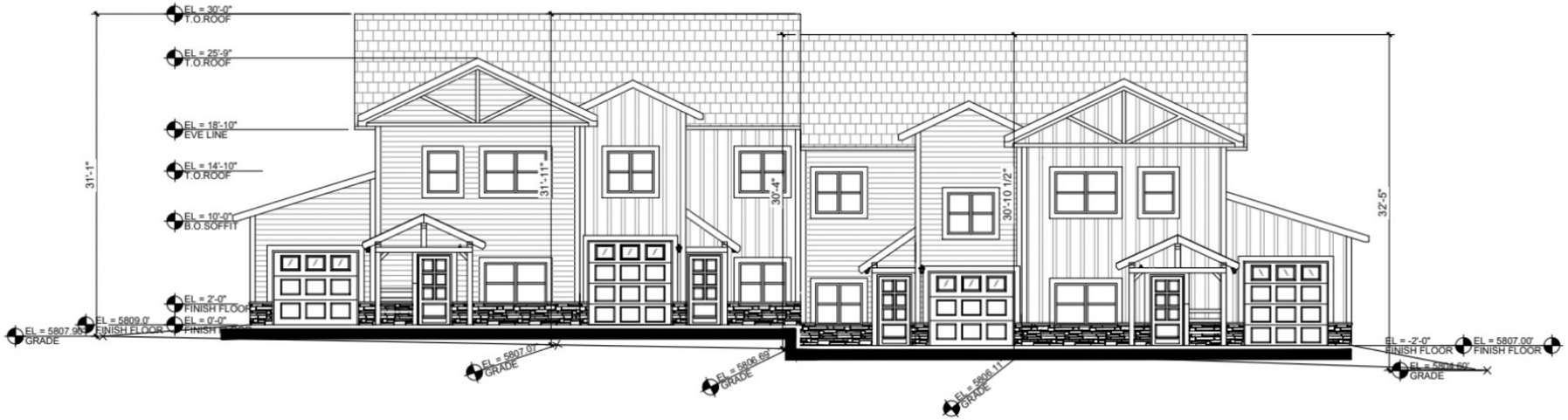


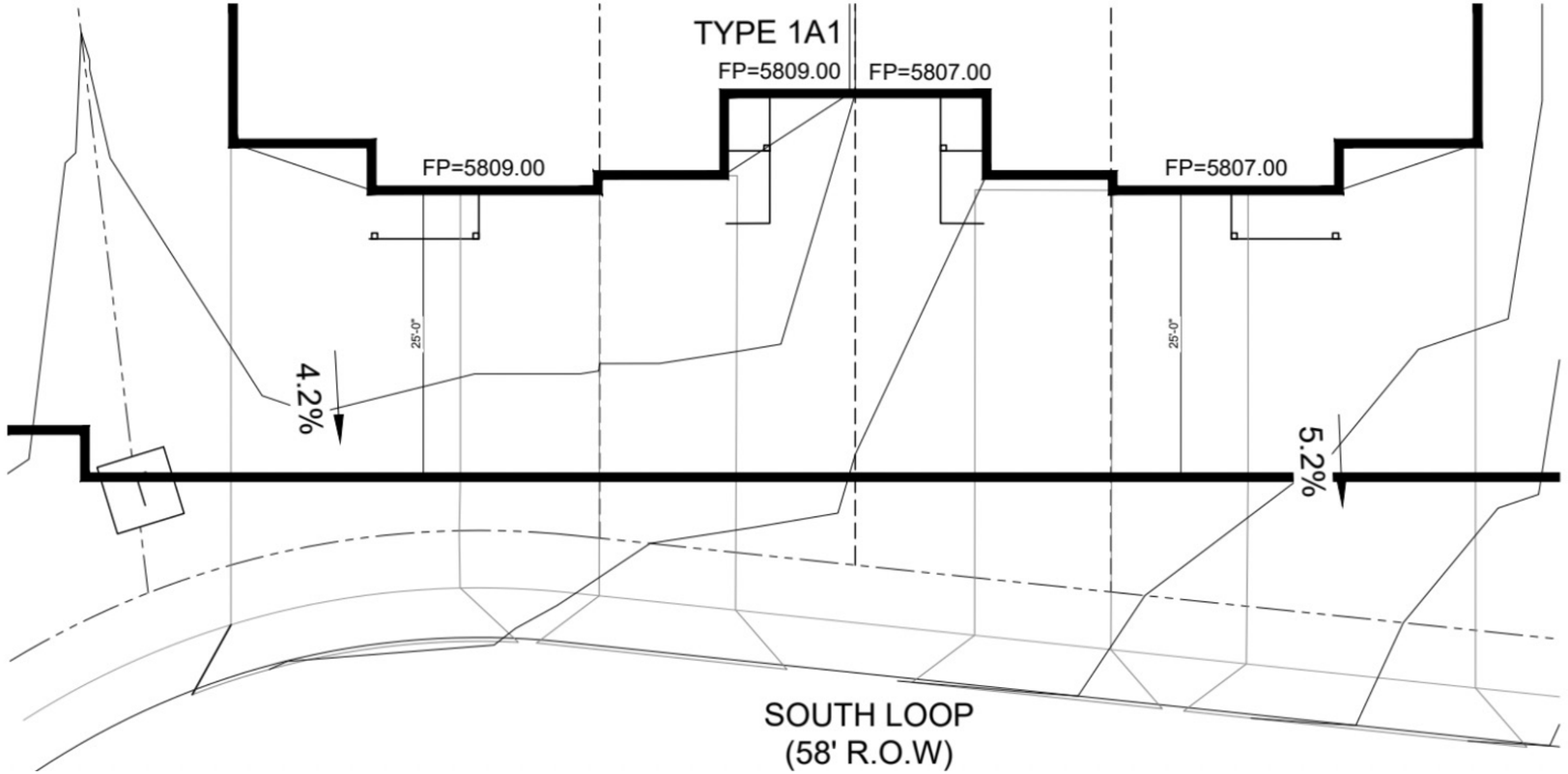
SECOND FLOOR



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Floor Plan - **TYPE 1A**





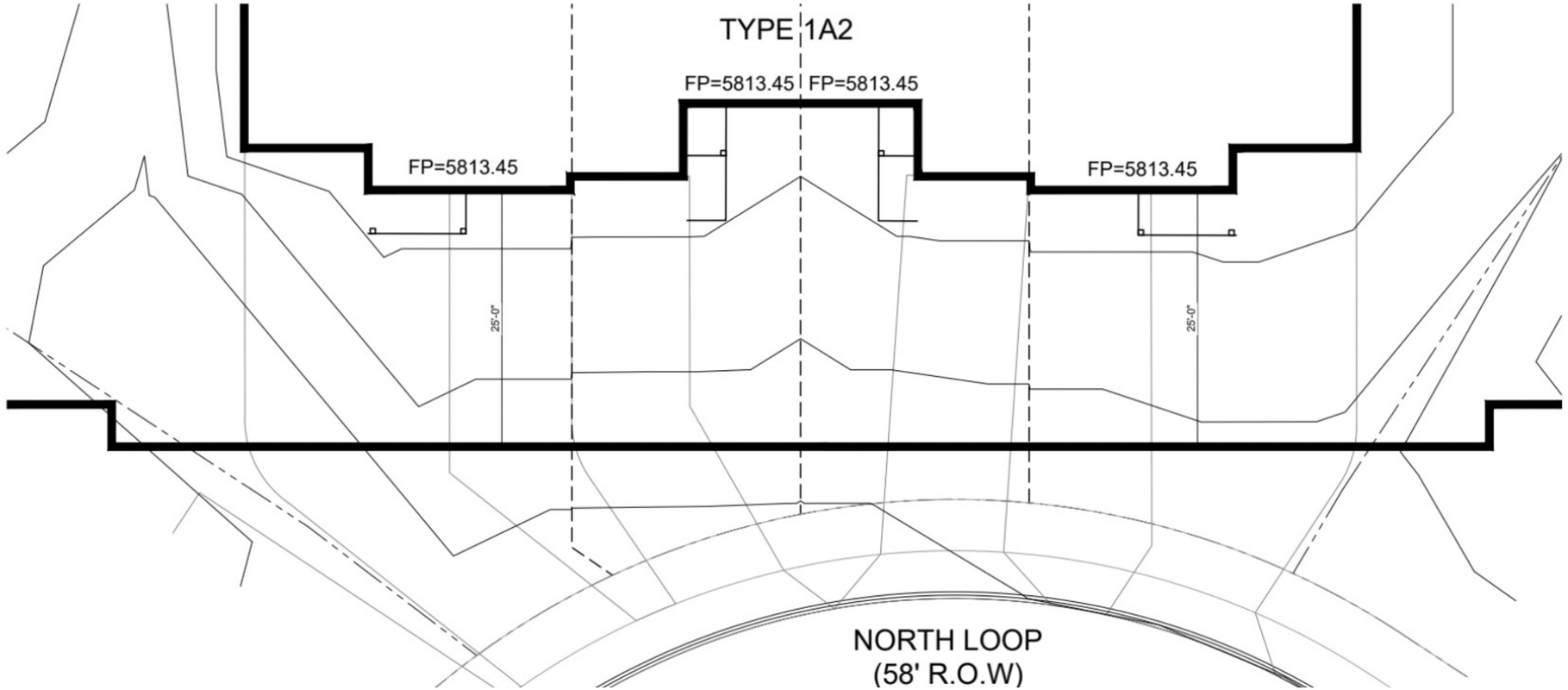


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Elevation - **TYPE 1A1**


TYPE 1A1





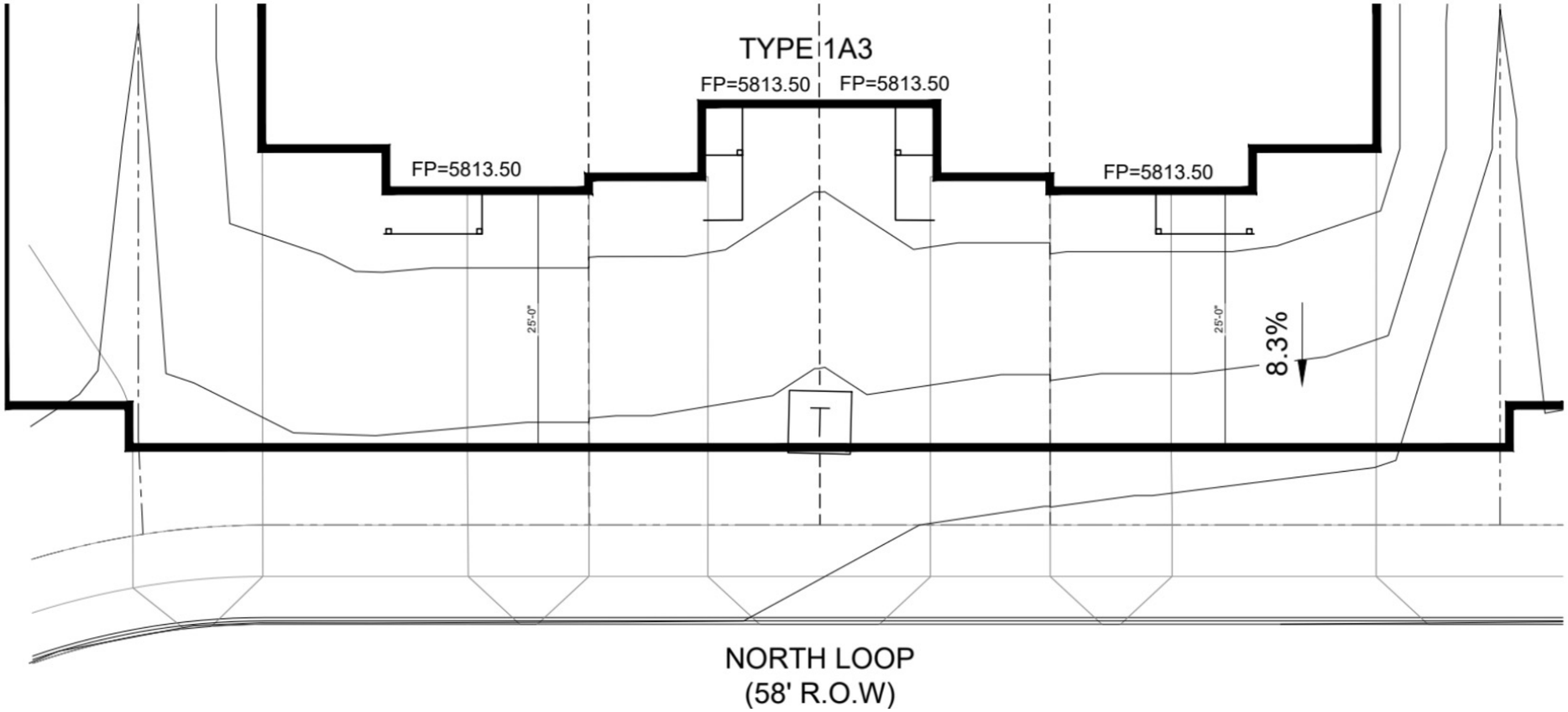


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Elevation - **TYPE 1A2**


TYPE 1A2







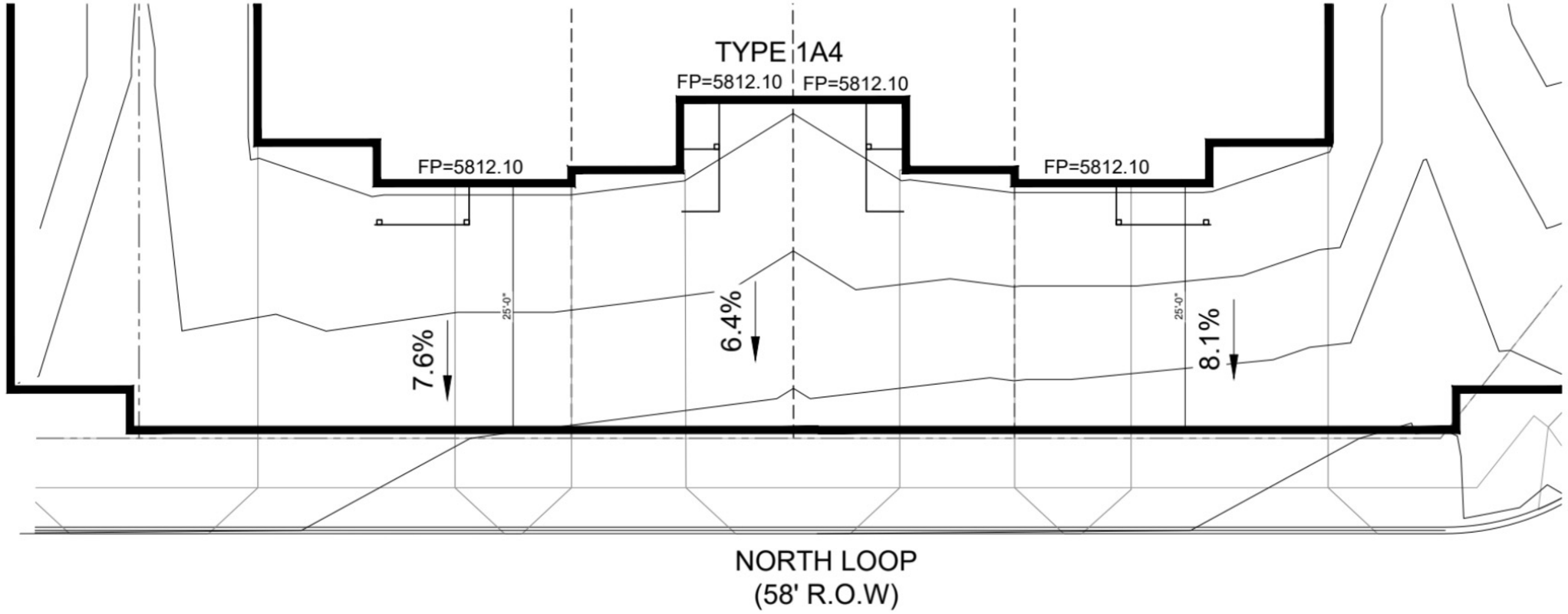
KLUTCH CONSULTANT LLC

Elevation - **TYPE 1A3**



TYPE 1A3





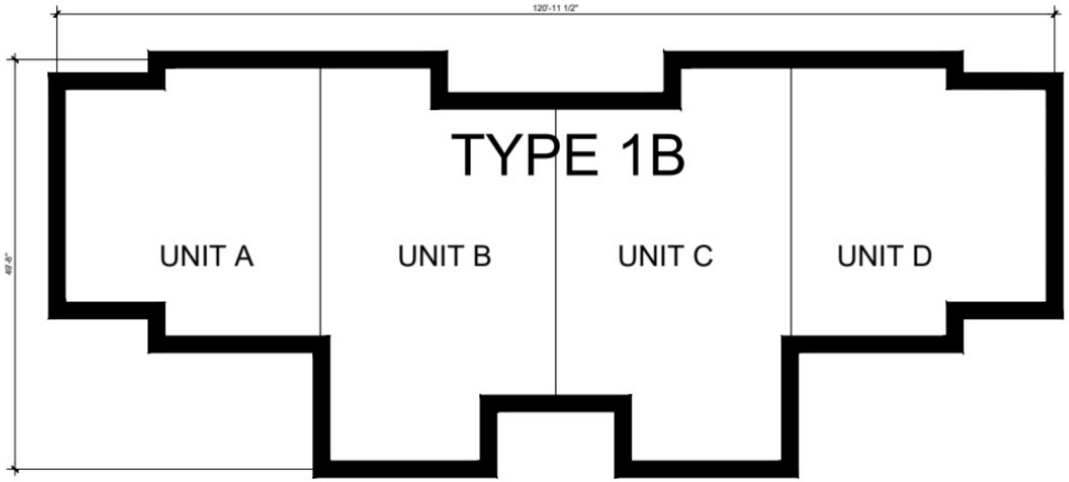


KLUTCH CONSULTANT LLC

Elevation - **TYPE 1A4**



TYPE 1A4



UNIT A	NUMBER
BEDROOMS	2
HOME OFFICE	1
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	2

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

UNIT D	NUMBER
BEDROOMS	2
HOME OFFICE	1
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

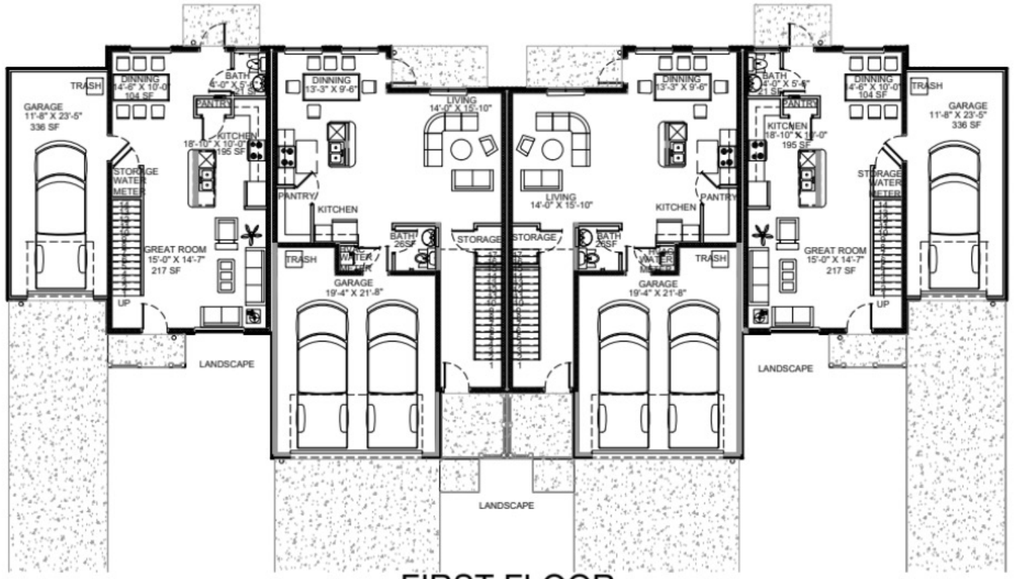
UNIT B	SQUARE FOOTAGE
FLOOR PLAN - 1ST	820 SF
FLOOR PLAN - 2ND	1,131 SF
GARAGE	449 SF
COVERED PATIO	64 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,951 SF
TOTAL	2,464 SF

UNIT C	SQUARE FOOTAGE
FLOOR PLAN - 1ST	820 SF
FLOOR PLAN - 2ND	1,131 SF
GARAGE	449 SF
COVERED PATIO	64 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,951 SF
TOTAL	2,464 SF

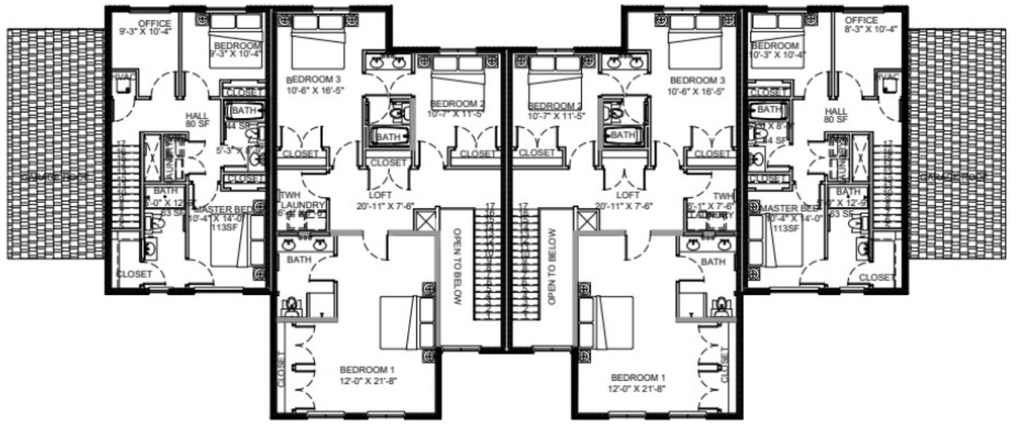
UNIT D	SQUARE FOOTAGE
FLOOR PLAN - 1ST	680 SF
FLOOR PLAN - 2ND	680 SF
GARAGE	336 SF
COVERED PATIO	0 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,360 SF
TOTAL	1,696 SF

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



FIRST FLOOR



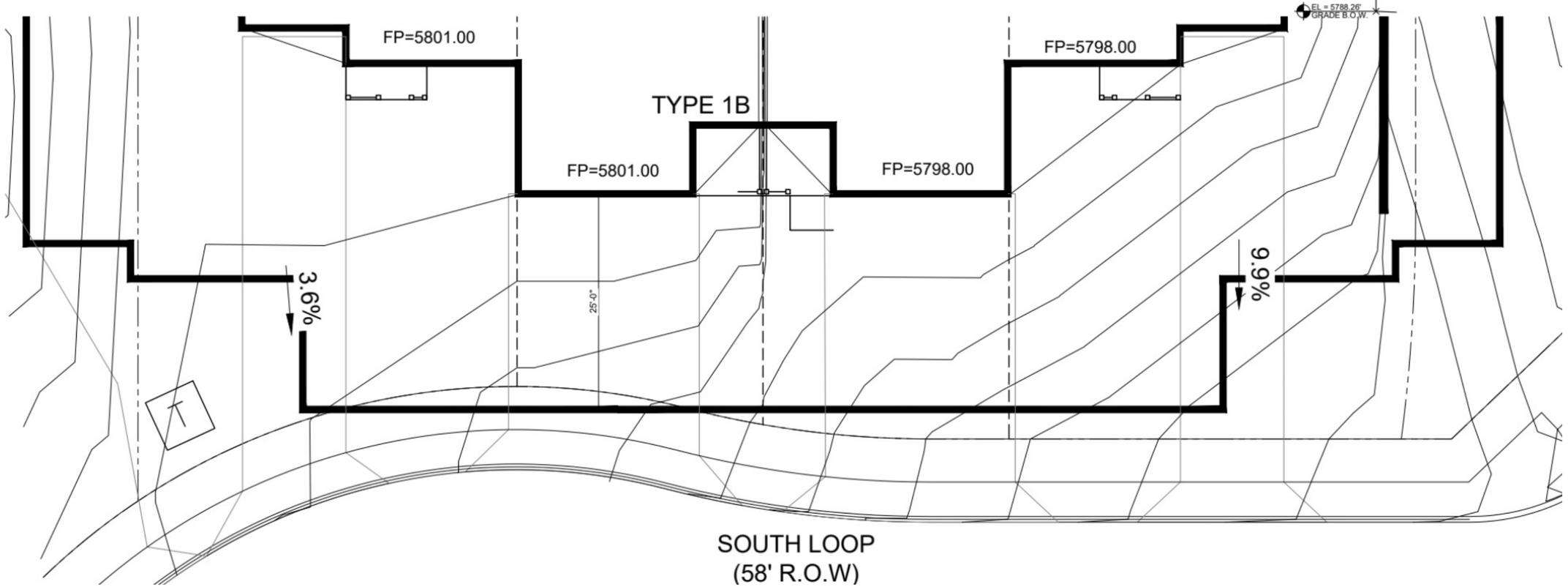
SECOND FLOOR



KLUTCH CONSULTANT LLC

Floor Plan - **TYPE 1B**



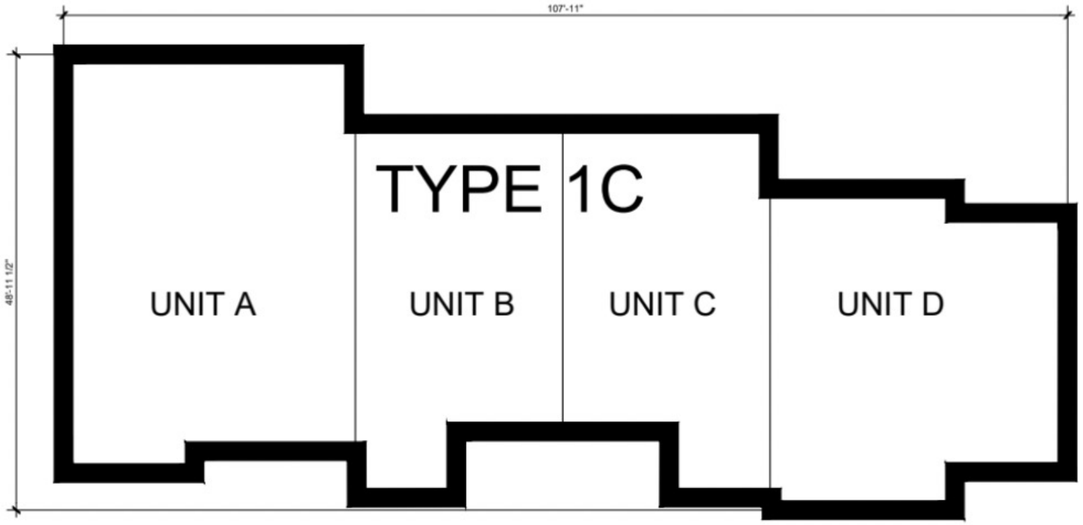




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Elevation - **TYPE 1B**


TYPE 1B



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	1,030 SF
FLOOR PLAN - 2ND	557 SF
GARAGE	329 SF
COVERED PATIO	0 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,587 SF
TOTAL	1,916 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

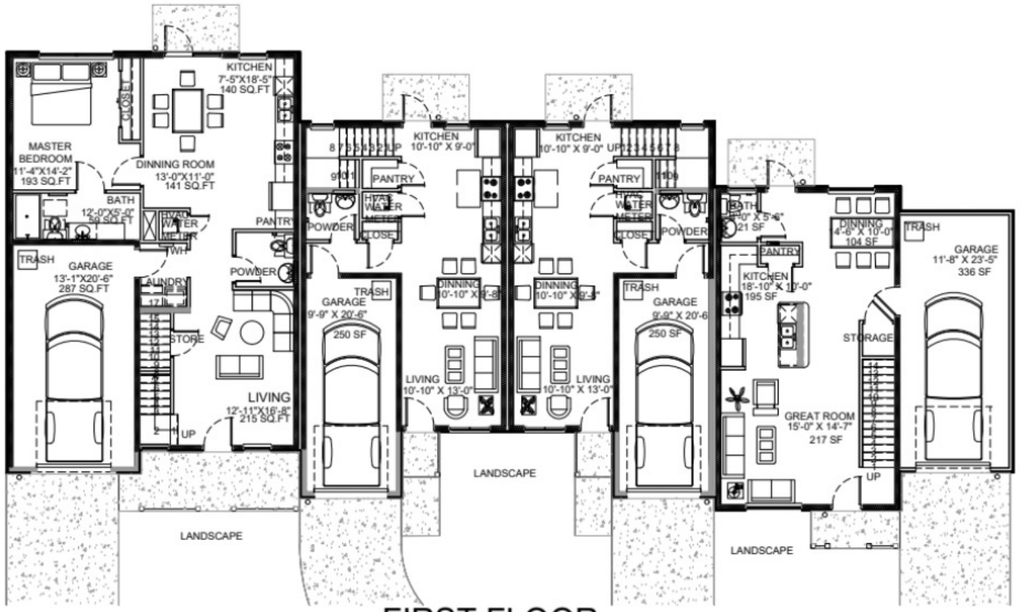
UNIT C	SQUARE FOOTAGE
FLOOR PLAN - 1ST	553 SF
FLOOR PLAN - 2ND	730 SF
GARAGE	250 SF
COVERED PATIO	20 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,283 SF
TOTAL	1,553 SF

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

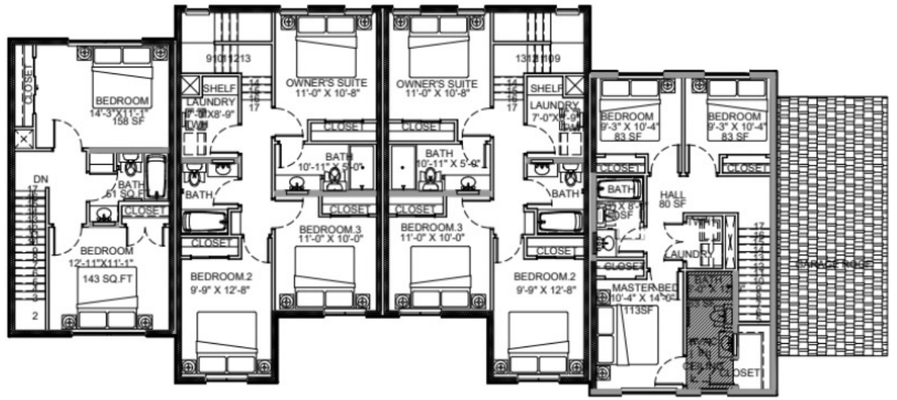
BUILDING TYPE	NUM. OF UNITS IN BLDG	NUM. OF BLDG. TYPES	CONDITIONED SQUARE FOOTAGE	TOTAL CONDITIONED SQUARE FOOTAGE
TYPE 1C	4	1	5,513 SF	5,513 SF

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





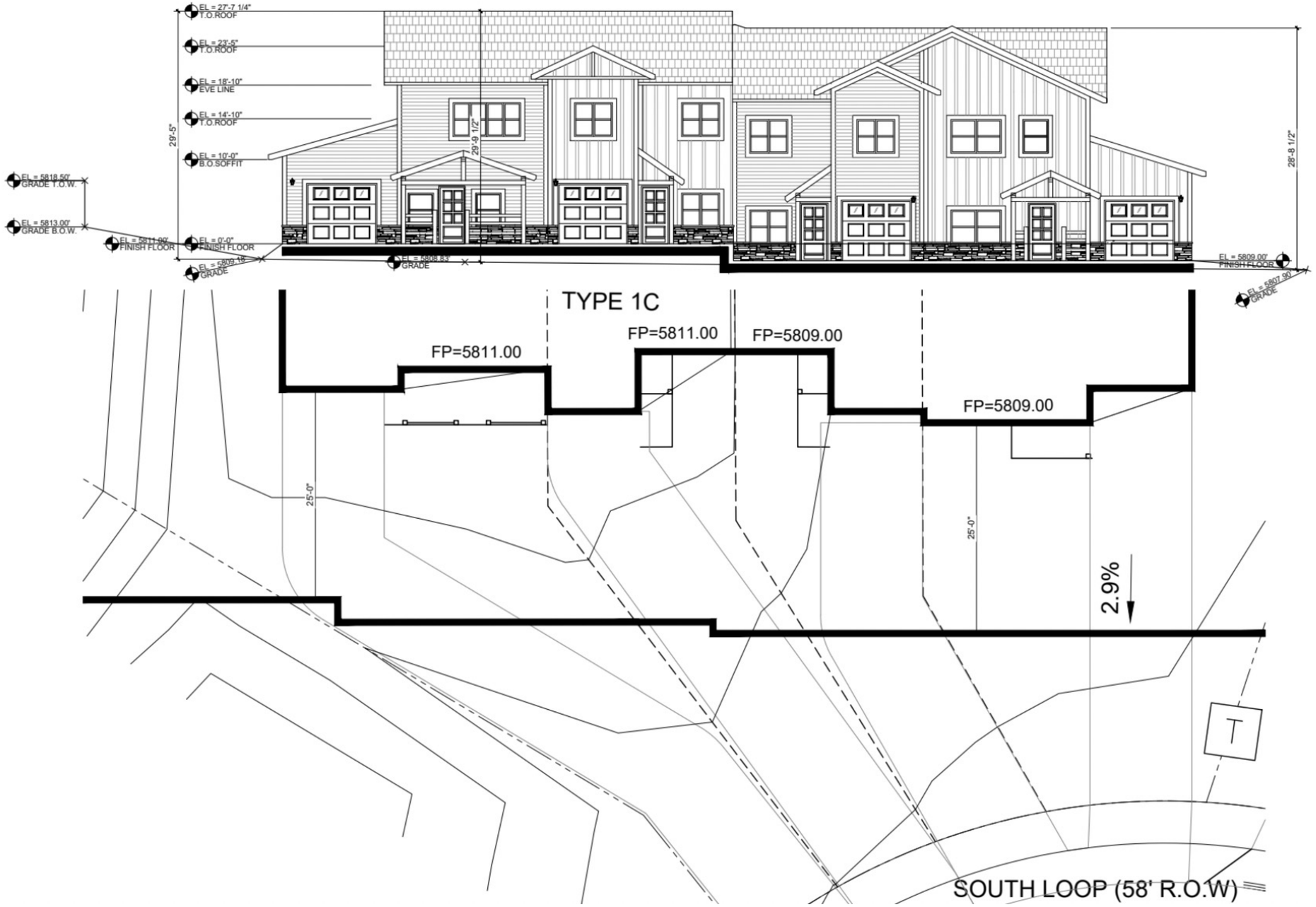
FIRST FLOOR



SECOND FLOOR

KLUTCH CONSULTANT LLC

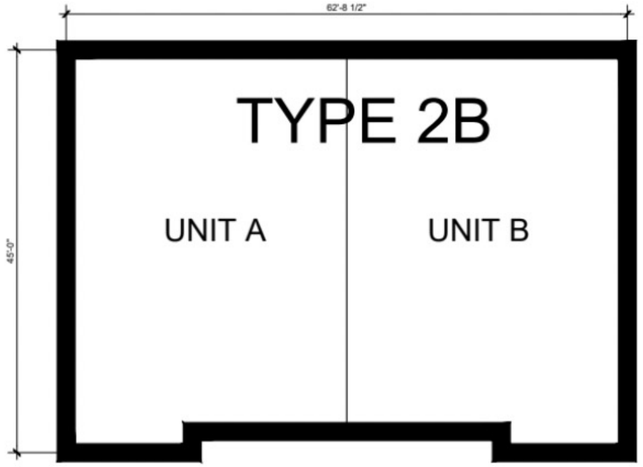
Floor Plan - **TYPE 1C**





Elevation - **TYPE 1C**


TYPE 1C



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

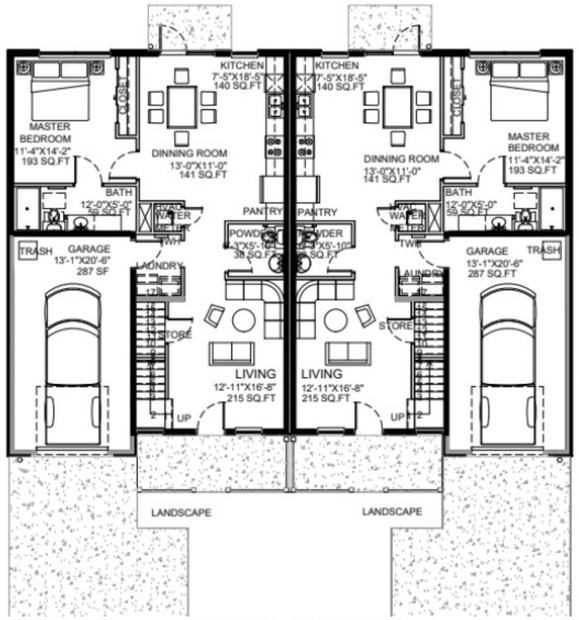
UNIT B	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	1

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

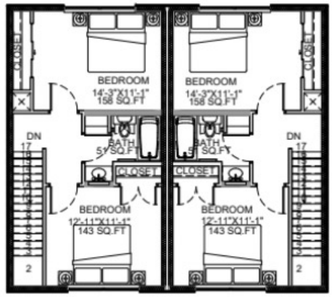
UNIT B	SQUARE FOOTAGE
FLOOR PLAN - 1ST	1,030 SF
FLOOR PLAN - 2ND	557 SF
GARAGE	329 SF
COVERED PATIO	0 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,587 SF
TOTAL	1,916 SF

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

TYPE 2B	SQUARE FOOTAGE
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



FIRST FLOOR



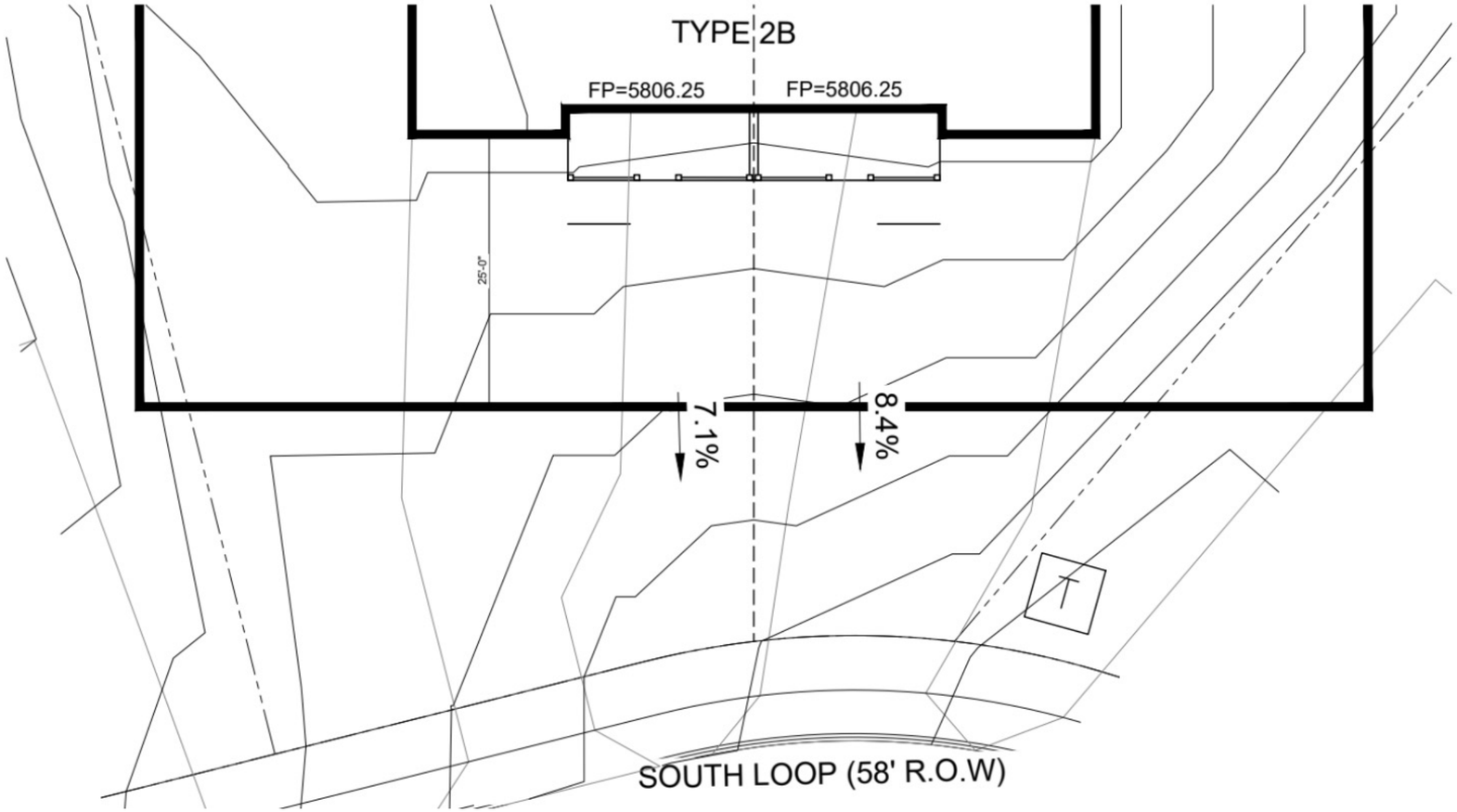
SECOND FLOOR



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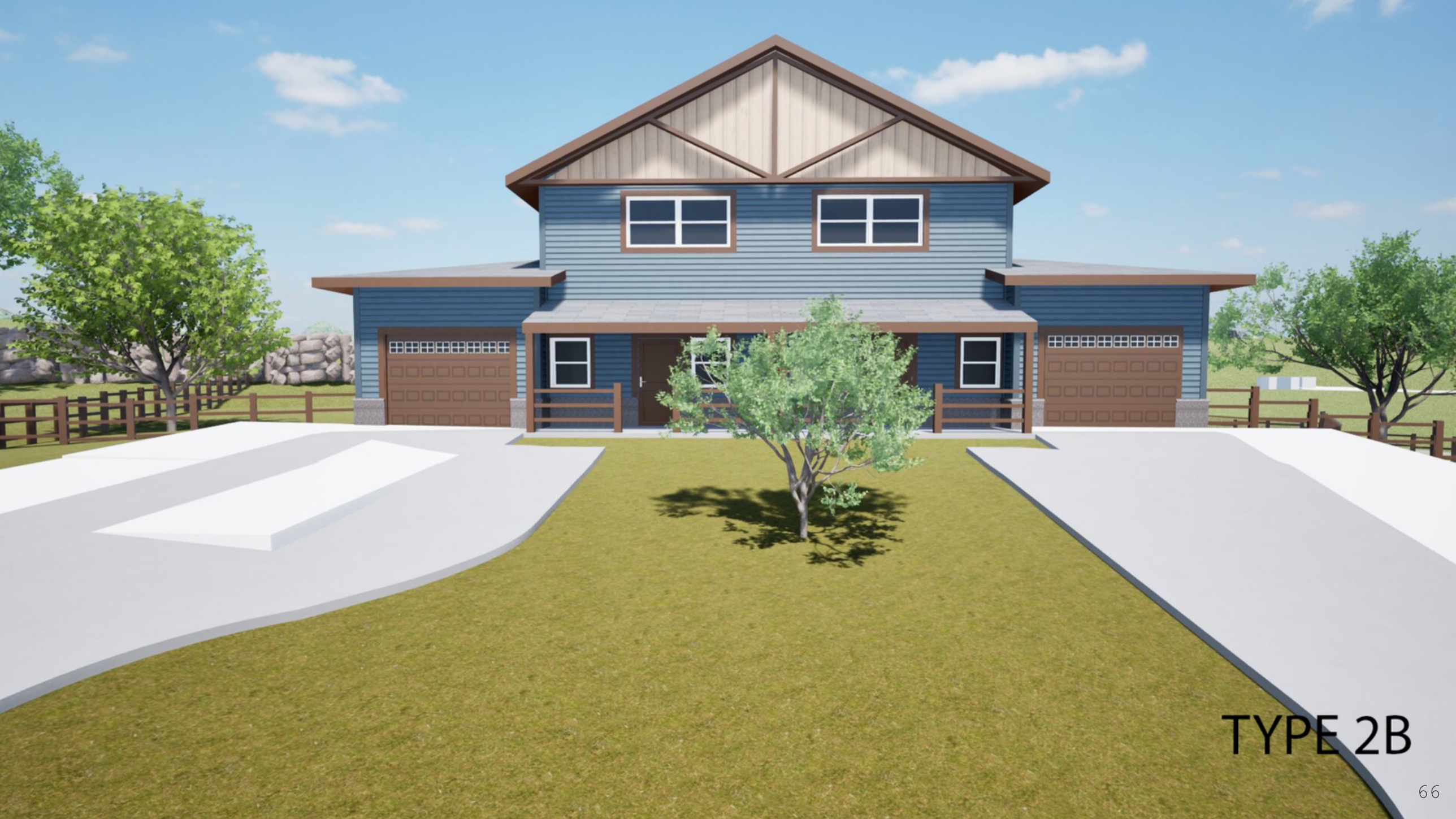
Floor Plan - **TYPE 2B**







Elevation - **TYPE 2B**


TYPE 2B

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

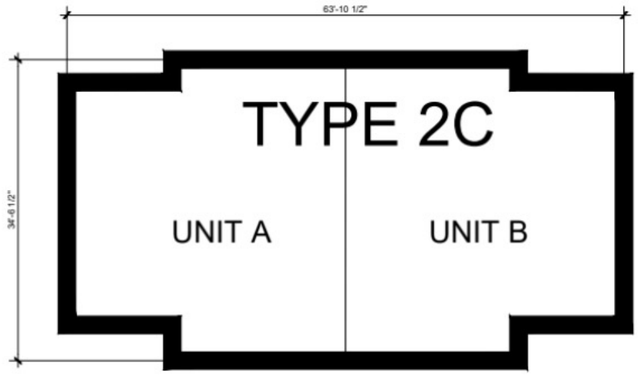
UNIT B	NUMBER
BEDROOMS	2
HOME OFFICE	1
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	1

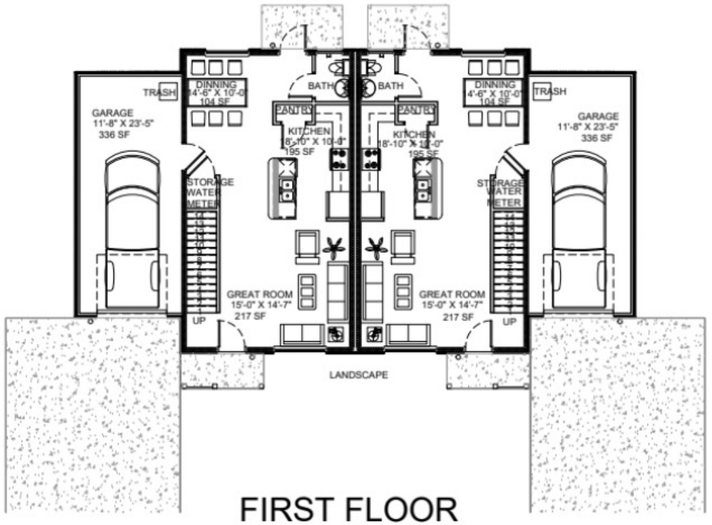
UNIT A	SQUARE FOOTAGE
FLOOR PLAN - 1ST	680 SF
FLOOR PLAN - 2ND	680 SF
GARAGE	336 SF
COVERED PATIO	0 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,360 SF
TOTAL	1,696 SF

UNIT B	SQUARE FOOTAGE
FLOOR PLAN - 1ST	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

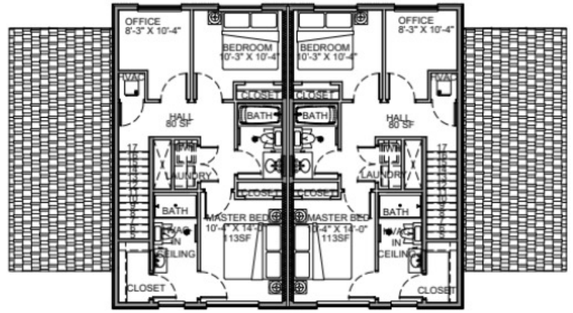
BUILDING TYPE	NUM. OF UNITS IN BLDG	NUM. OF BLDG. TYPES	CONDITIONED SQUARE FOOTAGE	TOTAL CONDITIONED SQUARE FOOTAGE
TYPE 2C	2	1	2,720 SF	2,720 SF

TYPE 2C	SQUARE FOOTAGE
FLOOR PLAN - 1ST	1,360 SF
FLOOR PLAN - 2ND	1,360 SF
GARAGE	672 SF
COVERED PATIO	0 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	2,720 SF
TOTAL	3,392 SF





FIRST FLOOR



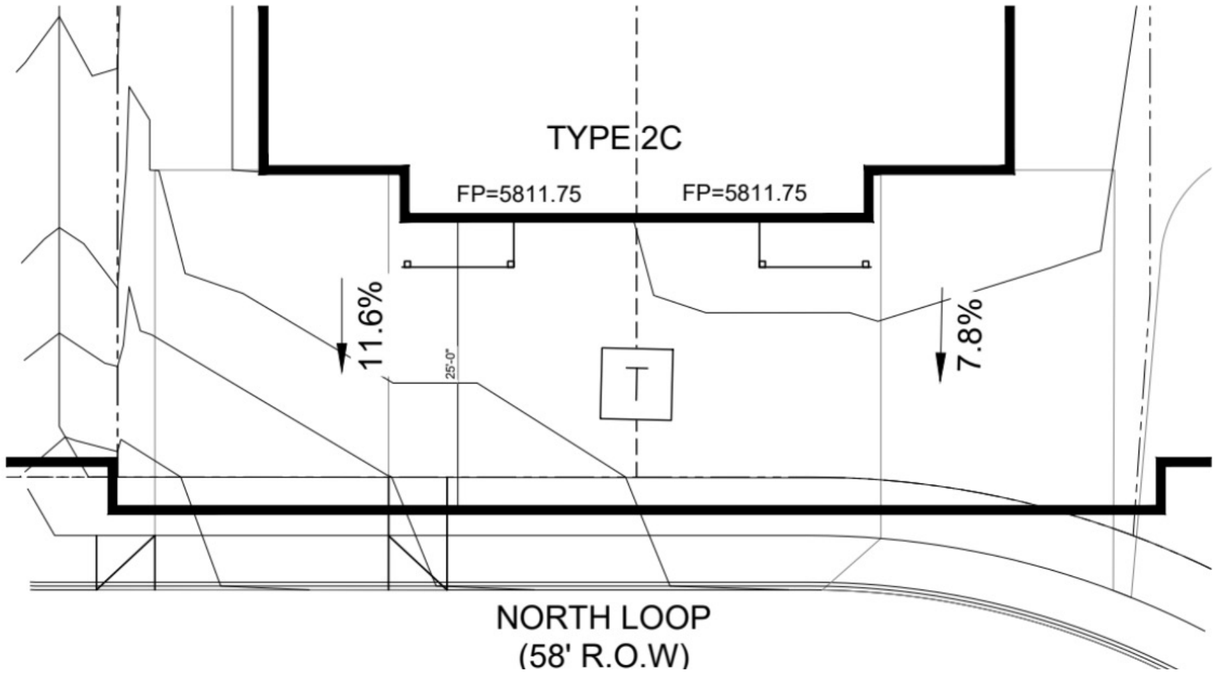
SECOND FLOOR



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Floor Plan - **TYPE 2C**

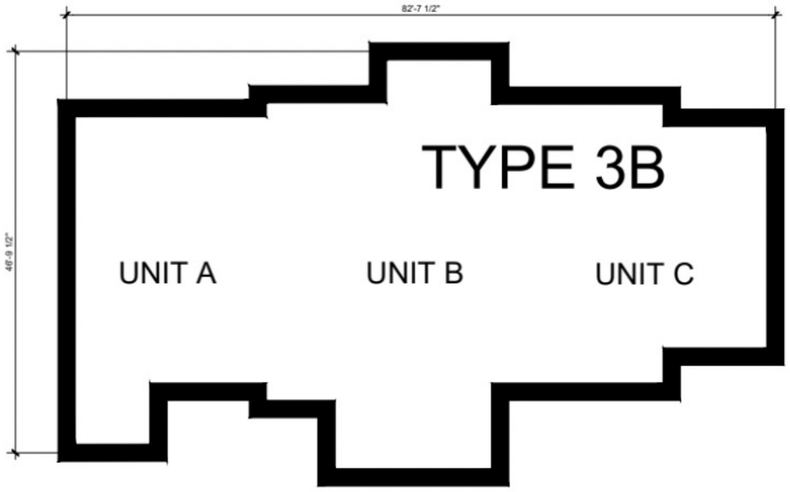






Elevation - **TYPE 2C**


TYPE 2C



UNIT A	NUMBER
BEDROOMS	2
HOME OFFICE	1
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	2

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

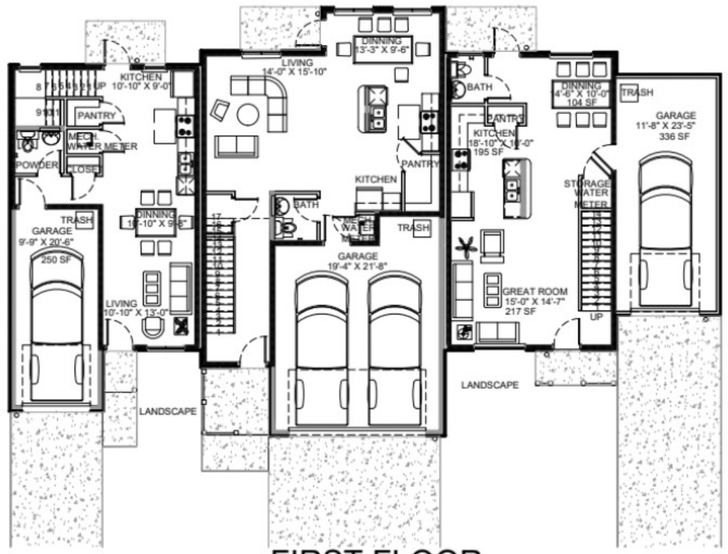
UNIT A	SQUARE FOOTAGE
FLOOR PLAN - 1ST	553 SF
FLOOR PLAN - 2ND	730 SF
GARAGE	250 SF
COVERED PATIO	20 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,283 SF
TOTAL	1,553 SF

UNIT B	SQUARE FOOTAGE
FLOOR PLAN - 1ST	820 SF
FLOOR PLAN - 2ND	1,131 SF
GARAGE	449 SF
COVERED PATIO	64 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,951 SF
TOTAL	2,464 SF

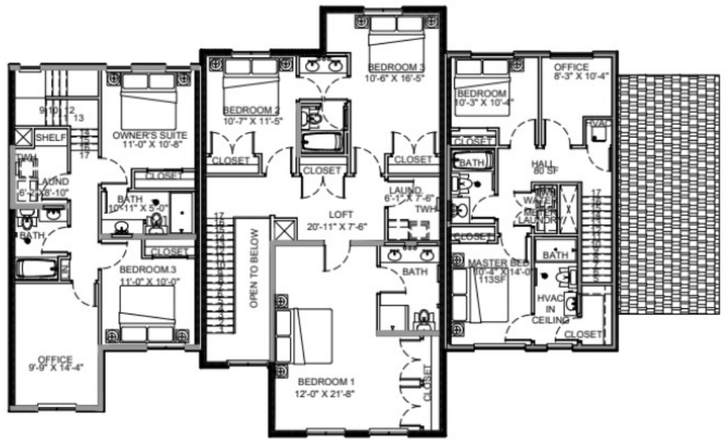
UNIT C	SQUARE FOOTAGE
FLOOR PLAN - 1ST	680 SF
FLOOR PLAN - 2ND	680 SF
GARAGE	336 SF
COVERED PATIO	0 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,360 SF
TOTAL	1,696 SF

BUILDING TYPE	NUM. OF UNITS IN BLDG	NUM. OF BLDG. TYPES	CONDITIONED SQUARE FOOTAGE	TOTAL CONDITIONED SQUARE FOOTAGE
TYPE 3B	3	1	4,594 SF	4,594 SF

TYPE 3B	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



FIRST FLOOR



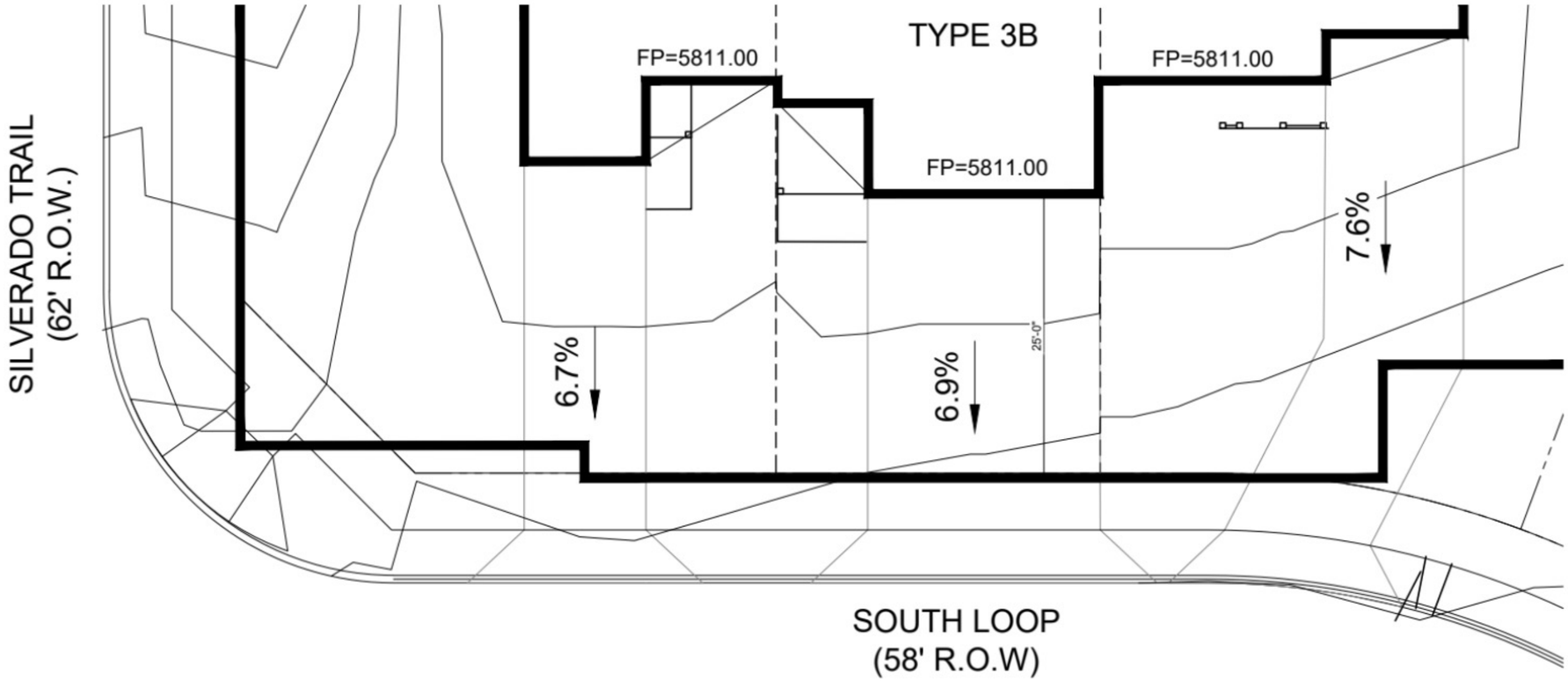
SECOND FLOOR



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Floor Plan - **TYPE 3B**

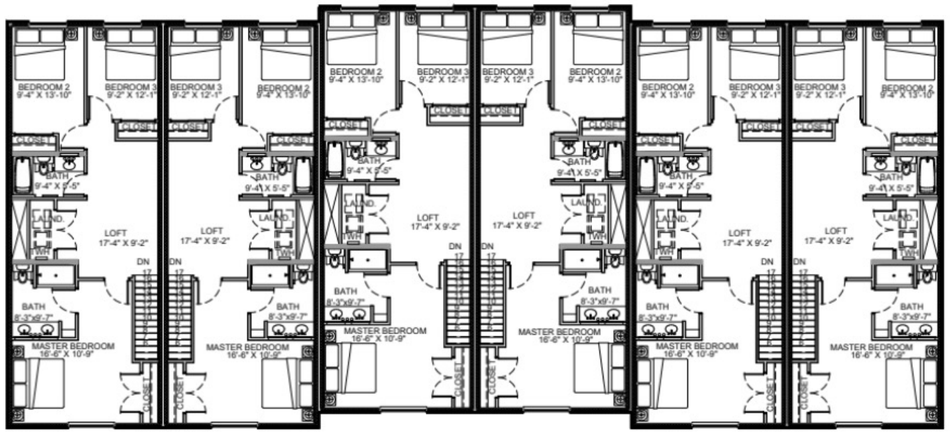




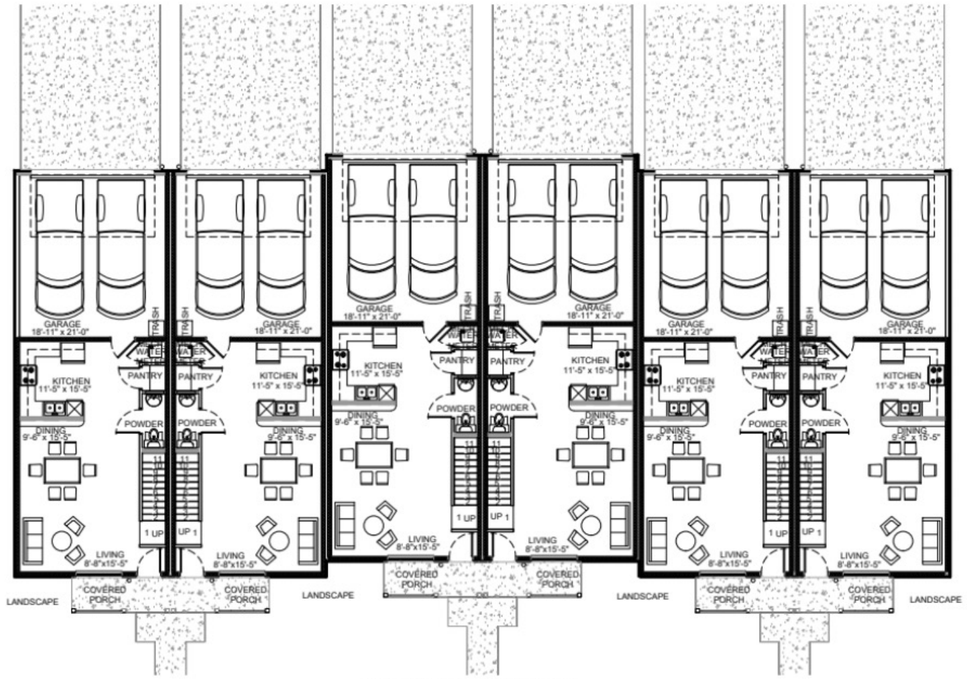


Elevation - **TYPE 3B**


TYPE 3B



SECOND FLOOR



FIRST 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	977 SF
GARAGE	430 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,582 SF
TOTAL	2,012 SF

UNIT B	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	977 SF
GARAGE	430 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,582 SF
TOTAL	2,012 SF

UNIT C	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	977 SF
GARAGE	430 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,582 SF
TOTAL	2,012 SF

UNIT D	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	977 SF
GARAGE	430 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,582 SF
TOTAL	2,012 SF

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

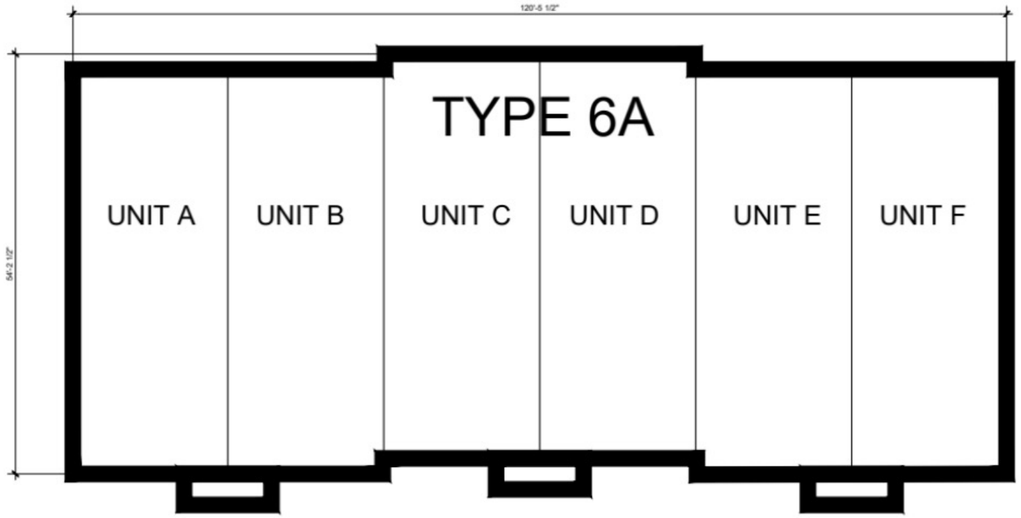
UNIT F	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	2

UNIT E	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	977 SF
GARAGE	430 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,582 SF
TOTAL	2,012 SF

UNIT F	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	977 SF
GARAGE	430 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,582 SF
TOTAL	2,012 SF

BUILDING TYPE	NUM. OF UNITS IN BLDG	NUM. OF BLDG. TYPES	CONDITIONED SQUARE FOOTAGE	TOTAL CONDITIONED SQUARE FOOTAGE
TYPE 6A	6	2	9,492 SF	18,984 SF

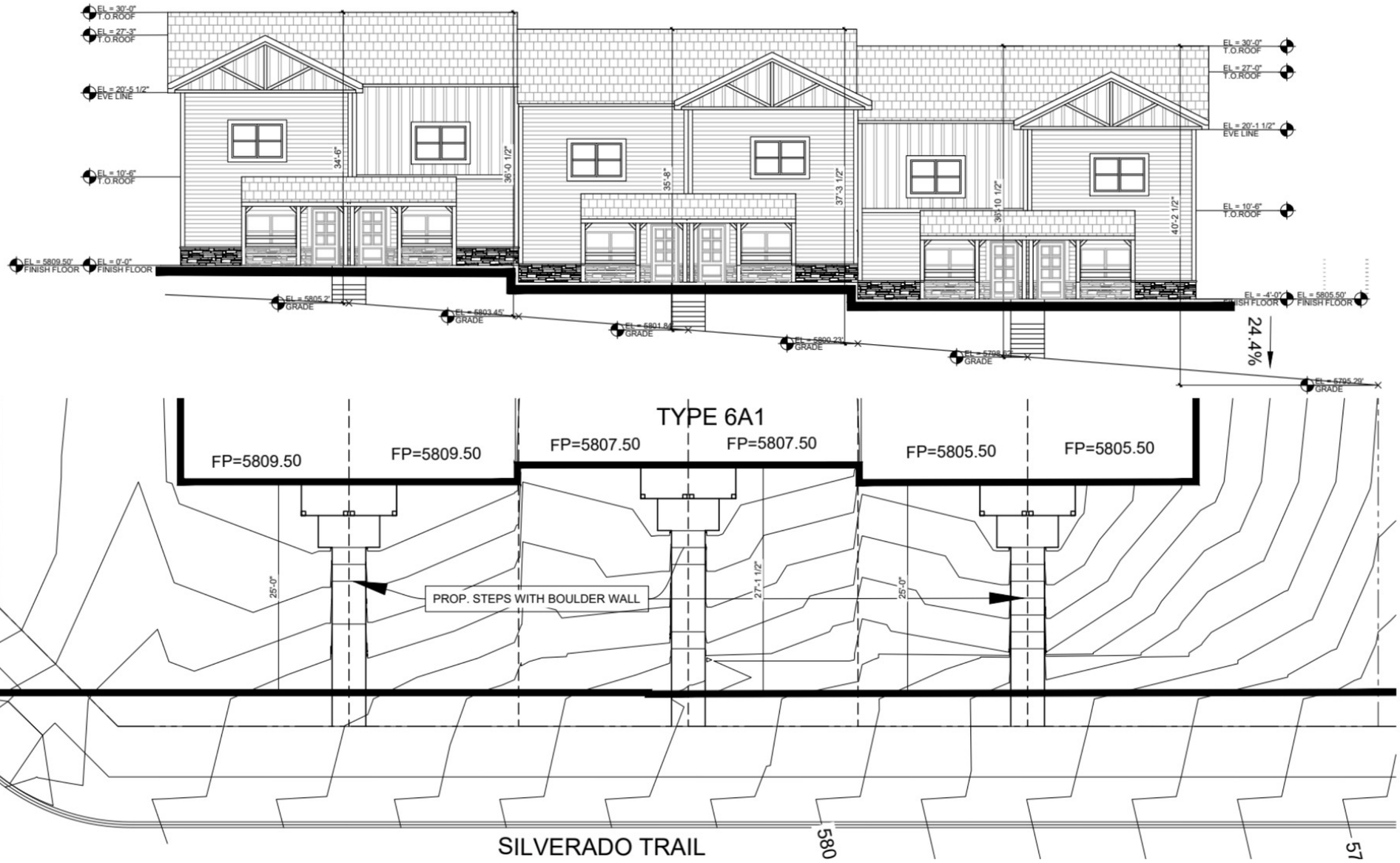
TYPE 6A	SQUARE FOOTAGE
FLOOR PLAN - 1ST	3,630 SF
FLOOR PLAN - 2ND	5,862 SF
GARAGE	2,580 SF
COVERED PATIO	114 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	9,492 SF
TOTAL	12,072 SF





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Floor Plan - **TYPE 6A**

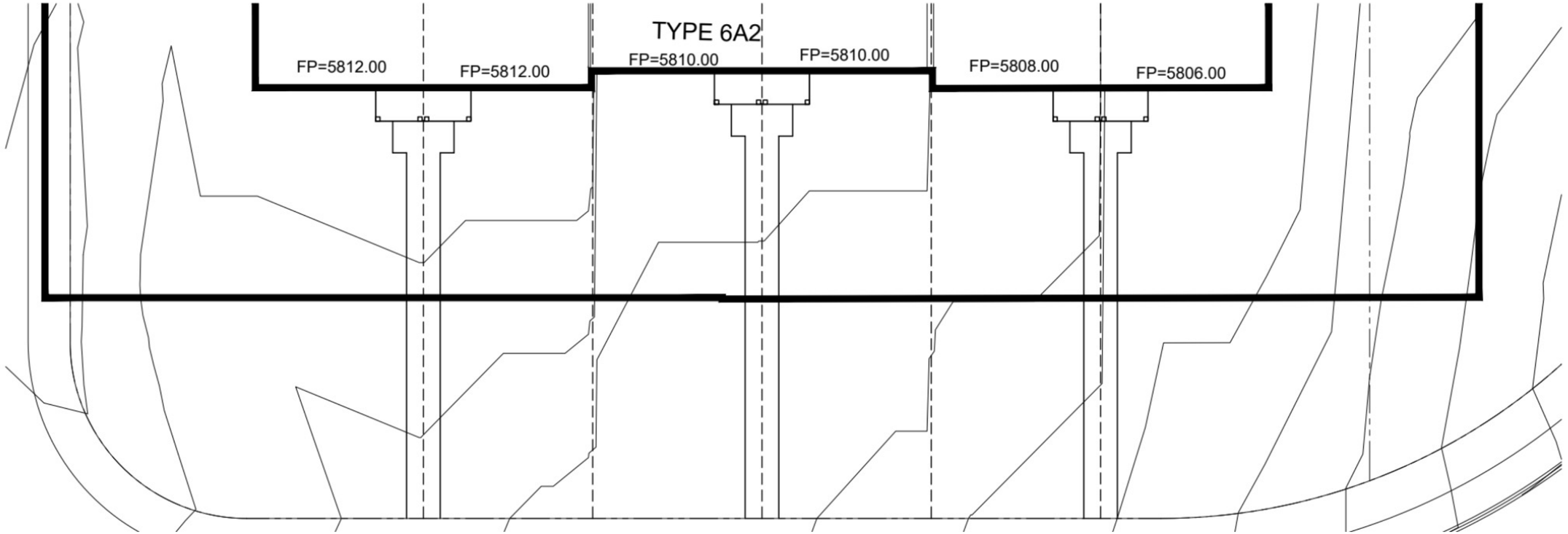




Elevation - **TYPE 6A1**


TYPE 6A1







KLUTCH CONSULTANT LLC

Elevation - **TYPE 6A2**


TYPE 6A2

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	977 SF
GARAGE	430 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,582 SF
TOTAL	2,012 SF

UNIT B	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	977 SF
GARAGE	430 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,582 SF
TOTAL	2,012 SF

UNIT C	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	977 SF
GARAGE	430 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,582 SF
TOTAL	2,012 SF

UNIT D	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	977 SF
GARAGE	430 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,582 SF
TOTAL	2,012 SF

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

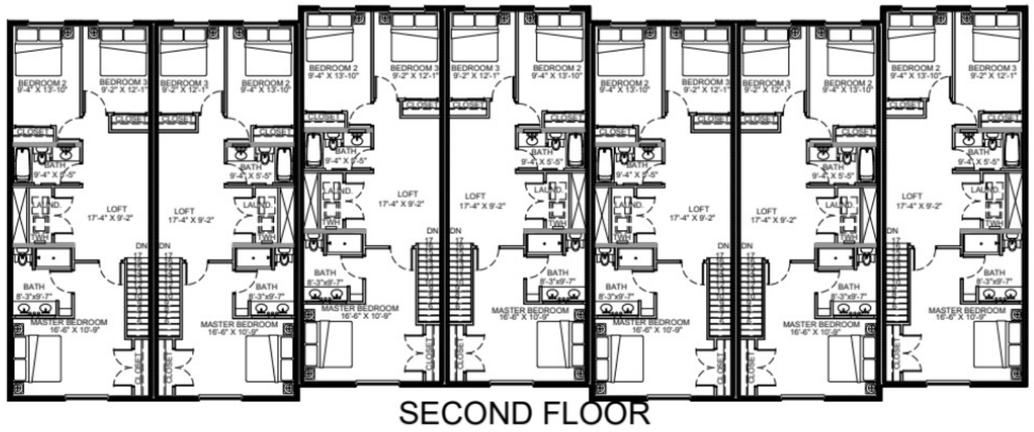
UNIT F	NUMBER
BEDROOMS	3
HOME OFFICE	0
FULL BATHS	2
HALF BATHS	1
CAR GARAGE	2

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

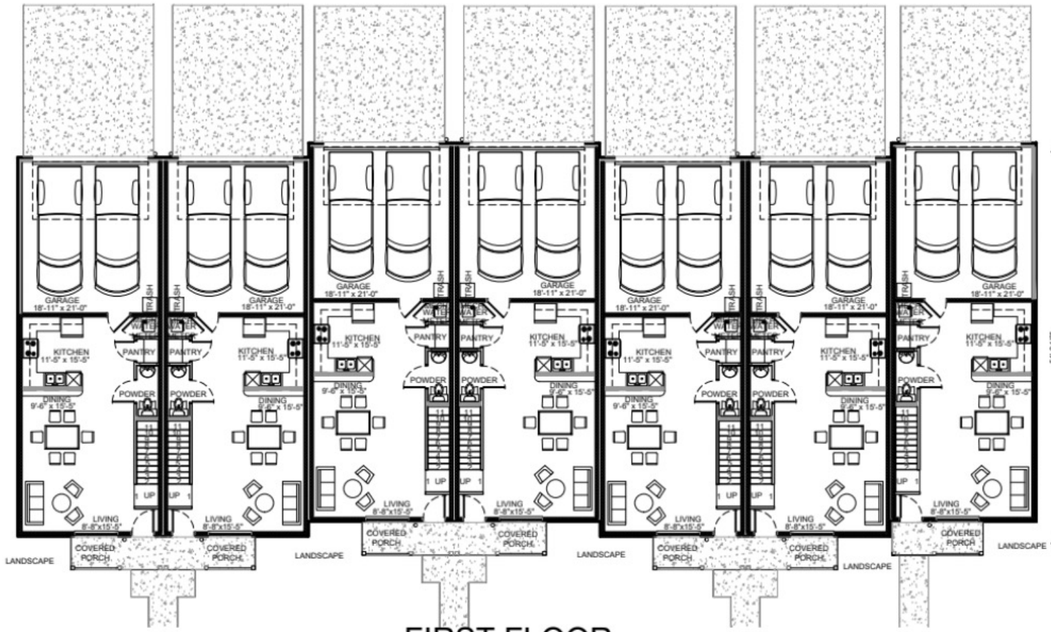
UNIT E	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	977 SF
GARAGE	430 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,582 SF
TOTAL	2,012 SF

UNIT F	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	977 SF
GARAGE	430 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,582 SF
TOTAL	2,012 SF

UNIT G	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	977 SF
GARAGE	430 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,582 SF
TOTAL	2,012 SF



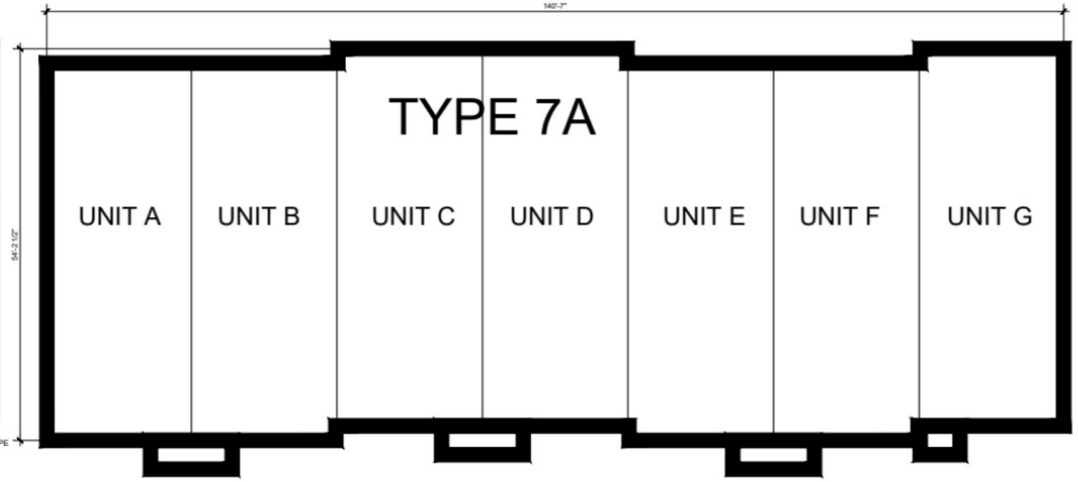
SECOND FLOOR



FIRST FLOOR

BUILDING TYPE	NUM. OF UNITS IN BLDG	NUM. OF BLDG. TYPES	CONDITIONED SQUARE FOOTAGE	TOTAL CONDITIONED SQUARE FOOTAGE
TYPE 7A	7	1	11,074 SF	11,074 SF

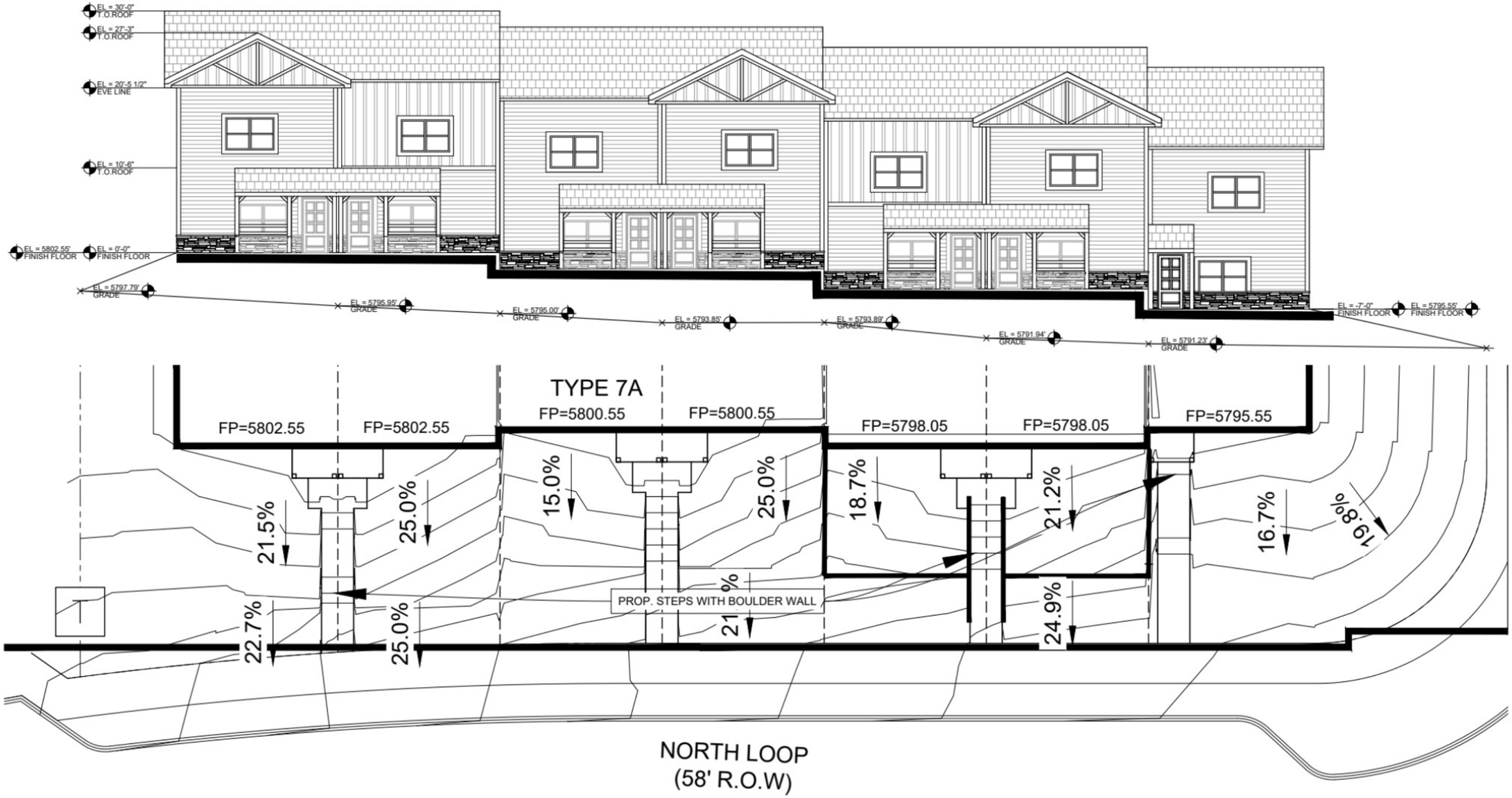
TYPE 7A	SQUARE FOOTAGE
FLOOR PLAN - 1ST	4,235 SF
FLOOR PLAN - 2ND	6,839 SF
GARAGE	3,010 SF
COVERED PATIO	133 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	11,074 SF
TOTAL	14,084 SF





KLUTCH CONSULTANT LLC

Floor Plan - **TYPE 7A**





KLUTCH CONSULTANT LLC

Elevation – **TYPE 7A**


TYPE 7A



SECOND FLOOR

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

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

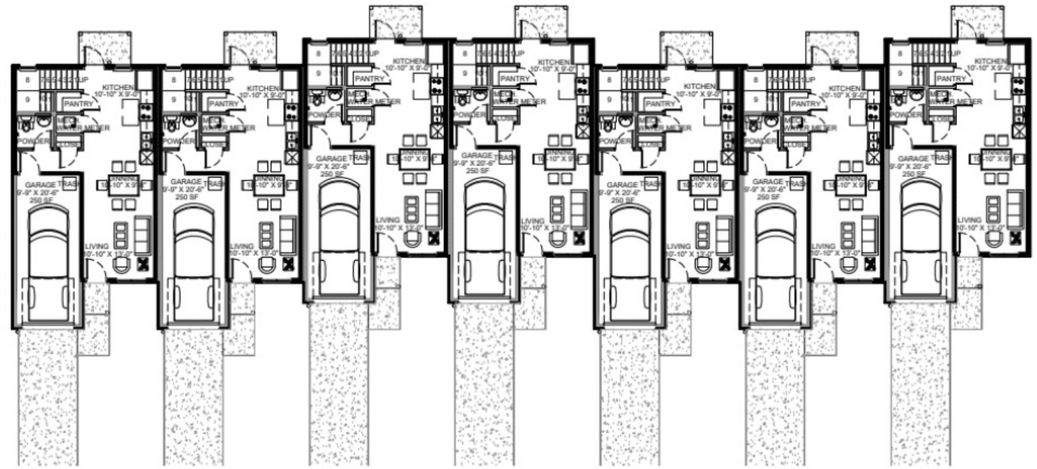
UNIT E	SQUARE FOOTAGE
FLOOR PLAN - 1ST	553 SF
FLOOR PLAN - 2ND	730 SF
GARAGE	250 SF
COVERED PATIO	20 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,283 SF
TOTAL	1,553 SF

UNIT 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

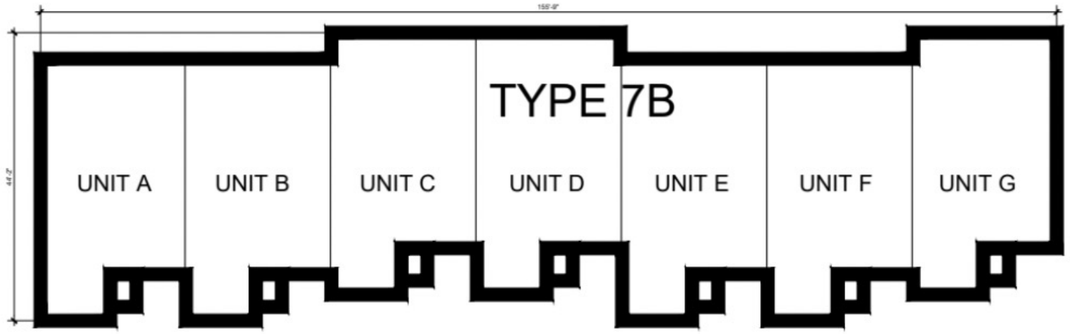
UNIT G	SQUARE FOOTAGE
FLOOR PLAN - 1ST	553 SF
FLOOR PLAN - 2ND	730 SF
GARAGE	250 SF
COVERED PATIO	20 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,283 SF
TOTAL	1,553 SF

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



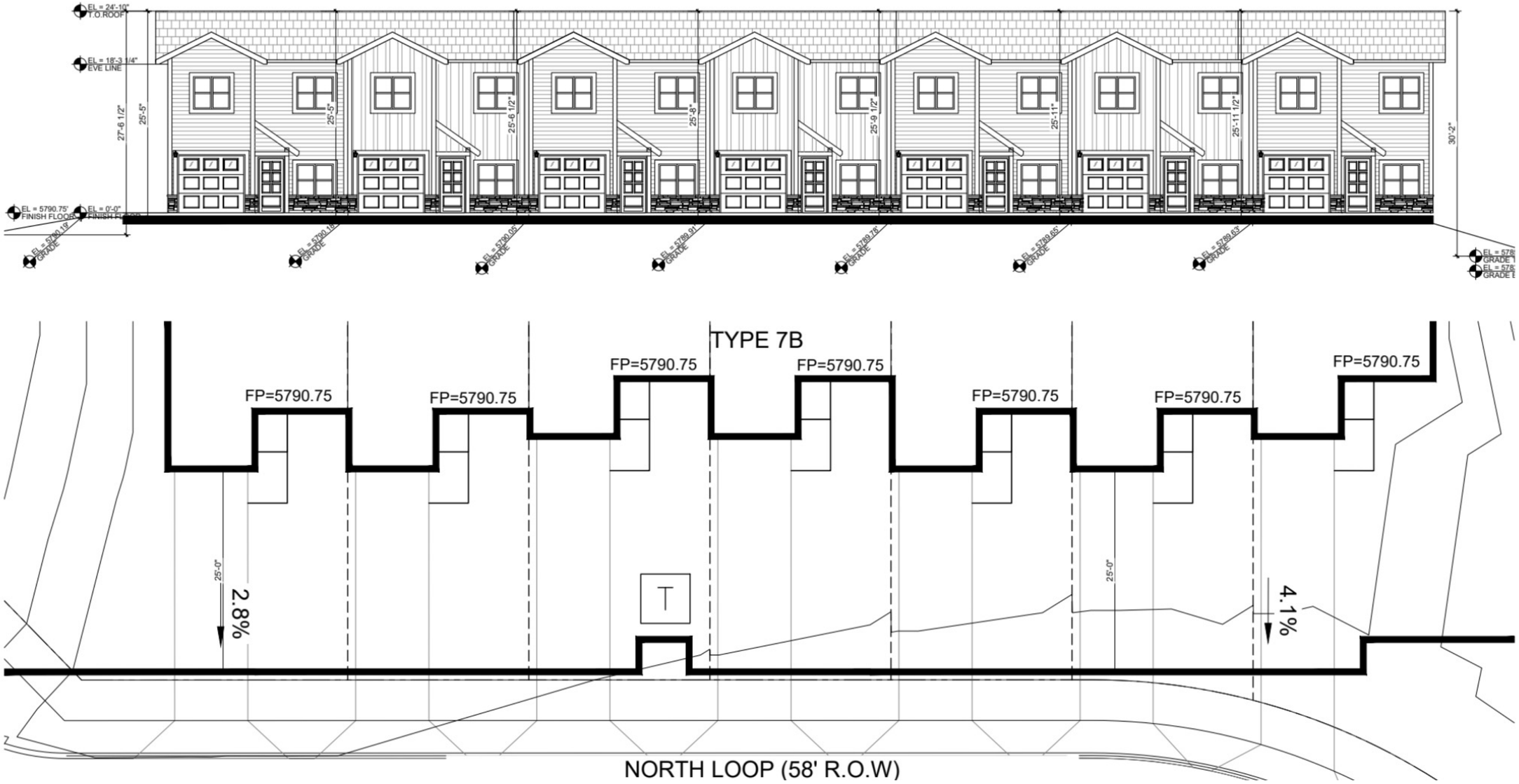
FIRST FLOOR





KLUTCH CONSULTANT LLC

Floor Plan - **TYPE 7B**





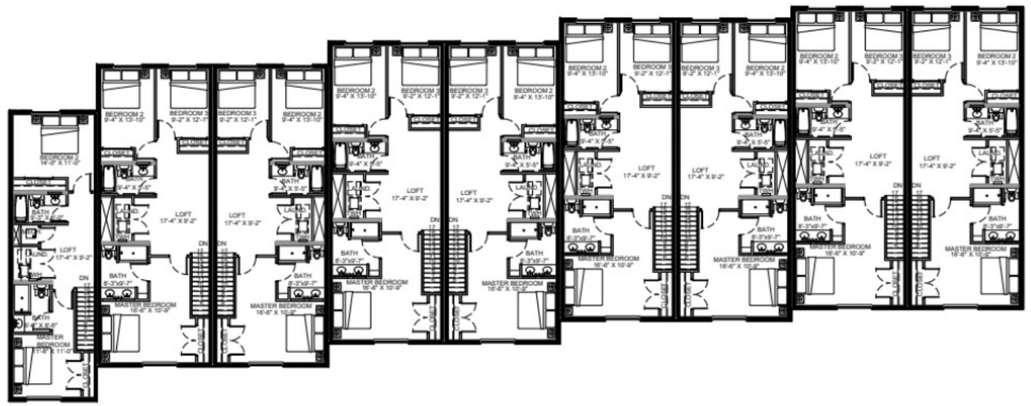
Elevation – **TYPE 7B**



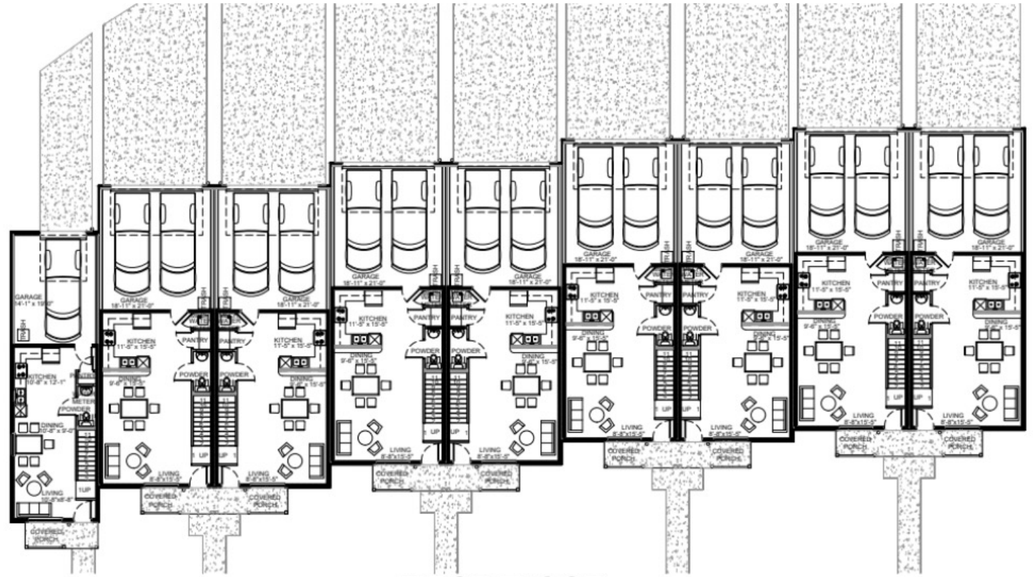
TYPE 7B



TYPE 7B ,



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	1,459 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	977 SF
GARAGE	430 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,582 SF
TOTAL	2,012 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	977 SF
GARAGE	430 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,582 SF
TOTAL	2,012 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	977 SF
GARAGE	430 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,582 SF
TOTAL	2,012 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	977 SF
GARAGE	430 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,582 SF
TOTAL	2,012 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	977 SF
GARAGE	430 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,582 SF
TOTAL	2,012 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	977 SF
GARAGE	430 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,582 SF
TOTAL	2,012 SF

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

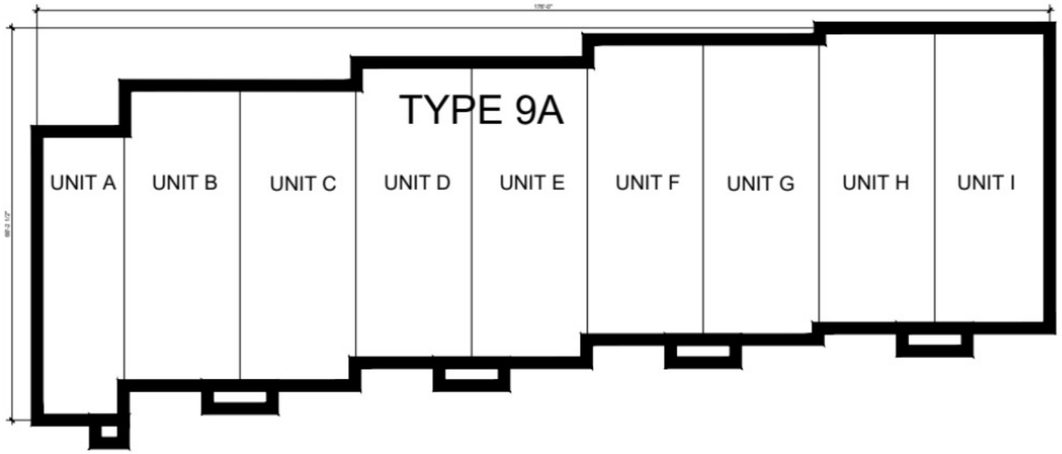
UNIT H	SQUARE FOOTAGE
FLOOR PLAN - 1ST	605 SF
FLOOR PLAN - 2ND	977 SF
GARAGE	430 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,582 SF
TOTAL	2,012 SF

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	977 SF
GARAGE	430 SF
COVERED PATIO	19 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	1,582 SF
TOTAL	2,012 SF

BUILDING TYPE	NUM. OF UNITS IN BLDG	NUM. OF BLDG. TYPES	CONDITIONED SQUARE FOOTAGE	TOTAL CONDITIONED SQUARE FOOTAGE
TYPE 9A	9	1	13,820 SF	13,820 SF

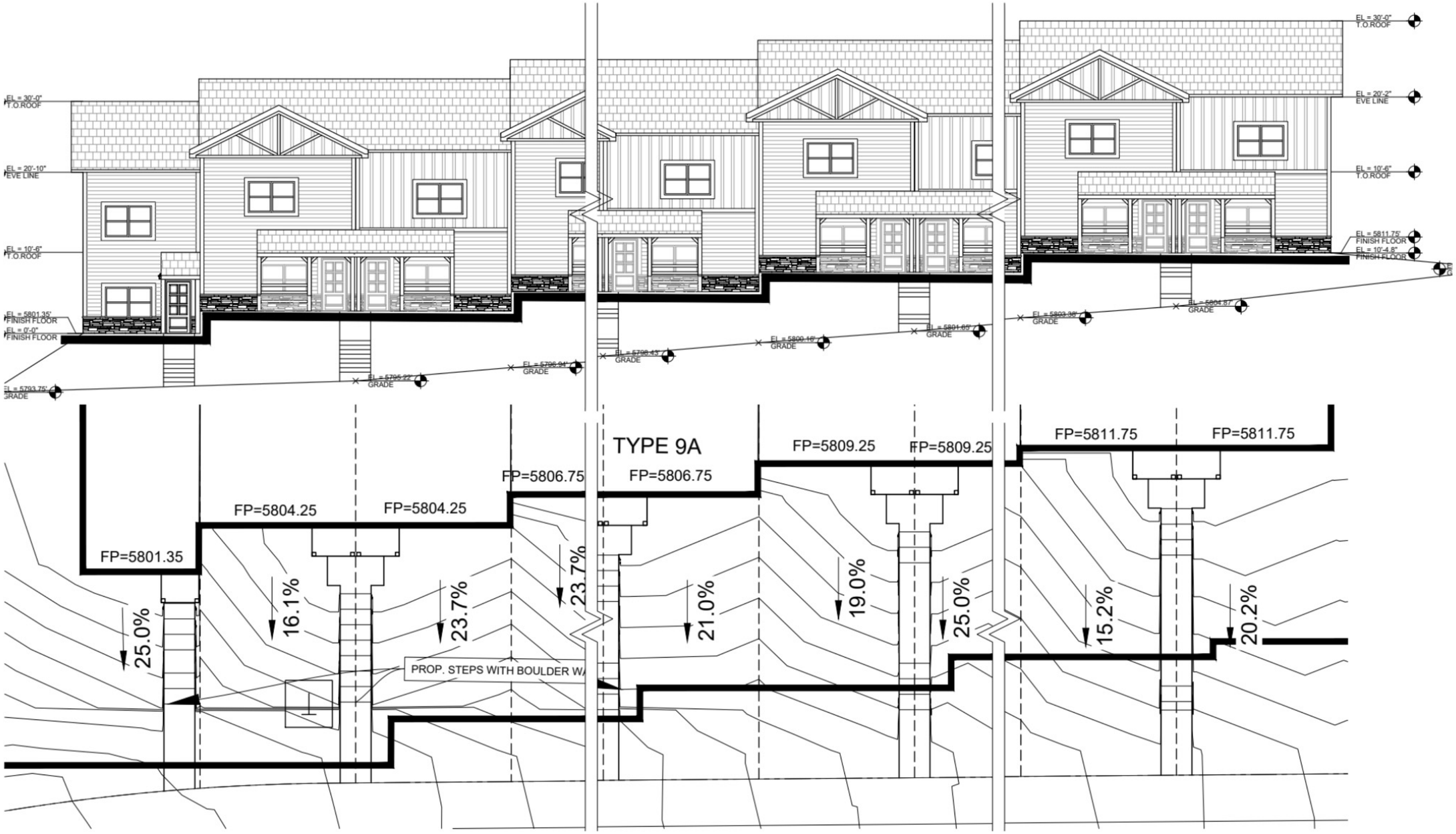
TYPE 9A	SQUARE FOOTAGE
FLOOR PLAN - 1ST	5,297 SF
FLOOR PLAN - 2ND	8,523 SF
GARAGE	3,735 SF
COVERED PATIO	62 SF
COVERED BALCONY	0 SF
TOTAL CONDITIONED	13,820 SF
TOTAL	17,555 SF





KLUTCH CONSULTANT LLC

Floor Plan - **TYPE 9A**





KLUTCH CONSULTANT LLC

Elevation – **TYPE 9A**


TYPE 9A

Elevations

COLORIZED

KLUTCH
CONSULTANT LLC



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"

CASTLE VALLEY RANCH, CO

ELEVATIONS 09A

SCALE: 1/16"=1-0" ▪ JOB#: 24042 ▪ ISSUE DATE: 09/22/2025

APPROVED BY: _____ DATE: _____

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KLUTCH CONSULTANT LLC



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"

CASTLE VALLEY RANCH, CO

ELEVATIONS 09B

SCALE: 1/16"=1-0" • JOB#: 24042 • ISSUE DATE: 09/22/2025

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KLUTCH CONSULTANT LLC

EXTERIOR SIDING



LAP SIDING, COLOR AS SELECTED



BOARD AND BATTEN, COLOR AS SELECTED

STONE



LINEAR LEDGE STONE

PAINT COLORS SLECTED



SW 6461, ISLE OF PINES



SW 9108, DOUBLE LATTE



SW 9141, WATERLOO

TRIM, & DOORS



SW 2923, CEDAR BROWN

ROOFING



ASPHALT SHINGLES

WOOD



CEDAR

ARCHWOOD TOWNHOMES, CASTLE VALLEY RANCH, CO

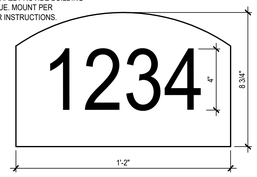
MATERIAL BOARD

SCALE: N.T.S. ■ JOB#: 24042 ■ ISSUE DATE: 09/17/2025
APPROVED BY: _____ DATE: _____

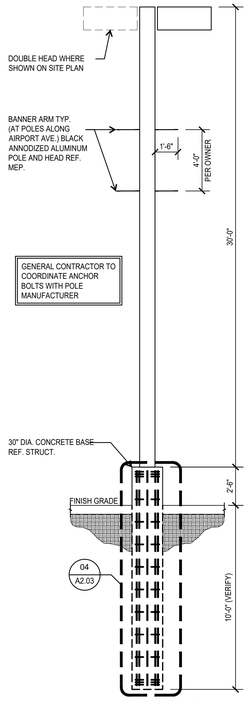
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SITE DETAILS

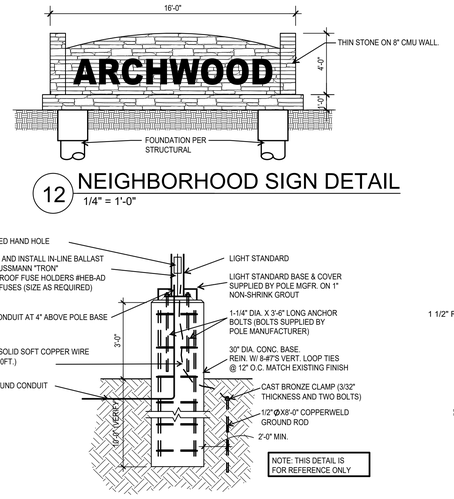
NOTE:
CONTRACTOR SHALL PROVIDE BUILDING ADDRESS PLAQUE. MOUNT PER MANUFACTURER INSTRUCTIONS.



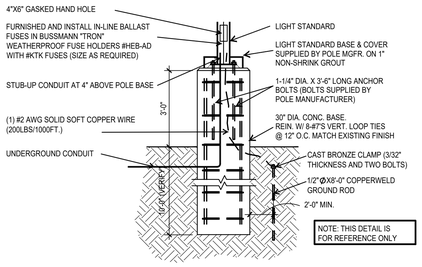
13 BULDING ADDRESS
SCALE: 3" = 1'-0"



12 PAINTED STOP SIGN DETAIL
1/4" = 1'-0"



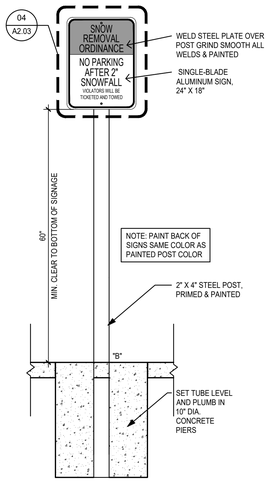
12 NEIGHBORHOOD SIGN DETAIL
1/4" = 1'-0"



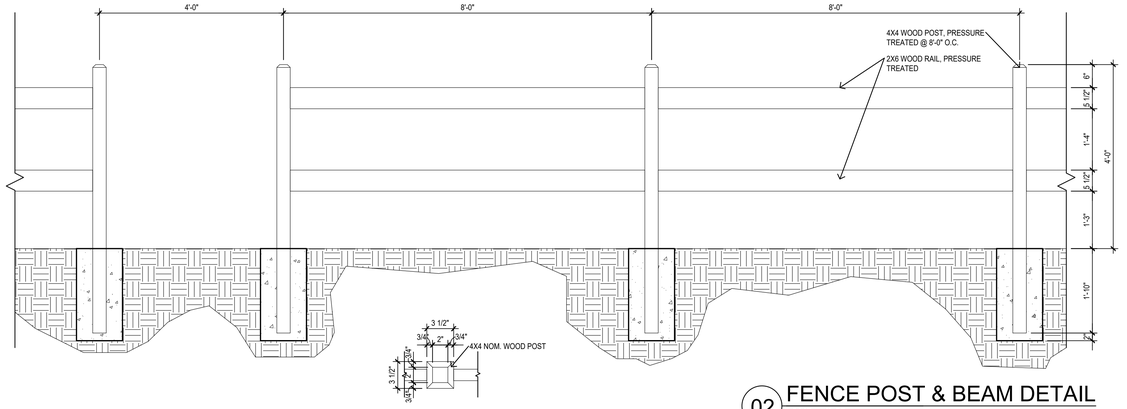
03 LIGHT POLE BASE DETAIL
1/2" = 1'-0"



04 SNOW SIGNAGE
N.T.S.

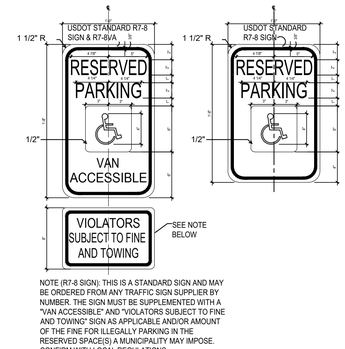


02 SNOW SIGN DETAIL
3/4" = 1'-0"



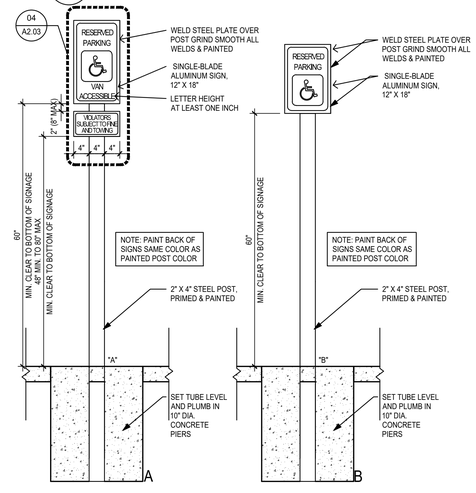
04 POST DETAIL
N.T.S.

02 FENCE POST & BEAM DETAIL
3/4" = 1'-0"

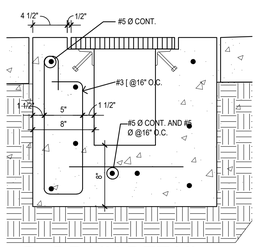


NOTE (R7-8 SIGN): THIS IS A STANDARD SIGN AND MAY BE ORDERED FROM ANY TRAFFIC SIGN SUPPLIER BY NUMBER. THE SIGN MUST BE SUPPLEMENTED WITH A "VAN ACCESSIBLE" AND "VIOLATORS SUBJECT TO FINE AND TOWING" SIGN AS APPLICABLE AND/OR AMOUNT OF THE FINE FOR ILLEGALLY PARKING IN THE RESERVED SPACE(S) A MUNICIPALITY MAY IMPOSE. CONFIRM WITH LOCAL REGULATIONS.

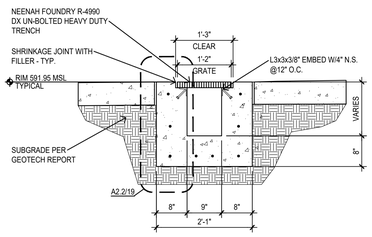
04 ACCESSIBILITY SIGNAGE
N.T.S.



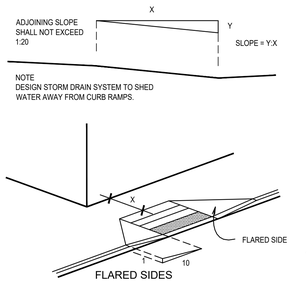
02 H.C. SIGN DETAIL
3/4" = 1'-0"



04 DRAIN DETAIL
N.T.S.



02 TRENCH DRAIN DETAIL
3/4" = 1'-0"



NOTE: CONSTRUCT ALL CURB RAMPS TO MEET REQUIREMENTS OF "TAS" & "ADA" CODES. MAX. SLOPE TO BE 1:12. PROVIDE NON-SLIP FINISH ON RAMP. PROVIDE DETECTABLE SURFACE OF 1/8" DEEP 1/2" WIDE GROVES @ 2" O.C. TOP OF OUTSIDE CURB IS TO BE FLUSH WITH RAMP, AND SLOPE DOWN FROM 6" TO 0"

05 RAMP DETAILS
1/4" = 1'-0"

7.05 DETECTABLE WARNINGS

7.05.1 GENERAL. DETECTABLE WARNINGS SHALL CONSIST OF A SURFACE OF TRUNCATED DOMES AND SHALL COMPLY WITH 705

705.1.1 DOME SIZE. TRUNCATED DOMES IN A DETECTABLE WARNING SURFACE SHALL HAVE A BASE DIAMETER OF 0.9 INCH (23 MM) MINIMUM AND 1.4 INCHES (36 MM)MAXIMIN, A TOP DIAMETER OF 50 PERCENT OF THE BASE DIAMETER MINIMUM TO 65 PERCENT OF THE BASE DIAMETER MAXINUM, AND A HEIGHT OF 0.2 INCH (5.1 MM).

705.1.2 DOME SPACING. TRUNCATED DOMES IN A DETECTABLE WARNING SURFACE SHALL HAVE A CENTER-TO-CENTER SPACING OF 1.6 INCHES (41 MM) MINIMUM AND 2.4 INCHES (61 MM) MAXIMUM, AND A BASE-TO-BASE SPACING OF 0.65 INCH (17 MM) MINIMUM, MEASURE BETWEEN THE MOST ADJACENT DOMES ON A SQUARE GRID.

705.1.3 CONTRAST. DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH ADJACENT WALKING SURFACES EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT.

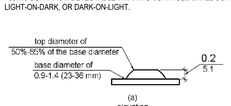
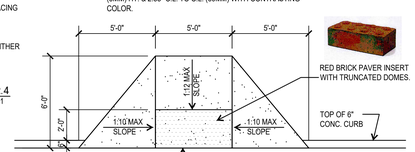


FIGURE 705.1
SIZE AND SPACING OF TRUNCATED DOMES

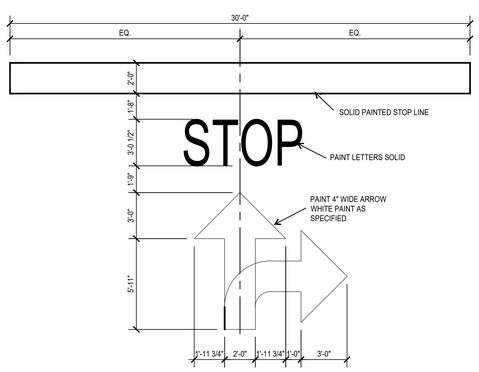
705.2 PLATFORM EDGES. DETECTABLE WARNING SURFACES AT PLATFORM BOARDING EDGES SHALL BE 24 INCHES (610 MM) WIDE AND SHALL EXTEND THE FULL LENGTH OF THE PUBLIC USE AREAS OF THE PLATFORM.

PROVIDE DETECTABLE WARNINGS ON WALKING SURFACE: RAISED TRUNCATED DOMES 0.9 IN. (23MM) DIA., 0.2 IN. (5MM) HT. & 2.35" C.L. TO C.L. (60MM) WITH CONTRASTING COLOR.

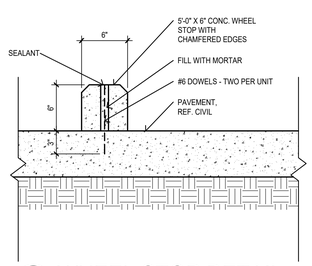


NOTE: CONSTRUCT ALL CURB RAMPS TO MEET REQUIREMENTS OF ADA CODE. MAX. SLOPE TO BE 1:12. PROVIDE NON-SLIP FINISH ON RAMP AND SLOPE DOWN FROM 6" TO 0"

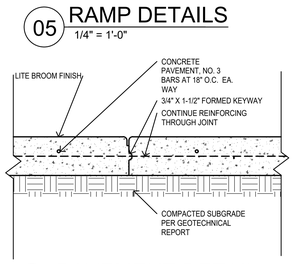
06 RAMP DETAIL
1/4" = 1'-0"



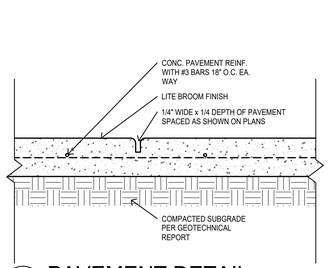
12 PAINTED STOP SIGN DETAIL
1/4" = 1'-0"



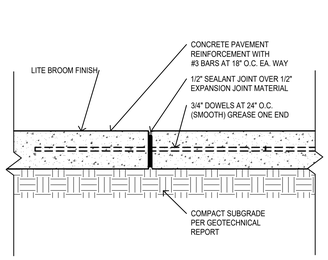
05 WHEEL STOP DETAIL
1-1/2" = 1'-0"



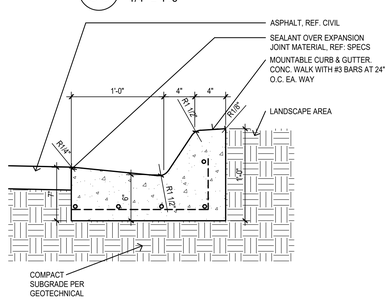
04 PAVEMENT DETAIL
1-1/2" = 1'-0"



03 PAVEMENT DETAIL
1-1/2" = 1'-0"



02 PAVEMENT DETAIL
1-1/2" = 1'-0"



01 CURB DETAIL
1-1/2" = 1'-0"

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ARCHWOOD TOWNHOMES

NEW CASTLE, COLORADO 81647

A DEVELOPMENT OF
MISTER DEVELOPER

ISSUE LOG

NO.	DESCRIPTION	DATE

KLUTCH
CONSULTANT LLC

17760 PRESTON RD
DALLAS, TEXAS 75252
DAVID@KLUTCHCONSULTANT.COM
817-938-7434

DAVID HOFF - ARCHITECT
REGISTRATION NO. 25947

DATE:	PROJECT NO.:	SCALE:
07-31-2025	24042	NTS

SHEET NO.

A2.10

SITE DETAILS

View Shed **Analysis**

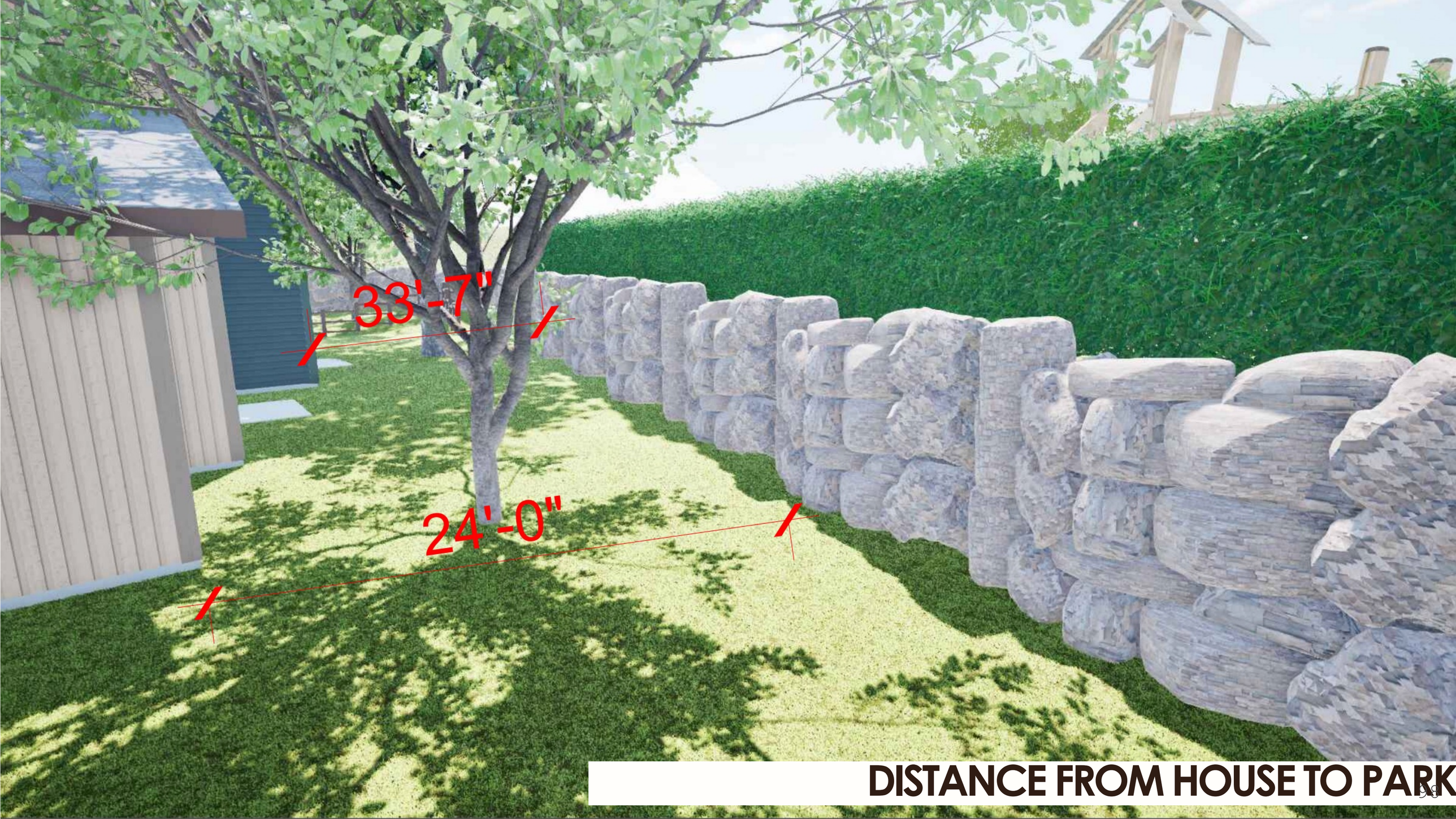

ARCHWOOD



ALLEY WAY



PLAYGROUND



DISTANCE FROM HOUSE TO PARK



DETENTION POND


RETAINING WALL



OPEN SPACE





KLUTCH
CONSULTANT LLC

Let’s build the future together.

BRIEF OVERVIEW OF PROPOSED COVENANTS

Brief Overview of Proposed Covenants

The project will create a Common Interest Community governed by a property owners' association (HOA). Certain amenities, including the park, playground, and pickleball courts, will be conveyed to the Town of New Castle. The Town will be responsible for the long-term operation and maintenance of these facilities.

The HOA will manage and maintain the common elements retained within the project. This includes the back alleys, snow plowing, irrigation and sprinkler systems, and other shared infrastructure. The Covenants will allocate proportionate shares of expenses to each owner for the operation and maintenance of these common elements.

The Covenants will further ensure that the overall development is maintained to a consistent and high standard in perpetuity, protecting the value and quality of the community.

PICKLEBALL COURTS AGREEMENT

TC MIDWEST, LLC

Maarjan Pasha | +1(469) 531-4115 | maarjan@tcfuels.com

To: Town of New Castle

From: TC Midwest

Date: February 5th, 2026

Subject: Commitment to Assist in Construction of Pickleball Courts at VIX Ranch Park

To whom it may concern,

TC Midwest is pleased to confirm our commitment to assisting in the construction of pickleball courts at VIX Ranch Park as part of our ongoing collaboration with the Town of New Castle. The specific location of the pickleball courts within VIX Ranch Park will be determined by TC Midwest in coordination with the Town.

Additionally, TC Midwest is happy to explore the construction of additional courts beyond the initially planned facilities, should the Town wish to participate in the cost of those improvements. We welcome the opportunity to collaborate further on expanded recreational amenities that benefit the New Castle community.

We look forward to continuing our partnership on this project and supporting enhanced community infrastructure.

TC MIDWEST

AFFORDABLE HOUSING STATEMENT

TC MIDWEST, LLC

Maarjan Pasha | +1(469) 531-4115 | maarjan@tcfuels.com

To: Town of New Castle

From: TC Midwest

Date: February 5th, 2026

Subject: Town of New Castle Housing Reservation

To whom it may concern,

TC Midwest is prepared to offer and reserve a limited number of residential units—up to six—within the Archwood Townhomes development for the Town of New Castle under a master-lease style arrangement designed to support workforce or community housing needs.

The Town must confirm the number of units it intends to rent by a date to be determined by TC Midwest. Under this conceptual framework, the town would pay a fixed monthly rental amount for each unit, manage routine upkeep within the units, and place eligible occupants as appropriate.

The specific units to be provided would be identified by the developer as the project advances, with further details regarding structure and terms to be refined during subsequent discussions.

TC MIDWEST

COST SHARING AGREEMENT

TC MIDWEST, LLC

Maarjan Pasha | +1(469) 531-4115 | maarjan@tcfuels.com

To: Town of New Castle

From: TC Midwest

Date: February 5th, 2026

Subject: Agreement to Participate in Cost Sharing for North Wild Horse Drive Improvements

To whom it may concern,

This memorandum confirms that TC Midwest agrees to participate in a cost sharing arrangement for the construction of improvements to North Wild Horse Drive. We acknowledge that these improvements provide shared benefit to our adjacent parcels and therefore support a proportional reimbursement structure.

We agree to share a portion of the cost to construct North Wild Horse Drive as determined based on an objective traffic generation analysis approved by the town. The final allocation of costs will reflect the relative traffic impact of our properties compared to Wildhorse Apartments property as determined by the town's engineer.

We look forward to cooperating with the Town and Wildhorse Apartments to finalize the proportional cost determination and to ensure a fair and transparent process.

TC MIDWEST

PROPOSED NET ZERO OPTION

On Mon, Feb 9, 2026 at 10:26 AM Shiza <shiza@klutchconsultant.com> wrote:

> Hi Blaine,
>
> Yes we're currently in preliminary phase we have our meeting towards the end of this month. We still have to go through final approval beforehand.
>
> Thanks,
> Shiza
>
> ---
>
> **From:** M Blaine Buck <blaine@bighorneng.com>
> **Sent:** Monday, February 9, 2026 12:14 PM
> **To:** Shiza <shiza@klutchconsultant.com>; David Hoff <David@klutchconsultant.com>
> **Cc:** Greg Waldorf <greg@bighorneng.com>
> **Subject:** Archwood
>
> Shiza and David,
>
> Just to confirm a few items after my call with Paul Smith this morning.
>
> Net Zero is an option, not a code requirement. We will plan on doing all electric systems (minisplits) and that should get us most of the way on the energy side.
>
> Also, Paul mentioned that a third party energy consultant would be required to perform some of the tasks for permits.
> He also mentioned that your team is a ways away from approvals, correct? I would like to confirm schedule as to when you want to turn in building permit drawings so we can get the designs taken care of in a timely manner. David mentioned the end of February, while this is not possible, how soon after is a reasonable time frame? End of March? Mid April?
>
> Let us know and we will get moving on the designs.
>
> Thanks!!
>
> 
>
> **Disclaimer**
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> The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.
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TRAFFIC IMPACT ANALYSIS

Traffic Impact Analysis

Prepared For:

Archwood Townhomes
Residential Subdivision

North of Castle Valley Blvd at the Pyramid Dr. Roundabout

New Castle, CO



July 9, 2025

2667 Amber Spring Way
Grand Junction, CO 81506
970-314-4888

TurnKey Consulting, LLC
Superior Project Leadership

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1 Introduction & Executive Summary

This report documents the traffic impact analysis (Study) for buildout of the proposed Archwood Townhome residential subdivision (Project) in New Castle, Colorado. The Project would be located north of Castle Valley Blvd. near the existing Pyramid Dr. Roundabout. The traffic study methodology dated 7/3/25 was approved by the Town.

1.1 Study Area Intersections & Study Periods

The Study area included the following intersections, as shown on Figure 2. The roads are not aligned with cardinal directions, so this list includes the assumed orientations of each road. Castle Valley Blvd. is generally considered an east-west road, so the conventions were based on that alignment.

- Int #1, Existing Castle Valley Blvd. (E-W) & Pyramid Dr. (N-S)
- Int #2, Existing Castle Valley Blvd. (E-W) & N. Wildhorse Dr. (N-S)
- Int #3, Proposed N. Wildhorse Dr. (E-W) & Silverado Trail (N-S)

The analysis years were 2027 (assumed build out year) and 2045 (20-yr condition). The analysis focused on the weekday AM & PM peak hours.

1.2 Project Development Plan

The Project would include 66 townhomes, as shown in Figure 1.

Figure 1 – Project Site Plan Concept

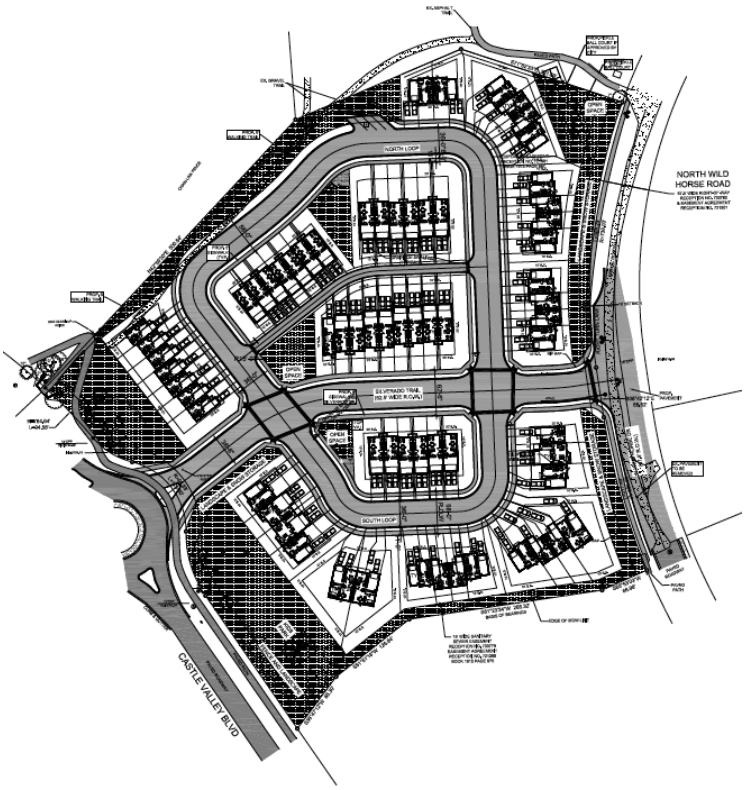


Figure 2 – Study Area Map



1.3 Conclusions

This section summarizes the results of the analysis of existing and proposed conditions resulting from increased background traffic and Project traffic.

The Study area included two existing intersections and one proposed intersection. The analysis years were 2027 (assumed build out year) and 2045 (20-yr condition). The analysis focused on the weekday AM & PM peak hours.

The proposed 66 townhome dwelling units would generate no more than 38 trips per hour in any peak hour condition, which is a relatively low value. The majority of these new trips would travel to/from the east on Castle Valley Blvd.

For the 2045 background traffic conditions, the Study assumed that two other adjacent subdivision projects would be complete and generating traffic in the Study Area. The Study also assumed that some traffic from one existing subdivision would divert through the Study Area.

The two existing intersection configurations on Castle Valley Blvd would operate well in all analysis periods and additional turn lanes would not be warranted. Exclusive turn lanes on the proposed intersection of N. Wildhorse Dr. & Silverado Trail would not be warranted, and the intersection would operate well as a standard 3-leg, stop-controlled configuration. The intersection sight distance at the two existing intersections on Castle Valley Blvd. is adequate.

2 Project Trips

This section includes Project trip generation, distribution, and assignment to the roadway network. Figure 1 shows the development plan, which could represent the Project buildout condition with 66 DU.

2.1 Project Trip Generation

The study analyzed the weekday morning and afternoon peak-hour periods. Project trip generation forecasts were based on the ITE Trip Generation manual (11th Edition). A detailed project trip generation calculation is provided in the Appendix. There were not any trip reductions for pass-by capture or internal trip capture.

Table 1 – Project Trip Generation Calculation (66 SFR)

Land Use	ITE Land Use Code	Period	Trip Ends (66 DU)		
			In	Out	Total
Single-Family Attached Housing	215	Weekday	238	238	475
		AM Peak Hour	8	24	32
		PM Peak Hour	22	16	38

2.2 Project Trip Distribution & Assignment

Previous studies assumed that subdivision traffic would travel 95% to/from the east and 5% to/from the west on Castle Valley Blvd. However, the updated trip split assumptions in this Study were based on the recent count of existing traffic at two intersections on Castle Valley Blvd - N. Wildhorse Dr. intersection and the Pyramid Dr. intersection This calculation used the average of splits for the two intersections, which showed different splits for the AM and PM periods.

- AM Period
  - 93% to/from the east on Castle Valley Blvd.
  - 7% to/from the west on Castle Valley Blvd.
- PM Period
  - 82% to/from the east on Castle Valley Blvd.
  - 18% to/from the west on Castle Valley Blvd.

These splits were used for Project Traffic at the intersection of Castle Valley Blvd. & Pyramid Dr., and they would be the same for years 2027 and 2045.

These splits were also used for splits for assignment of future background and diverted traffic at the intersection of N. Wildhorse Dr. & Silverado Trail. The attachments include the detailed calculations.

2.3 Project Trip Assignment by Intersection and Movement

The following set of tables show the inbound and outbound project trip distribution percentages and project trip assignment for each intersection and movement. It was assumed that all Project trips would access Castle Valley Blvd. at the Pyramid Dr./Silverado Trail roundabout, and they would not travel on N. Wildhorse Dr.

Table 2 – Project Trip Distributions & Assignments

INT 1 Castle Valley Blvd. (E-W) & Pyramid Dr. (N-S)

	Weekday AM Condition											
	Eastbound (CVB)			Westbound (CVB)			Northbound (Pyramid)			Southbound (Silverado)		
Description	L	TH	R	L	TH	R	L	TH	R	L	TH	R
Trip Distribution % Inbound Period 1	7%	0%	0%	0%	0%	93%	0%	0%	0%	0%	0%	0%
Trip Distribution % Outbound Period 1	0%	0%	0%	0%	0%	0%	0%	0%	0%	93%	0%	7%
Trip Distribution % Inbound Period 2	7%	0%	0%	0%	0%	93%	0%	0%	0%	0%	0%	0%
Trip Distribution % Outbound Period 2	0%	0%	0%	0%	0%	0%	0%	0%	0%	93%	0%	7%
Project Trip Volume Inbound - Period 1	1	0	0	0	0	7	0	0	0	0	0	0
Project Trip Volume Outbound - Period 1	0	0	0	0	0	0	0	0	0	22	0	2
Project Trip Volume Total - Period 1	1	0	0	0	0	7	0	0	0	22	0	2
Project Trip Volume Inbound - Period 2	1	0	0	0	0	7	0	0	0	0	0	0
Project Trip Volume Outbound - Period 2	0	0	0	0	0	0	0	0	0	22	0	2
Project Trip Volume Total - Period 2	1	0	0	0	0	7	0	0	0	22	0	2

	Weekday PM Condition											
	Eastbound (CVB)			Westbound (CVB)			Northbound (Pyramid)			Southbound (Silverado)		
Description	L	TH	R	L	TH	R	L	TH	R	L	TH	R
Trip Distribution % Inbound Period 1	18%	0%	0%	0%	0%	82%	0%	0%	0%	0%	0%	0%
Trip Distribution % Outbound Period 1	0%	0%	0%	0%	0%	0%	0%	0%	0%	82%	0%	18%
Trip Distribution % Inbound Period 2	18%	0%	0%	0%	0%	82%	0%	0%	0%	0%	0%	0%
Trip Distribution % Outbound Period 2	0%	0%	0%	0%	0%	0%	0%	0%	0%	82%	0%	18%
Project Trip Volume Inbound - Period 1	4	0	0	0	0	18	0	0	0	0	0	0
Project Trip Volume Outbound - Period 1	0	0	0	0	0	0	0	0	0	13	0	3
Project Trip Volume Total - Period 1	4	0	0	0	0	18	0	0	0	13	0	3
Project Trip Volume Inbound - Period 2	4	0	0	0	0	18	0	0	0	0	0	0
Project Trip Volume Outbound - Period 2	0	0	0	0	0	0	0	0	0	13	0	3
Project Trip Volume Total - Period 2	4	0	0	0	0	18	0	0	0	13	0	3

INT 2 Castle Valley Blvd. (E-W) & N. Wildhorse Dr. (N-S)

	Weekday AM Condition											
	Eastbound (CVB)			Westbound (CVB)			Northbound (wildhorse)			Southbound (wildhorse)		
Description	L	TH	R	L	TH	R	L	TH	R	L	TH	R
Trip Distribution % Inbound Period 1	0%	0%	0%	0%	93%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution % Outbound Period 1	0%	93%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution % Inbound Period 2	0%	0%	0%	0%	93%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution % Outbound Period 2	0%	93%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Project Trip Volume Inbound - Period 1	0	0	0	0	7	0	0	0	0	0	0	0
Project Trip Volume Outbound - Period 1	0	22	0	0	0	0	0	0	0	0	0	0
Project Trip Volume Total - Period 1	0	22	0	0	7	0	0	0	0	0	0	0
Project Trip Volume Inbound - Period 2	0	0	0	0	7	0	0	0	0	0	0	0
Project Trip Volume Outbound - Period 2	0	22	0	0	0	0	0	0	0	0	0	0
Project Trip Volume Total - Period 2	0	22	0	0	7	0	0	0	0	0	0	0

	Weekday PM Condition											
	Eastbound (CVB)			Westbound (CVB)			Northbound (wildhorse)			Southbound (wildhorse)		
Description	L	TH	R	L	TH	R	L	TH	R	L	TH	R
Trip Distribution % Inbound Period 1	0%	0%	0%	0%	82%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution % Outbound Period 1	0%	82%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution % Inbound Period 2	0%	0%	0%	0%	82%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution % Outbound Period 2	0%	82%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Project Trip Volume Inbound - Period 1	0	0	0	0	18	0	0	0	0	0	0	0
Project Trip Volume Outbound - Period 1	0	13	0	0	0	0	0	0	0	0	0	0
Project Trip Volume Total - Period 1	0	13	0	0	18	0	0	0	0	0	0	0
Project Trip Volume Inbound - Period 2	0	0	0	0	18	0	0	0	0	0	0	0
Project Trip Volume Outbound - Period 2	0	13	0	0	0	0	0	0	0	0	0	0
Project Trip Volume Total - Period 2	0	13	0	0	18	0	0	0	0	0	0	0

INT 3 N. Wildhorse Dr. (E-W) & Silverado Trail (N-S)

	Weekday AM Condition											
	Eastbound (wildhorse)			Westbound (wildhorse)			Northbound (Silverado)			Southbound (Silverado)		
Description	L	TH	R	L	TH	R	L	TH	R	L	TH	R
Trip Distribution % Inbound Period 1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution % Outbound Period 1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution % Inbound Period 2	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution % Outbound Period 2	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Project Trip Volume Inbound - Period 1	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Volume Outbound - Period 1	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Volume Total - Period 1	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Volume Inbound - Period 2	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Volume Outbound - Period 2	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Volume Total - Period 2	0	0	0	0	0	0	0	0	0	0	0	0

	Weekday PM Condition											
	Eastbound (wildhorse)			Westbound (wildhorse)			Northbound (Silverado)			Southbound (Silverado)		
Description	L	TH	R	L	TH	R	L	TH	R	L	TH	R
Trip Distribution % Inbound Period 1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution % Outbound Period 1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution % Inbound Period 2	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution % Outbound Period 2	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Project Trip Volume Inbound - Period 1	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Volume Outbound - Period 1	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Volume Total - Period 1	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Volume Inbound - Period 2	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Volume Outbound - Period 2	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Volume Total - Period 2	0	0	0	0	0	0	0	0	0	0	0	0

3 Existing Roadway Conditions

This section describes the existing roadways and intersections.

3.1 Existing Road & Intersection Configurations

The Study Area included the following existing intersections:

- Int #1, Existing Castle Valley Blvd. (E-W) & Pyramid Dr. (N-S)
- Int #2, Existing Castle Valley Blvd. (E-W) & N. Wildhorse Dr. (N-S)

Castle Valley Blvd.

This is a two-lane asphalt arterial roadway serving Lakota Canyon Ranch and Castle Valley Ranch. It has approximately 24 feet in width, with 2-3-foot gravel shoulders and a posted speed of 30 mph in the vicinity of N Wildhorse Dr. A pedestrian trail (8 ft) is located on the north side of Castle Valley Blvd. For the purposes of this study and application of the State Highway Access Code, it is classified as a non-rural arterial, NR-B using CDOT Access Category standards.

N. Wildhorse Dr.

This is a two-lane asphalt collector roadway, approximately 24 feet in width, with curb, gutter, sidewalk, and on-street parking delineated away from intersections. There is not a posted speed limit. Currently the road ends on the north side of Filing 10 and the south side of VIX Park.

The following set of Figures show the existing intersection lane geometry and configurations at each intersection.

Figure 3 - Existing Intersection Geometry Images



Int. #1 – Castle Valley Blvd. & Pyramid Dr. (3-leg, single lane roundabout)



Int. #2 – Castle Valley Blvd. & N. Wildhorse Dr. (4-leg, two-way stop controlled)

3.2 Peak Hour Intersection Traffic Counts

TurnKey Consulting obtained AM & PM peak period traffic counts at the two existing intersections on 6/26/25. The Appendix includes the detailed traffic count data. The local road intersections are in residential areas that would not experience seasonal traffic variations during the year. School traffic might increase during the AM peak period, but it would not overlap with PM peak hour traffic, which is the higher volume condition. Therefore, the counts were not adjusted for peak season.

4 Future Roadway & Traffic Conditions

This section addresses the planned roadway system changes, growth of background traffic, and the total future traffic volumes.

4.1 Assumed Future Road Network

The Study considered two possible future road extensions.

- The extension of Silverado Trail between Lakota and the Project would not be constructed. This new road segment would be part of Planning Area #15 development, and it would be addressed in a future study. SGM prepared a traffic study for PA #15 in 2022, but it was based on a previous land use concept. The property was sold since then and the future land use is unknown.
- The remaining portion of N. Wildhorse Drive would be complete in the long range 2045 study condition. It would be constructed in two phases. The 9 North Wild Horse development would construct the full roadway section adjacent to VIX Park, and then a partial road section between the park and the existing segment to the south. The Archwood Project would construct the full section in these limits.

4.2 Future Background Traffic Volumes

A general traffic growth rate wasn't considered as part of these calculations due to the nature of development in Castle Valley Ranch. Future background traffic would be more a function of development within specific planning areas. As such, these calculations assumed that the existing traffic volumes would be the future background traffic volumes in year 2027.

However, the estimate of future background traffic for year 2045 considered the following factors.

4.2.1 Consideration of Other Adjacent Land Development Projects - 2045

Future 20-year traffic was considered from other adjacent developments as shown in other traffic studies and calculations by SGM.

9 North Wild Horse (R2).

This project would be located along N. Wildhorse Rd., north of VIX Park. It would include 130 apartments with the following trip generation.

Table 3 – Trip Generation – 9 North Wild Horse

Trip Generation - R2 New Castle
ITE Trip Generation, 11th Edition

			Weekday Design Hour Traffic				
Land Use	Number of Units	ITE Code	Weekday Traffic	AM IN	AM OUT	PM IN	PM OUT
Multi-Family (Low-rise)	130	220	909	15	48	48	28
		Access & N Wildhorse		Right	Left	Right	Left
			Total Leg	63		76	

The Study considered these trips as part of background traffic in the long range condition when N. Wildhorse Dr. is fully constructed. The Study assumed that 100% of this traffic would travel to/from the south on N. Wildhorse Drive and would split at the intersection of N. Wildhorse Dr. & Silverado Trail, with traffic traveling to/from the west on Castle Valley Blvd. using Silverado Trail through the Archwood Project. 9 North Wild Horse traffic traveling to/from the east on Castle Valley Blvd. would use the existing segment of N. Wildhorse Dr. through the existing subdivision. The would create a higher traffic volume condition for the evaluation of the intersection of N. Wildhorse Dr. & Castle Valley Blvd., which is conservative The east-west distribution of 9 North Wild Horse traffic on Castle Valley Blvd. were based on the calculation of existing travel patterns (see previous section on Project Trip Distribution). The appendix shows the calculation of these trips by intersection and movement.

Planning Area #17

SGM prepared a traffic study for PA #17 in 2022, and it was based on a currently valid land use concept. The SGM study provided trip generation for PA #17, and the Study used this information to identify PA #17 trips at the study intersections.

Table 4 – Trip Generation – PA #17

Trip Generation Table - PA 17 Castle Valley Ranch
ITE Trip Generation, 10th Edition

				Design Hour Rates						Weekday DHV				
Land Use	Number of Units	ITE Code	Weekda Rate	AM Rate	AM IN	AM OUT	PM Rate	PM IN	PM OUT	eekd Traffi	AM IN	AM OUT	PM IN	PM OUT
Multi-Family (Low-rise)	91	220	7.11	0.48	0.11	0.37	0.60	0.30	0.18	647	10	34	27	16
ITE Ttrip Generation Manual, 10th Edition	TE Code	Basis of	Time Period Used Above	Weekday Design Distributio AM IN	M OUT		PM IN	M OUT						
Multi-Family (Low-rise)	220	Fitted Cu	Peak Hour adjac	23%	77%		63%	37%						

The Study considered these trips as part of background traffic in the long range condition. The Study assumed that all this traffic would split at the intersection of Castle Valley Blvd. & PA-17 Access Road. The east-west distribution of PA-17 traffic on Castle Valley Blvd. was based on the calculation of existing travel patterns (see previous section on Project Trip Distribution). The appendix shows the calculation of these trips by intersection and movement.

Planning Area #15.
As previously stated, the future land use is unknown for this area, and it was not included in this Study.

4.2.2 Diverted Traffic When N. Wildhorse Dr. is Fully Constructed - 2045

There were two areas to consider for future diverted traffic.

Existing Buckskin Circle Subdivision
There is an existing subdivision on the north side of N. Wildhorse Dr. (north of the school) that must currently travel to/from the east and through the intersection of N. Wildhorse Dr. & Alder Ave. in order to reach Castle Valley Blvd. These would be the 33 existing houses adjacent to Buckskin Circle and Mustang Dr. The Study assumed that 95% of traffic from the east half of this subdivision would divert to N. Wildhorse Dr. when the missing segment is constructed (or 31 SFR DU). The Study calculated the diverted traffic trip generation and distribution throughout the road network in the long range condition.

Table 5 – Diverted Trips – Buckskin Circle Area

Land Use: Single Family Detached	ITE Land Use Code: 210	Period	Trip Ends (31 DU)		
			In	Out	Total
		AM Peak Hour	6	20	26
		PM Peak Hour	21	12	33

Existing VIX Park Event Traffic
Event traffic for VIX park would be negligible in the weekday AM & PM peak hour periods so the Study did not include diversion of VIX Park traffic.

4.3 Total Future Traffic Volumes (Background + Project)

Future total traffic is the sum of Project trips and background traffic. The following Figures show the future total future traffic volumes at each intersection for years 2027 and 2045.

The Total Future Background Traffic volumes are shown in the appendices for Traffic Volume Calculations.

Figure 4 - Total Future Traffic Volumes – 2027 AM

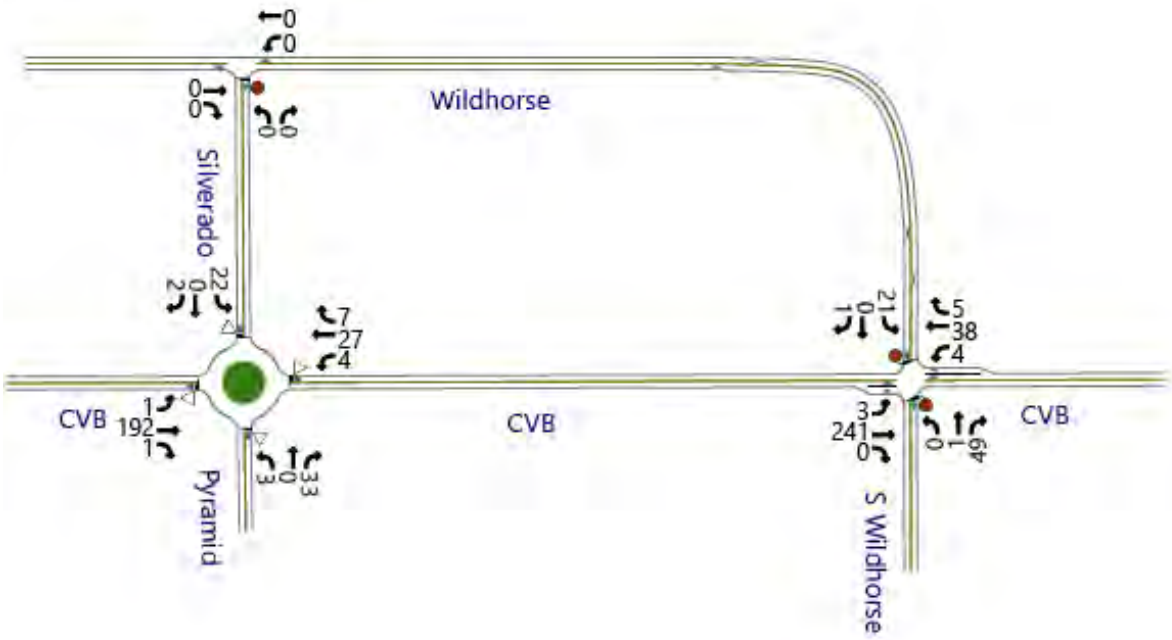


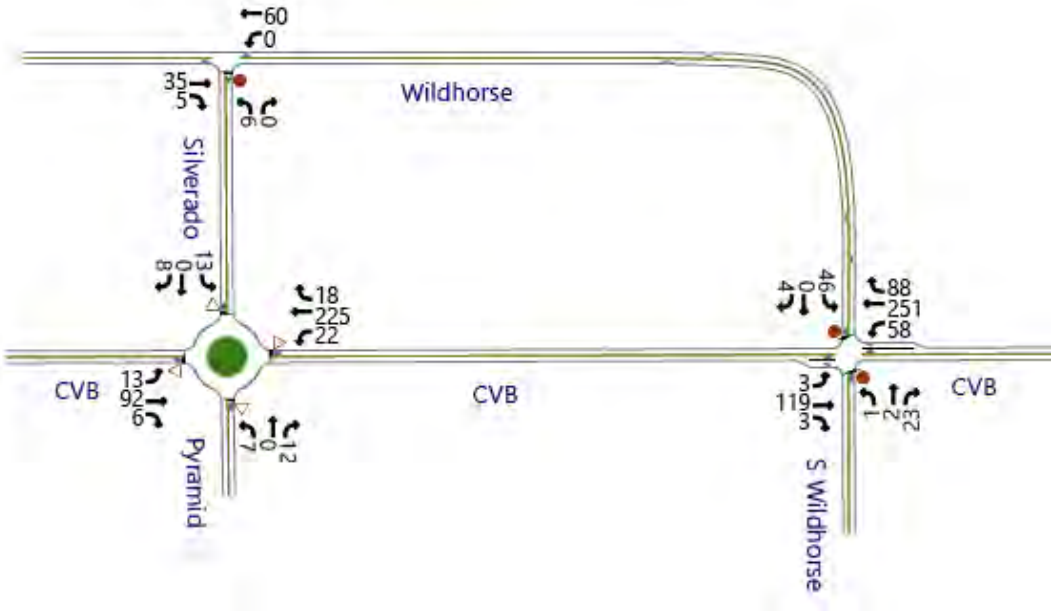
Figure 5 - Total Future Traffic Volumes – 2027 PM



Figure 6 - Total Future Traffic Volumes – 2045 AM



Figure 7 - Total Future Traffic Volumes – 2045 PM



5 Peak Hour Safety & Traffic Operations Analysis

This analysis included turn lane warrant evaluations, traffic operations calculations, and sight distance.

5.1 Turn Lane Warrant Evaluation

Auxiliary turn lane requirements for local collector road access are typically analyzed using the CDOT State Highway Access Code based on the anticipated peak hour volumes, the speed limit and geometry of the highway adjacent to the access, and the classification of the highway. For analysis purposes, the Castle Valley Blvd. speed limit adjacent to the site is 30 mph with an NR-B access category.

CDOT Turn Lane Warrants and Requirements (NR-B)

This criterion includes turn lane warrants, turn lane waiver volumes, and lengths for acceleration and deceleration lanes. The following table shows the CDOT turn lane warrant criteria, per State Highway Access Code.

Table 6 – CDOT Turn Lane Warrant Criteria – NR-B Roads

Auxiliary Lane	CDOT Warrant Requirements
Left Turn Deceleration Lane	More than 25 vph (speed <40 mph) or more than 10 vph (speed >40 mph)
Right Turn Deceleration Lane	More than 50 vph (speed <40 mph) or more than 25 vph (speed >40 mph)
Left Turn Acceleration Lane	May be req'd if benefit to safety and operations. Generally, not required if speed less than 40 mph
Right Turn Acceleration Lane	May be req'd if benefit to safety and operations. Generally, not required if speed less than 40 mph

Turn lane length for NR-B Roads should be:

- Left turn deceleration = taper + storage
- Right turn deceleration = taper + storage
- Acceleration = acceleration distance

Turn Lane Evaluation Results

This section shows the results of the turn lane evaluation.

Int #1, Existing Castle Valley Blvd. (E-W) & Pyramid Dr./Silverado Trail (N-S)

Roundabouts accommodate all turning movements without the need for exclusive turn lanes. Sometimes the operational analysis reveals the need for right turn bypass lanes, but the need wouldn't be a function of turn lane warrants (note: the analysis confirmed that the existing configuration would work well in all conditions).

Int #2, Existing Castle Valley Blvd. (E-W) & N. Wildhorse Dr. (N-S)
Project trips would not travel to/from the south on S. Wildhorse Dr. so this evaluation focused on turn lanes that would service the north leg.

- Eastbound Left Turn Deceleration Lane. The low left turning volume of 3 vph would be less than the warrant volume of 25 vph. This lane wouldn't be warranted.

- Westbound Right Turn Deceleration Lane. In the AM condition, the low right turning volume of 28 vph would be less than the warrant volume of 50 vph. This lane wouldn't be warranted in the AM condition. However, the PM condition would eventually have a turning volume of 88 vph, which would exceed the warrant volume of 50 vph. And the conflicting westbound through volume of 251 vph would be higher than the CDOT waiver volume. The lane would be warranted but there is currently a 200-ft. long right deceleration turn lane that provides the safety benefit.

- Southbound – Westbound Right Turn Acceleration Lane. Acceleration lanes are generally not warranted at the current speed limit. And the low right turning volume of 5 vph would not warrant the lane. The lane would not be warranted but there is currently a 230-ft. long right turn acceleration lane that provides the safety benefit.

- Southbound – Eastbound Left Turn Acceleration Lane. Acceleration lanes are generally not warranted at the current speed limit. But the relatively high future left turning volume of 86 vph indicated that the operational analysis should evaluate the need for this lane (note: the existing intersection configuration would operate well in all conditions). This section of Castle Valley Blvd doesn't have a striped acceleration lane, but there is currently about 400-ft. of extra wide pavement for eastbound travel. It is unlikely that southbound – eastbound left turning vehicles would use this area as an acceleration lane. This lane is not recommended.

Int #3, Proposed N. Wildhorse Dr. (E-W) & Silverado Trail (N-S)
For the foreseeable future, this would be a 3-leg intersection until Silverado Trail is extended to become the north leg of this intersection. This evaluation focused on turn lanes that would service the proposed south leg.

- Westbound Left Turn Deceleration Lane. There would be little or no left turning volume making this movement. This lane wouldn't be warranted.

- Eastbound Right Turn Deceleration Lane. In the either condition, the low right turning volume of 5 vph would be less than the warrant volume of 50 vph. In addition, the low volume of conflicting eastbound through traffic (maximum of 65 vph) is below the CDOT waiver volume. This lane wouldn't be warranted.

  However, there is a system-wide consideration that the Town wanted to explore at this intersection. The 65 vph of eastbound through traffic at this intersection

would become southbound left turns at the intersection of Castle Valley Blvd. & N. Wildhorse Dr. In general, left turns at roundabouts (like at Castle Valley Blvd. & Pyramid Dr.) are safer than left turns at stop-controlled intersections. The Town wondered if an eastbound right turn lane at this intersection would encourage drivers to use the roundabout at Castle Valley Blvd. for left turn movements. It is unlikely that a right turn lane alone would accomplish this. Drivers tend to follow the most direct route to a destination and nowadays use mobile phone routing applications to do this. However, more drivers will start using the roundabout option if they feel unsafe or there was long delay at the stop controlled option. The operations analysis quantified the left turn delay for the proposed conditions at intersection #2 and vehicle delay and queueing would be minimal.

- Northbound – Eastbound Right Turn Acceleration Lane. Acceleration lanes are generally not warranted at the proposed speed limit. There would be little or no right turning volume making this movement. This lane wouldn't be warranted.

- Northbound – Westbound Left Turn Acceleration Lane. Acceleration lanes are generally not warranted at the current speed limit, and the turning volume would be no more than 5 vph. This lane would not be warranted.

5.2 Traffic Operations Analysis

The analysis used the latest version of Synchro Software to evaluate the existing and future traffic operations at the intersections within the study area. The concept of Level of Service (LOS) is used as a basis for computing combinations of roadway operating conditions and delay, which accommodate various level of traffic activity. By definition, six different LOS are used - A, B, C, D, E, and F. LOS "A" represents free-flow conditions with little to no delay. LOS "E" represents the maximum capacity of an intersection or roadway, where delay and/or congestion are severe.

Table 7 – Intersection Delay & LOS Thresholds

Level of Service (LOS)	**Signalized Intersections** *(seconds/vehicle)*	**Unsignalized Intersection** *(seconds/vehicle)*
A	0.0 – 10.0	0.0 – 10.0
B	10.1 – 20.0	10.1 – 15.0
C	20.1 – 35.0	15.1 – 25.0
D	35.1 – 55.0	25.1 – 35.0
E	55.1 – 80.0	35.1 – 50.0
F	Greater than 80.0	Greater than 50.0

Source: Transportation Research Board, *Highway Capacity Manual*

CDOT does not have any specific LOS standards, but they generally reference the AASHTO "Green Book" as a guideline when absent CDOT standards. The Green Book indicates that LOS C is desirable in rural conditions and LOS D is desirable in urban conditions.

The operational analysis included the following assumptions:

- The peak hour factor was 0.92.
- This area is flat, so grade adjustments were not necessary.
- The truck factor was 2%.
- It was assumed that each leg of intersections would have 10 pedestrian crossings per hour.

The following table shows the operation analysis results for the proposed conditions at each intersection and analysis period. All movements at all intersections in all conditions would operation well with mostly level of service A and minimal vehicle queueing.

Table 8 – Intersection LOS Summary for Peak Hour Conditions

Location - Period - Movement	Traffic Control	New Lane Geometry	Year 2027 Background	Year 2027 Total	Year 2045 Background	Year 2045 Total
Int # 1 Castle Valley Blvd & Pyramid Dr/Silverado - AM	Roundabout					
Eastbound CVB			A	A	A	A
Westbound CVB			A	A	A	A
Northbound			A	A	A	A
Southbound			A	A	A	A
Overall Intersection (ave. sec/veh)		Construct north leg (1in, 1 out) for total traffic	A (3.8)	A (3.8)	A (3.8)	A (3.8)
Critical Movement Delay (ave. sec/veh)			EB (3.9)	EB (4.1)	EB (4.0)	EB (4.1)
Int #1 Castle Valley Blvd & Pyramid Dr/Silverado - PM	Roundabout					
Eastbound CVB			A	A	A	A
Westbound CVB			A	A	A	A
Northbound			A	A	A	A
Southbound			A	A	A	A
Overall Intersection (ave. sec/veh)		Construct north leg (1in, 1 out) for total traffic	A (4.0)	A (4.1)	A (4.1)	A (4.2)
Critical Movement Delay (ave. sec/veh)			WB (4.3)	WB (4.5)	WB (4.4)	WB (4.6)
Int #2 Castle Valley Blvd & N. Wildhorse Dr - AM	Unsignalized					
Eastbound CVB			A	A	A	A
Westbound CVB			A	A	A	A
Northbound	Stop		B	B	B	B
Southbound	Stop		B	B	B	B
Critical Movement Delay (ave. sec/veh)			SB (11.3)	SB (11.6)	SB (12.4)	SB (12.8)
Int #2 Castle Valley Blvd & N. Wildhorse Dr - PM	Unsignalized					
Eastbound CVB			A	A	A	A
Westbound CVB			A	A	A	A
Northbound	Stop		A	A	A	A
Southbound	Stop		B	B	B	C
Critical Movement Delay (ave. sec/veh)			SB (12.8)	SB (13.2)	SB (14.6)	SB (15.1)
Int #3 N. Wildhorse Dr & Silverado Trail - AM	Unsignalized	Construct all three legs				
Eastbound					A	A
Westbound					A	A
Northbound	Stop				A	A
Critical Movement Delay (ave. sec/veh)					NB (9.2)	NB (9.2)
Int #3 N. Wildhorse Dr & Silverado Trail - PM	Unsignalized	Construct all three legs				
Eastbound					A	A
Westbound					A	A
Northbound	Stop				A	A
Critical Movement Delay (ave. sec/veh)					NB (9.3)	NB (9.3)

5.3 Intersection Sight Distance

The sight distance was evaluated at the two existing intersections.

Int #1, Existing Castle Valley Blvd. (E-W) & Pyramid Dr./Silverado Trail (N-S)
For the proposed north leg, southbound traffic needs enough sight distance to the east to judge adequate gaps in the oncoming traffic flow from the east in the roundabout. The sight view through the central island is clear, and there is plenty of distance to the east along Castle Valley Blvd.

Int #2, Existing Castle Valley Blvd. (E-W) & N. Wildhorse Dr. (N-S)
As shown in the following images for the north leg, southbound traffic would have adequate sight distance to the west along Castle Valley Blvd. Sight distance to the east along Castle Valley Blvd. is compromised by a single evergreen tree. At 30 mph, Table 4-2 of the State Highway Access Code indicates that the entering sight distance should be 390-ft. (2-lane road, SU vehicle). The actual view distance to the east is close to the required distance, but the town could consider removing the single evergreen tree.

Figure 8 – Sight View to the West from N. Wildhorse Dr.



Figure 9 – Sight View to the East from N. Wildhorse Dr.



Int #3, Proposed N. Wildhorse Dr. (E-W) & Silverado Trail (N-S)
N. Wildhorse Dr. should be designed to provide adequate intersection sight distance.

6 Conclusions

This section summarizes the results of the analysis of existing and proposed conditions resulting from increased background traffic and Project traffic.

The Study area included two existing intersections and one proposed intersection. The analysis years were 2027 (assumed build out year) and 2045 (20-yr condition). The analysis focused on the weekday AM & PM peak hours.

The proposed 66 townhome dwelling units would generate no more than 38 trips per hour in any peak hour condition, which is a relatively low value. The majority of these new trips would travel to/from the east on Castle Valley Blvd.

For the 2045 background traffic conditions, the Study assumed that two other adjacent subdivision projects would be complete and generating traffic in the Study Area. The Study also assumed that some traffic from one existing subdivision would divert through the Study Area.

The two existing intersection configurations on Castle Valley Blvd would operate well in all analysis periods and additional turn lanes would not be warranted. Exclusive turn lanes on the proposed intersection of N Wildhorse Dr. & Silverado Trail would not be warranted, and the intersection would operate well as a standard 3-leg, stop-controlled configuration. The intersection sight distance at the two existing intersections on Castle Valley Blvd. is adequate.

FISCAL IMPACT ANALYSIS

Fiscal Impact Analysis of Archwood Townhomes

New Castle, Colorado
September 12, 2025

Introduction

Klutch Consultant LLC retained Triple Point Strategic Consulting to conduct a fiscal impact study of the Archwood Townhomes Preliminary Plan Application. The project is located in the Castle Valley Ranch planned unit development (PUD) subdivision, immediately southeast of Kathryn Senor Elementary School in the Town of New Castle, Colorado. Klutch Consultant is proposing to develop 66 townhome units in the town.

According to the Town's Preliminary Plan checklist, a calculation is required of "projected ongoing revenues and costs to be received or incurred by the town as a result of development of the subdivision proposed in the application." Such calculations shall be provided for the first 15 years after full development of the proposed subdivision.

In this analysis, revenues to be received and costs to be incurred as a result of the proposed development have been projected out to 2045 on the basis of available data and various assumptions. The projection period through 2045 is intended to capture ongoing impacts for the first 18 years following full build-out, assuming construction in completed in 2027.

The Town's 2025 adopted budget states the following:

> Despite persistent economic challenges throughout 2024 which included high inflation, limited labor availability, and escalating operational costs, New Castle managed to stay on course, meeting or exceeding its budget goals. By focusing on efficiency and leveraging partial grant funding, when possible, the Town kept major capital projects on track. Self-performing significant portions of most capital projects continued to be a cost cutting measure that allowed projects to move forward and remain on budget. Community engagement remained a bright spot, with strong participation in recreational activities, arts programs, and a growing range of outdoor amenities, thanks to collaboration with partners, sponsors, and volunteers.

On the basis of various inputs—such as building cost per square foot, annual local spending per household, and others—this analysis estimates the economic impact arising from construction of the residential units and from the increased economic activity. Inputs are based on various datasets and assumptions.

Jeffrey L. Moffett, Ph.D., Principal (970) 275-1906 jmoffett@tpsconsulting.net

Methodology

To study the fiscal impacts of the proposed development, Triple Point Strategic Consulting constructed a hybrid model combining build-out analysis with proforma projections. The number of units by type, phasing, and construction costs were used to create a build-out model of the development occurring over two years from 2026 through 2027.

The financial impacts of construction were estimated using an additional economic input-output model developed by IMPLAN and Garfield County data. Two different industry sectors were incorporated in the model representing infrastructure and multifamily construction. Total construction cost is estimated to be $34 million. This amount was reduced to $20.4 million to capture only local impact. IMPLAN modeling estimates multiplier effects known as indirect and induced impacts as construction investment ripples through New Castle's economy. IMPLAN also provides estimates of the number of jobs resulting from a given level and type of investment.

Municipal fiscal impacts were extrapolated from the incremental growth in population and units arising from the development.

New Castle property tax revenues are estimated for the proposed development based on comparable property values and New Castle's 8.551 mill levy. The current property revenue, posted on the county assessor's website, was $24,485 in 2024. The current property tax paid on the parcel is netted out of estimates of future property tax revenues. Once the townhomes are developed, the property may be taxed as multifamily residential at the 6.7 percent assessment rate, depending on the findings of the county assessor and assuming no change in assessment rate. All revenues and expenses are assumed to escalate at 2.5 percent annually.

The following revenue and expense categories are explicitly modeled:

- Construction sales tax, including multiplier effects
- Construction use tax
- Building permits, tap, and other fees
- Incremental general fund revenue, including incremental sales tax
- Incremental utility fund revenue (housing units)
- Property tax – residential
- Property tax – current (negative)
- Incremental general fund expense (residents)
- Incremental utility fund expense (housing units)

Total property tax impacts are also estimated; these include revenue for schools, water, transportation, and other jurisdictions in addition to the Town of New Castle.

Results

The population of New Castle has grown at an average annual rate of 1.4 percent from 2017 to 2024. We estimate the population growing at an average annual rate of 1.6 percent from 2025 to 2045. The rate of 1.6 percent is taken from the State Demographer's Office (SDO) forecast for Garfield County and adding a conservative premium for New Castle relative to the county (25 percent of actual). At this rate, New Castle's population will grow from 4,981 in 2024 to 6,993 in 2045, an increase of 2,012. We use an

average of 2.6 people per unit taken from the sketch plan, slightly less than the SDO estimate for New Castle of 2.69 in 2023. Based on this information, the proposed development would house a total of 170 people from 2028.

The $20.4 million construction investment modeled would generate an indirect impact of $3.7 million and an induced impact of $3.5 million, for a total of $27.7 million. IMPLAN estimates intermediate expenditures to be $11.9 million, which is largely subject to sales tax. To estimate incremental sales tax, we net out the 2 percent use tax that would be paid on 45 percent of the estimated project valuation. The net total incremental sales tax benefit is estimated to be $103,647 and the use tax would be $305,949 over the two years from 2026 through 2027.

Incremental general fund revenue is extrapolated from the estimated number of new residents in the development. This is revenue generated by various sources, from tobacco taxes to soccer registration. Taking an average of 2023 actual through 2025 budget, we find an average of $1,195 per person.

Incremental utility fund revenue is extrapolated in a similar manner as general fund revenue from the estimated number of new housing units in the development. Three primary operating accounts are included: water, wastewater, and trash.

Property tax on the new development begins in 2027. The current New Castle property tax amount of $3,021 is netted out beginning in 2027, when the Town's share of the property tax payment is estimated to be $8,338. The table below shows the total amount of property tax is estimated to be $160,991 in 2028. The amount accruing to each tax authority in 2028 is also shown. From 2028, the total cumulative amount of property tax collected for all tax authorities in tax area 38 would reach $3 million by 2045.

Tax Authorities in Tax Area 38	Tax Rate	Tax Amount
GARFIELD COUNTY	11.716	$27,213
GARFIELD COUNTY - R&B FUND LESS CITY	0.047	$109
GARFIELD COUNTY - NEW CASTL R&B	0.047	$109
GARFIELD COUNTY - SOCIAL SERVICES FUND	0.443	$1,029
GARFIELD COUNTY - CAPITAL EXPENSES	0.935	$2,172
GARFIELD COUNTY - RETIREMENT FUND	0.467	$1,085
TOWN OF NEW CASTLE - GENERAL FUND	8.551	$19,862
COLORADO RIVER FIRE PROTECTION	11.102	$25,787
COLO RIVER WATER CONSERVATION	0.501	$1,164
SCHOOL DIST RE-2 GENERAL FUND	8.727	$20,270
SCHOOL DIST RE-2 - BOND	8.776	$20,384
COLORADO MTN COLLEGE	3.230	$7,502
GARFIELD COUNTY PUBLIC LIBRARY	2.506	$5,821
SCHOOL DIST RE-2 - MILL LEVY OVERRIDE	9.613	$22,328
RFTA	2.650	$6,155
Total Property Tax Revenue in 2028	**69.311**	**$160,991**

The incremental increased costs incurred by the Town are estimated by taking the average general fund expenditure per person for the budget in years 2023 to 2025 ($1,105 per person). Utility fund expenses are extrapolated in the same manner as utility fund revenues, from incremental housing units and per-unit expenses.

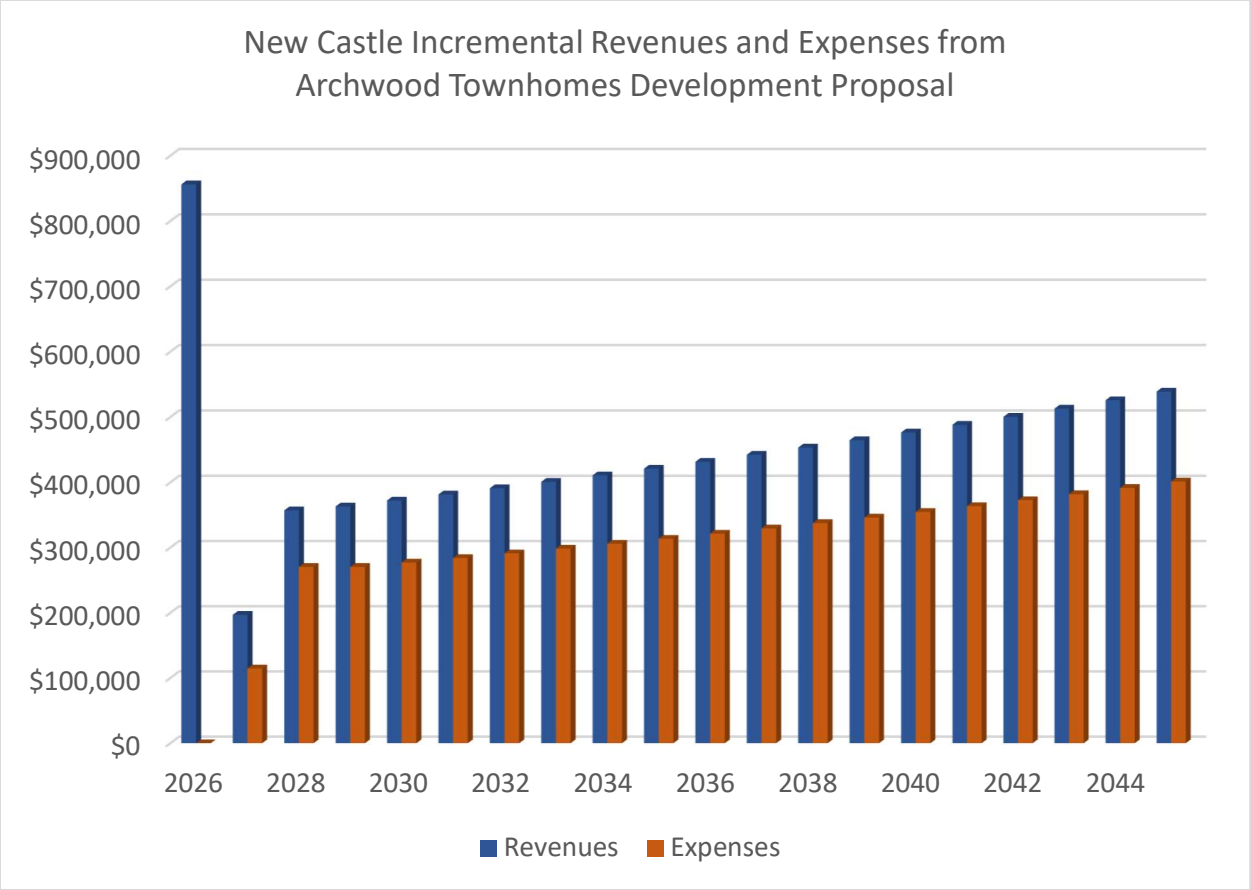
Employment

The table below shows the annual average number of jobs directly resulting from construction as well as the total jobs including multiplier impacts.

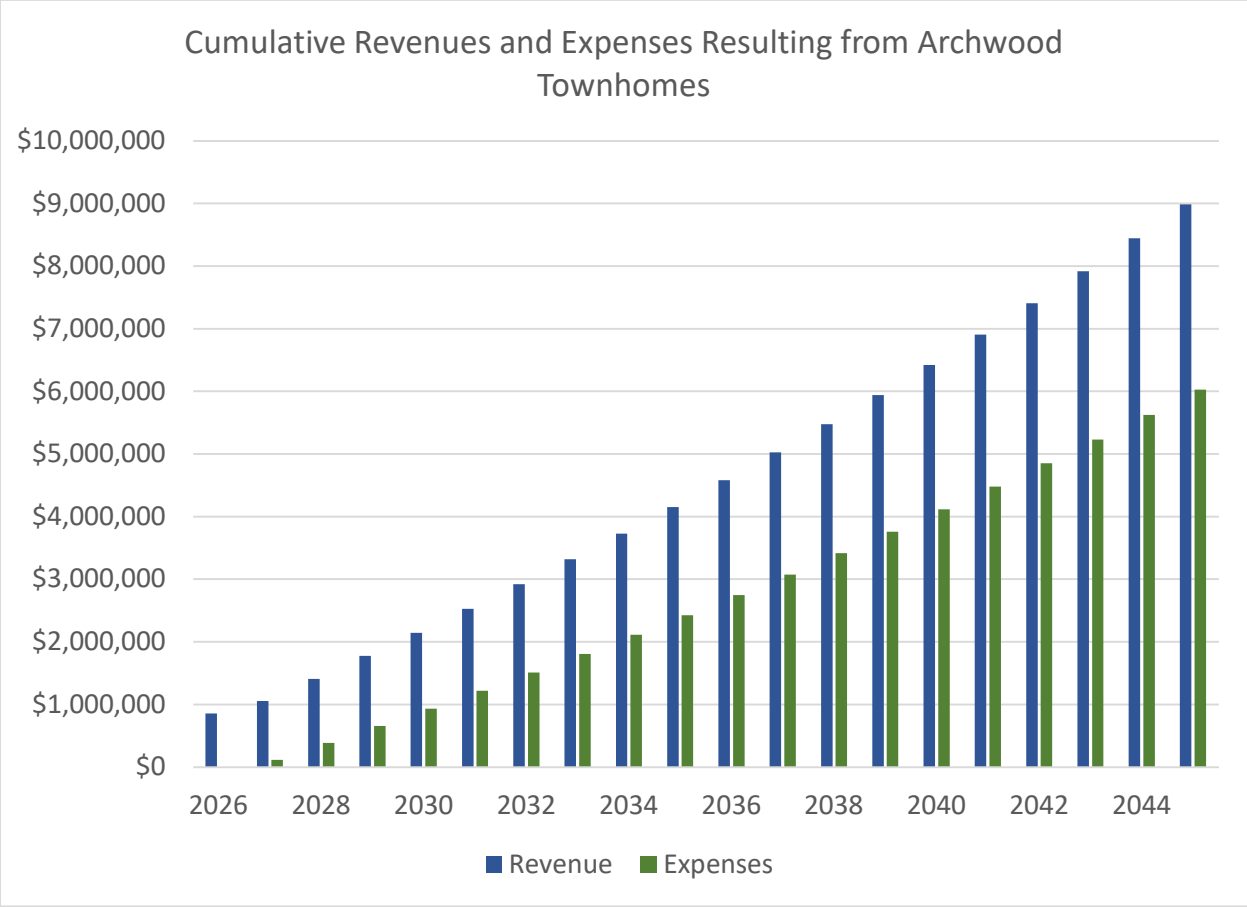
Type of Job	2026	2027
Direct	54.32	50.13
Indirect	8.9	9.27
Induced	9.9	9.2
Total	**73.12**	**68.6**

Combined Fiscal Impacts

The initial economic benefit to the Town would be $1.1 million during the two years of construction. From 2028 through 2045, the average annual net benefit would be $112,271, as shown in the chart below.



The chart below compares cumulative revenues and expenses. By 2045, the total revenue received by New Castle would exceed $9 million, while expenses would cumulate to $6 million.



About IMPLAN

The IMPLAN economic software system is used to estimate the benefits that would result from constructing and operating the Project. IMPLAN uses annual regional data to predict how specific economic changes would impact a given regional economy. For example, IMPLAN estimates supply chain (i.e., indirect) spending, such as the purchase of fuel and lumber for construction, and labor income (i.e., induced) spending, such as grocery and retail goods purchased by employees. The IMPLAN system incorporates more than 90 different datasets. For example, employment and labor income data are sourced from information provided by the U.S. Bureau of Labor Statistics Census of Employment and Wages, U.S. Census Bureau's County Business Patterns Reports, and U.S. Bureau of Economic Analysis' Regional Economic Accounts. Other sources include the National Agricultural Statistical Service, National Bureau of Economic Research, Internal Revenue Service, and Energy Information Administration.

About Triple Point Strategic Consulting

Triple Point specializes in developing custom economic and financial models. We deliver results for our clients with high-value and accurate information, as demonstrated by our many repeat clients. Triple Point is active across the western United States and Canada, modeling for scenario planning, financial forecasting, permitting and approvals, optimal resource allocation, and improved decision-making. Economic impact studies are conducted using the IMPLAN model.

In 2013, Jeff Moffett founded Triple Point Strategic Consulting to provide marketing, strategic planning, and economic analysis services. Focus areas are renewable energy, affordable housing, health assessments, sustainable tourism, and economic development. Jeff earned his M.S. in Econometrics and Ph.D. in Applied Statistics at the University of Washington, Seattle.

Zachary Walusek is a graduate student in Applied Economics and Data Intelligence at the University of Nevada Las Vegas. Zac has analyzed housing issues for Brookings Mountain West and the Kenny Guinn Center for Policy Priorities in Las Vegas.

For more information visit www.tpsconsulting.net.

Jeffrey L. Moffett, Ph.D., Principal (970) 275-1906 jmoffett@tpsconsulting.net

REFERRALS

COLORADO
Parks and Wildlife
Department of Natural Resources

Grand Junction Office, Area 7 Service Center
711 Independent Ave • Grand Junction, CO 81505
PH: (970) 255.6100

RE: Archwood Townhomes Preliminary Plan Application

To Whom It May Concern,

Colorado Parks and Wildlife (CPW) has reviewed the preliminary application for the Archwood Townhomes development, located on approximately 10 acres owned by TC Midwest LLC in New Castle, Colorado. The proposal includes construction of 66 townhomes between Castle Valley Blvd and North Wildhorse Dr, with 20 percent of the parcel designated as open space.

The project area consists primarily of native grassland located within an elk winter concentration area and severe winter range. It is also frequently used by mule deer, mountain lions, and black bears. TC Midwest LLC additionally owns the adjacent 50-acre and 65-acre parcels to the proposed development site. CPW remains concerned about the cumulative impacts of ongoing development in the New Castle area, particularly within these critical elk winter ranges. Continued development in this region introduces uncertainties for the health and sustainability of the local elk population and associated wildlife.

Given the significant wildlife presence on the property, CPW recommends implementing the following Best Management Practices (BMPs) to minimize wildlife conflicts and habitat impacts:

1. Waste Management: During construction, all garbage must be stored in bear-proof containers and disposed of regularly. Maintaining a clean worksite is essential to eliminate potential attractants for wildlife.
2. Timing of Construction: Construction activities should be avoided between December 1st and April 30th to prevent disturbing wintering wildlife.
3. Fencing: Any fencing installed on the property should comply with CPW's wildlife-friendly fencing standards to reduce injury or entanglement risks. Standard 4-6 foot wood plank, stone, or composite privacy fencing is acceptable. However,

Jeff Davis, Director, Colorado Parks and Wildlife
Parks and Wildlife Commission: Richard Reading, Chair · James 'Jay' Tutchton, Vice-Chair · Eden Vardy, Secretary · Jessica Beaulieu · Frances Silva Blaney · John Emerick · Tai Jacober · Dallas May · Jack Murphy · Gabriel Otero · Murphy Robinson

woven wire, hog panels, cattle panels, or decorative steel panel fencing should be avoided.

4. Landscaping: Landscaping should prioritize non-fruiting native trees, shrubs, and flowers. Fruit-bearing and ornamental species attract wildlife and can lead to increased human-wildlife conflicts.
5. Residential Garbage: After construction, all residential garbage should continue to be stored in bear-proof dumpsters or secure enclosures, as human-bear conflicts are a significant concern in this area.
6. Pets: Pets, particularly dogs, should not be allowed to roam freely, as they may chase or harass wildlife. CPW recommends that dogs be leashed or kenneled at all times in areas where bears and mountain lions are present. Outdoor feeding of pets should be avoided, and all food should be securely stored.
7. Feeding Wildlife: Feeding wildlife, including birds, should be strictly prohibited. Suet and hummingbird feeders often attract bears, mule deer, skunks, and raccoons, increasing conflict risk. Feeding of big game species such as deer, elk, bears, and lions is illegal and should be avoided entirely.

Colorado Parks and Wildlife appreciates the opportunity to provide comments on this project and looks forward to making recommendations to Garfield County. Adhering to these BMPs will help reduce human-wildlife conflict within the New Castle area.

For questions or additional information, please contact District Wildlife Manager Jake Stanton at (970)366-1908.

Sincerely,



Jake Stanton, District Wildlife Manager

Cc. Travis Bybee, Assistant Area Wildlife Manager

Subject: Re: Garfield School District Referral Request – Preliminary Development Application
Date: Thursday, October 16, 2025 at 3:33:43 PM Central Daylight Time
From: John Oldham
To: Shiza
CC: thamilton@garfieldre2.net, Maarjan
Attachments: image001.png

We acknowledge with no comments.

On Thu, Oct 16, 2025 at 1:07 PM Shiza <shiza@klutchconsultant.com> wrote:

> Dear Garfield RE-2 School District,
>
> We are in the process of submitting a preliminary development application to the Town of New Castle. As part of the Town's submittal requirements, we are requesting referral input from the Garfield RE-2 School District regarding our proposed project located at N. Wildhorse Dr and Castle Valley Blbd.
>
> I've linked our preliminary project deck, which should include the information you may need for review. If additional documentation is required, please let us know and we'll be happy to provide it.
>
> I'm not certain if this message has reached the correct department or contact person. If not, please kindly forward it to the appropriate individual who handles development referrals or planning-related matters.
>
> Please let us know if the District would like to provide comments or has any concerns regarding the proposed project. If no comments are necessary, a brief acknowledgment confirming that would be greatly appreciated for our records.
>
> Thank you very much for your time and assistance.
>
> Best regards,
>
> Shiza Khan

Subject: Re: CDOT Referral Request – Preliminary Development Application (Town of New Castle)
Date: Wednesday, October 22, 2025 at 2:10:46 PM Central Daylight Time
From: Killian - CDOT, Brian
To: Shiza
CC: Kandis Aggen - CDOT
Attachments: image001.png

Shiza,

CDOT has no comment on this development since it will have minimal impacts to the interchange and Hwy 6.

Thanks,

Brian Killian
Region 3 Access Program Manager
Traffic & Safety

COLORADO
Department of Transportation

P 970-683-6284 | C 970-210-1101 | F 970-683-6290
222 S. 6th St, Room 100 Grand Junction, CO 81501
brian.killian@state.co.us | www.codot.gov | www.cotrip.org

On Thu, Oct 16, 2025 at 1:32 PM Shiza <shiza@klutchconsultant.com> wrote:

> Dear Colorado Department of Transportation,
>
> We are in the process of submitting a preliminary development application to the Town of New Castle. As part of the Town's submittal requirements, we are requesting referral input from the Colorado Department of Transportation regarding our proposed project.
>
> I've attached our preliminary project deck, which should include the information you may need for review. If additional documentation is required, please let us know.

If this message has not reached the appropriate contact for development referrals, please kindly forward it to the correct person or department within CDOT.

Please let us know if CDOT would like to provide comments or has any concerns regarding access, traffic impacts, or right-of-way considerations. If no comments are necessary, a brief acknowledgment confirming that would be greatly appreciated for our records.

Thank you very much for your time and assistance.

Best regards,

Shiza Khan

Subject: Re: CVR HOA Referral Request – Preliminary Development Application (Town of New Castle)
Date: Friday, December 19, 2025 at 4:16:22 PM Central Standard Time
From: debbie.sanderson@rmcrealestate.com
To: Shiza
Attachments: image001.png

Shiza, thanks for the reminder.

The Association has no formal objection to your team proceeding for review by the Town of New Castle with the proposed development and the Association looks forward to complete design review as the project advances.

If you need anything else from me, please let me know. If you would like a formal letter, please provide to whom you would like me to write and an address.

Debbie Sanderson, Association Manager

-----Original Message-----
From: "Shiza" <shiza@klutchconsultant.com>
Sent: Friday, December 19, 2025 1:33pm
To: "debbie.sanderson@rmcrealestate.com" <debbie.sanderson@rmcrealestate.com>
Subject: Re: CVR HOA Referral Request – Preliminary Development Application (Town of New Castle)

Good morning Debbie,

Hope you are doing well. Just wanted to follow up on this. Were you able to get it approved?

Thanks,
Shiza

From: debbie.sanderson@rmcrealestate.com <debbie.sanderson@rmcrealestate.com>
Date: Friday, November 21, 2025 at 5:48 PM
To: Shiza <shiza@klutchconsultant.com>
Subject: Re: CVR HOA Referral Request – Preliminary Development Application (Town of New Castle)

Nothing. Just trying to get final approval on my letter. Sorry it is taking so long.

-----Original Message-----
From: "Shiza" <shiza@klutchconsultant.com>
Sent: Monday, November 17, 2025 9:04am
To: "debbie@rmcrealestate.com" <debbie@rmcrealestate.com>
Cc: "cvrhoa@gmail.com" <cvrhoa@gmail.com>
Subject: Re: CVR HOA Referral Request – Preliminary Development Application (Town of New Castle)

WILL SERVE LETTER

November 6, 2025

SHIZA KHAN
N WILD HORSE DR
NEW CASTLE, CO 81647

Re: N WILD HORSE DR, NEW CASTLE

Dear SHIZA,

This letter is to confirm that Xcel Energy is your utility provider for natural gas and electric service. In accordance with our tariffs, on file with and approved by the Colorado Public Utilities Commission, gas and electric facilities can be made available to serve the project at N WILD HORSE DR, NEW CASTLE. The cost, and whether any reinforcements or extensions are required, for the Company to provide those facilities will be determined by your designer upon receipt of application and project plans.

Your utility service(s) will be provided after the following steps are completed:

- ***Application submitted to Xcel Energy's "Builders Call Line (BCL)"*** – once your application is accepted you will be assigned a design department representative who will be your primary point of contact
- ***Utility design is completed*** – you must provide your design representative with the site plan, the one - line diagrams, and panel schedules for electric and gas loads if applicable
- ***All documents provided by design representative are signed and returned***
- ***Payment is received*** (Residential Service Laterals if applicable)
- ***Required easements are granted*** - you must sign and return applicable easement documents to your Right-of-Way agent
- ***Site is ready for utility construction -*** the site ready information can be found on our website at may be viewed at Construction and Inspection | Xcel Energy.

An estimated scheduled in-service date will be provided once these requirements have been met. It is important to keep in mind that the terms and conditions of utility service, per our tariffs, require that you provide adequate space and an easement on your property for all gas and electric facilities required to serve your project, including but not limited to gas and electrical lines and meters, transformers, and pedestals. General guidelines for requirements can be found on our website at xcelenergy.com/InstallAndConnect.

Xcel Energy looks forward to working with you on your project and if I can be of further assistance, please contact me at the phone number or email listed below.

Sincerely,

Mike Cherry
Xcel Energy Planner

Mailing address: Public Service Company of Colorado
2538 Blichmann Ave
Grand Junction, CO 81505

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.

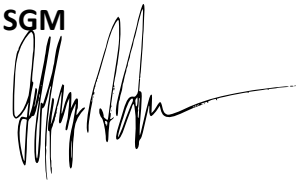
Water and sewer should be accessible in the Castle Valley Boulevard corridor. Likewise, raw water service lines are accessible in the boulevard corridor.

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.

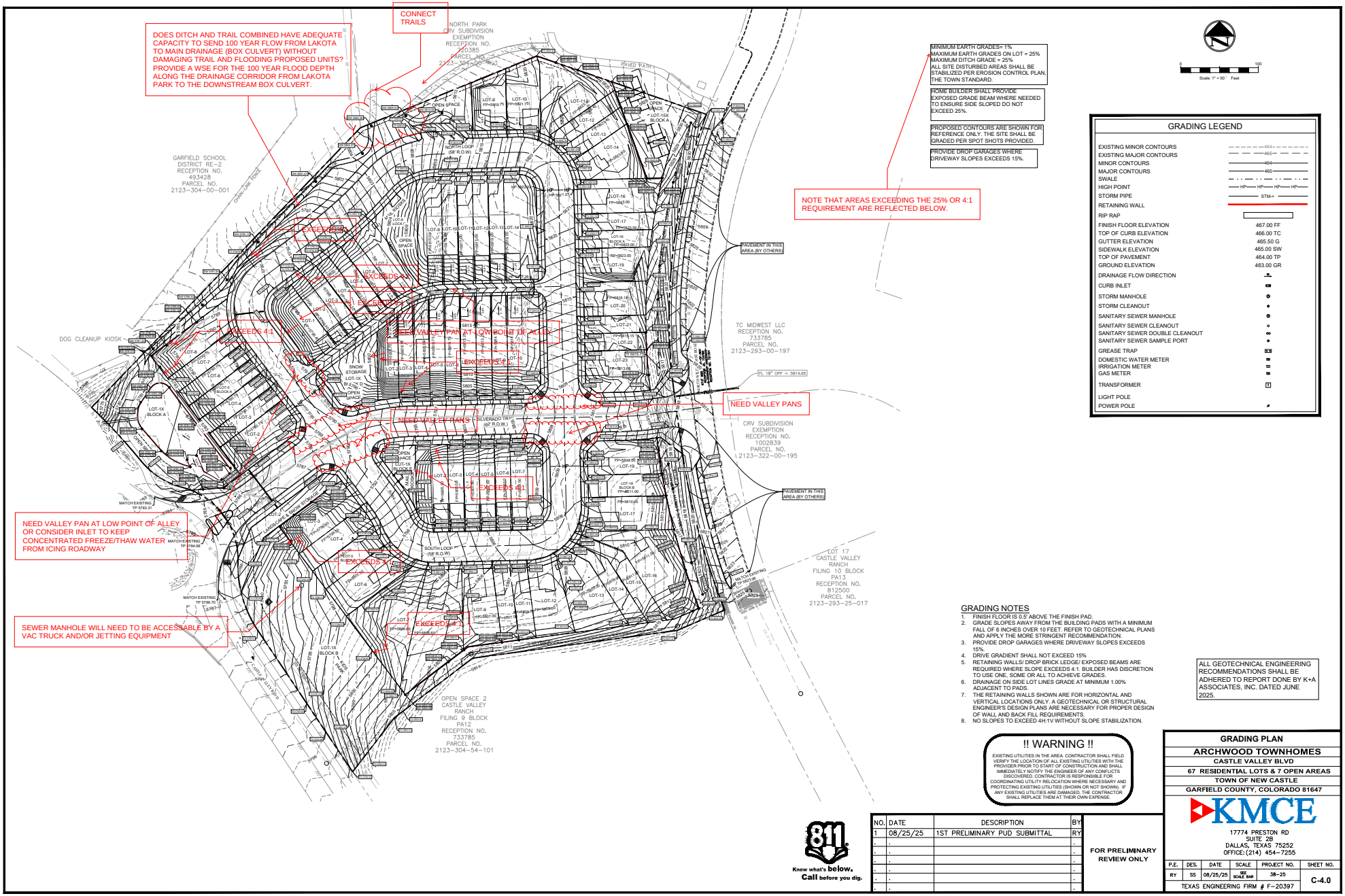
Offsite drainage will be an issue as the drainage flowing along the western portion of the property does have and extensive tributary basin. Grading may need to be considered to assure that the proposed units are protected from the 100-year flood. Note that incorporating offsite drainage is required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



GRADING LEGEND

EXISTING MINOR CONTOURS	464
EXISTING MAJOR CONTOURS	465
MINOR CONTOURS	464
MAJOR CONTOURS	465
SWALE	
HIGH POINT	HP
STORM PIPE	STM
RETAINING WALL	
RIP RAP	
FINISH FLOOR ELEVATION	467.00 FF
TOP OF CURB ELEVATION	466.00 TC
GUTTER ELEVATION	465.50 G
SIDEWALK ELEVATION	465.00 SW
TOP OF PAVEMENT	464.00 TP
GROUND ELEVATION	463.00 GR
DRAINAGE FLOW DIRECTION	
CURB INLET	
STORM MANHOLE	
STORM CLEANOUT	
SANITARY SEWER MANHOLE	
SANITARY SEWER CLEANOUT	
SANITARY SEWER DOUBLE CLEANOUT	
SANITARY SEWER SAMPLE PORT	
GREASE TRAP	GT
DOMESTIC WATER METER	
IRRIGATION METER	
GAS METER	
TRANSFORMER	T
LIGHT POLE	
POWER POLE	

GRADING NOTES

1. FINISH FLOOR IS 0.5' ABOVE THE FINISH PAD.
2. GRADE SLOPES AWAY FROM THE BUILDING PADS WITH A MINIMUM FALL OF 6 INCHES OVER 10 FEET. REFER TO GEOTECHNICAL PLANS AND APPLY THE MORE STRINGENT RECOMMENDATION.
3. PROVIDE DROP GARAGES WHERE DRIVEWAY SLOPES EXCEEDS 15%.
4. DRIVE GRADIENT SHALL NOT EXCEED 15%
5. RETAINING WALLS/ DROP BRICK LEDGE/ EXPOSED BEAMS ARE REQUIRED WHERE SLOPE EXCEEDS 4:1. BUILDER HAS DISCRETION TO USE ONE, SOME OR ALL TO ACHIEVE GRADES.
6. DRAINAGE ON SIDE LOT LINES GRADE AT MINIMUM 1.00% ADJACENT TO PADS.
7. THE RETAINING WALLS SHOWN ARE FOR HORIZONTAL AND VERTICAL LOCATIONS ONLY. A GEOTECHNICAL OR STRUCTURAL ENGINEER'S DESIGN PLANS ARE NECESSARY FOR PROPER DESIGN OF WALL AND BACK FILL REQUIREMENTS.
8. NO SLOPES TO EXCEED 4H:1V WITHOUT SLOPE STABILIZATION.

ALL GEOTECHNICAL ENGINEERING RECOMMENDATIONS SHALL BE ADHERED TO REPORT DONE BY K+A ASSOCIATES, INC. DATED JUNE 2025.

!! WARNING !!

EXISTING UTILITIES IN THE AREA. CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL EXISTING UTILITIES WITH THE PROVIDER PRIOR TO START OF CONSTRUCTION AND SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY CONFLICTS DISCOVERED. CONTRACTOR IS RESPONSIBLE FOR COORDINATING UTILITY RELOCATION WHERE NECESSARY AND PROTECTING EXISTING UTILITIES (SHOWN OR NOT SHOWN). IF ANY EXISTING UTILITIES ARE DAMAGED, THE CONTRACTOR SHALL REPLACE THEM AT THEIR OWN EXPENSE.

811 Know what's **below.** **Call** before you dig.

NO.	DATE	DESCRIPTION	BY
1	08/25/25	1ST PRELIMINARY PUD SUBMITTAL	RY

FOR PRELIMINARY REVIEW ONLY

GRADING PLAN

ARCHWOOD TOWNHOMES

CASTLE VALLEY BLVD

67 RESIDENTIAL LOTS & 7 OPEN AREAS

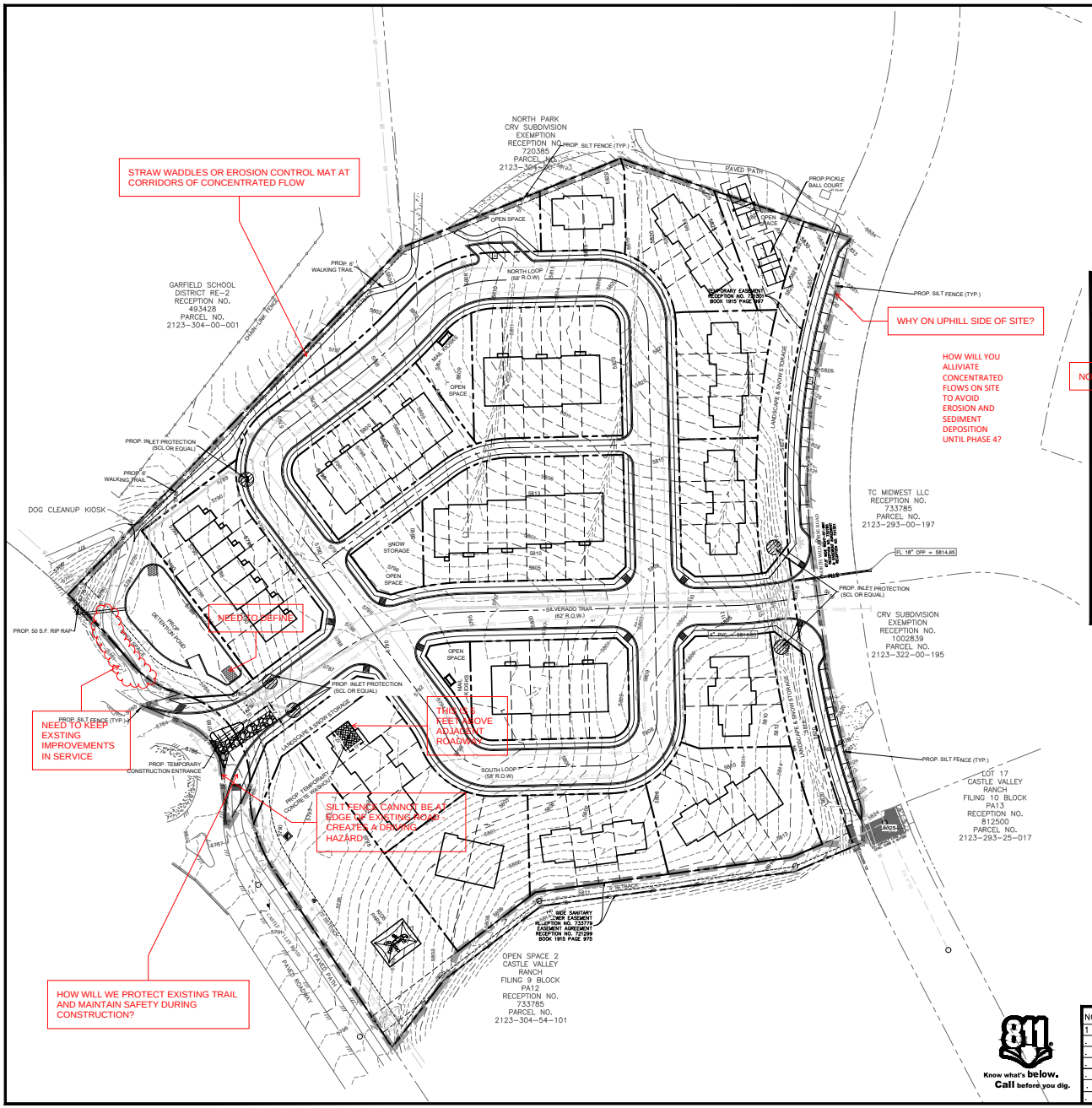
TOWN OF NEW CASTLE

GARFIELD COUNTY, COLORADO 81647

KMCE
17774 PRESTON RD
SUITE 2B
DALLAS, TEXAS 75252
OFFICE: (214) 454-7255

P.E.	DES.	DATE	SCALE	PROJECT NO.	SHEET NO.
RY	SS	08/25/25	SEE SCALE BAR	38-25	C-4.0

TEXAS ENGINEERING FIRM # F-20397



N

0 50 100
Scale: 1" = 50' Feet

EROSION CONTROL LEGEND

TEMPORARY CONSTRUCTION ENTRANCE	
TEMPORARY CONCRETE WASHOUT AREA	
RIP RAP	
TEMPORARY SILT FENCE	SF
TEMPORARY COMPOST FILTER SOCK	FS
HIGH POINT	HP HP HP
LIMITS OF DISTURBANCE	
TEMPORARY INLET PROTECTION	
ROCK BERM	

EROSION CONTROL SUMMARY

PROJECT DESCRIPTION: THE PROJECT SHALL GENERALLY CONFORM TO THE FOLLOWING:

PHASE 1 - GRADING
A. CONSTRUCT TEMPORARY CONSTRUCTION ENTRANCE, SILT FENCE, AND TREE PROTECTION FENCE ACCORDING TO THE APPROXIMATE LOCATION AND SHOWN ON EROSION CONTROL PLAN, NOTES & DETAIL SHEET, AND LANDSCAPE PLANS.
B. BEGIN CLEARING AND GRADING OF SITE.
C. SEED AND RE-VEGETATE SLOPES WHERE SHOWN.

PHASE 2 - UTILITIES
A. KEEP ALL STORM WATER POLLUTION PREVENTION MEASURES IN PLACE.
B. INSTALL STORM DRAINS AND OTHER UTILITIES AS SPECIFIED ON PLAN SHEETS.
C. INSTALL INLET PROTECTION AS INLETS ARE INSTALLED.

PHASE 3 - PAVING
A. KEEP ALL STORM WATER POLLUTION PREVENTION MEASURES IN PLACE. REMOVE AS NEEDED TO PAVE.
B. STABILIZE SUBGRADE.
C. PAVE STREETS AND SIDEWALKS AS SPECIFIED ON PLAN SHEETS.
D. REMOVE TEMPORARY CONSTRUCTION ENTRANCE.

PHASE 4 - LANDSCAPING AND SOIL STABILIZATION
A. RE-VEGETATE LOT AND PARKWAYS
B. LANDSCAPE CONTRACTOR SHALL RE-VEGETATE ALL AREAS RESERVED FOR LANDSCAPE VEGETATIVE COVERS
C. REMOVE EROSION CONTROL DEVICES WHEN GROUND COVER

NONE SHOWN

EROSION CONTROL FABRIC?

SURFACE ROUGHENING?

STRAW WADDLES ON INTERIOR?

SOIL DISTURBING ACTIVITIES: SOIL DISTURBING ACTIVITIES WILL INCLUDE CLEARING & GRUBBING, GRADING, TRENCHING IN PREPARATION FOR INSTALLING UTILITIES, BUILDING PAD, PARKING LOT, EROSION & SEDIMENTATION CONTROLS AND TOPSOIL WORK FOR FINAL PLANTING AND SEEDING.

TOTAL PROJECT AREA: 10.315 ACRES
TOTAL DISTURBED AREA: 10.590 ACRES

EROSION CONTROL GENERAL NOTES

1. EVERY SOIL DISTURBING ACTIVITY SHALL HAVE AN ACCOMPANYING EROSION CONTROL PLAN.
2. THE STORM WATER POLLUTION PREVENTION PLAN (SWP3) SHALL BE READILY AVAILABLE FOR REVIEW BY FEDERAL, STATE, OR LOCAL OFFICIALS.
3. NO SOIL DISTURBING ACTIVITIES WILL OCCUR PRIOR TO THE SWP3 AND ASSOCIATED BEST MANAGEMENT PRACTICES (BMP) BEING FULLY IMPLEMENTED AND THEN INSPECTED.
4. THE SITE SHALL BE INSPECTED BY THE CONTRACTOR OR HIS REPRESENTATIVE WEEKLY, AND AFTER ANY MAJOR STORM. ADJUSTMENTS/REPAIRS TO THE EROSION CONTROL MEASURES SHOULD BE MADE AS NEEDED.
5. CONTRACTOR SHALL VEGETATE ALL DISTURBED AREAS IMMEDIATELY UPON COMPLETION OF GRADING ACTIVITIES. FINAL ACCEPTANCE OF A SITE SHALL BE CONTINGENT UPON VEGETATION BEING ESTABLISHED IN ALL DISTURBED AREAS.
6. ADEQUATE MEASURES SHALL BE TAKEN TO PREVENT EROSION. IN THE EVENT THAT SIGNIFICANT EROSION OCCURS AS A RESULT OF CONSTRUCTION THE CONTRACTOR SHALL RESTORE THE ERODED AREA TO ORIGINAL CONDITION OR BETTER.
7. TEMPORARY STONE STABILIZED CONSTRUCTION ENTRANCE SHALL HAVE THE FOLLOWING MINIMUM DIMENSIONS: 12' WIDE X 70' LONG X 6" DEEP (3"-5" COARSE AGGREGATE). PLACE FILTER FABRIC UNDER STONE.
8. THE CONCRETE WASHOUT AREA IS TO BE USED AS A VEHICLE WASH DOWN AREA FOR DEBRIS AND SOIL REMOVAL PRIOR TO EXITING THE SITE.

SEE SHEET C-1.1 FOR TOWN OF NEW CASTLE GENERAL NOTES.

811 Know what's below. Call before you dig.

NO.	DATE	DESCRIPTION	BY
1	08/25/25	1ST PRELIMINARY PUD SUBMITTAL	RY
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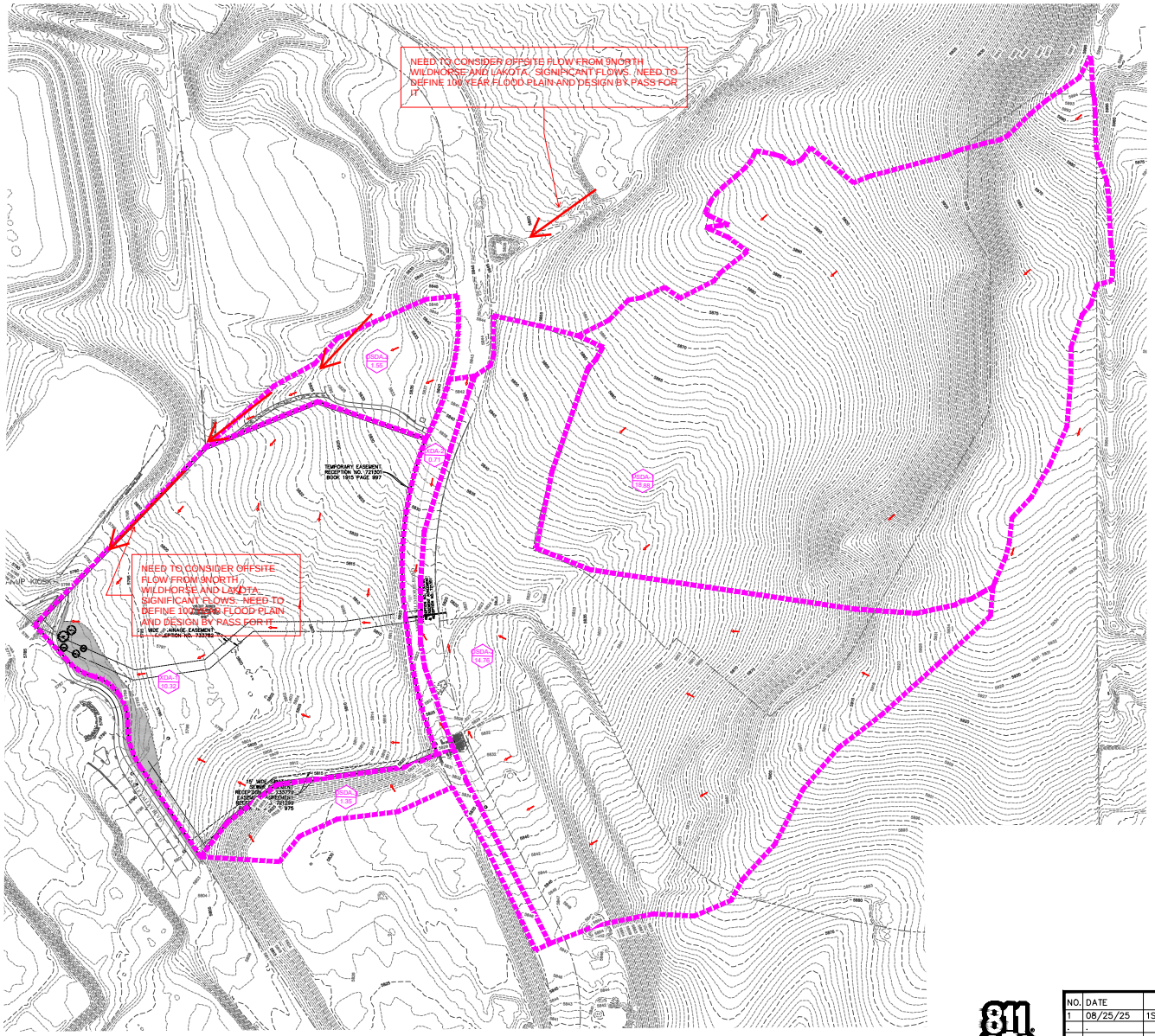
FOR PRELIMINARY REVIEW ONLY

EROSION CONTROL PLAN
ARCHWOOD TOWNHOMES
CASTLE VALLEY BLVD
67 RESIDENTIAL LOTS & 7 OPEN AREAS
TOWN OF NEW CASTLE
GARFIELD COUNTY, COLORADO 81647

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OFFICE: (214) 454-7255

P.E.	DES.	DATE	SCALE	PROJECT NO.	SHEET NO.
RY	SS	08/25/25	SEE SCALE BAR	38-25	C-5.0

TEXAS ENGINEERING FIRM # F-20397



0 200
Scale: 1" = 100' Feet

PRE-DRAINAGE LEGEND
EXISTING MINOR CONTOURS
EXISTING MAJOR CONTOURS
DRAINAGE DIVIDE
DRAINAGE AREA NO.
DRAINAGE AREA ACREAGE
DRAINAGE FLOW DIRECTION

Pre-Development Drainage Area Calculation Table (25-Year Storm)

Area ID	Areas Drained: Total Drainage Area (s.f.)	Areas Drained: Total Drainage Area (acres)	Runoff Coeffecient C	Time of Concentration Tc (min)	25-YR STORM I-25 (in/hr)	25-YR STORM Q-25 (cfs)	Drains To/Remarks
XDA-1	449,498	10.32	0.33	22.27	2.02	6.88	Drains to Ex. Underpass
XDA-2	31,047	0.71	0.88	5.00	4.38	2.75	Drains to project site
OSDA-1	822,480	18.88	*	*	*	9.83	Drains to ex. 18"CPP
OSDA-2	643,026	14.76	0.37	26.52	1.81	9.89	Drains to ex. 18"CPP
OSDA-3	58,975	1.35	0.68	12.30	2.83	2.61	Drains to Castle Valley Blvd through porject site
OSDA-4	67,407	1.55	0.33	12.57	2.79	1.42	Drains to Ex. Underpass

NOTE:
- "*" TAKEN FROM R2 DRAINAGE STUDY DONE BY SOPRIS ENGINEERING LLC.
- FOR TIME OF CONCENTRATION, RUNOFF COEFFICIENT AND INTENSITY REFER TO DRAINAGE REPORT DONE BY " TRIANGLE ENGINEERING" FOR ARCHWOOD TOWNHOMES DATED AUGUST 2025.

Know what's below. Call before you dig.

NO.	DATE	DESCRIPTION	BY
1	08/25/25	1ST PRELIMINARY PUD SUBMITTAL	RY
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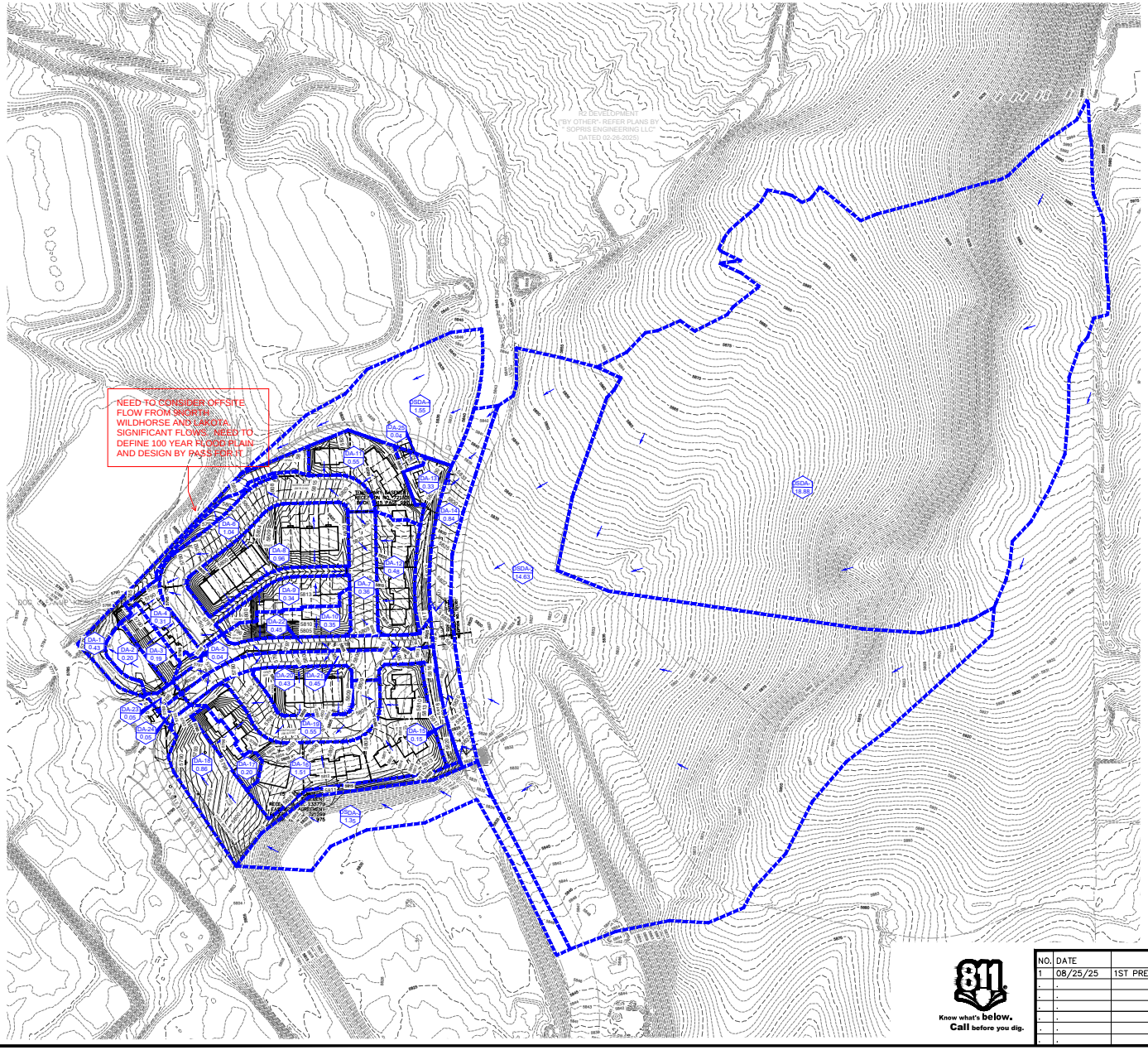
FOR PRELIMINARY REVIEW ONLY

PRE-DRAINAGE AREA MAP
ARCHWOOD TOWNHOMES
CASTLE VALLEY BLVD
67 RESIDENTIAL LOTS & 7 OPEN AREAS
TOWN OF NEW CASTLE
GARFIELD COUNTY, COLORADO 81647

KMCE
17774 PRESTON RD
SUITE 2B
DALLAS, TEXAS 75252
OFFICE: (214) 454-7255

P.E.	DES.	DATE	SCALE	PROJECT NO.	SHEET NO.
RY	SS	XX-XX-XX	SEE SCALE BAR		C-6.0

TEXAS ENGINEERING FIRM # F-20397





POST-DRAINAGE LEGEND

- EXISTING MINOR CONTOURS — 464
- EXISTING MAJOR CONTOURS — 465
- MINOR CONTOURS — 464
- MAJOR CONTOURS — 465
- DRAINAGE DIVIDE
- HIGH POINT
- DRAINAGE AREA NO. / DRAINAGE AREA ACREAGE — DA-1 / 0.43
- DRAINAGE FLOW DIRECTION

Pre-Development Drainage Area Calculation Table (25-Year Storm)

Areas Drained			Runoff Coefficient	Time of Concentration	25-YR STORM		Drains To/Remarks
Area ID	Total Drainage Area		C	Tc	I-25	Q-25	
	(s.f.)	(acres)		(min)	(in/hr)	(cfs)	
DA-1	18,733	0.43	0.40	10	3.26	0.56	Drains to Ex. Underpass
DA-2	8,720	0.20	0.33	10	3.26	0.22	Detention Pond Area
DA-3	8,293	0.19	0.52	10	3.26	0.32	Drains to Detention Pond Via Surface Flow
DA-4	13,518	0.31	0.54	10	3.26	0.55	Drains to Detention Pond Via Inlet
DA-5	1,670	0.04	0.40	5	4.80	0.07	Drains to Detention Pond Via Inlet
DA-6	45,132	1.04	0.71	10	3.26	2.40	Drains to Detention Pond Via Inlet
DA-7	15,474	0.36	0.77	10	3.26	0.89	Drains to Detention Pond Via Inlet
DA-8	41,623	0.96	0.60	10	3.26	1.87	Drains to Detention Pond Via Inlet
DA-9	14,928	0.34	0.71	10	3.26	0.79	Drains to Detention Pond Via Inlet
DA-10	15,070	0.35	0.52	10	3.26	0.59	Drains to Detention Pond Via Inlet
DA-11	23,830	0.55	0.55	10	3.26	0.98	Drains to Detention Pond Via Inlet
DA-12	20,763	0.48	0.60	10	3.26	0.93	Drains to Detention Pond Via Inlet
DA-13	14,517	0.33	0.40	10	3.26	0.43	Drains to Detention Pond Via Drop Inlet
DA-14	36,590	0.84	0.68	10	3.26	1.86	Drains to Detention Pond Via Inlet
DA-15	6,404	0.15	0.33	10	3.26	0.16	Drains to Detention Pond Via Drop Inlet
DA-16	65,596	1.51	0.57	10	3.26	2.80	Drains to Detention Pond Via Inlet
DA-17	8,888	0.20	0.46	10	3.26	0.31	Drains to Castle Valley Blvd
DA-18	37,492	0.86	0.33	10	3.25	0.92	Drains to Castle Valley Blvd
DA-19	23,948	0.55	0.88	10	3.26	1.58	Drains to Detention Pond Via Inlet
DA-20	18,694	0.43	0.60	10	3.26	0.84	Drains to Detention Pond Via Inlet
DA-21	19,497	0.45	0.88	10	3.26	1.28	Drains to Detention Pond Via Inlet
DA-22	19,562	0.45	0.88	10	3.26	1.29	Drains to Detention Pond Via Inlet
DA-23	2,106	0.05	0.88	5	4.80	0.20	Drains to Detention Pond Via Inlet
DA-24	2,106	0.05	0.88	5	4.80	0.20	Drains to Detention Pond Via Inlet
DA-25	1,898	0.04	0.66	5	4.80	0.14	Drains to Detention Pond Via Inlet
OSDA-1	822,480	18.88	*	*	*	9.83	Drains to ex. 18"CPP
OSDA-2	637,307	14.63	0.37	26.52	1.81	9.80	Drains to ex. 18"CPP
OSDA-3	58,975	1.35	0.68	12.30	2.88	2.65	Drains to Castle Valley Blvd through porject site
OSDA-4	67,407	1.55	0.33	12.57	2.82	1.44	Drains to Ex. Underpass

NOTE:
- "* TAKEN FROM R2 DRAINAGE STUDY DONE BY SOPRIS ENGINEERING LLC
- FOR TIME OF CONCENTRATION, RUNOFF COEFFICIENT AND INTENSITY REFER TO DRAINAGE REPORT DONE BY " TRIANGLE ENGINEERING" FOR ARCHWOOD TOWNHOMES DATED AUGUST 2025.

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1	08/25/25	1ST PRELIMINARY PUD SUBMITTAL	RY
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FOR PRELIMINARY REVIEW ONLY

POST-DRAINAGE AREA MAP

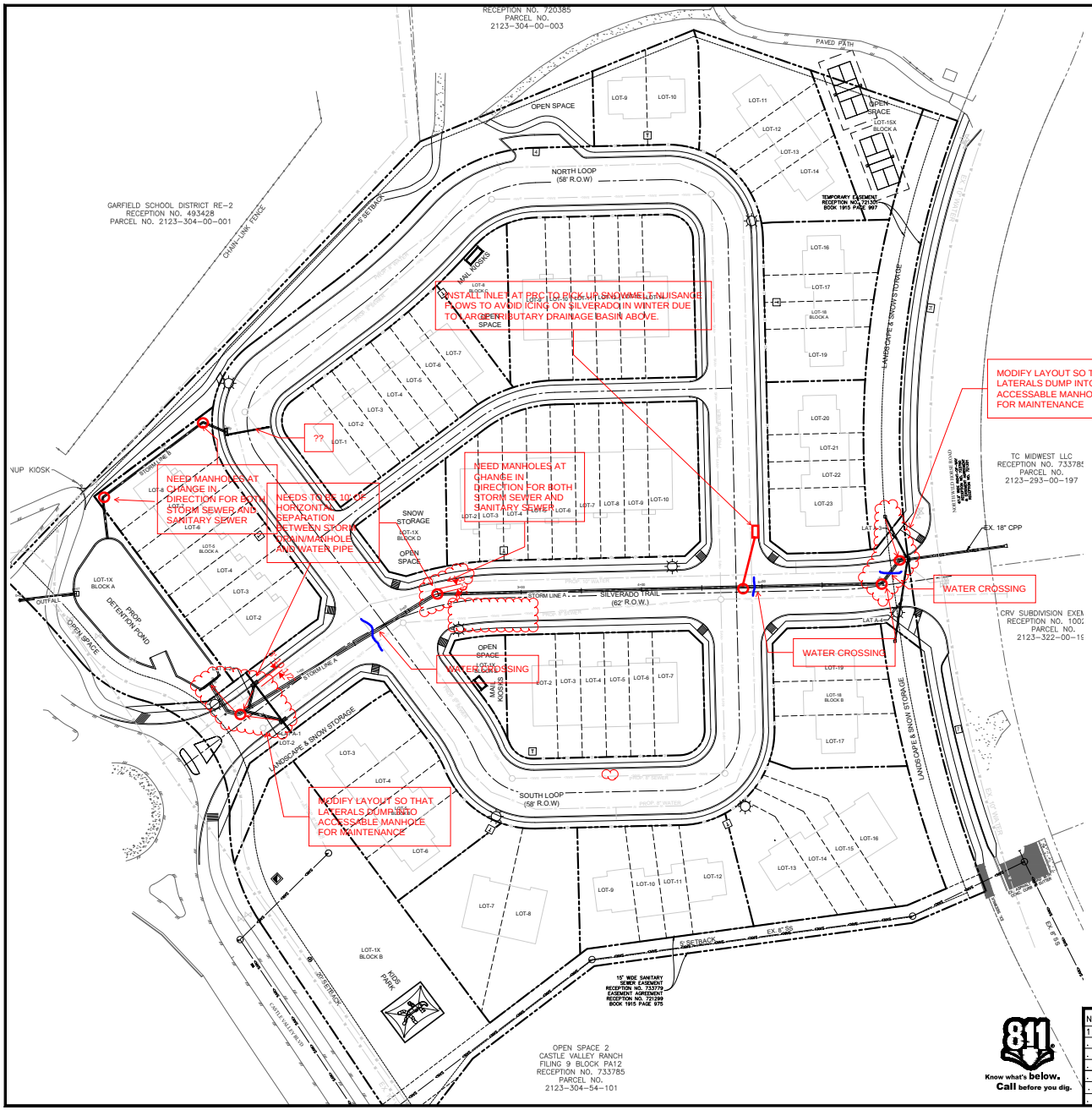
ARCHWOOD TOWNHOMES

CASTLE VALLEY BLVD
67 RESIDENTIAL LOTS & 7 OPEN AREAS
TOWN OF NEW CASTLE
GARFIELD COUNTY, COLORADO 81647

KMCE
17774 PRESTON RD
SUITE 2B
DALLAS, TEXAS 75252
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P.E.	DES.	DATE	SCALE	PROJECT NO.	SHEET NO.
RY	SS	XX-XX-XX	SEE SCALE BAR		C-6.1

TEXAS ENGINEERING FIRM # F-20397



STORM SEWER LEGEND	
EXISTING MINOR CONTOURS	681
EXISTING MAJOR CONTOURS	680
MINOR CONTOURS	681
MAJOR CONTOURS	680
STORM PIPE	STM-A
HIGH POINT	
CURB INLET	
GRATE INLET	
STORM MANHOLE	
STORM CLEANOUT	
JUNCTION BOX	
SANITARY SEWER MANHOLE	
SANITARY SEWER CLEANOUT	
SANITARY SEWER DOUBLE CLEANOUT	
SANITARY SEWER SAMPLE PORT	
GREASE TRAP	
DOMESTIC WATER METER	
IRRIGATION METER	
GAS METER	
TRANSFORMER	T
LIGHT POLE	
POWER POLE	

NOTE:

REFER TO DRAINAGE REPORT PREPARED BY " TRIANGLE ENGINEERING" DATED AUGUST 2025 FOR MORE DETAIL REGARDING DRAINAGE AND STORM DESIGN.

CURB AND GUTTER SIZING CALCULATIONS?

DRAIN INLET CALCULATIONS?

STORM DRAIN CALCULATIONS?

SEE SHEET C-1.1 FOR TOWN OF NEW CASTLE GENERAL NOTES.

811 Know what's below. Call before you dig.

NO.	DATE	DESCRIPTION	BY
1	08/25/25	1ST PRELIMINARY PUD SUBMITTAL	RY

FOR PRELIMINARY REVIEW ONLY

OVERALL STORM PLAN

ARCHWOOD TOWNHOMES

CASTLE VALLEY BLVD

67 RESIDENTIAL LOTS & 7 OPEN AREAS

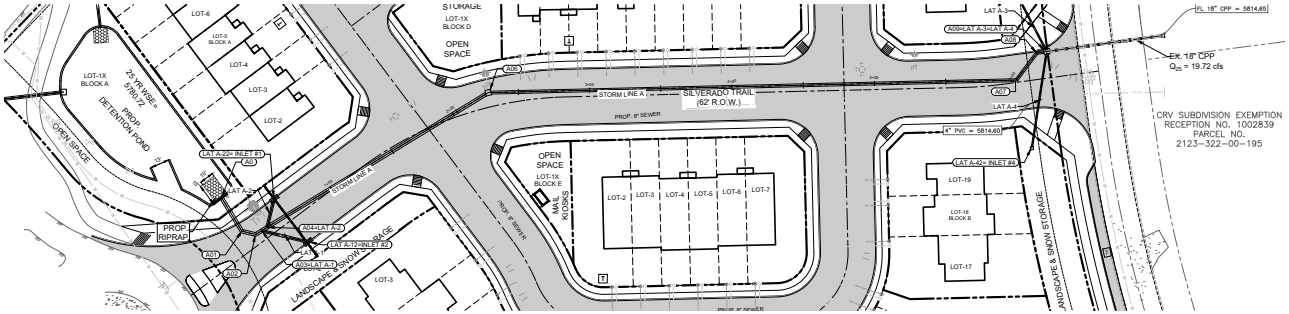
TOWN OF NEW CASTLE

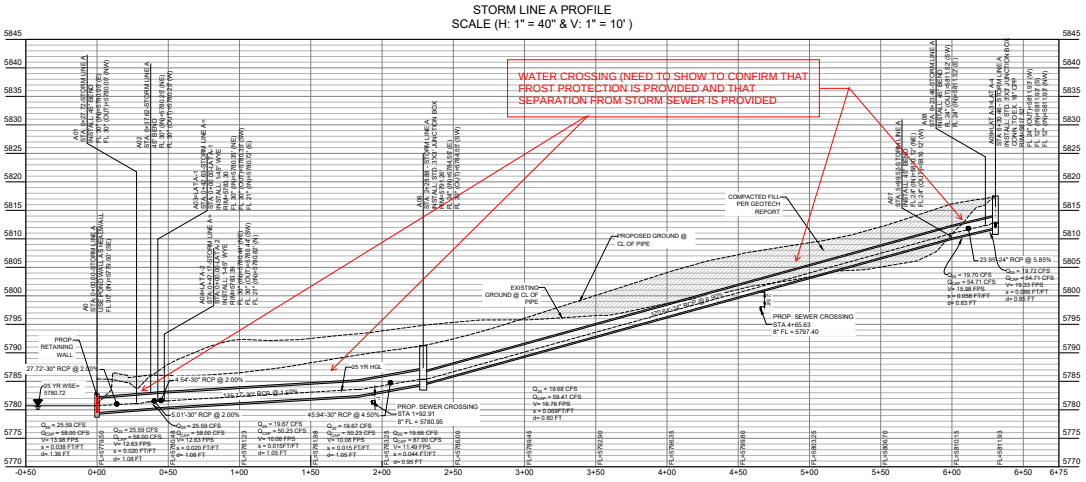
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P.E.	DES.	DATE	SCALE	PROJECT NO.	SHEET NO.
RY	SS	08/25/25	SEE SCALE BAR	38-25	C-6.2

TEXAS ENGINEERING FIRM # F-20397





STORM SEWER LEGEND	
EXISTING MINOR CONTOURS	681
EXISTING MAJOR CONTOURS	680
MINOR CONTOURS	681
MAJOR CONTOURS	680
STORM PIPE	STA1+ STA1+
HIGH POINT	
CURB INLET	
GRATE INLET	
STORM MANHOLE	
STORM CLEANOUT	
JUNCTION BOX	
SANITARY SEWER MANHOLE	
SANITARY SEWER CLEANOUT	
SANITARY SEWER DOUBLE CLEANOUT	
SANITARY SEWER SAMPLE PORT	
GREASE TRAP	GT
DOMESTIC WATER METER	
IRRIGATION METER	
GAS METER	
TRANSFORMER	T
LIGHT POLE	
POWER POLE	

STORM STRUCTURE TABLE	
STRUCTURE NAME	STRUCTURE DETAILS
A0	STORM LINE A USE POND WALL AS HEADWALL STATION:0+00.00 RIM/FG = 5782.792 30" INV IN = 5779.500
A01	STORM LINE A 45° BEND STATION:0+27.72 RIM/FG = 5783.000 30" INV IN = 5780.054 30" INV OUT = 5780.054
A02	STORM LINE A 45° BEND STATION:0+37.62 RIM/FG = 5783.198 30" INV IN = 5780.252 30" INV OUT = 5780.252
A03=LAT A-1	STORM LINE A 45° WYE STATION:0+42.63 RIM/FG = 5783.300 30" INV IN = 5780.353 21" INV IN = 5780.725 30" INV OUT = 5780.353
A04=LAT A-2	STORM LINE A 45° WYE STATION:0+47.17 RIM/FG = 5783.390 30" INV IN = 5780.443 21" INV IN = 5780.815 30" INV OUT = 5780.443

STORM STRUCTURE TABLE	
STRUCTURE NAME	STRUCTURE DETAILS
A05	??? NULL STRUCTURE STATION:??? RIM/FG = 5785.426 30" INV IN = 5782.480 30" INV OUT = 5782.480
A06	STORM LINE A STD. 3'X3' JUNCTION BOX STATION:2+28.88 RIM/FG = 5791.262 24" INV IN = 5784.547 30" INV OUT = 5784.547
A07	STORM LINE A 45° BEND STATION:5+99.52 RIM/FG = 5812.496 24" INV IN = 5810.121 24" INV OUT = 5810.121
A08	??? 45° BEND STATION:??? RIM/FG = 5813.897 24" INV IN = 5811.522 24" INV OUT = 5811.522
A09=LAT A-3=LAT A-4	STORM LINE A STD. 3'X3' JUNCTION BOX CONN. TO EX. 18" CPP STATION:6+30.46 RIM/FG = 5817.516 12" INV IN = 5811.930 12" INV IN = 5811.930 24" INV OUT = 5811.933

STORM STRUCTURE TABLE	
STRUCTURE NAME	STRUCTURE DETAILS
LAT A-12=INLET #2	LAT A-1 STD. TWO GRATE INLET STATION:0+33.38 RIM/FG = 5785.746 21" INV OUT = 5782.470
LAT A-22= INLET #1	LAT A-2 STD. TWO GRATE INLET STATION:0+20.57 RIM/FG = 5785.741 21" INV OUT = 5781.000
LAT A-32= INLET #5	LAT A-3 18" NYPLOPLAST DRAIN STATION:0+39.98 RIM/FG = 5815.250 12" INV OUT = 5812.330
LAT A-42= INLET #4	LAT A-4 18" NYPLOPLAST DRAIN STATION:0+68.59 RIM/FG = 5814.502 12" INV OUT = 5812.444

SEE SHEET C-1.1 FOR TOWN OF NEW CASTLE GENERAL NOTES.

!! WARNING !!

EXISTING UTILITIES IN THE AREA. CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL EXISTING UTILITIES WITH THE PROVIDER PRIOR TO START OF CONSTRUCTION AND SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY CONFLICTS DISCOVERED. CONTRACTOR IS RESPONSIBLE FOR COORDINATING UTILITY RELOCATION WHERE NECESSARY AND PROTECTING EXISTING UTILITIES (SHOWN OR NOT SHOWN). IF ANY EXISTING UTILITIES ARE DAMAGED, THE CONTRACTOR SHALL REPLACE THEM AT THEIR OWN EXPENSE.

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NO.	DATE	DESCRIPTION	BY
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FOR PRELIMINARY REVIEW ONLY

STORM LINE-A PLAN & PROFILE

ARCHWOOD TOWNHOMES

CASTLE VALLEY BLVD

67 RESIDENTIAL LOTS & 7 OPEN AREAS

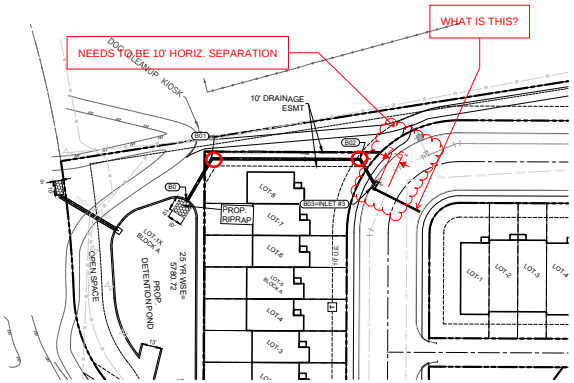
TOWN OF NEW CASTLE

GARFIELD COUNTY, COLORADO 81647

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OFFICE: (214) 454-7255

P.E.	DES.	DATE	SCALE	PROJECT NO.	SHEET NO.
RY	SS	08/25/25	SEE SCALE BAR	38-25	C-6.3

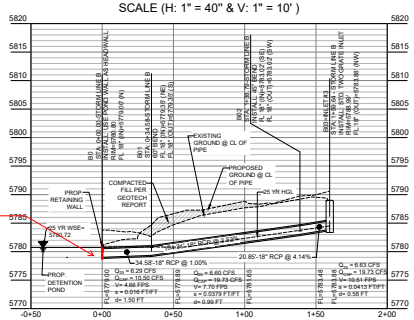
TEXAS ENGINEERING FIRM # F-20397



STORM STRUCTURE TABLE	
STRUCTURE NAME	STRUCTURE DETAILS
B0	STORM LINE B USE POND WALL AS HEADWALL STATION:0+00.00 RIM/FG = 5780.804 18" INV IN = 5779.000
B01	STORM LINE B 60° BEND STATION:0+34.58 RIM/FG = 5781.150 18" INV IN = 5779.346 18" INV OUT = 5779.346
B02	STORM LINE B 45° BEND STATION:1+38.79 RIM/FG = 5784.824 18" INV IN = 5783.020 18" INV OUT = 5783.020
B03=INLET #3	STORM LINE B STD. TWO GRATE INLET STATION:1+59.64 RIM/FG = 5788.987 18" INV OUT = 5783.882

STORM SEWER LEGEND	
EXISTING MINOR CONTOURS	681
EXISTING MAJOR CONTOURS	680
MINOR CONTOURS	681
MAJOR CONTOURS	680
STORM PIPE	STM
HIGH POINT	HP
CURB INLET	
GRATE INLET	
STORM MANHOLE	
STORM CLEANOUT	
JUNCTION BOX	
SANITARY SEWER MANHOLE	
SANITARY SEWER CLEANOUT	
SANITARY SEWER DOUBLE CLEANOUT	
SANITARY SEWER SAMPLE PORT	
GREASE TRAP	GT
DOMESTIC WATER METER	
IRRIGATION METER	
GAS METER	
TRANSFORMER	T
LIGHT POLE	
POWER POLE	

STORM LINE B PROFILE
SCALE (H: 1" = 40" & V: 1" = 10')



SEE SHEET C-1.1 FOR TOWN OF NEW CASTLE GENERAL NOTES.

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NO.	DATE	DESCRIPTION	BY
1	08/25/25	1ST PRELIMINARY PUD SUBMITTAL	RY
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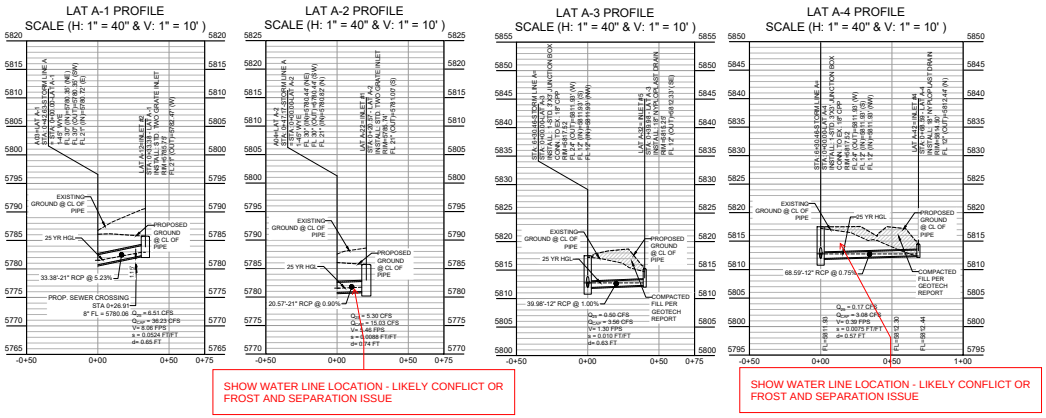
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STORM LINE-B PLAN & PROFILE
ARCHWOOD TOWNHOMES
CASTLE VALLEY BLVD
67 RESIDENTIAL LOTS & 7 OPEN AREAS
TOWN OF NEW CASTLE
GARFIELD COUNTY, COLORADO 81647

KMCE
17774 PRESTON RD
SUITE 2B
DALLAS, TEXAS 75252
OFFICE: (214) 454-7255

P.E.	DES.	DATE	SCALE	PROJECT NO.	SHEET NO.
RY	SS	08/25/25	SEE SCALE BAR	38-25	C-6.4

TEXAS ENGINEERING FIRM # F-20397



SEE SHEET C-1.1 FOR TOWN OF NEW CASTLE GENERAL NOTES.

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FOR PRELIMINARY REVIEW ONLY

STORM LATERAL PROFILE

ARCHWOOD TOWNHOMES

CASTLE VALLEY BLVD

67 RESIDENTIAL LOTS & 7 OPEN AREAS

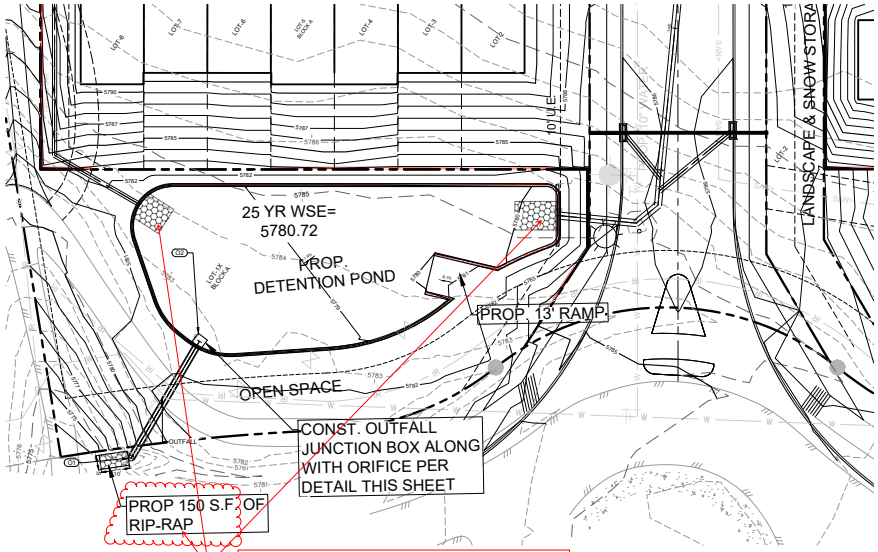
TOWN OF NEW CASTLE

GARFIELD COUNTY, COLORADO 81647

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17774 PRESTON RD
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P.E.	DES.	DATE	SCALE	PROJECT NO.	SHEET NO.
RY	SS	08/25/25	SEE SCALE BAR	38-25	C-6.5

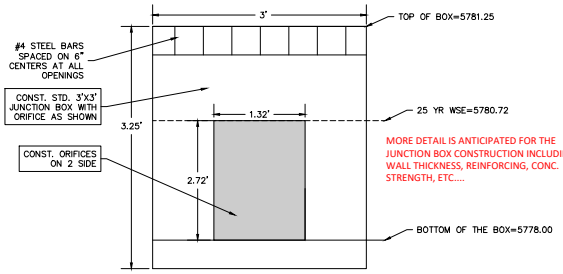
TEXAS ENGINEERING FIRM # F-20397



50 SF X DEPTH? RIP RAP SIZE AND INSTALLATION DETAIL?

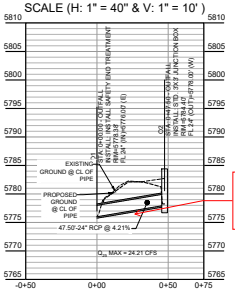
STORM STRUCTURE TABLE	
STRUCTURE NAME	STRUCTURE DETAILS
O1	OUTFALL INSTALL SAFETY END TREATMENT STATION:0+00.00 RIMFG = 5778.375 24" INV IN = 5776.000
O2	OUTFALL STD. 3'X3' JUNCTION BOX STATION:0+47.50 RIMFG = 5784.400 24" INV OUT = 5778.000

Detention Pond Volume Summary				
Year Event	Volume (CF) REQUIRED	Volume (CY) REQUIRED	Volume (CY) PROVIDED	Elevation
25yrs	10,282	381	385	5780.72

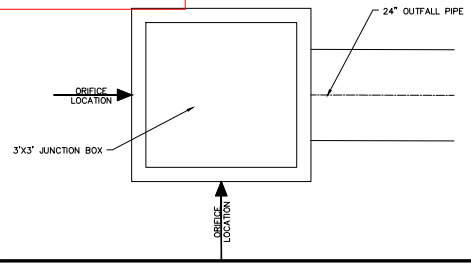


MORE DETAIL IS ANTICIPATED FOR THE JUNCTION BOX CONSTRUCTION INCLUDING WALL THICKNESS, REINFORCING, CONC. STRENGTH, ETC....

OUTFALL PROFILE
SCALE (H: 1" = 40" & V: 1" = 10')



NEED TO KNOW WHERE WATER CROSSES TO DETERMINE IF CONFLICT EXISTS WITH STORM DRAIN. FROST PROTECTION AND CLEARANCE CONCERNS





STORM SEWER LEGEND	
EXISTING MINOR CONTOURS	681
EXISTING MAJOR CONTOURS	680
MINOR CONTOURS	681
MAJOR CONTOURS	680
STORM PIPE	STM
HIGH POINT	HP
CURB INLET	
GRATE INLET	
STORM MANHOLE	
STORM CLEANOUT	
JUNCTION BOX	
SANITARY SEWER MANHOLE	
SANITARY SEWER CLEANOUT	
SANITARY SEWER DOUBLE CLEANOUT	
SANITARY SEWER SAMPLE PORT	
GREASE TRAP	
DOMESTIC WATER METER	
IRRIGATION METER	
GAS METER	
TRANSFORMER	T
LIGHT POLE	
POWER POLE	

NOTE:
ALL THE CALCULATION AND DESIGN IS DONE BASED ON DRAINAGE REPORT DONE BY " TRIANGLE ENGINEERING" FOR ARCHWOOD TOWNHOMES DATED AUGUST 2025.

SEE SHEET C-1.1 FOR TOWN OF NEW CASTLE GENERAL NOTES.

!! WARNING !!
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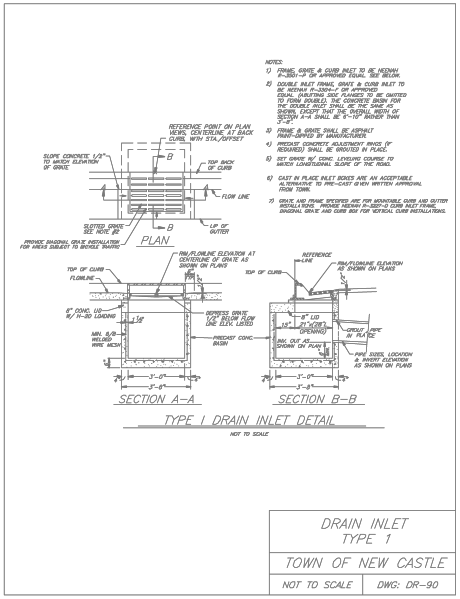
FOR PRELIMINARY REVIEW ONLY

DETENTION POND PLAN
ARCHWOOD TOWNHOMES
CASTLE VALLEY BLVD
67 RESIDENTIAL LOTS & 7 OPEN AREAS
TOWN OF NEW CASTLE
GARFIELD COUNTY, COLORADO 81647

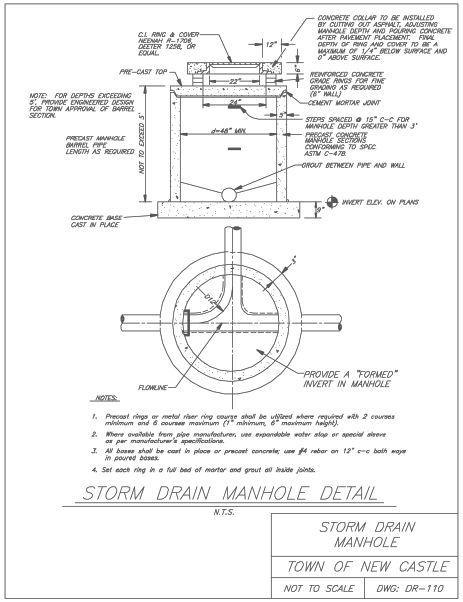
KMCE
17774 PRESTON RD
SUITE 2B
DALLAS, TEXAS 75252
OFFICE: (214) 454-7255

P.E.	DES.	DATE	SCALE	PROJECT NO.	SHEET NO.
RY	SS	08/25/25	SEE SCALE BAR	38-25	C-6.6

TEXAS ENGINEERING FIRM # F-20397

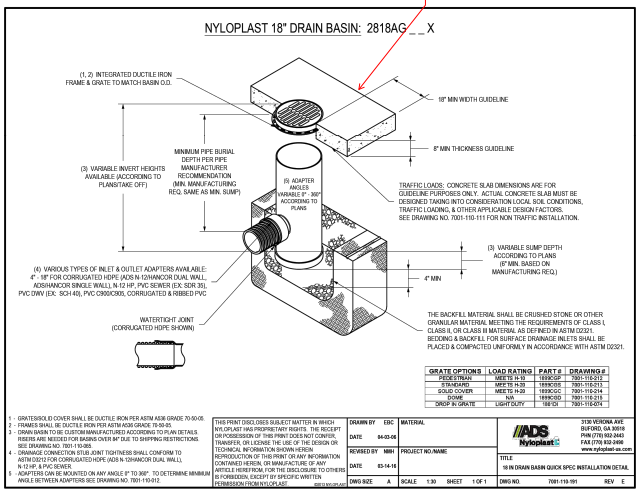


DRAIN INLET TYPE 1	
TOWN OF NEW CASTLE	
NOT TO SCALE	DWG: DR-90



STORM DRAIN MANHOLE	
TOWN OF NEW CASTLE	
NOT TO SCALE	DWG: DR-110

IS A NYLOPLAST INLET PROPOSED SOMEWHERE?



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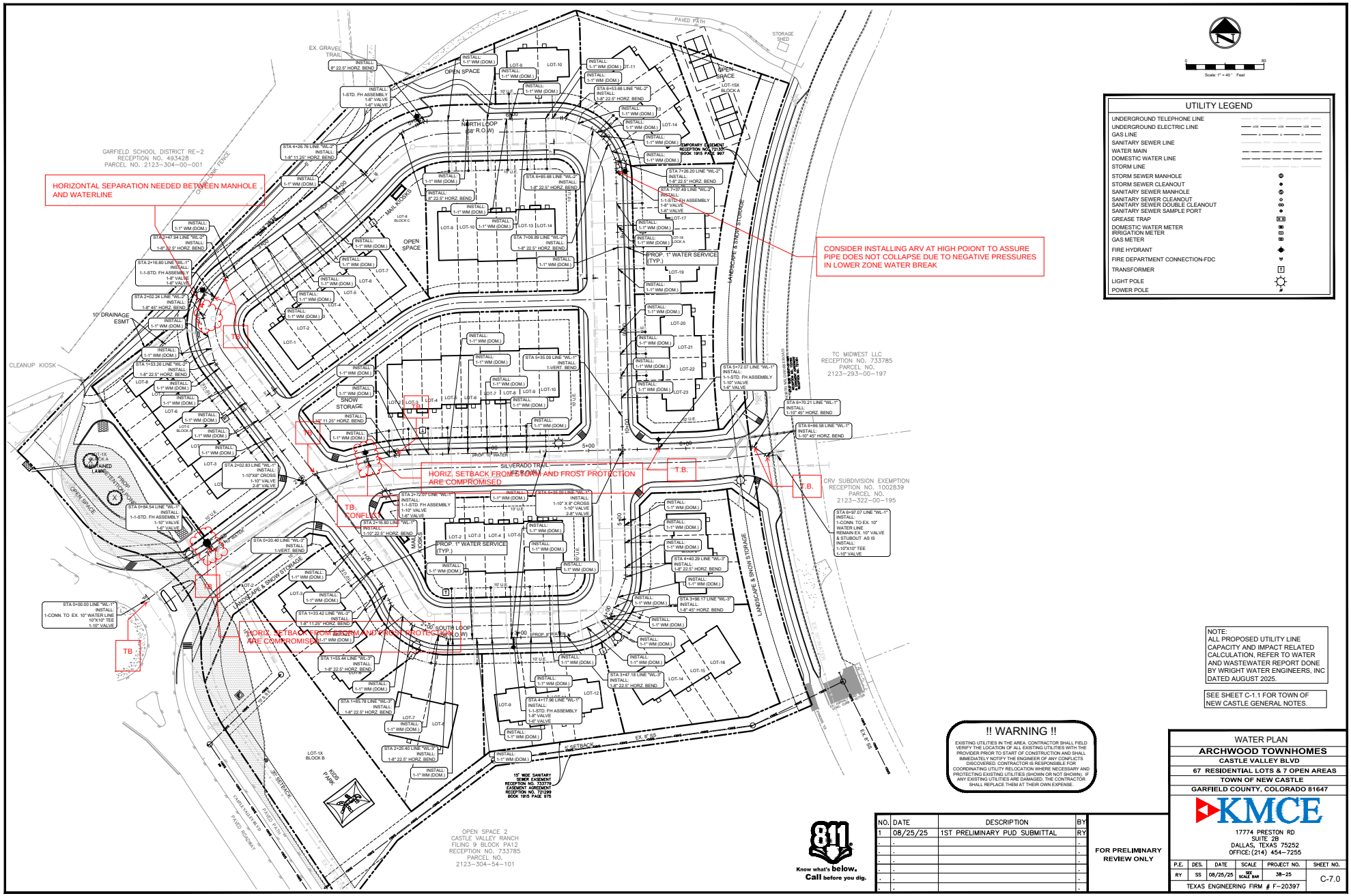
STORM DETAILS

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CASTLE VALLEY BLVD
67 RESIDENTIAL LOTS & 7 OPEN AREAS
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GARFIELD COUNTY, COLORADO 81647

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P.E.	DES.	DATE	SCALE	PROJECT NO.	SHEET NO.
RY	SS	08/25/25	SEE SCALE BAR	38-25	C-6.7

TEXAS ENGINEERING FIRM # F-20397



UTILITY LEGEND

UNDERGROUND TELEPHONE LINE	UTE
UNDERGROUND ELECTRIC LINE	UGE
GAS LINE	G
SANITARY SEWER LINE	SAN
WATER MAIN	W
DOMESTIC WATER LINE	DW
STORM LINE	STM
STORM SEWER MANHOLE	
STORM SEWER CLEANOUT	
SANITARY SEWER MANHOLE	
SANITARY SEWER CLEANOUT	
SANITARY SEWER DOUBLE CLEANOUT	
SANITARY SEWER SAMPLE PORT	
GREASE TRAP	GT
DOMESTIC WATER METER	
IRRIGATION METER	
GAS METER	
FIRE HYDRANT	
FIRE DEPARTMENT CONNECTION-FDC	
TRANSFORMER	T
LIGHT POLE	
POWER POLE	

NOTE:
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FOR PRELIMINARY REVIEW ONLY

WATER PLAN

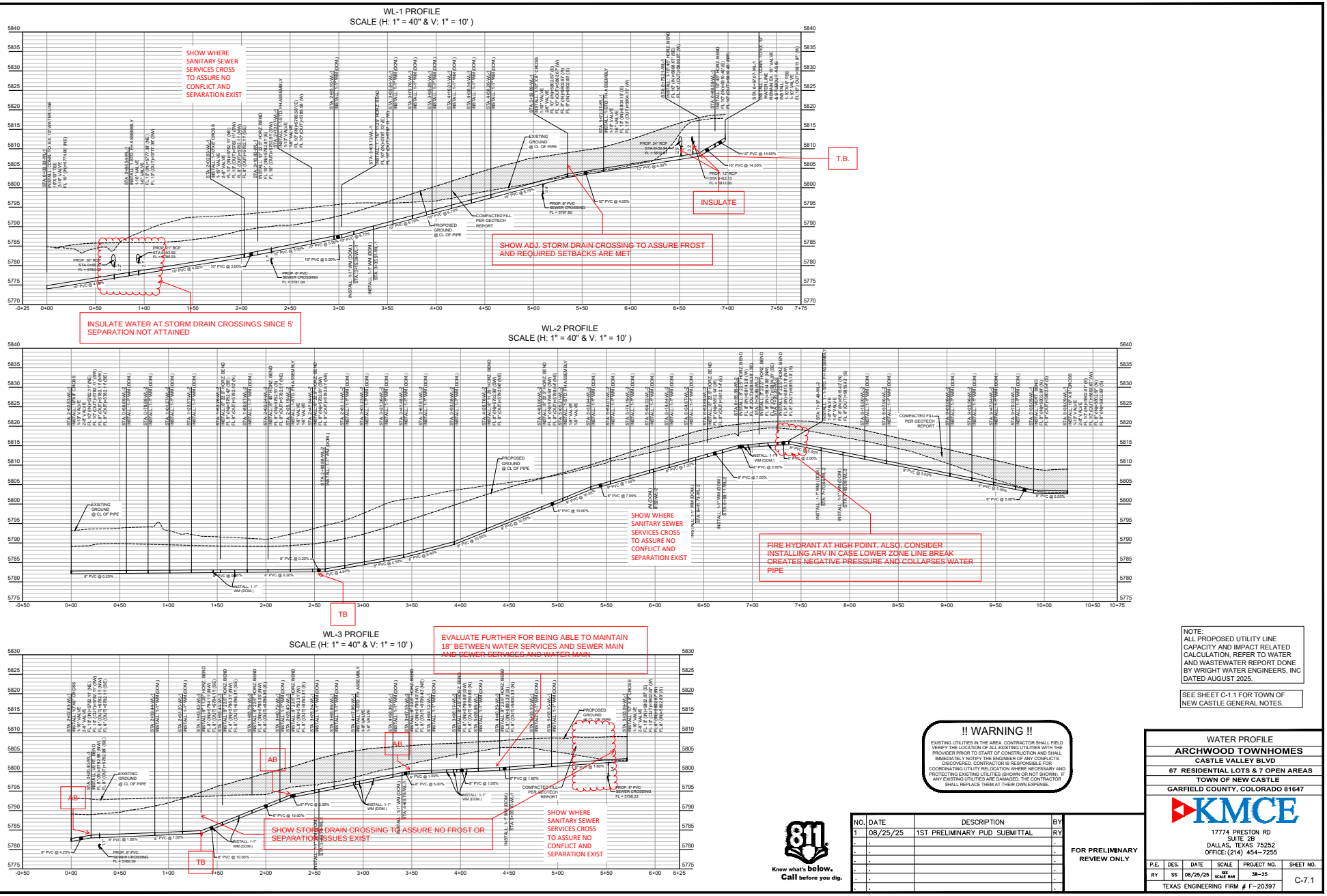
ARCHWOOD TOWNHOMES

CASTLE VALLEY BLVD
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TEXAS ENGINEERING FIRM # F-20397



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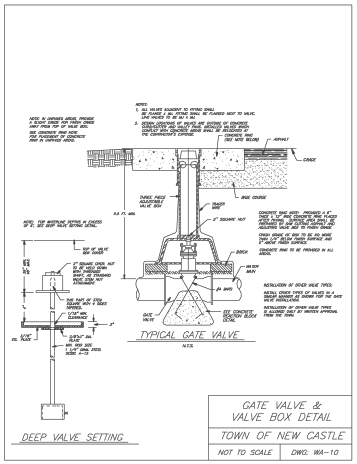
FOR PRELIMINARY REVIEW ONLY

WATER PROFILE
ARCHWOOD TOWNHOMES
CASTLE VALLEY BLVD
67 RESIDENTIAL LOTS & 7 OPEN AREAS
TOWN OF NEW CASTLE
GARFIELD COUNTY, COLORADO 81647

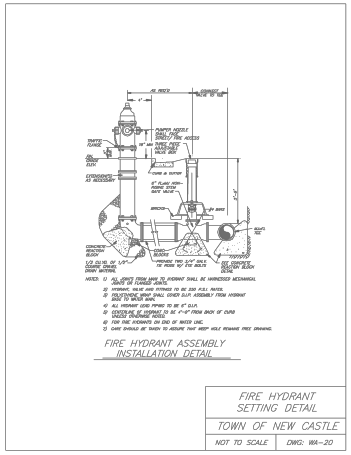
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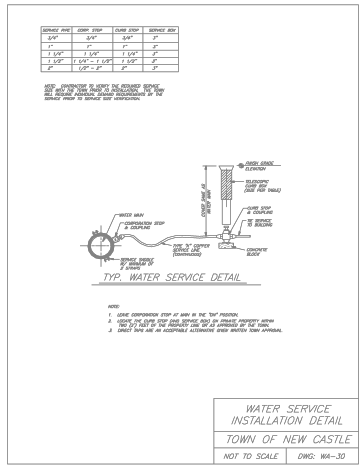
TEXAS ENGINEERING FIRM # F-20397



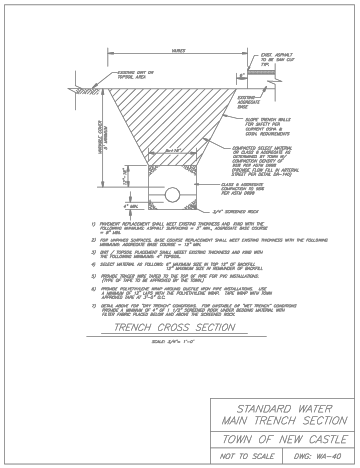
GATE VALVE & VALVE BOX DETAIL
TOWN OF NEW CASTLE
NOT TO SCALE | DWG: WA-10



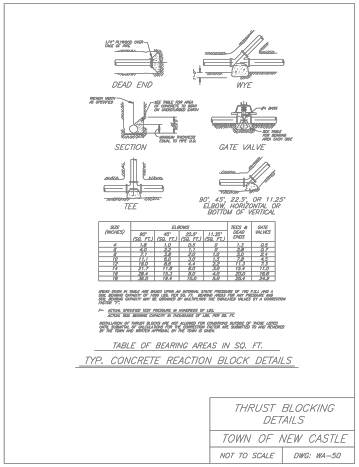
FIRE HYDRANT SETTING DETAIL
TOWN OF NEW CASTLE
NOT TO SCALE | DWG: WA-20



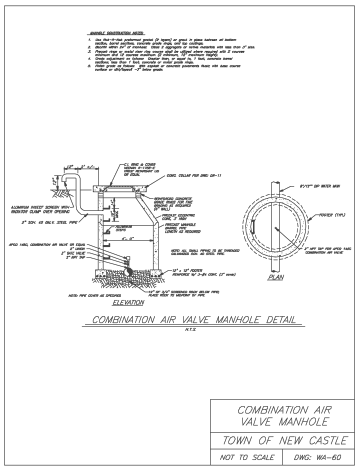
WATER SERVICE INSTALLATION DETAIL
TOWN OF NEW CASTLE
NOT TO SCALE | DWG: WA-30



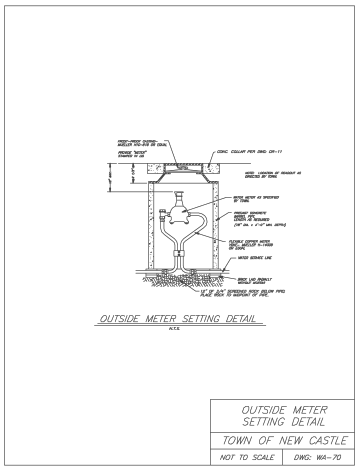
STANDARD WATER MAIN TRENCH SECTION
TOWN OF NEW CASTLE
NOT TO SCALE | DWG: WA-40



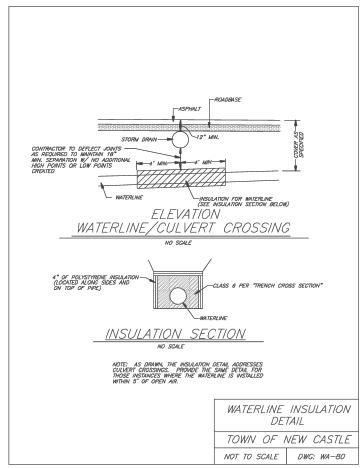
THRUST BLOCKING DETAILS
TOWN OF NEW CASTLE
NOT TO SCALE | DWG: WA-50



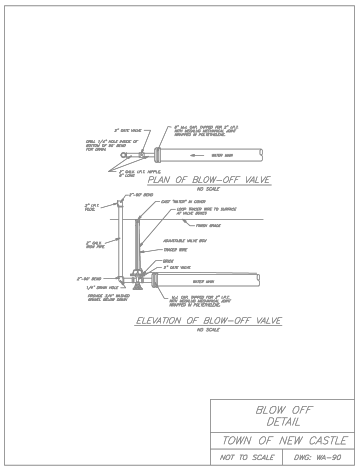
COMBINATION AIR VALVE MANHOLE
TOWN OF NEW CASTLE
NOT TO SCALE | DWG: WA-60



OUTSIDE METER SETTING DETAIL
TOWN OF NEW CASTLE
NOT TO SCALE | DWG: WA-70



WATERLINE INSULATION DETAIL
TOWN OF NEW CASTLE
NOT TO SCALE | DWG: WA-80



BLOW OFF DETAIL
TOWN OF NEW CASTLE
NOT TO SCALE | DWG: WA-90

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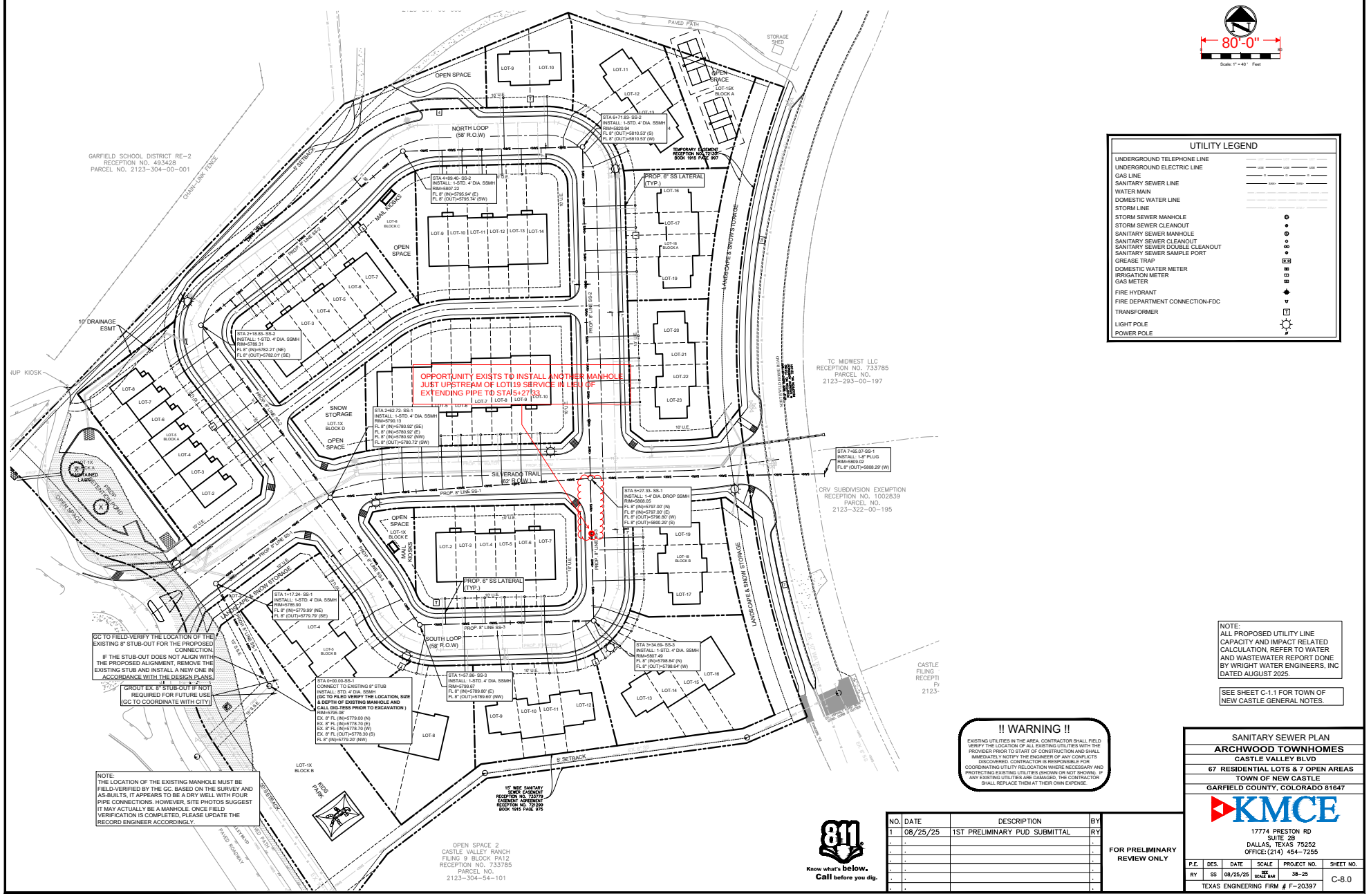
WATER DETAILS

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TEXAS ENGINEERING FIRM # F-20397



UTILITY LEGEND

UNDERGROUND TELEPHONE LINE	
UNDERGROUND ELECTRIC LINE	
GAS LINE	
SANITARY SEWER LINE	
WATER MAIN	
DOMESTIC WATER LINE	
STORM LINE	
STORM SEWER MANHOLE	
STORM SEWER CLEANOUT	
SANITARY SEWER MANHOLE	
SANITARY SEWER CLEANOUT	
SANITARY SEWER DOUBLE CLEANOUT	
SANITARY SEWER SAMPLE PORT	
GREASE TRAP	GT
DOMESTIC WATER METER	
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GAS METER	
FIRE HYDRANT	
FIRE DEPARTMENT CONNECTION-FDC	
TRANSFORMER	T
LIGHT POLE	
POWER POLE	

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FOR PRELIMINARY REVIEW ONLY

SANITARY SEWER PLAN

ARCHWOOD TOWNHOMES

CASTLE VALLEY BLVD

67 RESIDENTIAL LOTS & 7 OPEN AREAS

TOWN OF NEW CASTLE

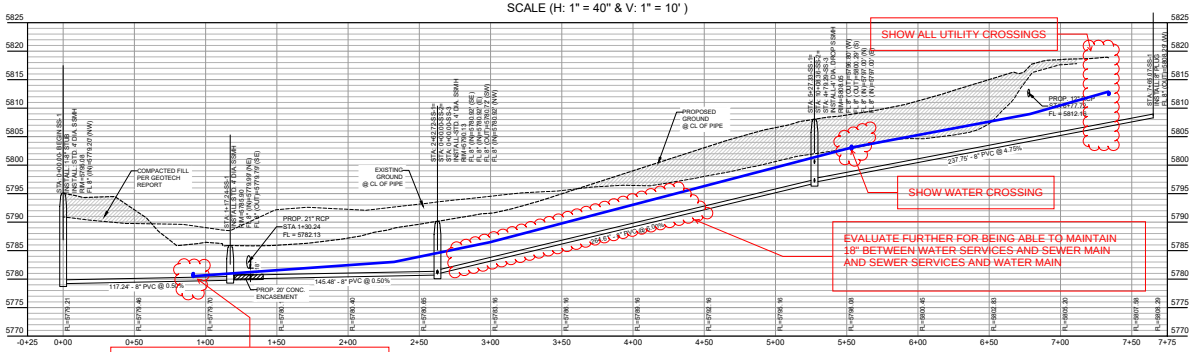
GARFIELD COUNTY, COLORADO 81647

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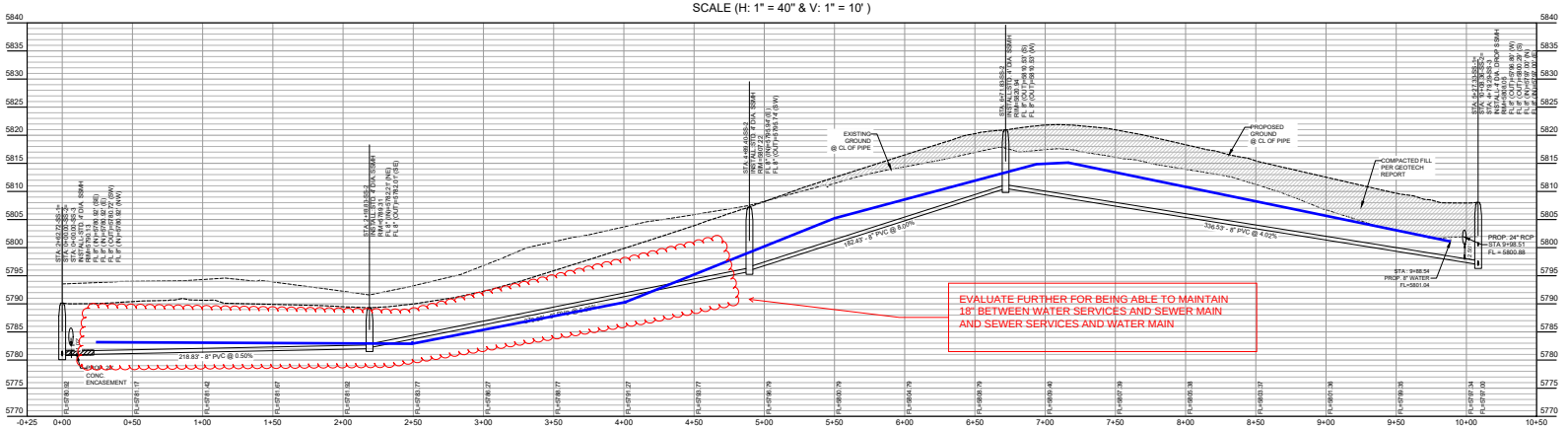
P.E.	DES.	DATE	SCALE	PROJECT NO.	SHEET NO.
RY	SS	08/25/25	SEE SCALE BAR	38-25	C-8.0

TEXAS ENGINEERING FIRM # F-20397

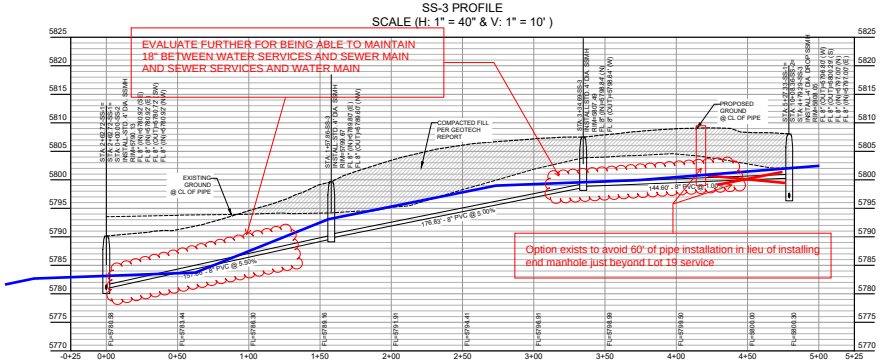
SS-1 PROFILE
SCALE (H: 1" = 40" & V: 1" = 10')



SS-2 PROFILE
SCALE (H: 1" = 40" & V: 1" = 10')



SS-3 PROFILE
SCALE (H: 1" = 40" & V: 1" = 10')



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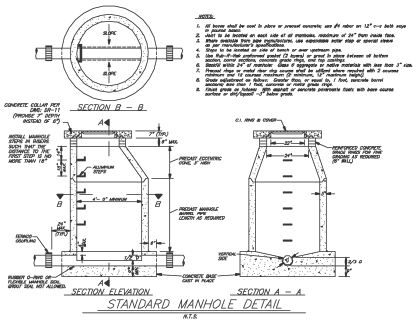
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SANITARY SEWER PROFILE
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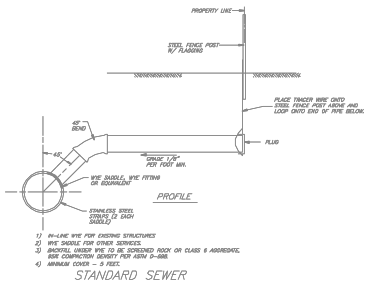
TEXAS ENGINEERING FIRM # F-20397



STANDARD MANHOLE DETAIL

N.T.S.

STANDARD SEWER MANHOLE DETAIL	
TOWN OF NEW CASTLE	
NOT TO SCALE	DWG: SW–10

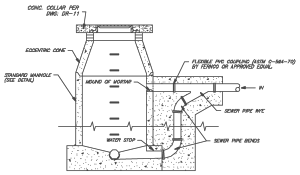


1) IN-LINE WYE FOR EXISTING STRUCTURES
2) WYE SADDLE FOR OTHER SERVICES.
3) BACKFILL UNDER WYE TO BE SCREENED ROCK OR CLASS 6 AGGREGATE. SEE COMPACTION DENSITY PER ASTM D-698.
4) MINIMUM COVER – 5 FEET.

STANDARD SEWER SERVICE CONNECTION DETAIL

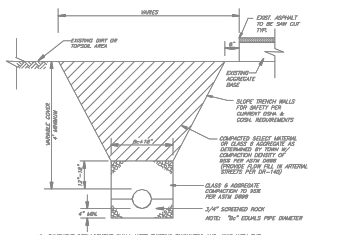
N.T.S.

SEWER SERVICE CONNECTION DETAIL	
TOWN OF NEW CASTLE	
NOT TO SCALE	DWG: SW–40



DROP CONNECTION TO STANDARD MANHOLE

DROP MANHOLE CONNECTION DETAIL	
TOWN OF NEW CASTLE	
NOT TO SCALE	DWG: SW–30

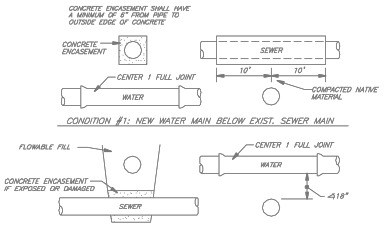


1) PAVEMENT REPLACEMENT SHALL MEET EXISTING THICKNESS AND KIND WITH THE FOLLOWING MINIMUMS: ASPHALT SURFACING = 3" MIN., AGGREGATE BASE COURSE = 6" MIN.
2) FOR UNPAVED SURFACES, BASE COURSE REPLACEMENT SHALL MEET EXISTING THICKNESS WITH THE FOLLOWING MINIMUMS: AGGREGATE BASE COURSE – 12" MIN.
3) SOFT / TOPSOIL PLACEMENT SHALL MEET EXISTING THICKNESS AND KIND WITH THE FOLLOWING MINIMUMS: 4" TOPSOIL.
4) SELECT MATERIAL AS FOLLOWS: 6" MAXIMUM SIZE. (ROCKS TO BE PLACED SO THAT NO VOIDS ARE CREATED.)
5) INSTALL ABOVE FOR "DRY TRENCH" CONDITIONS. FOR UNSTABLE OR "WET TRENCH" CONDITIONS PROVIDE A MINIMUM OF 4" OF 1 1/2" SCREENED ROCK UNDER BEDDING MATERIAL WITH FILTER FABRIC PLACED BELOW AND ABOVE THE SCREENED ROCK.

TRENCH CROSS SECTION

SCALE: 3/4"= 1'-0"

STANDARD SEWER MAIN TRENCH SECTION	
TOWN OF NEW CASTLE	
NOT TO SCALE	DWG: SW–50



1) SEWER/WATER LINE TO BE CONSTRUCTED OF ONE JOINT (18' MINIMUM) OF C-900 PVC DR-18 PIPE, CENTERED ON SEWER/WATER LINE FOR PERPENDICULAR CROSSING. FOR SKEW CROSSINGS, USE C-900 PIPE UNTIL HORIZONTAL SEPARATION EXCEEDS 10'.

WATER / SEWER CROSSING

WATER/SEWER CROSSING DETAIL	
TOWN OF NEW CASTLE	
NOT TO SCALE	DWG: SW–60

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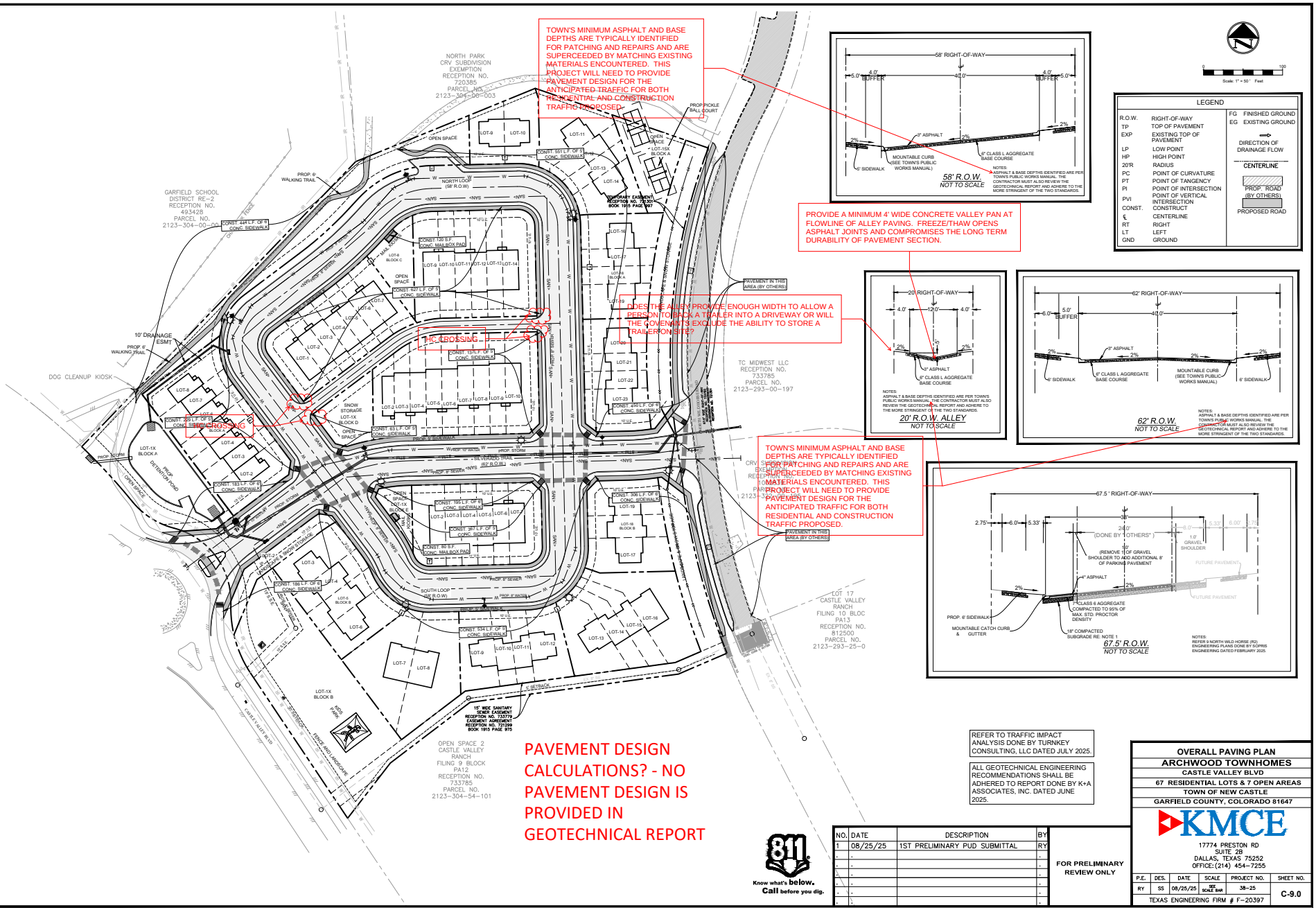
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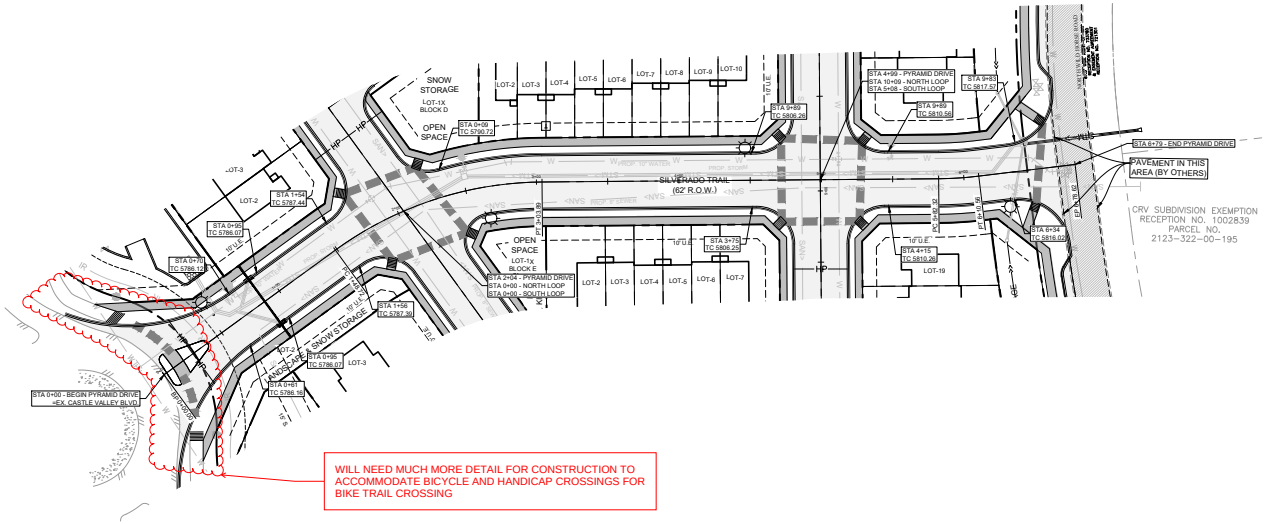
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67 RESIDENTIAL LOTS & 7 OPEN AREAS
TOWN OF NEW CASTLE
GARFIELD COUNTY, COLORADO 81647

KMCE
17774 PRESTON RD
SUITE 2B
DALLAS, TEXAS 75252
OFFICE: (214) 454-7255

P.E.	DES.	DATE	SCALE	PROJECT NO.	SHEET NO.
RY	SS	08/25/25	SEE SCALE BAR	38-25	C-8.2

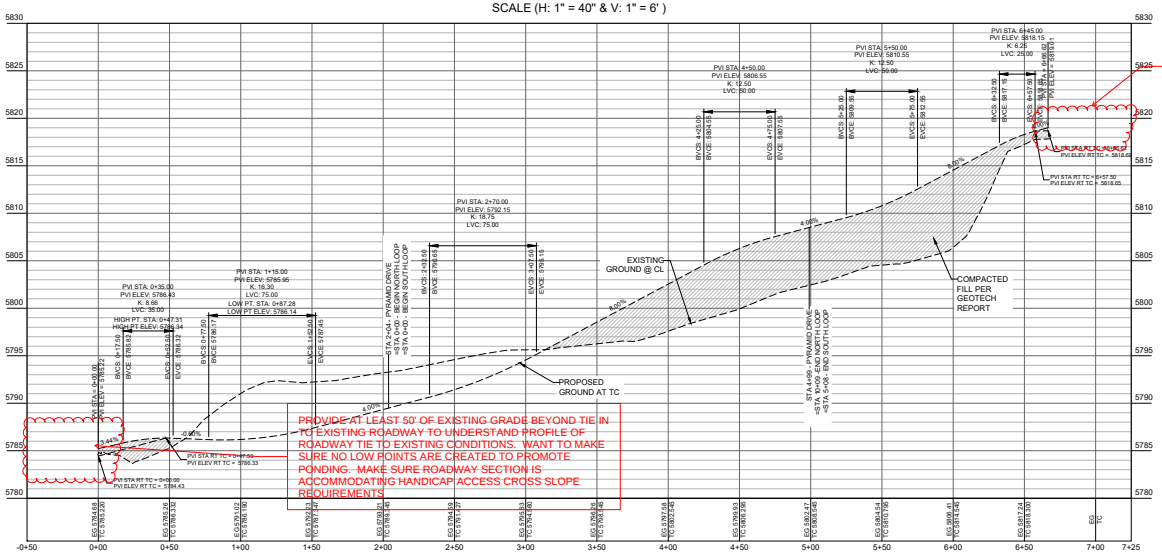
TEXAS ENGINEERING FIRM # F-20397


TOWN'S MINIMUM ASPHALT AND BASE DEPTHS ARE TYPICALLY IDENTIFIED FOR PATCHING AND REPAIRS AND ARE SUPERCEEDED BY MATCHING EXISTING MATERIALS ENCOUNTERED. THIS PROJECT WILL NEED TO PROVIDE PAVEMENT DESIGN FOR THE ANTICIPATED TRAFFIC FOR BOTH RESIDENTIAL AND CONSTRUCTION TRAFFIC PROPOSED.
58' RIGHT-OF-WAY
5.0' BUFFER
4.0' BUFFER
40.0'
3" ASPHALT
6" CLASS L AGGREGATE BASE COURSE
MOUNTABLE CURB (SEE TOWN'S PUBLIC WORKS MANUAL)
6' SIDEWALK
58' R.O.W.
NOT TO SCALE
PROVIDE A MINIMUM 4' WIDE CONCRETE VALLEY PAN AT FLOWLINE OF ALLEY PAVING. FREEZE/THAW OPENS ASPHALT JOINTS AND COMPROMISES THE LONG TERM DURABILITY OF PAVEMENT SECTION.
DOES THE ALLEY PROVIDE ENOUGH WIDTH TO ALLOW A PERSON TO BACK A TRAILER INTO A DRIVEWAY OR WILL THE COVENANTS EXCLUDE THE ABILITY TO STORE A TRAILER ON SITE?
20' RIGHT-OF-WAY
4.0'
12.0'
4.0'
20' R.O.W. ALLEY
NOT TO SCALE
62' RIGHT-OF-WAY
6.0'
5.0' BUFFER
40.0'
6' CLASS L AGGREGATE BASE COURSE
62' R.O.W.
NOT TO SCALE
TOWN'S MINIMUM ASPHALT AND BASE DEPTHS ARE TYPICALLY IDENTIFIED FOR PATCHING AND REPAIRS AND ARE SUPERCEEDED BY MATCHING EXISTING MATERIALS ENCOUNTERED. THIS PROJECT WILL NEED TO PROVIDE PAVEMENT DESIGN FOR THE ANTICIPATED TRAFFIC FOR BOTH RESIDENTIAL AND CONSTRUCTION TRAFFIC PROPOSED.
67.5' RIGHT-OF-WAY
2.75'
6.0'
5.33'
38'
24.0'
(DONE BY 1 OTHERS')
1.0' GRAVEL SHOULDER
4" ASPHALT
CLASS 6 AGGREGATE COMPACTED TO 95% OF MAX STD. PROCTOR DENSITY
PROP. 6' SIDEWALK
MOUNTABLE CATCH CURB & GUTTER
18" COMPACTED SUBGRADE RE: NOTE 1
67.5' R.O.W.
NOT TO SCALE
LEGEND
R.O.W. RIGHT-OF-WAY
TP TOP OF PAVEMENT
EXP EXISTING TOP OF PAVEMENT
LP LOW POINT
HP HIGH POINT
20'R RADIUS
PC POINT OF CURVATURE
PT POINT OF TANGENCY
PI POINT OF INTERSECTION
PVI POINT OF VERTICAL INTERSECTION
CONST. CONSTRUCT
℄ CENTERLINE
RT RIGHT
LT LEFT
GND GROUND
FG FINISHED GROUND
EG EXISTING GROUND
DIRECTION OF DRAINAGE FLOW
CENTERLINE
PROP. ROAD (BY OTHERS)
PROPOSED ROAD
PAVEMENT DESIGN CALCULATIONS? - NO PAVEMENT DESIGN IS PROVIDED IN GEOTECHNICAL REPORT
REFER TO TRAFFIC IMPACT ANALYSIS DONE BY TURNKEY CONSULTING, LLC DATED JULY 2025.
ALL GEOTECHNICAL ENGINEERING RECOMMENDATIONS SHALL BE ADHERED TO REPORT DONE BY K+A ASSOCIATES, INC. DATED JUNE 2025.
Know what's below. Call before you dig.
NO. DATE DESCRIPTION BY
1 08/25/25 1ST PRELIMINARY PUD SUBMITTAL RY
FOR PRELIMINARY REVIEW ONLY
OVERALL PAVING PLAN
ARCHWOOD TOWNHOMES
CASTLE VALLEY BLVD
67 RESIDENTIAL LOTS & 7 OPEN AREAS
TOWN OF NEW CASTLE
GARFIELD COUNTY, COLORADO 81647
KMCE
17774 PRESTON RD
SUITE 2B
DALLAS, TEXAS 75252
OFFICE: (214) 454-7255
P.E. DES. DATE SCALE PROJECT NO. SHEET NO.
RY SS 08/25/25 SEE SCALE BAR 38-25 C-9.0
TEXAS ENGINEERING FIRM # F-20397



WILL NEED MUCH MORE DETAIL FOR CONSTRUCTION TO ACCOMMODATE BICYCLE AND HANDICAP CROSSINGS FOR BIKE TRAIL CROSSING

PYRAMID DRIVE PROFILE
SCALE (H: 1" = 40" & V: 1" = 6')



CARRY PROFILE OUT TO NORTH SIDE OF NORTH WILDHORSE DRIVE TO UNDERSTAND TIE TO EXISTING IMPROVEMENTS.

PROVIDE AT LEAST 50' OF EXISTING GRADE BEYOND TIE IN TO EXISTING ROADWAY TO UNDERSTAND PROFILE OF ROADWAY TIE TO EXISTING CONDITIONS. WANT TO MAKE SURE NO LOW POINTS ARE CREATED TO PROMOTE PONDING. MAKE SURE ROADWAY SECTION IS ACCOMMODATING HANDICAP ACCESS CROSS SLOPE REQUIREMENTS

WITH THE PROFILE BEING TOP OF CURB, BOTH CURB LINES AND CENTERLINE PROFILE WILL NEED TO BE PROVIDED TO UNDERSTAND THE FULL CHARACTER OF THE INTENDED DRAINAGE, TRANSITION CROSS SLOPES, LOW POINTS, HIGH POINTS, ETC...

Scale: 1" = 40' Feet

LEGEND			
R.O.W.	RIGHT-OF-WAY	FG	FINISHED GROUND
TP	TOP OF PAVEMENT	EG	EXISTING GROUND
EXP	EXISTING TOP OF PAVEMENT		DIRECTION OF DRAINAGE FLOW
LP	LOW POINT		CENTERLINE
HP	HIGH POINT		PROP. ROAD (BY OTHERS)
20'R	RADIUS		PROPOSED ROAD
PC	POINT OF CURVATURE		
PT	POINT OF TANGENCY		
PI	POINT OF INTERSECTION		
PVI	POINT OF VERTICAL INTERSECTION		
CONST.	CONSTRUCT		
℄	CENTERLINE		
RT	RIGHT		
LT	LEFT		
GND	GROUND		

REFER TO TRAFFIC IMPACT ANALYSIS DONE BY TURNKEY CONSULTING, LLC DATED JULY 2025.

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NOTE: REFER TO SHEET C-9.0 FOR TYPICAL PAVEMENT DETAILS.

811 Know what's below. Call before you dig.

NO.	DATE	DESCRIPTION	BY
1	08/25/25	1ST PRELIMINARY PUD SUBMITTAL	RY

FOR PRELIMINARY REVIEW ONLY

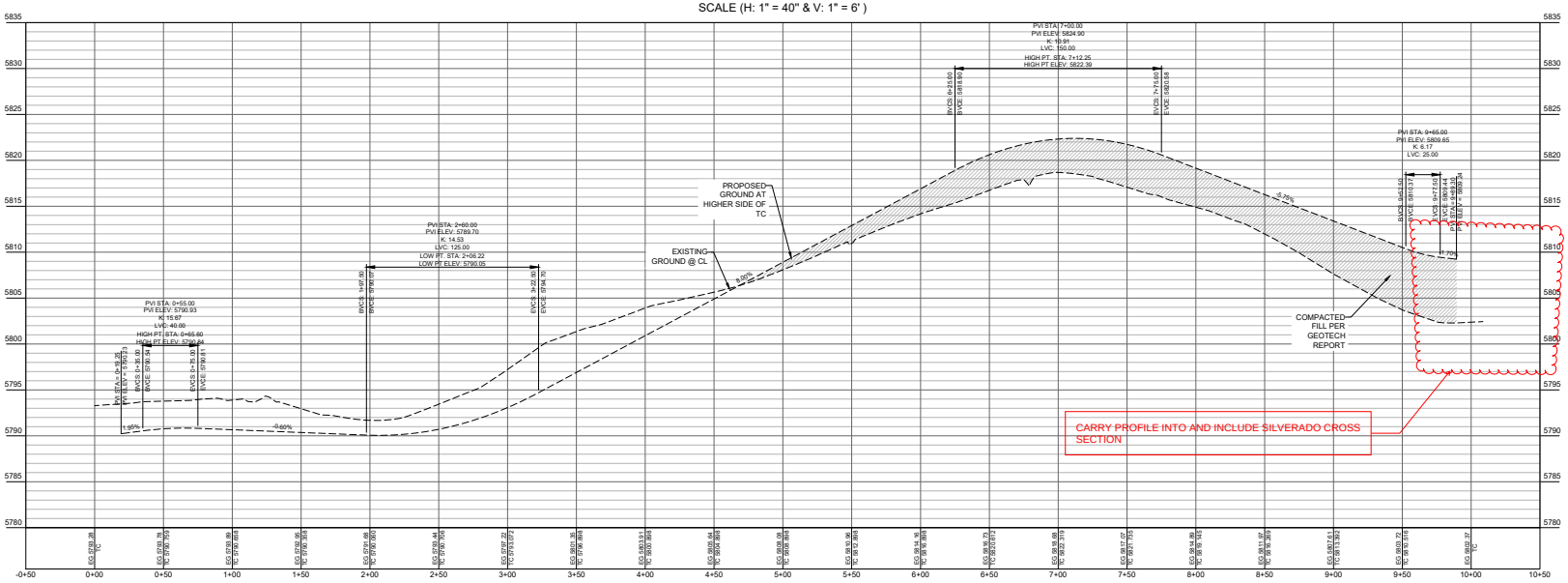
PAVING PLAN & PROFILE
ARCHWOOD TOWNHOMES
CASTLE VALLEY BLVD
67 RESIDENTIAL LOTS & 7 OPEN AREAS
TOWN OF NEW CASTLE
GARFIELD COUNTY, COLORADO 81647

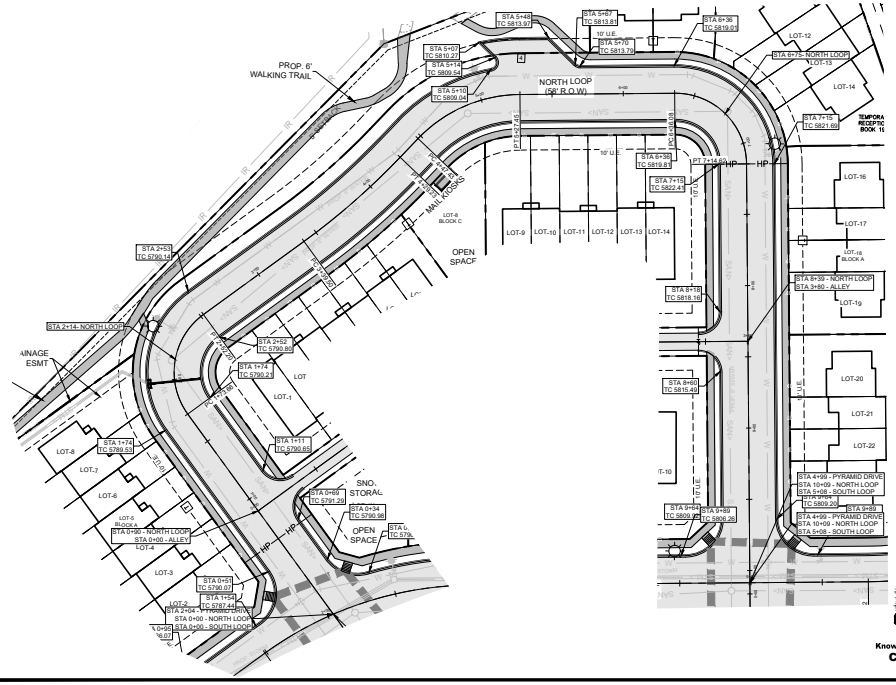
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P.E.	DES.	DATE	SCALE	PROJECT NO.	SHEET NO.
RY	SS	08/25/25	SEE SCALE BAR	38-25	C-9.1

TEXAS ENGINEERING FIRM # F-20397

NORTH LOOP PROFILE
SCALE (H: 1" = 40" & V: 1" = 6')





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LEGEND			
R.O.W.	RIGHT-OF-WAY	FG	FINISHED GROUND
TP	TOP OF PAVEMENT	EG	EXISTING GROUND
EXP	EXISTING TOP OF PAVEMENT		DIRECTION OF DRAINAGE FLOW
LP	LOW POINT		CENTERLINE
HP	HIGH POINT		PROP. ROAD (BY OTHERS)
20'R	RADIUS		PROPOSED ROAD
PC	POINT OF CURVATURE		
PT	POINT OF TANGENCY		
PI	POINT OF INTERSECTION		
PVI	POINT OF VERTICAL INTERSECTION		
CONST.	CONSTRUCT		
℄	CENTERLINE		
RT	RIGHT		
LT	LEFT		
GND	GROUND		

REFER TO TRAFFIC IMPACT ANALYSIS DONE BY TURNKEY CONSULTING, LLC DATED JULY 2025.

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NOTE: REFER TO SHEET C-9.0 FOR TYPICAL PAVEMENT DETAILS.

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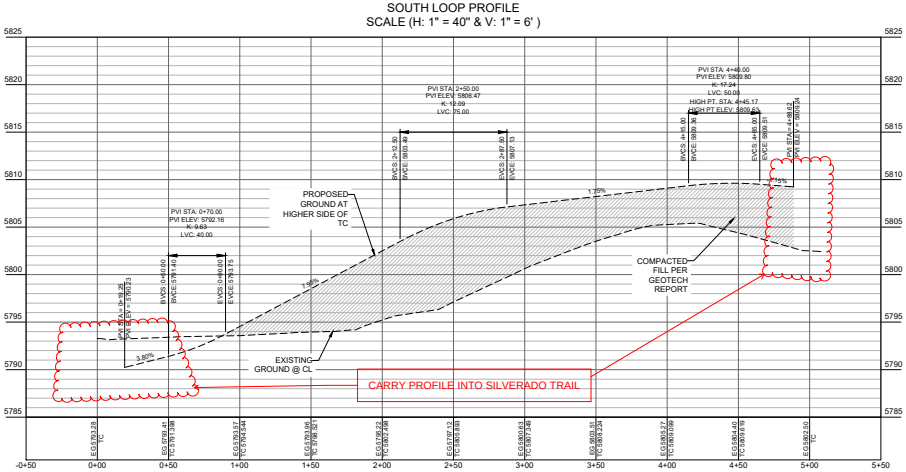
FOR PRELIMINARY REVIEW ONLY

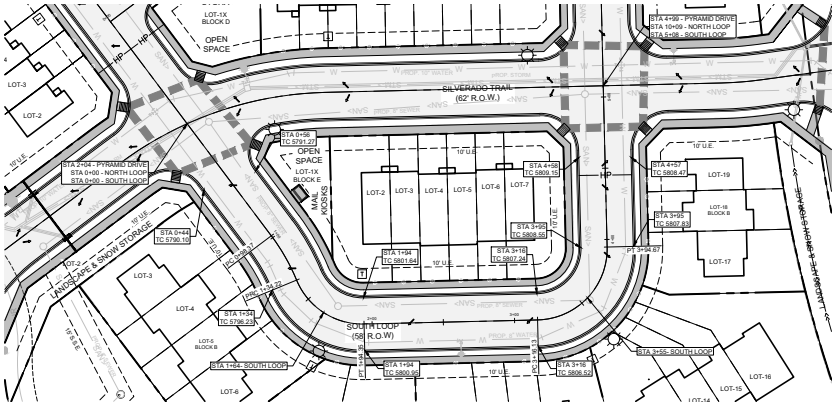
PAVING PLAN & PROFILE
ARCHWOOD TOWNHOMES
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67 RESIDENTIAL LOTS & 7 OPEN AREAS
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RY	SS	08/25/25	SEE SCALE BAR	38-25	C-9.2

TEXAS ENGINEERING FIRM # F-20397





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LEGEND			
R.O.W.	RIGHT-OF-WAY	FG	FINISHED GROUND
TP	TOP OF PAVEMENT	EG	EXISTING GROUND
EXP	EXISTING TOP OF PAVEMENT		DIRECTION OF DRAINAGE FLOW
LP	LOW POINT		CENTERLINE
HP	HIGH POINT		PROP. ROAD (BY OTHERS)
20'R	RADIUS		PROPOSED ROAD
PC	POINT OF CURVATURE		
PT	POINT OF TANGENCY		
PI	POINT OF INTERSECTION		
PVI	POINT OF VERTICAL INTERSECTION		
CONST.	CONSTRUCT		
℄	CENTERLINE		
RT	RIGHT		
LT	LEFT		
GND	GROUND		

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ARCHWOOD TOWNHOMES
CASTLE VALLEY BLVD
67 RESIDENTIAL LOTS & 7 OPEN AREAS
TOWN OF NEW CASTLE
GARFIELD COUNTY, COLORADO 81647

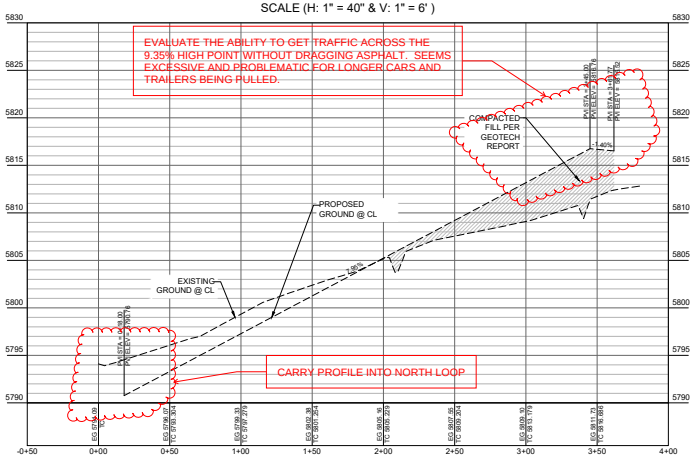
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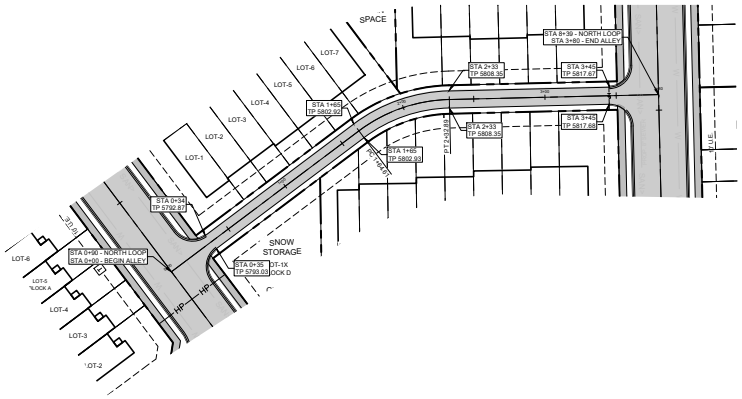
P.E.	DES.	DATE	SCALE	PROJECT NO.	SHEET NO.
RY	SS	08/25/25	SEE SCALE BAR	38-25	C-9.3

TEXAS ENGINEERING FIRM # F-20397



ALLEY PROFILE
SCALE (H: 1" = 40" & V: 1" = 6')





LEGEND

R.O.W.	RIGHT-OF-WAY	FG	FINISHED GROUND
TP	TOP OF PAVEMENT	EG	EXISTING GROUND
EXP	EXISTING TOP OF PAVEMENT		DIRECTION OF DRAINAGE FLOW
LP	LOW POINT		CENTERLINE
HP	HIGH POINT		PROP. ROAD (BY OTHERS)
20'R	RADIUS		PROPOSED ROAD
PC	POINT OF CURVATURE		
PT	POINT OF TANGENCY		
PI	POINT OF INTERSECTION		
PVI	POINT OF VERTICAL INTERSECTION		
CONST.	CONSTRUCT		
℄	CENTERLINE		
RT	RIGHT		
LT	LEFT		
GND	GROUND		

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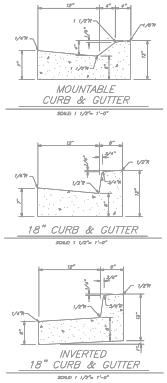
FOR PRELIMINARY REVIEW ONLY

PAVING PLAN & PROFILE
ARCHWOOD TOWNHOMES
CASTLE VALLEY BLVD
67 RESIDENTIAL LOTS & 7 OPEN AREAS
TOWN OF NEW CASTLE
GARFIELD COUNTY, COLORADO 81647

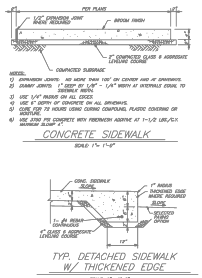
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P.E.	DES.	DATE	SCALE	PROJECT NO.	SHEET NO.
RY	SS	08/25/25	SEE SCALE BAR	38-25	C-9.4

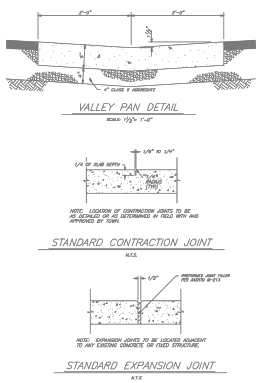
TEXAS ENGINEERING FIRM # F-20397



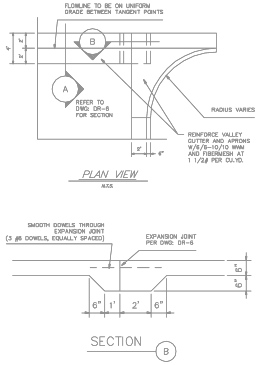
24" CURB AND GUTTER DETAILS
TOWN OF NEW CASTLE
NOT TO SCALE | DWG: DR-10



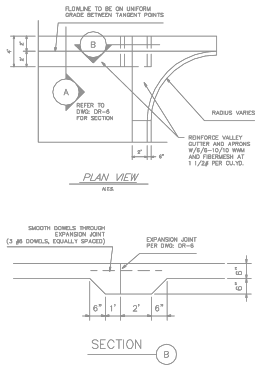
TYPICAL SIDEWALK AND SIDEWALK W/THICKENED EDGE
TOWN OF NEW CASTLE
NOT TO SCALE | DWG: DR-40



VALLEY PAN DETAIL AND EXPANSION AND CONTRACTION JOINT DETAILS
TOWN OF NEW CASTLE
NOT TO SCALE | DWG: DR-60



VALLEY GUTTER AT INTERSECTION
TOWN OF NEW CASTLE
NOT TO SCALE | DWG: DR-70



VALLEY GUTTER AT INTERSECTION
TOWN OF NEW CASTLE
NOT TO SCALE | DWG: DR-70

Know what's below. Call before you dig.

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1	08/25/25	1ST PRELIMINARY PUD SUBMITTAL	RY
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FOR PRELIMINARY REVIEW ONLY

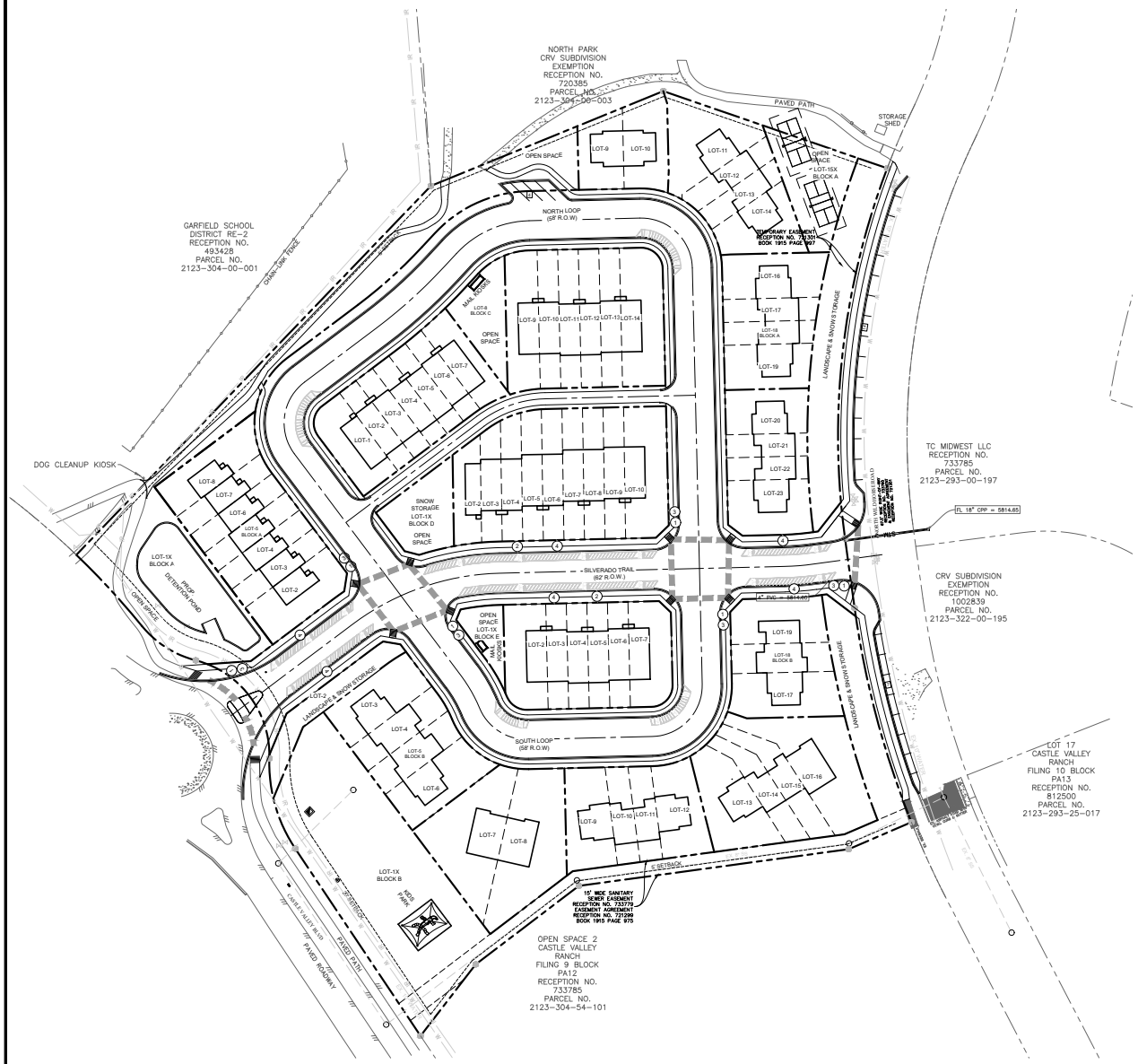
PAVING DETAILS

ARCHWOOD TOWNHOMES
CASTLE VALLEY BLVD
67 RESIDENTIAL LOTS & 7 OPEN AREAS
TOWN OF NEW CASTLE
GARFIELD COUNTY, COLORADO 81647

KMCE
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P.E.	DES.	DATE	SCALE	PROJECT NO.	SHEET NO.
RY	SS	08/25/25	SEE SCALE BAR	38-25	C-9.5

TEXAS ENGINEERING FIRM # F-20397



LEGEND

1. STOP (R1-1)
2. SPEED LIMIT 20 MPH (R2-1)
3. STREET NAME SIGNS (D3 OR TO MATCH LOCAL SIGNAGE)
4. NO PARKING ANY TIME (R7-1)

SIGNAGE & STRIPING NOTES

1. ALL SIGN LOCATION AND CONSTRUCTION TO MUTCD & TOWN OF NEW CASTLE STANDARDS. ALL STREET SIGNS TO BE HIGH INTENSITY PRISMATIC SIGNS. REFER TO SIGN DETAIL ON THIS SHEET.
2. ALL CROSSWALK MARKINGS, AND STOP BARS TO BE WHITE REFLECTIVE THERMOPLASTIC. REFER TO DETAIL ON THIS SHEET.
3. STREET NAME SIGNS TO BE MOUNTED ABOVE STOP AND YIELD SIGNS ONSITE. STREET SIGNS TO CONFORM TO TOWN OF NEW CASTLE STANDARDS.

REFER TO PUBLIC WORKS COMMENTS REGARDING SHOW REMOVAL SIGNAGE

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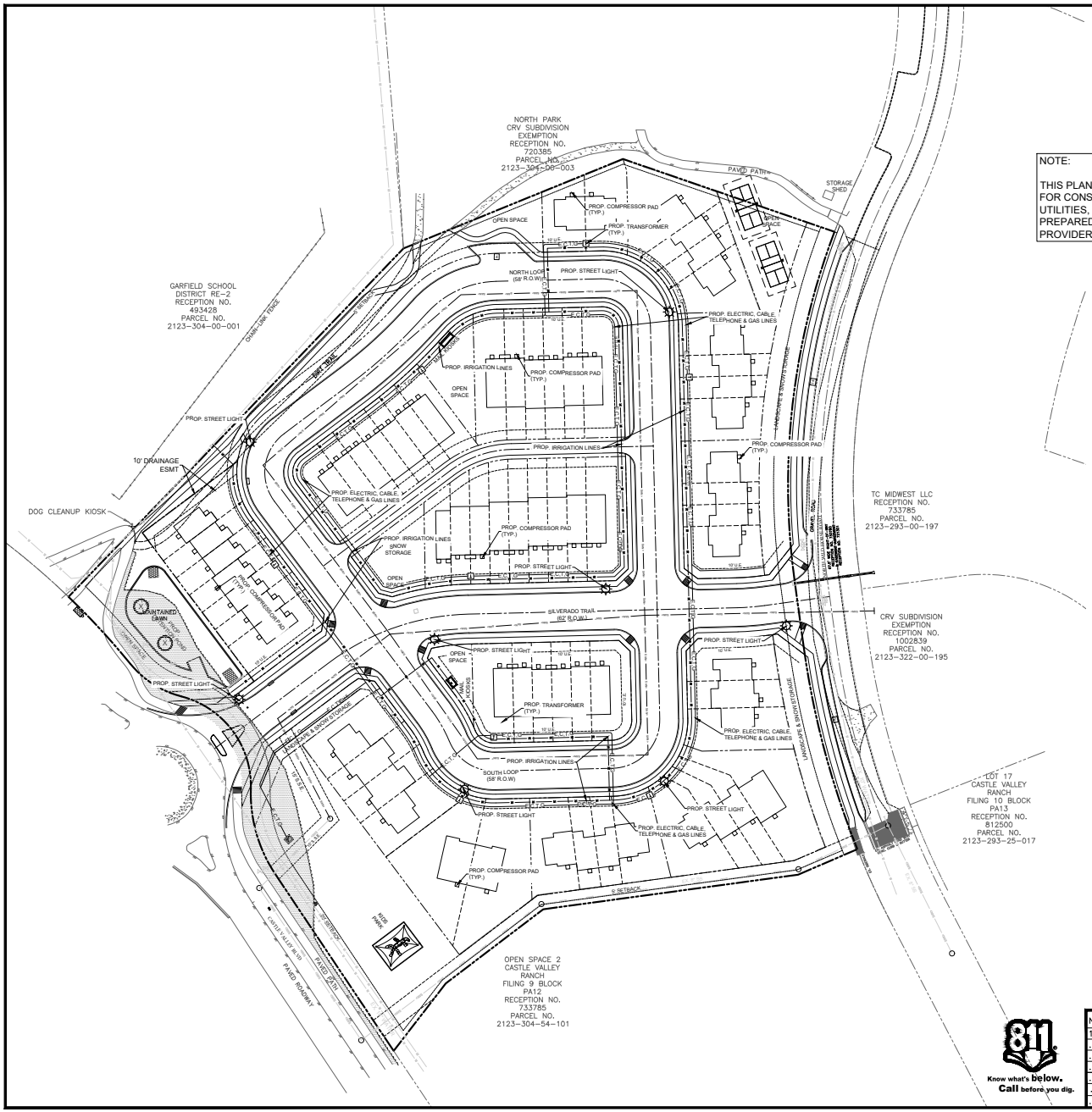
SIGNAGE & STRIPING PLAN

ARCHWOOD TOWNHOMES
CASTLE VALLEY BLVD
67 RESIDENTIAL LOTS & 7 OPEN AREAS
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TEXAS ENGINEERING FIRM # F-20397



NOTE:

THIS PLAN IS FOR REFERENCE ONLY. FOR CONSTRUCTION PLANS OF THIS UTILITIES, REFER TO RELATED PLANS PREPARED BY EACH INDIVIDUAL PROVIDER/ LANDSCAPE ARCHITECT .

REFER TO PUBLIC WORKS COMMENTS REGARDING IRRIGATION REQUIREMENTS

UTILITY LEGEND	
UNDERGROUND TELEPHONE LINE	UGT
UNDERGROUND ELECTRIC LINE	UGE
GAS LINE	G
SANITARY SEWER LINE	SAN
WATER MAIN	W
DOMESTIC WATER LINE	DW
STORM LINE	STM
STORM SEWER MANHOLE	
STORM SEWER CLEANOUT	
SANITARY SEWER MANHOLE	
SANITARY SEWER CLEANOUT	
SANITARY SEWER DOUBLE CLEANOUT	
SANITARY SEWER SAMPLE PORT	
GREASE TRAP	GT
DOMESTIC WATER METER	
IRRIGATION METER	
GAS METER	
FIRE HYDRANT	
FIRE DEPARTMENT CONNECTION-FDC	
TRANSFORMER	T
LIGHT POLE	
POWER POLE	

Scale: 1" = 50' Feet

Know what's below. Call before you dig.

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1	08/25/25	1ST PRELIMINARY PUD SUBMITTAL	RY
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FOR PRELIMINARY REVIEW ONLY

FRANCHISE UTILITY & LIGHTING PLAN

ARCHWOOD TOWNHOMES

CASTLE VALLEY BLVD

67 RESIDENTIAL LOTS & 7 OPEN AREAS

TOWN OF NEW CASTLE

GARFIELD COUNTY, COLORADO 81647

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RY	SS	08/25/25	SEE SCALE BAR	38-25	C-11.0

TEXAS ENGINEERING FIRM # F-20397

Outlook

RE: Archwood - RFI Planning

From

Date Mon 2/2/2026 11:12 AM

To 'Shiza' <shiza@klutchconsultant.com>; 'Maarjan' <Maarjan@tcfuels.com>

Cc 'David Hoff' <David@klutchconsultant.com>; Travis Perdue <tperdue@newcastlecolorado.org>

Hello,

A few for items to add to the list…

1. 1.Please bundle all documents into one (perhaps two) folder(s). The plat, traffic study, referrals, covenants, geo tech reports, for example need to be bound together. We usually print and bind 8.5x11s and 11x17s separately so if you want to divide things up that way, go ahead. Also, please paginate everything and update the table of contents accordingly.
2. 2.The Town would prefer cash in-lieu for pickleball courts (i.e. and children's play area if necessary). They will then construct the courts in a TBD area in VIX Park…likely nearer to the pump track. Please provide a clouded note on the site plan that the final court location is to be determined. Also add a note to the narrative that TC Midwest is willing to offer cash in-lieu for the courts if the Town agrees to build them.
3. 3.Add alleyway dimensions to other pages that include the site plan.
4. 4.Please connect the bike paths to the north of the property as discussed. Jeff also has this noted in his redlines.
5. 5.A cost share agreement with R2 is not evident in the packet. Have you contacted the R2 team? I sent you the Town's agreement with R2 for guidance.
6. 6.Vested rights? Has your attorney had any thoughts or questions on this matter. I did not hear back.
7. 7.Preservation of the natural environment is part of our comprehensive plan which is part of the approval criteria. Have you considered energy efficiency policies for these units. The R2 team is going all electric. We recommend a Netzero product, which has been successful elsewhere in the Valley. Let me know if you want to discuss alternatives. The state of Colorado and Xcel Energy typically has incentives.
8. 8.Lastly, demonstrate compliance of building heights per the code and please address the grading as we discussed.

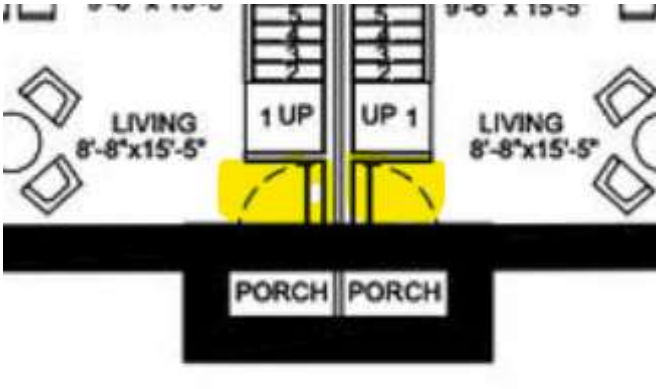
Additionally,

9. 9.Mechanical closets? Mechanical equipment needs to be within the thermal boundary. Please identify the proposed location of equipment on the floor plan for all units.
10. 10.Storage is a premium on these as designed. The single car garages will no doubt default as storage in many cases. May need to be creative with storage solutions. We've discussed

extending covered patios for the whole width of the structure, perhaps in the rear. An exterior closet at one end of the patios would be useful. Entries for Buildings 6 and 7 could be moved toward the center of the living room so that a entry closet could be accommodated…just thoughts.

11. 11.Trash bins? Several of the single car garages will be unable to store both a vehicle and bin. Consider alternative design or dumpsters if necessary.
12. 12.Two of the renderings show a sizable (9-10') retaining wall. I do not see retaining walls on the landscaping or grading.
13. 13.Landscape berms along CVB, such as those seen elsewhere along CVB, were discussed at the sketch plan meetings to attenuate headlight trespass. Will these be added?
14. 14.Property slopes…I'm calculating an average slope of the ~5-6% for the entire property. Silverado Trl is about 32'/600'







Thank you,

Paul Smith

Town Planner/Inspector

psmith@newcastlecolorado.org

(970) 984-2311 #108

From: Paul Smith
Sent: Thursday, January 29, 2026 4:23 PM
To: Shiza <shiza@klutchconsultant.com >; Maarjan <Maarjan@tcfuels.com >
Cc: David Hoff <David@klutchconsultant.com >
Subject: Archwood - RFI Planning

Hi Shiza,

Below is a list of some items that need to be clarified:

1. 1.Please bundle all documents into one (perhaps two) folder(s). The plat, traffic study, referrals, covenants, geo tech reports, for example need to be bound together. We usually print and bind 8.5x11s and 11x17s separately so if you want to divide things up that way, go ahead. Also, please paginate everything and update the table of contents accordingly.
2. 2.The Town would prefer cash in-lieu for pickleball courts (i.e. and children's play area if necessary). They will then construct the courts in a TBD area in VIX Park…likely nearer to the pump track. Please provide a clouded note on the site plan that the final court location is to be determined. Also add a note to the narrative that TC Midwest is willing to offer cash in-lieu for the courts if the Town agrees to build them.
3. 3.Add alleyway dimensions to other pages that include the site plan.
4. 4.Please connect the bike paths to the north of the property as discussed. Jeff also has this noted in his redlines.
5. 5.A cost share agreement with R2 is not evident in the packet. Have you contacted the R2 team? I sent you the Town's agreement with R2 for guidance.
6. 6.Vested rights? Has your attorney had any thoughts or questions on this matter. I did not hear back.
7. 7.Preservation of the natural environment is part of our comprehensive plan which is part of the approval criteria. Have you considered energy efficiency policies for these units. The R2 team is going all electric. We recommend a Netzero product, which has been successful elsewhere in the Valley. Let me know if you want to discuss alternatives. The state of Colorado and Xcel Energy typically has incentives.
8. 8.Lastly, demonstrate compliance of building heights per the code and please address the grading as we discussed.

This is all I have at the moment.

Thank you,

Paul Smith

Town Planner/Inspector

psmith@newcastlecolorado.org

(970) 984-2311 #108



From: Paul Smith
Sent: Thursday, January 29, 2026 3:00 PM
To: 'Shiza' <shiza@klutchconsultant.com >; Maarjan <Maarjan@tcfuels.com >
Cc: David Hoff <David@klutchconsultant.com >
Subject: RE: TC Midwest (Archwood) - Preliminary Plan Submittal

Hi Shiza,

See answers below.

Thank you,

Paul Smith

Town Planner/Inspector

psmith@newcastlecolorado.org

(970) 984-2311 #108



From: Shiza <shiza@klutchconsultant.com >
Sent: Thursday, January 29, 2026 1:40 PM
To: Paul Smith <psmith@newcastlecolorado.org >; Maarjan <Maarjan@tcfuels.com >
Cc: David Hoff <David@klutchconsultant.com >
Subject: Re: TC Midwest (Archwood) - Preliminary Plan Submittal

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Hey Paul,

We had a couple questions about the comments we received. Please see below:

1. 1.During a previous meeting with the city we were told that the elevation of the buildings can be counted from finish slab to the top of the building. This would match the R2 development. However, the latest comments we are told to go from the lowest grade on the site to the top of building. Can we get clarification on which method we should use to calculate the height of the building?

   - *Unfortunately, there is no place in New Castle where the building heights are measured simply from the slab. Not sure from where you received that information. We thoroughly scrutinize heights for every structure within Town. The County has a totally different definition.

2. 2.I know you mentioned that there were extra documents that you needed from our end for submittal, could you please let us know what is specifically needed?

   - *I'll get you those in an email when I have a moment.

3. 3.We spoke about the extension build out of N Wildhorse Dr in our latest meeting, but I just wanted to follow up on if you spoke to John about that yet?

   - *Just spoke with John and made sure he understood the line thinking. He would prefer that the road be completed on both sides for the sake of the community (i.e. having a completed ROW/parking/sidewalk to use) and for the sake of future costs. Nevertheless, it wasn't something he would be overly concerned about with the Applicant.

Thanks,

Shiza

From: Shiza <shiza@klutchconsultant.com >
Date: Friday, January 23, 2026 at 4:27 PM
To: Paul Smith <psmith@newcastlecolorado.org >, Sapana Shah <sapana@triangle-engr.com >, Maarjan <Maarjan@tcfuels.com >
Cc: Rishi Kaithala <Rishi@triangle-engr.com >
Subject: Re: TC Midwest (Archwood) - Preliminary Plan Submittal

Yeah we can get those added on there as well as the EQR. You were right it's in the sketch plan packet but not in the preliminary packet. I will get those added and sent over to you as soon as possible.

Thanks,
Shiza

From: Paul Smith <psmith@newcastlecolorado.org >
Date: Friday, January 23, 2026 at 4:24 PM
To: Shiza <shiza@klutchconsultant.com >, Sapana Shah <sapana@triangle-engr.com >, Maarjan <Maarjan@tcfuels.com >
Cc: Rishi Kaithala <Rishi@triangle-engr.com >
Subject: RE: TC Midwest (Archwood) - Preliminary Plan Submittal

Excellent. Is it possible to add those to the full packet?

Also, the EQR counts were included with the sketch plan, but I don't see it with preliminary. Am I missing it?

Thank you,

Paul Smith

Town Planner/Inspector

psmith@newcastlecolorado.org

(970) 984-2311 #108

From: Shiza <shiza@klutchconsultant.com >
Sent: Friday, January 23, 2026 3:08 PM
To: Paul Smith <psmith@newcastlecolorado.org >; Sapana Shah <sapana@triangle-engr.com >; Maarjan <Maarjan@tcfuels.com >
Cc: Rishi Kaithala <Rishi@triangle-engr.com >
Subject: Re: TC Midwest (Archwood) - Preliminary Plan Submittal

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Hi Paul,

Attached is a folder containing the referrals from the departments you indicated we should contact. Please let us know if anything is missing or if there are additional departments we should include.

Thanks,

Shiza

From: Paul Smith <psmith@newcastlecolorado.org >
Date: Friday, January 23, 2026 at 12:14 PM
To: Sapana Shah <sapana@triangle-engr.com >, Maarjan <Maarjan@tcfuels.com >
Cc: Shiza <shiza@klutchconsultant.com >, Rishi Kaithala <Rishi@triangle-engr.com >
Subject: RE: TC Midwest (Archwood) - Preliminary Plan Submittal

Jeff said he'd have them. Do you all have referrals per our preliminary requirements (17.100.050 (G)):

agencies who were requested to review the preliminary plan, at least thirty (30) days prior to the hearing.

In addition to the notice requirements, applicable portions of the preliminary plan shall be provided to at least the following referral agencies for revie

- Town departments and town consultants, including the town attorney and town engineer;
- Colorado Parks and Wildlife;
- Colorado River Fire and Rescue;
- All utility companies serving the proposed area;
- The Colorado Department of Public Health when any new sewage and water treatment facilities are proposed;
- The Colorado Department of Highways when the proposed subdivision borders a state highway, and any other appropriate agency;

Also, I do not see the EQR water estimates in the packet per the CVR annexation agreement.

Thank you,

Paul Smith

Town Planner/Inspector

psmith@newcastlecolorado.org

(970) 984-2311 #108

From: Sapana Shah <sapana@triangle-engr.com >
Sent: Friday, January 23, 2026 11:04 AM
To: Paul Smith <psmith@newcastlecolorado.org >; maarjan@tcfuels.com
Cc: Shiza <shiza@klutchconsultant.com >; Rishi Kaithala <Rishi@triangle-engr.com >
Subject: Re: TC Midwest (Archwood) - Preliminary Plan Submittal

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,

Received. Thank you so much.

We hope to receive Engineering comment soon.

Thanks,

Sapana Shah

Assistant Project Manager I

TRIANGLE ENGINEERING LLC

Planning | Civil Engineering | Construction Management

O: 1782 W Mcdermott Dr | Allen, TX 75013

O:469.331.8566 x 108 | E: sapana@triangle-engr.com | W: www.triangle-engr.com

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GO GREEN **Do You Need to Print? Save Paper, Save Trees, Save the Planet.**

From: Paul Smith <psmith@newcastlecolorado.org >
Sent: Friday, January 23, 2026 12:00 PM
To: maarjan@tcfuels.com <maarjan@tcfuels.com >
Cc: Shiza <shiza@klutchconsultant.com >; Sapana Shah <sapana@triangle-engr.com >
Subject: FW: TC Midwest (Archwood) - Preliminary Plan Submittal

Please find the public works referral attached.

Thank you,

Paul Smith

Town Planner/Inspector

psmith@newcastlecolorado.org

(970) 984-2311 #108



From: John Wenzel <jwenzel@newcastlecolorado.org >
Sent: Friday, January 23, 2026 10:46 AM
To: Paul Smith <psmith@newcastlecolorado.org >; jeffs (jeffs@sgm-inc.com) <jeffs@sgm-inc.com >; Orrin.Moon@Crfr.us ; Daniel Becker <dbecker@newcastlecolorado.org >
Cc: Dave Reynolds <dreynolds@newcastlecolorado.org >; Haley Carmer (hcarmer@garfieldhecht.com) <hcarmer@garfieldhecht.com >; Dan Cokley <danc@sgm-inc.com >; Cody Kessel <ckessel@newcastlecolorado.org >
Subject: RE: TC Midwest (Archwood) - Preliminary Plan Submittal

Hi Paul,

Attached are Public Works comments on the TC Midwest Preliminary Plan Application.

Let me know if you have any questions.

Thank you

John

From: Paul Smith <psmith@newcastlecolorado.org >
Sent: Thursday, December 18, 2025 10:03 AM
To: jeffs (jeffs@sgm-inc.com) <jeffs@sgm-inc.com >; John Wenzel <jwenzel@newcastlecolorado.org >; Orrin.Moon@Crfr.us ; Daniel Becker <dbecker@newcastlecolorado.org >
Cc: Dave Reynolds <dreynolds@newcastlecolorado.org >; Haley Carmer (hcarmer@garfieldhecht.com) <hcarmer@garfieldhecht.com >; Dan Cokley <danc@sgm-inc.com >
Subject: TC Midwest (Archwood) - Preliminary Plan Submittal

Hello,

I finished the completion check for TC Midwest's multifamily development next to Kathryn Senor. See attachments and link below. I know Jeff, Dan, John, and Daniel have been working with their team on the utilities over the past few months. They are making some updates to their plat for me before I forward. I do not believe the EQRs have been finalized. They are also working on an affordable housing plan. These are for sale units.

We are anticipating putting this before P &Z either the end of January or the first meeting in February. Please let me know your review timeframe.

Archwood Sketch Preliminary Plan Nov 20 Compiled.pdf

Thank you,

Paul Smith

Town Planner/Inspector

psmith@newcastlecolorado.org

(970) 984-2311 #108

Outlook

RE: Archwood Townhomes - Public Works Comments

From

Date Tue 2/10/2026 2:39 PM

To Sapana Shah <sapana@triangle-engr.com>

Cc maarjan@tcfuels.com <maarjan@tcfuels.com>; David Hoff <David@klutchconsultant.com>; Rishi Kaithala <Rishi@triangle-engr.com>; Shiza <shiza@klutchconsultant.com>; Paul Smith <psmith@newcastlecolorado.org>; Daniel Becker <dbecker@newcastlecolorado.org>

Hi Sapana,

Water Meter Specifications :

- *¾” to 1 ” pipe. The Meters must be Sensus I PERL , touch read compatible
- *1 ”+ pipe. The Meter must be Sensu Omni, touch read compatible.
- *The meter touch read pads, for the townhomes, should be located on the right or left side of the garage door. 48 to 60 inches above finish grade.
- *The meter touch pads, for all other structures, should be located on the exterior front or side wall, unobstructed by fencing or landscape. 48 to 60 Inches above finish grade.
- *Water meters should be located within 5 feet of the crawl space entrance (where applicable).

Water, Sewer and Storm Drain Clearance :

- *All water, sewer, and storm pipe must be in separate trenches.
- *All potable water lines must have 10 feet of separation from sewer and storm pipes. When 10 feet of separation is impossible, then conflicting sewer/storm pipe must be encased in concrete. See the Town of New Castle Water and Sewer Crossing Details DRW: SW-60.
- *Potable water lines must be insulated from storm pipe to prevent freezing. Provide insulation to the equivalent of 5.5 feet of bury depth. See Town of New Castle Waterline Insulation Details, DRW: WA-80.

Let me know if I can help with anything else.

Thank you.

John

From: Sapana Shah <sapana@triangle-engr.com >
Sent: Wednesday, February 4, 2026 1:33 PM
To: John Wenzel <jwenzel@newcastlecolorado.org >
Cc: maarjan@tcfuels.com; David Hoff <David@klutchconsultant.com >; Rishi Kaithala <Rishi@triangle-engr.com >; Shiza <shiza@klutchconsultant.com >
Subject: Re: Archwood Townhomes - Public Works Comments

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Thanks Shiza.

John,

We had a meeting with the Town yesterday to review the comments received on this project, and we had a quick question regarding the water meter to be located inside the unit.

1. 1.Could you please provide the current water meter specifications, including touch-read or wireless reader requirements, as well as installation details? This will help the architects plan the meter location.

2. 2.Also, Could you please provide some clarification on Water, Sewer, and Storm clearances? These are not identified in the Public Works Manual, and any guidance/ordinance you can share would be appreciated.

Thank you in advance for your help.

Thanks,

Sapana Shah

Assistant Project Manager I

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From: Shiza <shiza@klutchconsultant.com>
Sent: Wednesday, February 4, 2026 11:49 AM
To: jwenzel@newcastlecolorado.org<jwenzel@newcastlecolorado.org>
Cc: maarjan@tcfuels.com<maarjan@tcfuels.com>; David Hoff <David@klutchconsultant.com>; Rishi Kaithala <Rishi@triangle-engr.com>; Sapana Shah <sapana@triangle-engr.com>
Subject: Archwood Townhomes - Public Works Comments

Hi John,

We received your Public Works comments on the Archwood Townhome project. I 'd like to connect you with our civil engineers, Rishi and Sapana. After meeting with Paul and Jeff, they have a few follow-up questions to review with you so we can finalize items.

Rishi and Sapana, please provide John with your responses to his comments.

Thanks,
Shiza

New Castle Public Works

Memo

To: Paul Smith

From: John Wenzel

Date: January 22, 2026

Re: TC Midwest Preliminary Plan Review

The Town of New Castle Public Works Department has had the chance to review the TC Midwest Preliminary Plan Application and has the following comments:

Raw Water Irrigation:
All of the landscaped areas in the development should be irrigated with raw water. We would like to see a raw water main line irrigation design for our review and approval before construction begins. The main line design should include the following:

- Bury depth approximately 2 feet.
- Gravity drains for winterization, located at elevation low points. Air release valves where necessary
- Isolation valves required.
- The system should be looped.
- Raw water main line pipes to be sized appropriately. Material type to be gasketed bell C900 DR 18, purple in color, with a 14-gage tracer wire.
- Raw water main lines are to be constructed with mechanical joints and a thrust block, or mechanical joints with mega lug connections.
- Whenever possible, raw water main lines should be located in the ROW green belts, between the back of curb and the edge of sidewalk. We would like to minimize having to remove asphalt paving and concrete curb/gutter/sidewalk if future repairs are needed.
- Municipal Code 13.20.130 “Maintenance of service pipes and fixtures” should apply to the raw water taps and service lines. This language should be included in the final plat or SIA.
- Each raw water tap should include a weeping curb stop and drainage.

Water and Sewer Utilities:

- All potable water connections to be protected by a Reduced Pressure Principle Assembly check valve. This is necessary because of the parallel raw water irrigation lines and the higher probability of cross connection.
- Provide a single water service for a future potable water test station. The town will provide and install the station. The ideal location is anywhere in the open space, Lot-1x, Block D.
- Potable water main line pipe to be C900 DR14, not Ductile Iron
- Fire hydrants to be manufactured by Kennedy, model K-81D.
- K copper service lines can be substituted with Pure Core (or equivalent). The use of poly piping requires the addition of a tracer wire.
- "Standard Water Main Trench Section", DWG WA-40: Eliminated ¾" screened rock, Class 6 aggregated is a preferred bedding material.
- We would like the applicant's engineer to consider the need for an air release valve on the potable main line, Page C-7.1, between station 7+00 and 7+50.
- Water meters are to be placed inside each residential unit; no meter pits please.

Roadways

- Construct the entire N. Wildhorse Dr. roadway section from the existing asphalt near the intersection of Redstone Dr. to Silverado Trail.
- Red brick truncated domes should be used at all handicap ramp locations.
- The Public Works Department selects Option One for the Silverado Trail ROW.

Comprehensive Snow Removal Program (Signage Plan):

- The Public Works Department requests that the applicant place "No Parking on Street 48 Hours After a Snow Fall Event of 2" or More." signs throughout the neighborhood. The same approach is currently in use in other residential areas, and it has proven to be extremely effective and well received by residents.

Parks and Open Space:

- The open spaces and right-of-way green belts should be maintained by the Home Owners Association, except for the western most open space/trail, connecting Castle Valley Boulevard to VIX Park. This Open Space area should be dedicated to the Town. The trail should be 8' wide and should be constructed with asphalt material, concrete is an acceptable substitute. Native grasses and other vegetation should be planted at this location to minimize water use and maintenance.
- Our current pickleball facilities are heavily utilized and we have a large demand for more courts. We are concerned that the proposed location of the pickleball courts is too close to the new residential units and will be a nuisance. We would like to propose that the developer provide fees in leu for the new court's construction. In turn, the town will construct the new courts directly adjacent to the development, within the VIX Park boundaries. We would also like to propose that the kids park be relocated to the open space area where the pickleball courts are currently shown.
- Native grass landscape areas are acceptable in all open spaces bordering the public right- of-way.

Outlook

RE: Archwood Townhomes - Public Works Comments

From

Date Tue 2/10/2026 2:39 PM

To Sapana Shah <sapana@triangle-engr.com>

Cc maarjan@tcfuels.com <maarjan@tcfuels.com>; David Hoff <David@klutchconsultant.com>; Rishi Kaithala <Rishi@triangle-engr.com>; Shiza <shiza@klutchconsultant.com>; Paul Smith <psmith@newcastlecolorado.org>; Daniel Becker <dbecker@newcastlecolorado.org>

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Subject: Re: Archwood Townhomes - Public Works Comments

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Assistant Project Manager I

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- Native grass landscape areas are acceptable in all open spaces bordering the public right- of- way.

Outlook

Preliminary PUD plans south of Vix Park

From

Date Sat 2/14/2026 7:50 PM

To Paul Smith <psmith@newcastlecolorado.org>

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.

Name: Julia Veseth
Email: julia.veseth@ucdenver.edu

Message:

Dear Mr. Smith,

I will not be able to attend the public hearing on February 25th in regards to the application of TC Midwest LLC so am writing to express my concerns.

This past year the North Wildhorse Development was approved just across from Vix Park for 130 units. It seems pointless and excessive to turn around and add an additional 66 units in the same area before it is clear there is a need or units will be filled. It is residential zoned, however the rate and density of the proposed projects do not seem to align with the town.

What is the proposal for ensuring adequate resources with this increased development? We live in a drying area and already there are town water restrictions in the summer. Where does the addition of 200 plus more residences fit within the sustainability of New Castle? Traffic is another huge concern, especially at the rate of adding the new proposed plan to the additionally approved plan. The open space, the dark night sky, the quietness of Castle Valley are all attributes that attract people to the area. It seems that the town doesn't value these and is preferential to excessive growth.

What are the town's additional strategies to maintain trails, parks, and open space with an influx of new residents? We understand growth is necessary for an evolving town. We love the community here in New Castle and are apprehensive that the rapid, dense development will forever shift the town and surrounding area.

Thank you for your consideration.

Sincerely,

Julia Veseth

Outlook

TC Midwest LLC application

From

Date Sat 2/14/2026 7:50 PM

To Paul Smith <psmith@newcastlecolorado.org>

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.

Name: Robert Gallagher
Email: robert.gallagher022@gmail.com

Message:

Mr. Smith,

I will not be able to attend the public hearing on Feb 25th reference the application of TC Midwest LLC so I am writing to express my concerns.

I have a number of concerns, but they generally fall into three categories.

1. 1.Development for developments sake. In the last year the N Wildhorse Development was approved in that same area for a large number of units. It seems wasteful and excessive to immediately approve another unit and destroy more open space until there is a proven need beyond the units already planned. I understand that area is zoned for residential but that doesn't mean we have to build everything at once.
2. 2.My second concern is based on resource use. The area is only getting drier. I am curious what the towns plan is for ensuring adequate water supply for all these new uses. That coupled with plans to mitigate the additional traffic, law enforcement and fire/ems usage, and waste production.
3. 3.Recently there has been great work done on the trails in the New Castle area. With many more people potentially coming into the area, is there a plan in place to mitigate damage to those trails (esp in light of changing views on land management at the federal level) due to general use?

Overall, New Castle has always had a small town feel. That is what attracted my wife and I here. I understand there is a need for housing (though I am skeptical "market rate" will be affordable for most people looking) but I also would love to see the town balance that with open space and views of the surrounding area that I I think most people moved here for. I am not anti-development, but I am anti development for development's sake and without purpose. We moved here from Flagstaff AZ, where over our years there we watched many of the open areas get developed then sit empty as people couldn't afford or didn't want to live in the area. It really changed the feel of the land surrounding our neighborhood. I am really hoping the town will work to avoid a similar issue in the New Castle area.

Thanks for taking the time to hear me out,

Robert Gallagher

TOWN OF NEW CASTLE, COLORADO
RESOLUTION NO. PZ 2026-01

A RESOLUTION OF THE NEW CASTLE PLANNING AND ZONING COMMISSION APPROVING A PRELIMINARY PUD DEVELOPMENT PLAN AND PRELIMINARY SUBDIVISION PLAT FOR CASTLE VALLEY RANCH PLANNING AREA 12, FILING 14 (ARCHWOOD TOWNHOMES)

WHEREAS, TC Midwest, LLC ("Applicant") is the owner of certain real property within the Town of New Castle described Exhibit A attached hereto, which property is located within the Castle Valley Ranch PUD (the "Property," or "Filing 14" or "Archwood"); and

WHEREAS, on December 18, 2025, Applicant submitted an application requesting approval of a Preliminary PUD Development Plan ("Preliminary Plan") and a Preliminary Plat ("Preliminary Plat") for Filing 14 (collectively, the "Application" as further defined below);

WHEREAS, the Property is zoned Mixed Use (MU-1) within the Castle Valley Ranch PUD; and

WHEREAS, the Application proposes the construction of 66 residential units on a total of 10.32 acres; and

WHEREAS, the Applicant intends to develop the Property and the public improvements associated with the same in a single phase; and

WHEREAS, the Town of New Castle Planning & Zoning Commission ("Commission") held a duly noticed public hearing on February 25, 2026, to consider the Application; and

WHEREAS, the Commission has considered the Application materials, testimony, and other evidence from Staff, the Applicant, and members of the public concerning the Application; and

WHEREAS, based on the Application, testimony, and other information presented, subject to compliance with the terms and conditions of this Resolution, the Commission finds that the Application complies with the following review criteria set forth in Sections 16.16.020(G) and 17.100.050(H) of the Code:

1. Consistency with the comprehensive plan;
2. Compliance with zoning and density requirements;
3. Compatibility to neighboring land uses;
4. Availability of town services from public works (including water and sewer services), fire, and police;
5. Adequacy of off-street parking and vehicle, bicycle, and pedestrian circulation;

6. Required open space or parks designed for active or passive use by residents of the subdivision and the public; and
7. Development consistent with the natural character, contours, and viewsheds of the land

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF NEW CASTLE, COLORADO:

1. Recitals. The foregoing recitals are incorporated by reference as findings and determinations of the Planning and Zoning Commission.

2. Definition of the Application. The "Application" consists of the documents and information identified on Exhibit B, plus all representations of and other documents presented by the Applicant reflected in the minutes of the Planning and Zoning Commission public hearing held on February 25, 2026.

3. Action regarding Preliminary Plan: The Preliminary Plan proposes:
   a. The construction of 66 residential units as depicted on the most updated site plan included in the Application; and

   b. The subdivision of the Property into 66 residential lots and 12 open space lots as shown on the Preliminary Plat dated November 2025.

The Planning Commission hereby approves the Preliminary Plan and Preliminary Plat, subject to compliance with all conditions set forth in Section 5 of this Resolution.

4. Zoning. Upon approval of a final PUD plan for the Property, the development and use of the Property shall be subject to the following restrictions and requirements:

   a. the restrictions and requirements of the MF-2 Zone District of the Castle Valley Ranch PUD Zoning Regulations, Section 17.104.080 of the Code, as may be amended or recodified from time to time, provided that any modifications to the MF-2 zone district requirements approved by the Town and shown on the final plat for the Property shall control in the event of a conflict;

   b. all other applicable provisions of the Code; and

   c. all applicable Ordinances of the Town.

5. Conditions. Approval of the Application is subject to and contingent up on satisfaction of the following conditions:

   a. Maximum building heights shall not exceed those depicted in the Applicant's submittal packet dated February 15th, 2026.
   b. As part of its final application, the Applicant shall provide a memorandum of understanding with an estimate of reimbursable costs for the completion of N Wild

Horse Dr. subject to the provisions of the cost recovery agreement in Exhibit M of Ordinance TC 2025-1 (otherwise known as the 9 N Wild Horse project).

c. As part of the final application, the Applicant shall include provisions for a workforce housing plan consistent with the recommendations of the Planning Commission.

d. As part of the proposed covenants, the Applicant shall include provisions for exterior fencing limited to a split-rail and wire mesh type.

e. As part of its final application, the Applicant shall maximize covered patio areas for each unit where feasible per the recommendations of Planning Commission.

f. As part of its final application, the Applicant shall demonstrate compliance with all recommendations of the Town Engineer, Town Public Works Director, Colorado River Fire Rescue, and Town Attorney provided in response to review of the Application

g. As part of its final application, the Applicant shall provide a declaration of covenants for the common interest community that are to the satisfaction of the Town Attorney. The declaration of covenants shall include a prohibition on short-term rentals understood as the renting of a unit for less than 30 days.

h. Applicant shall identify all permanent snow storage easements on the final plat.

i. The Applicant shall comply with all currently adopted building code and municipal code requirements, including all sign code regulations in effect at the time of building permit application. All 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.

j. All exterior lighting shall be dark-sky compliant per the comprehensive plan. Applicant shall demonstrate that all exterior lighting will limit trespass. Parking lot lighting should be on timers to reduce the light duration at night while maintaining security lighting as needed.

k. Approved construction drawings shall demonstrate compliance with the Town Engineer, Police Chief, and Public Works Director for traffic and pedestrian signage.

l. As part of its final application, the Applicant shall provide a memorandum of understanding that proposes a cash payment in-lieu of constructing two proposed pickleball courts and children’s play area. As a result of the exchange, both facilities shall be constructed by the Town in a location to be determined within VIX Park and within two years of the issuance of the first building permit.

m. The Applicant shall finalize the water rights dedication requirements for the project, including the calculation of irrigated areas and finalization of EQR dedication requirements. A warranty deed conveying the required water rights in the Coryell Ditch shall be executed and recorded together with the Final Plat.

n. At the time of final application, a subdivision improvements agreement shall be provided containing an engineer's stamped cost estimate of public improvements, to the satisfaction of the Town Engineer and Town Attorney.

o. Landscaping shall incorporate native grasses and plants that minimize maintenance, moving, and irrigating. The landscaping plan shall be approved by the Parks Department. Plans submitted to obtain a building permit for any building shall demonstrate no more than 2,500 square feet of sod per dwelling unit as specified in 13.20.060 of the Municipal Code.

p. All representations of the Applicant made verbally or in written submittals presented to the Town in conjunction with the Application before the Commission or Town Council shall be considered part of the Application and binding on the Applicant.

q. 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.

r. The sale of individual lots or units within Filing 14 may not occur until a plat creating the lot or unit is recorded with Garfield County.

6. Severability. Each section of this Resolution is an independent section and a holding of any section or part thereof to be unconstitutional, void, or ineffective for any cause or reason shall not be deemed to affect the validity or constitutionality of any other section or part hereof, the intent being that the provisions of this Resolution are severable.

7. Effective Date. This Resolution shall be effective upon adoption.

SO RESOLVED this 25th day of February, 2026, by a vote of ____ to ____.

TOWN OF NEW CASTLE
PLANNING & ZONING
COMMISSION

_____
Chuck Apostolik, Chairman

ATTEST:

_____

Michelle Huster, Professional Assistant
to the Town Clerk

Exhibits:

Exhibit A: Legal Description
Exhibit B: List of Application materials

EXHIBIT A
Legal Description

A PARCEL OF LAND LOCATED IN THE SE1/4 OF SECTION 30, TOWNSHIP 5 SOUTH, RANGE 90 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF GARFIELD, STATE OF COLORADO, SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE, OF CASTLE VALLEY BOULEVARD, SAME BEING THE WESTERNMOST CORNER OF CASTLE VALLEY RANCH PA12 FLG 9 FINAL, AS FILED WITH THE GARFIELD COUNTY CLERK AND RECORDER'S OFFICE, AS RECEPTION NO. 733785;
THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, THE FOLLOWING FIVE (5) COURSES:
1) N34°40'33"W 220.40 FEET;
2) ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 150.00 FEET, AN ARC LENGTH OF 93.27 FEET, CHORD BEARS N16°51'46"W 91.77 FEET;
3) ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 95.83 FEET, AN ARC LENGTH OF 129.60 FEET, CHORD BEARS N37°47'30"W 119.95 FEET;
4) ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 100.00 FEET, AN ARC LENGTH OF 63.58 FEET, CHORD BEARS N58°19'04"W 62.52 FEET;
5) ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 784.64 FEET, AN ARC LENGTH OF 94.58 FEET, CHORD BEARS N43°33'19"W 94.52 FEET, TO A POINT ON THE EASTERLY LINE OF THE GARFIELD SCHOOL DISTRICT RE2, AS FILED WITH SAID CLERK AND RECORDER'S OFFICE AS RECEPTION NO. 493428;
THENCE DEPARTING SAID NORTHERLY RIGHT-OF-WAY, ALONG SAID EASTERLY LINE N42°59'30"E 500.54 FEET, TO A POINT IN THE SOUTHERLY LINE OF NORTH PARK PARCEL, AS FILED WITH SAID CLERK AND RECORDER'S OFFICE AS RECEPTION NO. 720385, AND RECEPTION NO. 721291;
THENCE WITH SAID SOUTHERLY LINE THE FOLLOWING TWO (2) COURSES:
1) N66°57'08"E 245.52 FEET;
2) S71°52'33"E 231.69 FEET TO A POINT IN THE WESTERLY RIGHT-OF-WAY LINE, OF NORTH WILD HORSE ROAD;
THENCE ALONG SAID WESTERLY RIGHT-OF-WAY LINE, THE FOLLOWING THREE (3) COURSES:
1) ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 736.00 FEET, AN ARC LENGTH OF 368.23 FEET, CHORD BEARS S05°37'46"W 364.40 FEET;
2) THENCE S08°42'12"E 68.52 FEET;

3) ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 886.25 FEET, AN ARC LENGTH OF 217.43 FEET, CHORD BEARS S15°43'53"E 216.88 FEET, TO A POINT IN THE NORTH LINE OF SAID CASTLE VALLEY RANCH PA12 FLG 9 FINAL; THENCE WITH SAID NORTH LINE THE FOLLOWING FOUR (4) COURSES:
1) S65°53'03"W 66.89 FEET;
2) S81°23'34"W 266.32 FEET;
3) S51°51'16"W 126.84 FEET;
4) S36°47'12"W 88.30 FEET TO THE POINT OF BEGINNING,

COUNTY OF GARFIELD, STATE OF COLORADO.

EXHIBIT B

Preliminary PUD Application Materials

New Castle, Colorado
Planning and Zoning Commission
Wednesday, December 10, 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 Sass
Commission Alternate Rittner attended by Zoom
Commissioner McDonald
Commissioner Graham Riddile
Commissioner Parks
Commissioner Cotey
Commissioner Alternate Mahaffey
Absent Commissioner Westerlind

Also present at the meeting was Town Administrator David Reynolds, Town Planner Paul Smith, Professional Assistant to the Town Clerk, and members of the public.

Meeting Notice
Assistant Huster 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.

Items for Consideration

Public Hearing continued July 23, 2025

Consider Resolution PZ 2025-2 A Resolution of the New Castle Planning and Zoning Commission Recommending Conditional Approval of a Final Subdivision and Plat Preliminary/Final PUD Development Plan Application for Riverside Park Lot 1

Chair Apostolik opened the Public Hearing at 7:00 p.m.

Planner Paul Smith said this was a continuation of a public hearing from July 23, 2025. Planner Smith introduced the applicants for the Coal Seam Development as Tom Stevens, Lauren Dufresne, Caet May and Abdi Pirzadah, who attended on Zoom. Planner Smith explained that the staff report had "blue lines" showing the edits from the previous application**(Exhibit A)**. Planner Smith showed the updated site plan. (**Exhibit B page 3)** Planner Smith said the original site plan had a hotel, restaurant

with retail and residential units on the east side of the site. Planner Smith said some parts of the site have been eliminated to create more parking from the original application.

Commissioner Cotey asked Planner Smith to explain the uses. Planner Smith said the retail and all but four of the residential units were removed, the rest of the plan remained the same. Planner Smith said he would give more details during the staff report.

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

DRAFT

Staff Report

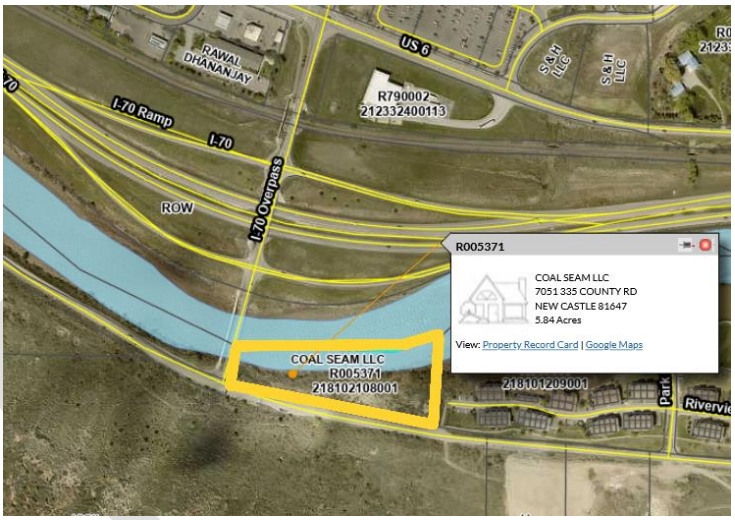
Coal Seam
Preliminary/Final PUD, Lot Split, and Variance Application
Resolution PZ 2025-02
Planning & Zoning Commission (P&Z)
December 10th, 2025
(continued from July 23rd, 2025 & May 28th, 2025)

Report Compiled: 12/3/2025

Project Information

Name of Applicant:	Coal Seam, LLC
Phone/Email:	970-618-3555/abdi@aspenbuilt.net
Property Owner:	Coal Seam, LLC
Property Address	7051 CR 335
Proposed Use:	71 room Best Western Signature Hotel, Restaurant, 4 – one bedroom employee residences
Allowed Zoning:	Highway Business/PUD per Ordinance 99-5
Proposed Zoning:	Mixed Use PUD
Surrounding Zoning:	Industrial

I Introductory Summary



Coal Seam, LLC is a local developer proposing a hotel, restaurant, and workforce housing concept east of the I-70 interchange, south of the Colorado River. The endeavor offers several community amenities with economic benefits in a central Colorado River Valley location. The site contemplates a 71 unit Best Western "Signature" hotel, a model which allows franchisees the chance to curate design features to better suit the locale. The hotel will sit adjacent to a restaurant/brew pub that can be accessed by river floats. The restaurant sits atop four, one-bedroom residential units that will help offset workforce housing needs while supporting New Castle's commercial base.

The property was originally annexed in 1999 as Lot 1 of a three zone district PUD including the current River Park condominiums and Grand River Park. The ordinance approving the initial zoning for Lot 1 upon annexation (Ordinance #99-05) provides that all provisions of the Town's Highway Business zone district apply to Lot 1, subject to the additional provisions and design standards included in the Ordinance. Ordinance #99-5 also indicates that development on Lot 1 is subject to both the preliminary and final PUD Plan application processes. To expediate this process, the Applicant requested these two distinct applications be combined pursuant to Section 17.100.050 (A). On September 27, 2023, The Planning Commission (P&Z) voted unanimously to combine the application steps with the condition that the preliminary and final application steps be considered separately if P&Z finds the combined application to be insufficient for final approval.

The combined application packet was deemed complete on April 11th, 2025. Unless the commissioners decide otherwise, the review will proceed with the continuation of the public hearing resulting in one of three recommendations to Town Council: 1) approve the application unconditionally; 2) approve the application with conditions; Or 3) deny the application. A Final PUD application assesses zoning conformance, compliance with Public Works requirements, the suitability of utilities and infrastructure, compatibility with the comprehensive plan, and address any adverse impacts to the town. By final approval, all civil drawings should attain construction level readiness. Within thirty (30) days after the close of the public hearing, or within such time as is mutually agreed by the P&Z and the Applicant, the commission's decision will be made by written resolution. Since the public hearing has already been continued twice, a further continuance may not be allowed without re-noticing, pursuant to Section 16.08.040(G).

Within sixty (60) days from the date of the P&Z's written recommendation on the application, or within such time as is mutually agreed by the Town Council and the Applicant, the Town Council shall approve the application, with or without conditions, or deny the application. Town Council's decision will be made by ordinance which shall be introduced twice at a Town Council meeting and, if approved, shall take effect 14 days after final publication pursuant to Article IV of the New Castle municipal code.

II Staff Review:

Throughout the application process, application documents will be reviewed pursuant to the criteria outlined in the Municipal Code (*MC*) for planned unit developments (PUDs) and subdivisions. At the final plan stage, an application shall show conformity to the following criteria (*MC* 17.100.050(H)):

1. Consistency with the comprehensive plan;
2. Compliance with zoning and density requirements;
3. Compatibility to neighboring land uses;
4. Availability of town services from public works (including water and sewer services), fire, and police;
5. Adequacy of off-street parking and vehicle, bicycle, and pedestrian circulation;
6. The extent to which any required open space or parks are designed for active or passive use by residents of the subdivision or the public; and
7. Development is consistent with the natural character, contours, and viewsheds of the land.

1) Is the proposal consistent with the comprehensive plan?

Applicants are expected to demonstrate substantial conformity with the CP in all applications (**Policy CG-1B**). The checklist below, though not exhaustive, provides a tool for reviewers to assess conformance with the CP:

- Foster distinctive, attractive communities with a strong sense of place and quality of life.
- Demonstrate that individual project fits into a fully-balanced community land use structure.
- Ensure a mix of uses that complement the existing New Castle land-use patterns.
- Create walkable communities with non-vehicular interconnection between use areas.
- Guarantee a balance of housing types that support a range of affordability.
- Preserve open space, farmland, natural beauty, critical environmental areas, and wildlife habitat.
- Encourage economic development and supporting hard & soft infrastructure.
- Concentrate development in ways which provide efficient and cost-effective services.

Coal Seam aspires to fulfill many of the values and goals listed above:

1. The project provides a much in demand commercial base with hotel, and dining space in a highly visible location off of Interstate 70 (**Goal E-; Policy E-1E**). Though retail/office occupancy is currently not being considered, the Applicant is proposing a list of potential uses-by-right so that future business

prospects are not unnecessarily burdened by lengthy conditional use reviews.

2. The proposal provides four residential units for its commercial tenants to address the residential/commercial imbalance (**New Castle Community Vision, CP, page 8**; **Also Goal CG-4**).

3. A river trail with potential boater access provides a unique river experience (**Goal RT-1**) which helps preserve natural habitat (**POST-4A**). The proposal also preserves the LoVa trail access along CR 335 (**Policy POST-3F**).

4. Building aesthetics will blend with the local topography, landscape colors, and historical mining structures to temper viewshed impacts (**Goal EN-6**).

5. EV charging will be available per state requirements with a nod towards sustainability (**Goal EN-7**).

6. Market rate orkforce housing will be available for employees of the development as right of first refusal (**Goal HO-1 & 2**). Any remaining units will be made available to Town of New Castle employees then the local workforce at large. A housing agreement is provided in in the packet.

7. A fiscal impact study was performed comparing revenues and costs projected to the Town. The study assesses whether the project will provide a net financial benefit for at least the next 15 years. Items on the revenue side include: use tax, tap fees, lodging tax, sales tax, property tax, and incremental revenues; The cost side is mainly derived from the general fund expenditure per person as provided from the Town budget. Revenues during that time range from $260k to $355k with expenses ranging from $62k k to $84k . In sum, the development is projected to generate a total of $3,989,808 over the first 13 years once fully operational which does not included $1,053,146 in construction revenue generated at permitting The Town's Finance Department has reviewed the assumptions with comparable results.

2) ***Does the proposal demonstrate compliance with zoning and density requirements?***

Zoning: The property, "Lot 1" is part of the original Riverside Park PUD zoned Highway-Business (HB). It is "an area for highway oriented commercial development along major arterial and collector highways in such a manner as to minimize interruption of traffic flow, safeguard pedestrian movement, and optimize the aesthetic appearance to passing motorists" (Chapter 17.60). Permitted uses are few (e.g. underground utilities, open space, accessory uses, offices, police station, retail/office, and laundry). However, by virtue of the PUD application process (Section 17.124.010), the Applicant can specify as part of its PUD plan which uses are permitted, conditional, or prohibited (Section 17.100.020(C)). As such, those uses listed in the Highway-Business zone district as conditional use list can become uses by right through the PUD plan. Some current conditional uses include:

1. Church/religious institution;
2. School;
3. Museum;

4. Public institution;
5. Retail and wholesale business;
6. Eating and drinking establishment;
7. Personal, social and professional service;
8. Automobile service station;
9. Vehicle sales lot;
10. Retail or service business;
11. Hotel, motel, or lodge.

Note each of the Applicant's proposed uses are found on the list above.

Setbacks: The required minimum setback from property lines in the HB zone is 20 feet. All structures are setback from the perimeter property line by the required distance. However, the interior lot lines formed by the subdivision of the hotel property from the restaurant property shows a setback of only 14 feet, or six feet less than what is required. Ordinance #99-5 allows for variations from the Highway Business setback requirements through the preliminary and final PUD plan process. Staff has reviewed the proposed setbacks and does not have a concern.

Building Heights: The HB zone allows 30' building heights and two stories for permitted uses. For PUD and conditional use applications, heights are discretionary. The hotel structure is the tallest extending nearly 50' from grade to the ornamental extensions above the roof (**Exhibit A, page 325**). The bulk of the hotel is roughly 42' (i.e. less ornamentation). The restaurant building will rise roughly 42' above grade (**Exhibit A, page 326-329**). Importantly, the Applicant's architect was careful to limit the structure heights to those similar to the River Park Condominiums (**Exhibit A, page 331**). In this way Grand Hogback viewsheds are preserved. The 40'-50' building height is similar to the height's approved in various land use applications to date including: the River Park Condos, the Fire House, Shibui, Senior Housing, Longview (Romero), R2 (9NWH).



3) Does the proposal demonstrate compatibility to neighboring land uses?

South of Interstate 70 and the Colorado River, the Coal Seam parcel adjoins the Riverpark Condominiums directly to the east, Garfield County rural zoning to the south, and the New Castle Industrial District & Breslin Park to the west. The project is also part of what the Comprehensive Plan deems a community "gateway" affording first impressions and a source of identity to the Town (**CP, page 73**). A hotel, restaurant, and residential proposal, whose architecture and style blends with the local history and

topography and that serves a unique function among a diversity of surrounding uses, seems suitable to the neighboring properties.



Specifically, the Applicant adopts architecture styles that compliment New Castle's history with a focus on structural and material similarity (e.g. architectural mining themes were added to the exterior of the buildings). Varying roof heights, offsets, and terracing of the buildings are all efforts the Applicant is employing to abate concerns with massing. The parking lot is designed to face south behind the buildings, screening the lot from the river and parts of Town to the south. Per town code 17.76.110(c)(3)&(4), at least ten percent of the parking lot is landscaped and screened from adjoining residential uses.

4) Is there availability of town services from public works (including water and sewer services), fire, and police?

Police: The Police Department currently consists of 12.5 FTEs and one special piece of "equipment" known as Kip which is ideal for a town the size of New Castle. Generally, additional FTEs are considered for every increase of 500 residents. Therefore, the Police Chief concludes that there would be no compromise with police service as a result of a slight population increase.

Fire: CRFR has commented on the status and maintenance of the emergency access easement on the southeast end of the lot. The egress provides the quickest route to CR 335 for the properties furthest west in the River Park Condos. Future maintenance of the egress is the responsibility of the River Park Condo Association for the use of their residents. For their part, Coal Seam will refrain from any development within the prescribed easement. The fire department will review all other IFC requirements prior to permitting.

Engineering: The Town Engineer has cited several items that are still insufficient for Town Council's approval but sufficient for P&Z's review. These items shall be updated to the engineer's satisfaction prior to Council approval. Some of these items include:

- Update EQR summary for restaurant retail reconfiguration.
- Address redline comments on civil drawings provided by SGM 12/2/25.
- Include updated signage and stripping details.
- Clarify erosion control, berm design, and drainage plan per SGM comments.
- Clarify ADA ramp provisions.Update final design for shared sewage lift station;
- Provide final construction details from Applicant engineer (ongoing).
- Provide design cross-sections for berms, trails, C&G;
- Provide cross-sections for access to CR 335;

Public Works: Water and sewer is available for the property. Public Works cautions against obstructions to any utility easements especially near the rockfall mitigation berm (**Exhibit E, page 317**). Clearances will be verified prior to Council.

5) Is there adequate off-street parking and vehicle, bicycle, and pedestrian circulation?

Off-Street Parking: Due to the constraints of surrounding land uses and topography, there are no feasible -street parking alternatives in the immediate vicinity. Therefore, off-street parking will be a critical part of the project's success. Off-street parking requirements relevant to the application are as follows:

- Residential (4 units): two spaces/unit = 8 spaces;
- Hotel Use (71 rooms): 1 space/room + 1 space/two employees = 73;
- Restaurant Use (60 seat capacity): 1 space/3 seats = 20; ;

Total Off-Street Parking Required: 101 spaces

Total Off-Street Parking Planned: 109 spaces

The elimination of the retail spaces and reduction in residential occupancy resulted in a significant cut to the project's parking needs. With the revisions, the off-street parking requirements are now satisfied with a surplus of eight spaces. It is important to note that the residents will be "assigned" only one space per unit though two spaces per unit are technically available as shared parking within the property. The Applicant will manage the assigned residential parking through the covenants.

.

Nonvehicular Circulation: The Applicant has made a point not to disrupt the general LoVa trail alignment. The parking lot will also be wrapped with sidewalks that allow uninterrupted paths to all portions of the property. Additional soft trails will extend from the mixed-use area north towards the river and then to the east and west along the river.

6) Are the required open space or parks designed for active or passive use by residents of the subdivision or the public?

The Applicant is not required and does not intend to designate open space to the Town.

However, there are connecting trails and waterfront open areas allowing access for patrons. Though no formalized paths continue to either the east or west, historic use paths along the entirety of the riverbank do exist at low flows. Ten percent of the total land area will be landscaped per Section 17.60.090. Additionally, 10% of the parking area will be landscaped. Otherwise, active open space is available to patrons at Grand River or Breslin Parks which can all be reached via the LoVa trail.

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7) Is the development consistent with the natural character, contours, and viewsheds of the land?

The proposal values the preservation of natural landscape and viewsheds to the south. Structures are purposely stepped from back-to-front to minimize cutting and of the existing slope. South elevations have also been reduced to two levels to improve contouring with the steep topography and soften visual impacts.



To conserve water and limit landscape maintenance such as mowing, Staff encourages drought resistant vegetation and seeding with native grasses to restore disturbed areas to their original state. Sod and landscape irrigation, likewise, should be used sparingly to limit the need for landscape maintenance. Modestly mowed buffers and borders can provide a satisfying manicured look needing little maintenance.

V Staff Recommendations

Staff offers the following recommendations to the preliminary/final PUD application:

A. Prior to Council review, pplicant will update the list of permitted and conditional uses proposed in the application narrative and maximum building height to the Site Plan prior to Town Council review.

B. Prior to Council review, the Applicant shall demonstrate compliance with all recommendations of the Town Engineer, Town Public Works Director, Town Attorney, and Fire Marshal provided in response to review of the Application, **Exhibit C** below..

C. Prior to permit, final construction drawings shall demonstrate compliance with the building heights included in the approved application materials**.**.

D. Prior to permit all construction drawings 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.

E. Parking lot lighting should be on timers to reduce the light duration at night while maintaining security lighting as needed.

F. Prior to Council review, provide design for trash dumpsters that extend six feet high and includes a bear resistant latching mechanism.

G. The form of the declaration of covenants for the Property shall be finalized and address any Town Attorney comments before consideration of the Application by the Town Council. Recordation of the declaration of covenants shall be accomplished at or before recording of the final plat.

H. A parking management plan shall be added to the covenants prior to final approval with provisions for reserved parking for the residential units.

I. A subdivision improvements agreement ("SIA") containing an engineer's stamped cost estimate of public improvements, to the satisfaction of the Town Attorney. The form of the SIA shall be finalized before consideration of the Application by the town council. Recordation of the SIA shall be accomplished at or before recording of the Final Plat.

J. Provide a construction phasing plan for inclusion in a subdivision improvements agreement as necessary. Identify, at minimum, each of the following components:

- Buildout phases if necessary;
- Schedule that identifies the sequencing of construction, sequencing of occupancy, traffic flow, and traffic control plans during construction;
- Storage and staging areas for construction equipment and materials;
- Illustrate drainage and erosion control best management practices (BMP's);
- Conformance to all requirements and specifications approved by the fire marshal concerning temporary access to the project;
- Dust and weed management plan;

K. Landscaping shall incorporate native grasses and plants that minimize maintenance, mowing, and irrigating. The landscape plan shall be approved by Public Works prior to issuance of building permit.

L. As depicted in the submittal materials, an unimproved, single-track trail system shall be made available for patrons of the property as well as to the general public. The Town will consider building a trail connector between the proposed trail system and the current trail system at Grand River Park.

M. All disturbed areas in the project shall be revegetated prior to the 1st growing season following the completion of the entire project and maintained in a predominantly weed free condition.

N. All representations of the Applicant made verbally or in written submittals presented to the Town in conjunction with the Application before the Commission or Town

Council shall be considered part of the Application and binding on the Applicant.

O. 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.

P. The sale of individual lots, parcels or units may not occur until a plat creating the lot, parcel or unit is recorded with Garfield County and security for the public improvements has been received by the Town.

Q. .

VI Updated Exhibits 12/3/25:

A. Abridged Applicant Packet – November 25, 2025
B. Applicant Response to Town Engineer – October 30, 2025
C. Town Engineer Review – December 2, 2025
D. Redlined Civil Set by Town Engineer – December 2, 2025

Commissioner Cotey asked if there would be a parking area for larger vehicles and trailers. Mr. Stevens said there was room far west of the site, and he said they would potentially gravel that area for larger vehicles. Mr. Stevens said the hotel management would monitor available parking. Commissioner Riddile asked the applicants if they would manage the hotel and be the general contact, Mr. Stevns said yes. Commissioner Riddile said the Riverpark Condominiums had a problem with parking because several residents owned several cars per unit and had concern the applicants would have issues with River Park residents parking at the hotel. Mr. Stevens said he would approach conflict as a good neighbor and Riverpark Condominium residents could park there when the hotel is not at 100% capacity. Mr. Stevens said if the hotel was at capacity and Riverpark residents parked there, they may have to police it.

Chair Apostolik asked the applicants if the gravel area on **(Exhibit B, Pg 3)** was a water feature. Mr. Stevens said no, it was going to be grass and shrubs with a steep slope towards the river. Chair Apostolik pointed out the legend shows a water feature. Mr. Stevens explained the area was a water retention area for the parking lot drainage.

Commissioner Alternate Mahaffey asked if the applicants would consider connecting the footpath to the existing path for Riverpark Condominiums . Mr. Stevens said there would be a single track footpath because it needed to go right along the river and couldn’t guarantee it would be a big sidewalk.

Mr. Stevens said the applicants made changes based on the Planning Commissions concerns for lack of parking. Mr. Stevens said the applicants attempted to redesign the parking lot, the car park and realized the walkout basement under the restaurant area was not being used and ideal for the workforce housing. Workforce housing was above the retail space in the original application. Mr. Stevens said the number of residential units were eleven and now reduced to four residential units. Mr. Stevens said the project goal was not to burden New Castle with a need for more housing. Mr. Stevens

said the retail and the additional housing units required most of the parking spaces in the first site plan and now there are extra with the improvements. Mr. Stevens said the applicants are now comfortable with parking.

Mr. Stevens said the hotel would be a signature series hotel that looks different from other Best Westerns along the I-70 corridor. Mr. Stevens said it is important to the applicants to have the architecture compliment the community as well as the site plan. Mr. Stevens said the hotel would be built on the hill side to preserve the river front.

Mr. Stevens said there were still small details to amend like the handicapped ramp outside the hotel is slightly higher than an 8% grade when it should max out at 8%. Mr. Stevens said there was a request from SGM Engineering asking for single drawings of the water and sewer line because they are currently on one page. Mr. Stevens said the applicants prefer to have a single sheet that is laminated with the water and sewer lines highlighted in different colors. Mr. Stevens said the single sheet shows any conflicts between utilities on the site. Mr. Stevens acknowledged this made the review harder and the applicants will be preparing the SGM requests for the plans before they present the application to council.

Commissioner Cotey thanked the applicants for working hard to address the questions the planning commission had about previous site plans. Commissioner Cotey said she was disappointed to see the retail removed from the site plan but also appreciated addressing any potential problems for the community.

Commissioner McDonald said the plan looked to him as if they were eliminating the restaurant group. Mr. Stevens said they are focused on the building itself and the square footage and will show more detail at a later time. Mr. Stevens said they will partner with a restaurant manager and model it like the Glenwood Brew Pub where patrons can access the restaurant from the river in addition to the parking lot. Commissioner McDonald asked Mr. Stevens if there was restaurant experience within their company. Mr. Stevens said no, they would partner with an experienced restaurant manager.

Town Attorney, Haley Carmer said the applicants would need to add microbrewery to the list of permitted uses on the application. Commissioners McDonald and Cotey asked if there was a need for resolutions. Attorney Carmer said before presenting to council, the applicants and planning commission would need to finalize their list of uses. Attorney Carmer said there is a current list in the application and those should be reviewed. Planner Smith referred to page 6 of (**Exhibit B)** for the proposed uses. Planner Smith said it was worded exactly like the C1 Zoning uses in downtown. Planner Smith said the five permitted uses are underground utilities, parks and open space, accessory uses, offices and police station. Planner Smith said the applicants are under a PUD process for a hotel and restaurant but warned about requiring a CUP for every single use beyond hotel and restaurant.

Chair Apostolik closed the public hearing at 7:38

Commissioner McDonald asked Mr. Stevens if the applicants felt comfortable with the progress with providing the recommendations from the town engineer. Mr. Stevens said his team had gone through every recommendation by SGM and was confident moving forward. Commissioner McDonald asked Planner Smith if he was comfortable and if the applicants met the recommendations. Planner Smith said he has spoken with the town engineer, and they were fine with the site plan. Planner Smith said there were minor edits and only a couple of design features that needed to be updated and council would be the next to review the application.

Commissioner McDonald asked about the exterior look of the hotel. Architects, Caet May and Lauren Dufresne. Ms. May said she proposed darker exteriors with wood grain finishes as well as stone for the hotel building. Ms. May said they were inspired by old mining architecture and had added rustic elements. Ms. May said the restaurant is mostly stone that would carry over to the hotel building.

Commissioner Cotey asked Planner Smith what the sign code requirements were. Planner Smith said signs are not reviewed with the PUD, but they would go through it at another time. Planner Smith said the sign would need to be adequate for the site and reviewed separately to make sure it complied with code and the comprehensive plan. Planner Smith asked Commissioner Cotey if she had a suggestion and she said to include "follow New Castle Sign Code" to the current resolution and Planner Smith said it would be addressed later in the project.

Alternate Commissioner Rittner asked for clarification of possible future retail uses and if Planner Smith would be included in the decision process for retail space. Commissioner Rittner understood retail is allowed but it was not defined as to what kind of retail establishment could go there. Planner Smith said the commission could be more specific as well as exclude possibilities and this could prevent it in the future. Planner Smith said if the commission approves some sort of retail, the applicants can put any kind of retail without a review process. Alternate Commissioner Ritter asked Planner Smith if he had a concept of what kind of business they would want there in the future.

Alternate Commissioner Mahaffey asked the applicants if the roof of the brew pub would be something that could host a party. Ms. May said that it was possible to utilize the extra outdoor space to host an event, but this suggestion was preliminary.

Chair Apostolik asked Attorney Carmer if the current condition of use is an eating and drinking establishment if the brew pub might fit under that. Attorney Carmer said this is currently a PUD and they are doing a PUD plan for this site. Attorney Carmer said as part of the process is establishing what falls into permitted. Attorney Carmer said microbrewery is a new definition of a specific use and needs to be named specifically. Commissioner Cotey asked if it is currently listed as a use. Attorney Carmer said microbrewery is not current listed. Commissioner Cotey asked if the commission should amend the conditions to include microbrewery. Attorney Carmer said yes, they could add condition A to resolution B to a list of conditional uses to the site plan. Commissioner Cotey suggested adding other uses. Chair Apostolik asked if a microbrewery could be listed as an additional CUP. Town Attorney Carmer said yes, it

would have to be added separately. Commissioner Cotey said under condition A, add microbrewery as a use and remove gas stations and tire shops. Attorney Carmer asked the commission to clarify if gas station and tire shops should be prohibited. Chair Apostolik said yes.

Commissioner Cotey asked the applicants if there was anything concerning them based on the future vision of the site. Mr. Stevens said no, they were appreciative of adding microbrewery to the list of uses.

Commissioner McDonald asked how soon the applicants plan to start building. Mr. Stevens said the applicants would go to council first, then would need to apply for building permits. Mr. Stevens predicted breaking ground on site infrastructure and grading mid to late summer of 2026. Mr. Stevens said he thought the building would take about two years.

Commissioner Cotey proposed that gas stations, tire shops and car wash either move to conditional uses or are stricken from the list. Mr. Stevens said a gas station, carwash or tire shop would not fit onsite.

Commissioner Alternate Rittner asked if marijuana shops were considered retail space in the application, Planner Smith said no.

Commissioner Mahaffey asked if there would be a rock wall by the parking lot and Mr. Stevens said yes, and there would be two levels. Mr. Stevens said most of the walls are located on the south side of the property line and it is to the specifications required by the rock fall mitigation report which showed how it should be constructed. Mr. Stevens said there is a break in the rock wall for the west access and if a rock were to fall it would be blocked by the applicant's garbage dumpster. Mr. Stevens said at the other end, there is a plaza area out front with a concrete wall that will act as a rockfall mitigation. Mr. Stevens said he was doubtful a rock would travel that far. Mr. Stevens said the wall is impenetrable from far east to far west. Commission Alternate Mahaffy asked how tall the berm would be. Mr. Stevens said it was three feet tall. Commissioner Alternate Mahaffy said there were some big rocks up there and felt the engineers did a great job. Mr. Stevens said the applicants have spent a lot of time at the site with the engineers. Mr. Stevens said there are already boulders, about one to two cubic yards on site and there are none that have gone through the property and down the other side.

MOTION: Chair Apostolik made a motion to approve Resolution PZ 2025-2, A Resolution of the New Castle Planning and Zoning Commission Recommending Conditional Approval of a Final Subdivision Plat and Preliminary/Final PUD Development Plan Application for Riverside Park Lot 1 with the Condition of Adding the Microbrewery and Prohibiting Gas Stations, Tire Shops and Repair Shops. Commissioner Cotey Seconded the Motion, and it passed on a roll call vote. Commissioner Riddle: yes; Commissioner McDonald: yes; Commissioner Sass: yes; Commissioner Cotey: yes; Alternate Commissioner Rittner: yes; Chair Apostolik: yes; Alternate Commissioner Mahaffey: yes.

Consider PZ 2025-5, A Resolution of the New Castle Planning and Zoning Commission Recommending the Amendment of Provisions of Title 17 of the Town Municipal Code Concerning Food Trucks

Town Attorney Carmer presented her memo, (**Exhibit C)**. Attorney Carmer discussed House Bill 25-1295, and previously requiring food trucks to obtain separate permits and licenses to operate in multiple jurisdictions imposed a significant burden on those businesses, so it created statewide reciprocity standard for certain permits and licenses all food trucks are required to obtain. Carmer said council thought it was important to differentiate between temporary food trucks and those that are semi-permanent and temporary food trucks should not have to go through the CUP process. Second, while HB25-1295 does not require the Town to make any changes to the code, it does provide a definition and terminology for "food trucks" and a clear source of permitting requirements that would be helpful to incorporate into the Code. Attorney Carmer said Council discussed several policies and topics surrounding food truck regulation (e.g., setbacks, operating hours, noise/trash standards, etc.), the consensus was not to put these regulations into the Code but, rather, to either develop a set of guidelines or continue to address these issues on a case-by case basis through the CUP process. Attorney Carmer said currently food trucks in place for 14 days or less must go through a special event permitting process and food trucks in place longer than 14 days need to go through a Conditional Use Permit.

Attorney Carmer asked for general feedback for staff regarding guidelines for food trucks or just address them on a case by case basis. Commissioner Cotey asked what the guidelines would be for a mobile food truck selling alcohol and what the permitting process would be like. Chair Apostolik said a cart selling liquor would require liquor licensing that is under local jurisdiction. Administrator Reynolds said it would need to go before the liquor board. Attorney Carmer clarified that a special event liquor license would be required to sell liquor at an event and a permanent liquor license would be required for a semi-permanent food truck. Attorney Carmer said that a restaurant must define the liquor premises including the truck and the area around it and if the truck moved the license would no longer be valid. Attorney Carmer said it would be difficult to have a liquor license on a semi-permanent food truck because it would require state licensing as well.

Alternate Commissioner Mahaffey asked if the number of food trucks would be tied to a CUP that would need to come before the planning commission and council for each occurrence. Administrator Reynolds said yes.

Chair Apostolik asked Attorney Carmer to define when a food truck is moved, meaning if it is a physical address or location within the lot. Attorney Carmer said that the mobile food establishment can remain and operate from the same lot or parcel for 14 days in any 365 day period.

Commissioner Mahaffey asked if mobile coffee carts would be considered a food truck because they serve beverages. Attorney Carmer said that had come up and would need to verify the statute and bring the answer back to the commission. Commissioner Cotey suggested generalizing the language from mobile food venders to

a mobile vending establishment and going through the same approval process. Administrator Reynolds said any mobile vendor would still need to go through the permitting process and public property use.

Alternate Commission Rittner asked when a food truck that did stay longer than 14 days if the town could inspect it to prevent it from becoming semi-permanent Attorney Carmer said that would be a part of the CUP.

Commissioner Cotey asked if mobile food trucks should physically report and operate from a common site kitchen. Commissioner Cotey asked if they are required to have a commissary. Commissioner McDonald said they are required to work out of a kitchen regularly inspected for health. Commissioner Cotey clarified that if a food truck that is self-contained would need to be inspected. Attorney Carmer said yes.

Attorney Carmer said in Condition B of the resolution, they could add food establishments and small food establishments as a new use so that mobile vending carts or stands could still operate as non-food related carts. Commissioner Cotey clarified condition 16n of the resolution. Attorney Carmer corrected it to Condition 17. Attorney Carmer said there are two separate uses, the mobile vending part stays the same and they will add mobile food vendors as their own use. Chair Apostolik inspections are through the State. Administrator Reynolds said they were through the county.

Commissioner McDonald asked the progress of the mobile food truck and commissary kitchen discussed in October and Administrator Reynolds said they were getting ready to open with a truck on site already. Commissioner McDonald asked if any future food truck would need approval for that property, Planner Smith said the use is already defined, but the town would do inspections for any mobile food vendor.

Alternate Commissioner Mahaffey asked if there was a future planned central area for food trucks in New Castle like Moab where they all conglomerate together. Commissioner Cotey said the town allows food trucks to be on private property and the town would have to find property. Administrator Reynolds said that people have taken the idea to council over the years, but no one followed through with an application.

Member of the public, Bruce Bennett, asked if the three Rolling Fork Food Trucks parked in the Clubhouse parking lot at Lakota Ranch met the discussed resolution. Members of the commission said Rolling Fork use the kitchen at the clubhouse as a commissary kitchen because the health department inspects the kitchen. Commissioner Cotey said that if they started selling food in that parking lot, they would need to come to the town for a permit.

MOTION: Commissioner Cotey made a motion to approve PZ 2025-5, A Resolution of the New Castle Planning and Zoning Commission Recommending the Amendment of Provisions of Title 17 of the Town Municipal Code Concerning Food Trucks with an Amendment to 16 to include Mobile Vending Carts and Mobile Food Establishments. Commissioner McDonald Seconded the Motion and it Passed on a Roll Call Vote.

Commissioner McDonald: yes; Alternate Commissioner Rittner: yes; Chair Apostolik: yes; Alternate Commissioner Mahaffey: yes; Commissioner Cotey: yes; Commissioner Sass: yes; Commissioner Riddile: yes.

Attorney Carmer asked the commission if they would like to see guidelines for food trucks as an ongoing project, or case by case for CUPs. Alternate Commissioner Mahaffey said he likes guidelines to keep it fair between CUPs. Administrator Reynolds said that guidelines are not retroactive and won't solve problems with current CUPs. Administrator Reynolds said there is more flexibility without guidelines. Commissioner Cotey said it should be decided on a case by case basis. Commissioner Mahaffey said guidelines might speed up the approval process in the future. Chair Apostolik said food trucks are new in this town and the process is a formality. Chair Apostolik said we can learn from towns like Gypsum in the future. Commissioner Mahaffey asked if current food truck CUPs would need to come back for a revision if they wanted to add HVAC units. Commissioner Cotey said guidelines would require more regulation and CUPs are on the record and specific. Chair Apolostik said every situation is different based on what they are selling.

MOTION: Chair Apostolik made a motion to approve November 12, 2026, Minutes. Commissioner Riddile seconded the motion, and it approved unanimously.

Staff Reports

Planner Smith said January's meeting is seeking approval of CUP for an Xcel Energy substation. Planner Smith is hopeful R2 would meet in January for amendment. Commissioner Cotey asked for an update R2's amendment. Planner Smith said the townhomes would become for sale, not rentals and adding two car garages to townhome units. Planner Smith said the other developer, TC Midwest, was getting close to another proposal.

Chair Apostolik asked Planner Smith if there were any updates on the Walter's Center Development. Planner Smith said no.

Commission Comments and Reports

Commissioner Parks reported that the Historic Preservation Commission was finishing the forms to request designation of the town cemetery with state assistance from History Colorado.

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

The meeting adjourned at 8:25 p.m.

Respectfully Submitted,

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DRAFT

Chuck Apostolik, Commission Chair

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Michelle Huster, Assistant to the Town Clerk

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