MEMORANDUM

To: Town of Castle Rock Development Review and Public Works

From: Cassie Slade, PE, PTOE and Kaelin Hawkins

Date: June 15, 2026

Project: Limelight Avenue in Castle Rock, Colorado

Subject: Traffic Conformance Memo

The Fox Tuttle Transportation Group has completed a traffic conformance analysis for the proposed Limelight Avenue development project within Filing 17 of The Meadows. The Meadows is a master planned community in the Town of Castle Rock, west of US Highway 85 (Santa Fe Drive). The proposed project is located in the commercial portion of the community serving local and regional retail, dining, and service needs, as well as providing a hospital campus.

The Limelight Avenue project proposes to include 13 individual spaces with approximately 6,692 square feet of restaurants, 7,000 square feet of retail space, and 8,133 square feet of office space. The proposed development will be located west of Limelight Avenue between Virtuoso Loop and Sol Danza Drive. The project area is bounded by Meadows Boulevard to the west, Limelight Avenue to the east, Meadows Parkway to the north, and Prairie Hawk Drive to the south, as shown in **Figure 1**.

Figure 1. Vicinity Map

The Meadows is mostly developed with a few vacant parcels within the commercial area including portions of Filing 17, and the vacant lot being called Limelight Avenue. The proposed access points to the retail site will be on Sol Danza Drive and Virtuoso Loop. The existing roadway and intersection infrastructure is already in place to serve the existing traffic, the proposed retail traffic, and future developments within The Meadows.

The purpose of this "traffic conformance memo" is to determine if the proposed Limelight Avenue project is consistent with the trip generation assumptions as analyzed in the ***Arterial Street Access Plan Addendum, March 2018*** (master traffic study) and to determine if additional traffic analyses are necessary.

Trip Generation

To establish the volume of trips associated with the proposed Limelight Avenue project, the data contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Handbook and Manual* (12th Edition, Year 2025) was utilized. The previous master traffic study for the entirety of Filing 7 did not allocate specific land uses for each of the lots. Comparing the property sizes, the Limelight Avenue project is approximately 15% of the Filing 17 property. The Limelight Avenue project proposed to include approximately 6,692 square feet of restaurants, 7,000 square feet of retail space, and 8,133 square feet of office space.

Table 1 summarizes the estimated trip generation for weekday daily, weekday AM, and weekday PM periods for the proposed Limelight Avenue project. For comparison purposes and to be consistent with the master traffic study, no trip reduction was accounted for in this analysis.

Table 1. Trip Generation for Limelight Project

Land Use	Size	Unit	Non-Auto Factor	Average Daily Trips				AM Peak Hour Trips				PM Peak Hour Trips			
				Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out
ITE #822: Strip Retail Plaza (<40k)	7	KSF	0%	54.5	381	191	190	3.93	28	15	13	6.29	44	22	22
ITE #720: Medical Dental Office	8.1	KSF	0%	34.0	276	138	138	3.21	26	20	6	3.42	28	8	20
ITE #932: High Turn Over Sit Down	6.7	KSF	0%	103.8	695	348	347	8.27	60	33	27	9.18	62	38	24
Total Trips					***1,352***	***677***	***675***		***114***	***68***	***46***		***134***	***68***	***66***

Source: ITE Trip Generation Manual and Handbook, 12th Edition, 2025.

The master traffic study included a mix of commercial uses, including 124,300 square feet of retail and services, 305,000 space feet of office (general and medical), 84,400 square feet of light industrial, a 130-room hotel, 108,000 community college campus, and a car wash. The master traffic study estimated that Filing 17 would generate approximately 20,272 daily vehicle trips with 1,886 vehicle trips in the AM peak hour and 1,061 vehicle trips in the PM peak hour. **Table 2** summarizes the estimated trip generation for weekday daily, weekday AM, and weekday PM periods assumed in the master traffic study for all the undeveloped parcels in Filing 17.

Table 2. Approved Trip Generation for Entirety of Filing 17

Land Use	Size	Unit	Average Daily Trips			AM Peak Hour Trips			PM Peak Hour Trips		
			Total	In	Out	Total	In	Out	Total	In	Out
Retail	108	KSF	4,712	2,356	2,356	471	226	245	323	142	181
Office	205	KSF	2,397	1,199	1,198	351	309	42	328	56	272
Light Industrial	84.4	KSF	529	265	264	78	69	9	82	10	72
Medical Dental Office Building	100	KSF	3,874	1,937	1,937	239	189	50	292	82	210
Hotel	130	Rooms	1,062	531	531	121	71	50	78	40	38
ACC Campus	108	KSF	2,969	1,485	1,484	323	239	84	274	159	115
Restaurant	10	KSF	1,271	636	635	108	59	49	99	59	40
Car Wash	4	Bays	432	216	216	32	16	16	32	16	16
Bank	3.3	KSF	489	245	244	40	23	17	80	40	40
Convenience Store	3	KSF	2,537	1,269	1,268	123	62	61	153	76	77
		Total:	***20,272***	***1,269***	***1,268***	***1,886***	***1,263***	***623***	***1,741***	***680***	***1,061***

Source: ITE Trip Generation Manual and Handbook, 12th Edition, 2025.

Table 3 summarizes and compares the estimated trip generation for weekday daily, weekday AM, and weekday PM periods for the proposed site and the 15% of the total approved trips of the entirety of Filing 17.

Table 3. Trip Generation Comparison

Land Use	Average Daily Trips			AM Peak Hour Trips			PM Peak Hour Trips		
	Total	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**
15% of Filing Undeveloped Parcel Trips	3,041	1,521	1,520	283	189	94	261	102	159
Proposed Site Trips	1,352	677	675	114	68	46	134	68	66
Difference in Trips:	***-1,689***	***-844***	***-845***	***AM > -169***	***-121***	***-48***	***PM > -127***	***-34***	***-93***

Source: ITE Trip Generation Manual and Handbook, 12th Edition, 2025.

Based on the trip generation comparison, the proposed retail, office, and restaurant building within Filing 17 **will generate approximately 1,689 fewer vehicle trips per day, 169 fewer vehicle trips in the morning peak, and 127 fewer vehicle trips in the afternoon peak.** The Limelight Avenue trip generation estimates represent approximately 7% of the daily traffic, 6% of AM peak hour, and 8% of the PM hour trips when compared to Filing 17 master traffic study. The adjustments in daily and peak hour trips do not change the recommendations from the original master traffic study and do not require additional improvements.

Conclusions

It is anticipated that the existing roadway network, intersections, and site accesses can accommodate the development of the Limelight Avenue project since the associated trips were estimated to be significantly lower than the forecasts within *the Arterial Street Access Plan Addendum*. The **proposed land use is consistent with the anticipated land use type and trip generation assumptions presented in the *Arterial Street Access Plan Addendum* and thus the findings and recommendations of that study are still valid.** It is anticipated that no additional traffic analysis is necessary to support this project.

I hope that the contents of this memorandum are helpful to you. If you have any questions, please feel free to give me a call.

Sincerely,
FOX TUTTLE TRANSPORTATION GROUP, LLC

Cassie Slade, P.E., PTOE
Principal