



June 22, 2021

Enertia Consulting Group, LLC
1529 Market Street
Suite 200
Denver, CO 80202

Attn: Mr. Bonner Gilmore
Managing Partner

Re: Prosper Land – Johnstown Village --- Traffic Compliance Letter
Johnstown, Colorado

Dear Mr. Gilmore:

The purpose of this letter is to provide a trip generation comparison to identify conformance with the original Johnstown Village Traffic Impact Study for the Prosper Land – Johnstown Village residential project proposed on the southeast corner of Meadowlark Drive and Colorado Boulevard intersection in Johnstown, Colorado. This letter will compare the original use evaluated in the Johnstown Village Traffic Impact Study compared to this proposed project.

Prosper Land – Johnstown Village is proposing to include 150 dwelling units with 75 buildings with the dwelling units being paired homes or duplex units within the western portion of Phase III of the overall development area (site plan attached). The overall Johnstown Village Traffic Impact Study was prepared by Delich Associates in December 2017 and dated January 4, 2018. The trip generation of this proposed Prosper Land residential neighborhood was compared with the trip generation for the original 150 dwelling units of low-rise multifamily dwelling units identified in the same development area of Phase III evaluated in the original overall Johnstown Village traffic study.

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Report*¹ published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses.

The original traffic impact study used ITE Trip Generation Manual 10th Edition trip generation average rates to calculate the development trip generation based on the Multifamily (Low-Rise) Code Use 220 to calculate the development area trip generation. For this proposed project, Kimley-Horn used the fitted curve equations for the proposed Prosper Land – Johnstown Village residential development. Based on there being just two units per building, we used the single-family dwelling unit land use code as identified in the ITE Trip Generation Manual as code 210. Of note, the low-rise multifamily trip generation rates and equations are identified by ITE to be used when one building contains a minimum of four dwelling units. Therefore, this use code for this specific project is not the correct land use to identify the trip generation for this specific project as two units per building are proposed. Trip generation calculations for the proposed use within the western portion of Phase III directly on the southeast corner of Meadowlark Drive and Colorado Boulevard are attached. The following **Table 1** summarizes the trip generation for the proposed 150 dwelling units as Multifamily (Low-Rise) Residential (220) as previously studied compared to the trips generated by the 150 dwelling units as Single Family Residential (210) with this specific project.

¹ Institute of Transportation Engineers, *Trip Generation: An Information Report*, Tenth Edition, Washington DC, 2017.

**Table 1 - Trip Generation Comparison
Original Condo/Townhome Use vs. Proposed Prosper Land Use**

| | Daily Vehicle Trips | Weekday Vehicle Trips | | | | | |
|--|---------------------------|-----------------------|------------|------------|--------------|------------|------------|
| | | AM Peak Hour | | | PM Peak Hour | | |
| | | In | Out | Total | In | Out | Total |
| Original Phase III Uses | | | | | | | |
| Multifamily – Low-Rise (ITE 220) 150 Dwelling Units | 878 | 17 | 53 | 70 | 53 | 32 | 85 |
| Proposed Phase III Development | | | | | | | |
| Duplex/Paired Homes (ITE 210) 150 Dwelling Units | 1,510 | 28 | 83 | 111 | 93 | 57 | 150 |
| Net Difference in Trips | +632 | +11 | +30 | +41 | +40 | +25 | +65 |

Based on the updated ITE Trip Generation 10th Edition including these duplex paired homes as single family units, the proposed Prosper Land – Johnstown Village project is projected to generate 1,510 daily trips, with 111 of these trips occurring during the morning peak hour and 150 of these occurring during the afternoon peak hour. The original traffic study for the same location within Phase III was studied as low rise multifamily to generate 878 daily trips with 70 of these trips occurring during the morning peak hour and 85 trips occurring during the afternoon peak hour. Therefore, the proposed development is anticipated to generate 632 more daily trips, 41 more morning peak hour trips, and 65 more afternoon peak hour trips than originally studied.

Street A, that runs north-south through the middle of the project site is recommended to be classified as a “Minor Residential Collector” roadway. The Alley B and Alley C approaches to Street A are recommended to operate with stop control with R1-1 “STOP” signs installed for the eastbound and westbound Alley B and Alley C approaches to Street A. It is anticipated that all internal streets will operate acceptably with a single lane in each direction and the internal intersections will not require separate turn lanes.

Per request of Johnstown’s traffic reviewer, Tracts M and N have been included in an additional trip generation comparison for Phase III of the Johnstown Village development to include the developments as now proposed. Tracts M and N propose to be developed with 132 single family dwelling units. As shown in the following **Table 2**, the proposed Phase III development with this 150-unit Prosper Land project and the Tracts M and N development with 132 single family homes is anticipated to generate a total of 2,468 daily trips, with 173 of these trips occurring during the morning peak hour and 226 of these trips occurring during the afternoon peak hour. The original traffic study evaluated Phase III to include a total of 2,032 daily trips, with 146 of these trips occurring during the morning peak hour and 178 of these trips occurring during the afternoon peak hour. Therefore, the proposed Phase III development now proposed is anticipated to generate 436 more daily trips, with 27 more trips expected during the morning peak hour and 48 more trips expected during the afternoon peak hour trips than originally studied.


**Table 2 - Trip Generation Comparison
Original Phase III Uses vs. Proposed Phase III Uses**

| Use and Size | Daily Vehicle Trips | Weekday Vehicle Trips | | | | | |
|--|---------------------|-----------------------|------------|------------|--------------|------------|------------|
| | | AM Peak Hour | | | PM Peak Hour | | |
| | | In | Out | Total | In | Out | Total |
| Original Use – ITE 10th Edition | | | | | | | |
| Multifamily – Mid-Rise (ITE 221) 212 Dwelling Units | 1,154 | 19 | 57 | 76 | 57 | 36 | 93 |
| Multifamily – Low-Rise (ITE 220) 150 Dwelling Units | 878 | 17 | 53 | 70 | 53 | 32 | 85 |
| Total Trips – Original Uses | 2,032 | 36 | 110 | 146 | 110 | 68 | 178 |
| Current Proposal – ITE 10th Edition | | | | | | | |
| Multifamily – Low-Rise (ITE 220) 132 Dwelling Units | 958 | 14 | 48 | 62 | 48 | 28 | 76 |
| Duplex/Paired Homes (ITE 210) 150 Dwelling Units | 1,510 | 28 | 83 | 111 | 93 | 57 | 150 |
| Total Trips – Proposed Uses | 2,468 | 42 | 131 | 173 | 141 | 85 | 226 |
| Net Difference in Trips | +436 | +6 | +21 | +27 | +31 | +17 | +48 |

In summary, this proposed Prosper Land – Johnstown Village duplex residential development project proposed to be located on the southeast corner of Meadowlark Drive and Colorado Boulevard (within the western portion of Phase III) is in use compliance with the original traffic study. However, based on land use category changes based on the anticipated number of dwelling units per building within the duplex/paired homes compared to the multifamily originally studied, the amount of traffic generated may increase slightly for the daily, morning peak hour, and afternoon peak hour trips for all Phase III compared to the uses studied for the Phase III development area in the original Johnstown Village traffic study. It is believed that this project is consistent with the original plan of development. Please let us know if there are any questions or if anything else is needed.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.


Curtis D. Rowe, P.E., PTOE
Vice President

