

AGENDA MEMORANDUM

To: Planning Commission

From: Sandy Vossler, Senior Planner, Development Services Department

Title: **The Brickyard Planned Development Plan and Zoning Regulations**
[31.2 acres, located at 401 Prairie Hawk Drive]

Executive Summary

Confluence Companies has submitted a land use application for Planned Development (PD) zoning for The Brickyard. The site is approximately 31 acres and is located at 401 Prairie Hawk Drive, north of Plum Creek Parkway and south of Topeka Way (Attachment A). The



Figure 1: Vicinity Map

property is currently zoned General Industrial (I-2) and is the location of the former Acme Brick facility. The Planned Development Plan and Zoning Regulations propose a mixed-use development with a maximum of 583 multi-family dwelling units consisting of townhomes and apartments, 92,000 square feet (sf) of non-residential uses such as office, retail, restaurant, and a 99,000 sf, 125 room hotel with a conference center and an outdoor performance venue (Attachment B). A 145,000 sf Town recreation facility is planned on 10.36 acres of public land. Associated roadway improvements include a connection from Prairie Hawk Drive to Plum

Creek Parkway, plus widening and surface improvements to Prairie Hawk Drive to Wolfensberger Road.

Background

Denver Brick Company, began operating in 1889 near the juncture of Interstate 25 and Interstate 70. In 1982, Denver Brick moved its operations to Castle Rock to, what was at the time, a new industrial development area known as Citadel Station. The new facility was touted to be “the most modern in the nation using computer technology to insure the highest energy efficiency, cleanliness of operations, low production costs and maximum productivity” (Douglas County News-Press, March 12, 1982). The brick manufacturer, later known as Acme Brick, distributed brick products locally and nationally, producing upwards of 25 million bricks per year, according to a CBS Channel 4 local news story released in February, 2018.

Existing Conditions and Surrounding Uses

The former brick manufacturing site is currently zoned General Industrial (I-2). Acme Brick ceased operations on the site a number of years ago. In 2020, Confluence Companies purchased the property and began planning a mixed-use development on the site. Demolition of structures began in 2022 and is expected to continue through the end of this year.

The property abuts the Industrial Tributary drainage channel to the north, beyond which is Citadel Station, which is zoned I-2, see Figure 2. Miller’s Landing Interchange Overlay Planned Development is located to the west, and Castle Meadows Interchange Overlay Planned Development is located to the south. Both are zoned for mixed used development; Miller’s Landing IO PD excludes residential development. The Brickyard abuts Prairie Hawk Drive and the Burlington Northern Santa Fe Railroad and right-of-way directly to the east, and the Sport Center PL-1 (PLD) is adjacent to five privately owned properties that are also zoned I-2. The Brickyard PD incorporates height standards similar to the Miller’s Landing and Castle Meadows IO PDs to the south and west.

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 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 I-2 in 1974. General Industrial zoning allow more intensive types of uses such as asphalt or concrete plants, automobile sales and service, medical labs, towing, recycling and salvage, storage, and warehouses.

The Brickyard Planned Development Plan and Zoning Regulations (PD Plan) proposes a mix of uses adjacent to the planned Town of Castle Rock Sports Center. The remainder of this

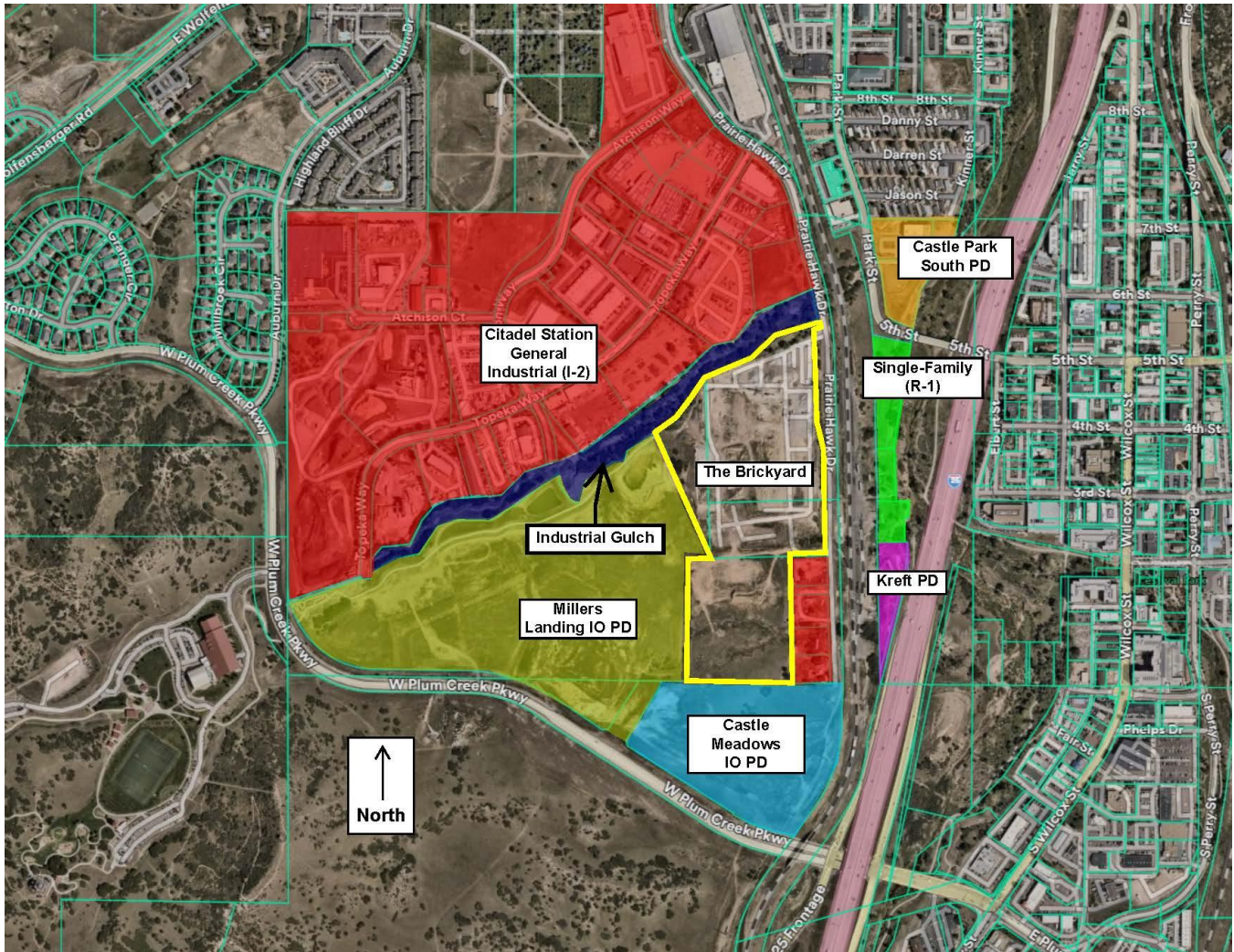


Figure 2: Surrounding Zoning

report describes the PD Plan, development standards, uses, phasing, review and approval criteria, as well as feedback from the surrounding neighbors (Attachment C).

Discussion

The property consists of 31.2 acres, located at 401 Prairie Hawk Drive, approximately one-half mile south the Wolfensberger Road and Prairie Hawk Drive intersection. The property is currently zoned General Industrial within the Citadel Station development. Demolition of the former brick manufacturing facility on the site began in 2022 and is expected to be completed by the end of 2024.

Uses

The proposed Brickyard PD is a mixed-use development plan that allows up to 43 townhome units and 540 multifamily units, as well as office, commercial, retail, hotel, conference center, and restaurant uses. Uses may be mixed vertically within a building, or horizontally on a street. The overall maximum number of units and non-residential square footage is shown by Use and Planning Area (PA) in Table 1.

| The Brickyard PD - Residential Units and Non-Residential Square Footage | | | | | |
|---|--------------------|-----------------|---------------------------------------|-----------------|-----------------|
| | Public Land (PL-1) | Planning Area 1 | Planning Area 2 | Planning Area 3 | Planning Area 4 |
| Multifamily (MF) | | | 583 Total Units (540 MF and 43 TH) | | |
| Hotel/Conference* | | 99,000 sf | | | |
| Office | | | | 49,000 sf | |
| Retail | | | | 7,000 sf | |
| Great Hall** | | | | | 20,000 sf |
| Restaurant | | | | 16,000 sf | |
| Sports Center | 145,000 sf | | | | |
| *Conference space to accommodate 250-300 seats | | | | | |
| **Up to 2,000 sf retail, 8,000 sf restaurant, 10,000 sf general office | | | | | |

Table 1: Residential Units and Non-Residential Square Footage by Planning Area

Approximately 10.4 acres located in the southern portion of the Brickyard PD will be dedicated to the Town of Castle Rock and zoned as Public Land-1 (PL-1). This will be the site of the Sports Center being planned by the Town, see area highlighted in blue in Figure 3.

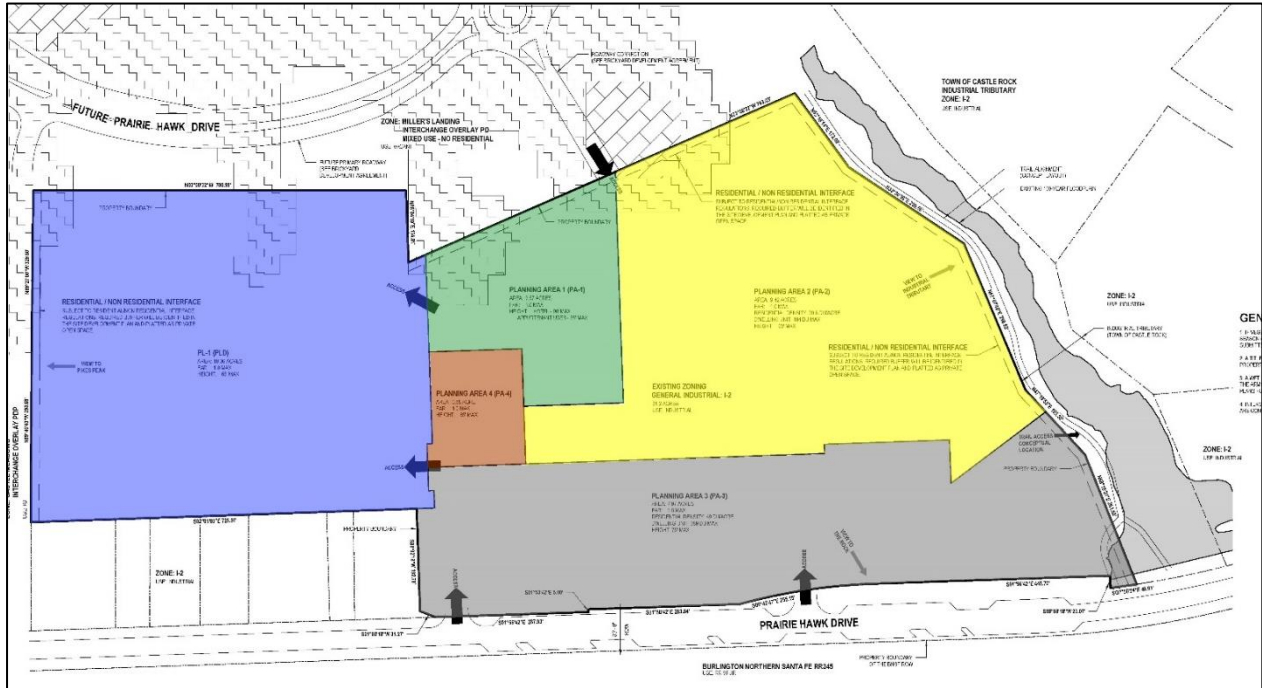


Figure 3: The Brickyard Plan Development Plan by Planning Areas

Planning Area 1 (PA-1), northwest of the Sports Center, will be the location of a hotel, providing up to 125 guest rooms, and associated conference space with 250 to 300 seat capacity, retail and restaurant space (highlighted in green). The Great Lawn, an outdoor gathering and performance space, will be part of the hotel complex.

The largest planning area, Planning Area 2 (PA-2) (highlighted in yellow), will be a mix of 194 multifamily residential units, office, retail and restaurant uses. Located adjacent to the Industrial Tributary channel, PA-2 will take advantage its proximity to pedestrian and bike trails and existing natural vegetation along the channel. A parking garage is planned that will provide spaces for the hotel guests.

Planning Area 3 (PA-3) (gray) is located adjacent to Prairie Hawk Drive and includes the two easterly access points in to the development. Permitted uses will include a mix of up to 389 multifamily units, along with additional office, retail and restaurant space. A parking structure will provide spaces for the residential and commercial uses.

The Great Hall, PA-4 (brown), will complement the hotel, outdoor performance area and the Sports Center, with up to 20,000 sf of space for office, retail and restaurant uses.

Development Standards

Development Standards include the maximum dwelling units, square footage, density, height, and minimum setbacks. The development standards for the Brickyard PD vary by Planning Area. The Table 2 provides a comparison of the current I-2 standards and the proposed standards.

| Development Standards Comparison | | | | | | |
|--------------------------------------|--------------------------|--------------------|--------------|-------|-------|-------|
| | General Industrial (I-2) | Public Land (PL-1) | PA-1 | PA-2 | PA-3 | PA-4 |
| Max. Dwelling Units | | | | 194 | 389 | |
| Gross Density | | | 19 DU/Ac | | | |
| Max. Floor Area Ratio | | 1.0 | 1.0 | 1.0 | 1.5 | 1.0 |
| Max. Bldg. Height | 50 ft | 65 ft | Hotel: 90 ft | 65 ft | 75 ft | 65 ft |
| Min. Front Setback | 15 ft | 15 ft | 15 ft | 15 ft | 15 ft | 15 ft |
| Min. Front, Abutting Arterial Street | | 25 ft | | | | |
| Min. Side Setback/Property Line | 0 ft | 15 ft | 5 ft | 5 ft | 5 ft | 5 ft |
| Min. Side Setback/Sidewalk | | | 3 ft | 3 ft | 3 ft | 3 ft |
| Min. Rear Setback | 0 ft | 15 ft | 5 ft | 5 ft | 5 ft | 5 ft |

Table 2: The Brickyard Plan Development Standards Comparison Table

Although the Brickyard zoning is traditional Planned Development, the density and height standards proposed are similar to the those of the adjacent Miller’s Landing IO PD and the Castle Meadows IO PD. Unlike the IO PDs, the Brickyard must meet the Code requirement for the Skyline-Ridgeline Protection regulations.

The Brickyard PD is an intentional mixed-use development that will host sporting events and provide conference space with adjacent hotel accommodations, while offering its residents and guests walkable restaurant, retail, recreation and office options.

The development design includes multi-modal street and trail connections within, and beyond the PD. The compact, mixed-use plan and planned pedestrian gathering spaces and connections will result in a significant internal capture scenario, relative to the overall parking demand.

The parking provided within the Brickyard PD will be determined with the site plan, and will meet the Municipal Code requirements, specifically Section 17.54.060 - Joint Use of Parking Spaces. Joint use of parking spaces is allowed:

where an owner or developer can document that two (2) or more separate uses are able to share parking spaces because their respective hours of peak operation do not overlap. Only when it can be clearly shown that the uses have substantially different operating hours shall the joint use parking arrangement be approved.

The Municipal Code further establishes the criteria necessary for evaluation of joint use of required parking. The Brickyard PD Zoning Regulations have incorporated the Code requirements verbatim. As stated in the Code and established in the Zoning Regulations, the following criteria shall be used to evaluate whether joint use of parking spaces may be approved:

- 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 in order to determine the rates and times of utilization of the parking spaces should be considered in the analysis.

A PD Plan and Zoning Regulations establishes the range of uses allowed, the maximum number of dwelling units and the maximum amount of non-residential square footage allowed. It is with the Site Development Plan that the actual uses, unit count and square footage is refined. As is the case with all PDs within the Town, the zoning regulations establish how the parking will be calculated, however it's the SDP that identifies the amount of parking required and the amount of parking provided.

Residential/Non-Residential Interface Regulations

A portion of the Brickyard peripheral boundaries to the south, west and north are subject to the Residential/Non-Residential Interface Regulations (Interface Regulations) of the Municipal Code, see Figure 3, shaded orange. The intent of the Interface Regulations is to mitigate the impacts between residential and non-residential activities and land uses. A residential property is defined as a property within a Zoning District that allows residential uses.

The property south of the future Sports Center, PL-1 (PLD), is zoned as Castle Meadows Interchange Overlay (IO) PD, a mixed-use zoning, where residential uses are allowed, therefore a buffer will be required and shown on the Brickyard SDP. The property north of the site, adjacent to the Industrial Tributary is zoned General Industrial, which does not allow residential use. However, the Brickyard Planning Areas 2 and 3 abutting this boundary do allow townhomes and multifamily uses, therefore a buffer is required. The property west of the Planning Areas 2 is zoned as Miller's Landing IO PD, where residential uses are not allowed, however, residential uses are permitted within PA-2, requiring a buffer at the time of SDP. Lastly, the properties located east of the Sports Center site are zoned General Industrial; no buffer is necessary because residential uses are not permitted under either zoning.

Skylines and Ridgeline Protections

The Skyline Ridgeline Protection Area does impact the Brickyard PD. The Moderate Skyline area restricts the maximum building height to 25', see blue line in Figure 4. The Minor Skyline area restricts the maximum building height to 35' (green line). The restrictions of the Skyline Ridgeline Protection Regulations will be applied at the time of the SDP.

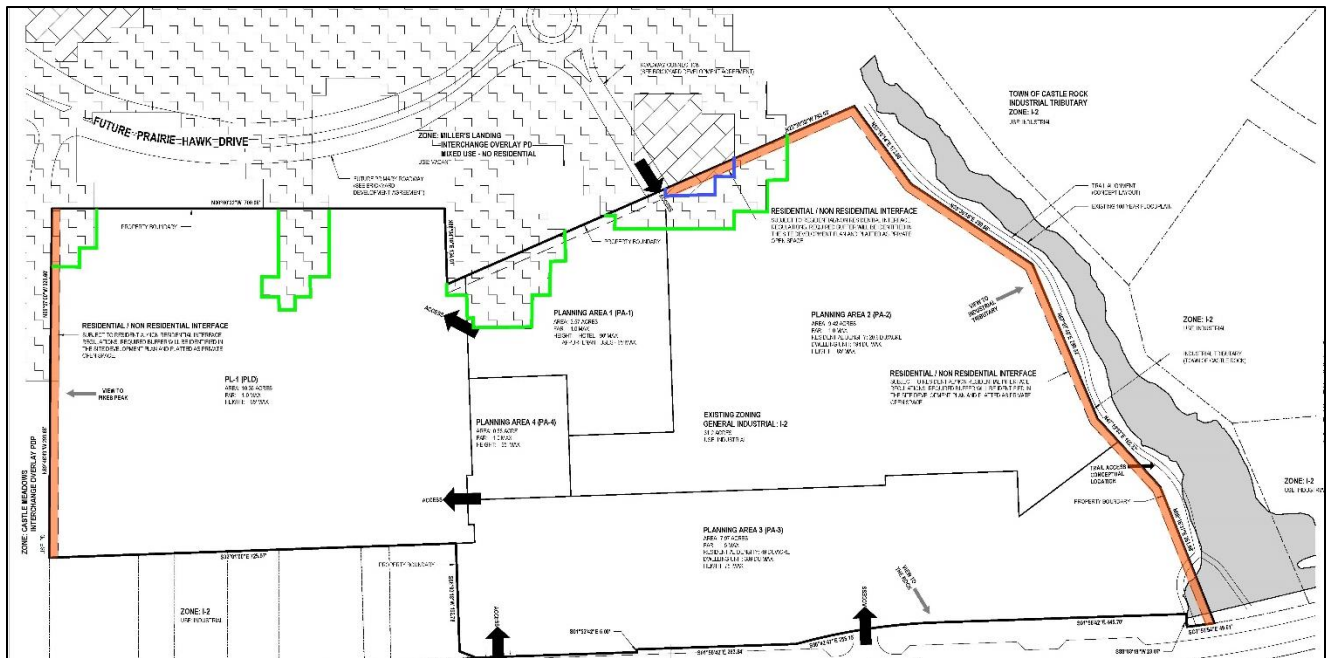


Figure 4: Residential/Non-Residential Interface and Skyline Ridgeline Protection Area

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 open space may be public or private, and may be zoned to allow active uses such as parks, trail and playgrounds or passive uses such as buffers and wildlife habitat.

The Brickyard PD open space requirement is 6.24 acres, which may be met with a land dedication or cash-in-lieu payment, at the discretion of the Town at the time of the Site Development Plan.

The Code also requires dedication of Public Land (PLD) to be used for public recreational facilities, service facilities, etc. Based on the proposed densities of the PD 12.4 acres of PLD is required. The PD Plan sets aside 10.36 acres for PLD. The Parks Department is accepting the cost of the design and construction of utilities, infrastructure, on-site detention and water quality to serve the Sports Center site, in-lieu of a land dedication of the remaining 2.04 acres of PLD.

In addition, the developer will be providing a key East/West trail connection along the Industrial Tributary, which will tie into the existing trail adjacent to the Miller’s Landing property. A grade separated crossing will also be constructed at the east end of the trail, where it 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.

Architectural Standards and Conceptual Renderings

The Brickyard PD vision seeks to recognize the rugged, craftsman character of the site’s past, while layering in contemporary textures, materials and architectural elements. The zoning regulations establish Architectural Standards designed 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.



Figure 5: The Great Hall Conceptual Rendering



Figure 6: Mixed Use Commercial Building Conceptual Rendering

The zoning regulations also include conceptual architectural renderings to illustrate the intent of the written standards, as shown in Figures 5 and 6. The architectural standards will be applied at the time of the SDP.

Signage

The developer is drafting a master sign plan for the Brickyard PD. The sign plan will identify sign type, design requirements, materials, and the location of freestanding signs. Once the sign plan has been reviewed by staff and all revisions addressed, the master sign plan will be incorporated in the Brickyard Zoning Regulations via a major amendment to the PD Plan and Zoning Regulations. That process requires public hearings before the Planning Commission and Town Council.

Phasing Plan

The PD Plan set includes a comprehensive Phasing Plan, as required by the Municipal Code. The Phasing Plan presents a logical development sequence for sub-areas of the PD designed to provide for cost-effective roadway, utility and other infrastructure and service extensions.

Traffic Impact Analysis and Mitigation

Staff has reviewed and accepted the Traffic Impact Study prepared by Harris Kocher Smith Traffic Consultant (Attachment D). Vehicular access for the proposed Brickyard development will be provided via an internal roadway network that connects to the external transportation system at the following locations:

- West Access Roadway: A two-lane roadway will extend from the west property boundary and intersect with a new north-south roadway (previously referred to as a realigned Prairie Hawk Drive) in the Miller's Landing IO PD, via a proposed two-lane roundabout. Prior to the construction of the roundabout, this two-lane roadway will extend west from the property boundary, then south to intersect with Plum Creek Parkway.
- Northeast Access Roadway: A full movement access road will intersect with the existing Prairie Hawk Drive, approximately 620 feet south of the northeast property boundary of the Brickyard PD.
- Southeast Access Roadway: A full movement access road will intersect with the existing Prairie Hawk Drive approximately 650 feet south of the proposed Northeast Access Roadway described above.

The following is a summary of the recommendations to be the responsibility of the developer in order to mitigate the impact of the traffic projected to be generated by the proposed Brickyard development by the anticipated build-out date of 2027:

- Prairie Hawk Drive - Existing Alignment: 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.

- Prairie Hawk Drive will be reconstructed to current Town standards from the northern boundary of the Brickyard PD north to Wolfensberger Road. In addition to bicycle lanes, the reconstructed section will have new curb and gutter, sidewalks, street lighting etc. installed along both sides of the roadway.

Utilities

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 will need to Quit Claim all water rights to the Town. The Brickyard Development Agreement (DA) states the water shall be conveyed concurrently with recordation of the DA.

The developer is required to design and construct the water, wastewater, storm sewer and drainage systems required to serve the development. Castle Rock Water has reviewed and accepted the Drainage Report and Utility Report which established the necessary infrastructure capacities for the delivery, transmission and treatment of water, wastewater, storm sewer and detention for the site.

Development Agreement

The Municipal Code requires that the time of rezoning, an applicant enter into a development agreement (DA) with the Town to address the specific infrastructure improvements, development phasing, open space conveyances, water rights conveyances, Town service obligations and other relevant items.

A Development Agreement is a contract between an owner/developer and the Town. The DA is considered and approved by Town Council. Some of the key conditions of the Brickyard DA are itemized below.

- All groundwater rights underlying the property and owned by the developer shall be conveyed to the Town upon approval and recordation of the DA.
- The owner is responsible for reimbursing the Town for a proportionate share of the improvements made on Industrial Tributary adjacent to the Property.
- The owner is responsible for offsite road improvements to the existing Prairie Hawk Drive from the property frontage north to Wolfensberger Road (described earlier in this report).
- The owner is responsible for construction of a new two-lane street extending from the western boundary of the PD, through the Miller's Landing IO PD and connecting to Plum Creek Parkway.
- The owner is responsible for installing a traffic control signal at the intersection of Plum Creek Parkway and the street extension described in the bullet point above.
- The owner is responsible for designing and constructing a minimum of 70 parking spaces on the east and west side of Prairie Hawk Drive along the eastern frontage of the PD.

- All PLD shall be dedicated and conveyed to the Town conveyed to Town with the first Plat the PLD tract lies within; or with the first Plat adjacent to the PLD tract, whichever occurs first.
- Prior to, and as a condition of the issuance of the first building permit for the project, the owner shall prepare and submit for the approval of the Town's Fire Chief or designee, a fire protection plan for the property.

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 PD Plan and Zoning Regulations and obtaining feedback from the surrounding neighbors. All neighborhood meetings were held in a hybrid format.

The first neighborhood meeting was held October 26, 2021, and was attended by three residents in-person, and six attended via the virtual option. The second neighborhood meeting was held December 13, 2022; three members of the public attended in-person, and four attended virtually. The third and final neighborhood meeting was held on November 20, 2024 and was attended by five people in-person. Only members of the development team attended the meeting virtually. Additionally, the PD Plan and Zoning Regulations were presented and discussed at the first neighborhood meeting for the Site Development Plan held on June 12, 2024.

At each meeting a member of Confluence team presented information about the proposed rezoning, discussed the intended improvements, highlighted any revisions to the proposal since the last meeting, answered attendee questions and gathered input (Attachment C).

Attendees asked the developer 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, Town improvements to the Industrial Tributary, building height, parking, and the development schedule. Attendees also asked questions about the financing of the Sports Center, the amenities planned for the Sports Center and the construction schedule.

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 comments were sent out in 2022, 2023 and 2024 in order to solicit feedback over the 2-year review period. 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 with the agencies to address comments and no outstanding comments remain.

Analysis

The following staff analysis takes into account the representations made in the rezoning application, technical reports and other documents submitted to the Town to date.

PD Plan Review and Approval Criteria and Analysis 17.34.030

A. Community Vision/Land Use Entitlements.

1. Conforms to the most recent versions of the Towns' Vision, Comprehensive Master Plan and long range or master plans.
2. Complies with the site design principles of CRMC Chapter 17.10.
 - Protect and provide for the public health, safety and general welfare of the Town;
 - Promote orderly growth and provide for the harmonious development of the Town in accordance with the Comprehensive Plan;
 - Identify, preserve and provide for open space through the most efficient design and layout of the land;
 - Minimize the conflicts among the uses of land and buildings placed on the land;
 - Preserve and enhance the natural beauty and topography of the Town and ensure appropriate development with regard to such natural features;
 - Mitigate the pollution of air, streams and ponds, ensure the adequacy of stormwater facilities, safeguard the water supply, and encourage the wise use and management of the natural environment;
 - Ensure that public facilities and services are available and will have sufficient capacity to serve the development;
 - Protect the character and the social and economic stability of the Town;
 - Provide for the safe and efficient circulation of traffic throughout the Town, the mitigation of congestion in the streets and highways and along pedestrian ways; and
 - Provide for the proper location and size of streets in relationship to the adjacent development.

Analysis: The proposed PD Plan and Zoning Regulations meet this criterion. It conforms to the Town's Vision and Comprehensive Master Plan that envision this property as a future mixed-use area allowing attached and multifamily units, commercial, office, recreational and open space development. 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 the objective to eventually connect the MAC with the Downtown.

The site design principles of CRMC Chapter 17.10 will be fully applied to the future Site Development Plan. The proposed rezoning will allow for redevelopment of the site that will contribute to the tax base, implement zoning regulations and development standards that promote orderly growth and harmonious development, craft into the PD Plan buffers and open space that consider the natural topography, vegetation and view corridors, and establish requirements for improvements to surrounding infrastructure.

B. Relationship to Surrounding Area.

1. Provides appropriate relationships between use areas, both internal and surrounding, with adequate buffer areas provided, if warranted.
2. Provides innovative and creative plan design and layout.
3. Provides a variety of housing types, densities and open space.
4. Identifies areas as mixed use and/or depicts areas that are buffer areas to comply with [Chapter 17.50](#) (Residential/Nonresidential Interface), where a proposed PD Plan is adjacent to residential property, as that term is defined in [Chapter 17.50](#), or, for residential developments, where the proposed PD Plan is adjacent to nonresidential property, as that term is defined in [Chapter 17.50](#).

Analysis: The proposed PD Plan and Zoning Regulations meet this criterion. This is a mixed-use development plan that intentionally plans residential, commercial, office and retail uses within the same building or on the same block, similar to the IO PDs to the south and west of the site. The planning areas that allow residential uses are generally on the north and east areas of the site and located away from the hotel and Sports Center sites. The boundaries of the PD that are subject to the Residential/Non-Residential Interface restrictions are identified on the PD Plan and will be applied at the time of SDP.

C. Circulation and Connectivity.

1. Provides an adequate circulation system in terms of capacity and connectivity, which is designed for the type of traffic generated, safety, and separation from living areas, convenience, accessibility, noise and exhaust control.
2. Provides for emergency vehicle access.
3. Accommodates an adequate, functional and safe street system for vehicular traffic generated by the development and passing through the development.
4. Provides for pedestrian and bicycle traffic in a safe and convenient manner, separation from vehicular traffic, and access to points of destination and recreation.

Analysis: The proposed PD Plan and Zoning Regulations meet this criterion. Public Works has analyzed the traffic generation, street capacities and street profiles adjacent to, and within, the PD, and has identified necessary standards and improvements required to provide a properly functioning circulation system. The proposal includes standards and depictions for key pedestrian street crossings, which are supported by Public Works. Castle Rock Fire has assessed the adequacy of the three access points and their locations relative to emergency vehicle access and are satisfied with the PD Plan. 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 requirements of the PD Plan and Zoning Regulations.

D. Services, Phasing and Off-site Impact.

1. Addresses fiscal impact of the project.
2. Provides an appropriate phasing plan which minimizes unnecessary utility extensions and adequately addresses other fiscal concerns of the Town.
3. Adequate water resources have been conveyed or purchased. Existing or proposed water and wastewater systems can support the proposed development pattern, uses and density.
4. Existing or proposed stormwater systems can support the development and comply with applicable regulations.
5. Provides adequate consideration for the future extension of streets and utilities to adjacent properties.
6. Identifies and appropriately mitigates all traffic impacts, on- and off-site.

Analysis: The proposed PD Plan and Zoning Regulations meet this criterion. As detailed earlier in this report, Castle Rock Water has evaluated the utility infrastructure necessary to provide water, stormwater and wastewater service for the development and are satisfied that the proposal addresses the onsite and offsite infrastructure locations. The future Site Development and Construction Documents will refine the location and capacity of facilities and subsurface utility and drainage lines. This property is within the Town's Implied Consent area and the owner must convey all groundwater rights beneath the property with the approval and recording of the PD Plan, Zoning Regulations and Development Agreement.

E. Open Space, Public Lands and Recreation Amenities.

1. Provides adequate trails, parks, recreation and open space.
2. Provides an adequate trail system in terms of internal circulation and appropriate external connections.
3. Provides functional open space for recreation, views, density relief, convenience, function and preservation of natural features, including significant tree stands, ridges, and stormwater areas. Open space reservations and public land dedications are of an appropriate configuration and location within the site and comply with any applicable requirements of [Chapter 16.08](#), CRMC and this Title.

Analysis: The proposed PD Plan and Zoning meet this criterion. Described in the body of this report, required open space and PLD dedications have been addressed, trail extensions have been identified, and existing vegetation in the drainage channel has been identified. A proposal includes a 10-acre PLD dedication for the planned Sports Center. The location of the 6.34 acres of open space will be identified on the SDP.

F. Preservation of Natural Features.

1. Demonstrates sensitivity and limits disturbance to the site in terms of plan design relative to the site's major environmental characteristics including drainageways, topography, view sheds and vegetation.
2. The proposed PD Plan and zoning accommodate the Skyline/Ridgeline Protection Regulations in [Chapter 17.48](#) and reasonably mitigates visual impacts upon off-site areas.

3. Consideration shall be given to wildlife impacts in the layout of open space areas. Where designated threatened or endangered species are present, the development must conform to all applicable state and federal restrictions and permitting requirements.

Analysis: The proposed PD Plan and Zoning Regulations meet this criterion. Since this is a redevelopment of the prior brick manufacturing facility and storage yards, natural features on the majority of the site were removed with the initial development in the 1980's. The Industrial Tributary does contain stands of trees and shrubs. The PD Plan identifies the location of existing vegetation along the north property line of the PD, and within the channel. The future Site Development Plan will include a tree and shrub study and will identify the type, size, and location of trees and shrubs. The SDP will identify vegetation that is to remain and or be removed, as well as a protection plan to be implemented during construction with replacement criteria for vegetation damaged or removed.

Budget Impact

The former brick manufacturing plant has sat dormant for a number of years. Rezoning and the subsequent redevelopment of the property will include uses that contribute to the Town's tax base, and will also generate review and impact fees, along with use taxes for commercial development.

Findings

All staff review comments and external referral comments have been addressed. Town staff finds that the proposed rezoning of the former Acme Brick site

- Conforms to, and advances the objectives of, the Town Vision and the Comprehensive Master Plan,
- Meets the requirements of Castle Rock Municipal Code, Chapter 17.32 – Planned Development District, and
- Meets the review and approval criteria of the Castle Rock Municipal Code, Chapter 17.34 – PD Plan.

Recommendation

Based on the analysis detailed in this staff report and the findings noted above, staff recommends that the Planning Commission recommend approval of the Brickyard Planned Development Plan and Zoning Regulations to Town Council, as proposed.

Proposed Motion

Option 1: Approval

"I move to recommend approval of the Brickyard Planned Development Plan and Zoning Regulations to Town Council."

Option 2: Approval with Conditions

“I move to recommend approval of the Brickyard Planned Development Plan and Zoning Regulations) to Town Council, 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 Planning Commission meeting on [date], at [time].”

Attachments

Attachment A: Vicinity Map

Attachment B: The Brickyard PD Plan and Zoning Regulations

Attachment C: Neighborhood Meeting Summaries

Attachment D: Traffic Impact Study