



June 4, 2015

Grand Park Development, LLC  
P.O. Box 30  
Winter Park, CO 80482

Re: Grand Park Planning Area 3Wc Traffic Review  
FHU Reference No. 107104-01

To Grand Park Development, LLC:

It is our understanding that you are in the process of submitting development plans for land within Planning Area 3Wc of the Grand Park development in Fraser, Colorado. You have indicated that 30 detached residential dwelling units are currently planned for the area. Per your request, this letter addresses whether the current development plan is consistent with previous traffic studies prepared for the area.

The *RENDEzVOUS Traffic Impact Analysis* (Master TIA) was completed in December of 2004 for the larger development area of which Planning Area 3Wc is a part. This analysis identified impacts of the development on the surrounding roadway network and included recommended roadway and intersection improvements needed to address impacts. The Master TIA assumed that Planning Area 3Wc would be developed with a total of 60 attached dwelling units and 30 Thousand Square Feet (KSF) of commercial retail uses.

Based on the trip generation rates used in the TIA, the proposed 30 detached dwelling units will generate fewer vehicle-trips than the original proposed residential and retail uses. **Table 1** 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 1.** Planning Area 3Wc Trip Generation Comparison

3Wc Scenario	Land Use	Quantity	Daily Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Master TIA	Commercial	30 KSF	900 <sup>4</sup>	13	7	20 <sup>2</sup>	43	43	86 <sup>2</sup>
	Attached Residences	60 Units	300 <sup>1</sup>	5	14	19 <sup>2</sup>	17	9	26 <sup>2</sup>
	Total		1,200	18	21	39	60	52	112
Current Plan	Detached Residences	30	150 <sup>1</sup>	3	7	10 <sup>3</sup>	8	5	13 <sup>3</sup>

<sup>1</sup> Trip generation rates based on Grand County standard residential trip generation rates  
<sup>2</sup> From Maryvale Traffic Impact Analysis, by Leigh Scott & Cleary  
<sup>3</sup> Peak Hour Percentages determined in Snowmass Village Roadway System Study  
<sup>4</sup> From Pitkin County Retail Shop Trip Generation Rate "No Transit System" scenario

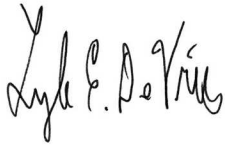
As shown, the current Planning Area 3Wc development would generate 1,050 fewer daily trips, 29 fewer AM peak hour and 99 fewer PM peak hour vehicle-trips than was analyzed in the Master TIA. Therefore, it is reasonable to assume that the site roadway network and accesses to US Highway 40 recommendations included in the Master TIA are sufficient to accommodate the proposed development of 3Wc without causing operational deficiencies.

Because of the lesser trip generation estimates based on current plans for 3Wc development, it is concluded that current plans for Planning Area 3Wc are generally consistent with previous traffic studies and no new analyses are necessary at this time to address traffic impacts of the proposed development.

Please contact me 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 style with a large initial "L".

Lyle E. DeVries, PE, PTOE  
Principal