



TOWN OF LARKSPUR

COMPREHENSIVE MASTER PLAN

2017



8720 Spruce Mountain Road, P.O. Box 310, Larkspur, CO 80118

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Introduction

The Town of Larkspur is an incorporated municipality within southern Douglas County, Colorado. The Town of Larkspur (Town) is located on the west side of Interstate Highway 25, approximately 10 miles south of the Town of Castle Rock.

The Town of Larkspur was incorporated in 1979. US Census reports that population for the Town of Larkspur was 183 people in the year 2010. The US Census Bureau records also show that there was a negative of 20% in residential population growth in the Town of Larkspur for the period from 2000 to 2010. Permanent residential population growth has been limited to infill development of existing platted lots within the Town in the last 10 years.

A land use and zoning map of Douglas County are shown as Figures 1 and 2. The Town of Larkspur municipal boundaries are shown on Figure 3. It's important to note that although the physical area of the Town is limited, many surrounding residential areas such as Sage Port and Perry Park consider themselves to be residents of the community of Larkspur.

The Larkspur area consists of a mixture of undeveloped woodland, single-family residences, small commercial buildings, as well as roadways and railroad tracks. Seasonally, the Colorado Renaissance Festival (CRF) creates a major increase in the Town's population and includes fairgrounds, camping, and supporting facilities. The CRF typically operates for 8 weekends each year in the summer. The Town estimates that 10,000 to 15,000 visitors come to the CRF on a typical summer weekend day and travel through Larkspur. These attendance rates are consistent with those currently experienced at the CRF, and for now, the summer weekend attendance at the CRF is expected to remain at these levels.

In late 2009, the Town finalized an Annexation Agreement with the Bear View Campground located at the north end of Town. The Bear View Campground is an approximately 100-acre property that currently contains a campground, swimming pool, and other outdoor activities. Water supply comes from existing onsite wells and treatment is permitted by the CDPHE. Per the Annexation Agreement, the property owner conveyed the water rights associated with the property to the Town and the Town leases water back to the property. The Town is obligated to serve Bear View with water when Bear View expands beyond existing conditions; however, improvements and expansion of infrastructure to distribute water to the property will be the responsibility of the property owner. In 2016 the campground sold to Sun Communities and has plans to expand to 550 campsites. It plans to continue to use its own wells for water, however will connect to the Town's waste water system. This will initiate an upgrade to the current wastewater treatment plant.

Although the population within the Town boundaries of Larkspur is not expected to grow much in the future, the surrounding area has seen an increase in housing developments, primarily high-end homes with acreage. The primary trends that appear to be the driving force behind the projected population growth are:

1. Location in the I-25 Corridor

The Town is strategically located in the path of development coming north from Colorado Springs and South from Castle Rock. Both major metropolitan areas have extensive commercial and industrial lands platted for urban development and centers of employment. These employment centers will provide substantial opportunities for Larkspur residents.

2. Quality of Life

The quality of life associated with rural and semi-rural living is attractive to many people. The proximity to the national forests on the west and views of the buttes make this area some of the most scenic property in the front range of Colorado.

Overall Vision of the Town of Larkspur Residents

It's important to update the Larkspur Master Plan based on the desires of the residents. In the past, the following statements have helped to manage the town's goals. The Town adopted Resolution 9-03 on March 5 ,2009

“Larkspur, a small, friendly town. A town that works together by:

Fostering a Government of Integrity that responds to its people.

Directing Future Growth within Larkspur's small-Town Values.

Providing community facilities and activities for all ages and

Preserving the natural environment that is unique to the Larkspur area”

Community Character - Strive for a town that retains its unique history and preserves its diverse sense of community.

Community Services - Ensure sufficient community services are available to maintain Larkspur's long-term sustainability.

Economic Sustainability - Establish a diverse, sustainable, year-round economy that promotes Larkspur's sense of place.

Environmental Sustainability - Protect Larkspur's environmental resources

through strict enforcement and the use of sustainable practices.

Growth Management - Manage growth to ensure compatibility with Larkspur's rural town character.

Housing - Offer a variety of housing types that meets the needs of a diverse community.

Land Use - Promote land uses that enhance community character and promote quality design.

Recreation - Enhance Larkspur's diverse recreational opportunities to promote active rural lifestyles.

Transportation - Provide a comprehensive, safe, and efficient multi-modal transportation system to encourage alternative modes of travel.

The Role of a Master Plan

Colorado Revised Statutes authorize municipalities (town) to plan their communities' as provided by the following statute:

C.R.S. 31-23-202 Grant of power to municipality

It is the duty of the (planning) commission to make and adopt a master plan for the physical development of the municipality, including any areas outside its boundaries, subject to the approval of the governmental body having jurisdiction thereof, which in the commission's judgment bear relation to the planning of such municipality.

In 1987, the Town of Larkspur last prepared a Comprehensive or Master Plan to serve as a guide in evaluating proposed development projects within the Town's planning area.

The original plan was intended to serve as a day by day planning tool to provide the Town some orderly means of responding to requests by developers of particular projects for annexation to the Town and for the provision of Town services - especially capital intensive utilities such as water, wastewater, storm drainage, and transportation. The planned urbanization area envisioned in the original plan considered areas within a three-mile radius of current Town boundaries. The Plan assumed that future growth and annexation of lands into the Town boundaries would probably take place within these limits and the projected population and employment figures for the future Town of Larkspur were based on development occurring within these limits. However, the plan stated that it "... will require regular updating in order that it continues to reflect the current condition and position of the Town". Regular updating did not occur as envisioned and the updated 1987 Plan has not changed.

The purpose of this updated Master Plan is:

- A. to describe existing conditions of the Town and the infrastructure
- B. to describe future visions for the short term and long-term planning of the Town

This Plan should be revisited and updated as needed or approximately every five years.

Implementation of a Master Plan

The Town of Larkspur is responsible for compiling, adopting, implementing, and updating the Comprehensive Master Plan throughout the three/five-mile area herein referred to as the "planning area". As part of that responsibility, the Town must require the developers within its boundaries comply with specific criteria for the construction of any project. The Town will utilize special districts, as required, for the construction, operation, and maintenance of, among other facilities, water, wastewater, storm drainage, and transportation facilities within the three/five-mile planning area. Systems must be constructed to the standards imposed by the Town of Larkspur's approved design criteria. Day to day management and construction of systems will be carried out by special districts and by the Town separately. The Town will be responsible for ensuring that construction of all utility systems comply with this Comprehensive Master Plan and the Town's utility Master Plans. The Town will ensure that all utility systems are compatible.

Existing Conditions

LAND USE and ZONING

Within the municipal boundaries of Larkspur, all the land has a specific zoning category as shown on Figure 1. The zoning categories roughly correlate to land use types, such as residential, or commercial. A larger area around Larkspur has zoning categories developed by Douglas County. These zones are shown on Figure 2.

Planning Area:

The land use map attached as Figure 3 shows the proposed Town of Larkspur planning area limits. These limits include land extending from just North of Tomah Road or the southern boundary of the Town of Castle Rock to Noe Road on the South. The eastern boundary was determined by a desire to include any future development that might be anticipated to occur along Interstate 25 or at its interchanges. It also allows the Town to cooperate with Douglas County in attempting to preserve the open spaces along this corridor as identified in the County's new Master Plan. The eastern limit was set at 2,000 feet east of Interstate 25 which adjoins conservation easements and County open space limits. The proposed line achieves

some protection of the Interstate 25 interchanges and upslope lands visible from the highway. Additional land could be protected through inter-governmental agreements between the Town of Larkspur and Douglas County ensuring that any proposed development in the area would be considered by the Town and County.

The western boundary of the planning area is made up of two parts. South of Perry Park Avenue, the West limit is Perry Park Road (also known as Colorado State Highway 105). North of Perry Park Avenue the West limit is the East boundary lines of the existing platted subdivisions that make up Perry Park East and Sage Port.

The Town of Larkspur's planning area could extend further West to the Pike National Forest to include these platted areas and other existing subdivisions west of Perry Park Road. This could provide some protection to the land adjacent to existing subdivisions and it would enable the citizens of the Town and residents of Douglas County to continue to enjoy the rural setting characteristic of the area and the Town. Roads and utilities could be improved by the Town if the land was annexed to the Town and in the future, that may be a desirable course.

However, at present, the proposed planning area includes more than sufficient land for the projected population growth within the Town, and the large size of the area already presents a considerable challenge to the Town of Larkspur in applying concepts of this plan to possible future developments within the Town planning area limits.

WATER

In 2015, the Town installed a new groundwater well and infrastructure costing over \$3 million dollars. The project consisted of developing a new groundwater supply, storage, and delivery system. Existing Town water supplies were not sufficient to meet current and future potable water demands and put the Town at risk for having interruption of potable water supplies to its customers. The basis of the Project was for the Town to provide a long-term, reliable method of potable water supply treatment and storage for the Town's water service area. To meet this goal, the Project consisted of drilling a new, non-tributary groundwater well, constructing a new water treatment facility at the new well site, constructing a storage tank to store treated water, a pipeline to convey water from the new groundwater well to the storage tank, in addition to other improvements to the Town's water system such as new pipelines to increase redundancy in the system and improve fire protection.(Completed)

This project will provide a long-term, reliable method of potable water supply treatment and storage for the Town's water service area. The current project boundaries for the Town's water service area are the same as the Town's boundaries.

The components are summarized as follows:

1. A new Arapahoe well was drilled in the southwest quadrant of the intersection of Douglas Boulevard and Columbine Street; a raw water pipeline will be constructed to connect to a new storage tank. The raw water pipeline will generally run west from the well through forested terrain for roughly 2,500 feet to the new storage tank.
2. The new storage tank was constructed just south of the existing Lower Tank for future water demand and act as an alternative if the existing Lower Tank is removed from service for maintenance.
3. The existing pump station will be expanded to include a new, high demand pump. Additionally, the existing pressure reducing valve (PRV) will be modified.
4. A water treatment system to address radium, iron, and manganese concentrations will be located adjacent to the new well. The electrical power supply for the system will be addressed and installed by the Intermountain Rural Electric Association.
5. Distribution piping will consist of 6-inch diameter PVC and will run within existing roadways.
6. Additional pipe lines may be installed to provide additional supply redundancy to areas located east of the new well, across the railroad tracks the primary purpose of the Proposed Action is to allow the Town to provide a long-term, reliable method of potable water supply, treatment, and storage. The Proposed Action will allow the Town to continue to provide drinking water in compliance with Colorado Department of Public Health and Environment (CDPHE) regulations, improve the operation and maintenance of the system, and meet projected growth within the service area.

The Town's water supply needs to meet the following primary goals:

1. The potable water must meet the CDPHE Primary Drinking Water Regulations, specifically the drinking water limit for combined radium 226/228 of 5 pCi/L. A secondary goal will be to meet the secondary limits for iron concentrations (limit of 0.3 milligram per liter [mg/L]) and manganese (0.05 mg/L).
2. Maximum daily water demands must be met for future growth conditions. This goal includes redundancy regarding the number of wells with the assumption that the maximum production well is out of service. The new well will meet the water demands for the Town until between 2020 and 2025. In 2020, the population and its projected growth will be evaluated to determine if additional supply is needed.
3. Provide sufficient water storage tank volume to meet maximum daily flow storage and high demand flow of 2,500 gallons per minute (gpm).
4. Larkspur had 289,000 gallons of water storage. With the addition of the new tank installed in 2015 an additional 451,000 gallons of storage was available. It is anticipated that in 2026 there may be a need for 740,000 gallons of water storage. Based on this, there is now adequate water supply.

Development Criteria

The Town of Larkspur will require that any land annexed to the Town convey to the Town applicable rights to ground water lying within the formations under that land and will require demonstration that such water conveyed is sufficient to serve the needs of the proposed development.

The Town of Larkspur will require the developer of any project on land annexed to the Town construct a water delivery system for that project that conforms to the Town's criteria. The extent of the required construction will depend on the magnitude of the project and the demand it will impose on the Town's water system, if applicable. The Town of Larkspur will take ownership and will operate in perpetuity all water delivery systems constructed to serve projects on land annexed to the Town after demonstration that the completed water delivery system was satisfactorily constructed in conformance with the Town's criteria.

WASTEWATER

Wastewater Loads

The quantity of wastewater generated by a community is generally estimated at 100 gallons per capita per day (gpcd). This unit flow includes allowance for infiltration and inflow of groundwater as well as allowance for public, commercial, and industrial wastewater flows. Based on this unit of flow, the amount of wastewater to be expected from projected Town of Larkspur population is 18,300 gpd. This does not calculate the inflow during the days of the CRF or any new commercial development.

It is anticipated that the organic loads of wastewater will be primarily domestic and light commercial in origin. No significant industrial waste is expected. Developers wishing to annex land to the Town or to build on land within the Town will be required to demonstrate adequate pre-treatment of wastewater if required.

Town Present System

In 1980 the Town of Larkspur constructed a community wide wastewater collection system that serves the homes and businesses within the core Town limits. The system is composed of 8" pc gravity sewer pipelines with precast concrete manholes for maintenance access spaced at maximum intervals of 400 feet. The system terminates at its downstream end near the southwest corner of the Town's aerated lagoon treatment facility in a lift station equipped with two submersible pumps that lift the wastewater into the lagoon for treatment.

Town Plant:

The Town's present wastewater treatment plant will continue to operate until a time the Town can secure funding to build its own mechanical plant or enlarge the current plant. Plans for a mechanical plant or enlargement of the existing plant are underway. As development occurs on the campground the developer will be required to complete a comprehensive wastewater treatment study and plan for Town approval prior to initiating any development activity.

Other properties annexed to the Town will also be required to complete a comprehensive wastewater treatment study and plan for Town approval prior to initiating any development activity.

TRANSPORTATION

Regional Plans

Douglas County Master Plan:

The County Master Plan contains a map of the County's "Major Roadway Plan" a portion of which includes the Town of Larkspur's planning area.

Colorado Department of Transportation (CDOT):

The CDOT "Major Roadway Plan" is generated from a computer based system for analysis of traffic loads and resulting roadway needs throughout the Interstate 25 corridor. The County Master Plan indicates the CDOT's intention to continue updating the I-25 corridor study as new projects arise and change the original assumptions on which the analysis was made.

Denver Regional Council of Governments (DRCOG)

DRCOG's transportation plans have not materially affected the Town of Larkspur in the past twenty-three years and it is not anticipated those plans will have an impact in the near future.

Larkspur Plan

The Town of Larkspur will review its need for a master plan for future transportation needs throughout the planning area annually. A master plan will become more critical as growth occurs, since one of the principal features of long range transportation planning is the early identification of roadway corridors so that right of ways may be acquired as land is annexed into the Town and population and businesses increase.

Interstate 25

The principal traffic corridor connecting the Town of Larkspur with Castle Rock on the North and Colorado Springs on the South is Interstate 25. A change in the use of this roadway is anticipated from an increase in visitors to the Town because of the campground expansion and increased recreational facilities offered in the Town's Community Park. An increase in trip generation is also expected as the Town

Population and businesses grow. The Interstate will continue to be the primary access for the Town. CDOT has recently commissioned a study to determine the viability of widening I25 between Castle Rock and Monument. This will impact the traffic flow past and through Larkspur

Existing Interchanges:

Presently the Town of Larkspur has access to Interstate 25 through a full interchange at Upper Lake Gulch Road and a partial interchange at Greenland. The full interchange at County Line Road to the South is available but is infrequently used by Larkspur residents.

Rural Arterials

The Town of Larkspur's primary road network would be composed of rural arterials whose principal roadways are:

-Spruce Mountain Road
-Perry Park Avenue
-Fox Farm Road
-Douglas Boulevard
-Perry Park Road
-Noe Road
-Bear Dance Drive

The Town of Larkspur will have required the developer of any project on land annexed to the Town to construct an internal road system for that project conforming to the Town's standards and to participate equitably in all required off-site road improvements.

Railroads

The Burlington Northern Santé Fe Railroad (BNSF) and the Denver Union Pacific FKA Denver Rio Grande Western Railroad (D&RG) both have tracks running north-south through the Town of Larkspur planning area. The BNSF railroad tracks separate the campground from the Interstate 25 frontage road at the Tomah interchange, bisect the Town at Perry Park Avenue, then cross a bridge over Spruce Mountain Road at the South end of Town at Fox Farm Road, and run south along the east side of Spruce Mountain Road.

The existing tracks are heavily used by loaded unit coal trains heading through Town southbound at a slow rate of speed on the BNSF track on the West side of Town and empty cars heading northbound on the Denver Union Pacific track on the East side of Town.

Hike/Bike Trails

The transportation master plan must include detailed planning for the construction of alternative forms of transportation - including foot and bicycle traffic.

The Town of Larkspur is uniquely situated to provide scenic trails for these modes of transportation, along East Plum Creek and adjacent to Spruce Mountain Road and Perry Park Avenue. The vistas available to trails in these locations are very attractive.

Trails adjacent to existing roadways must be well separated from vehicular traffic. The Town has acquired land and rights of way along the flood plains of East Plum Creek to allow construction of trails away from roadways.

DRAINAGE

Douglas County Criteria

The Town of Larkspur has adopted the Douglas County "Storm Water Drainage Design and Technical Criteria" as the Town's drainage design requirements. Design and construction of drainage facilities will be required for each development within the Town of Larkspur in accordance with that adopted Storm Drainage Criteria.

Flood Plain Mapping

The Town participates in the National Flood Insurance Program administered by the Federal Emergency Management Agency (FEMA). To preserve its standing in this insurance program, all future annexations to the Town must submit detailed flood plain mapping conforming to FEMA requirements on those stream sections not already mapped.

Mapped sections include East Plum Creek and its tributaries. Detailed flood elevations are available only on the segment of East Plum Creek within the Town of Larkspur [1986] boundaries.

The Town of Larkspur will require the developer of any project on land annexed to the Town to design and construct storm drainage facilities for that project in conformance with the Town's adopted drainage design criteria.

The Town of Larkspur will require the developer of any project on land annexed to the Town to furnish flood plain mapping conforming to the FEMA requirements for any stream segments on the land not already mapped.

The Town of Larkspur will coordinate the design of major storm drainage facilities required for all stream basins traversing the Town's planning

area through a flood emergency plan and will control development within flood plains.

Habitat Conservation Plan

Along the banks of Plum Creek, that runs the full length of the Town, FEMA has mapped the 100-year flood zone and is subject to special regulations and rules by FEMA and the Town's Zoning Ordinance. There is also a mitigation area of 300 feet within the 100-year flood zone that should be taken into effect when development is to occur. This mitigation is to protect the Preble's Meadow Jumping mouse that is found along this corridor and is listed as a protected species with the US Fish and Wildlife Services.

PARKS AND RECREATION

The extensive open space all around and within the existing boundaries of the Town of Larkspur provides a retreat of quiet and solitude from urbanized environments. This alone, however, does not offer public facilities for organized recreation activities. With the help of grant funding from Greater Outdoors Colorado (GOCO) and the Gates Foundation along with volunteer support through the Town's Parks and Recreation Board and others a Park Enhancement Project was started in 2007 which provides facilities such as new picnic shelters and tables, new volleyball court, horseshoe pits, expanded ball field to allow for little league and adult softball play, fitness trail, pavilion, council fire ring, sledding hill, among others.

The Park is also included in the route of the planned Larkspur trail, as a part of the State of Colorado Front Range Trail System connecting to other public areas accessible by other trails.

Future annexations of lands into the Town will provide an opportunity to extend the trail system and include construction of additional outdoor facilities for use by all Town and community residents.

The Town of Larkspur will require the developer of any project on land annexed to the Town of Larkspur to deed to the Town sufficient land for parks and for extension of the planned bicycle/hiking trails to connect the parks.

Future Vision

The results of a survey done by the Town to help develop the Master Plan had a resounding response of the people. Eighty-five (85) surveys were returned and the results show that most the residents of Larkspur are of like mind in several areas.

1. As little growth as possible
2. Not opposed to small retail/service oriented businesses
3. Against big business and development
4. Prefer natural surface pathways
5. Would welcome more Open Space

Their biggest fear is too much growth and the loss of the small-town feel.

It is the responsibility of the Master Plan to ensure the people that the Town hears them and will develop the plan to control growth responsibly to keep Larkspur the town that the residents will want to live in for a long time.

LAND USES

The Town needs to monitor all Land Use applications to ensure that they are in compliance with the Master Plan. Considering the impact to the services the Town will be required to provide, the intent of the Plan and the impact to the quality of life in for the residents of the Town. Petitions for annexation should be limited to areas that have potential for growth in a fiscally and environmentally sound matter. The Town should implement clearer guidelines for design criteria, landscaping, and outdoor lightning requirements limiting impacts resulting from excess light by encouraging development to conserve energy and improve the view of the night sky. These guidelines should consider the natural landscaping and rural atmosphere of the Town. The Town should require that all new development pay their way by implementing a development guide and provide a deposit for development costs including but not limited to, tap fees, infrastructure improvements, review costs and landscaping.

ZONING

The size and land limitations of the Town can dictate the type of zoning the town should allow in each of its different areas. The Town is commonly divided into four main areas along with the large PD's on the fringes of town.

1. The Larkspur Heights which is located west of the Railroad tracts crossing Perry Park Avenue and south of Perry Park Ave.
2. Spruce Mountain Road South of Perry Park Ave known as the South end of town.
3. Perry Park Ave north to the interstate which is commonly called the Business district

4. Properties on Plum Ave, Frink Rd and Frank Rd known as the Plum Creek section.
5. Colorado Renaissance Festival, Campground and Fischer Enterprises are all PD's with specific approved uses.

If you take these sections and make them planning areas you can define what type of zoning is desirable in them.

Area One (1) is currently zoned Residential except for the headquarters for the American Federation of Human Rights. This area should be kept as residential without the addition of any new business or commercial use being allowed.

Area Two(2) is a mixture of all zonings except industrial although there are some grandfathered in industrial uses still in existence. (storage units and a PUD allowing some industrial) Since single family residences are allowed in all zonings this allows for the residences to exist with the option for business or commercial uses to be allowed. Any zoning changes in this area should be carefully reviewed before being considered. Any rezoning to reduce the impact should be considered.

Area Three (3) is also a mixture of zoning although no strictly residential is found in this area. The business and commercial zoning in this area fits the desired look and feel for the Town. There are a few PUD's that have very restricted uses and will probably need to be rezoned at some point for expanded uses. The industrial uses allowed in the areas at the far north should be carefully monitored.

Area Four (4). This area has a mixture of all zonings. The industrial zoned are Town Parcels for the maintenance yard and wastewater treatment plant. The properties on the West side of Frink Road are all in the flood zone and therefore no development can take place. Any zoning changes in this area should be reviewed carefully for compliance with the Master Plan and Flood Zone regulations.

POPULATION/EMPLOYMENT

Previous studies (*MACTEC 2003 and RTW 2001*) have used annual growth rates for the Town of between 2 and 5 percent. The *Metro Vision 2030 Plan* shows an annual percent change of 5.2 percent for the urban growth area (square miles) for between the years 2002 to 2030. It is assumed that these growth rates accounted for the development within the Spruce Mountain Development planned development and Bear View Campground. Based on this information, this Preliminary Engineering Report assumes a 5 percent annual permanent population growth between the years 2012 and 2030..

WATER

The forecast of permanent population and calculation of tap equivalents for the 20-year planning period is presented below. The tap equivalents are calculated assuming that there are 2.5 people per tap equivalent. Based on these assumptions, the number of tap equivalents that will be on the Town water system in 20 years is approximately 300.

Permanent Population Forecast and Taps^{2012 to 2030}^{1, 2}

Year	Permanent Population Forecast ³	Tap Equivalents (TEs)
2012	280	112
2015	320	130
2020	410	170
2025	520	220
2030	660	280

¹ Does not include the 28.4 TE for the CRF. Includes Redeker property, Bear View Campground, and infill development of Town lots at a modest growth rate.

² Based on a 5 percent annual increase.

³ Based on 2.5 people per TE. This estimate is conservative based on actual population, but represents standard engineering practice.

It is currently 2017 and we have not reached the population forecast of 2012. Therefore, it can be assumed that the current population of 183 if increased by 2% per year the Town will see a population increase of 4 per year where 5% would be an increase of 9 per year. Looking ahead 5 years to the year 2022 it can be projected the Town's population may rise to 228, far below the population forecast of these studies. With the newly constructed well and storage tank the Town has provided a more than adequate water supply and storage for the projected growth.

WASTEWATER

The Town is actively working towards all wastewater to be treated in a mechanical plant or an expanded lagoon system or a combination of both ran and owned by The Town of Larkspur. The Town will be looking for Grants along with new development tap fees to fulfill this need as they become available. The developments along the North end of Town will need to be taken into consideration when developing the collection system and size of the new plant.

TRANSPORTATION

Several problems exist with the present rural highway network, including, to a varying extent, all the intersections of Spruce Mountain Road with each east-west road from Upper Lake Gulch Road on the north to County Line Road on the south. The problems include poor sight distance or approach grade at upper Lake Gulch Road, poor alignment at Fox Farm Road, and at grade railroad crossings at Perry Park Avenue and County Line Road.

Another area of concern is the Tomah Road exit interchange access to the campground requiring an at grade railroad crossing to the property.

Improvements will be required as development imposes traffic loads on the existing road system and as traffic patterns for development become apparent.

Future improvements will be made to Spruce Mountain Road intersections and to

other arterials as dictated by development after completion of a transportation plan which will identify all the needs and prioritize improvements.

As development occurs on the campground the developer will be required to complete a comprehensive traffic study and transportation plan for Town approval prior to initiating any development activity.

CDOT has started plans to widen I25 past all of the Larkspur interchanges. Larkspur needs to stay involved in these plans and discussions to insure the needs and safety of the Town.

DRAINAGE

The Town will continue to address drainage issues using Douglas County standards. All new development will need to address drainage for their development while the Town addresses current conditions that already exist within the town.

PARKS AND RECREATION

The Town will continue to search and apply for grant opportunities to enhance the Park and recreation amenities. Per the survey that was generated for the Master Plan an overwhelming majority of people utilize the park and its facility. Some of the facilities that people would like to see are, fitness items along the park trails, game options such as pickle ball and tennis. Many people would like to see the Front Range Trail completed and plan to use it on occasion if not regularly. It is important that the Town can maintain

the upkeep on all its facilities so before adding amenities it needs to assess the maintenance and long term needs of each project to ensure that the necessary funds and staffing is available to maintain each one.