



June 8, 2018

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

Reference: Grand Park Planning Area 4W – 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 4W of the Grand Park development in Fraser, Colorado. The current development Planning Area 4W development plan includes 84 multifamily residential dwelling units. 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 4Wc 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 unites and 395.8 thousand square feet of commercial development on the surrounding roadway network and identified recommended roadway and intersection improvements. Planning Area 4W included a total of 100 attached dwelling units and 65,800 square feet of commercial retail uses.

Based on the trip generation rates used in the TIA, the proposed 84 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 4W Trip Generation Comparison

4W Scenario	Land Use	Quantity	Daily Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Master TIA	Commercial	65.8 KSF	1974 <sup>4</sup>	27	16	43 <sup>2</sup>	94	94	184 <sup>2</sup>
	Attached Residences	100 Units	500 <sup>1</sup>	9	24	33 <sup>2</sup>	28	15	43 <sup>2</sup>
	Total			2,474	36	40	76	122	109
Current Plan	Attached Residences	84	420 <sup>1</sup>	8	20	28 <sup>3</sup>	23	13	36 <sup>3</sup>
	Total			420	8	22	28	23	13

<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 on **Table I**, Planning Area 4W would generate approximately 2,054 (approximately 83 percent) fewer daily vehicle trips, 48 fewer vehicle trips during the AM peak hour and 195 fewer vehicle trips in the PM peak hour.

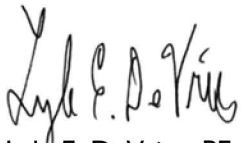
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Because Planning Area 4W is projected to generate fewer trips under the current development plan in comparison to the Master TIA, it is reasonable to assume that the site roadway network and accesses to US Highway 40 included in the Master TIA are sufficient to accommodate the proposed development of Planning Area 4W without creating operational deficiencies. It has been concluded that the current development plans for Planning Area 4W 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