

Limelight Center Parking Needs Study

To: Town of Castle Rock, CO

100 N. Wilcox St.

Castle Rock, CO 80104

From: Brian Shaw, PTMP

April Getz, AICP Candidate

Kimley-Horn and Associates, Inc.

Subject: Limelight Center Parking Needs Study

Date: April 9, 2026

To Whom It May Concern:

Kimley-Horn is pleased to submit this parking study on behalf of Castle Rock Limelight, LLC ("Client") for the Limelight Center at The Meadows in Castle Rock, Colorado (herein referred to as the "Project" or "Site"). The Project is a proposed commercial development on Lot 6A, the undeveloped northeast corner of the Limelight Center, located south of Meadows Parkway and west of a freight rail line.

Our Client is proposing the development of two buildings on the site. Building A will contain approximately 11,955 SF of restaurant and retail suites. Building B will contain approximately 7,500 SF of medical offices. Due to site constraints, primarily a significant slope on the north side of the site, the Client is proposing **125 parking spaces**. This amount is a **7% reduction** from the Town of Castle Rock Municipal Code ("Code") minimum parking requirement for 134 spaces.

This parking needs study evaluates the site per Code Sec. 17.54.090, *Reduction of Required Parking Spaces*, outlined below.

Based on the following criteria, the Director of Development Services may grant a parking reduction, not to exceed twenty-five (25) percent of the required parking, for commercial, institutional, industrial and mixed-use developments:

Table 1: Parking Reduction Criteria and Application to Project

Parking Reduction Criteria per Section 17.54.090	Application to Project
1. <i>The nature of the use, the size of the site or other physical constraints, or location of the site within the Downtown or the Historic District result in a situation where the parking requirements cannot be met on site without unnecessary hardship, practical difficulties or negative impact on the visual character of the site or neighborhood;</i>	Significant slope on the north side of the site constrains the amount of parking that can be built without significant difficulty. The Site is not within Downtown or the Historic District.
2. <i>The applicant can satisfactorily demonstrate by means of a parking study that the parking needs of the use will be adequately served, and, if the reduction is due to the nature of the use, the</i>	The Shared Parking Model Projections section outlines how the parking supply of 125 spaces can adequately serve the

- applicant shall provide assurance that the nature of the use will not change;*
3. *A mix of uses is proposed and the parking needs of all the uses can be accommodated through joint use of parking spaces with varying time periods of use; or*
4. *The applicant provides an acceptable proposal for an alternate mode of transportation program, including assurances that the use of alternate modes of transportation will adequately supplant the need for on-site parking on an ongoing basis.*
5. *For each parking space eliminated as a result of a reduction in parking requirements granted by the Director of Development Services within the North or South Downtown Non-Residential Downtown Parking Area, the property owner/developer shall pay to Town ten thousand dollars (\$10,000.00) for each parking space eliminated. Such payment shall be paid to Town prior to and as a condition to recordation of the applicable Site Development Plan.*
- mix of uses planned, even at peak occupancy.
- The Shared Parking Model Projections section demonstrates how the anticipated uses are expected to contribute to parking demand throughout the day, with occupancy peaking at 1 PM on weekdays.
- Not Applicable
- Not Applicable

PROJECT OVERVIEW

The Project contains new restaurant, retail, and medical office space within two new buildings. This study assumes the following use assignments to the planned building suites, which can be found in the Site Plans under Attachments.

Table 2: Suite Use Assumptions

Building	Suite	Proposed Use	Site Building SF
A	101	Restaurant with Drive-Through	2,661
	111	Restaurant: Fast Casual/Fast Food	1,626
	105	Restaurant: Fast Casual/Fast Food	1,726
	107	Restaurant: Fast Casual/Fast Food	1,030
	109	Retail: Golf Simulator	3,540
	103	Other Retail ¹	1,372
B	101	Medical Office	7,500
Total			19,455

¹Includes 86 SF of landlord utility room

Based on these tenant assumptions, the Code-required parking for this proposed Site is shown in Table 3.

Table 3: Code-Required Parking Supply

Code Required Spaces		SF	Proposed Use	Site Building SF	Spaces Required ¹
10	per	1,000	Fast food, family, high turnover, with drive-thru ²	2,661	27
10	per	1,000	Fast food, family, high turnover	4,382	44
5	per	1,000	Retail sales or service	4,912	25
5	per	1,000	Medical office and clinic	7,500	38
Total				19,455	134

¹Rounded up to the nearest whole space, per Code.

²Eight stacking spaces for drive-through are required by code and are shown in the Site Plan, but are **not** considered part of required or provided parking supply.

Per Code limitations, the restaurant spaces do not exceed a combined 7,043 square feet. The following shared parking analysis uses the assumption of fast casual/fast food tenants in the restaurant spaces with acknowledgement that Code does not permit full-service restaurant or tavern uses on this site.

The site's proposed parking supply is 125 parking spaces, a **7% reduction from the 134 spaces required by Code**. Per Code, a parking reduction may be granted by the Director of Development Services without a public hearing or Town Council review, given that it meets the criteria of Sec. 17.54.090 and the reduction does not exceed 25% of the required parking.

SHARED PARKING MODEL PROJECTIONS

Methodology

The Institute of Transportation Engineers (ITE) Parking Generation Manual (6th Edition) and Urban Land Institute (ULI) Shared Parking Model were used to project peak demand based on the proposed uses outlined in the Project Overview.

The ITE Parking Generation Model (6th Edition) provides industry-standard data estimating parking demand based on land use. ITE collects parking utilization data from member organizations that have performed parking occupancy studies at specific land use types and provides parking demand ratios based on the observed conditions at the sites.

For this study, Kimley-Horn used 85th percentile ratios from ITE's dataset to provide a conservative estimate of parking demand based on the relevant land uses: Fast Casual/Fast Food, Adult Active Entertainment (golf simulator), other Retail under 400,000 SF, Medical/Dental Office, and Restaurant with Drive-Through Window. The 85th percentile represents the highest performing (i.e., busiest) comparison sites.

These demand ratios were then inputted into a shared parking model developed by ULI. This model allows for evaluation of how a mix of uses would generate parking demand throughout the day in the shared parking lot, simulating real-world conditions to identify when demand is likely to peak.

Adjustments

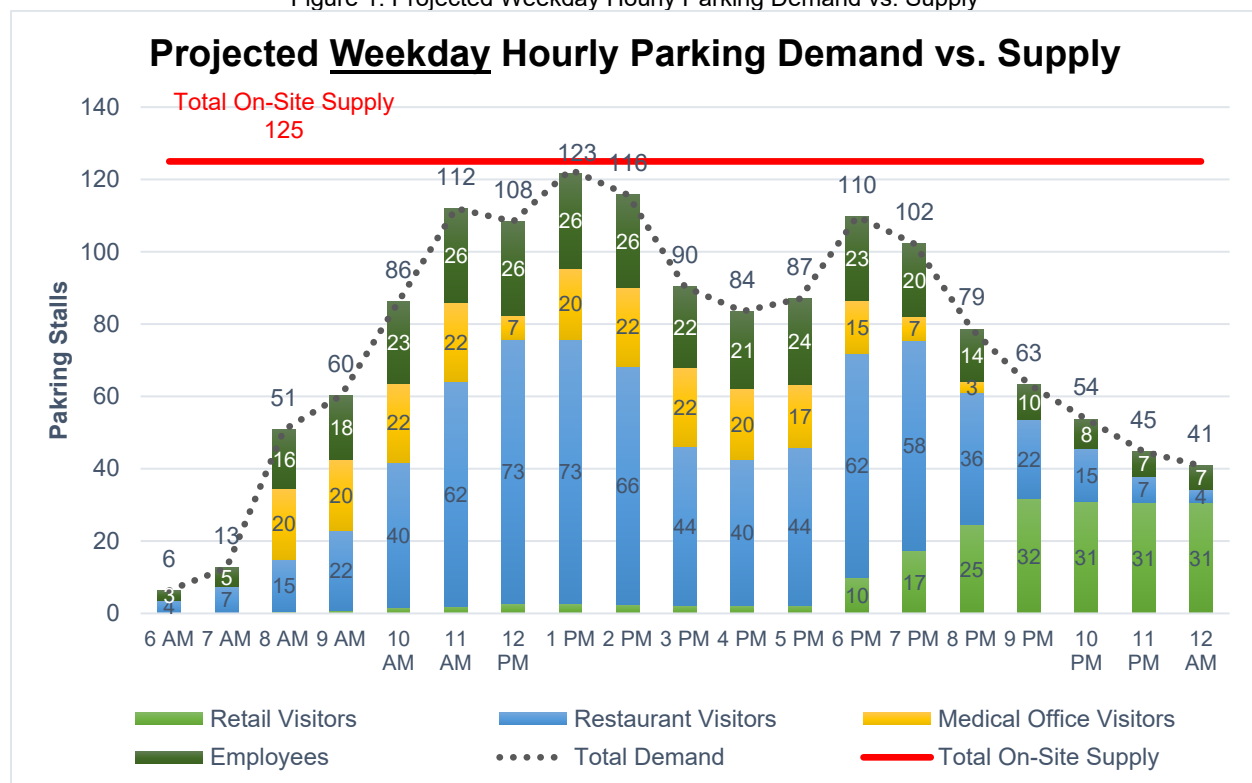
The model includes Project-specific adjustments to better reflect the expected parking conditions of the Site given the concentration of complementary commercial businesses in the vicinity. The 5% driving adjustment for retail/dining and medical office customers reflects a small portion of customers who may walk up to the Site from adjacent off-Site retail, restaurant, and entertainment businesses. Weekday captive adjustments of 3% for retail and 6% for fast casual/fast food uses, and weekend adjustments of 2% and 6%, respectively, reflect customers who work at other on-site establishments and utilize the Site's

retail and dining offerings during their workday or breaks. The full results of the model with adjustments can be found in the Attachments.

Results

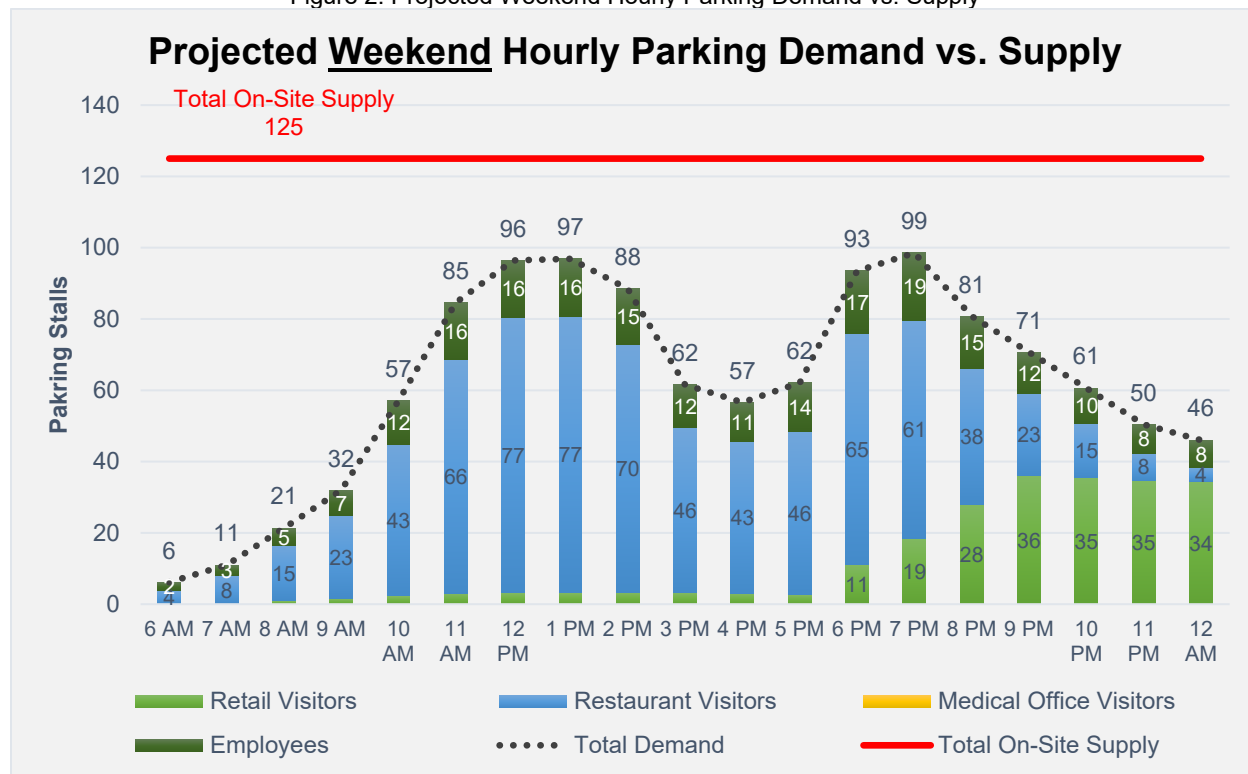
The weekday and weekend hourly demand estimates are illustrated in **Figure 1** and **Figure 2** below.

Figure 1: Projected Weekday Hourly Parking Demand vs. Supply



Weekday demand is projected to peak with 123 parked vehicles in the 1PM timeframe when all businesses but the Retail (golf simulator) land uses are active.

Figure 2: Projected Weekend Hourly Parking Demand vs. Supply



On weekends when the medical office will be closed, demand is projected to peak around 7PM at 99 parked vehicles, led by restaurant visitors.

A peak demand of 123 parking spaces can be expected at this Site, occurring on weekdays at 1PM. This **anticipated peak demand fits within the proposed supply of 125 spaces with a surplus of 2 parking spaces**. The next section summarizes the recommendations of this study to support this right-sized parking supply.

RECOMMENDATIONS

To support a healthy balance of supply with anticipated demand as shown in Table 4, we recommend a shared parking agreement.

Table 4: Parking Sufficiency/Need

Parking Calculation Metric	Parking Spaces	
Proposed Supply	125	Sufficiency/ Need)
Code Requirement	134	(9)
Anticipated Peak Demand (ITE)	123	2

Shared Parking Agreement

To address any unprecedented overflow in parking demand, we recommend pursuing a shared parking agreement with the adjacent AMC movie theater. This theater has several hundred parking spaces and typically experiences low utilization during weekday midday hours, when Limelight Center's peak demand occurs. A shared parking agreement would allow Limelight Center patrons to use AMC spaces during

these periods, ensuring adequate parking for both properties. While the details of such an agreement are outside the scope of this study, standard components typically include agreeing to a Memorandum of Understanding (MOU) between ownership entities. Such an MOU defines lot access hours, outlines signage installation, addresses liability and maintenance responsibilities, and establishes a process for monitoring usage over time. This approach leverages existing resources to meet any overflow in demand during unprecedented peaks.

CONCLUSION

This parking needs study demonstrates that the Limelight Center can achieve a balanced parking supply and demand by implementing two design adjustments. With 125 spaces planned, the developer requests a 7% reduction from Code requirement, which is projected to be sufficient to support peak shared parking needs. While a shared parking agreement with the adjacent AMC theater is recommended as a contingency for unforeseen overflow, the Site as designed is projected to be able to function without reliance on off-site parking.

It is important to note that these conclusions are based on the specific tenant mix and operating assumptions provided, including the expectation that the retail tenant will be a golf simulator with primarily evening and nighttime demand. Any tenant improvement or change in tenant type will require an updated parking analysis and reevaluation by the Town to ensure the Site remains balanced and does not impose undue burden on neighboring properties.

Regards,

Brian Shaw, PTMP
Project Manager

April Getz, AICP Candidate
Parking & Mobility Analyst

ATTACHMENTS

Attachment A: ULI Shared Parking Demand Model Summary

Attachment B: Current Site Plans

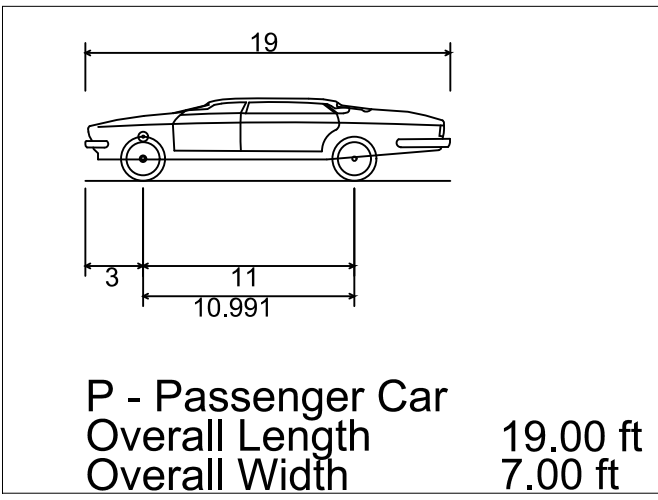
Table 5: ULI Shared Parking Demand Model Summary

Shared Parking Demand Summary																		
Peak Month: MAY -- Peak Period: 1 PM, WEEKDAY																		
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
	Quantity	Unit											1 PM	May		7 PM	May	
Retail																		
Retail (<400 ksf)	1,372	sf GLA	2.90	95%	97%	2.68	ksf GLA	3.20	95%	98%	2.98	ksf GLA	100%	72%	3	70%	72%	2
Employee			0.70	100%	100%	0.70		0.80	100%	100%	0.80		100%	82%	1	80%	82%	1
Food and Beverage																		
Fast Casual/Fast Food	4,382	sf GLA	12.40	95%	95%	11.24	ksf GLA	12.70	95%	94%	11.38	ksf GLA	100%	99%	50	80%	99%	40
Employee			2.00	100%	100%	2.00		2.00	100%	100%	2.00		100%	100%	9	90%	100%	8
Entertainment and Institutions																		
Adult Active Entertainment	3,540	sf GLA	9.00	100%	100%	9.00	ksf GLA	10.00	100%	100%	9.96	ksf GLA	0%	96%	-	50%	96%	17
Employee			1.00	100%	100%	1.00		1.20	100%	100%	1.20		10%	100%	-	100%	100%	5
Hotel and Residential																		
Office																		
Medical/Dental Office	7,500	sf GFA	3.00	95%	100%	2.85	ksf GFA	0.00	95%	100%	0.00	ksf GFA	90%	100%	20	0%	100%	-
Employee			1.60	100%	100%	1.60		0.00	100%	100%	0.00		100%	100%	12	0%	100%	-
Additional Land Uses																		
Restaurant with Drive-Through Window	2,661	sf GFA	9.35	95%	100%	8.88	sf GFA	10.31	95%	100%	9.79	sf GFA	100%	99%	24	80%	99%	21
Employee			1.40	100%	100%	1.40		1.54	100%	100%	1.54		100%	100%	4	90%	100%	5
													Customer/Visitor			Customer/Visitor		
													Employee/Resident			Employee/Resident		
													Reserved			Reserved		
													Total			Total		
													97			80		
													26			19		
													-			-		
													123			99		

Note: The above projected Estimated Parking Demand totals reflect demand for each land use at the overall peak demand hour, not the peak parking demand seen for each land use throughout the day. Slight decimal rounding differences in the model subroutines may result in total demand numbers differing between the charts and tables shown in this report by up to 1 parking space.

SITE DEVELOPMENT PLAN
LOTS 6-A-1A, 6-A-1B, & 6-A-1C, MEADOWS 17,
AREA 4, AMD 14

LOCATED IN THE NORTHEAST QUARTER OF SECTION 34,
TOWNSHIP 7 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS,
STATE OF COLORADO



PROPOSED	EXISTING

SYMBOLS LEGEND

	CROSSWALK
	DOOR
	FIRE DEPARTMENT CONNECTION
	FIRE HYDRANT
	LIGHT POLE
	PARKING COUNT PER ROW
	PARKING COUNT TOTAL
	SIGHT DISTANCE TRIANGLE
	STREET SIGN
	TRANSFORMER
	UTILITY POLE
	WATER METER

HATCHING LEGEND

	ACCESSIBLE RAMP
	CONCRETE PAVING
	RIPRAP / GRAVEL
	SIDEWALK CHASE
	TRUNCATED DOMES
	PAVERS
	AREA OUTSIDE LIMITS OF CONSTRUCTION

KEY:

1	EX PARKING LOT
2	EX BUILDING
3	EX ASPHALT ACCESS ROAD
4	PROPERTY LINE
5	ACCESSIBLE PARKING
6	CROSSWALK
7	CURB RAMP
8	PATIO
9	4" WHITE STRIPE (TYP)
10	TRASH ENCLOSURE
11	10' X 10' TRANSFORMER PAD
12	SIDEWALK, SEE PLAN FOR WIDTH
13	BIKE RACKS
14	RETAINING WALL
15	VALLEY PAN
16	SCREEN WALLS (TYP) (RE: ARCHITECTURAL PLANS)
17	DRIVE THROUGH MENU BOARD
18	NO PARKING FIRE LANE SIGN AND CURB MARKING
19	DRIVE THROUGH STACKING SPACES (TYP) (8 SPACES TOTAL) (SEE PASSENGER CAR PROFILE FOR TYP DIMENSIONS)
20	MONUMENT SIGN

ROTH LANG
ENGINEERING GROUP, LLC

6855 S. HAVANA STREET, SUITE 600
CENTENNIAL, CO 80112
PHONE: 303-841-9365

4/10/2026

SITE PLAN

SHEET NUMBER:

2

2 of 15