



SM ROCHA, LLC

TRAFFIC AND TRANSPORTATION CONSULTANTS

February 23, 2024

Luke Taylor
KT Development
12000 E 47th Avenue, Suite 101
Denver, CO 80239

**RE: Promenade Woodspring Suites / Traffic Generation Analysis
Castle Rock, Colorado**

Dear Luke,

SM ROCHA, LLC is pleased to provide traffic generation information for the development entitled Promenade Woodspring Suites. This development is located to the east of Promenade Parkway and north of Factory Shops Boulevard in Castle Rock, Colorado.

The intent of this analysis is to present traffic volumes likely generated by the proposed development, provide a traffic volume comparison to previous land use assumptions approved for the development site, 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 vacant and surrounded by a mix of commercial and residential land uses. The proposed development is understood to entail the new construction of an approximate 48,660 square-foot hotel supporting up to 122 rooms.

Proposed access to the development is provided via two full-movement accesses onto Shopping Center Drive (referred to as Access A and Access B). Shopping Center Drive provides further access onto Promenade Parkway via a roundabout intersection serving the adjacent shopping center development area.

General site and access locations are shown on Figure 1.

A site plan, as prepared by Entitlement Engineering Solutions, Inc., is shown on Figure 2. This plan is provided for illustrative purposes only.



Not to Scale



Figure 1
SITE LOCATION

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PROMENADE WOODSPRING SUITES
Traffic Generation Analysis

SM ROCHA, LLC
Traffic and Transportation Consultants





Not to Scale

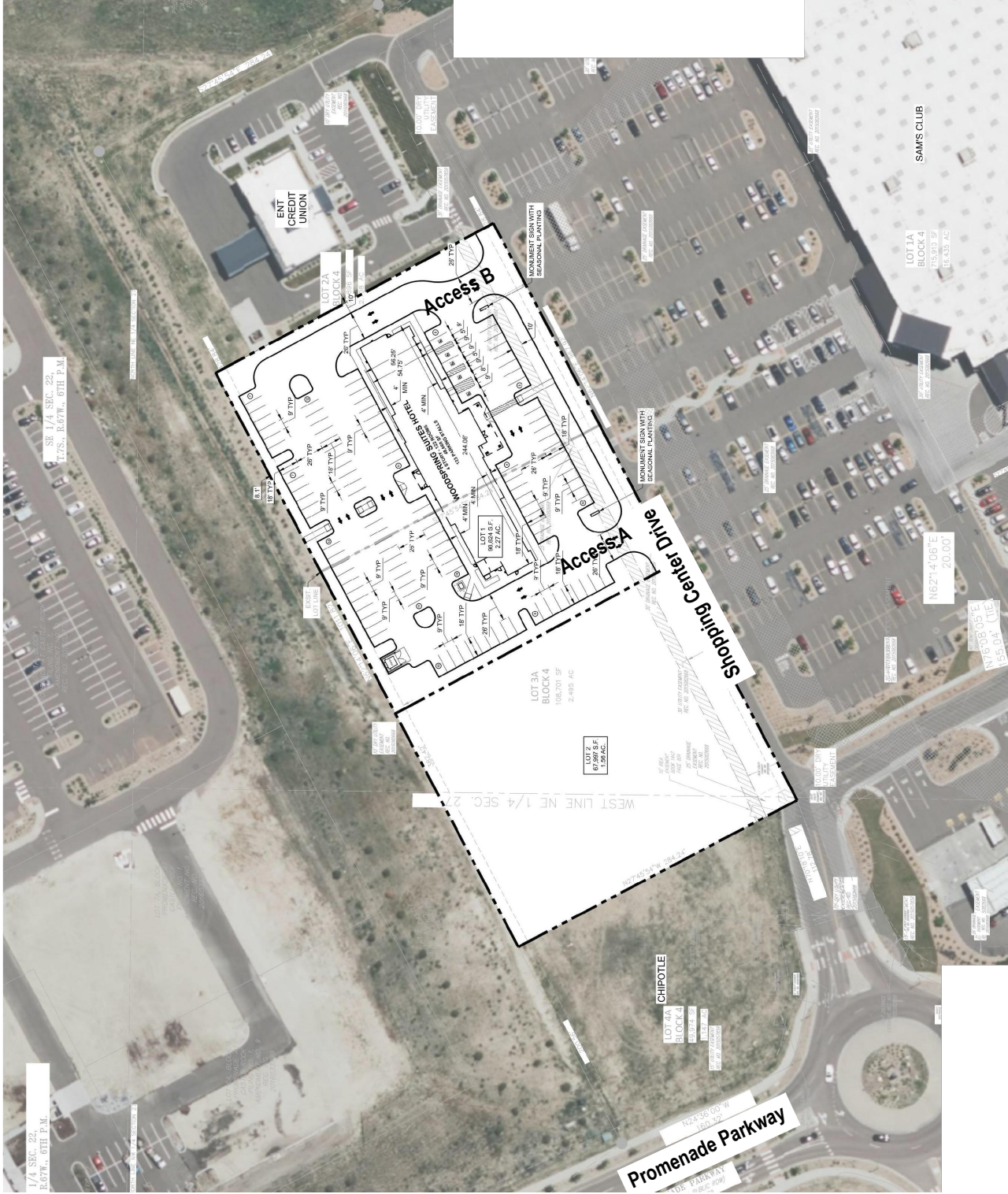


Figure 2
SITE PLAN
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Vehicle Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation Manual, 11th Edition, were applied to the proposed land use 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.

The approved traffic study for overall Promenade at Castle Rock Traffic Impact Analysis¹ used trip generation rates from ITE's Trip Generation Manual, 9th Edition and included "Shopping Center" land use in the same development area as currently proposed with this project.

Table 1 presents average trip generation rates for the proposed development area. Use of average trip generation rates presents a conservative analysis. ITE land use code 310 (Hotel) was used for analysis because of its best fit to the proposed land use.

Table 1 – Trip Generation Rates

ITE CODELAND USEUNIT			TRIP GENERATION RATES						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
310	Hotel	RMS	7.99	0.26	0.20	0.46	0.30	0.29	0.59

Key: RMS = Rooms.

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 previously approved land use.

¹ Promenade at Castlerock: Traffic Impact Analysis, Felsburg Holt & Ullevig, January 2015.

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 - Previously Approved *</u>									
820	Shopping Center	48.7 KSF	2,078	29	18	47	87	94	181
Previously Approved Total:			2,078	29	18	47	87	94	181
<u>Site Development - Proposed</u>									
310	Hotel	122 RMS	975	31	25	56	37	35	72
Proposed Total:			975	31	25	56	37	35	72
Difference Total:			-1,103	2	7	9	-50	-59	-109

Key: KSF = Thousand Square Feet Gross Floor Area. RMS = Rooms.

* = Promenade at Castle Rock: Transportation Impact Analysis, Felsburg Holt & Ullevig, January, 2015.

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

As Table 2 shows, the proposed development area has the potential to generate approximately 975 daily trips with 56 of those occurring during the morning peak hour and 72 during the afternoon peak hour. Table 2 further shows how proposed development traffic volumes generally do not exceed those approved in the Promenade at Castle Rock traffic study for an equivalent size of assumed shopping center.

Adjustments to Trip Generation Rates

A 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.

Vehicle Trip Generation Comparison & Development Impacts

As Table 2 shows, the proposed development generally does not exceed traffic volumes approved for the area in comparison to previously projected volumes of the overall development area. These volumes are not likely to negatively impact operations of Promenade Parkway nor other adjacent roadways or intersections.

Conclusion

This analysis assessed traffic generation for the Promenade Woodspring Suites development, provided a traffic volume comparison to previous land use assumptions approved for the development site, and considered potential impacts to the adjacent roadway network.

It is our professional opinion that the proposed site-generated traffic resulting is expected to create no negative impact to traffic operations for the surrounding roadway network and existing site access, nor at the Promenade Parkway intersection with Factory Shops Boulevard and is in compliance with the Promenade at Castle Rock Traffic Impact Analysis.

We trust that our findings will assist in the planning and approval of the Promenade Woodspring Suites development. Please contact us should further assistance be needed.

Sincerely,

SM ROCHA, LLC

Traffic and Transportation Consultants



Zac Trotter, EIT
Traffic Engineer



Fred Lantz, PE
Traffic Engineer