

March 31, 2022

Routt County  
Public Works Dept.  
136 6<sup>th</sup> Street, Suite 103  
Steamboat Springs, CO 80487



Re: Heritage Village, Trip Generation Letter

To whom it may concern,

The purpose of this letter is to outline the trip generation for the proposed single-family and duplex residential lot subdivision for Heritage Village which is located in Parcels A, B, C, and F1 of the Heritage Park Subdivision. See Figure 1 for the vicinity map.

## Project Description

The proposed improvements include 20 single-family residential lots and 3 duplex residential lots for a total of 26 residential units. These will replace the 2 existing soccer fields on parcels A and B and the approved residential uses from Heritage Park Filing 3 on parcels C and D. Filing 3 included 3 duplex residential lots on parcel D and 4 single family residential lots on parcel C for a total of 10 residential units.

## Trip Generation

The Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10<sup>th</sup> edition was used to determine the existing and proposed trips for the development. The trip calculations were based on dwelling units for the single-family and duplex lots and number of fields for the soccer complex. We also included a comparison for kids' soccer which is probably more representative of the most recent actual use. We assumed the two large fields would be used as 10 smaller fields in the peak PM hour with the PM peak hour being 4 -6pm. Each smaller field is assumed to have 12 players on average and that there will be two sets of games back-to-back, so the unit is 20 trips per smaller field assuming one trip per kid on average. See Table 1 below for the trip generation summary.

There was a traffic analysis done for the Heritage Park Subdivision prepared by TransPlan Associates, Inc. dated March 21, 1997. In the report they anticipated the peak hour for the fields to be at 5:30-7:30 pm and the generated traffic would be 112 post PM peak hour trips (84 in/28 out) and 280 daily trips (140 in/140 out). This is close to our assumption for kid's soccer.

**Table 1 - Trip Generation Summary**

CODE	DESCRIPTION	UNIT	ITE TRIP RATES*			EXISTING TRIPS				PROPOSED TRIPS			
			WEEKDAY	AM	PM	UNITS	WEEKDAY	AM	PM	UNITS	WEEKDAY	AM	PM
210	SINGLE-FAMILY	DWELLING UNIT	9.44	0.75	1	10	94	8	10	26	246	20	26
488	SOCCER COMPLEX	SOCCER FIELD	71.33	1.12	16.43	2	143	3	33	0	0	0	0
	KIDS SOCCER	SOCCER FIELD	20	N/A	10	10	200	N/A	100	0	0	0	0
TOTAL **							294	11	110		246	20	26

\* From the ITE Trip Generation Rates - 10th EDITION.  
Kids' soccer was based on judgement and knowledge of

typical schedule in recent years.

\*\* The Total for soccer field use is the maximum  
comparing the Soccer Complex versus Kids' Soccer

## Existing Traffic

The existing soccer fields have been used in the recent past for both kids' soccer and adult soccer. The adult soccer primarily occurred from 5 – 7pm on two evenings per week. The kids' soccer primarily occurred from 4 – 6pm on two evenings per week. The soccer seasons varied from late spring through the fall. Therefore, the trip generation and associated traffic levels fluctuate depending on the day of the week and time of year.

The existing soccer fields generate approximately 200 daily trips, 100 peak hourly trips in the PM, and 3 peak hourly trips in the AM. The majority of the trips come to and from the City of Steamboat Springs.

The approved residential lots on parcels C and D from Filing 3 to amend the Heritage Park Subdivision PUD have not been built nor platted. These approved residential uses will generate approximately 94 daily trips, 10 peak hourly trips in the PM, and 8 peak hourly trips in the AM. The majority of the trips come to and from the City of Steamboat Springs.

## Proposed Traffic

The proposed single family and duplex residential use will generate approximately 246 daily trips, 26 peak hourly trips in the PM, and 20 peak hourly trips in the AM. The majority of the trips come to and from the City of Steamboat Springs.

## Conclusions

The proposed change from soccer fields to single family and duplex residential will result in a decrease in daily and PM peak hour trips on the days that the soccer fields are in use. The AM peak hour trips will increase from 11 to 20 trips. The soccer field use, including age groups and schedules, has fluctuated in past years. Therefore, the associated trips and traffic for the soccer field use presented in this letter are approximate in nature.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Chris Rundall', is positioned above the typed name.

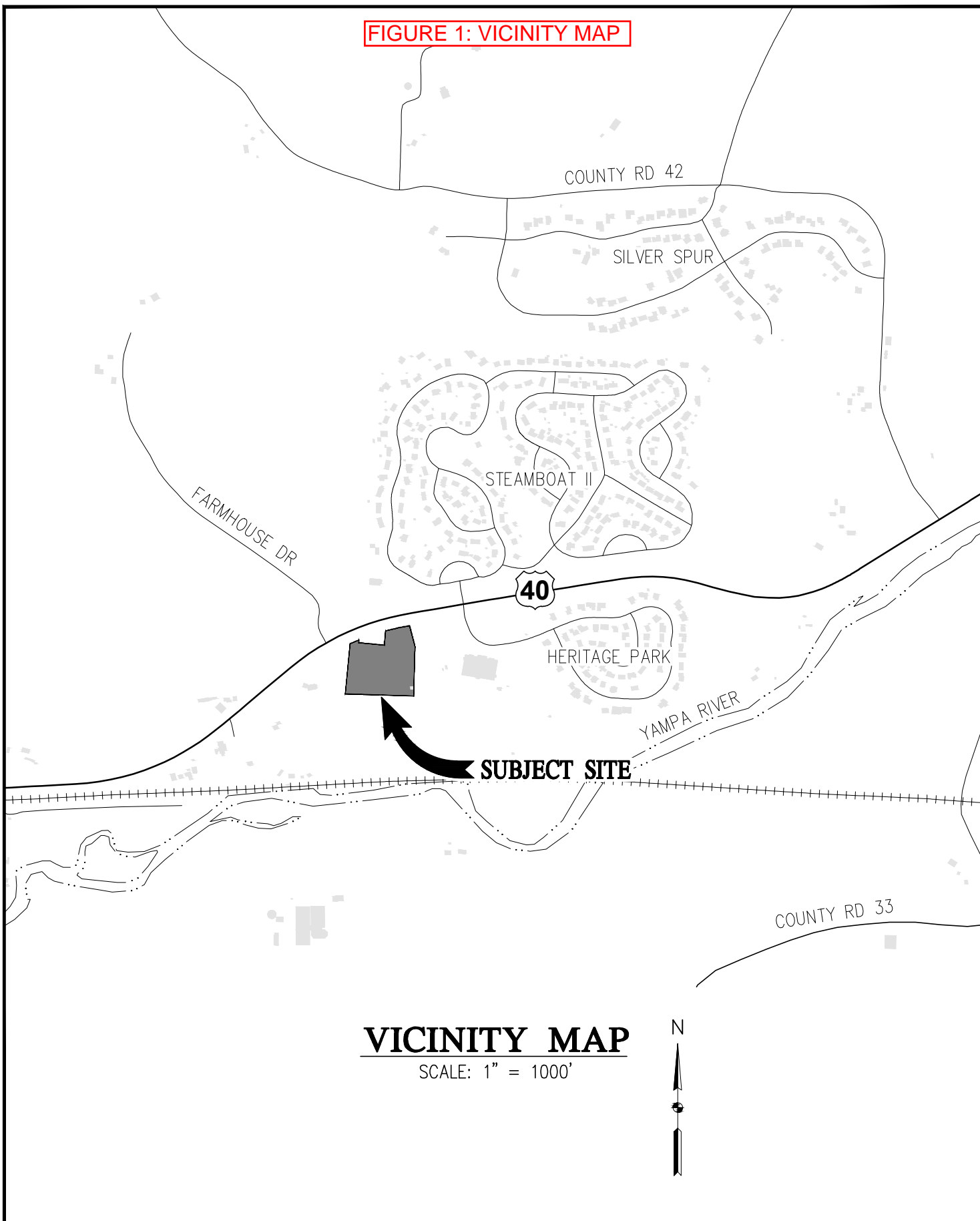
Chris Rundall, PE  
Division Manager

Attachments: Figure 1 – Vicinity Map

Figure 2 – Site Plan

Figure 3 – Excerpt from Heritage Park Subdivision Traffic Analysis prepared  
by Transplan and dated March 21, 1997

**FIGURE 1: VICINITY MAP**



## VICINITY MAP

SCALE: 1" = 1000'



**BASELINE**  
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HERITAGE PARK  
PARCELS A & B  
VICINITY MAP

ROUTT COUNTY

DESIGNED BY	SMB	INITIAL SUBMITTAL	1/10/22
DRAWING SIZE	8.5" X 11"	SURVEY FIRM	N/A
DRAWN BY	SMB	JOB NO.	C020219
CHECKED BY	CSR	DRAWING NAME	20219 VIC MAP.dwg
		SHEET	1 OF 1
			C1



C:\CO20219 Heritage Park Parcel A&B\Drawings\20219 CONCEPT SITE BASE\_3-23-22.dwg, 3/31/2022 2:44:21 PM, Travis Stephens

FIGURE 2: SITE PLAN



LEGEND

EXISTING LINETYPES  
PROPOSED LINETYPES  
LOT LINE  
EASEMENT

ASPHALT PAVING  
WETLANDS

1  
C2 C2  
CONCEPTUAL SITE PLAN

GRAPHIC SCALE  
(IN FEET)  
1 INCH = 40 FT

SITE PLAN NOTES:

- LOTS 12-14 ARE PROPOSED AS DUPLEX LOTS.  
ALL OTHER LOTS SHALL BE SINGLE FAMILY LOTS.

**BASELINE**  
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DESIGNED BY  
SMB  
DRAWN BY  
SMB  
CHECKED BY  
CSR

DATE  
PREPARED BY

REVISION DESCRIPTION

ROUTT COUNTY

LINDON'S LTD  
HERITAGE VILLAGE  
HERITAGE PARK SUBDIVISION  
CONCEPTUAL SITE PLAN

UNINCORPORATED

PREPARED UNDER THE DIRECT  
SUPERVISION OF

CONCEPTUAL  
NOT FOR  
CONSTRUCTION

FOR AND ON BEHALF OF  
BASELINE CORPORATION  
INITIAL SUBMITTAL 3/31/22  
DRAWING SIZE 24" X 36"  
SURVEY FIRM N/A  
SURVEY DATE  
JOB NO. C020219  
DRAWING NAME  
20219 CONCEPT SITE BASE\_3-23-22.dwg  
SHEET 2 OF 3

C2



**FIGURE 3: PAGE FROM HERITAGE PARK SUBDIVISION TRAFFIC ANALYSIS BY  
TRANSPAN DATED MARCH 21, 1997**

and related information in the Institute of Transportation Engineers (ITE) trip generation manual<sup>3</sup>. It is estimated that the proposed single-family detached housing will generate approximately 65 AM peak hour trips (12 in/53 out), 45 afternoon peak hour trips (20 in/25 out), 92 PM peak hour trips (58 in/34 out), 70 post PM peak hour trips (45 in/25 out), and 870 daily trips (435 in/435 out).

Currently, 95 students are enrolled in the Steamboat Christian Heritage School program. Trip rates for the private school were established based on the assumption that the school will double in student size by the year 2007. Therefore, when the program is in full operation, it is assumed that approximately 200 students will attend, with roughly 15 students per classroom. The estimated trip rates take into account many characteristics of the existing private school which are assumed to continue when the new school is built. Trip rates were established based on the following assumptions:

- Many of the teachers will have children enrolled in the private school
- Approximately two-thirds of the students will come from one-half of the families represented
- There will be no busing to/from the school
- One-third of the trips will use organized car pools
- A large percentage of juniors and seniors in high school will drive to school

It is estimated that the private school will generate approximately 70 AM peak hour trips (35 in/35 out), 66 afternoon peak hour trips (36 in/30 out), and 350 daily trips (175 in/175 out).

Trip rates for the athletic fields are based on trip rates for similar uses in the area, including rates established in the Trafalger Park Project Study<sup>4</sup>. It is assumed that one soccer game per field will be played during the evening hours of an average weekday. In addition, it is assumed that the weekends will draw more neighborhood use and not as much organized use from outside the area. The trip rates used in this study were established based on a review of information provided by the City of Steamboat Springs, a review of available park related trip information in the ITE trip generation manual, and rates generated by similar facilities in the area. The anticipated peak hour for the athletic fields is after the PM peak hour (between 5:30-7:30 pm). It is estimated that the athletic fields will generate approximately 112 post PM peak hour trips (84 in/28 out) and 280 daily trips (140 in/140 out).

It is assumed that the church will only generate a significant number of trips on Sundays mornings. Therefore, trip rates for the proposed church component of the subdivision were established for Sunday and not for an average weekday. Based on the assumption that the church's Sunday morning attendance will be approximately 120 by the year 2007, it is estimated that the proposed church will generate approximately 60 peak hour trips (54 in/6 out) and 180 daily trips (90 in/90 out).

<sup>3</sup> Trip Generation, Institute of Transportation Engineers, Fifth Edition, January 1991, Updated February 1995.

<sup>4</sup> Trafalger Park Project Study, TransPlan Associates, Inc., prepared for the City of Steamboat Springs, June 1996.