



SM ROCHA, LLC

TRAFFIC AND TRANSPORTATION CONSULTANTS

June 3, 2021

Steve Levine
SHIR Capital
1515 S Capital of Tx Hwy, Suite 411
Austin, Texas 78746

**RE: Residences at Hotel Elegante / Traffic Generation Analysis
Colorado Springs, Colorado**

Dear Steve,

SM ROCHA, LLC is pleased to provide traffic generation information for the development entitled Residences at Hotel Elegante. This development is located on the west side of Janitell Road, north of S Circle Drive in Colorado Springs, Colorado.

The intent of this analysis is to present traffic volumes likely generated by the proposed redevelopment, provide a traffic volume comparison to existing land uses, and consider potential impacts to the adjacent roadway network.

The following is a summary of analysis results.

Site Description and Access

Land for the development is currently occupied by hotel and event center and is surrounded by a mix of commercial, residential, educational, and light industrial land uses. The proposed redevelopment is understood to entail the repurposing of the existing 496 hotel rooms as multifamily dwelling units with the new construction of 146 additional residential units within the available ballroom space. This brings the total proposed multifamily units to 642. Furthermore, an existing 5,000 square feet of restaurant space supporting the hotel will remain as sit-down restaurant, and an additional 1,000 square feet of retail business space will be made available.

Existing access to the development is provided at the following locations: one three-quarter movement access onto S Circle Drive (referred to as Access A), and two full-movement accesses onto Janitell Road (referred to as Access B and Access C).

General site and access locations are shown on Figure 1. Due to the proposed reuse of the existing building, site plans for the redevelopment are primarily limited to the reconfiguration of interior spaces only.



Not to Scale



RESIDENCES AT HOTEL ELEGANTE
Traffic Generation Analysis

Figure 1
SITE LOCATION

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Vehicle Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation Manual, 10th Edition, were applied to the existing and proposed land uses in order to estimate the average daily traffic (ADT) and peak hour vehicle trips. A vehicle trip is defined as a one-way vehicle movement from point of origin to point of destination.

Table 1 presents average trip generation rates for the existing and proposed development areas. Use of average trip generation rates presents a conservative analysis. ITE land use codes 221 (Multifamily Housing (Mid-Rise)), 312 (Resort Hotel), 820 (Shopping Center), 932 (Sit-Down (High-Turnover) Restaurant) were used for analysis because of their best fit to the existing and proposed land uses.

It is noted that the ITE Resort Hotel land use includes ancillary facilities such as restaurants, event center space, outdoor activity areas, and other associated site operations. Since these uses are considered supplementary to the primary Hotel operations, no additional trip generation specific to these uses was considered. As example, trips generated by the associated restaurant uses are expected to consist of hotel customers only and are therefore accounted for in the trip generation rates used for the overall Resort Hotel land use.

Table 1 – Trip Generation Rates

ITE CODE LAND USE UNIT			TRIP GENERATION RATES						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
221	Multifamily Housing (Mid-Rise)	DU	5.44	0.09	0.27	0.36	0.27	0.17	0.44
312	Resort Hotel	RMS	4.02	0.16	0.23	0.39	0.18	0.14	0.32
820	Shopping Center	KSF	37.75	0.58	0.36	0.94	1.83	1.98	3.81
932	Sit-Down Restaurant	KSF	112.18	5.47	4.47	9.94	6.06	3.71	9.77

Key: DU = Dwelling Units. RMS = Number of Rooms. KSF = Thousand Square Feet Gross Floor Area.

Note: All data and calculations above are subject to being rounded to nearest value.

Table 2 summarizes the projected ADT and peak hour traffic volumes likely generated by the land use area proposed and provides comparison to traffic volume estimates for the existing hotel land use. It is understood that the proposed redevelopment will be phased beginning with the repurposing of the existing north wing hotel rooms to multifamily (201 units) as phase one, followed by the conversion of the west and central hotel wings as phase two multifamily (295 units), and final build-out (146 units multifamily with retail and restaurant space) occurring with the redevelopment of the main portion of the hotel building. Hotel operations are expected to continue in part during phase one. The length of redevelopment phasing is undetermined but estimated to occur over a three-year period.

Table 2 – Trip Generation Summary

ITE CODELAND USESIZE				TOTAL TRIPS GENERATED						
				24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
					ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
<u>Site Development - Existing</u>										
312	Resort Hotel	496	RMS	1,994	81	112	193	87	71	159
Existing Total:				1,994	81	112	193	87	71	159
<u>Site Development - Phase 1 (North Wing)</u>										
221	Multifamily Housing (Mid-Rise)	201	DU	1,093	19	54	72	54	34	88
<u>Site Development - Phase 2 (West & Central)</u>										
221	Multifamily Housing (Mid-Rise)	295	DU	1,605	28	79	106	79	51	130
<u>Site Development - Phase 3 (Build-Out)</u>										
221	Multifamily Housing (Mid-Rise)	146	DU	794	14	39	53	39	25	64
820	Shopping Center	1.0	KSF	38	1	0	1	2	2	4
932	Sit-Down Restaurant	5.0	KSF	561	27	22	50	30	19	49
Proposed Total:				4,091	88	194	282	204	131	335
Difference Total:				2,097	7	82	88	117	59	176

Note: All data and calculations above are subject to being rounded to nearest value.

As Table 2 shows, the proposed development area, upon build-out, has the potential to generate approximately 4,091 daily trips with 282 of those occurring during the morning peak hour and 335 during the afternoon peak hour.

Adjustments to Trip Generation Rates

A residential development of this type is not likely to attract trips from within area land uses nor pass-by or diverted link trips from the adjacent roadway system, therefore no trip reduction was taken in this analysis. It is however noted that given the combination of residential use with restaurant and retail businesses, potential trip reductions due to internal capture may be applicable given the possibility of residents visiting the adjacent restaurant and retail uses, and vice versa. However, a specific reduction due to internal capture can only be assumed at this time, and therefore no reductions were applied. This provides for a conservative analysis.

Vehicle Trip Generation Comparison & Development Impacts

As Table 2 shows, the proposed development, upon build-out, provides potential increase to traffic volumes previously generated by the existing hotel land use. While the increase in traffic generation is considered minor to moderate, no detrimental impact to traffic operations of adjacent roadways or intersections is anticipated since the adjacent roadways are built to arterial or collector standards. Additionally, traffic generation during any phase of redevelopment is not likely to cause need for roadway or site access improvements.

Conclusion

This analysis assessed traffic generation for the Residences at Hotel Elegante redevelopment, provided a traffic volume comparison to existing land uses, and considered potential impacts to the adjacent roadway network.

The proposed site-generated traffic has the potential to represent a minor to moderate increase to traffic volumes previously generated by the existing hotel land use. However, no detrimental impact to adjacent roadway or intersection operations is anticipated.

We trust that our findings will assist in the planning and approval of the Residences at Hotel Elegante development. Please contact us should further assistance be needed.

Sincerely,

SM ROCHA, LLC

Traffic and Transportation Consultants



Stephen Simon, EIT
Traffic Engineer



Fred Lantz, PE
Traffic Engineer