Meeting Date: September 25, 2025

AGENDA MEMORANDUM

To: Mayor and Members of the Town Council

From: Tara Vargish, P.E., Development Services Director
Sandy Vossler, Senior Planner, Development Services Department

Title: **Resolution # _____: The Brickyard Site Development Plan**
[21 acres, 401 Prairie Hawk Drive]

Executive Summary

Confluence Companies is requesting approval of the Site Development Plan (SDP) for the Brickyard mixed-use development. The site is 21.14 acres located south of the Wolfensberger Road/Prairie Hawk Drive at 401 Prairie Hawk Drive (Attachment A and Figure 1). The proposed site plan includes 384 multi-family dwelling units, a 123-room hotel with conference space, approximately 263,000 square feet of retail, office, restaurant and entertainment space and 5.49 acres of open space (Attachment C).

Figure 1: Vicinity Map

The proposed SDP meets the Town's Municipal Code, technical criteria and the Brickyard Planned Development (PD) Plan and Zoning Regulations, Amendment 1.

The Planning Commission held a public hearing on Thursday, September 25, 2025, to consider the application, take public comment and make a recommendation to Town Council. No members of the public addressed the Commission. The Planning Commission voted 7 – 0 to recommend approval to Town Council, as presented.

Background

The site of the Brickyard mixed-use development was formerly the location of Acme Brick and was zoned General Industrial – 2 (I-2) within the Citadel Station industrial area. Acme Brick ceased operations in 2019. The Confluence Companies purchased the property in 2020. Demolition of the former brickworks began in 2022. In February 2025, the site was rezoned to the Brickyard Planned Development

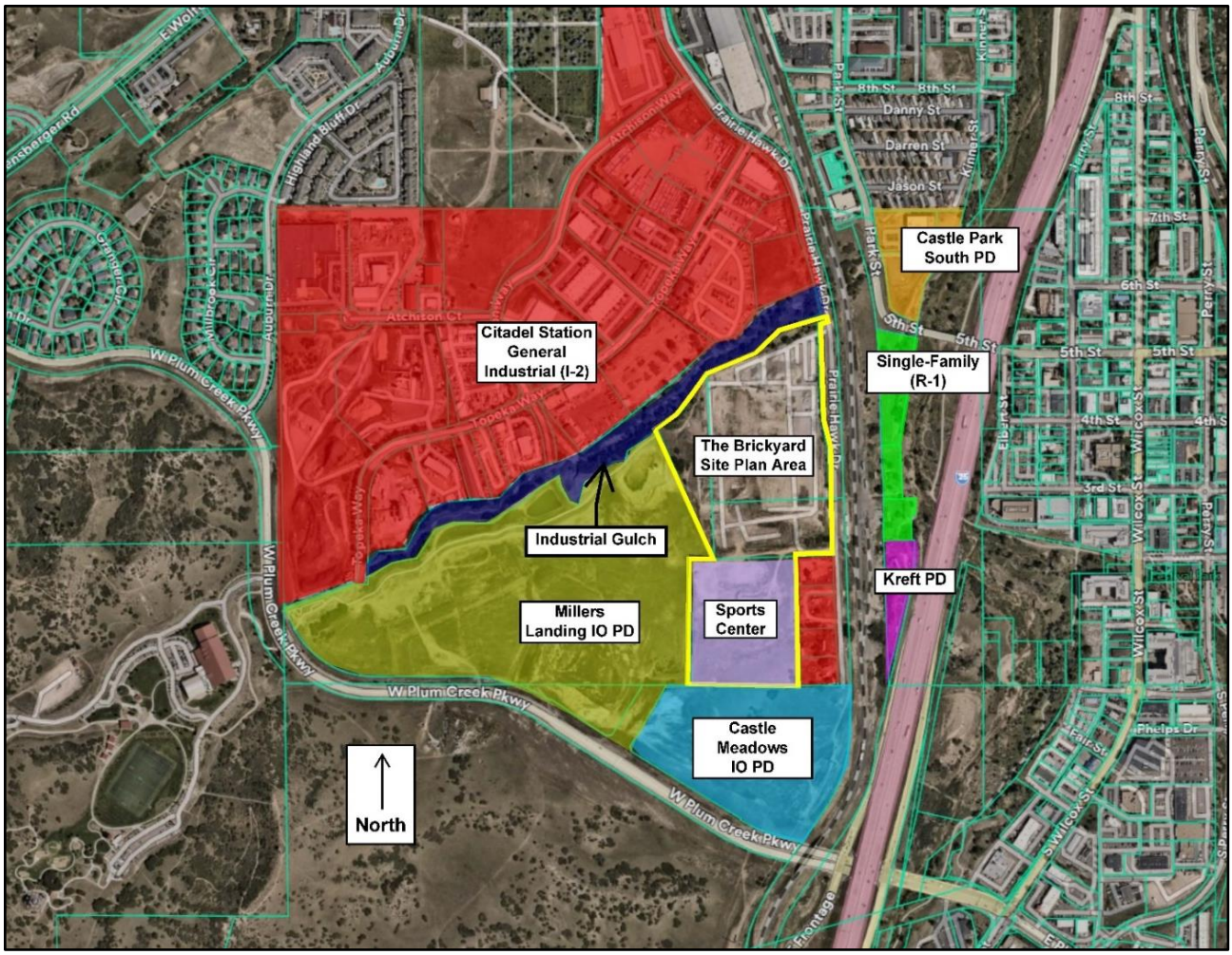

Figure 2: Surrounding Zoning

Existing Conditions and Surrounding Uses

The Industrial Tributary drainage channel is located north of the site. Beyond the channel is the remainder of the Citadel Station I-2 General Industrial area, see Figure 2. Miller's Landing Interchange Overlay Planned Development (IO PD) is located west of the Brickyard, and Castle

Meadows IO PD is located to the south. Both are zoned for mixed-used development, with Miller's Landing IO PD excluding residential development. The Brickyard abuts Prairie Hawk Drive and the Burlington Northern Santa Fe Railroad right-of-way (ROW) directly to the east. The future Castle Rock Sport Center is within the Brickyard PD and abuts the southern boundary of the Brickyard mixed-use development.

The site has varied topography with most of the site at 10% slope or less. No geologic hazards were identified on the property. Vegetation on the site is sparse and consists mainly of native grasses, weeds, trees and shrubs. Colorado Parks and Wildlife Division indicates there is no concern with endangered species on the site. Development of the site is not expected to have negative impacts on wildlife in the area or the surrounding environment. No historic structures were found on the site and no known artifacts of historical significance have been found.

Zoning Regulations

The property was annexed to the Town in 1973, and zoned General Industrial (I-2) in 1974 as part of the Citadel Station industrial area. The I-2 zone district allows more intensive types of uses, such as asphalt or concrete plants, manufacturing, medical labs, towing, recycling, salvage, storage, and warehousing.

The Brickyard Planned Development Plan and Zoning Regulations (PD Plan) were approved in February 2025. The zoning allows a mix of residential, commercial, restaurant and entertainment uses. The maximum number of units and square footages allowed by the zoning are reflected in Figure 4.

Discussion

The property consists of approximately 21 acres, generally located at 401 Prairie Hawk Drive, approximately one-half mile south the Wolfensberger Road and Prairie Hawk Drive intersection. The Castle Rock Sports Center is with the Brickyard Planned Development, but is not included in the Brickyard Site Development Plan. Town projects are processed through review and approval of the Construction Documents and Building Permits.

Uses

The proposed Site Development Plan proposes 384 multi-family dwelling units for a gross density of 19 dwelling units per acre (du/ac), a 93,000 square foot (sf) hotel, with a 200 to 300-seat conference center, and approximately 263,000 sf of retail, office, restaurant and entertainment space. Included in the entertainment square footage is a bowling alley of approximately 68,000 sf. The Great Hall is a planned focal gathering building zoned for retail, restaurant and office uses, and as the building elevations show will offer covered outdoor seating. Figure 4 compares the PD Zoning regulations and the proposed Site Development Plan to demonstrate that the SDP is compliant with the zoning.

Site Development Plan

The Brickyard Site Development Plan proposes eight buildings, 1,673 parking spaces and 5.49 acres of open or common space across the 21-acre site (Attachment C and Figure 3). It should

be noted that Town facilities on Town property do not go through the site development plan process, therefore the Castle Rock Sports Center is not a part of this site development plan. The development is proposed in three phases. The Phasing Plan is shown on Sheet 7 of the SDP, and the general scope of each phase is summarized below.

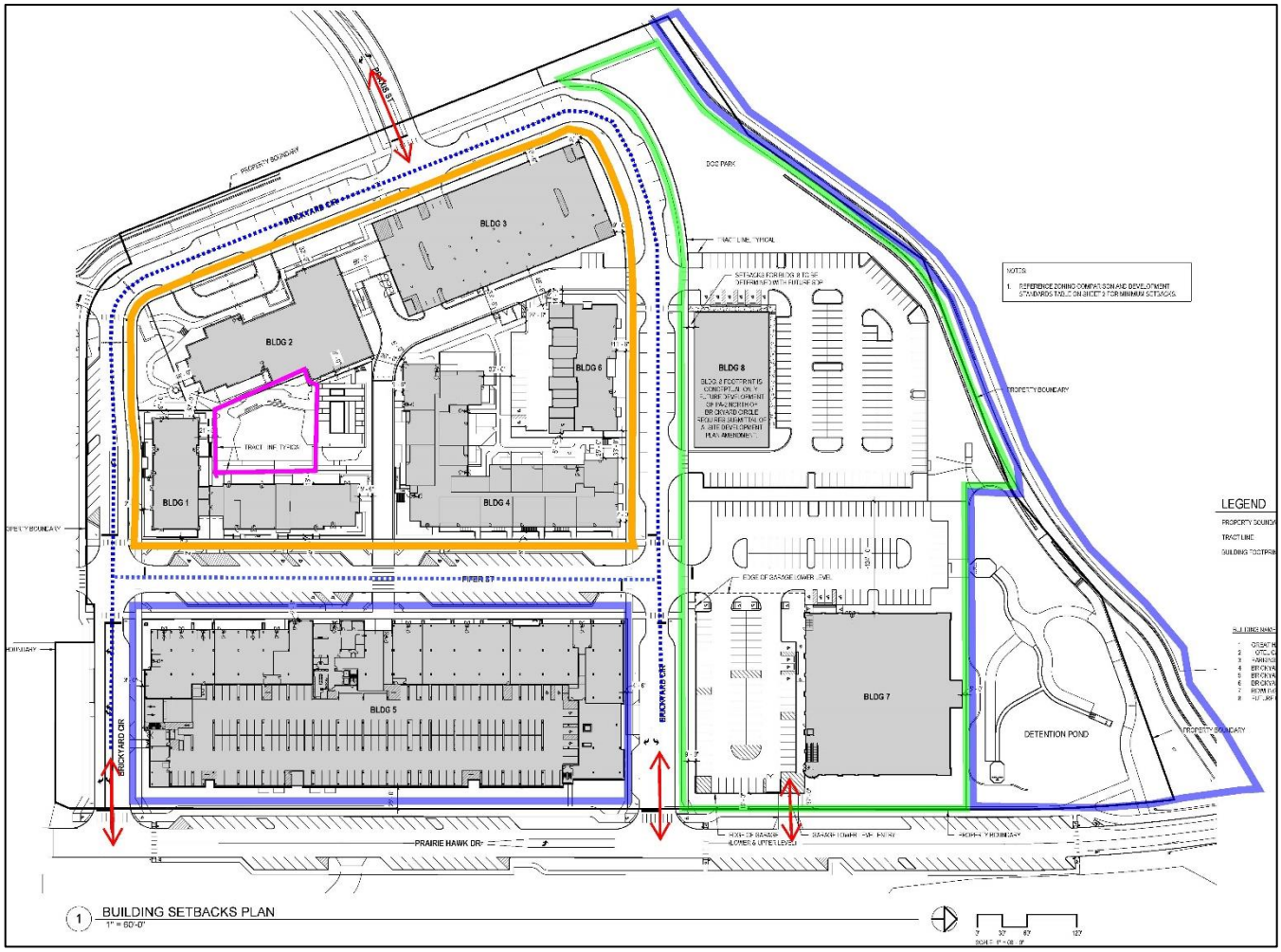

Figure 3: Site and Phasing Plan

Phase 1 A-E (Fig. 3 blue outline)

Phase 1 includes construction of the Brickyard internal roadways and utility infrastructure. Additionally, it also includes construction of the Castle Rock Sports Center and surface parking, construction of the water quality and detention pond, construction of Praxis Street and reconstruction of Prairie Hawk Drive. Channel improvements will include stabilization, extension of pedestrian and bike trails, and grade-separated crossings at the existing Prairie Hawk Drive.

Building number 5 is a mixed-use residential building that will contain 298 multi-family residential units, office, retail and restaurant space. A two-level parking garage is part of the structure and will provide 336 parking spaces, 174 of which will be reserved for residential tenants. The building is located adjacent to Prairie Hawk Drive. The two easterly access points into the development from Prairie Hawk Drive flank the building to the north and south.

Phase 2 (orange outline)

The heart of the development is planned for Phase 2, shad. Building 2 is a 123-room hotel with associated retail, restaurant, conference center, and pool. Brickyard Square (pink outline) is an open air venue, similar in size to Festival Park. Restaurants with outdoor seating and an open grassy area provides space for the public to enjoy the Square and view its performance stage. Adjacent to the hotel to the north is Building 3, a multi-level parking structure containing 243 parking spaces reserved primarily for the hotel guests.

Building 1 consists of two structures joined by an elevated enclosed pedestrian bridge. Both structures will include a variety of office, retail and restaurant uses. The southern structure is referred to as the Great Hall in the PD Plan, and the northern structure is the Sawtooth building. The Great Hall has a wrap-around covered outdoor seating area activating the adjoining Brickyard Circle South and Fifer Street, and providing visual connection to the Castle Rock Sports Center. Additional seating overlooking Brickyard Square provides connection to the venue events. The Sawtooth building provides residences that front to Fifer Street and offer a raised stoop at the entrance to the units.

Buildings 4 and 6 are residential only buildings fronting to Fifer Street and Brickyard Circle North, respectively. Parking is provided through a combination of surface spaces, attached garages and on-street parking.

Phase 3 (green outline)

Phase 3 includes the entertainment space anticipated as a 60+ lane bowling alley represented as Building 7, additional retail development shown as Building 8, surface parking and a two-level parking structure, a dog park amenity and connections to the trail following the Industrial Tributary channel.

Building 8 is a conceptual footprint for a future user, yet to be determined. A future Site Development Plan will be required at the time Building 8 is proposed. The dog park design will be included in the future Building 8 SDP.

Development Standards

The Brickyard Planned Development Plan and Zoning Regulations establish development standards such as height, maximum units, square footage and setback. Figure 4 provides a comparison between the PD Zoning and the proposed SDP standards showing that the SDP complies with the PD Zoning requirements.

Parking Plan

The Brickyard PD allows that required parking may be met through a combination of on-street and off-street parking spaces that create a pool of available parking spaces that may be used for public and resident parking.

Further the zoning regulations allow that the required number of parking spaces may be calculated by the implementation of a joint use parking plan in compliance with Section

Development Standards Comparison					
	Brickyard PD	PA-1	PA-2	PA-3	PA-4
Max. Dwelling Units	530		86	298	
Gross Density	25 du/ac		19 du/ac		
Max. Bldg. Height	65 to 90 ft	80 ft	55 ft	75 ft	55 ft
Min. Front Setback	Determined with the SDP	0 ft	0 ft	0 ft	0 ft
Min. Side Setback		0 ft	0 ft	0 ft	0 ft
Min. Rear Setback		0 ft	0 ft	0 ft	0 ft
Hotel SF	93,000 sf	93,000 sf			
Conference SF	6,000 sf	6,000 sf			
Great Hall	23,000 sf				23,000 sf
Office	49,000 sf		27,800 sf	21,000 sf	
Retail	7,100 sf		1,600 sf	5,500 sf	
Restaurant	17,000 sf		4,200 sf	12,800 sf	
Entertainment	67,900 sf			67,900 sf	
Total Non-Residential SF	263,000 sf	262,800 sf			

Figure 4: Development Standards Comparison Table

17.54.060 of the Municipal Code (Code). The Code allows that joint use of parking spaces may be used where the owner or developer can document that two or more separate uses are able to share parking spaces because their respective hours of peak operation do not overlap.

Specifically, the Code establishes the following criteria for approval of a joint use of parking plan:

A. An Analysis showing that the peak parking times of the uses occur at different times, the size of each use and the twelve- to twenty-four-hour parking demand characteristics of each use. Daily, weekly and monthly variations in parking demand must also be presented for consideration.

B. Provision that the location and number of parking spaces being shared is large enough for the total peak demands of all uses and that the spaces are conveniently located for all uses.

C. Occupancy factors for the uses to determine the rates and times of utilization of the parking spaces should be considered in the analysis.

In compliance with the Code, a parking analysis was completed and is included as Attachment D. The study assessed the maximum land use intensities and adjusted for peak hours of the various uses, the degree of internal capture, and modes of transportation. The study resulted in parking demand data (number of spaces needed) by the periods of peak demand of the uses.

The three Parking Demand tables on sheet 5 of the SDP represent the periods of peak parking demand in the 1st phase of construction of the development, the 2nd phase of development and at final build out. Each table reflects weekday and weekend parking demand by four time periods in a 24-hour cycle as follows.

- Morning period = 6 am to 12 pm
- Afternoon period = 12 pm to 5 pm
- Evening period = 5 pm to 9 pm
- Overnight period = 9 pm to 6 am

The Parking Summary by Phase Table on sheet 4, and represented in Figure 5, identifies the parking demand by phase and number of parking spaces that will be constructed by phase and cumulatively. The conclusion is that at each phase of development the number of spaces constructed will exceed the number of spaces needed, as identified in the parking study. At buildout the parking demand will require 1,520 parking spaces, and 1,673 parking spaces will be available.

Parking Summary by Phase					
Location	Phase 1	Phase 2	Phase 3	Reserved	Type
CR Sports Center	468			0	Surface
Prairie Hawk Drive	92			0	On-Street
Internal Streets	95			0	On-Street
Building 5	336			174	Prkg Structure
Building 3		243		243	Prkg Structure
Building 6		12		12	Garages
Parking Lot A		15		15	Surface
Building 7			165	0	Prkg Structure
Parking Lot B			89	0	Surface
Parking Lot C			158	0	Surface
Parking Provided by Phase	991	270	412	444	
Demand by Phase	941	286	293		
Cumulative Provided by Phase		1,261	1,673		
Cumulative Demand by Phase		1,227	1,520		

Figure 5: Parking Summary by Phase Table

Architectural Standards and Conceptual Renderings

The Brickyard PD vision seeks to recognize the rugged, craftsman character of the site's past, while incorporating contemporary textures, materials and architectural elements. The zoning regulations establish Design Standards to achieve the objective of this vision.

Buildings and structures will incorporate materials such as brick, stone, pre-cast concrete, architectural metals to project the character of the development and highlight the unique features of each building. Buildings will be oriented and scaled to enhance the pedestrian space and public gathering areas. The use of different building forms and massing, height, roofline, material, color and other architectural elements will differentiate buildings and their uses from each other.

Residential/Non-Residential Interface Regulations (Interface)

The Brickyard PD was designed to mix residential and non-residential uses both horizontally and vertically, within the PD. The only portion of the mixed-use development that may be subject to the Interface regulations on the north boundary of the PD where it abuts the Citadel

Station industrial uses. If the Building 8 pad develops as residential, then that future SDP will be required to the meet the Interface regulations.

Skyline and Ridgeline Protections

The Skyline Ridgeline Protection Area does impact the Brickyard PD along the western boundary of the development. A portion of the site falls within the Moderate Skyline area that restricts the maximum building height to 25' and a larger portion within the Minor Skyline area that restricts the maximum building height to 35'. The hotel and adjacent parking garage have been setback and oriented as to avoid encroaching into the minor skyline area.

Open Space and Public Land Dedication

The Municipal Code requires that a Planned Development provide a minimum of 20% of the gross acreage as open space, or the Town may accept cash-in-lieu of the open space dedication. The Brickyard PD required 6.3 acres of land to be dedicated as open space. The SDP provides 5.49 acres of open space and common area. The Town has accepted cash-in-lieu or in-kind contributions for the remaining acreage.

The Code also requires dedication of Public Land (PLD) to be used for public recreational facilities, service facilities, etc. The Brickyard PD required a dedication of 12.4 acres for PLD, or cash-in-lieu of the same. A dedication and conveyance of 10.47 acres has been accepted by the Town to be used as the site for the Castle Rock Sports Center. The Town has accepted cash-in-lieu or in-kind contributions for the remaining acreage.

Trails and Public Amenities

The SDP includes a key east/west trail connection along the Industrial Tributary that will connect to the existing trail through Miller's Landing to the Philip S. Miller park and facilities. A grade separated crossing via a pedestrian culvert will be provided where the trail intersects the existing Prairie Hawk Drive. A future extension of the Industrial Tributary trail will eventually connect to the existing Plum Creek Trail east of I-25, enhancing the Town-wide pedestrian and recreational connectivity between Downtown Castle Rock and Philip S. Miller Park.

Brickyard Square (Square), referenced in the Brickyard PD Plan as the Great Lawn, is a centrally located public courtyard between the hotel, the Great Hall and the Sawtooth buildings. Planned restaurants and outdoor seating will be available on the perimeter of the Square. Programming may include movie nights, performances under the shade structure, music events and other functions intended to activate the venue.

Fire

The Brickyard development will be served by Town of Castle Rock Fire, which has capacity to serve the proposed development. Fire has reviewed the proposed fire flows and building sprinkler systems, as well as access for emergency equipment and is satisfied with the site plan as designed.

Traffic Impact Analysis and Mitigation

Staff has reviewed and accepted the Traffic Impact Analysis (TIA) prepared by Harris Kocher Smith traffic consultant, dated August 12, 2025 (Attachment E). As shown on the Site Development Plan, vehicular access will be provided via an internal roadway network that connects to the external transportation system at the following locations:

- Praxis Street is the west access roadway. This two-lane roadway will extend from the west property boundary through the proposed Miller's Landing development, then south intersecting Plum Creek Parkway.

- Brickyard Circle North is the northeast access roadway. This roadway will connect with the existing Prairie Hawk Drive with a full movement intersection, approximately 620 feet south of the northeast property boundary of the Brickyard PD.

- Brickyard Circle South is the southeast access roadway. This roadway will connect with the existing Prairie Hawk Drive with a full movement intersection, approximately 650 feet south of Brickyard Circle North described above.

- A full movement access driveway from Prairie Hawk Drive to the parking garage adjacent to the proposed bowling alley will be located north of Brickyard Circle North.

Additionally, there are off-site roadway improvements, beyond the scope of this SDP, that the developer is required to make to mitigate the impact of the traffic projected to be generated by the proposed Brickyard development by the anticipated build-out date of 2027. Some of those improvements are briefly described below.

- The existing alignment of Prairie Hawk Drive adjacent to the east frontage of the Brickyard development, shall be modified to a two-lane collector roadway, with on-street bicycle lanes and on-street angled parking adjacent to the project site.

- The westbound turn lane from Wolfensberger Road to Prairie Hawk Drive will be lengthened to accommodate increased traffic queuing to turn southbound onto Prairie Hawk Drive.

- The Prairie Hawk Drive/Topeka Way intersection shall be reconfigured to add left turn lanes.

- The Plum Creek Parkway/Praxis Street intersection will be improved to include a traffic control signal and turn lanes

Based on the projected traffic volumes associated with the Brickyard development through anticipated build-out, the intersections summarized above, or studied in the TIA, will remain at acceptable levels of service.

Water Conservation

Staff has reviewed and approved the landscape plan detailed in the Site Development Plan. The implementation of ColoradoScape methods is required. No irrigated turf is permitted on

commercial sites. Plant selection meets the Town Landscape regulations for low water use species.

Utilities

Staff has reviewed and accepted the Drainage Report and Utility Report which detail the necessary infrastructure capacities for the delivery, transmission and treatment of water, wastewater, storm sewer and detention for the site. The developer is responsible for the design, construction and connection to all utility infrastructure necessary to serve the demands of the development. Highlights of the improvements are summarized as follows.

- Water Resources - This property is located within the Implied Consent area per Ordinance 97-17 and pursuant to the implied consent provision of Municipal Code, Section 13.16.010. The owner has conveyed all groundwater rights to the Town and therefore is shall be deemed to have satisfied the requirements under Town ordinances and regulations for the provision of water rights as a condition to development approvals, irrespective of the actual water demand.

- Water Delivery Systems – The site will be served by the Town's blue pressure zone. The developer must design, construct and upsize, if necessary, the water delivery infrastructure to serve the water demand of the development. No additional water supply facilities are necessary to serve the development.

- Wastewater Collection System – Onsite improvements will consist of 8-inch PVC and 12-inch PVC sanitary lines within the proposed public right-of-way and connecting to the existing Prairie Hawk Drive sewer main, and various wastewater service connections to the planned commercial, residential, and recreation center areas. The development is also responsible for the upsizing of the existing 12-inch sanitary main in Prairie Hawk Drive up to 24-inches from the south end of the site to Wolfensberger Road. The developer is also required to contribute to the downstream Malibu Sewer Upsize project.
  There are no proposed wastewater facilities such as lift stations, force mains, or pretreatment facilities proposed for this development. It is anticipated that there will be future grease and sand/oil interceptors for restaurant/commercial use and in the parking garages, but exact locations will be determined during the Construction Document phases of the project for each plan area as the design develops for each individual basin.

- Stormwater Management – Onsite improvements will direct surface flows to roadways and storm sewers that will convey flow toward to northeast where the onsite detention pond is located. The detention pond outlets to the Industrial Tributary Channel. The roadways are designed and graded to strategically convey flow in large storm events. Runoff from the site will be captured in roadways and routed to proposed inlets, conveyed in proposed pipes, detained in the proposed full spectrum extended detention basin (Pond), and released at or below historic rates.

  The property owner is the party responsible for operation and maintenance of the full spectrum [water quality] detention pond facility. Routine maintenance procedures include removal of debris and sediment, trash rack clearing, mowing, and noxious weed control.

Non-routine restorative maintenance activities include repairs and replacement of structures, and other improvements necessary to maintain functionality of the system.

The proposed onsite dog park will also be maintained by the property owner for contamination mitigation to minimize any contaminated runoff into the adjacent Industrial Tributary.

- Floodplain Modification Study – A floodplain modification study has been reviewed and accepted by the Town's Stormwater Manager. The study assessed the impacts to the Industrial Tributary floodplain of the proposed Prairie Hawk Drive culvert crossing, Tributary trail and trail culvert. The developer will be required to complete the 10'x12' concrete box culvert crossing of Prairie Hawk Drive, consistent with the Town's Industrial Watershed Master Plan. The project will result in a significant improvement to the area storm drainage system and will not cause an adverse impact to adjacent or downstream properties.

Notification and Outreach

Public Notice

Public hearing notice sign(s) were posted on the property and written notice letters were sent to property owners and Homeowner Associations (HOA) within 500 feet of the property, at least 15 days prior to the public hearings.

Town staff published notice of the Planning Commission public hearing on the Town's website and provided information about the proposal on the Town's *Development Activity* interactive map.

Neighborhood Meetings

The applicant held three formal neighborhood meetings for the purposes of presenting the proposed Site Development Plan to, and obtaining feedback from, the surrounding neighbors. All neighborhood meetings were held in a hybrid format. See Attachment F.

The first neighborhood meeting was held June 12, 2024 and was attended by eight people in addition to the developer's team and Town staff. The second meeting was held on November 20, 2024 and was attended by five people. The third and final meeting was held on September 17, 2025 and was attended by four people.

At each meeting a member of Confluence team presented the proposed site plan and revisions made to the plan since the previous meeting. Onsite and off-site improvements were discussed and programming of the outdoor venue adjacent to the hotel was described. The developer displayed renderings of the buildings and gathering space design.

Attendees asked about the proposed density, programming of the public gathering spaces, improvements to the existing Prairie Hawk Drive, the size of the hotel, the trail extension, improvements to the Industrial Tributary, building height, parking, and the development schedule. Attendees also asked questions about the Castle Rock Sports Center, the amenities

planned for the Sports Center and the construction schedule and offered suggestions for art, programming and tenant space.

Concerns were expressed about the proximity of the Sports Center to the MAC, sufficiency of parking based on a perception that parking in the Downtown is a problem, noise impacts of the railroad traffic, and height of the buildings interfering with views.

External Referrals

Requests for external referral requests were sent to local service providers and Douglas County agencies, as well as to the Colorado Department of Transportation (CDOT), Colorado Department of Natural Resources, and Burlington Northern/Santa Fe Railroad. The applicant has worked closely with the Burlington Northern/Santa Fe Railroad, Xcel Energy, CORE Electric and the Colorado Department of Transportation to address their comments. Douglas County Planning and Engineering did not have comments to provide. Street names and addressing has been coordinated through Douglas County Addressing. There are no outstanding comments remaining.

Analysis

The following staff analysis considers the representations made in the Site Development Plan application, technical reports and other documents submitted to the Town to date.

SDP Review and Approval Criteria and Analysis 17.38.040

A. **Community Vision/Land Use Entitlements.**
   1. Generally, conforms to the Town's guiding documents that include, but are not limited to the Town Vision, Comprehensive Master Plans, Sub Area Plans, Design Guidelines, Corridor Plans and any other guiding document so long as the application of such document does not restrict the project's entitled use(s) and density.
   2. Complies with existing Intergovernmental Agreements applicable to the development proposed.
   3. Complies with any applicable Zoning Overlay regulations, such as the Skyline/Ridgeline Regulations.
   4. Complies with the approved Planned Development Plan and Zoning Regulations.
   5. Conforms to the Town's architectural goals by proposing architectural details that incorporate the use of high quality materials in a unique and varied design, while eliminating monolithic expanses of walls and rooflines by using varying planes and architectural projections to ensure a complete 360-degree architectural design.
   6. Complies with all other relevant requirements of the Castle Rock Municipal Code (CRMC).

Analysis: The proposed Site Development Plan meets this criterion. It conforms to the Town's Vision and Comprehensive Master Plan that envision this property as a mixed-use development with multifamily units and retail, office, restaurant, entertainment and public recreational and open space opportunities. The improvements to existing Prairie Hawk Drive, and the new roadway connecting Prairie Hawk Drive to Plum Creek Parkway complies with the Town's planned roadway network. The trail improvements within the Industrial Tributary

will serve to advance the Town's trail system and further the goal to connect the MAC with the Downtown.

The site plan complies with the Skyline/Ridgeline requirements as previously discussed. A comparison of the Brickyard PD development standards and the proposed standards of the SDP has been provided to demonstrate compliance with the PD Plan and Zoning regulations, including the Brickyard Design Standards for design, materials, etc.

B. **Site Layout.**
   1. Conforms to Chapter 17.50 Residential/Non-Residential Interface (Interface) of the CRMC.
   2. Site design shall be designed to maintain pedestrian and vehicle safety, provide for adequate fire safety, and mitigate impacts upon adjacent properties by ensuring all vehicle, fire and mitigation regulations contained within the CRMC, including technical criteria, have been met.
   3. Provides adequate parking, on-site circulation and loading in accordance with Town regulations.
   4. Provides appropriate screening and/or enclosure of outdoor storage of merchandise/materials, loading areas, trash receptacles, mechanical units, site utility equipment and building mounted utility hardware.
   5. Provides adequate site design to protect major environmental characteristics that would include unique topographic features and significant vegetation where possible.

Analysis: The proposed Site Development Plan meets this criterion. This mixed-use development plan intentionally mixes residential and commercial uses, and provides pedestrian sidewalk connections throughout. Brickyard Circle and Fifer Street provide efficient movement of traffic within the project with connections to roadways outside of the development. Adequate parking is being provided through the application of the Joint Use of Parking regulations. Property screening of mechanical units and trash enclosures has been provided. Views of the Rock have been preserved from numerous buildings and locations within the development. Interface requirements have been met where applicable. The floodplain has been evaluated and proper channel improvements will be made.

C. **Circulation and Connectivity.**
   1. Complies with all CRMC and technical criteria associated with circulation and connectivity.
   2. Complies with all Fire regulations associated with land development.
   3. Provides for pedestrian and bicycle traffic in a safe and convenient manner.
   4. Provides for a high level of pedestrian connectivity between neighborhoods, schools, trails/open space and commercial areas.

Analysis: The proposed Site Development Plan meets this criterion. Public Works has analyzed the traffic generation, intersection spacing, street capacities and other transportation elements studied in the TIA. Onsite and off-site roadway improvements summarized earlier will provide a properly functioning circulation system. The site plan depicts key pedestrian street crossings that are supported by Public Works.

Castle Rock Fire has assessed the adequacy of the three access points and internal circulation patterns relative emergency response and equipment access. Fire has also assessed required fire flows and building sprinkler systems and are satisfied with the SDP from a health and safety perspective.

The Parks Department has assessed the necessary trail improvement in the Industrial Tributary, as well as the grade-separated trail crossing at Prairie Hawk Drive and are satisfied with the SDP design.

D. **Services Phasing and Off-site Impact.**
   1. Complies with any phasing requirements associated with the approved zoning for the property. Provides phased improvements in a logical and efficient manner.
   2. Adequate water resources have been conveyed or purchased. Existing or proposed water and wastewater systems can support the proposed development pattern, uses and density.
   3. Existing or proposed stormwater systems can support the development and comply with applicable regulations.
   4. Provides adequate consideration for the future extension of streets and utilities to adjacent properties.
   5. Identifies and appropriately provides on-site and off-site public improvements to mitigate traffic impacts as required by the CRMC and technical criteria.

Analysis: The proposed Site Development Plan meets this criterion. As detailed earlier in this report, Castle Rock Water has evaluated the proposed utility and drainage infrastructures necessary to provide water, stormwater and wastewater service for the development and are satisfied that the proposal addresses the onsite and offsite infrastructure locations. This property is within the Town's Implied Consent area and the owner has conveyed all groundwater rights beneath the property to the Town. The Phasing plan proposes a logical and efficient development pattern. The construction of Praxis Street provides a critical roadway connection.

E. **Open Space, Public Lands and Recreation Amenities.**
   1. Provides adequate trail systems in terms of internal circulation and appropriate external connections deemed necessary by the Town to achieve connectivity goals.
   2. Ensures functional and accessible open space, consistent with the overall open space plan for development and preserves significant natural features.
   3. Ensures appropriate buffering, utilizing open space and/or setbacks to lessen any
   4. Identified negative impacts.

Analysis: The proposed Site Development Plan meets this criterion. As described in the body of this report the required open space and PLD dedications have been addressed, trail extensions have been identified, drainage channel improvements are identified and internal and external connections are provided.

Budget Impact

The site has remained dormant for several years. Approval of Site Development Plan is the next step in the redevelopment of the property that will include commercial uses to contribute to

the Town's tax base. Fees associated with development review, DA obligations, and other impact fees will be collected by the Town.

Findings

All staff review and external referral comments have been addressed. Planning Commission found the proposed Brickyard Site Development Plan:

- Generally, conforms with the objectives of the Town Vision and the Comprehensive Master Plan,
- Meets the requirements of the Brickyard Planned Development Plan and Zoning Regulations, and
- Meets the review and approval criteria of the Municipal Code, Chapter 17.38 Site Development Plan.

Recommendation

The Planning Commission voted 7 - 0 to recommend approval to Town Council of the Brickyard Site Development Plan, as proposed.

Proposed Motion

Option 1: Approval

"I move to approve the Resolution, as introduced by title."

Option 2: Approval with Conditions

"I move to approve the Resolution, with the following conditions:" [list conditions]

Option 3: Continue item to next hearing (need more information to make decision)

"I move to continue this item to the Town Council meeting on [date], at [time]."

Attachments

Attachment A: Vicinity Map
Attachment B: Resolution
Attachment C: Site Development Plan
Attachment D: Parking Analysis
Attachment E: Traffic Impact Report
Attachment F: Neighborhood Meeting Summaries