

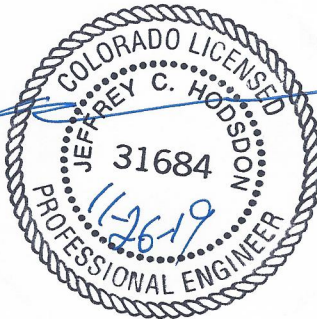


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Claremont Business Park (Filing 1, Lot 2)
Trip Generation Technical Memorandum
(LSC #195050)
November 21, 2019

Traffic Engineer's Statement

This traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.



Developer's Statement

I, the Developer, have read and will comply with all commitments made on my behalf within this report.



11/26/19

Date



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November 22, 2019

Lisa Peterson
Hammers Construction
1411 Woolsey Heights
Colorado Springs, CO 80915

RE: Claremont Business Park (Filing 1, Lot 2)
El Paso County, CO
Trip Generation Technical Memorandum
LSC #195050

Dear Ms. Peterson,

LSC Transportation Consultants, Inc. has prepared this trip generation technical memorandum the proposed Claremont Business Park (Filing 1, Lot 2) site in El Paso County, CO. Located at El Paso County parcel ID 5408101027, the site is located approximately one-third of a mile southwest of the intersection of Meadowbrook Parkway/Marksheffel Road in El Paso County, Colorado.

Access to the site is to Woolsey Heights only, via a proposed access point located approximately 220 feet southwest of the intersection of Meadowbrook Parkway/Woolsey Heights. This report presents the estimated vehicle-trip generation for the currently planned development and has been prepared for submittal to El Paso County.

PROPOSED LAND USE

Two separate office buildings are proposed as part of the Claremont Business Park (Filing 1, Lot 2) site. Each 10,000-square-foot building would consist of 1,500 square feet of office space and 8,500 square feet of warehousing space.

SITE ACCESS

Access to the site is to Meadowbrook Parkway only via a proposed access point located approximately 220 feet southwest of the intersection of Meadowbrook Parkway/Woolsey Heights. The access point would be a full-movement, stop sign-controlled, T-intersection. A copy of the site plan is attached.

EXISTING ADJACENT STREETS

Streets adjacent to the site are identified below, followed by a brief description of each:

US Highway 24 (US 24) is a state highway extending locally from the City of Colorado Springs to Peyton in a northeasterly direction and then continuing east. US 24 is classified as an Expressway by the Colorado Department of Transportation (CDOT) in the vicinity of the site and is shown as an Expressway on the El Paso County Major Transportation Corridors Plan (MTCP).

Marksheffel Road extends north from C&S Road to just north of Woodmen Road. The section of Marksheffel Road adjacent to the site is classified as Principal Arterial. The Marksheffel Road/US 24 intersection is currently signalized. Marksheffel Road has been upgraded to a four-lane Modified Urban Minor Arterial south of US Highway 24.

Meadowbrook Parkway is a paved, Non-Residential Collector that extends through the Claremont Business Park from the US 24/SH 94 intersection to Marksheffel Road (generally parallel to US 24). Meadowbrook Parkway continues east from Marksheffel Road into Claremont Ranch to the east. Adjacent to the site, the posted speed limit is 35 miles per hour. The intersection of Meadowbrook Parkway/Marksheffel Road was recently signalized and features auxiliary left- and right-turn lanes.

TRIP GENERATION ESTIMATE

Estimates of the vehicle-trips projected to be generated by the proposed Claremont Business Park (Filing 1, Lot 2) site have been made using the nationally published average trip generation rates from land use code “150 – Warehousing” in *Trip Generation, 10th Edition, 2017* by the Institute of Transportation Engineers (ITE). The ITE description for land use “150 – Warehousing” is, “A warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas.”

Table 1 below presents a summary of the estimated additional site trip generation. A detailed trip generation estimate for the site, including ITE rates for the proposed land uses, is presented in Table 2 (attached).

Table 1: Estimated Site Vehicle-Trip Generation

Analysis Period	Weekday		
	In	Out	Total
Morning peak hour (vehicle-trips/hour)	21	6	27
Evening peak hour (vehicle-trips/hour)	8	22	30
Weekday – 24-hour total (vehicle-trips/day)	110	110	219

Based on the ITE estimate for the proposed land use, Claremont Business Park (Filing 1, Lot 2) would generate about 219 vehicle-trips on the average weekday, with half entering and half exiting the site. During the weekday morning peak hour, approximately 21 vehicles would enter, and 6 vehicles would exit the site. During the weekday afternoon peak hour, approximately 8 entering vehicles and 22 exiting vehicles are projected for the site.

Modified Average Weekday Trip Generation Rates

ITE's average weekday rate for "150 – Warehousing" showed 75 percent of daily trips occurring during the peak hours, which is an unreasonably high estimate. As a result, ITE average weekday rates for land use "150 – Warehousing" were modified by using weekday rates for a similar land use ("140 - Manufacturing") to be conservative. The ratio of fitted vs. average rates for "140 - Manufacturing" was 2.84, which was then applied to the "150 - Warehousing" fitted rates" to calculate the modified average weekday trip estimate for the site of 219 vehicle-trips per day.

* * * * *

Please contact me if you have any questions.

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

By: Jeffrey C. Hodsdon, P.E.
Principal

JAB:jas

Enclosures: Table 2
Site Plan Exhibit

ITE		Value	Units ¹	Trip Generation Rates ³					Total Trips Generated				
				Average	A.M.		P.M.		Average	A.M.		P.M.	
Code	Description			Weekday	In	Out	In	Out	Weekday ²	In	Out	In	Out
<u>Proposed Land Use</u>													
150	Warehousing	20.000	KSF	3.86	1.07	0.32	0.41	1.10	77	21	6	8	22
<u>Comparison of Similar Land Use to Calculate Modified ADT Rate</u>													
140	Manufacturing (Fitted)	20.000	KSF	11.16	-	-	-	-	223	-	-	-	-
140	Manufacturing (Average)	20.000	KSF	3.93	0.48	0.14	0.21	0.46	79	10	3	4	9
Average Weekday Ratio									2.84	-	-	-	-
<u>Modified Trip Generation Estimate</u>													
150	Warehousing	20.000	KSF	3.86	1.07	0.32	0.41	1.10	219	21	6	8	22

² Average weekday rate for "150 - Warehousing" showed 75% of daily trips occurring during the peak hours, which is unreasonably high. As a result, average weekday rates were modified by using a similar land use "140 - Manufacturing" to be conservative. The ratio of fitted/average rates for "140 - Manufacturing" was 2.84, which was then applied to the "150 - Warehousing" fitted rates" to calculate the modified ADT trips.

³ Source: *Trip Generation*, 10th Edition, 2017, by the Institute of Transportation Engineers (ITE)

