



June 8, 2018

Mr. Clark Lipscomb
 Cornerstone Winter Park Holdings
 PO Box 30
 Winter Park, Colorado 80482

Reference: Grand Park Planning Area 3Wc – Trip Generation Review
 FHU Reference No. 107104-03

Dear Mr. Lipscomb

It is our current understanding that you are in the process of building out Planning Area 3Wc of the Grand Park development in Fraser, Colorado. The current development Planning Area 3Wc development plan includes 65 residential dwelling units, 44 of which would be attached homes and 21 detached. 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 3Wc 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 3Wc was evaluated for a total of 60 attached dwelling units and 30,000 square feet of commercial retail uses.

Based on the trip generation rates used in the Master TIA, the proposed 21 detached and 44 attached 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 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 ⁴ | 13 | 7 | 20 ² | 43 | 43 | 86 ² |
| | Attached Residences | 60 Units | 300 ¹ | 5 | 14 | 19 ² | 17 | 9 | 26 ² |
| | Total | | 1,200 | 18 | 21 | 39 | 60 | 52 | 112 |
| Current Plan | Detached Residences | 21 | 168 ¹ | 4 | 10 | 14 ³ | 10 | 5 | 15 ³ |
| | Attached Residences | 44 | 220 ¹ | 4 | 11 | 15 ³ | 12 | 7 | 19 ³ |
| | Total | | 388 | 8 | 21 | 29 | 22 | 12 | 34 |

¹ Trip generation rates based on Grand County standard residential 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

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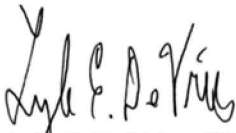
As shown on **Table I**, Planning Area 3Wc would generate approximately 812 (approximately 68 percent) fewer daily vehicle trips, 9 fewer vehicle trips during the AM peak hour and 78 fewer vehicle trips in the PM peak hour.

Because Planning Area 3Wc 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 3Wc without creating operational deficiencies. It has been concluded that the current development plans for 3Wc 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



Lyle E. DeVries, PE, PTOE
Principal



Rachel S. Ackermann, EI
Transportation Engineer