



March 6, 2026

Lisa Roemhildt
City of Castle Pines
7437 Village Square Drive, Suite 200
Castle Pines, CO 80108

Re: **Canyonside Adventhealth – Traffic Conformance Letter
(Castle Pines, Colorado)**

Dear Lisa:

Introduction

To supplement the proposed development submittal for the proposed Canyonside Adventhealth medical clinic and future ED, we have completed a traffic analysis to compare the proposed development trip generation to the trips anticipated within the previously completed and approved traffic impact study (TIS) for the *Canyonside Subdivision (Jan 2021)* and traffic conformance letter for *Canyons - Planning Area 3 (July 2025)*, both produced by Felsburg Holt & Ullevig (FHU). This letter of conformance is being prepared based on the current proposed development, which includes a description of the proposed project, a review of the previous traffic study and conformance letter, how the current proposal relates to the assumed trips for this parcel in the previous traffic studies, and whether the current site plan is generally consistent with the assumptions and recommendations in the traffic impact study (TIS) or if an update to the TIS will be required.

The original *Canyonside Subdivision TIS* was completed for a planned mixed-use parcel in the northern portion of The Canyons near the I-25 and Castle Pines Parkway interchange. It included a mix of residential and commercial uses. The conformance letter completed in 2025 for planning area 3 (PA-3) provided updated platting and proposed land uses from the original TIS. The PA-3 conformance letter included filings 1, 2 and 3 and concluded that the updated development would result in fewer trips generated than what was forecasted in the original TIS and the traffic could be accommodated in The Canyons. The proposed Canyonside Adventhealth facility (this project) is proposed within lot 3 of filing 2.

Project Description

Adventhealth is proposing to construct an emergency department (ED) and medical clinic at the southeast corner of Canyon Forge Drive & Castle Pines Parkway in the City of Castle Pines, Colorado. The development will accommodate a two-story, 25,000± square foot (SF) building for the ED and clinic. The site is planned to be accessed via one full-

movement driveway to Canyon Forge Drive, which will align with a future driveway/roadway for lot 4. Off-street parking for the medical facility will be provided in a paved surface parking lot. The project is anticipated to be completed by the fall of 2027 with the clinic occupying the second level of the facility. The ED on the first level will be shelled out initially and then completed in the next five to ten years.

The property that will accommodate the proposed development is currently vacant. The project site is surrounded by vacant property with a couple of development sites under construction. The Canyons, a mix of single and multi-family residential uses, lies to the south of the site. I-25, via Castle Pines Parkway, lies to the west of the site. A vicinity map is included as **Exhibit 1** and a site plan is shown on **Exhibit 2**. An aerial showing the parcel location is included as **Exhibit 3** at the end of this letter.

Trip Generation

Trip generation is determined by use of the *Trip Generation Manual; 12th Edition* published by the Institute of Transportation Engineers (ITE). The purpose of the Trip Generation Manual (TGM) is to compile and quantify empirical trip generation rates for specific land uses within the US, UK and Canada. Generally, the Trip Generation Manual is the industry standard accepted reference for estimating trip generation. The closest matching land use category (LUC) within the Trip Generation Manual for the proposed use, ED and clinic, is LUC 630 "Walk-in Clinic."

The table below summarizes the trip generation estimate for the site based on this land use category.

Table 1 - Project Trip Generation

Land Use	ITE Code	Size	Units	Daily Trips	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Walk-In Clinic	630	25.0	KSF	940	56	13	69	27	65	92

Based on the information shown in the table above, the proposed project is anticipated to generate 940 total trips during a typical weekday with 69 occurring during the AM peak hour and 92 occurring during the PM peak hour.

Trip Types

Nearly all developments are made up of the following six trip types: new (destination) trips, pass-by trips, diverted trips, shared (internal) trips, multi-modal (non-vehicular) trips, and transit-oriented trips. To better understand the trip types available for land access and how they relate to this project, a description of each specific type follows.

New (Destination) Trips – These types of trips occur to access a specific land use such as a new retail development or a new residential subdivision. These types of trips will travel to and from the new site and a single other destination such as home or work. This is the only trip type that will result in a net increase in the total amount of traffic within the study area. The reason primarily is that these trips represent planned trips to a specific destination that never took trips to that part of the town prior to the development being constructed and occupied. This project will develop new trips.

Pass-by Trips – These trips represent vehicles which currently use adjacent roadways providing primary access to new land uses or projects. These trips, however, have an ultimate destination other than the project in question. They should be viewed as drop-in customers who stop in on their way home from work. A good example is a quick stop at the grocery store to pick up an ingredient for dinner on the way home from work or at a latte stand to grab a coffee on the way to work. This can make this trip pre-determined, but the stop is still on the way by. Another example would be on payday, where an individual generally drives by their bank every day without stopping, except on payday. On that day, this driver would drive into the bank, perform the prerequisite banking and then continue home. In this example, the trip started from work with a destination of home, however on the way, the driver stopped at the grocery store/latte stand and/or bank directly adjacent to their path. Pass-by trips are most always associated with commercial/retail types of developments. Therefore, no pass-by trips are anticipated for this project.

Diverted (Linked) Trips - Diverted trips are like pass-by trips, but diverted trips occur from roadways that do not provide direct access to the site. Instead, one or more streets must be utilized to get to and from the site. For this project, diverted trips are unlikely to occur due to the type of use and were not accounted for within this analysis.

Shared (Internal) Trips - Internal trips are the portion of trips generated by a mixed-use development that both begin and end within the development. When estimating trip generation for a development with several uses, each use will generate its own trips. If those trips occur between two of the onsite uses without using the external roadway system, it is considered a shared or internal trip. This trip type reduces the number of new trips generated on the public road system and is most commonly used for commercial or mix-use developments. Determining these trip types is more difficult to quantify and without specific guidance are usually determined by engineering judgment on a project-by-project basis. For this project, the ED/clinic will be the only use on the site and no cross access is proposed with neighboring parcels. Therefore, no shared (internal) trip reduction was applied to this project.

Multi-Modal (Non-Vehicular) Trips - These are non-vehicular trips to and from the site, mostly comprised of pedestrian and bicycle trips. Generally, they are local trips from the surrounding neighborhood or adjacent businesses. If a development is in an area with a high amount of bicycle and pedestrian activity, such as a downtown setting or college campus, a reduction of vehicular trips would be anticipated. While multi-modal trips could occur by employees or patients from the nearby residential communities, the amount is not anticipated to be significant.

Transit Trip - The Denver Metro area is served by Regional Transportation District (RTD) with public bus and light rail. However, RTD does not provide service to Castle Pines and the City does not have a public bus system in place. The City may implement a transit system in the future or RTD may extend its services to Castle Pines, but there are no current plans. With the lack of a public bus or transit system, no transit trips are anticipated for the project.

Based on the various trip types depicted above and the nature of the proposed project, no reductions to the trip generation estimates shown in table 1 were applied.

Traffic Conformance Evaluation

The traffic conformance letter completed by FHU in July 2025 included the current proposal area within lot 3 of Filing 2, which identified it as 50,000 SF of medical office, utilizing LUC 720 “Medical-Dental Office Building” from the TGM for estimating trips. The estimated trips can be found within table 3 on page 6 of the 2025 conformance letter, which is displayed below.

Table 3. Conformance Letter Planning Area 3 Trip Generation										
Lot	Land Use	ITE LUC	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Filing 1										
1	Multi-Family Res. (Low Rise)	220	70 DU	490	8	26	34	27	16	43
2	Multi-Family Res. (Mid Rise)	221	325 DU	1,770	30	87	117	87	56	143
3	Multi-Family Res. (Low Rise)	220	150 DU	1,095	16	55	71	54	31	85
Filing 2										
1, 2	Multi-Family Res. (Low Rise)	220	164 DU	1,200	18	59	77	58	34	92
3	Medical Office	720	50 KSF	1,835	94	27	121	48	125	173
4	Single Family Res. (Detached)	210	128 DU	1,305	24	72	96	81	48	129
5	Single Family Res. (Detached)	210	56 DU	610	11	34	45	37	22	59
Filing 3										
1	Fitness Center	492	102.5 KSF	3,540	69	66	135	202	152	354
Total PA-3 Trips				11,845	270	426	696	594	484	1,078

Source: Canyons – Planning Area 3 (Canyonside Filing 1, Filing 2, Filing 3) Trip Generation Conformance Study (July 22, 2025)

As shown in the table from the 2025 conformance letter by FHU, the lot for the currently proposed ED / clinic was assumed to generate 1,835 daily trips with 121 during the AM peak hour and 173 during the PM peak hour.

Table 2 – Trip Comparison to 2025 Conformance Letter

Study	Land Use	ITE Code	Size	Units	Daily Trips	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
2025 letter	Medical Office	720	50.0	KSF	1,835	94	27	121	48	125	173
Current	Clinic	630	25.0	KSF	940	56	13	69	27	65	92
Net Difference					-895	-38	-14	-52	-21	-60	-81

As shown in the table above, the proposed ED / clinic is estimated to generate significantly fewer trips than estimated and accounted for within the 2025 conformance letter, which also concluded it was less than the original TIS.

Conclusions and Recommendations

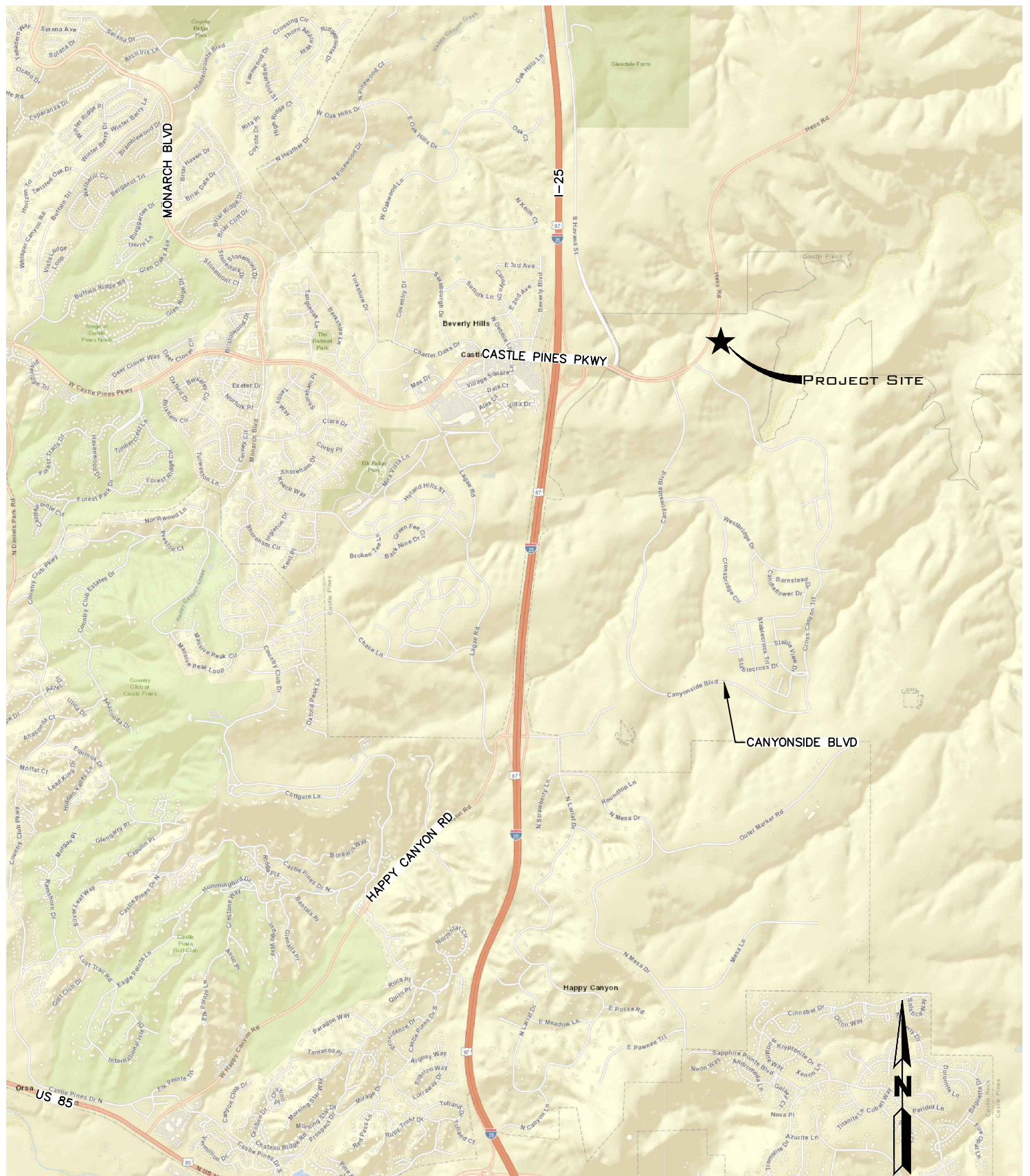
It is anticipated that this project will generate 69 AM peak hour trips, 92 PM peak hour trips and 940 daily trips. When compared to the trip generation estimates for this site displayed in the 2020 TIS and 2025 conformance letter by FHU, the current proposal is anticipated to generate significantly fewer trips during peak hours and throughout the day. Due to the decrease in anticipated trip generation for this site, the proposed ED / medical clinic development is not anticipated to impact to the conclusions, findings or recommendations contained within the FHU studies. Therefore, no additional study should be necessary for this project

Should you have any questions regarding this document or the information contained herein, please do not hesitate to contact me at (303) 653-9200 or via email at craig@civtrans.com

Sincerely,

Craig A. MacPhee, PE, PTOE

encl. Appendix (Vicinity Map, Site Plan, Aerial Map, excerpts from previous studies)

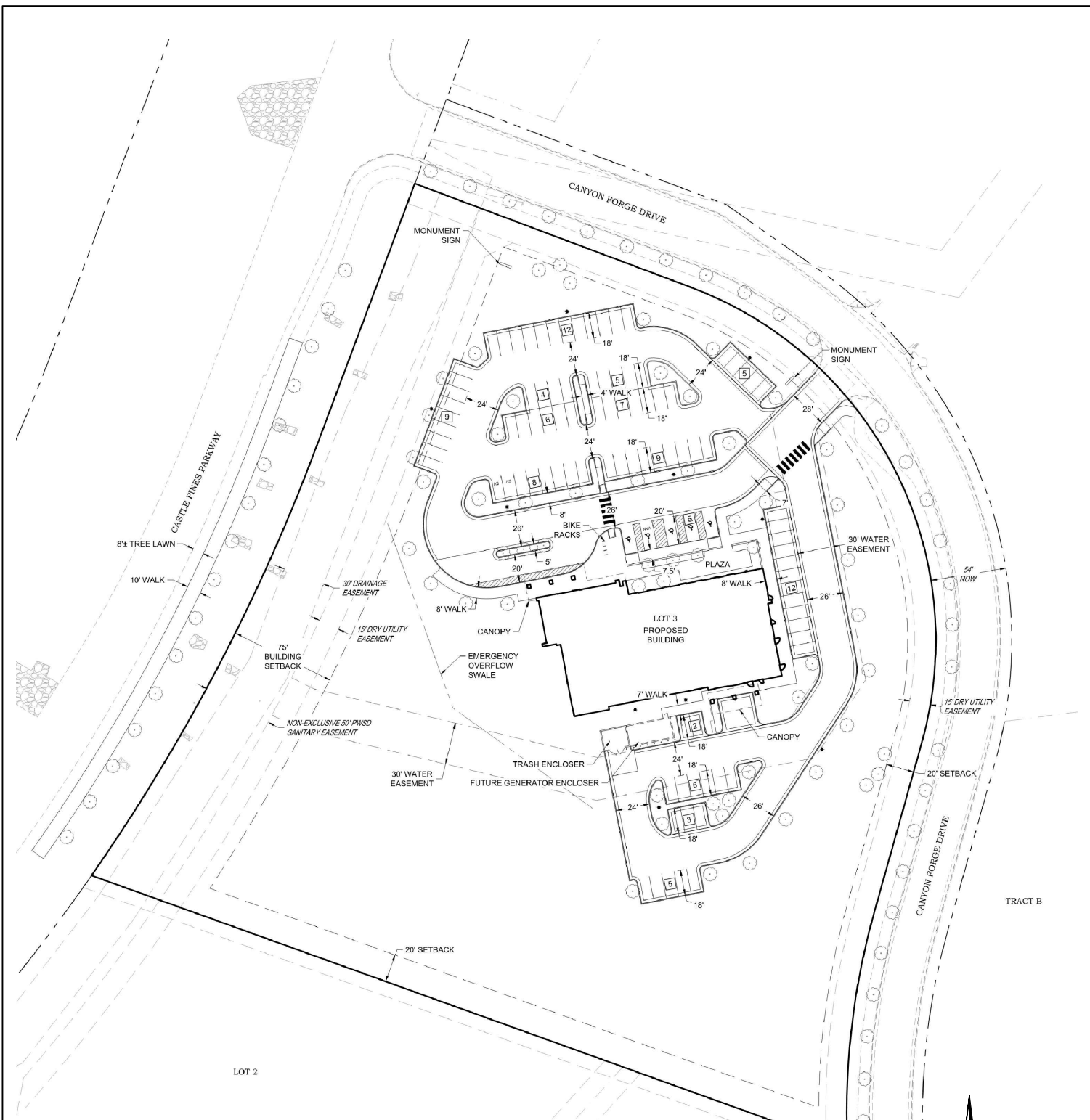


SOURCE: BLM ESRI

NOT TO SCALE
MARCH 6, 2026

EXHIBIT 1
VICINITY MAP





NOT TO SCALE
MARCH 6, 2026

EXHIBIT 2
CURRENT SITE PLAN





SOURCE: NEARMAP (TAKEN SEPTEMBER 25, 2025)

NOT TO SCALE
MARCH 6, 2026

EXHIBIT 3

CURRENT AERIAL

Civrans
ENGINEERING INC.

PREVIOUS STUDIES

CANYONSIDE SUBDIVISION

TRAFFIC IMPACT STUDY

Castle Pines, Colorado

Prepared for:

North Canyons Development Company, a Delaware Corporation
3033 East 1st Avenue, Suite 725
Denver, CO 80206

Prepared by:

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6400 South Fiddlers Green Circle, Suite 1500
Greenwood Village, CO 80111
303.721.1440

Project Manager: Paul F. Brown, PE, PTOE



FHU Reference No. 120337-01

November 2020
Revised January 2021

EXECUTIVE SUMMARY

The Canyonside Subdivision is a planned mixed-use parcel in the northern portion of The Canyons, a mixed-use development situated in Castle Pines, Colorado, near the interchange of Interstate 25 (I-25) and Castle Pines Parkway. The overall development will include single- and multi-family residences, commercial, entertainment, and office space. Canyonside, which will include Canyons PA-3 Lots 1-6, is currently expected to include 30 thousand square feet of commercial space, 170 thousand square feet of office space, and 500 multi-family dwelling units. The development of Canyonside is expected to occur between 2025 and 2030, with completion of PA-3 occurring after 2030.

Previous traffic analyses of The Canyons had assumed that considerable Canyons development would be completed, and Happy Canyon Road would connect to Canyonside Boulevard within The Canyons (providing a secondary external connection) by 2025. Since the interchange improvements have been delayed, this new traffic impact study (TIS) updates previous short-term traffic analyses for Canyonside and studies the potential impacts of reduced access to/from The Canyons on the surrounding roadway network.

The analyses in this TIS indicate traffic that operations would be acceptable with some improvements required during the construction of Canyonside that were not identified in previous short-term analyses. However, the identified improvements would be required as part of the long-term build-out of the Canyons. This indicates that the delays in Happy Canyon construction would accelerate the timeline of improvements elsewhere in the study area to accommodate changing traffic patterns.

If the proposed Happy Canyon Road connection to Canyonside Boulevard and improved interchange at I-25 is completed sooner than the anticipated 2030 timeline for Canyonside, some of the improvements identified in this TIS may no longer be needed on the accelerated timeline. Therefore, the recommendations identified in this report are subject to change.

Additional full-movement access to Castle Pines Parkway has recently been discussed as a way to relieve congestion from Canyonside Boulevard. In separate analyses appended to this TIS, the Castle Pines Parkway & Canyon Forge Drive intersection was identified as the best location for a second full-movement access. If full-movement, the intersection should be signalized when warranted and designed as a “continuous T-intersection” to allow westbound through traffic to travel through the intersection without being impeded by the signal.



IV. SUMMARY AND CONCLUSIONS

The Canyonside Subdivision is planned to bring 30 KSF of commercial space, 170 KSF of office space, and 500 multi-family DUs to the City of Castle Pines. As a result, the entire Canyons development (including Shea Canyons and PA-2) is expected to generate about 43,100 daily external vehicle trips, including nearly 3,750 AM peak hour trips and over 3,400 PM peak hour trips by 2030.

In previous studies of The Canyons, a connection was assumed to occur from Canyonside Boulevard to Happy Canyon Road, providing access to I-25 southwest of the development by 2025. Delays in the interchange redesign/reconstruction process mean that this outlet may not be completed by the time construction begins on Canyonside in 2025. As a result, all Canyons-related traffic would need to exit the site via Castle Pines Parkway, potentially requiring additional improvements beyond those planned for the 2025 scenario in previous studies.

This report documents forecasted traffic of Canyonside and analyzes related traffic operations within The Canyons study area. Overall traffic operations would be acceptable at all study intersections while Canyonside is being constructed and immediately after it is expected to be completed. The following points summarize the detailed results shown in previous chapters for all scenarios:

- The following roadway improvements were assumed to already be in place before the 2025 Background Traffic Scenario:
 - Construction of a traffic signal at Castle Pines Parkway & Havana Street (intersection #6).
 - Construction of a traffic signal at Castle Pines Parkway & Canyonside Boulevard (intersection #9). Provide two northbound left-turn lanes.
 - Construction of a traffic signal at Canyonside Boulevard & Canyon Forge Drive (intersection #10). Canyonside Boulevard should be constructed as a four-lane roadway between Castle Pines Parkway (#9) and the PA-2/PA-3 South Access (#14).
- 2025 Background Traffic Scenario:
 - The Canyons development would include 832 KSF of commercial development in PA-2 and 30 KSF of commercial development, 1,367 single-family DUs, 30 multi-family DUs, and a 668-student elementary school in Shea Canyons.
 - The Canyons would generate about 28,352 daily external vehicle trips, including about 2,300 AM peak hour trips and nearly 2,600 PM peak hour trips.
 - No roadway improvements would be required beyond those identified in previous studies of The Canyons for the 2025 scenario.
- 2025 Total Traffic Scenario:
 - The first portion of Canyonside would be completed, adding 4 KSF of commercial space, 35 KSF of office space, and 500 multi-family DUs.
 - The Canyons would generate about 33,900 daily external vehicle trips, including about 2,875 AM peak hour trips and 3,025 PM peak hour trips.
 - No improvements would be required compared to the 2025 Background Traffic scenario.
- 2030 Background Traffic Scenario:
 - Further development within The Canyons would add 524 single-family DUs and 79 multi-family DUs to Shea Canyons, and 30 KSF of assisted living facilities and 20 KSF of commercial space with the additional parcel in PA-3.
 - The Canyons would generate about 40,210 daily external vehicle trips, including 3,450 AM peak hour trips and nearly 3,650 PM peak hour trips.

- No improvements would be required compared to the 2030 Total Traffic scenario.
- 2030 Total Traffic Scenario:
 - Completed development in Canyonside would result in an additional 26 KSF of commercial space on 135 KSF of office space.
 - The Canyons would generate about 43,100 daily external vehicle trips, including nearly 3,750 AM peak hour trips and over 3,400 PM peak hour trips.
 - To maintain acceptable LOS, a third eastbound through lane or third northbound left-turn lane and receiving lane should be constructed at the Castle Pines Parkway & Canyonside Boulevard intersection (#9).
 - Some improvements identified for long-term evaluations of The Canyons may be required to mitigate excessive vehicle queues. These include constructing a westbound acceleration lane on Castle Pines Parkway between I-25 (#4) and Debbie Lane (#3), and an eastbound lane on Castle Pines Parkway between I-25 (#5) and the PA-2 North Access (#13). These improvements may not be needed as soon as 2030 if the Happy Canyon interchange is reconstructed.

Canyonside Lot 2 would consist of 325 multi-family DUs, generating 1,770 daily vehicle-trips, including nearly 120 in the AM peak hour and 145 in the PM peak hour. Primary access to Lot 2 would be provided from the Canyonside Boulevard & PA-2/PA-3 south intersection (#14), which would be side-street stop controlled in the short-term scenario. Though this intersection has been identified as a candidate for signalization in previous studies, a traffic signal is not recommended for the short-term scenario. Secondary access would be provided from the Cross Canyon Trail & PA-3 Collector Road intersection (#29).

Despite impacts created by the proposed development, acceptable traffic operations can be accommodated throughout the study area with the improvements described above. These improvements are summarized in **Table 8**.

Additional full-movement access to Castle Pines Parkway has recently been sought as a way to relieve congestion from the Canyonside Boulevard intersection (#9). **Appendix C** contains analyses and recommendations of potential locations for additional full-movement access. Based on this memo, Castle Pines Parkway & Canyon Forge Drive (intersection #15) was identified as the most suitable location. **Appendix D** contains a memorandum documenting short-term and long-term traffic operations analyses of the Canyonside study area given the modifications of this intersection to provide full-movement access. This memorandum indicates that the Castle Pines Parkway & Canyon Forge Drive intersection (#15) should be configured as a continuous T-intersection to allow westbound through traffic to travel through the intersection without conflicting with northbound left-turns. This intersection should be signalized when warranted and would operate at LOS C/D in 2040 while providing the Castle Pines corridor with adequate progression and acceptable vehicle queues.

July 22, 2025

Skyler Hager, Project Manager
North Canyons Development Company, LLC
3033 E 1st Avenue, Suite 725
Denver, CO 80206

**RE: Canyons – Planning Area 3 (Canyonside Filing 1, Filing 2, and Filing 3)
Trip Generation Conformance Study (FHU Project No. 125112-01)**

Dear Mr. Hager:

In 2020, Felsburg Holt & Ullevig (FHU) prepared the *Canyonside Subdivision Traffic Impact Study* (November 2020) that reflected development for most of Planning Area 3 in the Canyons. The *Canyonside Subdivision TIS* reflected mixed use development plans for approximately 113 acres split across seven proposed lots and four open space tracts along Cross Canyon Trail and Canyon Forge Drive. Land uses have been changing since the *Canyonside Subdivision TIS* was completed, and you have asked us to update the trip generation calculations to ensure that current forecasts are consistent with the previous study.

Background

The 2020 development plans are summarized in **Table 1** and shown on **Figure 1**. **Table 1** is taken from Table 5 (page 19) in the *Canyonside Subdivision TIS*.

Table 1. Original Planning Area 3 Trip Generation

Lot	Land Use	ITE LUC	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
1	Office	710	35 KSF	385	52	8	60	7	35	42
2	Multi-Family Res. (Mid Rise)	221	325 DU	1,770	30	87	117	87	56	143
3	Multi-Family Res. (Low Rise)	220	110 DU	795	12	41	53	41	24	65
4a	Gas Station & C-Store	960	4 KSF	3,355	167	166	333	139	139	278
4b	Retail – Shopping Center	820	26 KSF	2,410	102	63	165	96	105	201
5	Office	710	135 KSF	1,420	132	22	154	24	128	152
6	Multi-Family Res. (Low Rise)	220	65 DU	455	7	25	32	26	15	41
†	Assisted Living	254	30 KSF	130	9	3	12	5	10	15
†	Retail – Shopping Center	820	20 KSF	2,015	100	62	162	80	86	166
Total PA-3 Trips				12,735	611	477	1,088	505	598	1,103

Note: The lot numbering included in the 2020 *Canyonside TIS* has been revised as various parcels have been platted. It has been retained in this table for consistency with the previous study. A dagger (†) indicates the land use is in the corner parcel of PA-3, now referred to as Canyonside Filing 3, Lot 1.

As shown in **Table 1**, the original PA-3 plan consisted of 500 dwelling units (DUs) and 250 thousand square feet (ksf) of commercial development (including office, retail, and a gas station). These land uses were forecasted to generate 12,735 daily trips, 1,088 AM peak hour trips, and 1,103 PM peak hour trips.



Land Use Changes

Subsequent efforts have resulted in three formal plats in Planning Area 3, briefly described as follows:

- **Canyonside Filing 1** subdivided the area between Canyonside Boulevard and Cross Canyon Trail south of Canyon Forge Drive into three lots totaling 38.5 acres and one open space tract (8.6 acres).
- **Canyonside Filing 2** subdivided the area east of Cross Canyon Trail and south of Castle Pines Parkway into five lots totaling 38.3 acres, one open space tract (12.5 acres), and one detention tract (2.6 acres).
- **Canyonside Filing 3** platted the area bounded by Castle Pines Parkway, Cross Canyon Trail, Canyon Forge Drive, and Canyonside Boulevard into one 13.8-acre lot.

These plats made varying land use assumptions that have changed over time when compared with the *Canyonside Subdivision TIS*. Since 2020, the following submittals have revised the PA-3 assumptions:

- **Filing 1, Lot 1:** Various commercial development proposals have been made for this parcel, but no land use changes have been approved since the *Canyonside Subdivision TIS* was completed. The current assumption for this lot is 70 multi-family DUs.
- **Filing 1, Lot 2:** The 325-unit apartment complex shown in the *Canyonside Subdivision TIS* has been constructed and occupied. It is known as the Madison Apartments at The Canyons.
- **Filing 1, Lot 3:** The proposed residential development on this lot was reevaluated in the approved *Canyonside East Traffic Impact Study* (Revised August 2022). This study included 126 DUs in this area, but the project has not moved forward. The current assumption for this lot is 150 multi-family DUs.
- **Filing 2, Lots 1 and 2:** The *Canyonside East Traffic Impact Study* assumed a day care center and a high-turnover restaurant on these lots, varying from the *Canyonside Subdivision TIS* but retaining commercial land uses. These lots have since been updated to include a 164-unit senior housing project currently under review by the City of Castle Pines.
- **Filing 2, Lot 3:** The *Canyonside East Traffic Impact Study* assumed a 60 ksf medical office building on this lot. This assumption has since been updated to reflect a 50 ksf medical office building, but no submittals have been made to the City for this lot.
- **Filing 2, Lot 4:** The proposed office land use on this site was reevaluated as single-family DUs in the approved *Canyonside East Traffic Impact Study*. This study included 75 DUs in this area, but the project has not moved forward. The current assumption for this lot is 128 single-family DUs.
- **Filing 2, Lot 5:** The proposed residential development on this site was reevaluated in the approved *Canyonside East Traffic Impact Study*. This study included 44 DUs in this area, but the project has not moved forward. The current assumption for this lot is 56 single-family DUs.
- **Filing 3, Lot 1:** The assumed land uses for this parcel were updated in the approved *Canyonside Filing 3 Lot 1 Traffic Impact Study* (Revised April 2022) to reflect a 112 ksf fitness center. Although construction has not begun, the project is anticipated to move forward with a 102.5 ksf fitness center per a conformance letter completed in March 2025.

These land use changes are summarized in **Table 2**, while **Figure 2** shows current land uses.

Table 2. Planning Area 3 Development Changes

Original TIS			Conformance Letter			
Lot	Land Use	Size	Filing	Lot	Land Use	Size
1	Office	35 KSF	1	1	Multi-Family Res. (Low Rise)	70 DU
2	Multi-Family Res. (Mid Rise)	325 DU	1	2	Multi-Family Res. (Mid Rise)	325 DU
3	Multi-Family Res. (Low Rise)	110 DU	1	3	Multi-Family Res. (Low Rise)	150 DU
4a	Gas Station & C-Store	4 KSF	2	1, 2	Multi-Family Res. (Low Rise)	164 DU
4b	Retail – Shopping Center	26 KSF	2	3	Medical Office	50 KSF
5	Office	135 KSF	2	4	Single Family Res. (Detached)	128 DU
6	Multi-Family Res. (Low Rise)	65 DU	2	5	Single Family Res. (Detached)	56 DU
†	Assisted Living	30 KSF	3	1	Fitness Center	102.5 KSF
†	Retail – Shopping Center	20 KSF				

Note: A dagger (†) indicates the land use is in the corner parcel of PA-3, now referred to as Canyonside Filing 3, Lot 1.



Updated Trip Generation

Trip generation calculations for Planning Area 3 were updated according to the 10th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. While a more recent version of the *Trip Generation Manual* has been released, this analysis uses the 10th Edition to maintain consistency with past Canyons traffic studies. The updated PA-3 trip generation is presented in **Table 3**.

Table 3. Conformance Letter Planning Area 3 Trip Generation

Lot	Land Use	ITE LUC	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Filing 1										
1	Multi-Family Res. (Low Rise)	220	70 DU	490	8	26	34	27	16	43
2	Multi-Family Res. (Mid Rise)	221	325 DU	1,770	30	87	117	87	56	143
3	Multi-Family Res. (Low Rise)	220	150 DU	1,095	16	55	71	54	31	85
Filing 2										
1, 2	Multi-Family Res. (Low Rise)	220	164 DU	1,200	18	59	77	58	34	92
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4	Single Family Res. (Detached)	210	128 DU	1,305	24	72	96	81	48	129
5	Single Family Res. (Detached)	210	56 DU	610	11	34	45	37	22	59
Filing 3										
1	Fitness Center	492	102.5 KSF	3,540	69	66	135	202	152	354
Total PA-3 Trips				11,845	270	426	696	594	484	1,078

When compared to the trip generation in the *Canyonside Subdivision TIS*, there is a 7.0 percent decrease in daily trips, a 36.0 percent decrease in AM peak hour trips, and a 2.3 percent decrease in PM peak hour trips. These are broken down further below. It should be noted that some of these land use changes have been captured in the previously noted interim traffic studies.

- **Filing 1, Lot 1:** The proposed change from office to multi-family DUs increases daily trips, decreases total AM peak hour trips, and has little effect on total PM peak hour trips.
- **Filing 1, Lot 2:** There is no change in trip generation for this lot.
- **Filing 1, Lot 3:** The increase in residential density proposed on this lot increases trip generation.
- **Filing 2, Lots 1 and 2:** The proposed change from a gas station to multi-family dwelling units significantly decreases forecasted daily, total AM peak hour, and total PM peak hour trips.
- **Filing 2, Lot 3:** The proposed change from a retail land use to a medical office land use decreases forecasted daily, total AM peak hour, and total PM peak hour trips.
- **Filing 2, Lot 4:** The proposed change from office to single-family DUs decreases forecasted daily, total AM peak hour, and total PM peak hour trips.
- **Filing 2, Lot 5:** The proposed change from multi-family DUs to single family DUs and the increase in residential density increase forecasted daily, total AM peak hour, and total PM peak hour trips.
- **Filing 3, Lot 1:** The proposed change from assisted living and retail land uses to a fitness center increases forecasted daily trips, decreases total AM peak hour trips, and increases total PM peak hour trips.

Conclusions

The project team has reviewed the proposed Planning Area 3 land use updates and found that the updated land uses result in decreases in forecasted volumes in the daily, AM peak hour, and PM peak hour scenarios. Hence, FHU believes that these changes can be accommodated in The Canyons from a traffic perspective and would not result in the need for additional traffic mitigation.

We trust this information will assist you in your efforts on this project. If you have any questions, or if we can be of further service, please contact me at 303.721.1440 or via email at paul.brown@fhueng.com.

Sincerely,

FELSBURG HOLT & ULLEVIG

A handwritten signature in blue ink, appearing to read 'Paul Brown', with a long horizontal flourish extending to the right.

Paul F. Brown, PE, PTOE
Associate