

# **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

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**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.

# **AFFORDABLE HOUSING STATEMENT**

# TC MIDWEST, LLC

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

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**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.

# **COST SHARING AGREEMENT**

# TC MIDWEST, LLC

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

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**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.

# **PROPOSED NET ZERO OPTION**

On Mon, Feb 9, 2026 at 10:26 AM Shiza <[shiza@klutchconsultant.com](mailto: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](mailto:blaine@bighorneng.com)>  
**Sent:** Monday, February 9, 2026 12:14 PM  
**To:** Shiza <[shiza@klutchconsultant.com](mailto:shiza@klutchconsultant.com)>; David Hoff <[David@klutchconsultant.com](mailto:David@klutchconsultant.com)>  
**Cc:** Greg Waldorf <[greg@bighorneng.com](mailto: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!!



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# **TRAFFIC IMPACT ANALYSIS**

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# Traffic Impact Analysis

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Prepared For:

## Archwood Townhomes Residential Subdivision

North of Castle Valley Blvd at the Pyramid Dr. Roundabout

New Castle, CO



July 9, 2025

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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.

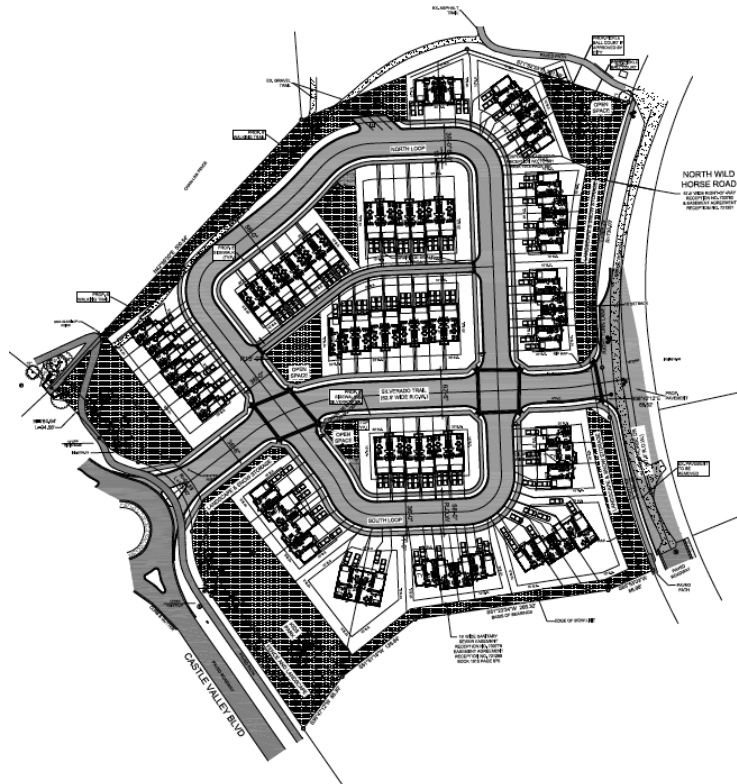
- Int #1, Existing Castle Valley Blvd. (E-W) & Pyramid Dr. (N-S)
- Int #2, Existing Castle Valley Blvd. (E-W) & N. Wildhorse Dr. (N-S)
- Int #3, Proposed N. Wildhorse Dr. (E-W) & Silverado Trail (N-S)

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

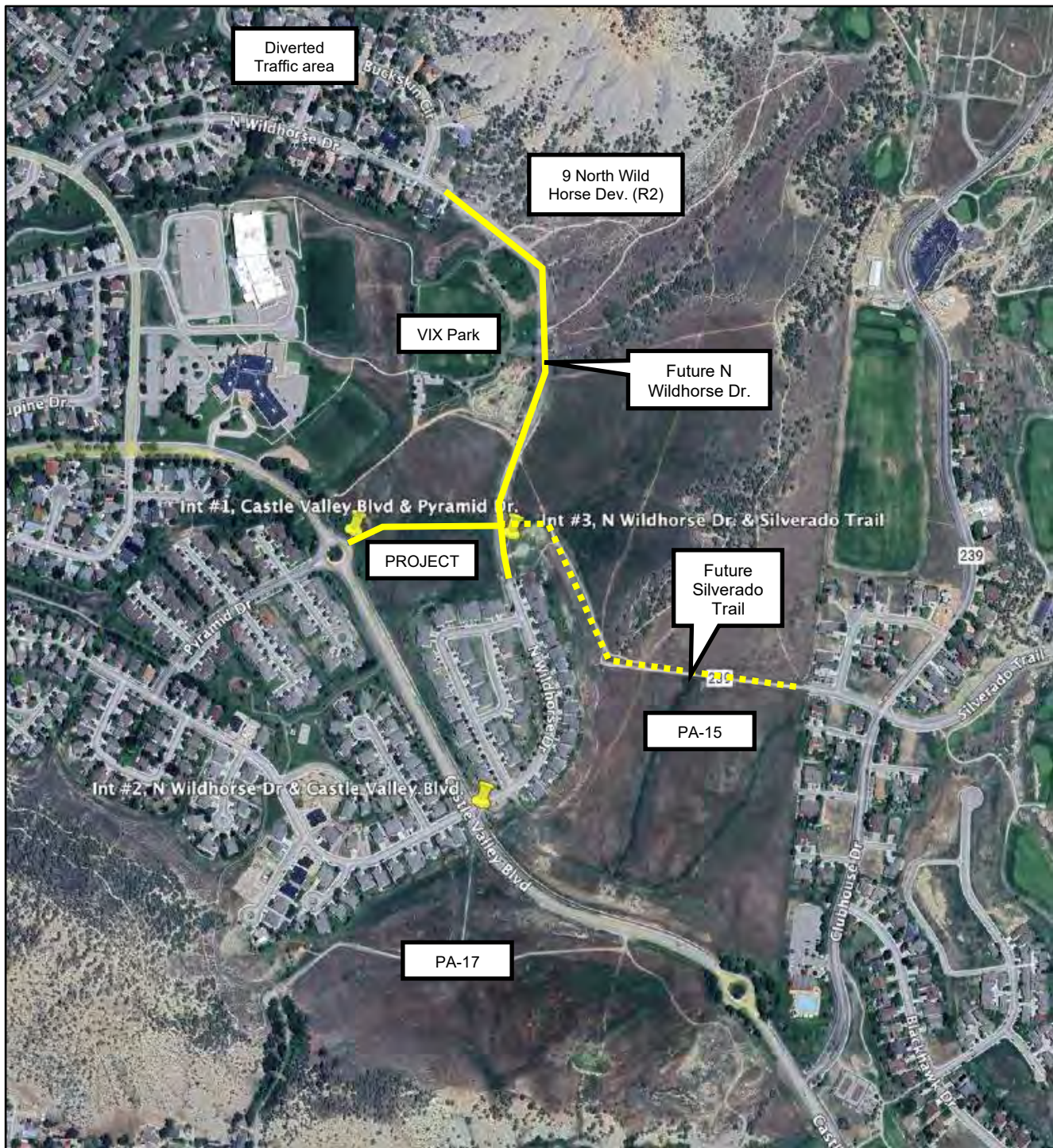
## 1.2 Project Development Plan

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 (11<sup>th</sup> 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)**

Description	Weekday AM Condition											
	Eastbound (CVB)			Westbound (CVB)			Northbound (Pyramid)			Southbound (Silverado)		
	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

Description	Weekday PM Condition											
	Eastbound (CVB)			Westbound (CVB)			Northbound (Pyramid)			Southbound (Silverado)		
	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)**

Description	Weekday AM Condition											
	Eastbound (CVB)			Westbound (CVB)			Northbound (wildhorse)			Southbound (wildhorse)		
	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

Description	Weekday PM Condition											
	Eastbound (CVB)			Westbound (CVB)			Northbound (wildhorse)			Southbound (wildhorse)		
	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)**

Description	Weekday AM Condition											
	Eastbound (wildhorse)			Westbound (wildhorse)			Northbound (Silverado)			Southbound (Silverado)		
	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

Description	Weekday PM Condition											
	Eastbound (wildhorse)			Westbound (wildhorse)			Northbound (Silverado)			Southbound (Silverado)		
	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							
Land Use	Number of Units	ITE Code	Weekday Traffic	Weekday Design Hour 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. This 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															
Land Use	Number of Units	ITE Code	Weekday Rate	Design Hour Rates						Weekday DHV					
				AM IN	AM OUT	PM IN	PM OUT	PM IN	PM OUT	Weekday Traffic	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 Trip Generation Manual, 10th Edition		Basis of	Time Period Used Above	Weekday Design Distribution		Weekday Design Distribution		Weekday Design Distribution		Weekday Design Distribution		Weekday Design Distribution		Weekday Design Distribution	
Multi-Family (Low-rise)	220	Fitted Curve	Peak Hour Adj	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**

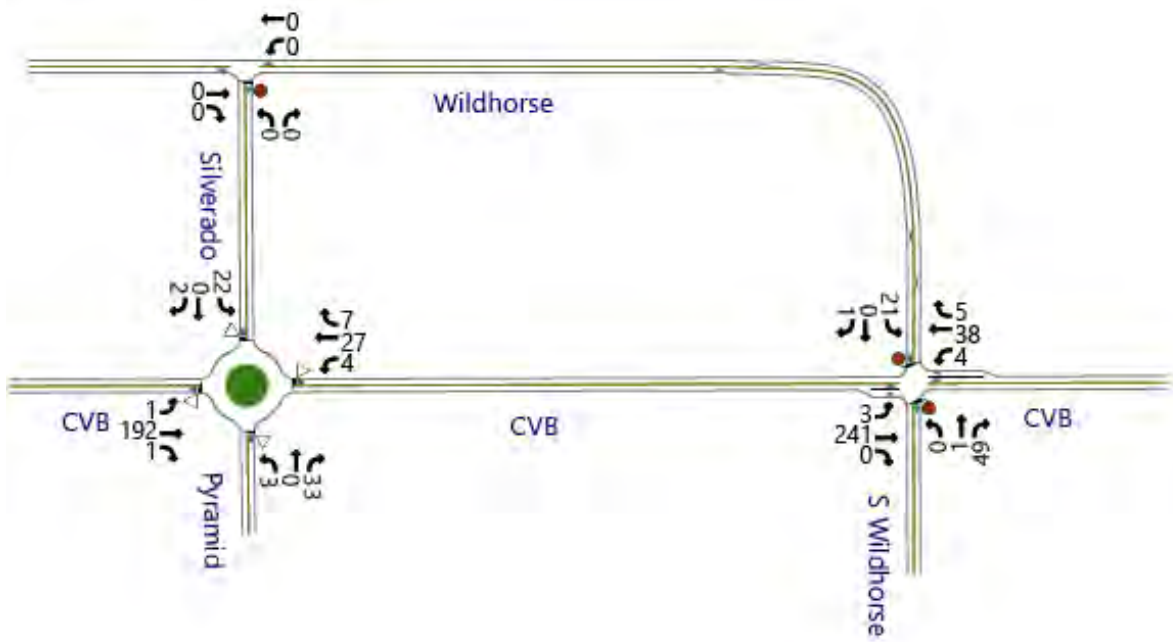
Event traffic for VIX park would be negligible in the weekday AM & PM peak hour periods so the Study did not include diversion of VIX Park traffic.

**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		Year 2045	
			Background	Total	Background	Total
<b>Int #1 Castle Valley Blvd &amp; Pyramid Dr/Silverado - AM</b>						
Eastbound CVB	<u>Roundabout</u>	Construct north leg (1in, 1 out) for total traffic	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)			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)		
<b>Int #1 Castle Valley Blvd &amp; Pyramid Dr/Silverado - PM</b>						
Eastbound CVB	<u>Roundabout</u>	Construct north leg (1in, 1 out) for total traffic	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)			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)		
<b>Int #2 Castle Valley Blvd &amp; N. Wildhorse Dr - AM</b>						
Eastbound CVB	<u>Unsignalized</u>	Stop	A	A	A	A
Westbound CVB			A	A	A	A
Northbound			B	B	B	B
Southbound			B	B	B	B
Critical Movement Delay (ave. sec/veh)			SB (11.3)	SB (11.6)	SB (12.4)	SB (12.8)
<b>Int #2 Castle Valley Blvd &amp; N. Wildhorse Dr - PM</b>						
Eastbound CVB	<u>Unsignalized</u>	Stop	A	A	A	A
Westbound CVB			A	A	A	A
Northbound			A	A	A	A
Southbound			B	B	B	C
Critical Movement Delay (ave. sec/veh)			SB (12.8)	SB (13.2)	SB (14.6)	SB (15.1)
<b>Int #3 N. Wildhorse Dr &amp; Silverado Trail - AM</b>						
Eastbound	<u>Unsignalized</u>	Construct all three legs			A	A
Westbound					A	A
Northbound			Stop		A	A
Critical Movement Delay (ave. sec/veh)					NB (9.2)	NB (9.2)
<b>Int #3 N. Wildhorse Dr &amp; Silverado Trail - PM</b>						
Eastbound	<u>Unsignalized</u>	Construct all three legs			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 is 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.

## 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.

<b>Tax Authorities in Tax Area 38</b>	<b>Tax Rate</b>	<b>Tax Amount</b>
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
<b>Total Property Tax Revenue in 2028</b>	<b>69.311</b>	<b>\$160,991</b>

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.

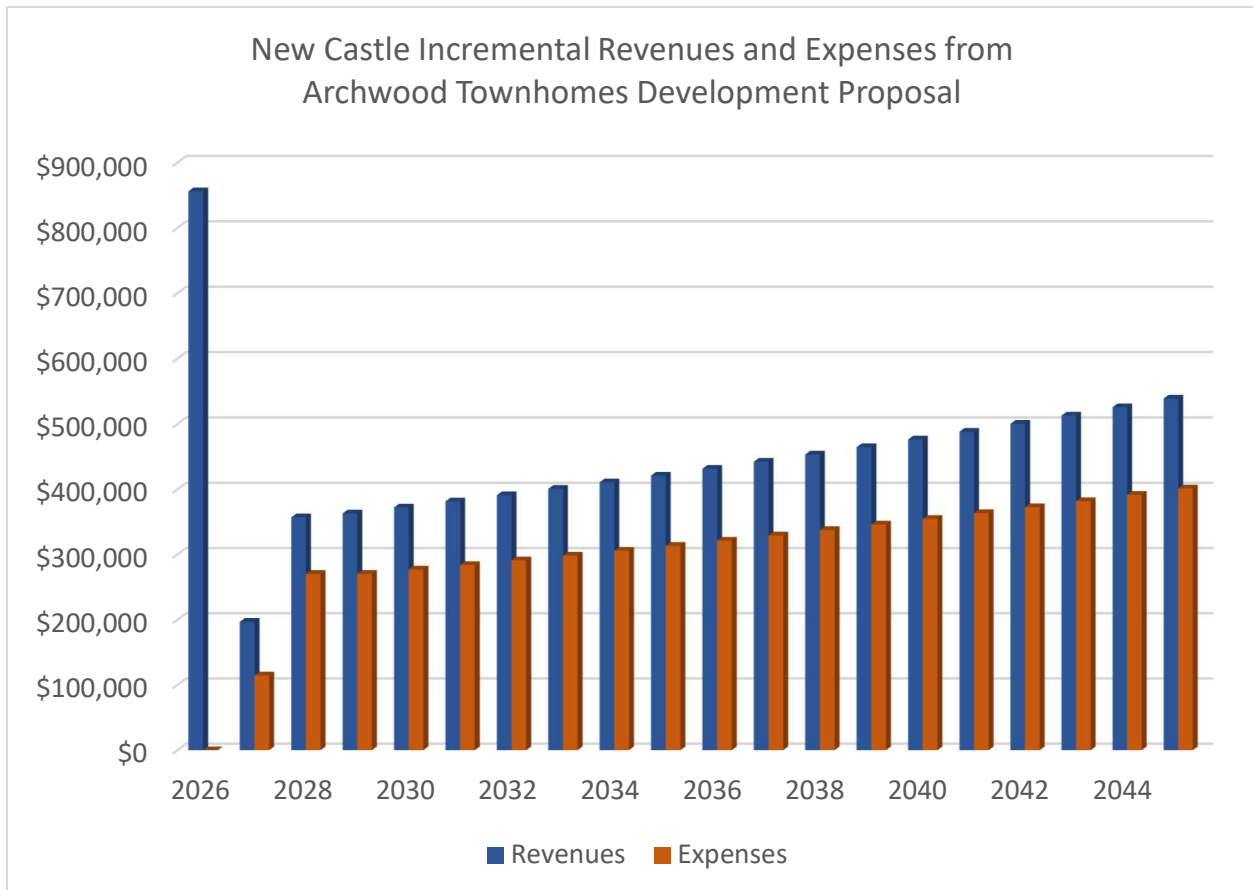
### Employment

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

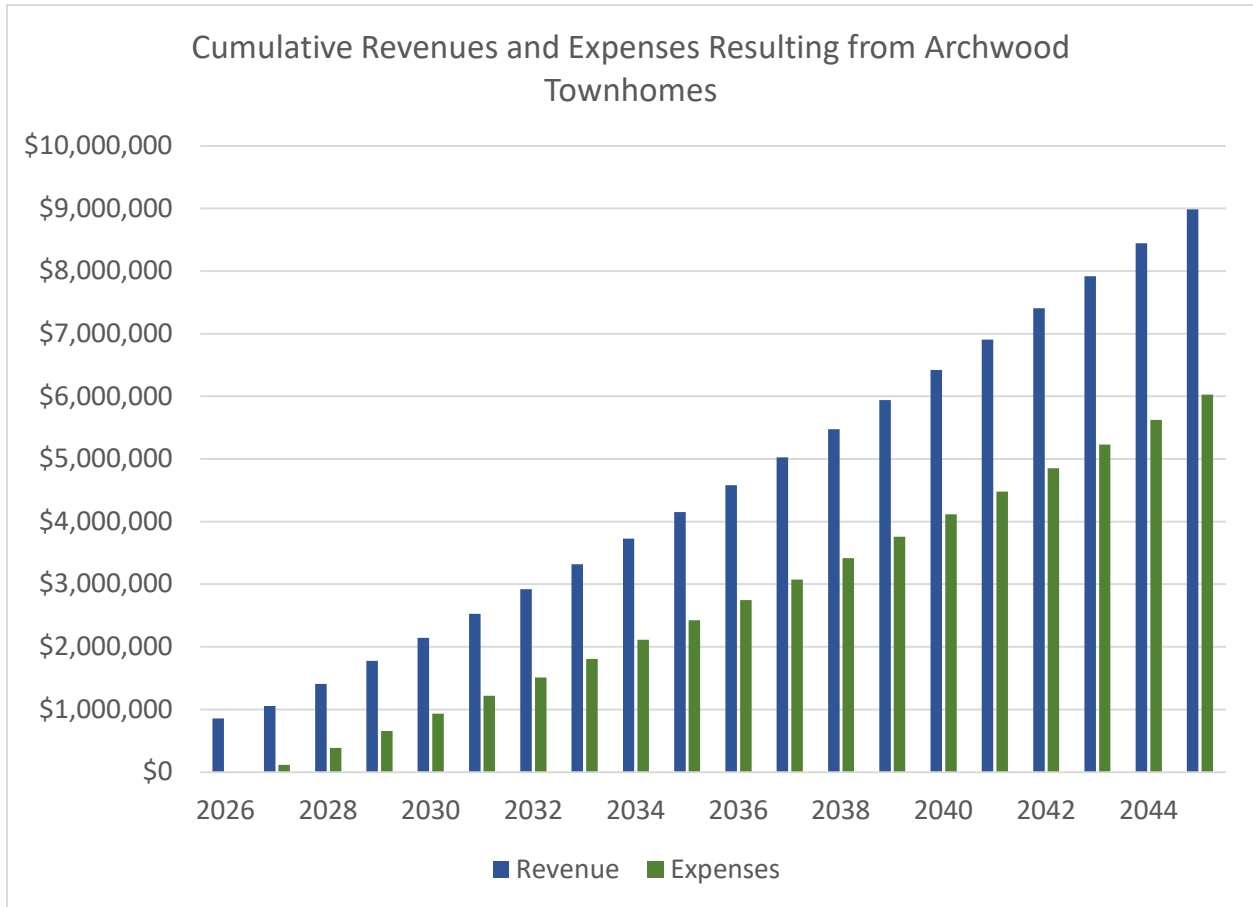
Type of Job	2026	2027
Direct	54.32	50.13
Indirect	8.9	9.27
Induced	9.9	9.2
<b>Total</b>	<b>73.12</b>	<b>68.6</b>

### 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](http://www.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,

A handwritten signature in black ink that reads "Jake Stanton". The signature is written in a cursive, flowing style.

Jake Stanton, District Wildlife Manager

Cc. Travis Bybee, Assistant Area Wildlife Manager

**Monday, October 27, 2025 at 12:07:11 Central Daylight Time**


**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](mailto: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 Blvd.

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

Monday, October 27, 2025 at 12:06:25 Central Daylight Time

**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




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](mailto:brian.killian@state.co.us) | [www.codot.gov](http://www.codot.gov) | [www.cotrip.org](http://www.cotrip.org)

On Thu, Oct 16, 2025 at 1:32 PM Shiza <[shiza@klutchconsultant.com](mailto: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

Friday, January 23, 2026 at 15:53:45 Central Standard Time

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**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](mailto:shiza@klutchconsultant.com)>  
Sent: Friday, December 19, 2025 1:33pm  
To: "[debbie.sanderson@rmcrealestate.com](mailto:debbie.sanderson@rmcrealestate.com)" <[debbie.sanderson@rmcrealestate.com](mailto: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

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**From:** [debbie.sanderson@rmcrealestate.com](mailto:debbie.sanderson@rmcrealestate.com) <[debbie.sanderson@rmcrealestate.com](mailto:debbie.sanderson@rmcrealestate.com)>  
**Date:** Friday, November 21, 2025 at 5:48 PM  
**To:** Shiza <[shiza@klutchconsultant.com](mailto: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](mailto:shiza@klutchconsultant.com)>  
Sent: Monday, November 17, 2025 9:04am  
To: "[debbie@rmcrealestate.com](mailto:debbie@rmcrealestate.com)" <[debbie@rmcrealestate.com](mailto:debbie@rmcrealestate.com)>  
Cc: "[cvrhoa@gmail.com](mailto:cvrhoa@gmail.com)" <[cvrhoa@gmail.com](mailto: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 [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](http://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