

Daniels Park Master Plan



Prepared for:
Douglas County &
The City and County of Denver
October, 2007

EXHIBIT A

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Daniels Park Overview

Daniels Park is approximately 1000 acres in size and is located in Douglas County, South of Highlands Ranch and North of Castle Rock. Daniels Park Road follows the alignment of the First Colorado Territorial Road, a pre-1864 wagon and stage road leading south from Denver. The historic road bisects the park along the ridgeline at an elevation of 6,250 feet, offering spectacular views of the front range mountain peaks. The area now known as Daniels Park became part of the Denver Mountain Park System after Florence Martin donated the land to the City and County of Denver. Daniels Park is the only Denver Mountain Park in Douglas County.

The current park uses consist of picnicking at the southwestern edge of the park, and viewing of the Bison and the front range. The picnic area contains a historic stone picnic shelter designed by Denver architect Jules J.B Benedict in the 1920's, as well as, other scattered picnic sites along the edge of the ridge. Besides the picnic shelter, the park amenities currently open to the public; include two small outhouses that exist in the southern part of the park along with gravel parking areas. Daniel's Park Road is often used as a throughway, which presents problems with high speeds, poor sightline, erosion and dust since the road is unpaved.

Daniels Park is rich in history. It includes Colorado's first Territorial Road, the historic Florence Martin Ranch site, and the Kit Carson Memorial. The Florence Martin Ranch site was a 1920's-working ranch and summer home. It is a significant example of craftsman style rural architecture and was designated as a Denver Landmark historic district in 1995. Even today, the historic barn and silo present a dramatic scene from the park road. The Kit Carson Memorial commemorates the site of Kit Carson's last campfire in 1868. The Territorial Daughters of Colorado erected a stone memorial in 1923, which is located in the southern end of the park.

The remainder of Daniels Park, approximately 800 acres, contains a Bison herd and native wildlife, and offers great viewing opportunities of the animals in the high plains environment.

Daniels Park is also home to the Tall Bull Memorial site, which is approximately 70 acres in size and is located at the north end of the park. Native Americans use this site for activities that are an important part of their heritage. The Highlands Ranch Open Space Conservation Area (OSCA), Management Implementation Plan and a cultural overlay district help to buffer and protect this site from the impacts of increased growth.

Project History & Goals

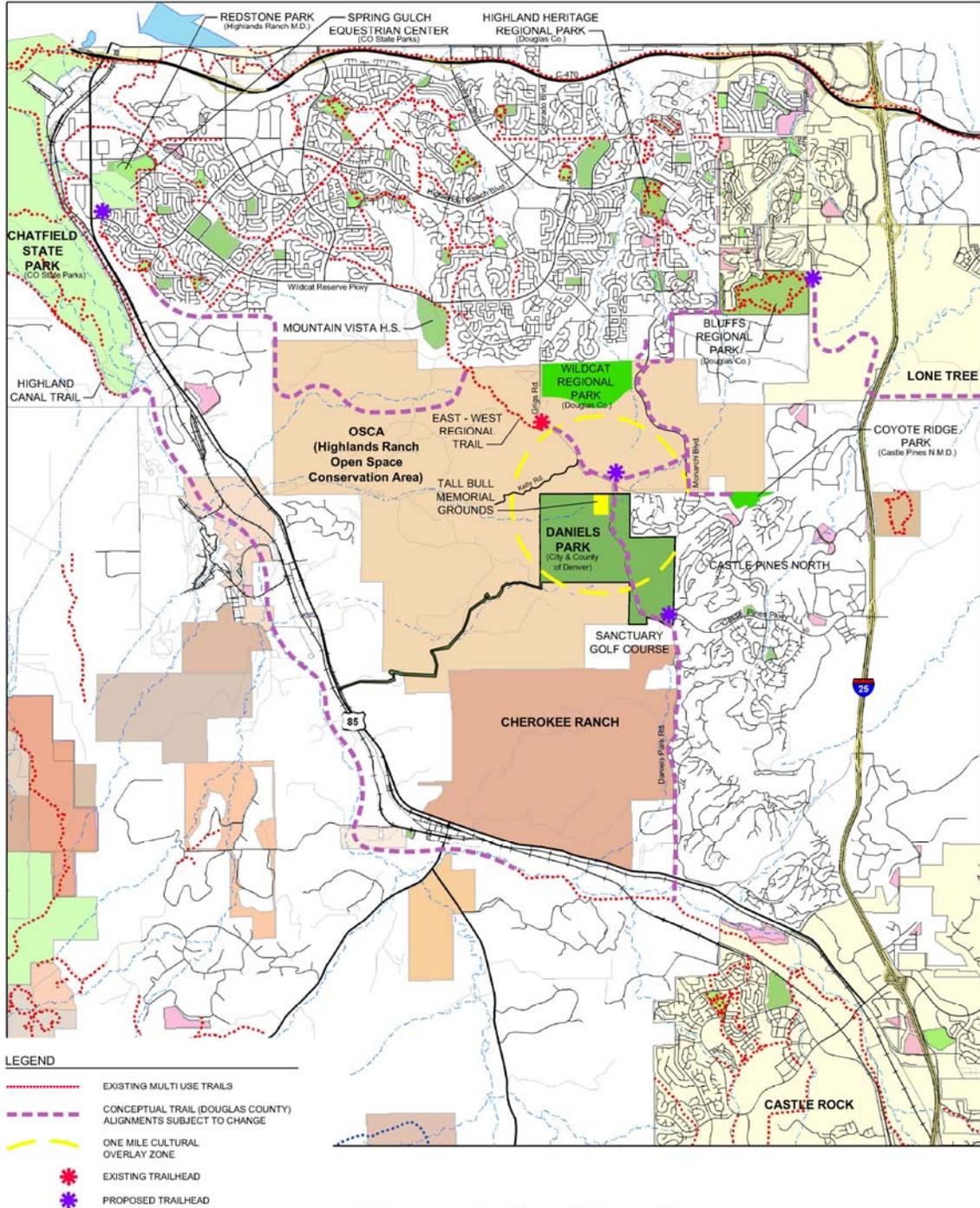
Daniels Park Road was formally platted as a Territorial Road in the 1890's and was part of the route that connected Denver to Colorado Springs. Since its designation as a Territorial Road, records indicate that it has been a State Road, a County Road, and it has been called Richardson Road, Riley Hill Road, Daniels Park Road, and now a portion of it is called Grigs Road.

The land for Daniels Park was transferred to the City and County of Denver by Florence Martin in two separate donations, one in the 1920, and the second in 1937. The first donation of 38 acres is where the current picnic shelter is located, and the second was a much larger parcel, which included the remaining area that defines Daniels Park, as we know it today. The donations were defined by simple meets and bounds descriptions, which did not delineate the existing road (now known as Daniels Park Road) that bisects the property.

The charge was to understand the goals for the Daniels Park improvement, as well as the impact and improvement to historical amenities, views and locations of exceptional natural beauty, the Park's bison herd, the Native American site, regional trails, picnic areas and other park amenities. Goals of the park master plan include issues like the reduction of dust, erosion and sediment, discouraging unnecessary traffic through the Park, improving parking areas, trails, and other amenities for Park visitors, creating a more park-like image and identity along the road and at the two entry points into the Park, and lastly, enhancing the appearance and sustainability of the Park and its amenities and facilities. The level of future improvements, as well as the timing to construct future improvements, is dependent upon the amount of funding that will be made available from all funding resources.

The following maps, drawings and sketches will provide a summary of the existing conditions and proposed conceptual improvements.

The Regional Context Map, below, denotes Daniels Park as a key parcel in over 11,000 acres of open space. It is surrounded on three sides by OSCA, and it is also in close proximity to the Sanctuary Golf Course and Cherokee Ranch. The Daniels Park Area provides great opportunities for regional trail connections.



Regional
Context Map

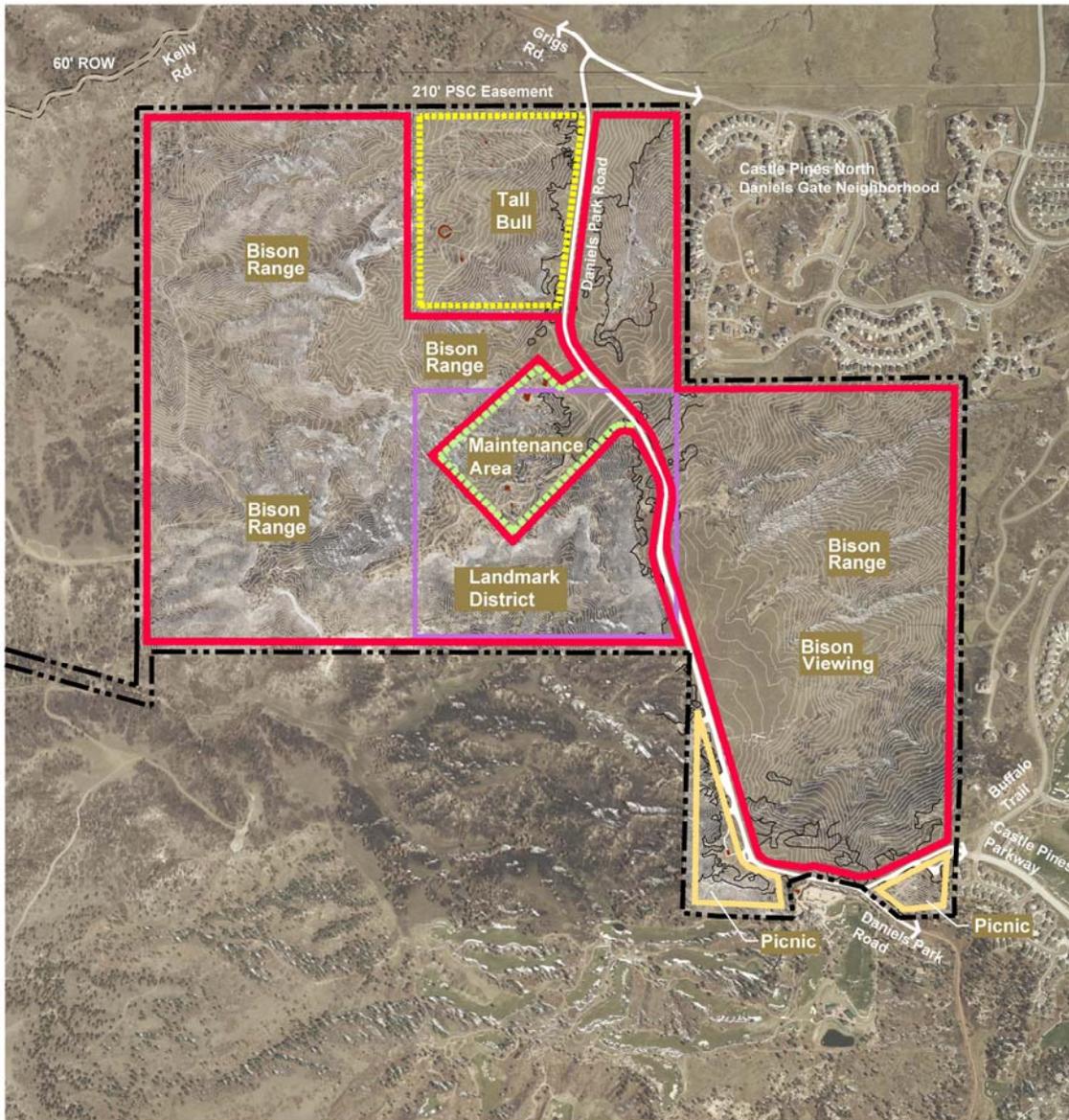
Daniels Park

Denver Mountain Parks
Douglas County, Colorado



The Park Zone Map, below, defines the areas of use in Daniels Park. Land uses generally remain the same for the proposed road & site improvements. Park maintenance remains in the same area.

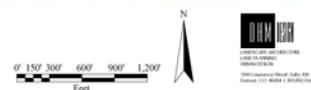
- Legend
- Maintenance Area
 - Picnic Zone
 - Bison Zone
 - Property line
 - Road
 - Landmark District
 - Tall Bull Memorial Grounds
 - ~ Shrub line along road



Overall Site
Zone Map

Daniels Park

Denver Mountain Parks
Douglas County, Colorado



Existing Site Photos



View North West to Picnic Shelter, Vault Toilet, Parking Lot and Daniels Park Road



Intersection at Castle Pines Parkway



Existing Parking Areas along Road



Problems with Dust and Excessive Speed



Poor Sightline



Bison Fence

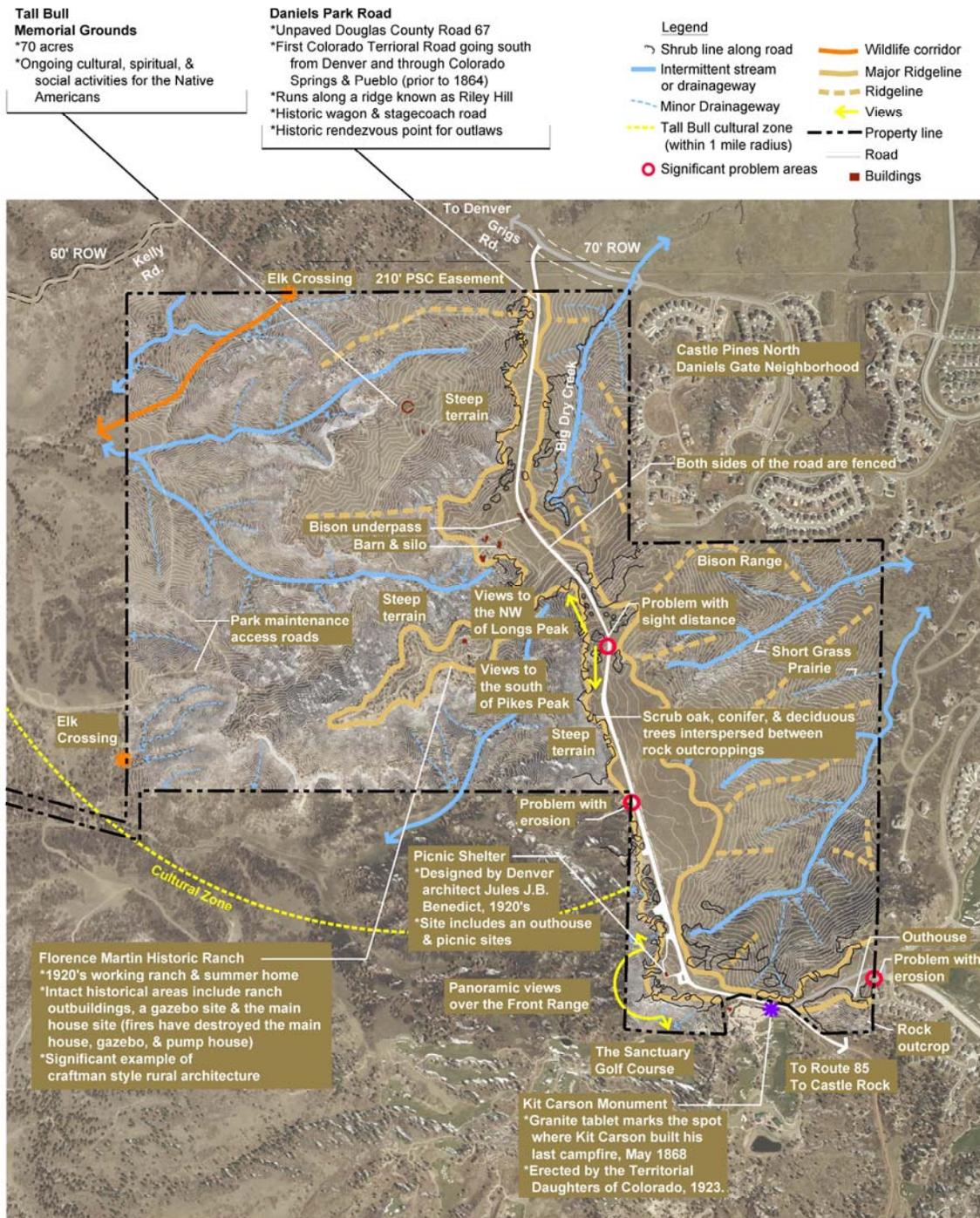


Bison Underpass



Historic Ranch & Barn

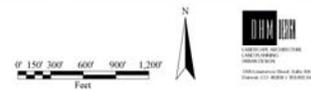
The Site Analysis Map, below, defines the prominent ridge along which Daniels Park Road is aligned. It also reflects minor ridgelines, valleys and drainage ways. Spectacular views of the mountain range are identified. Problem areas along the road (like limited sight distance and erosion problems) are indicated as well.



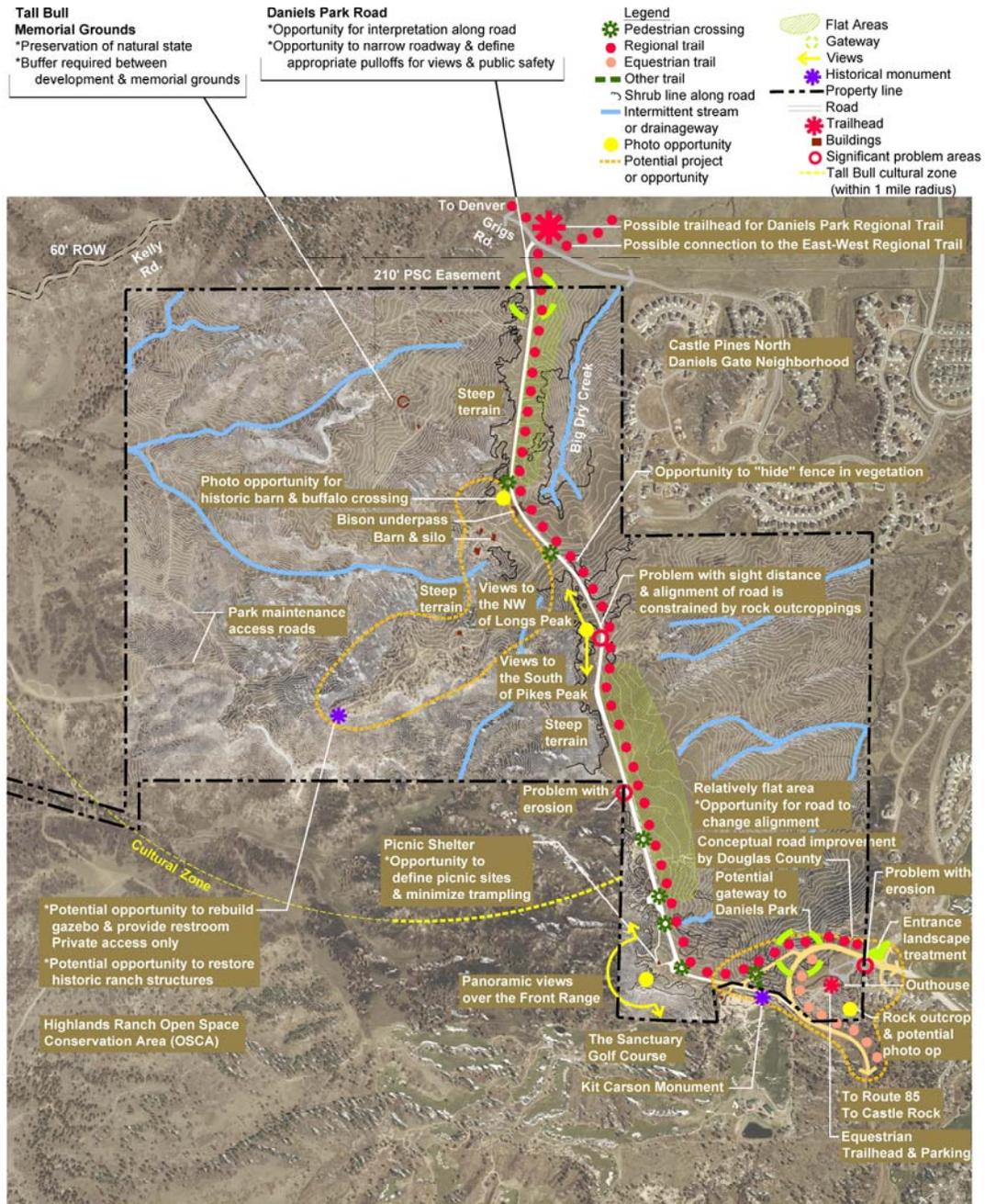
Overall Site Analysis Map

Daniels Park

Denver Mountain Parks
 Douglas County, Colorado



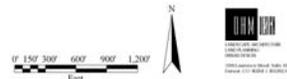
Daniels Park Road's current alignment is indicated in white. The conceptual road improvements for Castle Pines Parkway are identified in light orange (at the southern end of the park). Opportunities for trailheads and a regional trail are shown in red. Green stars indicate potential pedestrian crossings and traffic calming points along the road. A chartreuse circle represents the opportunity for a gateway to the park at both ends of the park.



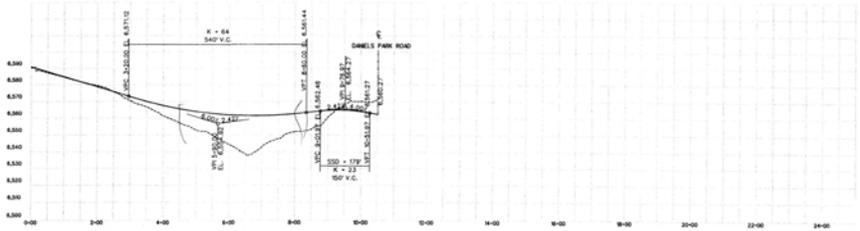
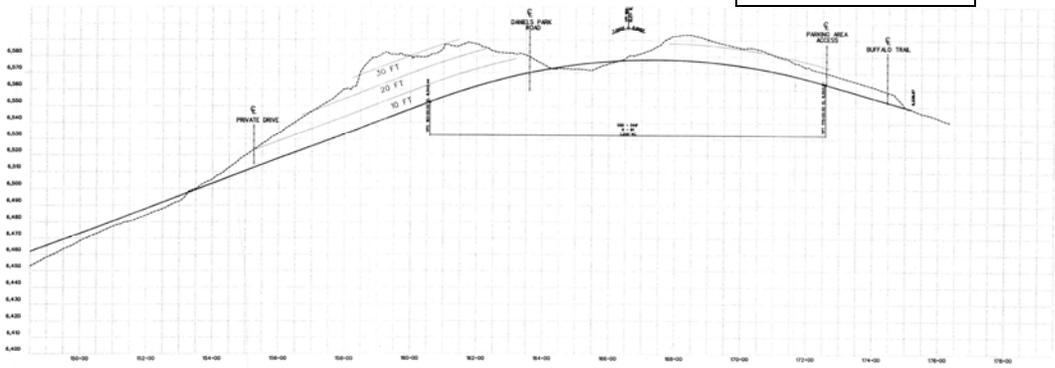
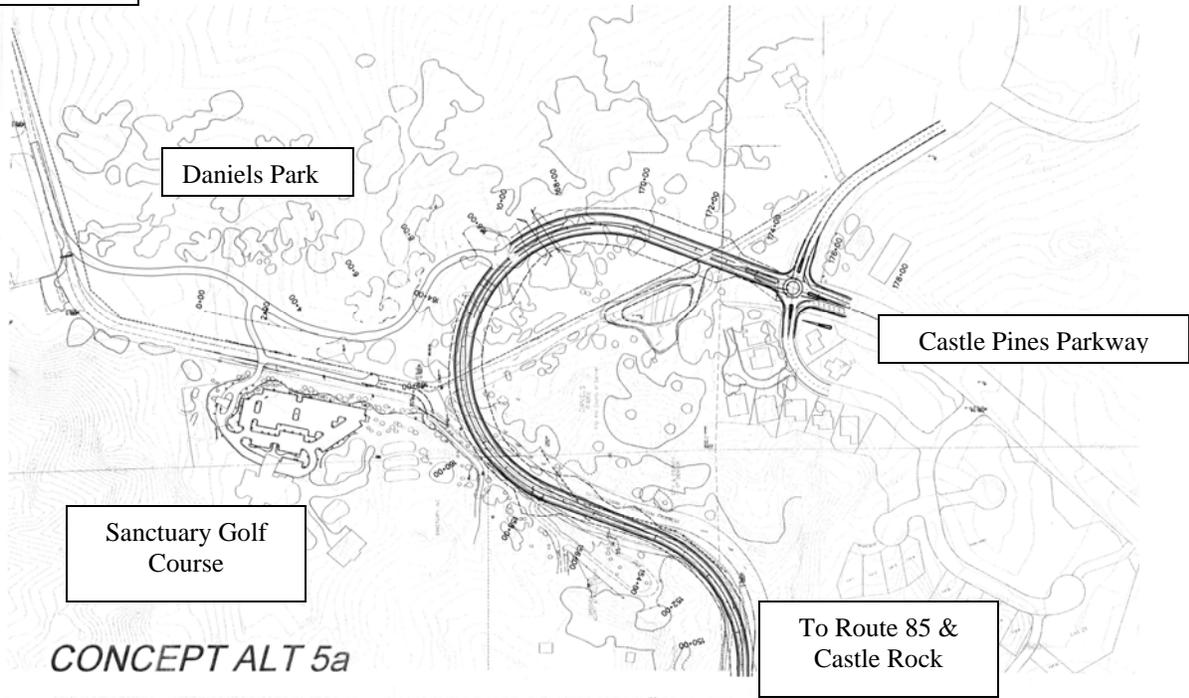
Overall Site Opportunities & Constraints Map

Daniels Park

Denver Mountain Parks
 Douglas County, Colorado

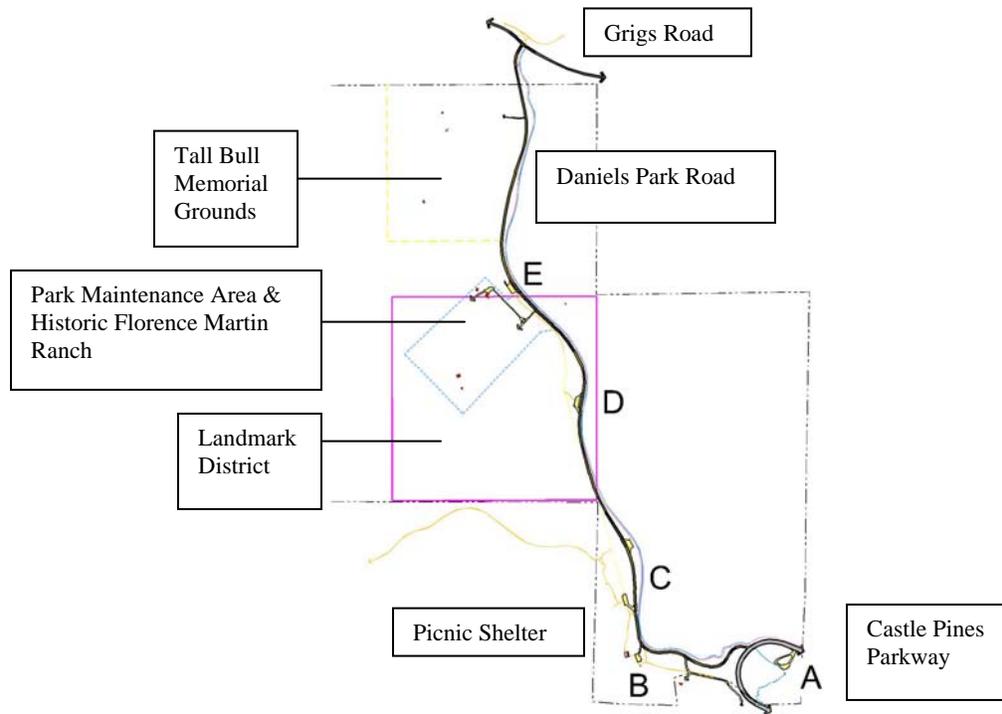


Daniels Park Road



This drawing represents Douglas County’s conceptual plans for improving the intersection of Castle Pines Parkway and Daniels Park Road. The existing angular intersection with steep grades to the south could be replaced with a sweeping loop. The main flow of traffic will follow the loop, leaving only park traffic to turn into Daniels Park. Traffic flow, traffic safety, sight distances, and steep grades are improved with this design.

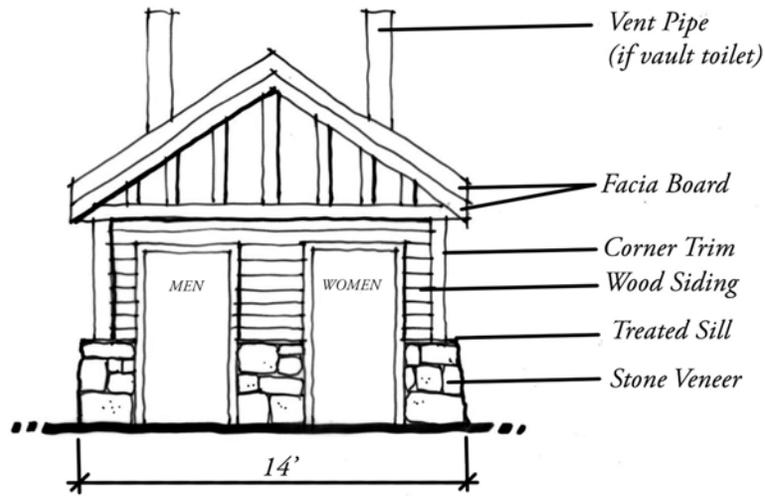
Page 16 is a Conceptual Master Plan for Daniels Park. Components of the master plan are described below in more detail.



Key Map of Daniels Park
(Areas of the Park defined by letters A-E)

Southern End of the Park and Trailhead, Area A:

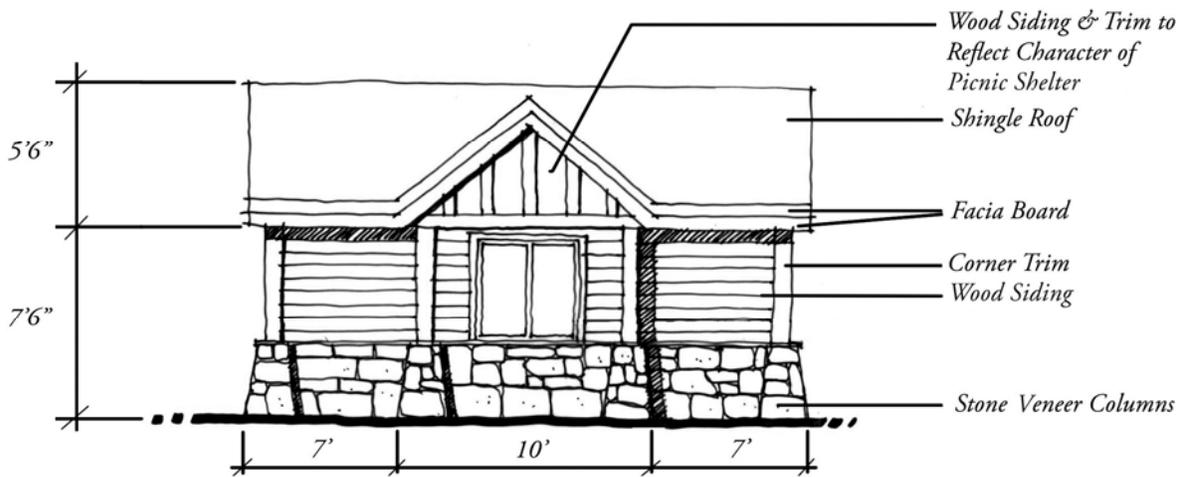
Interior to the loop created by the realignment of Castle Pines Parkway, and in the existing gravel parking area, a new trailhead could be developed to allow for equestrian and regional trail access. This site could also provide a restroom facility with public utility connection, water faucet, hitching post, and picnic sites for park users, and a Douglas County Sheriff satellite station. Conceptual sketches for the restroom and sheriff station are shown in Figures 1 & 2. These two buildings could also be combined into a single building for cost savings. The abandoned portion of the existing road is designated for the development of this trailhead. An equestrian trail will connect to the south, as well as, to the north and east of Daniels Park Road by a new underpass. Refer to Daniels Park Entry Master plan, Area A, page 17 for more detail.



*Interior Space is Approximately 115 sf
Includes 2 ADA restrooms*

Conceptual Restroom

Figure 1



*Interior Space is approximately 150-200 sf.
Includes 2 works spaces, restroom, and suspect bench*

**Dimensions are conceptual*

Conceptual Sheriff Station

Figure 2

The Gateway to Daniels Park:

A gateway monument will identify the entrance to Daniels Park (Figures 5-7). An existing rock outcrop could be preserved as a landscape amenity, and it could create an opportunity for a split entrance treatment at the park's southern entrance as shown in Figure 6, page 25. A conceptual sketch of the entry monument is provided in Figure 7, page 25. This type of gateway entry monument can be used at both the northern and southern entrances to define the park. A narrower road section is proposed to help define this road as park-like in character – curvilinear to emphasize views and slow vehicular speed. Addition of a natural edge barrier could help define the road edge and prevent pull-offs and road widening. The park road begins with views to the west and then gently follows the contours until reaching the picnic shelter. A new entry road is provided for the Sanctuary Golf Course, allowing for an expanded landscape buffer between the golf course and the park while improving stacking and sight distance to their entrance. A trail connection is made from the picnic shelter to the Kit Carson Memorial that follows the historic road alignment. Open fences (such as split rail) are proposed in some areas to encourage restoration and prevent off road driving. Refer to Daniels Park Entry Master Plan, page 17 for more detail.



View of Entry Experience into Daniels Park

Picnic Shelter, Area B:

This area contains the existing historic picnic shelter, emergency phone, and parking. The parking lot is re-defined and paved in the same general location as the existing lot. With the re-alignment of Daniels Park Road, space is recaptured for visitor enhancements including trails, picnic areas, restroom facilities and open space away from road impacts. Trail connections are provided to the regional trail to the north and to picnic sites and historic trails. Individual picnic sites require revamping, new picnic tables, etc. Refer to Daniels Park Entry Master Plan, Area B, on page 17 for more detail.

Overlook and Bison Viewing, Area C:

In this area, Daniels Park Road bows out to the east from its existing alignment following the existing contours. By doing this, there is a greater distance between the road and the park amenities, which include some of the most spectacular mountain viewing areas in the park. The proposed west parking lot is located at an existing gravel parking area and is aligned along the historic road. This parking lot provides access to picnic sites and a portion of the original Territorial Road alignment. The proposed historic trail is narrow, having an old wagon road appearance and would provide interpretive signage describing the history of the original route. It also offers great views to the west and allows visitors to travel leisurely and with families without concern about the vehicular traffic to the east. The regional trail and the equestrian trail are on the east side of the road providing more direct routes to other regional trails. A small parking lot on the east side of the road provides a safe place to stop to view the bison herd. The bison often come to this site for dusting themselves. Refer to Overlook & Bison Viewing Site Plan, Area C, on page 19 for more detail.

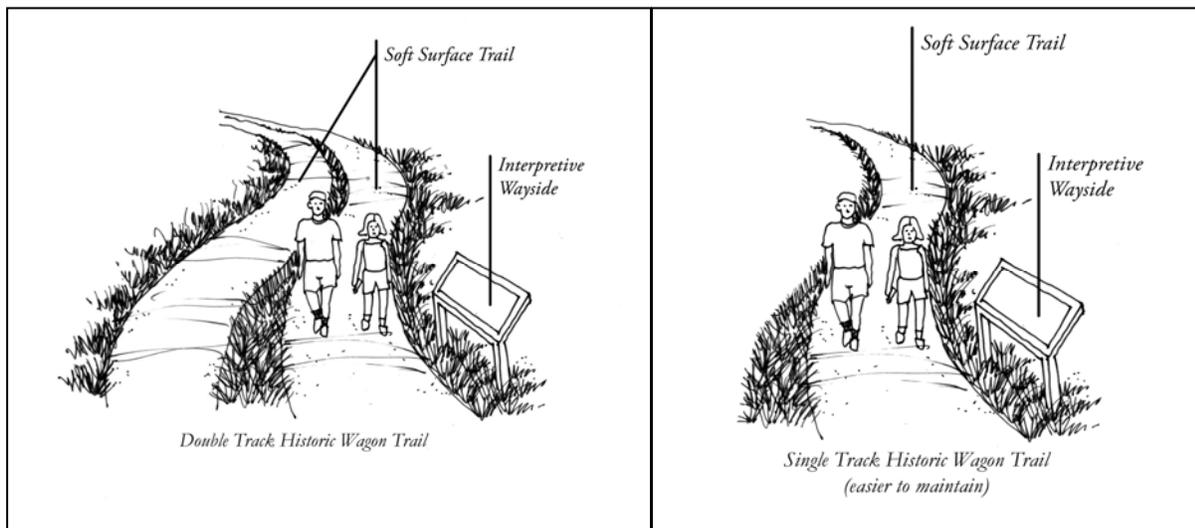


Figure 3 – Single or Double Wagon Trail Option

Riley Hill Overlook, Area D:

Daniels Park road will move slightly off the existing alignment in order to remove sharp curves in the road and solve sightline issues. The crest of the road is lowered in elevation to improve sightline. A small parking lot provides access to the highest overlook point in the park. This 270-degree view affords views onto the mountains, the historic Florence Martin Ranch, the Chatfield Reservoir, and a good portion of Daniels Park. There is an existing rock outcrop and rocky clearing which is a great site for picnicking and interpretation of the historic ranch and views. The historic trail follows an earlier alignment of Daniels Park Road. Where possible, the bison fence is moved to a lower elevation or tucked into vegetation in order to reduce or buffer its visual appearance. Refer to Riley Hill Overlook, Area D, on page 14 for more detail.



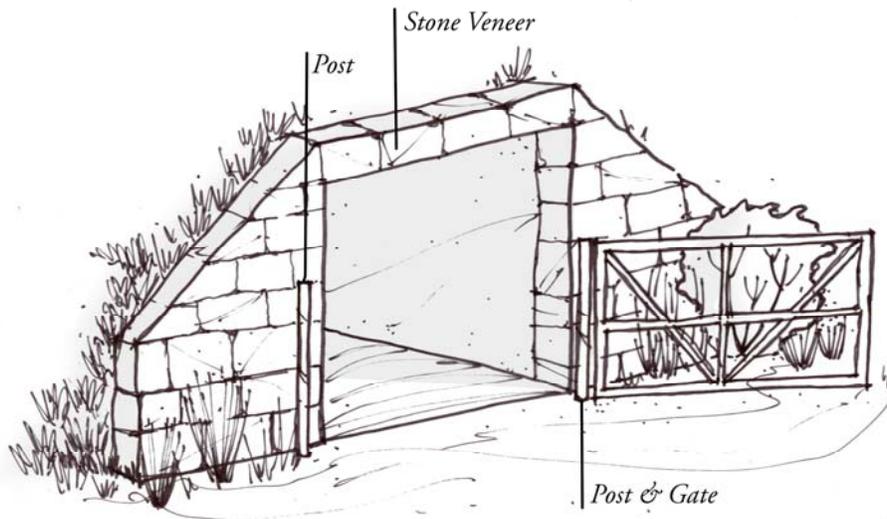
View of the historic ranch from the Riley Hill Overlook

Florence Martin Ranch Entrance:

Conceptual sketches of the historic ranch entrance are reflected in Figures 8 & 9, on page 26. The character of the entrance gates should be complimentary to the gateway entrance monuments, but define it as a private ranch entrance, separate from the park. The use of similar stone columns can be used to match the character of the gateway entrance monuments and other features in the park.

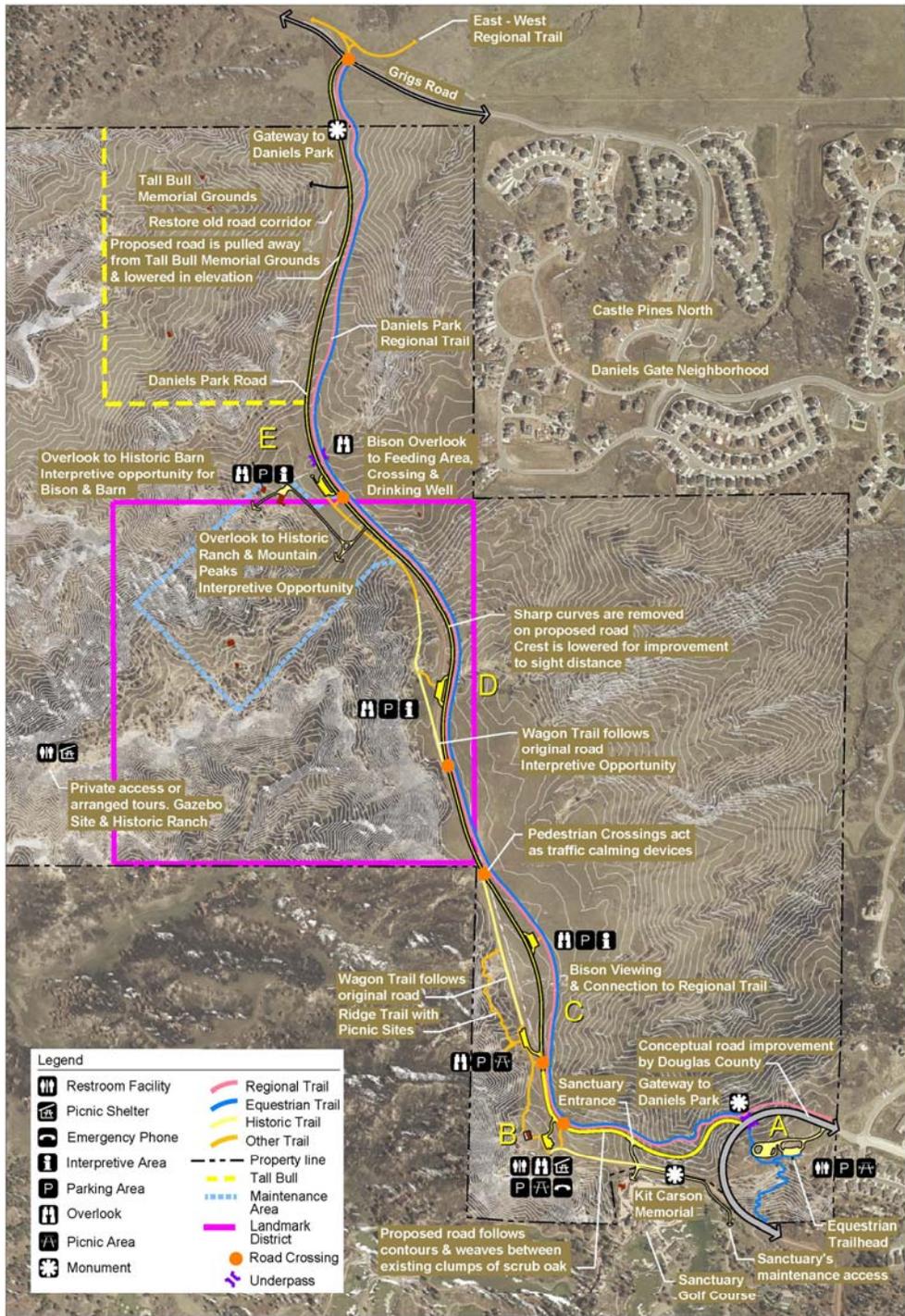
Historic Barn Overlook, Area E:

At this location, there is a great opportunity for bison viewing. The existing bison underpass will be improved, Figure 4. Trails with overlook points provide visitors with a good vantage point to seeing the bison pass under the road, as well as, graze in front of the historic barn and silo. Park users currently pull off in this general location but they do not have a safe place to park, especially with the existing curve in the road. Refer to Historic Barn Overlook, Area E, on page 20 for more detail.



Bison Underpass

Figure 4



Conceptual Master Plan

Daniels Park

City & County of Denver
& Douglas County



EXHIBIT B-1



Daniels Park Entry Master Plan
Southern Entrance

JOHN W. OSBORN
LANDSCAPE ARCHITECTURE
1000 S. GARDEN AVENUE, SUITE 100
DENVER, CO 80202-3333
PHONE: 303.733.3333 FAX: 303.733.3334

0 40 80 160

N

EXHIBIT B-2

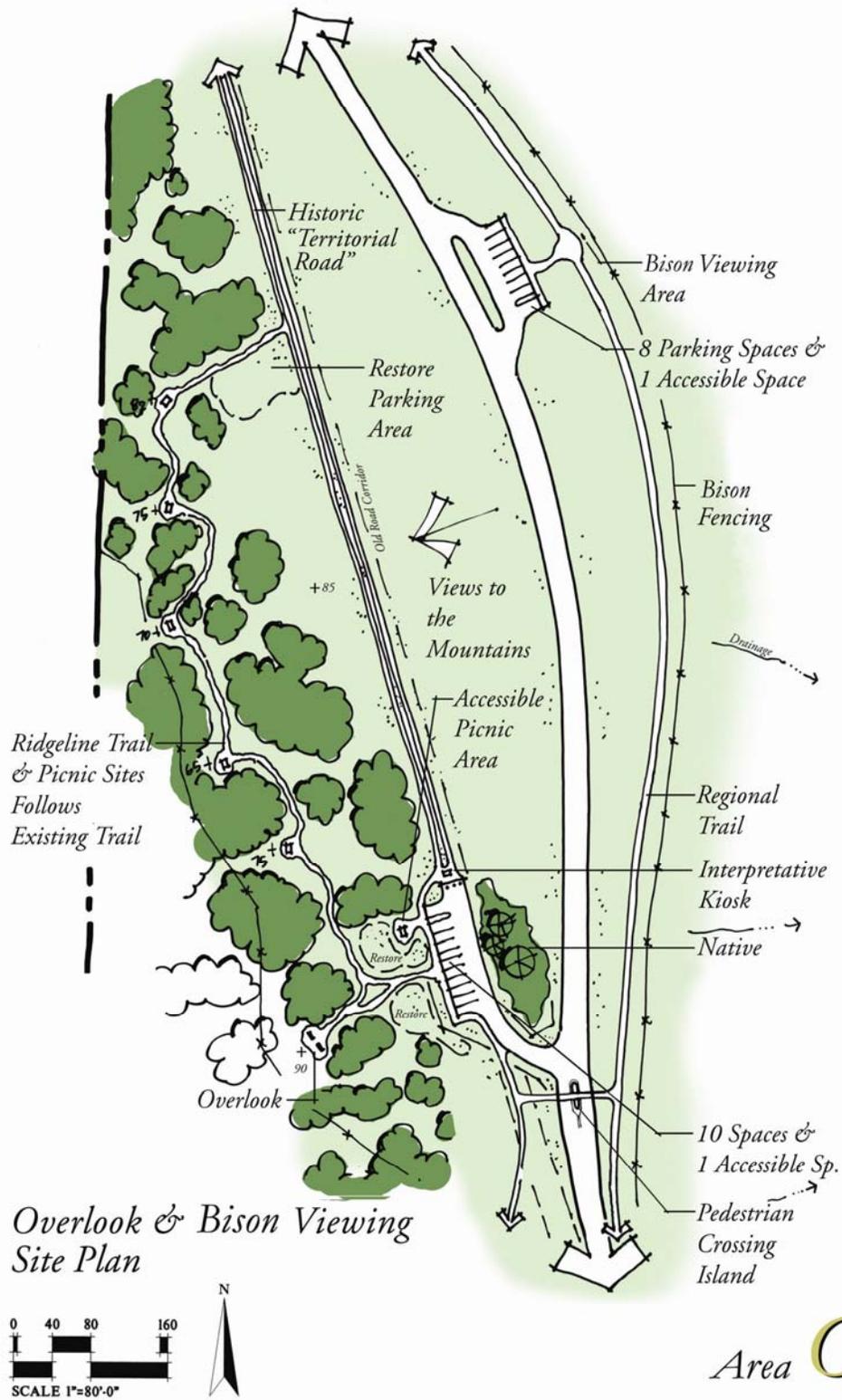


EXHIBIT B-3

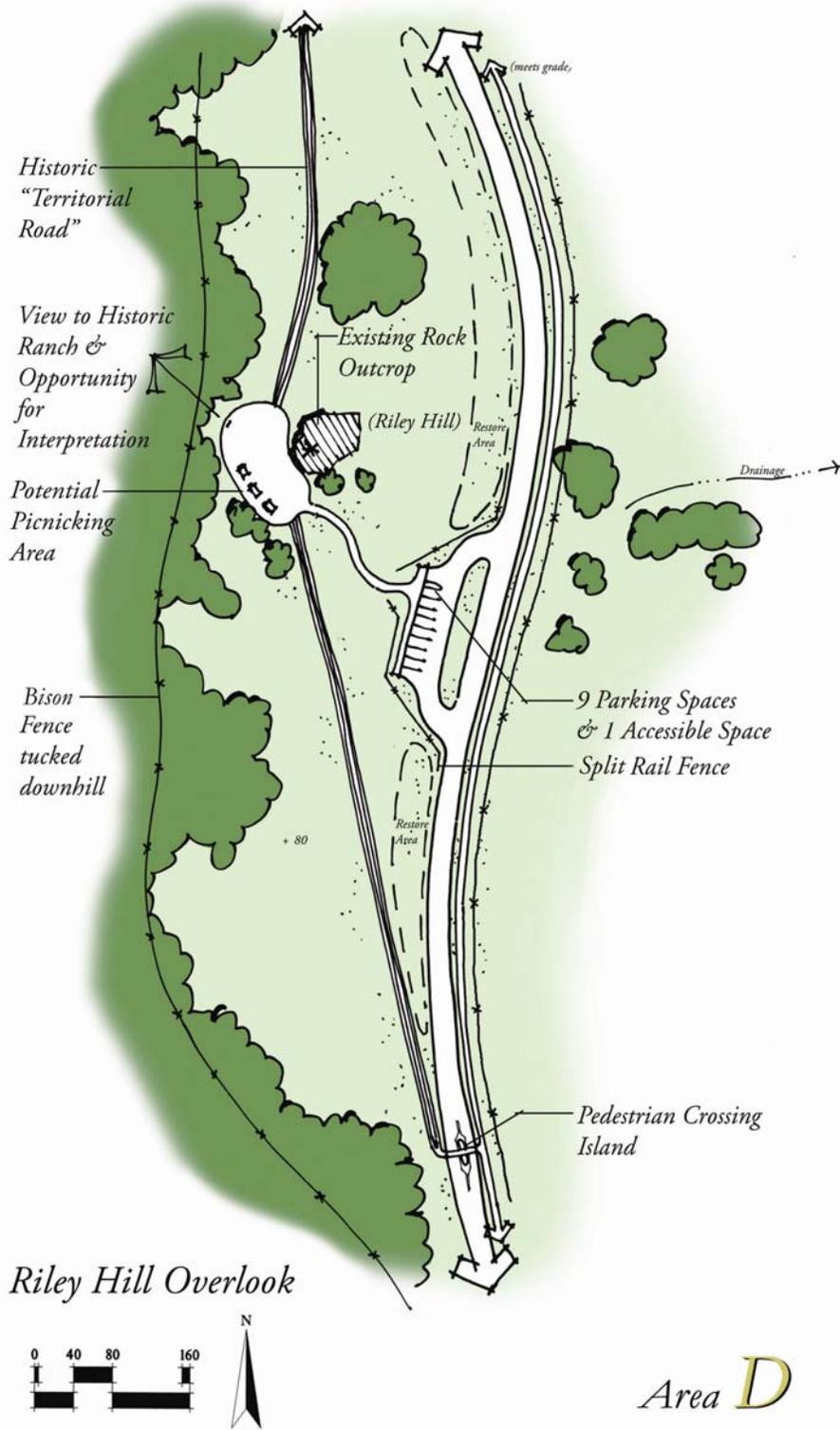


EXHIBIT B-4

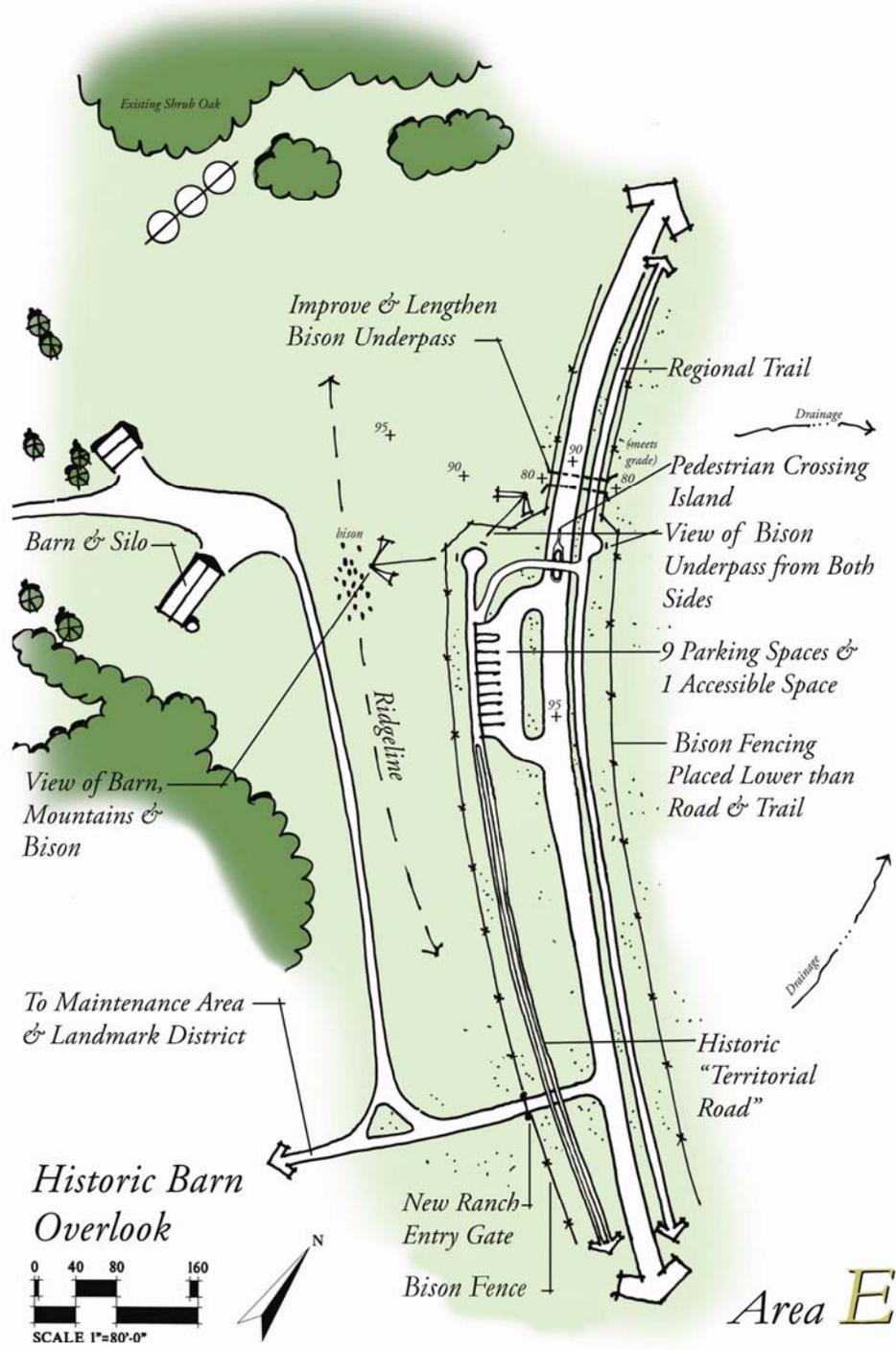


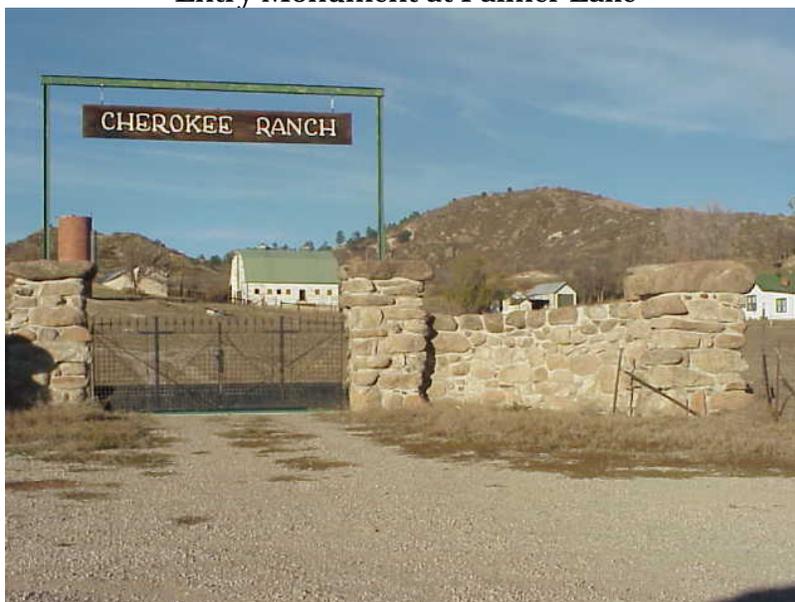
EXHIBIT B-5

Park Theming:

The proposed theme for the entry monuments and site improvements for Daniels Park is developed along the lines of a rustic craftsman style ranch. This theme is derived from the existing historic ranch, as well as, nearby Cherokee Ranch and Palmer Lake in the southern part of the county. The gateway to the park will include entry monuments built from blocky stone similar to the existing 1920's picnic shelter. Other elements in the Park that shall reflect this theme include the Florence Martin Ranch entrance, the bison and equestrian underpasses, potential retaining walls, restrooms, and a potential sheriff station.



Entry Monument at Palmer Lake



Cherokee Ranch Entrance Gate



Existing picnic shelter at Wildcat Point & example of stonework



Existing picnic shelter at Wildcat Point in Daniels Park

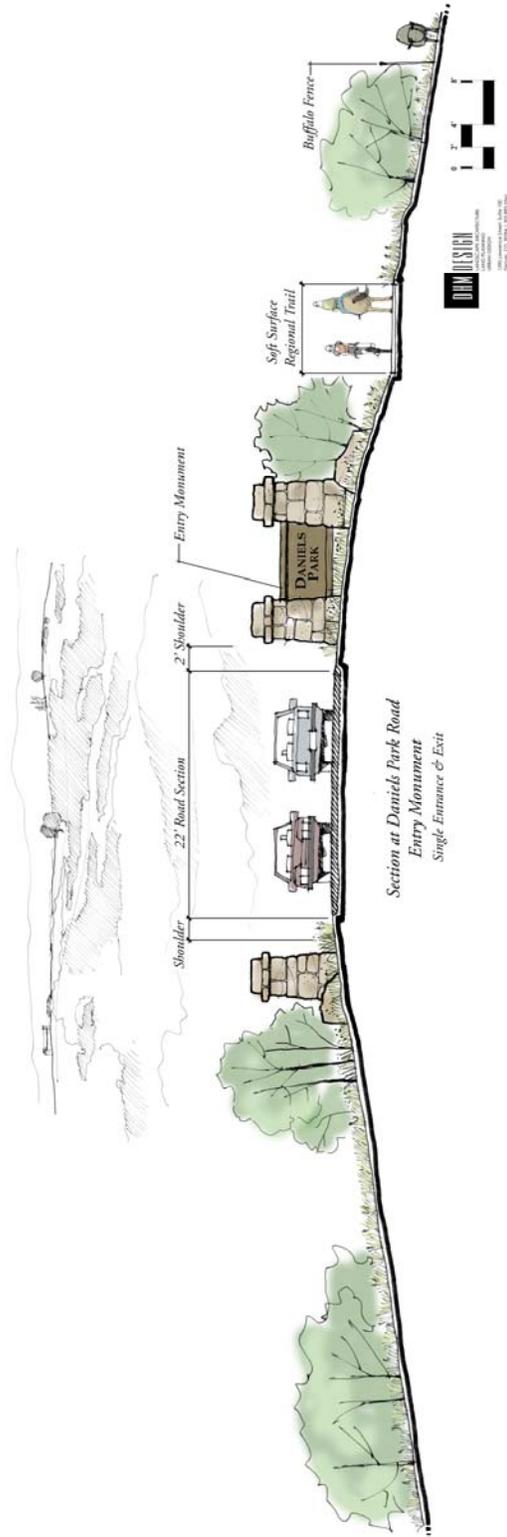


Figure 5

EXHIBIT D

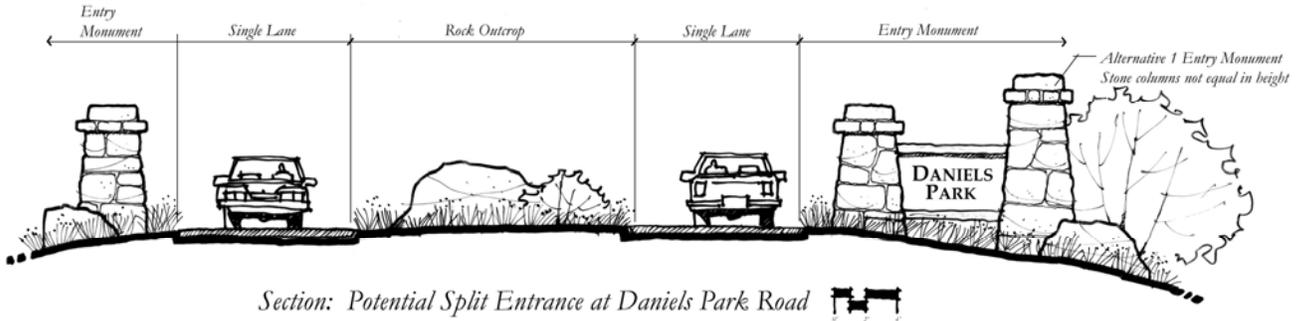


Figure 6

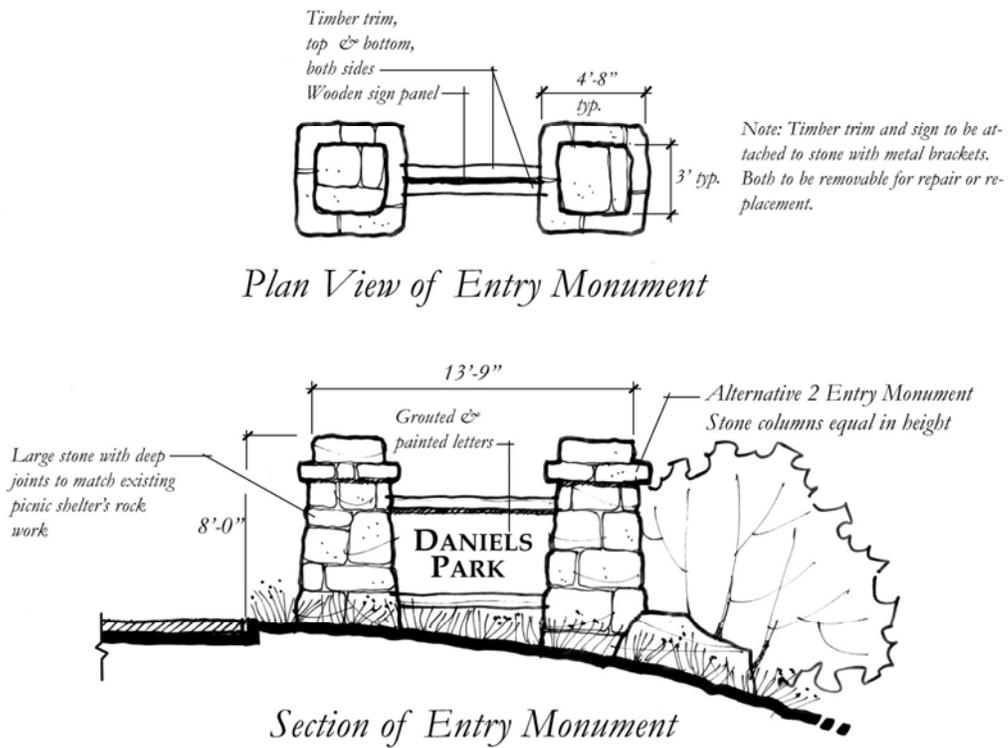


Figure 7

EXHIBIT D

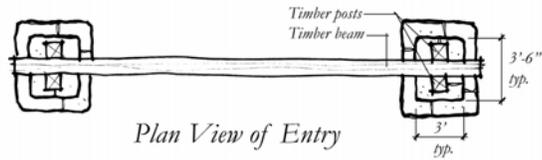
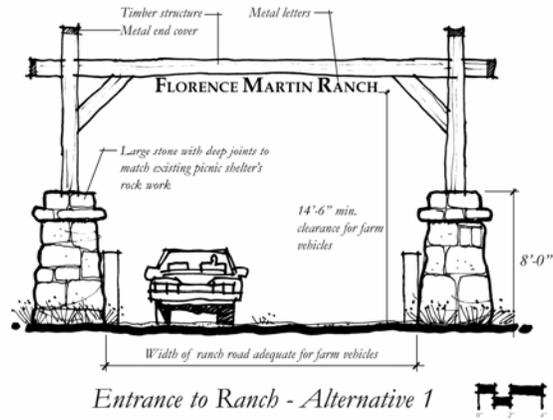


Figure 8

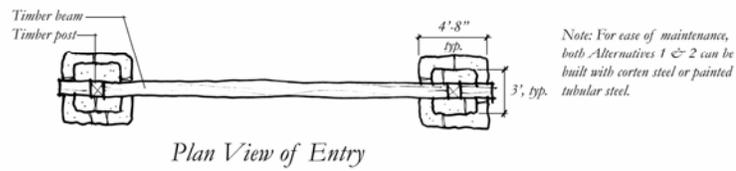
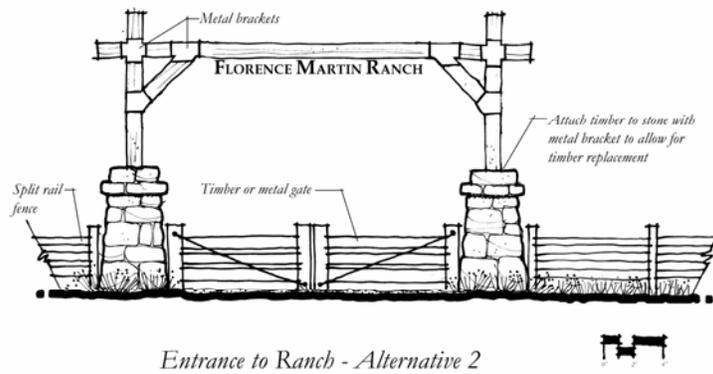


Figure 9

Signage:

The proposed park signage will incorporate the ranch style theme and carry over the same stonework, timber posts, and wooden sign panels as the entry monument to Daniels Park and the ranch entrance gate.

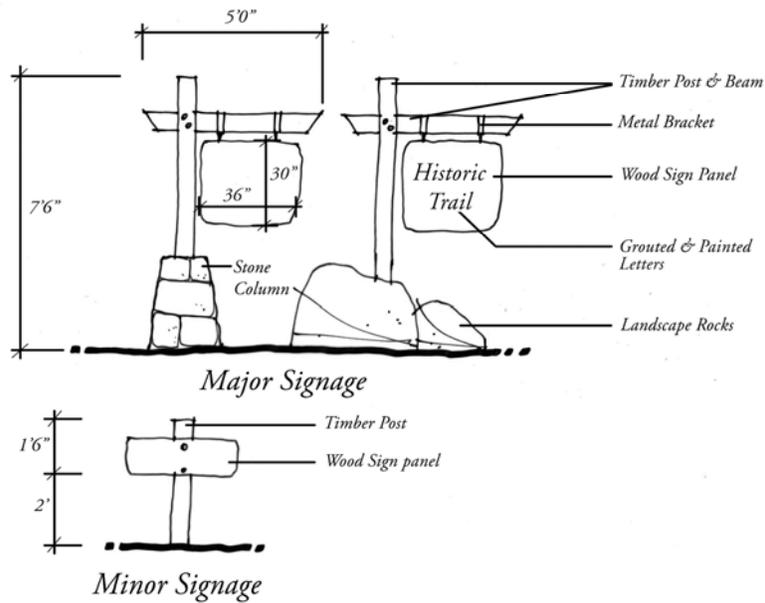
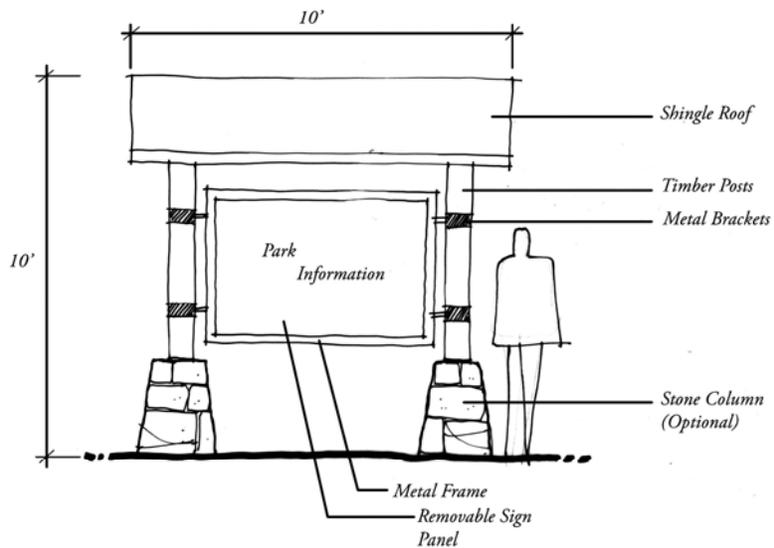


Figure 10



Information Kiosk

Figure 11

Traffic Calming:

Traffic calming devices can be a mixture of design elements. First of all, there will be less traffic than exists today due to the proposed road improvement at Castle Pines Parkway at the south end of the park. The road will be designated as a rural type road with low-posted speeds, a narrow road section, and curvilinear configuration. Secondly, pedestrian crossings with refuge islands or stone paved crosswalks will aid in traffic calming, Figure 12. An expanded pavement change each way from the crossing can also provide the driver with a visual cue to heighten caution. The pedestrian crossing locations should be located as a part of the intersection to parking or a significant distance from the intersection to avoid conflicts at the intersection.

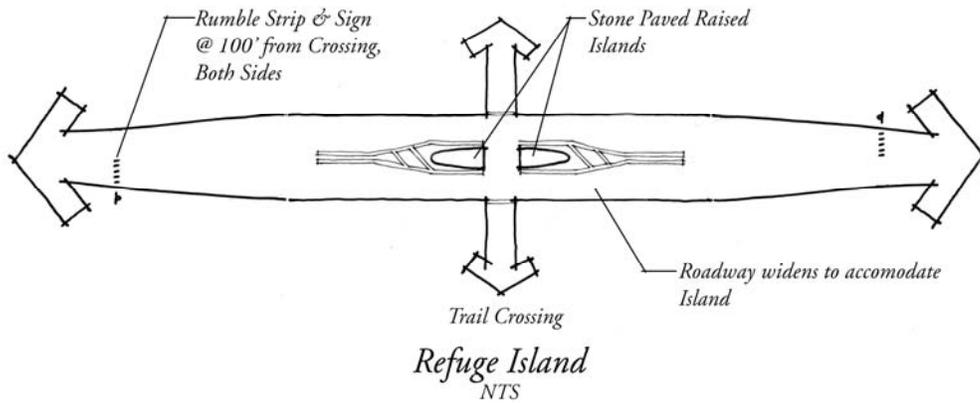


Figure 12



Example of a refuge island & change in pavement color for crosswalk



Example of sign/vertical element to indicate pedestrian crossing

Master Plan Work Summary & Estimated Quantities

Description	Quantity	Unit
Road Improvement		
Remove & Restore Abandoned Roadway	112,000	sf
Clearing, Grubbing & Site Preparation	300,000	sf
Layout, Surveying, & Erosion control	9,820	lf
Site Grading & Rock Excavation	33,000	sy
Import Fill	4,000	cy
Asphalt Road, Aggregate Base, & Striping	197,000	sf
Edge Barriers	20,000	lf
Retaining Wall	400	lf
Drainage Improvement		
Traffic Signage		
Refuge Island (curb, crosswalk, vertical elements, etc.)	5	
Regional Trail (8' Soft Surface)	85,000	sf
Equestrian Trail	33,000	sf
Bison Fence Remove & Replace	9,000	lf
Split Rail Fence	2,300	lf
Pedestrian Underpass	1	
Bridge over Drainageway	1	
Bison Underpass	1	
Stone Entry Monument	2	
Ranch Entrance (Florence Martin & Tall Bull)	2	
Area A Site Improvements		
<u>Equestrian Trailhead</u>		
Clearing, Grubbing & Site Preparation	130,000	sf
Demolition (outhouse)		
Site Grading	7,000	sy
Asphalt Road & Parking, Aggregate Base, & Striping	45,000	sf
Edge Barriers	600	lf
Trail Signage		
Equestrian Trail (3')	2,600	sf
Regional Trail Connection (8')	3,600	sf
Sidewalk (6')	1,200	sf
Landscape Improvement (including intersection of Castle Pines)	64,000	sf
Site Furniture (picnic tables, freeze tight water faucet, hitching post, etc.)		
Toilet Building	115	sf
Utilities	800	lf
Area B Site Improvements		
<u>Picnic Area</u>		
Clearing, Grubbing & Site Preparation	20,000	sf
Site Grading	2,200	sy
Paving	9,500	sf
Edge Barrier	400	lf
Trail Signage		
Historic Trail	9,000	sf
Sidewalk	1,300	sf
Landscape Improvement	15,760	sf
Site Furniture (picnic tables, bike rack)		
Denver Parks Sign & Park Rules		

Toilet Building	115	sf
Sheriff Station	200	sf
Utilities	800	lf
Sanctuary Golf Course Entrance		
Entrance Walls		
Landscape Improvement	12,800	sf
Asphalt Driveway Extension	3,850	sf
Area C Site Improvements		
Remove & Restore Abandoned Parking	11,000	sf
Clearing, Grubbing & Site Preparation	36,000	sf
Site Grading	4,000	sy
Asphalt Road & Parking, Aggregate Base, & Striping	18,500	sf
Edge Barrier	650	lf
Sidewalk (6')	1,650	sf
Bollards	3	
Interpretive Signage (kiosk, wayside, etc.)		
Trail Signage		
Site Furniture (benches, picnic tables, etc.)		
Historic Trail	16,200	sf
Split Rail Fence	110	lf
Landscape Improvement	5,700	sf
Area D Site Improvements		
Clearing, Grubbing & Site Preparation	28,000	sf
Site Grading	4,000	sy
Asphalt Road & Parking, Aggregate Base, & Striping	12,000	sf
Edge Barrier	250	lf
Sidewalk (6')	950	sf
Interpretive Signage (wayside)		
Trail Signage		
Site Furniture (benches, picnic tables, etc.)		
Historic Trail	10,500	sf
Split Rail Fence	400	lf
Area E Site Improvements		
Clearing, Grubbing & Site Preparation	25,000	sf
Site Grading	3,000	sy
Asphalt Road & Parking, Aggregate Base, & Striping	8,300	sf
Edge Barrier	200	lf
Sidewalk (6')	1,110	sf
Interpretive Signage (waysides)		
Trail Signage		
Historic Trail	7,600	sf
Trail Viewing Areas		