



March 22, 2022

Ms. Gaby Riegler  
May-Riegler Properties  
[gaby@mayriegler.com](mailto:gaby@mayriegler.com)

**RE: Steamboat Basecamp Residential and Outdoor Amenity Space**

The purpose of this letter is to provide an addendum to the ***Traffic Impact Study for the Steamboat Basecamp Residential and Outdoor Amenity Space*** that was prepared by Stolfus & Associates, Inc., dated January 2022.

Based upon information provided by you, the proposed use for Steamboat Basecamp Residential and Outdoor Amenity Space has changed since the Traffic Impact Study was completed. The current proposal has eliminated the condo use and increased the number of townhomes. The following provides a comparison of the previously assumed use with the currently proposed use:

**Table 1: Summary of Proposed Change in Land Use Assumptions**

Land Use	Size		Net Change
	Traffic Impact Study	Current Proposal	
Multi-Family Low-Rise Housing (Townhomes)	14 units	28 units	<b>+14 units</b>
Multi-Family Mid-Rise Housing (Condos)	24 units	0 units	<b>-24 units</b>
Ice Skating Rink	18,293 s.f.	18,293 s.f.	-
Drinking Place	1,824 s.f.	1,824 s.f.	-

The amount of traffic generated by the currently proposed land use is very close to what was estimated in the traffic impact study. In fact, based upon the ITE Trip Generation Manual, 10<sup>th</sup> Edition, there is a net decrease in the amount of traffic generated during the a.m. peak hour while there is no change in the amount of traffic generated during the weekday p.m. peak hour.

Table 2 provides a comparison of the amount of traffic estimated for the currently proposed use with that assumed in the traffic impact study.

**Table 2: Trip Generation Comparison  
Traffic Impact Study v. Currently Proposed Use**

Land Use	Traffic Impact Study		Current Proposal	
	A.M. Peak Trips	P.M. Peak Trips	A.M. Peak Trips	P.M. Peak Trips
Multi-Family Low-Rise Housing (Townhomes)	8	8	14	19
Multi-Family Mid-Rise Housing (Condos)	8	11	0	0
Ice Skating Rink	3	24	3	24
Drinking Place	0	21	0	21
<b>Total</b>	<b>19</b>	<b>64</b>	<b>17</b>	<b>64</b>



In summary, the proposed change in use does not materially change the traffic generation characteristics of the development. Furthermore, because the change is so small, it does not affect the number of trips the development is expected to contribute to the Downhill Drive intersection with US 40. Therefore, the percent contribution towards future planned improvements at that intersection does not change with the current land use proposal.

Thank you again for the opportunity to conduct this review on behalf of the City of Idaho Springs. Please feel free to contact me if you have any questions.

Sincerely,

**STOLFUS & ASSOCIATES, INC.**

A handwritten signature in blue ink that reads "Matthew J. Brown". The signature is written in a cursive style and is placed over a faint, light-colored rectangular background.

Matthew J. Brown, PE, PTOE  
Senior Transportation Engineer

# Multifamily Housing (Low-Rise) (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,  
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 42

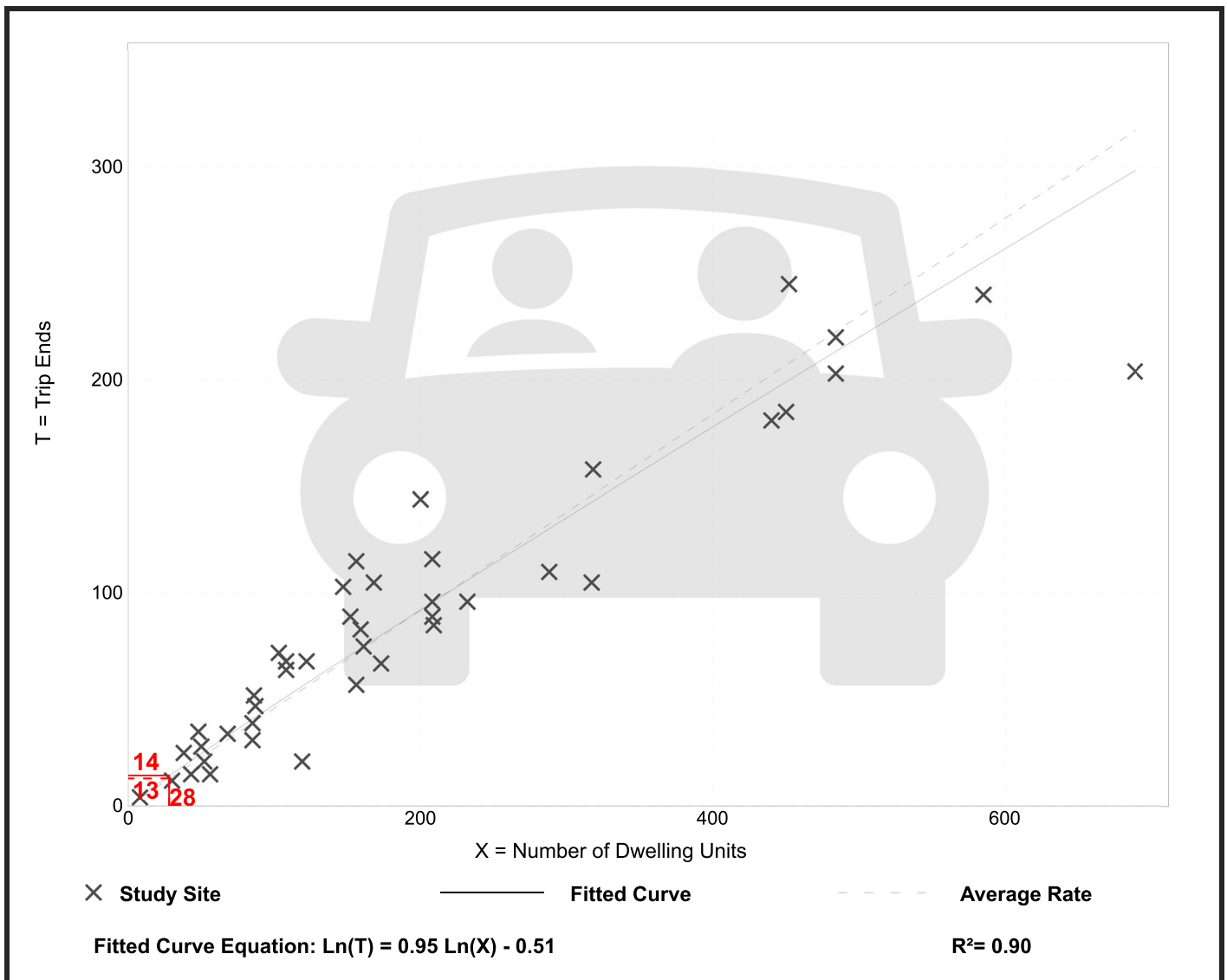
Avg. Num. of Dwelling Units: 199

Directional Distribution: 23% entering, 77% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.46	0.18 - 0.74	0.12

## Data Plot and Equation



# Multifamily Housing (Low-Rise) (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,  
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 50

Avg. Num. of Dwelling Units: 187

Directional Distribution: 63% entering, 37% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.56	0.18 - 1.25	0.16

## Data Plot and Equation

