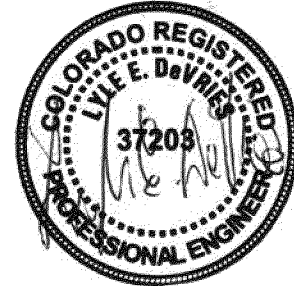




March 8, 2021

Mr. Clark Lipscomb
 Grand Park Development, LLC
 PO Box 30
 Winter Park, Colorado 80482



3-8-2021

Reference: Grand Park Planning Area 2W – Trip Generation Review
 FHU Reference No. 107104-05

Dear Mr. Lipscomb:

It is our current understanding that you are in the process of starting the next phase of development of Planning Area 2W of the Grand Park development in Fraser, Colorado. The current Planning Area 2W development plan includes 204 multifamily residential dwelling units in addition to the 55 units currently built within Planning Area 2W. Per your request, this letter addresses whether the current development plan is consistent with previous traffic studies prepared for the area.

The proposed development of Planning Area 2W has previously been evaluated in the 2004 RENDEzVOUS Traffic Impact Analysis (Master TIA). The Master TIA evaluated potential impacts of 686 detached residential dwelling units, 1857 attached residential dwelling units, 1278 lodging units and 395.8 thousand square feet of commercial development on the surrounding roadway network and identified recommended roadway and intersection improvements. Planning Area 2W included a total of 250 attached dwelling units, 278 lodging units and 100,000 square feet of commercial retail use.

Based on the trip generation rates used in the TIA, the proposed 250 attached and 9 detached dwelling units would generate fewer vehicle-trips than the original proposed residential and retail uses. **Table I** provides a trip generation comparison between the Master TIA and the current plan, based on the number and type of proposed residential units. Trip generation rates are consistent with rates used in the Master TIA.

Table I. Planning Area 2W Trip Generation Comparison

2W Scenario	Land Use	Quantity	Daily Trips ¹	AM Peak Hour ¹			PM Peak Hour ¹		
				In	Out	Total	In	Out	Total
Master TIA	Commercial	100 KSF	3,000	42	24	66 ²	143	143	286
	Attached Residences	250 Units	1,250	23	60	83 ²	73	38	111
	Lodging	278 Units	1,112	21	64	86	78	42	120
	Total		5,362	86	148	235	294	223	517
Current Plan	Attached Residences	250 Units	1,250	23	60	83	70	38	108
	Detached Residences	9 Units	72	2	5	7	4	2	6
	Total		1,322	25	65	90	74	40	114

¹ Rates used to calculate trip generation estimates are consistent with rates utilized and documented in the 2004 RENDEzVOUS Traffic Impact Analysis. See attachment for information.

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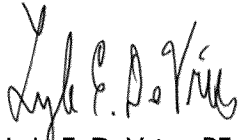
As shown on **Table I**, Planning Area 2W would generate approximately 4,040 (approximately 75 percent) fewer daily vehicle trips, 144 fewer vehicle trips during the AM peak hour and 403 fewer vehicle trips in the PM peak hour.

Because Planning Area 2W is projected to generate fewer trips under the current development plan in comparison to the Master TIA, it is reasonable to assume that the site roadway network and accesses to US Highway 40 included in the Master TIA are sufficient to accommodate the proposed development of Planning Area 2W without creating operational deficiencies. It has been concluded that the current development plans for Planning Area 2W are generally consistent with previous traffic studies and no new analyses are necessary at this time to address the changes in the land use with the Town of Fraser.

Please feel free to contact us with any questions.

Sincerely,

FELSBURG HOLT & ULLEVIG

A handwritten signature in black ink, appearing to read "Lyle E. DeVries". The signature is written in a cursive, somewhat stylized font.

Lyle E. DeVries, PE, PTOE
Principal

Attachment: Trip Generation Rates and results from *2004 RENDEzVOUS Traffic Impact Analysis*, pp. 10-11

B. Trip Generation

Table 3 summarizes the trip generation rates used in this analysis. Daily trips to be generated by single and multi-family residences within Rendezvous were estimated based on standard trip generation rates published by Grand County. Information included in the Maryvale Traffic Impact Analysis was used as the basis for the Lodging trip generation rates. The rate of 30 vehicle-trips per day per 1,000 square feet of commercial space was based on information from Pitkin County research. Documentation of these trip generation rates is included in Appendix A.

The AM and PM peak hour rates for the single and multi-family residential properties were calculated based on peak hour percentages determined at Snowmass Village, a mountain area with many similarities to the Fraser Valley. The peak hour rates for other uses were extracted from earlier Maryvale analyses.

Table 3. Trip Generation Rates

	Residential Rates (Trips per Dwelling Unit)			Commercial Rates (Trips per 1,000 SF)
	Single-Family Residences	Multi-Family Residences	Lodging	
Daily	8 ¹	5 ¹	4 ²	30 ⁴
AM Peak Hour	0.68 (8.5%) ³	0.33 (6.6%) ³	0.31 (7.75%) ²	0.66 ²
PM Peak Hour	0.70 (8.75%) ³	0.43 (8.6%) ³	0.43 (10.75%) ²	2.85 ²
¹	From Grand County Trip Generation Rates			
²	From Maryvale Traffic Impact Analysis, by Leigh, Scott & Cleary			
³	Peak Hour Percentages determined in Snowmass Village Roadway System study			
⁴	From Pitkin County Retail Shop Trip Generation Rate - "No Transit System" scenario			

The estimated number of trips to be generated by the Rendezvous development was calculated based on the rates shown in Table 3; the results are depicted in Table 4.

Table 4. Trip Generation Estimates

Section	Size	Total Trips Generated						
		Daily	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
East Mountain								
Residential	914 Units (342 SFDU, 442 MFDU, 130 Lodge)	4,970	110	310	420	320	170	490
Commercial	64.2 KSF	1,790	20	10	30	65	65	130
Sub-Total		6,760	130	320	450	385	235	620
West Mountain								
Residential	3,821 Units (686 SFDU, 1857 MFDU, 1278 Lodge)	17,785	375	1070	1,445	1,175	625	1,800
Commercial	395.8 KSF	9,740	115	65	180	380	380	760
Sub-Total		27,525	490	1,135	1,625	1,555	1,005	2,560
TOTALS		34,285	620	1,455	2,075	1,895	1,215	3,110

As shown in the table, the East Mountain portion of Rendezvous is expected to generate approximately 6,760 daily trips while the West Mountain would generate approximately 27,525 trips. A total of approximately 34,285 daily trips are expected to be generated by the development. Of these trips, approximately 2,100 are expected to occur during the AM peak hour, and about 3,100 are expected to occur during the PM peak hour. Based on the mix of land uses proposed for the development and the typical composition of trip types for uses of this sort, it was estimated that 33 percent of trips generated by the proposed commercial land uses would be attributable to residential uses internal to the site.

It should be noted that these estimates do not reflect the factor of "passby" trips. Passby trips are vehicle-trips already traveling along the roadway network adjacent to a development (usually a commercial development) that divert into the development to complete an errand, etc. Though passby trips contribute to traffic volumes entering and exiting a site, they do not add traffic to the adjacent roadway network. In the case of Rendezvous, information included in the ITE's Trip Generation suggests that passby trips could comprise approximately 30 percent of the commercial site generated traffic volumes. Thus, the total trip generation for the Rendezvous development could be reduced by about 10 percent to account for the passby effect. However, in order to maintain a conservative approach to this analysis, no reduction was made to account for passby trips.