



April 4, 2019

Ms. Myra Mesko
Post Office Box 44
Frisco, CO 80443

Reference: **Rainbow Court Traffic Report**
FHU Reference No. 118095-01

Dear Ms. Mesko:

Felsburg Holt & Ullevig has completed an evaluation of traffic-related issues for the reconstruction of the Rainbow Court property which is located at 310 Main Street in the Town of Frisco, Colorado. As we understand it, you will be demolishing an existing office/retail/restaurant building and replacing it with a new building that will include these same uses, although with modified sizes, along with four one-bedroom condominiums.

In 2018, The Town of Frisco identified the traffic-related items that should be addressed in this letter. These items can be categorized into the following main issues:

- Estimates of the change in trip generation for the existing land uses versus the proposed land uses
- Changes in vehicle and pedestrian circulation (if any)
- Impacts to the surrounding street system

Following is further information on each of these issues.

Trip Generation Comparison

The reconstruction of Rainbow Court will change some of the existing land uses and will add a new residential use. A new building will be constructed in place of the existing one, a building that is larger in size that will include four differing uses. The new building will include four residential townhomes along with retail, office and restaurant space that could fluctuate over time.

To understand how much vehicular traffic the land use revisions may generate, it was necessary to make comparisons between existing and proposed conditions. To that end, projected vehicle-trips for these land uses were estimated based on information found in the Institute of Transportation Engineers' (ITE) publication *Trip Generation*, 10th Edition (2017).

For this evaluation, the following land use categories were used:

- Residential Condominiums – Multi-Family Housing (Low-Rise) Category: This category is appropriate for the four residential townhomes.
- Retail and Restaurant Space – Shopping Center Category: Retail/restaurant opportunities along Main Street in Frisco will likely change over time, i.e., a restaurant today could become a store that sells souvenirs tomorrow, or vice-versa. As such, our assessment is that the best category to use that can quantify these potential changes is the Shopping Center category.
- Office Space – Small Office Building Category: This category seems appropriate given the proposed size of the reconstructed building and since the types of businesses that will be housed there can, and will, change over time. Office uses could be for real estate, insurance, architects, an eye doctor, etc., but can vary as economic changes dictate.

Considering these land use categories, **Table I** summarizes the trip generation comparison.

Table I. Trip Generation Comparison

Land Use	Unit	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Existing Land Uses									
Retail	SF	1,804	68	1	1	2	3	4	7
Restaurant	SF	2,746	104	2	1	3	5	6	11
Office	SF	2,084	34	3	1	4	2	3	5
Subtotal =			206	6	3	9	10	13	23
Proposed Land Uses									
Condominium	DU	4	30	0	2	2	2	1	3
Retail	SF	4,099	155	3	1	4	8	8	16
Restaurant	SF	2,306	87	2	1	3	4	5	9
Office	SF	1,737	28	3	1	4	2	3	5
Subtotal =			300	8	5	13	16	17	33
Difference			+94	+2	+2	+4	+6	+4	+10

As can be seen in this table, the reconstructed building will generate more vehicle-trips on a daily and peak hour basis than the land uses that occupy the existing building. Regardless, the level of change in projected vehicle-trips is relatively small. A maximum of 10 additional vehicle-trips is projected for the PM peak hour which is typically the busiest travel time on a weekday. This level of increase equates to about one additional vehicle-trip every six minutes. Some things to consider:

- Even though the level of additional vehicle-trips is low, these raw estimates do not consider the number of customer trips that can be combined with other trips. Patrons of the retail and restaurant uses are likely making one trip but with several destinations in downtown Frisco. For example, a patron may combine trips to the eye doctor, the bank, and a store or restaurant while only making one vehicle-trip to/from downtown Frisco (i.e., park once; visit numerous establishments at the same time).
- Some of the customer trips to Rainbow Court likely do not require a vehicle-trip at all; they are made by patrons that live within walking or biking distance of downtown Frisco, or they could utilize the Summit Stage bus system. As such, the estimates of new vehicle-trips contained in **Table I**, while relatively low, may be conservative.
- Additionally, patrons of the residential townhomes will likely make many trips by walking or biking also.

Vehicle and Pedestrian Circulation

While the proposed land uses are somewhat different than the existing land uses, the retail and restaurant uses are the major trip generating components of the site. As such, the pattern of vehicle and pedestrian movements along Main Street are not anticipated to change for this land use. This assessment is strengthened by the nature of businesses in downtown Frisco – they serve both the local residents as well as a strong tourist base. How patrons of a reconstructed Rainbow Court access this business will likely be the same as exists today.

Relative to the condominium patrons, the vehicle circulation for these dwelling units will depend on whether they are used by full-time residents of Frisco or if they are properties that will be for rent (something that could change over time). Full-time residents will likely have travel patterns that are similar to anyone that lives in any type of dwelling unit in Frisco, Summit County, or other locations in Colorado – there will be trips to/from work, or to/from school, soccer practices, etc. And the condominiums will allow full-time residents to walk to/from work or to have a convenient location in a downtown setting. If the condominiums are for-rent properties, less vehicle activity could result. While renters may make trips to local tourist amenities (skiing, Dillon Reservoir, etc.), they may choose to rent at this location due to its convenience to downtown shops, restaurants, etc. Regardless of their type of use, the travel patterns of owners or renters are projected to be like other townhomes in Frisco. A benefit to this site is that condominiums will have specified parking spaces along the Granite Street Alley and, therefore, will not interfere with retail/restaurant patrons who are seeking a parking option along Frisco streets.

Project Impacts

The vehicle impact for the reconstruction of Rainbow Court will likely be minimal since patrons of the retail/restaurant land uses can park anywhere in Frisco and walk to Rainbow Court, while condominium patrons will have their own parking spaces. And as noted, the estimates of additional vehicle-trips are likely conservative given the downtown nature of its location and the opportunities for patrons who live in Frisco to walk or bike.

We recognize that the increase in building size will create the opportunity for additional vehicle-trips when considering the entire reconstruction of Rainbow Court (however slight), but we believe that this level of activity can be managed by the existing roadway infrastructure.

Summary

When considering the several factors of the Rainbow Court redevelopment – uses in a downtown setting, opportunities for walking/biking, the relatively small increase in projected vehicle-trips – we believe that the reconstruction will have a relatively small impact to the surrounding street network, possibly one that is indistinguishable from existing conditions. As such, we do not anticipate any changes to travel patterns or the need for any signing or striping changes along the Town's network of public streets.

We hope the information contained in this letter assists you during your approval process with the Town. Please do not hesitate to call me with any questions that you have.

Respectfully,

FELSBURG HOLT & ULLEVIG



Richard R. Follmer, PE, PTOE
Associate