



July 8, 2025

Mr. Matthew Singelyn
Castle Park Properties, LLC
834 S. Perry Street, Suite F-215
Castle Rock, CO 80104

**Re: Meadows Filing 20, Block 3, Lot 2a-2B –
Castle Rock Collective Restaurant in Castle Rock, Colorado**
FHU Reference No. 125226-01

Mr. Singelyn:

Felsburg Holt & Ullevig (FHU) has completed an evaluation of specific traffic information related to the construction of a new restaurant that is being planned in Filing 20 of The Meadows Town Center. The subject property is located directly adjacent to the northwest side of Meadows Boulevard between Bilberry Street and Future Street in Castle Rock, Colorado. This project will construct a two-story building on vacant property. Vehicular access for the restaurant will be shared with the existing Ubergrippen Climbing Crag that is directly adjacent the north side of the subject property.

Similar to other conformance letters I have completed in The Meadows, this letter conveys certain trip generation and access information for a restaurant land use. It compares this information to the previously assumed land uses and trip generation for this parcel that was included in the *Arterial Street Access Plan Addendum* and approved by the Town of Castle Rock in June 2018. This report includes information on:

1. The proposed site plan and land use,
2. A trip generation comparison,
3. A description of the access routes and circulation for the site, and
4. A traffic control assessment.

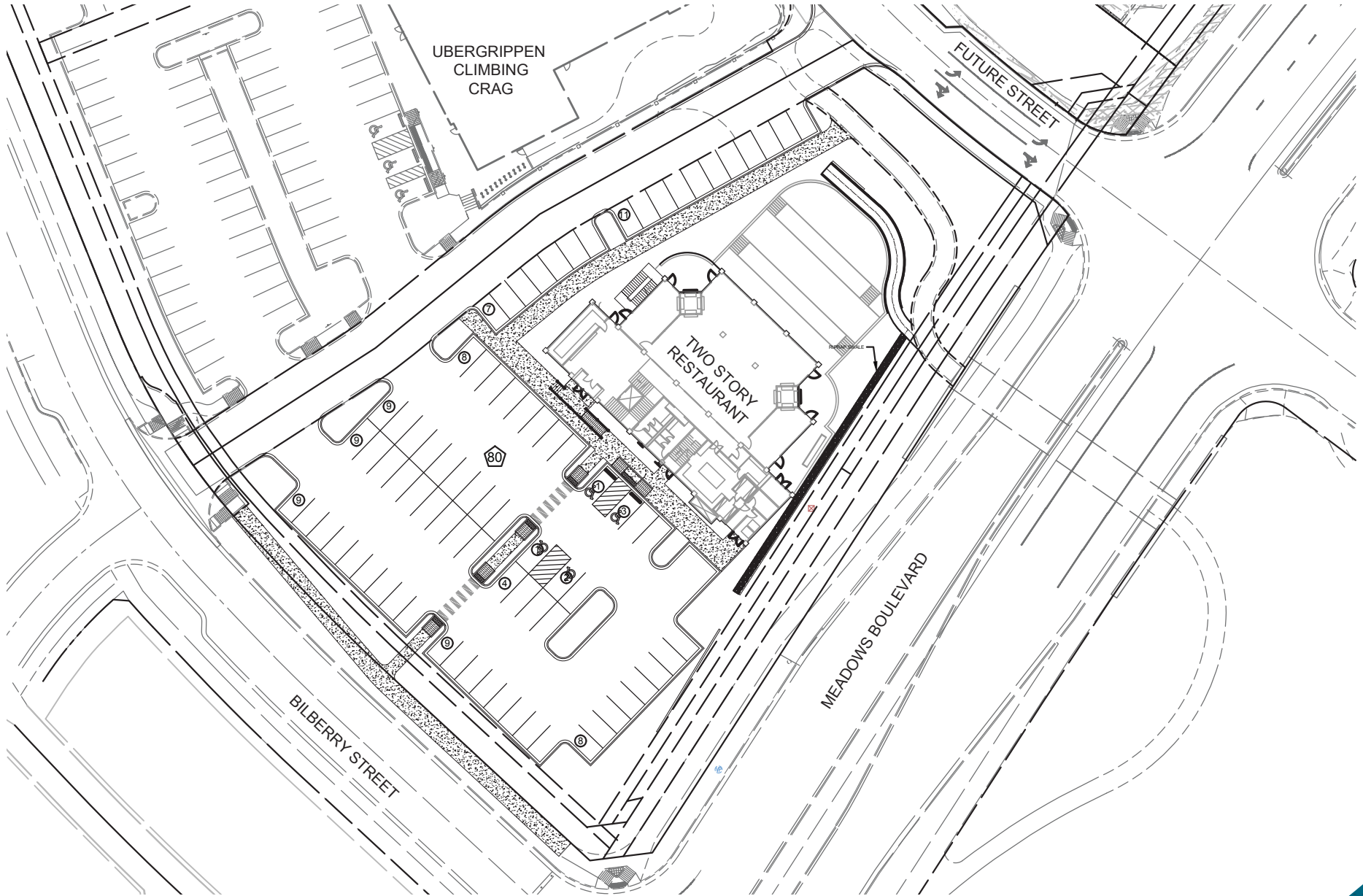
Following is more information on each of these issues.

SITE PLAN & DEVELOPMENT INFORMATION

The new restaurant site is being proposed in Filing 20 (Town Center) and it is located adjacent to Meadows Boulevard. The property is bounded by Meadows Boulevard along its southeast side, by Bilberry Street along the southwest, by Future Street along its northeast side, and by the Ubergrippen Climbing Crag to the northwest. The property is zoned Commercial/Office/Industrial (COI).

Development in Filing 20 is proceeding toward completion. To the northeast of the subject property are other commercial/retail businesses such as restaurants, a Sherwin Williams paint store, medical offices, and a CVS Pharmacy to name a few. Farther to the northeast across Meadows Boulevard is the Centerra Adventist Hospital. To the northwest, west, and southeast are primarily residential land uses with a mix of single-family and multi-family dwelling units.

Castle Park Properties LLC is planning to construct a two-story, 14,021 square foot (sf) building which will be located approximately midpoint within the property boundary. A total of 80 parking spaces for employees and patrons will be provided and vehicular access occurs along the northwest side of the building in a shared driveway with the Ubergrippen Climbing Crag. The building entrance will face Bilberry Street and four wheelchair accessible parking spaces will be located adjacent the building entryway. A representation of the project site plan is found on **Figure 1**.



TRIP GENERATION COMPARISON

Background

Felsburg Holt & Ullevig completed the *Arterial Street Access Plan Addendum* in 2018 to establish vehicle-trips and to confirm access characteristics for Filing 17, Filing 18, and for the Town Center (Filing 20) areas of The Meadows. Certain land use assumptions were made for Filing 20 that included a variety of commercial, office, and retail uses. The *Arterial Street Access Plan Addendum* can be used for comparison purposes between the Filing 17, Filing 18, and Town Center assumptions to what is being proposed as new filings within these land areas of The Meadows develop.

For this project site, three land uses were assumed for Block 3 (office, retail, and multi-family homes). Since the new restaurant is only a part of the overall Block 3 land area, a proportional assessment must be made to the previously assumed land uses so that an accurate comparison can be made to the related land area for the restaurant.

Restaurant Site Comparison

Research was conducted to ascertain the percentage of property upon which the new restaurant will reside within the land area boundary. Information provided by Castle Rock Development Company finds that Block 3 has a total of 5.588 acres. The restaurant will comprise 1.617 acres for a proportional share of 28.94% of the Block 3 land area.

Trip Generation

Projected vehicle trips for the new restaurant is based on the proposed square footage of the building and on information contained in the Institute of Transportation Engineers' publication *Trip Generation*. Traffic volume projections are estimated on a daily basis as well as for the AM and PM peak hours of vehicle activity.

Table I on the following page summarizes the trip generation estimates for the new restaurant and it compares these vehicle-trips to what was assumed for this parcel in the *Arterial Street Access Plan Addendum*. It first provides a summary of the projected vehicle-trips for the previously assumed land uses for the entire Block 3 land area for which the restaurant is only a part. As you can see in the Subtotal #1 row of this table, this larger area was projected to generate almost 1,700 daily vehicle-trips, with about 155 trips projected in the AM and PM peak hours. **Table I** then provides the proportional share of the restaurant parcel to the total land area (28.94%). Finally, vehicle-trips are projected for the proposed restaurant and a numerical difference is provided.

As can be seen in this table, the vehicle-trip numerical differences on a daily basis and during the PM peak hour are higher than the proportional share of the Block 3 trips. AM peak hour trips are lower since this type of restaurant is not typically open for breakfast. There will be some trips, however, related to employees starting their work shift, coupled with some material/supply deliveries. The PM peak hour trips are projected to be higher given the typical restaurant activity levels during normal afternoon/early evening commute times.

Related to the PM peak hour, this level of additional vehicle-trips will be spread over the peak time of restaurant activity which equates to about one inbound trip per minute with one outbound trip every two minutes over the course of the peak hour. The numerical difference between the proposed restaurant use and the previously estimated land uses is less than one inbound trip per minute and only one outbound trip every 15 minutes.

The level of vehicle activity for the new restaurant will be similar to other quality restaurants in the Town of Castle Rock and it is considered reasonable for restaurants of this type.

Table I. Restaurant Trip Generation Comparison

Land Use	Unit	Size	Daily Trips ¹	AM Peak Hour Trips			PM Peak Hour Trips		
				In	Out	Total	In	Out	Total
Filing 20, Block 3 (From the Arterial Street Access Plan Addendum)									
Office	SF	15,000	658	32	34	66	25	32	57
Retail	SF	10,000	110	14	2	16	3	12	15
Multi-Family	DU	150	915	12	59	71	56	28	84
Subtotal #1			1,683	58	95	153	84	72	156
Trip Generation Proportion – 28.94% of Subtotal #1			487	17	28	45	24	21	45
Restaurant Trip Projections									
Restaurant ²	SF	14,021	1,175	8 ³	2 ³	10	73	36	109
Numerical Difference			+688	-9	-26	-35	+49	+15	+64

¹ Daily trips represent one-way movements; the number of vehicles is one-half of these estimates.

² ITE land use category 931, Fine Dining Restaurant.

³ The distribution of inbound versus outbound vehicle trips is not available. These trips are estimated using engineering judgment related to the number of employees starting their work (inbound) shift and estimates of material deliveries (inbound and outbound).

ACCESS ROUTES & VEHICLE CIRCULATION

Access for the new restaurant will be through a shared driveway with the existing Ubergrippen Climbing Crag. Vehicular movements to/from the project site via Bilberry Street can occur from any direction. However, vehicle movements at the Meadows Boulevard intersection are restricted. Only inbound and outbound right turn movements are permitted. As such, motorists wanting to make inbound or outbound left turns to/from the restaurant must do so at nearby intersections (Dairylyde Street or Future Street for eastbound left turns from eastbound Meadows Boulevard; Future Street for southbound left turns onto eastbound Meadows Boulevard).

Vehicle circulation within the subject property will originate along the shared driveway with the Ubergrippen Climbing Crag and will proceed to/from the property via two driveways on the western portion of the property.

TRAFFIC CONTROL

With vehicular movements to/from the restaurant provided only along the shared driveway with the Ubergrippen Climbing Crag, traffic control via a stop sign is already provided at its connection with Bilberry Street. As such, no other traffic control is required for the success of this project.

SUMMARY

The evaluation of the restaurant land use finds that it can be a cohesive part of the overall development of Filing 20 in The Meadows subdivision. The trip generation estimates find that they are higher on a daily basis and during the PM peak hour, but lower during the AM peak hour, than what was estimated in 2018. Regardless, trip generation for a restaurant of this type will be similar to any other quality restaurant in the Town of Castle Rock.

Vehicular access with the public street system along Bilberry Street is already established and there are several routes that motorists can take to/from the project site. Residential homes exist nearby and it is likely that some restaurant patrons and/or employees will be able to walk or bike to/from the property. Considering the information contained in this letter, I believe that the proposed restaurant can be a successful part of the Filing 20 land use objectives.

I hope the information contained in this letter supports you during your approval process with the Town of Castle Rock. Please do not hesitate to contact me at 720-200-8951 or at rich.follmer@fhueng.com if you need further assistance.

Respectfully,

FELSBURG HOLT & ULLEVIG

A handwritten signature in black ink, appearing to read 'R. Follmer', with a long horizontal flourish extending to the right.

Richard R. Follmer, PE, PTOE
Associate