

January 6, 2026

446 Broadway, LLC

ATTN: Jake Roach

PO Box 5830

Eagle, CO 81631

RE: 446 Broadway, Eagle CO
Revised Traffic Trip Generation Analysis

Project Description

The purpose of this memorandum is to provide a trip generation analysis for the proposed 446 Broadway development in Eagle, CO. This memorandum is a revision of the original dated February 24, 2025.

Changes from the Original Memorandum

Specifically, here are the changes from the original memorandum:

- The number of dwelling units has increased from thirty-five (35) to thirty-six (36).
- The retail area was decreased from 3,627 square feet to 3,212 square feet, resulting in a reduction of 415 square feet.
- A new 270 square foot office space has been incorporated into the calculations.

Project Description

The project parcel is located at 446 Broadway in Eagle, CO. It is located at the northeast corner of Broadway and 5th Street. The property currently houses a single-family dwelling unit and occupies approximately 0.29 Acres. **Figure 1** shows the Vicinity Map.

The project will consist of a four-story building with the first level containing retail, office, and restaurant uses, and covered parking, and the second, third, and fourth stories containing residential units.

The existing dwelling unit and appurtenant buildings (sheds, etc.) will be demolished to make way for the proposed project.

Figure 2 shows the proposed site plan.

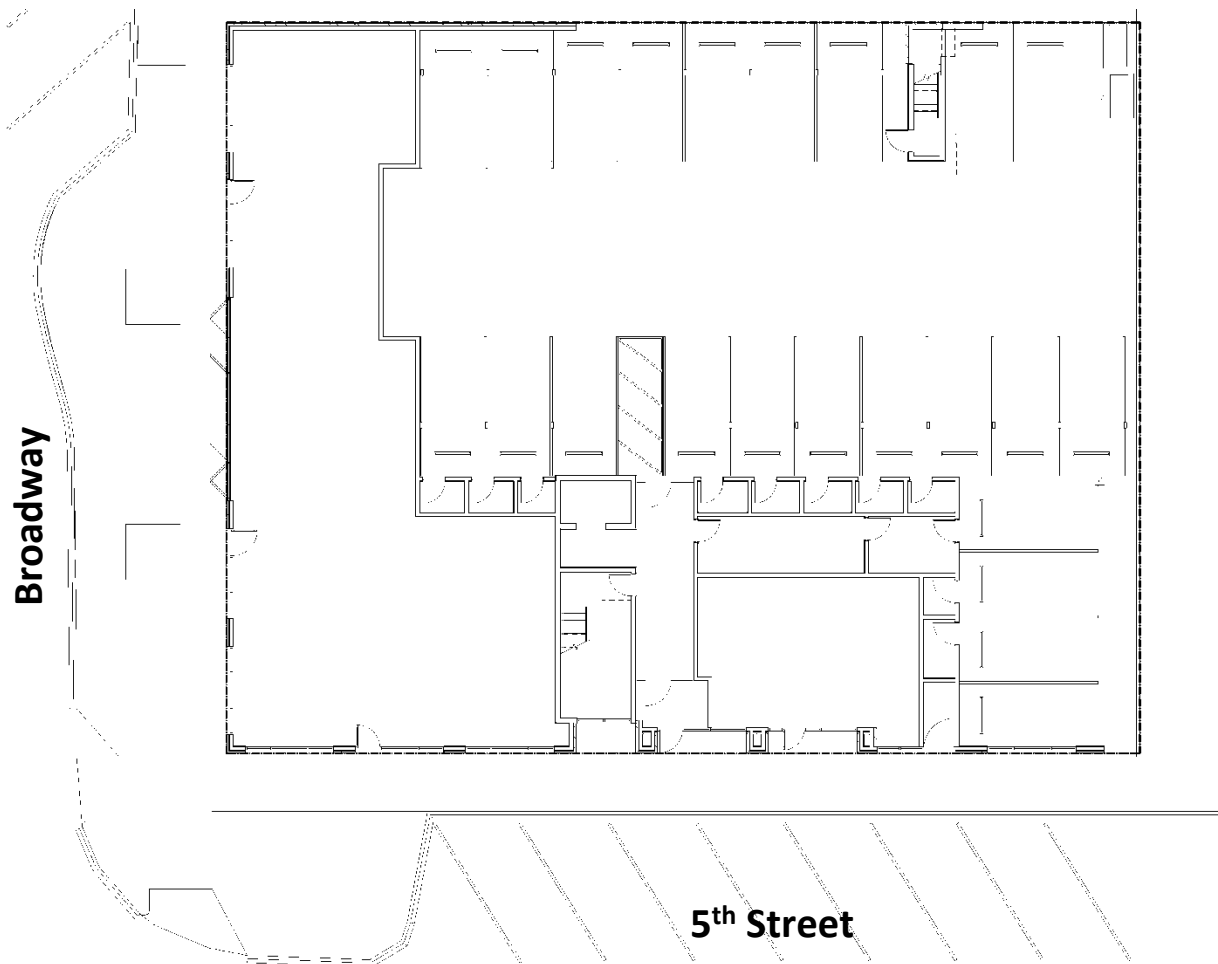
Figure 1: Vicinity Map

Proposed Development

The development is proposed to include thirty-six (36) multifamily units consisting of studio, two-bedroom, and three-bedroom units. Additionally, a total of 3.2kSF of retail uses are proposed. This retail use could be utilized as a restaurant. An office use of 0.27kSF (270SF) is also included.

Current Traffic Data

The parcel and existing home are not currently occupied. Therefore, there is no traffic currently generated at this site. Historically, when the site was occupied, it can be assumed that the single-family dwelling unit generated approximately 10 vehicle trips per day.

Figure 2: Site Plan

Trip Generation Analysis

The estimated trip generation for the proposed development was calculated using the Institute of Transportation Engineer's (ITE's) *Trip Generation Manual*. ITE Land Use Codes #220 - Multifamily Housing (Low Rise), #820 – Shopping Center (>150k), and #712 Small Office Building are the appropriate land uses for this analysis. It should be noted that land use #820 and #712 were chosen due to the proximity of already established shopping areas and office use along Broadway, and where the new use works in aggregate of these established uses. Per the ITE Trip Generation Handbook¹, ITE's average rate was chosen for these land uses. The calculations are based upon the number of dwelling units and the square footages of the anticipated uses. Trip generation calculations are detailed in **Table 1**.

¹ Trip Generation Handbook, 3rd Edition, Institute of Transportation Engineers, September 2017



Table 1: Trip Generation Analysis with First Floor Retail Land Use

ITE Trip Generation Equation ³							Average Weekd	Morning Peak Hour		Evening Peak Hour		Saturday Peak Hour								
ITE Code	Units ²		Eq. Coef	Avg. Weekday	AM Peak Hour	PM Peak Hour	Sat. Peak Hour	Trips (VPD)	%	Trips	%	Trips	%	Trips	%	Trips				
									Trips	(vph)	Trips	(vph)	Trips	(vph)	Trips	(vph)				
Proposed Land Use																				
#220 - Multifamily Housing (Low-Rise)	36	DU	Type a= b=	A 6.41 75.31	A 0.35 28.13	A 0.42 34.78	Rate 0.41	306	24%	10	76%	31	62%	31	38%	19	50%	8	50%	8
#820 - Shopping Center (>150k)	3.2	kSF	Type a= b=	Rate 37.01	Rate 2.87	Rate 4.09	Rate 4.40	118	55%	6	45%	5	50%	7	50%	7	52%	8	48%	7
#712 - Small Office Building	0.27	kSF	Type a= b=	Rate 14.39	Rate 2.61	Rate 2.29	Rate 2.29	4	60%	1	40%	1	42%	1	58%	1	42%	1	58%	1
Multi-Modal Reduction	-10%							-43		-2		-4		-4		-3		-2		-2
Proposed New Trips								385	15		33		35		24		15		14	
								48				59				29				

Notes:¹ Values obtained from *Trip Generation, 11th Edition*, Institute of Transportation Engineers, September 2021.² DU = Dwelling Units, kSF = 1,000 Square Feet³ 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 $T = a * X$

Additionally, as an alternate land use scenario, ITE Land Use #932 - High-turnover (Sit-Down) Restaurant was substituted for the Land Use #820 to show the impacts of a restaurant over general retail. These calculations are detailed in **Table 2**.

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.

First Floor Retail Use

In total, with the first floor retail use, the project is anticipated to generate a total of 385 vehicle trips per day (vpd). This is inclusive of 15 inbound vehicle trips per hour (vph) and 33 outbound vph in the morning peak hour. In the afternoon peak hour, the project is anticipated to generate 35 inbound vph and 24 outbound vph. In the Saturday peak hour, the project is anticipated to generate 15 inbound vph and 14 outbound vph.



Table 2: Trip Generation Analysis with First Floor Restaurant Land Use

ITE Trip Generation Equation ³							Average Weekd	Morning Peak Hour		Evening Peak Hour		Saturday Peak Hour					
ITE Code	Units ²		Eq. Coef	Avg. Weekday	AM Peak Hour	PM Peak Hour	Sat. Peak Hour	Trips (VPD)	%	Trips	%	Trips	%	Trips	%	Trips	
									Trips	(vph)	Trips	(vph)	Trips	(vph)	Trips	(vph)	
Proposed Land Use																	
#220 - Multifamily Housing (Low-Rise)	36	DU	Type a= b=	A 6.41 75.31	A 0.35 28.13	A 0.42 34.78	Rate 0.41	306	24%	10	76%	31	62%	31	38%	19	50% 8 50% 8
#932 - High-Turnover (Sit Down) Restaurant	3.2	kSF	Type a= b=	Rate 107.20	Rate 13.68	Rate 16.35	Rate 11.19	343	57%	25	43%	19	51%	27	49%	26	51% 18 49% 18
#712 - Small Office Building	0.27	kSF	Type a= b=	Rate 14.39	Rate 2.61	Rate 2.29	Rate 2.29	4	60%	1	40%	1	42%	1	58%	1	42% 1 58% 1
Multi-Modal Reduction	-10%							-65		-4		-5		-6		-5	-3 -3
Proposed New Trips								588	32		46		53		41		24 24
								78				94				48	

Notes:¹ Values obtained from *Trip Generation, 11th Edition*, Institute of Transportation Engineers, September 2021.² DU = Dwelling Units, kSF = 1,000 Square Feet³ 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 $T = a * X$ **First Floor Restaurant Use**

Using a first floor restaurant use, the project is anticipated to generate a total of 588 vehicle trips per day (vpd). This is inclusive of 32 inbound vehicle trips per hour (vph) and 46 outbound vph in the morning peak hour. In the afternoon peak hour, the project is anticipated to generate 53 inbound vph and 41 outbound vph. In the Saturday peak hour, the project is anticipated to generate 24 inbound vph and 25 outbound vph.

Site Access and Distribution

The project features a carport that is accessible from the alley between Broadway and Capitol from both Fourth and Fifth Streets. Additionally, many of the parking spaces along Broadway and Fifth Street are likely to be utilized by the project. It is likely that traffic will utilize Fifth Street to Grand Avenue for trips to/from the west, south on Capitol Street for trips to/from the south within Eagle, and Capitol Street and Broadway for trips to/from the north and east within Eagle, as well as east of Eagle.

Summary and Recommendations

The 446 Broadway development will consist of a four-story building with the first level containing office, retail or restaurant uses, and covered parking; and the second, third, and fourth stories containing residential units.



In total, with the first floor retail use, the project is anticipated to generate a total of 385 vehicle trips per day (vpd). This is inclusive of 15 inbound vehicle trips per hour (vph) and 33 outbound vph in the morning peak hour. In the afternoon peak hour, the project is anticipated to generate 35 inbound vph and 24 outbound vph. In the Saturday peak hour, the project is anticipated to generate 15 inbound vph and 14 outbound vph..

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The proposed project traffic is anticipated to be fully accommodated by the Town of Eagle's surrounding street network. 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