



March 30, 2026

Sandy Vossler
Senior Planner
Town of Castle Rock, Development Services Department
100 N Wilcox Street
Castle Rock, CO 80109

RE: Brickyard Phase II – Traffic Compliance Letter
 HKS Project No. 200726

Dear Ms. Vossler:

Pursuant to your request and to include with the Brickyard Phase II SDP documents, Harris Kocher Smith has completed a comparative analysis of the vehicular trips projected to be generated by the proposed Brickyard development's current site plan to those that were projected for the proposed development in the study entitled *Traffic Impact Report, The Brickyard, Castle Rock, Colorado, Revised August 12, 2025* by Harris Kocher Smith. (hereafter referred to as the *HKS Study*). The following is a detailed summary of that analysis.

INTRODUCTION

Confluence Companies is proposing to redevelop a property containing approximately 31.18 acres of land within the jurisdictional limits of the Town of Castle Rock, Colorado. The subject property is currently developed as the now defunct Acme Brick Company. More specifically, the subject property is bound by industrial properties with access to Topeka Way on the north, Prairie Hawk Dr. and several residential properties on the east, undeveloped land to the south, and the proposed Miller's Landing development to the west, which is currently undeveloped. At full buildout, it was assumed in the *HKS Study* that the development would consist of 384 multi-family (mid-rise) housing units, a 123-room hotel, 8,500 square feet of commercial/retail space, 22,900 square feet of high turnover (sit-down) restaurant/food hall space, 56,000 total square feet of general office and medical office space, a 15,000 square foot supermarket, a bowling alley with 64 lanes, and a 145,000 square-foot community recreation center.

Since the *HKS Study* was completed, the development process has progressed and some of the land use quantities have changed. These include changes to the hotel, retail, office, and restaurant land use quantities. With these changes, it is now anticipated that at the completion of Phase II of development, the Brickyard development will consist of 384 multi-family (mid-rise) housing units, a 100-room hotel, 10,375 square feet of commercial/retail space, 29,395 square feet of high turnover (sit-down) restaurant/food hall space, 49,590 total square feet of general office space, and a 145,000 square-foot community recreation center. It is still anticipated that future phases of development will include a 15,000 square foot supermarket, and a bowling alley with 64 lanes. The original trip generation projections from the *HKS Study* are provided in Table 1, below. The updated trip generation projections for the currently proposed development site plan are provided in Table 2 below.

TABLE 1
THE BRICKYARD -TRIP GENERATION SUMMARY (FROM HKS STUDY)

Land Use	Intensity		ITE Code	Daily (vpd)	AM Peak Hour (vph)			PM Peak Hour (vph)		
					Total	In	Out	Total	In	Out
Multi-family Housing (Mid-Rise) (4-10 floors)	384	DU	221	1785	157	36	121	150	92	58
Hotel	123	Rooms	310	910	54	30	24	63	32	31
Recreational Community Center	145	KSF	495	4013	277	183	94	345	162	183
Retail Plaza (<40k)	8.5	KSF	822	588	26	16	10	69	35	34
General Office Building	25	KSF	710	347	51	45	6	53	9	44
Medical-Dental Office Building	31	KSF	720	1224	84	66	18	123	37	86
High Turnover (Sit-Down) Restaurant	22.9	KSF	932	2455	219	120	99	207	126	81
Supermarket	15	KSF	850	1790	43	25	18	166	83	83
Bowling Alley	64	Lanes	437	-	95	90	5	133	86	47
Combined (Unadjusted) Total				13,112	1,006	611	395	1,309	662	647

TABLE 2
THE BRICKYARD CURRENT SITE PLAN -TRIP GENERATION SUMMARY

Land Use	Intensity		ITE Code	Daily (vpd)	AM Peak Hour (vph)			PM Peak Hour (vph)		
					Total	In	Out	Total	In	Out
Multi-family Housing (Mid-Rise) (4-10 floors)	384	DU	221	1785	157	36	121	150	92	58
Hotel	100	Rooms	310	660	43	24	19	46	23	23
Recreational Community Center	145	KSF	495	4013	277	183	94	345	162	183
Retail Plaza (<40k)	10.375	KSF	822	668	29	17	12	80	40	40
General Office Building	49.59	KSF	710	630	92	81	11	93	16	77
High Turnover (Sit-Down) Restaurant	29.395	KSF	932	3151	281	155	126	266	162	104
Supermarket (Future)	15	KSF	850	1790	43	25	18	166	83	83
Bowling Alley (Future)	64	Lanes	437	-	95	90	5	133	86	47
Combined (Unadjusted) Total				12,697	1,017	611	406	1,279	664	615

COMPARISON OF SITE GENERATED VEHICULAR TRIPS

Projections of total daily vehicle trips, as well as a.m. and p.m. peak hour vehicle trips, were computed for the proposed Brickyard development's current site plan. Vehicular trip generation projections were computed utilizing the data contained in the ITE Trip Generation Manual, 11th Edition. Site generated vehicular trip reductions as a result of internal trip capture were not considered. For comparative analysis, projections of site generated vehicle trips for the Brickyard development were taken directly from the *HKS Study*, which was also based on the data contained in the ITE Trip Generation Manual, 11th Edition.

A comparison between the vehicle trips projected to be generated by the proposed Brickyard development's current site plan and those originally anticipated to be generated by the assumed land uses in the *HKS Study* was made by computing the difference between the vehicle trips generated by the two scenarios. A summary of the results of the vehicular trip generation projections and comparative analysis are provided in Table 3, below.

**TABLE 3
 VEHICULAR TRIP GENERATION SUMMARY &
 COMPARISON OF SITE GENERATED TRIPS**

Land Use	Intensity	ITE Code	Daily (vpd)	AM Peak Hour (vph)			PM Peak Hour (vph)		
				Total	In	Out	Total	In	Out
HKS Study									
The Brickyard TIS (08/12/2025)			13,112	1,006	611	395	1,309	662	647
Total			13112	1006	611	395	1309	662	647
Current Site Plan for Development									
The Brickyard Modified Site Plan (03/30/2026)			12,697	1017	611	406	1,279	664	615
Total			12697	1017	611	406	1279	664	615
Difference in Vehicle Trips: Currently Proposed Brickyard Site Plan vs HKS Study Originally Assumed Site Plan			-415	11	0	11	-30	2	-32

CONCLUSIONS

In comparing the currently proposed Brickyard site plan with the *HKS Study* trip generation projections, Table 3 shows that the currently proposed site plan is projected to generate 415 fewer daily vehicle trips, 11 more a.m. peak hour vehicle trips, and 30 fewer p.m. peak hour vehicle trips than what was originally projected for the Brickyard development in the *HKS Study*. Once further development occurs after Phase II, additional analysis may be required to ensure future development remains in compliance with the trip generation projections from the *HKS Study*. However, given the overall reduction in trip projections, it can be concluded that the current site plan for the proposed Brickyard development is in compliance with the Brickyard TIS (*HKS Study*) vehicle trip generation projections.

I trust that the information contained herein serves your needs as you move through the development process. If you have any questions or require additional information please, do not hesitate to contact me at: phone: (303) 623-6300; e-mail: bleech@hkseng.com.

Sincerely,

HARRIS KOCHER SMITH



Ben Leech, PE
 Senior Project Engineer