



July 9, 2026

Skyler Hager, Project Manager
North Canyons Development Company, LLC
3033 E 1st Avenue, Suite 725
Denver, CO 80206

**RE: Canyons – Planning Area 3 (Canyonside Filing 1, Lot 3)
Trip Generation Conformance Study (FHU Project No. 126400-16)**

Dear Mr. Hager:

In November 2020, Felsburg Holt & Ullevig (FHU) prepared the *Canyonside Subdivision Traffic Impact Study*¹, which reflected development for most of Planning Area 3 in The Canyons. The *Canyonside Subdivision TIS* reflected mixed use development plans for approximately 113 acres split across seven proposed lots and four open space tracts along Cross Canyon Trail and Canyon Forge Drive. Land uses have changed since the *Canyonside Subdivision TIS* was completed, and you have asked us to update the trip generation calculations to ensure that current forecasts are consistent with the previous study.

This conformance letter is a follow-up to several previous trip generation reviews FHU has performed for this area. It builds on previous efforts and focuses on Filing 1 Lot 3, between Canyonside Boulevard and Cross Canyon Trail south of Canyon Forge Drive. Access will be provided from Canyonside Boulevard via Sweet Creek Lane, which will be extended from the existing apartment complex east through Lot 3 to Cross Canyon Trail.

This conformance letter reflects the final trip generation updates expected for Planning Area 3 (PA-3) in The Canyons. Of the seven lots in PA-3, one lot is built out and occupied, approvals have been obtained and construction has started on four lots, one lot has been sold by North Canyons Development Company and the buyer's development plans are under review, and this letter will be part of the application for the seventh lot.

¹ FHU Project No. 120337-01

July 9, 2026

Mr. Skyler Hager

Page 2

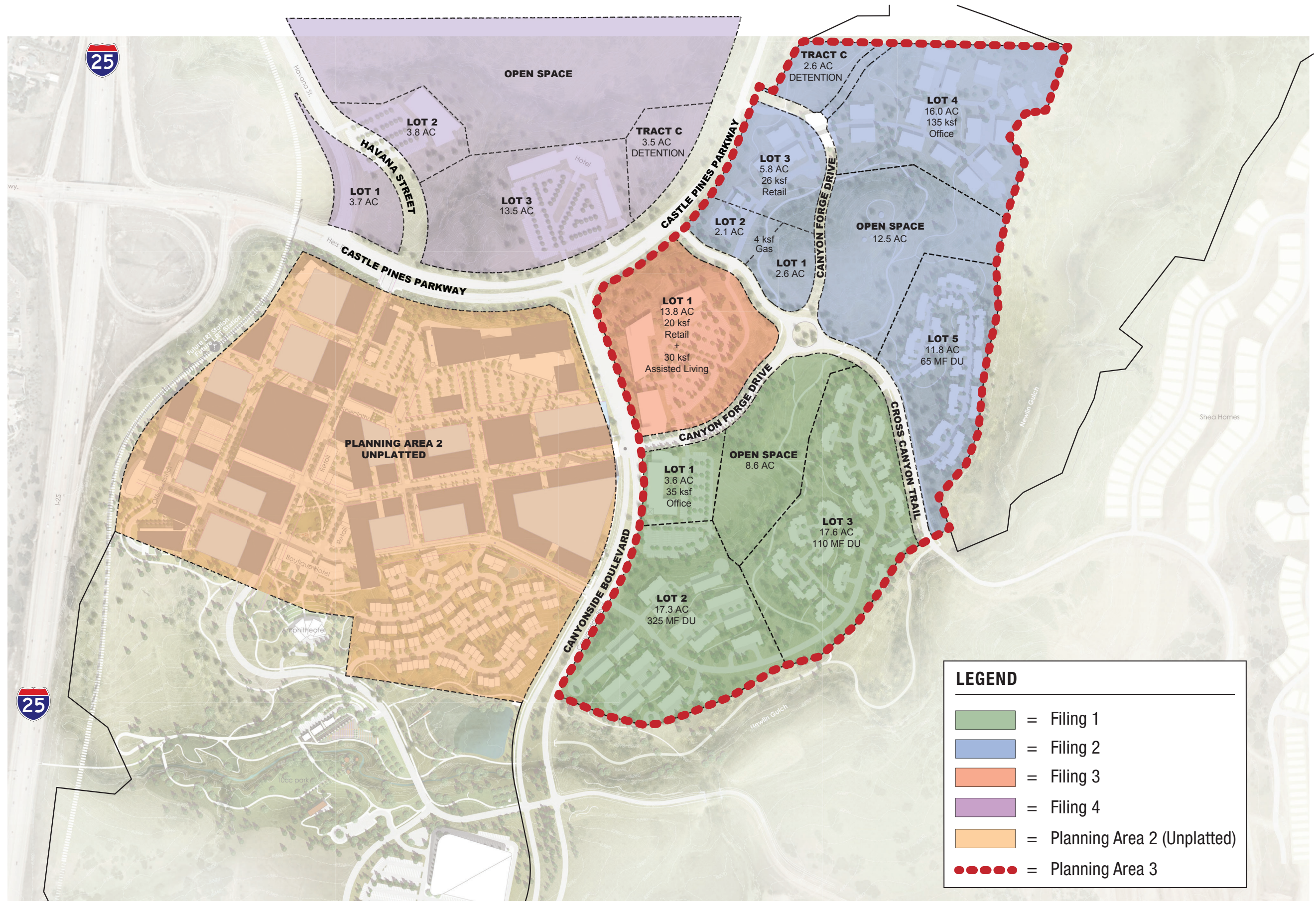
Background

Table 1 summarizes the 2020 development plans, which are shown on **Figure 1**. **Table 1** is taken from Table 5 (page 22) in the *Canyonside Subdivision TIS*. As shown in **Table 1**, the original PA-3 plan consisted of 500 dwelling units (DUs) and 250 thousand square feet (ksf) of commercial development (including office, retail, and a gas station). These land uses were forecasted to generate 12,735 daily trips, 1,088 AM peak hour trips, and 1,103 PM peak hour trips.

Table 1. Original Planning Area 3 Trip Generation

Lot	Land Use	ITE LUC	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
1	Office	710	35 KSF	385	52	8	60	7	35	42
2	Multi-Family Res. (Mid-Rise)	221	325 DU	1,770	30	87	117	87	56	143
3	Multi-Family Res. (Low-Rise)	220	110 DU	795	12	41	53	41	24	65
4a	Gas Station and C-Store	960	4 KSF	3,355	167	166	333	139	139	278
4b	Retail – Shopping Center	820	26 KSF	2,410	102	63	165	96	105	201
5	Office	710	135 KSF	1,420	132	22	154	24	128	152
6	Multi-Family Res. (Low-Rise)	220	65 DU	455	7	25	32	26	15	41
†	Assisted Living	254	30 KSF	130	9	3	12	5	10	15
†	Retail – Shopping Center	820	20 KSF	2,015	100	62	162	80	86	166
Total PA-3 Trips				12,735	611	477	1,088	505	598	1,103

Note: The lot numbering included in the *2020 Canyonside Subdivision TIS* has been revised as various parcels have been platted. It has been retained in this table for consistency with the previous study. A dagger (†) indicates the land use is in the corner parcel of PA-3, which is now referred to as Canyonside Filing 3, Lot 1.



July 9, 2026

Mr. Skyler Hager

Page 4

Land Use Changes

Subsequent efforts have resulted in three formal plats in Planning Area 3, briefly described as follows:

- **Canyonside Filing 1** subdivided the area between Canyonside Boulevard and Cross Canyon Trail south of Canyon Forge Drive into three lots totaling 38.5 acres and one open space tract (8.6 acres).
- **Canyonside Filing 2** subdivided the area east of Cross Canyon Trail and south of Castle Pines Parkway into five lots totaling 38.3 acres, one open space tract (12.5 acres), and one detention tract (2.6 acres).
- **Canyonside Filing 3** platted the area bounded by Castle Pines Parkway, Cross Canyon Trail, Canyon Forge Drive, and Canyonside Boulevard into one 13.8-acre lot.

These plats made varying land use assumptions that have changed over time when compared with the *Canyonside Subdivision TIS*. Since 2020, the following submittals have revised the PA-3 assumptions:

- **Filing 1, Lot 1:** Various development proposals have been made for this parcel since the *Canyonside Subdivision TIS* was completed. The City of Castle Pines approved a site improvement plan for 70 rental townhomes on this parcel in April 2026, and this project is currently under construction.
- **Filing 1, Lot 2:** The 325-unit apartment complex shown on this lot in the *Canyonside Subdivision TIS* has been constructed and occupied. It is known as the Madison Apartments at The Canyons.
- **Filing 1, Lot 3:** The proposed residential development on this lot was reevaluated in the approved *Canyonside East Traffic Impact Study* (Revised August 2022). That study included 126 DUs in this area, but the project did not move forward. The current proposal is up to 75 single-family DUs.
- **Filing 2, Lots 1 and 2:** The *Canyonside East Traffic Impact Study* assumed a day care center and a high turnover restaurant on these lots, varying from the *Canyonside Subdivision TIS* but retaining commercial land uses. These lots have since been updated to include a 164-unit senior housing project that was approved by the City of Castle Pines in 2025 and is now starting construction.
- **Filing 2, Lot 3:** The *Canyonside East Traffic Impact Study* assumed a 60 ksf medical office building on this lot. This assumption has since been updated several times. The latest assumption is a 25 ksf medical office building currently under review by the City of Castle Pines.
- **Filing 2, Lot 4:** The proposed office land use on this site was reevaluated as single-family DUs in the approved *Canyonside East Traffic Impact Study*. This study included 75 DUs in this area, but the project did not move forward. In accordance with the 2025 conformance letter prepared for the approved Filing 2, 3rd Amendment Final Plat, this lot will include 127 single-family DUs. These units are currently under construction.

July 9, 2026

Mr. Skyler Hager

Page 5

- **Filing 2, Lot 5:** The proposed residential development on this site was reevaluated in the approved *Canyonside East Traffic Impact Study*. This study included 44 DUs in this area, but the project did not move forward. In accordance with the 2025 conformance letter prepared for the approved Filing 2, 3rd Amendment Final Plat, this lot will include 56 single-family DUs. These units are currently under construction.
- **Filing 3, Lot 1:** The assumed land uses for this parcel were updated in the approved *Canyonside Filing 3 Lot 1 Traffic Impact Study* (Revised April 2022) to reflect a 112 ksf fitness center. The project is moving forward with a 102.5 ksf fitness center that is under construction as of April 2026.

Table 2 summarizes these land use changes, while **Figure 2** shows current land uses.

Table 2. Planning Area 3 Development Changes

Original TIS			Conformance Letter			
Lot	Land Use	Size	Filing	Lot	Land Use	Size
1	Office	35 KSF	1	1	Multi-Family Res. (Low-Rise)	70 DU
2	Multi-Family Res. (Mid-Rise)	325 DU	1	2	Multi-Family Res. (Mid-Rise)	325 DU
3	Multi-Family Res. (Low-Rise)	110 DU	1	3	Multi-Family Res. (Low-Rise)	75 DU
4a	Gas Station and C-Store	4 KSF	2	1, 2	Multi-Family Res. (Low-Rise)	164 DU
4b	Retail – Shopping Center	26 KSF	2	3	Medical Office	25 KSF
5	Office	135 KSF	2	4	Single-Family Res. (Detached)	127 DU
6	Multi-Family Res. (Low-Rise)	65 DU	2	5	Single-Family Res. (Detached)	56 DU
†	Assisted Living	30 KSF	3	1	Fitness Center	102.5 KSF
†	Retail – Shopping Center	20 KSF				

Note: A dagger (†) indicates the land use is in the corner parcel of PA-3, now referred to as Canyonside Filing 3, Lot 1.



Updated Trip Generation

FHU has updated the trip generation calculations for Planning Area 3 according to the 10th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. While ITE has released more recent versions of the *Trip Generation Manual*, this analysis uses the 10th Edition to maintain consistency with past Canyons traffic studies. **Table 3** presents the updated PA-3 trip generation.

Table 3. Conformance Letter Planning Area 3 Trip Generation

F-L	Land Use	ITE		Daily Trips	AM Peak Hour			PM Peak Hour		
		LUC	Size		In	Out	Total	In	Out	Total
1-1	Multi-Family Res. (Low-Rise)	220	70 DU	490	8	26	34	27	16	43
1-2	Multi-Family Res. (Mid-Rise)	221	325 DU	1,770	30	87	117	87	56	143
1-3	Multi-Family Res. (Low-Rise)	220	75 DU	800	15	44	59	49	29	78
2-1,2	Multi-Family Res. (Low-Rise)	220	164 DU	1,200	18	59	77	58	34	92
2-3	Medical Office	720	25 KSF	875	51	15	66	24	63	87
2-4	Single-Family Res. (Detached)	210	127 DU	1,300	24	71	95	81	47	128
2-5	Single-Family Res. (Detached)	210	56 DU	610	11	34	45	37	22	59
3-1	Fitness Center	492	102.5 KSF	3,540	69	66	135	202	152	354
Total PA-3 Trips				10,585	226	402	628	565	419	984

When compared to the trip generation in the *Canyonside Subdivision TIS*, there is an 16.9 percent decrease in daily trips, a 42.3 percent decrease in AM peak hour trips, and a 10.8 percent decrease in PM peak hour trips. These are broken down further as follows. Note that the previously mentioned interim traffic studies have captured some of these land use changes.

- **Filing 1, Lot 1:** The proposed change from office to multi-family DUs increases daily trips, decreases total AM peak hour trips, and has little effect on total PM peak hour trips.
- **Filing 1, Lot 2:** There is no change in trip generation for this lot.
- **Filing 1, Lot 3:** The decrease in residential density, combined with the change from multi-family to single family DUs proposed on this lot, has little effect on trip generation.
- **Filing 2, Lots 1 and 2:** The proposed change from a gas station to multi-family DUs significantly decreases forecasted daily, total AM peak hour, and total PM peak hour trips.
- **Filing 2, Lot 3:** The proposed change from a retail land use to a medical office land use decreases forecasted daily, total AM peak hour, and total PM peak hour trips.
- **Filing 2, Lot 4:** The proposed change from office to single-family DUs decreases forecasted daily, total AM peak hour, and total PM peak hour trips.

July 9, 2026

Mr. Skyler Hager

Page 8

- **Filing 2, Lot 5:** The proposed change from multi-family DUs to single-family DUs with the minor decrease in density increases forecasted daily, total AM peak hour, and total PM peak hour trips.
- **Filing 3, Lot 1:** The proposed change from assisted living and retail land uses to a fitness center increases forecasted daily trips, decreases total AM peak hour trips, and increases total PM peak hour trips.

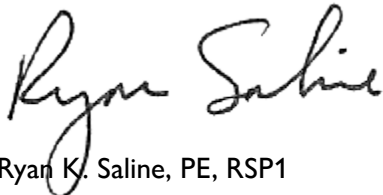
Conclusions

The project team has reviewed the proposed Planning Area 3 land use updates with a focus on the Filing 1 Lot 3 conversion from multi-family to single family DUs. The updated land uses result in forecasted overall volume decreases in the daily, AM peak hour, and PM peak hour scenarios. Further, the land use assumption changes for Filing 1 Lot 3 do not have a significant effect on the overall trip generation in Planning Area 3. Hence, FHU believes that these changes can be accommodated in The Canyons from a traffic perspective and would not result in the need for additional traffic mitigation.

We trust this information will assist you in your efforts on this project. If you have any questions, or if we can be of further service, please contact us at 303-721-1440 or via email at ryan.saline@fhueng.com.

Sincerely,

FELSBURG HOLT & ULLEVIG

A handwritten signature in black ink that reads "Ryan Saline". The signature is written in a cursive, flowing style.

Ryan K. Saline, PE, RSP1
Transportation Engineer