

May 12, 2025

**Eagles Nest of Broadway**

ATTN: Michael Noda  
NEOstudio  
3560 Walnut Street, Unit A  
Denver, CO 80205

**RE:     Eagles Nest of Broadway, 301 Broadway, Eagle, CO**  
**Trip Generation Analysis**

**Project Description**

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The purpose of this memorandum is to provide a trip generation analysis for the proposed Eagles Nest of Broadway development in Eagle, CO.

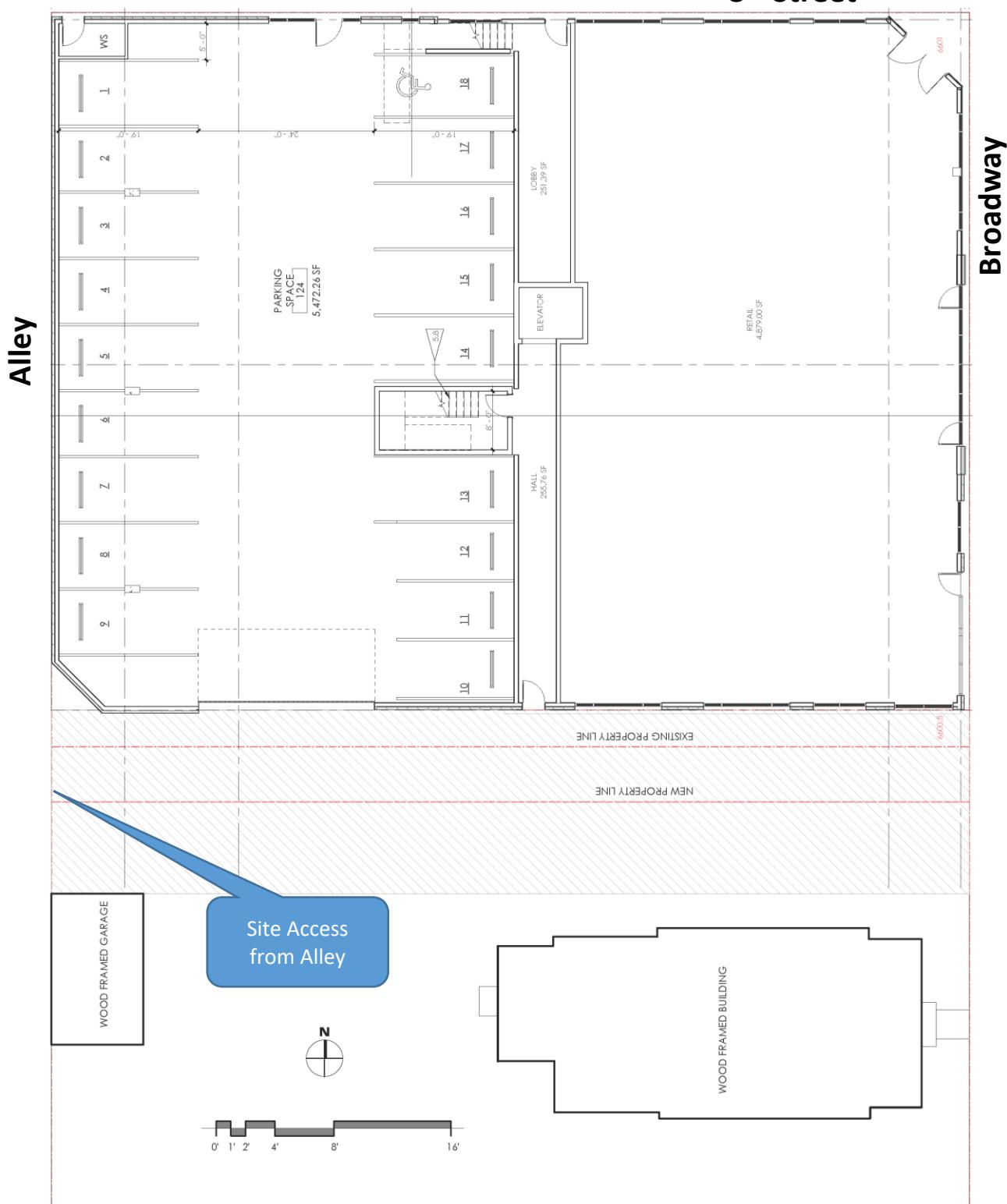
The project parcel is located at 301 Broadway in Eagle, CO. It is located at the southwest corner of Broadway and 3<sup>rd</sup> Street. The property previously had commercial use as a pharmacy and retail store. The store has been closed for several months. **Figure 1** shows the Vicinity Map.

*Figure 1: Vicinity Map*



Figure 2: Site Plan

3rd Street



The project will consist of a three-story building with the first level containing retail uses and covered parking; and the second and third floors containing residential units.

The existing retail building will be demolished to accommodate for the proposed project.

## Proposed Development

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The development is proposed to include nine (9) multifamily homes consisting of two-bedroom units. Additionally, a total of 5,000sf of retail use is proposed. **Figure 2** shows the proposed site plan.

## Current Traffic Data

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The existing retail store is not currently occupied. Therefore, no traffic is currently generated at this site. Historically, when the site was occupied, it can be estimated that the pharmacy and retail store generated approximately 801 vehicle trips per day.<sup>1</sup>

## Trip Generation Analysis

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The estimated trip generation for the proposed development was calculated using the Institute of Transportation Engineers' (ITE's) *Trip Generation Manual*. ITE Land Use Codes #220 - Multifamily Housing (Low Rise) and #820 – Shopping Center (>150k) are the appropriate land uses for this analysis. It should be noted that land use #820 was chosen due to the proximity of already established shopping areas along Broadway, and where the new use works in aggregate with these established uses. For this reason, ITE's average rate was chosen for this land use. The calculations are based upon the number of dwelling units and the square footage of the anticipated uses. Trip generation calculations are detailed in **Table 1**.

A multimodal reduction of ten percent (10%) was applied due to the proximity of the project to transit operations as well as its location along the Central Business District of Broadway within the Town.

A vehicle trip refers to every time a vehicle enters (or leaves) the site. It is not the number of cars that will be added to the site.

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<sup>1</sup> ITE Trip Generation Manual, Land Use #880 – Pharmacy/Drugstore without Drive-Through, Weekday trip generation.

Table 1: Trip Generation Analysis

ITE Code	Units <sup>2</sup>	Eq. Coef	ITE Trip Generation Equation <sup>3</sup>				Average Weekday	Morning Peak Hour		Evening Peak Hour		Saturday Peak Hour	
			Avg. Weekday	AM Peak Hour	PM Peak Hour	Sat. Peak Hour		Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
<b>Proposed Land Use</b>													
#220 - Multifamily Housing (Low-Rise)	9 DU	Type a= b=	6.74 0.00	0.47	0.57	0.41	61	24%	2	76%	4	62%	2
#820 - Shopping Center (>150k)	5.0 kSF	Type a= b=	37.01 2.87	4.09	4.40		185	54%	8	46%	7	50%	10
<i>Multi-Modal Reduction</i>	<i>-10%</i>						<b>-25</b>		<b>-1</b>		<b>-1</b>		<b>-1</b>
<b>Proposed New Trips</b>							<b>221</b>		<b>9</b>		<b>10</b>		<b>13</b>
													<b>11</b>
													<b>12</b>
													<b>12</b>

**Notes:**<sup>1</sup> Values obtained from *Trip Generation, 11th Edition*, Institute of Transportation Engineers, September 2021.<sup>2</sup> DU = Dwelling Units, kSF = 1,000 Square Feet<sup>3</sup> Fitted curve equations from ITE Land Uses - Equation Type A is  $T = a * X + b$ , Equation Type B is  $\ln(T) = a * \ln(X) + b$ , Rate is  $T = a * X$ 

In total, the project is anticipated to generate 221 vehicle trips per day (vpd). This is inclusive of 9 inbound vehicle trips per hour (vph) and 10 outbound vph in the morning peak hour. In the afternoon peak hour, the project is anticipated to generate 13 inbound vph and 11 outbound vph. In the Saturday peak hour, the project is anticipated to generate 12 inbound vph and 12 outbound vph.

## Site Access and Distribution

The project features a carport that is accessible from the alley between Broadway and Wall Street from both Third and Fourth Streets. There is no direct access from Broadway to the carport. Some of the on-street parking spaces along Broadway and Third Street are likely to be utilized by the project.

Traffic will likely utilize Third or Fifth Street to Grand Avenue for trips to/from the west; south on Capitol Street for trips to/from the south within Eagle; and Third Street, Capitol Street, and Broadway for trips to/from the north and east within Eagle, as well as east of Eagle. Since downtown Eagle is a gridded street network, these trips will be dispersed over this grid and can easily adapt due to individual preferences.

## Summary and Recommendations

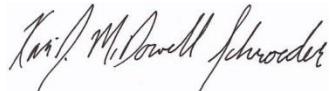
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The project site access through the alley should be discussed and approved by the Town's Public Works Department and should comply with all Town access design standards.

Please contact me directly with any questions about this information.

Sincerely,  
**McDowell Engineering**



Kari McDowell Schroeder, PE  
Traffic/Transportation Engineer