

# Dransfeldt Road/Commerce District Access and Circulation Plan



July 2004

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**Mission**

*To enhance connectivity, preserve mobility, and maintain access to Dransfeldt Road and other roadways located within the Commerce District of Parker.*



**Disclaimer**

*This document is for planning purposes only. This document may be subject to change at any time, in whole or in part, as determined by the Town in the exercise of its sole discretion. It should not be relied upon as a promise or commitment by the Town of Parker. Any reliance on this document is made at your sole risk.*

## Executive Summary and Purpose

An important element of any community planning effort is development of a sustainable transportation system. This Plan is intended to function as an internal staff document providing direction in development review and public infrastructure improvement of properties and roadways located in the Commerce District.

Information and concepts set forth in this Plan are intended to be incorporated in the Master Plan update, currently under review.

The Plan sets forth necessary roadway connections with the intent of creating connectivity within the district and combining access points where possible.

In summary, this Plan focuses on three critical transportation elements in the Commerce District – ensuring connectivity, managing access along Dransfeldt Road and balancing the industrial function of the roadways within the District with aesthetic improvements.



## Chapter 1: Introduction

### 1.1 Location

The Town of Parker Commerce District is bounded approximately by Lincoln Avenue on the north, Pony Express on the south, Twenty Mile Road to the west and Parker Road to the east (see *Map 1: Location Map*). The spine of this District is Dransfeldt Road.

### 1.2 Background

The Commerce District is generally light industrial in character and contains approximately 389 acres. As is the case for many areas in Parker, development pressure has increased significantly in the last ten (10) years. The purpose of this plan is to assure that needed connectivity, access and movement along Dransfeldt Road and in the immediate area are maintained and developed to meet future needs.

Many of the properties located to the east of Dransfeldt Road, between Plaza Drive and Lincoln Avenue, were developed during the late 1970's and early 1980's and were subject to unincorporated Douglas County regulations during development. When these properties were developed, Dransfeldt Road functioned as a gravel local road.

Today, Dransfeldt Road functions as a collector road and provides a necessary connection between Twenty Mile Road and Lincoln Avenue. The Town has grown significantly since the original development of Dransfeldt Road and the adjacent properties, significantly increasing traffic demand on the road. The Town of Parker recently made a number of road improvements to Dransfeldt Road including developing a unique road and lane section that is custom to the land uses and access requirements of properties immediately adjacent to the Road. The lots on the east side of Dransfeldt Road are smaller than lots on the west side of Dransfeldt Road and have a proliferation of access points on to the road. Access points for the older parcels along Dransfeldt Road do not meet current Town of Parker spacing standards for a collector road. The parcels on the west side of the road are larger and are either undeveloped or were developed more recently. Access points along the west side of Dransfeldt Road are spaced farther apart and meet the Town's current spacing standards for a collector road.

### 1.3 Intent of Plan

The intent of this plan is:

- To coordinate public and private improvements as development occurs in the Commerce District.
- To neither increase nor decrease development in the District, nor change the overall land uses permitted under the Town of Parker Master Plan and approved zoning.
- To develop long term access and roadway connectivity solutions in the area.
- To develop a transportation system that reflects and serves the unique land uses and needs of the District.



### 1.4 Relationship to Other Plans and Documents

The Dransfeldt Road/Commerce District Access and Circulation Plan is intended to be used in conjunction with other regulatory documents and master plans as adopted by the Town of Parker. If any portion of this Plan is in conflict with the Master Plan, the Land Development Code or the Town of Parker Roadway Design Criteria; the Master Plan, Land Development Code or Town of Parker Roadway Design Criteria shall override the Plan recommendation.

## Map 1 Location Map

## Chapter 2: Existing Conditions

### 2.1 Current Zoning

The current zoning for properties located in the Commerce District are shown on *Map 2: Current Zoning*. Properties located within the District are primarily incorporated into the Town of Parker; there are a few properties that remain unincorporated in Douglas County.

#### Town Zoning

**Planned Development (PD)** - Generally located to the west of Dransfeldt Road and on the east side of the road near Plaza Drive. The Planned Developments allow for retail and light industrial uses. Lincoln Meadows is a large recently approved commercial/industrial PD on the northwest corner of the District.

**Light Industrial** - Generally located along Progress Way north of Plaza Drive. The Light Industrial zone district generally allows for limited warehousing and light manufacturing uses.

**Commercial** - Generally located adjacent to Parker Road. Commercial zoning allows for office, service and retail types of uses.

#### Douglas County Zoning

**Commercial** - Generally located between Progress Way and Parker Road. Douglas County Commercial zoning allows for office, service and retail types of uses.

**Rural Residential** - A small parcel located along Dransfeldt Road is zoned Rural Residential, allowing for large lot residential uses with some limited agricultural uses and a minimum lot size of one (1) to two (2) acres.

**Agricultural-1 (A-1)** - All other unplatted parcels are zoned Agricultural-1 (A-1), allowing for residential and agricultural uses. The minimum lot size in the A-1 Zone District is currently 35 acres; all parcels in the Commerce District are grandfathered in at their existing lot size. Some of the agricultural uses permitted in the A-1 zoning are not permitted on these smaller lots due to the grandfathering.

# Map 2 Commerce District Current Zoning

### Legend

Streets  
 Town Boundary

#### Zoning

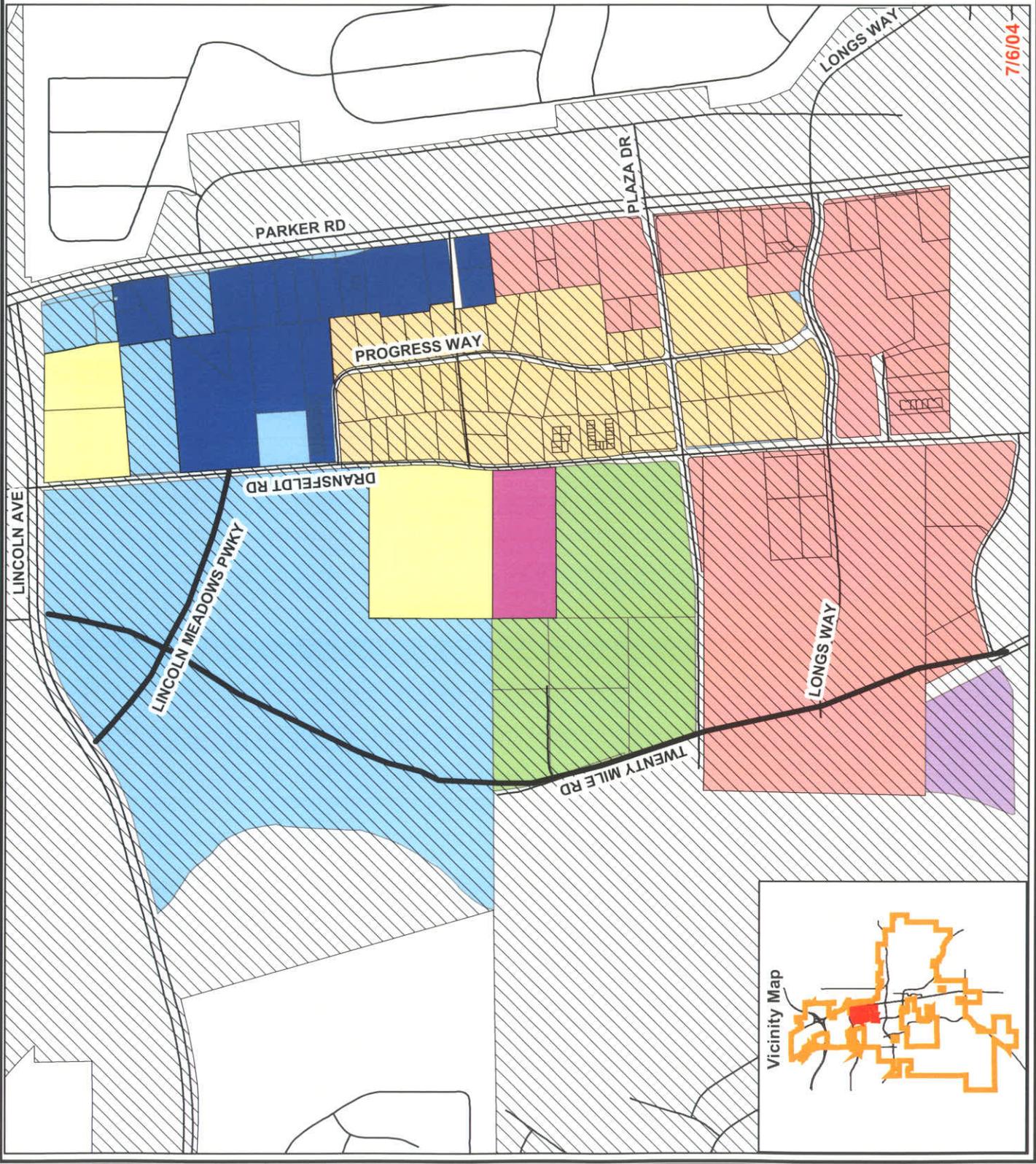
- Agricultural-1 (DC)
- Arterial Roadway Commercial
- Commercial
- Commercial (DC)
- Light Industrial
- Mixed Use
- Multi-Family
- Rural Residential (DC)

1/4

1 inch equals 800 feet



Disclaimer: The property boundaries, titles, legends, scale, reference to individual parcels and any and all other data shown or depicted on this map is for visual representation only and may not be accurate. Further studies and surveys, on a site specific basis are required to verify this data.



7/6/04



## 2.2 Town of Parker Master Plan

The Town of Parker Master Plan is an official document adopted by the Planning Commission and Town Council. The Plan indicates the general way in which the Town should be developed in the next twenty (20) years. The Town Council, the Planning Commission and staff look to the Master Plan in reviewing and approving annexations, zonings and the Capital Improvements Plans. This Plan is intended to be a more detailed look and reflection of the Transportation portion of the Master Plan.

### Land Use

The Town of Parker Master Plan recommends three land uses within the Commerce District (see *Map 3: General Land Use Plan*).

#### **Arterial Roadway Commercial**

Areas recommended for Arterial Roadway Commercial uses are located on the southwest Corner of Lincoln Avenue and Parker Road and properties fronting Parker Road. The Master plan describes this use area as roadway oriented commercial/retail development with a clear intent to prevent development that feels like strip development, thereby presenting a positive image of the Town for commuters and residents.



#### **Cherry Creek Corridor**

Located on the east side of Twenty Mile Road and south of Lincoln Avenue, this area is delineated as Cherry Creek Corridor land use area. The Cherry Creek Corridor area is currently zoned for a variety of uses including multifamily and industrial. The plan does not recommend specific uses for the area but presents concern regarding how land uses relate and interact with Cherry Creek. The plan recommends a specific sub-area plan be developed for the area.

### **Downtown**

A small portion in the southeast corner is recommended to be a portion of the Downtown area. The Downtown uses are intended to include a mix of retail, office, professional services

### **Light Industrial**

The remaining portions of the District are recommended to be light industrial. Light industrial is intended to allow for a variety of new industries that promote employment opportunities in the Town. These new industries are intended to be “clean, non-polluting” industries.

### **Roadways**

The Town of Parker Master Plan Proposed Roadways Map depicts the location and types of significant existing and future roadways and connections throughout the Town. The Plan establishes four (4) roadway types that are defined as follows:

- **State Highway** - Highways which carry high volumes of traffic at high speeds over generally long distances.
- **Arterial** - Roadways that distribute traffic to and from the State highway system and serve major movements of traffic within and through the Town.
- **Minor Arterial** - not differentiated in the text from arterials.
- **Collector** - Roadways that serve the function of directing traffic from local streets to arterial roads.

### **Roadways in the Commerce District**

The roads located within the Commerce Districts will be developed and function as follows:

- Parker Road - State Highway
- Twenty Mile Road - Arterial
- Lincoln Avenue - Arterial
- Dransfeldt Road - Minor Arterial

All other roads located in the District are not depicted in the Master Plan Proposed Roadways Map. See appendix A.

# Map 3 Commerce District General Land Use Plan

**Legend**

 Parcels

**Land Use**

-  Open Space
-  Residential
-  Cherry Creek Corridor
-  Arterial Roadway Commercial
-  Downtown
-  Light Industrial

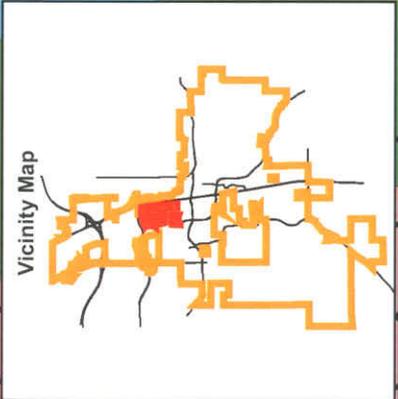
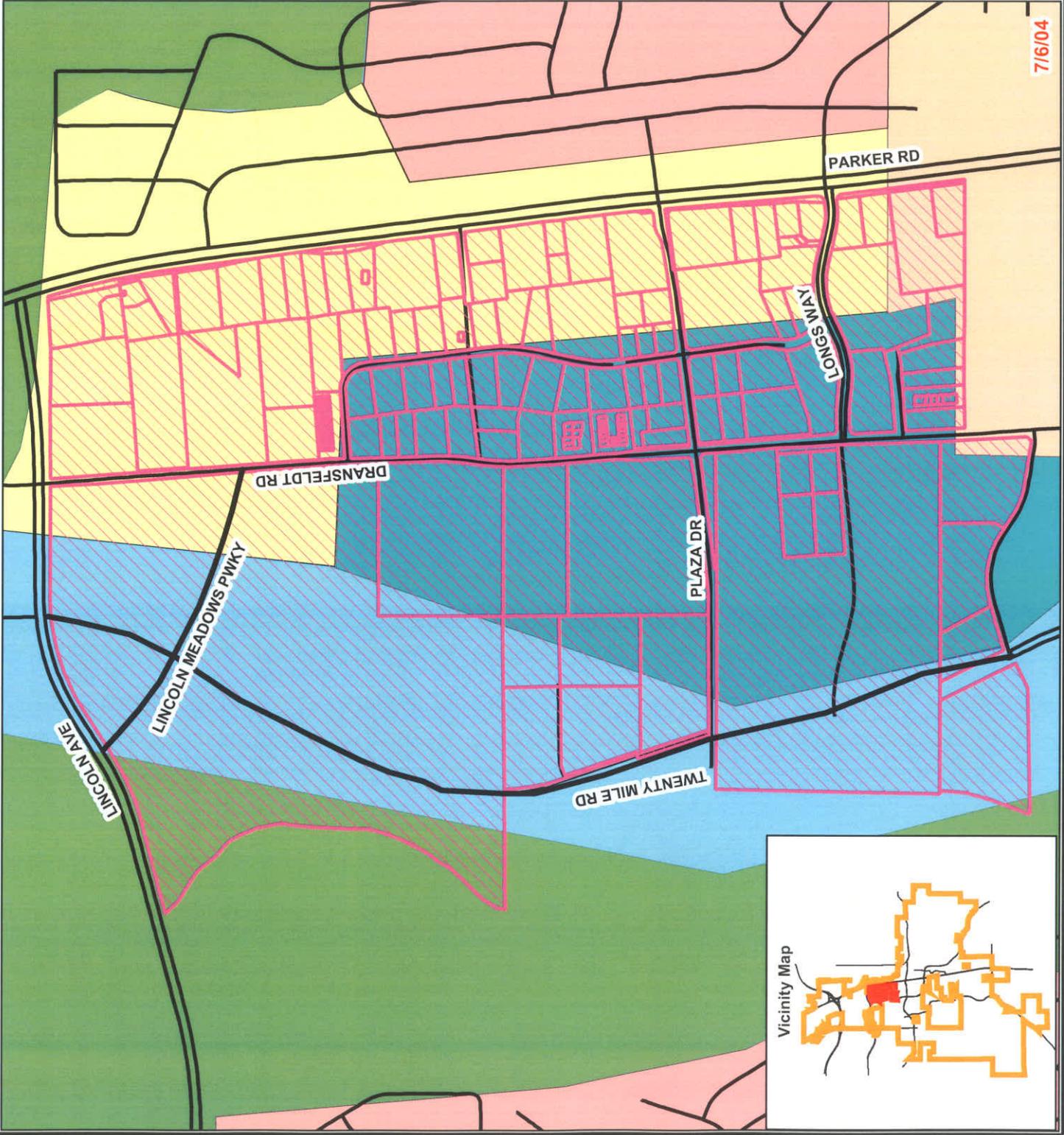
4

1 inch equals 800 feet



**Town of Parker COLORADO**

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### 2.3 Land Use/Development Pressure

There are a number of recent and current annexation and zoning proposals in the Commercial District. The following table is a current list:

<u>Project Name</u>	<u>Acreage</u>	<u>Use</u>	<u>Status</u>
Lincoln Meadows	106.5	Commercial/Industrial	Annexed Zoned Platted
Parker Trailers	9.0	Commercial	Annexation in progress
Parker Tech Center	14.4	Industrial	Annexed Zoned Platted
Peaslee (Walgreens)	2.7	Retail	Annexed Zoned Platted
Direzza	1.9	Commercial	Annexed Zoned

Project locations are depicted on *Map 4: Project Map*. Below is a brief written description of each of the parcel locations:

**Lincoln Meadows** - Located west of Dransfeldt Road, between the road and Cherry Creek, to the south of Lincoln Avenue.

**Parker Trailers** - Located south of Lincoln Avenue between Parker Road and Dransfeldt Road.

**Parker Tech Center** - Located north of Longs Way straddling Progress Way.

**Peaslee** - Southwest corner of Lincoln Avenue and Parker Road.

**Direzza** - Located south of Lincoln Avenue along Parker Road.

The Town of Parker has a limited amount of industrial zoned land and little opportunity for additional properties to be zoned for industrial uses. The existence and allowance for industrial uses is necessary to the overall economic health of a Town. Due to the finite amount of land available for industrial uses, it is pertinent that the design, circulation and development of this area be carefully calculated and designed to allow for the best and most efficient use of land within the District.

# Map 4 Commerce District Project Map

**Legend**

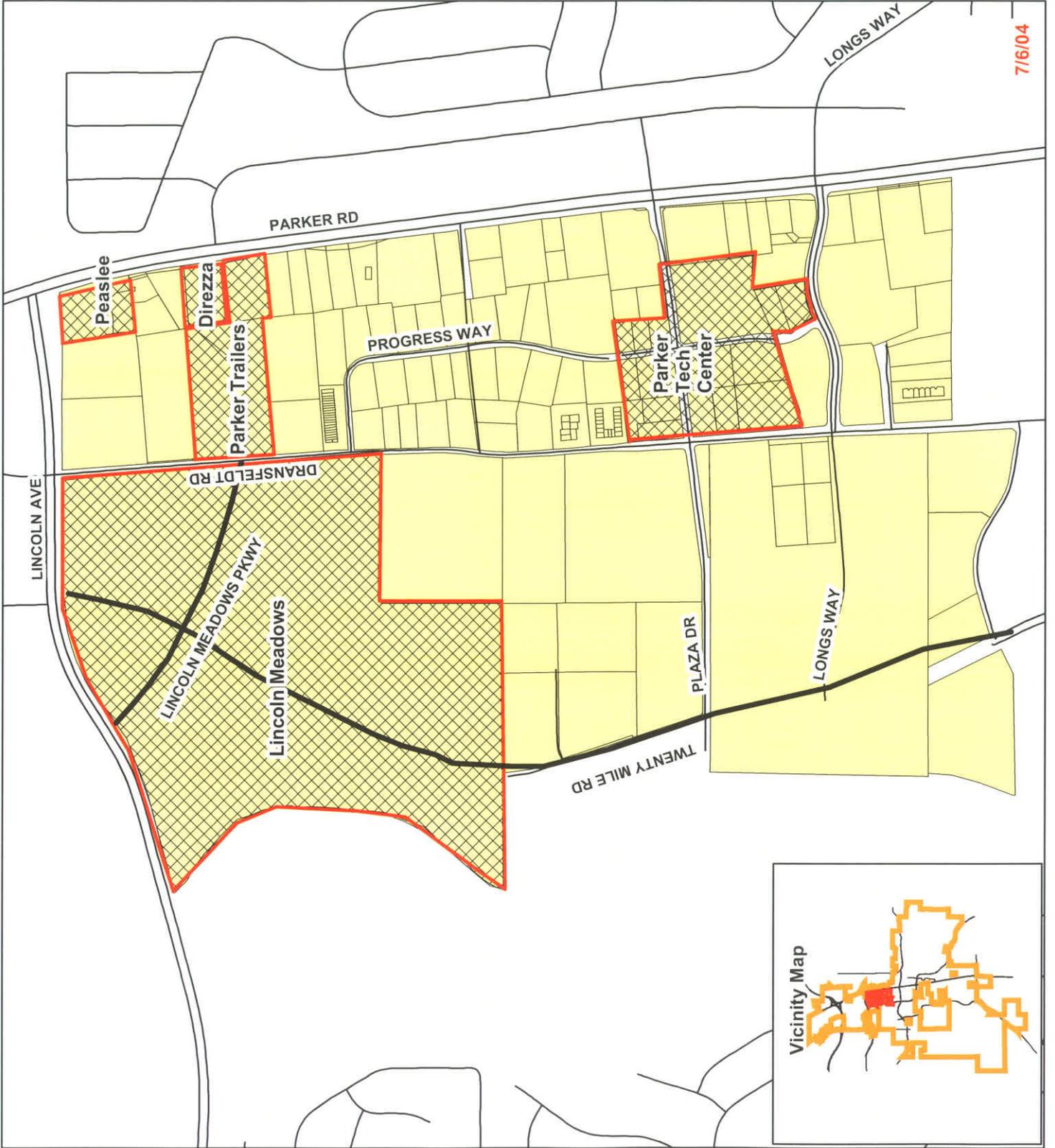
- Streets
- ▭ Parcels

1/4

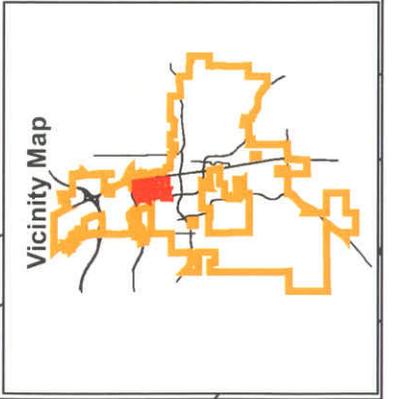
1 inch equals 800 feet



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## 2.4 Impact of IGA with Douglas County

As part of the 2002 Intergovernmental Agreement (IGA) and Comprehensive Development Plan (CDP) with Douglas County, this area is located within Parker's "Urban Service Area". In accordance with the CDP, the Town is committed to actively pursue annexation of all enclaves within the Urban Service Area.

## 2.5 Roadway Infrastructure

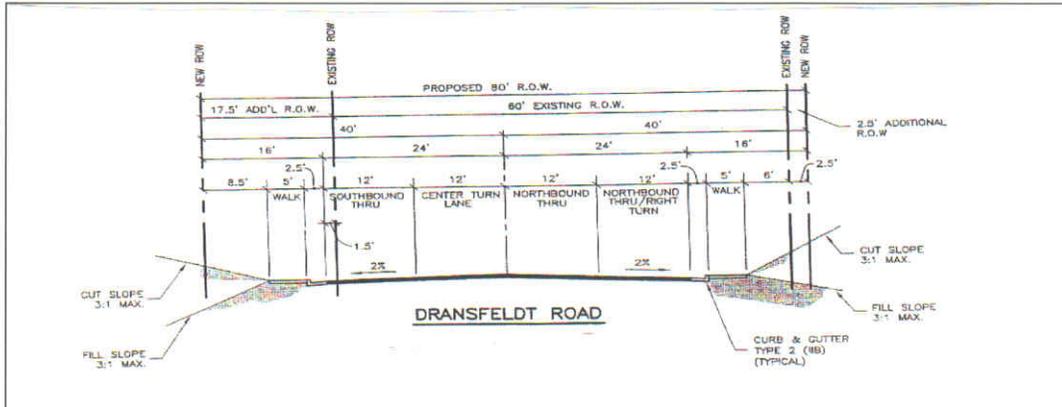
The properties located in the Industrial District have a variety of characteristics and uses. Most land uses adjacent to these roads are light industrial or commercial in nature. Each one of the existing and permitted uses provide a variety of transportation needs, including, but not limited to: wider turn areas for larger vehicles, assigned accel/decel lanes for multiple access points and slower moving vehicles, and minimal median islands on some roads for freer turn movements.

**Dransfeldt Road** is the spine of the Commerce District and functions as a north-south collector road that runs parallel to Parker Road from Twenty Mile Road in the south to Ponderosa Drive in the north. Dransfeldt Road will continue past Ponderosa and reconnect with Twenty Mile Road on the north as parcels to the north of Lincoln Avenue are developed. The road was recently improved; see Figure 2.1 for a sample section of the improvements. The new road design consists of 4 lanes as follows (see Figure 2.1).

- Southbound thru lane with additional acceleration and deceleration lanes at major accesses and intersections
- Center shared left turn lane
- Northbound thru lane
- Northbound thru and right turn lane

The Northbound thru and right line was established due to the existing access locations and spacing on the east side of Dransfeldt Road.

**Figure 2.1**



**Twenty Mile Road** is currently constructed from the intersection of Parker Road and Hilltop Road to just north of Mainstreet and from Lincoln Avenue south. There is currently an undeveloped section between Mainstreet and Lincoln. The undeveloped section parallel to Dransfeldt is expected to be completed in 2004, the Town of Parker Master Plan shows Twenty Mile Road continuing north to connect with Parker Road again immediately south of E-470. Twenty Mile Road is a four (4) lane Arterial Road with accel/decel lanes on the outside and left turn lanes as necessary for traffic movement. The roadway has a fifteen (15) foot wide median where it does not conflict with turn movements.

**Progress Way** continues north from Longs Way and turns sharply to the west south of Lincoln Avenue to intersect with Dransfeldt Road. Progress way is a two (2) lane road with no median; the roadway width varies from 24-26 feet in width from edge of pavement to edge of pavement.

**Plaza Drive** is an east west connection between Parker Road and Twenty Mile Road. Plaza Drive is a two (2) lane facility with no median, the roadway width varies from 32' to 36' from flow line to flow line.

**Longs Way** is an east west connection between Parker Road and Dransfeldt Road. Longs Way is a four (4) lane facility with a median from Parker Road to Dransfeldt, and is a three (3) lane facility with no median from Dransfeldt to Twenty Mile Road.

**2.6 Highway 83 and 86 Corridor Optimization Study**

The Colorado Department of Transportation (CDOT) began a study of the Highway 83 (Parker Road) and Highway 86 corridors in late 2002. These corridors are expecting high population growth rates in the future; this is expected to translate into high traffic volumes, particularly along

these regional facilities. CDOT, The Town of Parker, Douglas County and other effected jurisdictions worked cooperatively to develop the plan that was adopted by the State Highway Commission on June 16, 2004; the Town of Parker Town Council will review the final document for adoption in late 2004. The plan left open two options for carrying the expected increased capacity; both options involve taking advantage of both Parker Road and Twenty Mile Road. The two options take advantage of these parallel roads either as Parallel Parkways or one way couplet system. Either one of these options are dependent on a series of east-west connections. The future use and redevelopment of Twenty Mile Road and Parker Road will affect the way that Dransfeldt Road and other roads within the Commerce District interact. The east west connections will allow for effective movement through a grid like system through the District.



# Map 5 Commerce District Access & Circulation Plan Existing Conditions Map

**Legend**

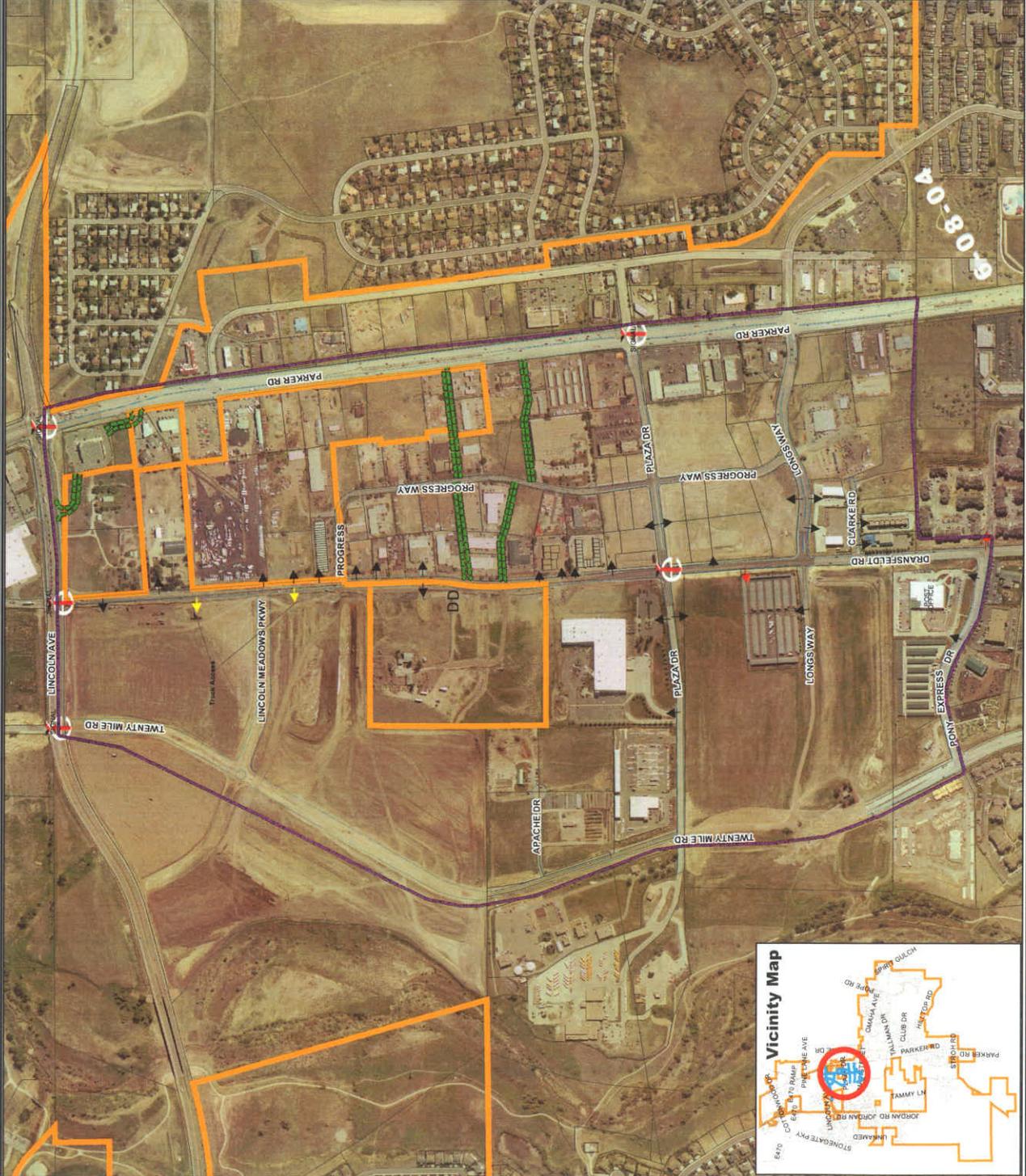
- DD Access Removed
- Approved Access
- Truck Access
- Existing Public Streets
- Emergency Access
- Existing Private Streets
- Influence Area
- Parcels
- Town Boundary
- Traffic Signals

4

1 inch equals 600 feet



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## Chapter 3: Analysis and Constraints

### 3.1 Existing Buildings and Lot Lines

Much of the area east of Dransfeldt Road has been developed into smaller lots for light industrial and commercial land uses. Due to the smaller lot sizes and the locations of these lots, options for future connections through the Commerce District are limited. The smaller lot sizes also perpetuate the need for the two (2) north bound lanes as described in the Existing Conditions section of this document. Though access points should be decreased where possible in the future, the number, width and existing layout of the lots, limit the ability to meet the current driveway spacing standards as set forth by the Town in the Roadway Design and Construction Criteria along this section of the Dransfeldt Road.



### 3.2 Existing Infrastructure

The existing road system between Parker Road and Dransfeldt Road was primarily developed with the lot layout twenty years ago. The Town of Parker has actively pursued interconnectivity of the roadway system throughout the Town to create a transportation and framework to diffuse traffic impacts from development and assure traffic movement options. During the development of the arterial road system, as established in the Master Plan, it is important that the access points and the local and collector streets that feed the arterials support the intent and function of the roads.

Most roadways located in this district are in good physical condition due to recent improvements by the Town and Douglas County. The private lanes within the District are generally in poor condition and they meet neither Town nor County design standards. Existing buildings in many of these locations are directly adjacent to the private lanes, limiting the opportunity to expand or significantly improve the lanes.

Road	Condition
Dransfeldt Road	Excellent
Plaza Drive	Good
Longs Way	Good
Progress Way	Marginal
Private Drives	Varies (generally marginal)
Twenty Mile Road	Incomplete (scheduled late 2004)
Parker Road	Good
Clark Road	Marginal



### 3.3 Cherry Creek

Cherry Creek is a barrier to the west of this District; roadway access to the west of the District is limited to Mainstreet and Lincoln Avenue bridges over Cherry Creek. All east-west roads between Mainstreet and Lincoln Avenue connect between the three north-south roads of Parker Road, Dransfeldt and Twenty Mile Road, but do not cross Cherry Creek.

## Chapter 4: Goals and Principles

Goals and Principles are as follows:

- Maintain and improve connectivity within the sub-area to allow for traffic movement options.
- Maintain and improve traffic movement through the District.
- Promote shared access points where possible, particularly onto Dransfeldt Road where a proliferation of access points currently exists.
- Balance the existing industrial character with aesthetic improvements to match the high standards of the Town of Parker.



## Chapter 5: Implementation

Key implementation strategies are as follows:

- Access to Dransfeldt Road from existing properties should be combined, where possible, as redevelopment occurs.
- Allow for creative solutions, where necessary, for roads located within the District allowing road designs to reflect existing and future needs that may be different from other areas in the Town.
- Key roadway connections:
  - Longs Way extension from Dransfeldt Road west to Twenty Mile Road.
  - Apache Drive extension from Twenty Mile east to Dransfeldt.
  - Progress Way extension directly north to the proposed Lincoln Meadows Parkway extension.
  - Lincoln Meadows Parkway extension from Dransfeldt Road east to Parker Road to intersect with Parkglenn Way.
  - North-south roadway connecting the proposed Lincoln Meadows Parkway extension to the Walgreen's entrance located off of Lincoln Avenue between Parker Road and Dransfeldt Road.
  - East-west connection between Dransfeldt Road and Twenty Mile south of Walgreens.

# Map 6 Commerce District Access & Circulation Plan Proposed Roadway Map

**Legend**

- D/D Access Removed
- Business Access
- Existing Public Streets
- Emergency Access
- Existing Private Streets
- Influence Area
- Parcels
- Proposed Public Streets
- Proposed Traffic Signal
- Truck Access
- Town Boundary

1/4" = 600'

1 inch equals 600 feet



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