

Falcon Storage Expansion Transportation Memorandum

Prepared for:
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Please add PCD File No. MS232
& PPR2232

AUGUST 12, 2021

LSC Transportation Consultants
Prepared by: Jack Bauer &
Jeffrey C. Hodsdon, P.E.

LSC #S214430



LSC Responses to Falcon RV Storage -- EPC Redline Comments

Page: 1

 Number: 1 Author: Daniel Torres Subject: Text Box Date: 3/1/2023 9:28:34 AM -07'00'

[Please add PCD File No. MS232 & PPR2232](#)

- Estimation of the directional distribution of site-generated vehicle trips to the north and south on Bent Grass Meadows Drive.
- Sight distance analysis at the proposed site-access points to determine if they would meet minimum criteria in El Paso County's *ECM*.
- Short-term and long-term projected intersection volumes at the access points to determine the potential need for any new auxiliary right-/left-turn lanes and/or the adequacy of existing lanes, based on the access criteria in the *ECM*.
- Level of Service analysis at the existing and proposed site access points.
- Evaluation of the proposed site access points with respect to the *Engineering Criteria Manual (ECM)* design criteria contained in Section 2.4.1.
- Summary of compiled data, analysis, findings, and recommendations.

ROAD AND TRAFFIC CONDITIONS

Please identify the speed limit on the roadway ¹

The attached site plan shows the streets adjacent to and in the vicinity of the site. Adjacent streets serving the site are identified below, followed by a brief description of each:

Bent Grass Meadows Drive is a Non-Residential Collector that currently extends north from the Woodmen North Frontage Road for about 2,000 feet and east to Meridian Road.

Meridian Road is shown on the *El Paso County 2040 Major Transportation Corridors Plan* and the *Preserved Corridor Network Plan* as a four-lane Principal Arterial.

Woodmen Road is shown on the *El Paso County 2040 Major Transportation Corridors Plan* and the *Preserved Corridor Network Plan* as a four-lane Expressway in the vicinity of the site. The posted speed limit on Woodmen Road in the vicinity is 55 mph.

Woodmen North Frontage Road is a paved two-lane frontage road along the north side of Woodmen Road. The Woodmen frontage road extends west from just west of Meridian Road to its current terminus west of Golden Sage Road. The Woodmen North Frontage Road will soon be extended east through the Falcon Marketplace development to the intersection of Meridian Road/Eastonville Road.

Existing Traffic Volumes

Vehicular turning-movement counts were conducted at the following intersections, dates, and times:

- Bent Grass Meadows Drive/existing site access
 - Wednesday, May 12, 2021 from 6:30 – 8:30 a.m.
 - Wednesday, May 12, 2021 from 4:00 – 6:00 p.m.

Number: 1 Author: Daniel Torres Subject: Callout Date: 3/1/2023 8:30:12 AM -07'00'

Please identify the speed limit on the roadway

 Author: jchodsdon Subject: Sticky Note Date: 7/17/2023 9:15:42 AM
LSC Response: Added as requested.

Figure 3 shows these turning-movement volumes, as well as the estimated current average weekday traffic volumes on the study-area streets. Raw count data is attached.

Adjustments to Existing Counts

The COVID-19 pandemic likely affected the recorded traffic volumes at these intersections. LSC incorporated recent available traffic data at these intersections and estimated “typical” current volumes, based on historical counts and estimated growth rates and/or projections from prior traffic studies nearby. This study contains estimates of adjusted current volumes (referred to as “short-term baseline” volumes). Figure 4 also shows “short-term baseline volumes,” which are existing volumes adjusted to account for the effects of the COVID-19 pandemic on “typical” traffic volumes.

PROPOSED LAND USE

Currently, the storage site consists of 218 RV storage spaces. Following site expansion, an additional 92 RV storage spaces would be added, bringing the site total to 310 RV storage spaces.

SITE ACCESS

The 5-acre site is located on the west side of Bent Grass Meadows Drive approximately 1/2-mile north of Woodmen North Frontage Road (El Paso County parcel ID 5301000018). Two additional full-movement access points to Bent Grass Meadows Drive are proposed for the property. The existing full-movement access (located 375 feet south of the expansion site) would remain. A site plan copy is attached for reference, and the proposed access spacing shown in Figure 2.

ACCESS SIGHT DISTANCE

Sight distance field measurements utilized a driver's eye height of 3.5 feet and a height of 3.5 feet for a vehicle traveling along Bent Grass Meadows Drive. The following analysis corresponds to field-measured sight distances for the proposed site access intersections with Bent Grass Meadows Drive. Field-measured sight distances for passenger vehicles are as follows:

- North site access
 - To the north: 876 feet
 - To the south: greater than ¼ mile
- South site access
 - To the north: greater than ¼ mile
 - To the south: greater than ¼ mile

Bent Grass Meadows Boulevard north and south of the site access has a relatively straight horizontal alignment and no vertical curves within the 350-foot passenger-vehicle and 455-foot single-unit truck requirements for *ECM* standard sight distance. Site landscaping, signs, buildings, and any other features should not be placed within the *ECM*-required line of sight “triangles” to the north and south of the access points.

Per the site development plan there are 173 spaces shown on the proposed plan. Revise the analysis accordingly.

only a single access is proposed on the most recent site development plan. Revise accordingly.

Number: 1 Author: Daniel Torres Subject: Callout Date: 2/28/2023 11:47:16 PM -07'00'

Per the site development plan there are 173 spaces shown on the proposed plan. Revise the analysis accordingly.

Author: jchodsdon Subject: Sticky Note Date: 7/17/2023 9:15:53 AM

LSC Response: It is our understanding that these quantities are correct.

Number: 2 Author: Daniel Torres Subject: Callout Date: 2/28/2023 11:49:13 PM -07'00'

only a single access is proposed on the most recent site development plan. Revise accordingly.

Author: jchodsdon Subject: Sticky Note Date: 7/17/2023 9:16:04 AM

LSC Response: The TIS has been updated accordingly.

1
Provide the dates, location and count data of the traffic counts provided by LSC of the other RV storage facilities.
FYI: This was also provided on another LSC RV storage project (PCD File PPR1945)

TRIP GENERATION ESTIMATE

Typically, estimates of the vehicle-trips projected to be generated by a proposed development are made using the nationally-published average trip-generation rates from the following land-use codes in *Trip Generation, 10th Edition, 2017* by the Institute of Transportation Engineers (ITE). However, RV/Boat Storage trip-generation rates are not available for the proposed land use. As such, trip-generation rates for this site have been based on RV-storage-facility trip generation counts conducted by LSC in El Paso County in 2018. Existing afternoon peak hour trip generation based on count data has also been included in the table (for reference only).

Table 1 below presents a summary of the estimated additional site trip generation. A detailed trip-generation estimate for the site, including trip-generation rates for the proposed land uses, is presented in Table 3 (attached).

Table 1: Estimated Additional Site Vehicle-Trip Generation

Analysis Period	Weekday		
	In	Out	Total
Evening peak hour (vehicle-trips/hour)	2	3	5
Weekday – 24-hour total (vehicle-trips/day)	9	9	18

2
Why were morning peak hour counts not provided? Please provide morning counts as indicated in ECM appendix B.3

Future Trip Generation

Based on the ITE estimate for the entire site, Falcon Storage, LLC would generate about 136 vehicle trips on the average weekday, with half entering and half exiting the site. During the weekday afternoon peak hour, approximately 10 vehicles would enter, and 13 vehicles would exit the site.

Existing Trip Generation Based on Count Data (Provided for Reference Only)

Single-Day Count

The mini-warehouse facility and existing storage facility generated 11 entering and 7 exiting trips during the afternoon peak hour (4:30pm – 5:30pm) on the day which traffic volumes were recorded.

Annual Average

The applicant provided records of all entering and exiting vehicles from the previous 12 months. On average, the mini-warehouse facility and existing storage facility generates 2 entering and 2 exiting trips during the afternoon peak hour.

Number: 1 Author: Daniel Torres Subject: Callout Date: 3/1/2023 10:06:58 AM -07'00'

Provide the dates, location and count data of the traffic counts provided by LSC of the other RV storage facilities.FYI: This was also provided on another LSC RV storage project (PCD File PPR1945)

Author: jchodsdon Subject: Sticky Note Date: 7/17/2023 9:16:43 AM

LSC Response: The report has been revised. Please refer to the trip generation section and Appendix A.

Number: 2 Author: Daniel Torres Subject: Callout Date: 3/1/2023 11:20:06 AM -07'00'

Why were morning peak hour counts not provided?Please provide morning counts as indicated in ECM appendix B.3

Author: jchodsdon Subject: Sticky Note Date: 7/17/2023 9:16:56 AM

LSC Response: The approach to the trip generation has been updated and this section has been revised. Please refer to the trip-generation section and Appendix A.

Regarding morning counts, the report has been updated to include morning data for the adjacent street. The report includes morning and afternoon peak-hour analysis. Morning and afternoon traffic counts were conducted at the nearest intersection - Bent Grass Meadows Drive & Woodmen North Frontage Road.

Table 2: Intersection Levels of Service Delay Ranges

Level of Service	Signalized Intersections	Unsignalized Intersections
	Average Control Delay (Seconds per Vehicle)	Average Control Delay (Seconds per Vehicle) ⁽¹⁾
A	10.0 sec or less	10.0 sec or less
B	10.1-20.0 sec	10.1-15.0 sec
C	20.1-35.0 sec	15.1-25.0 sec
D	35.1-55.0 sec	25.1-35.0 sec
E	55.1-80.0 sec	35.1-50.0 sec
F	80.1 sec or more	50.1 sec or more

(1) For unsignalized intersections, if V/C ratio is greater than 1.0 the level of service is LOS F, regardless of the projected average control delay per vehicle.

All single-lane approaches and individual turning movements at the study-area intersections currently operate at and are projected to remain at LOS B or better following the addition of site-generated traffic and in the long-term horizon year. Please refer to the attached figures, which graphically show the results. Detailed Synchro reports (attached) contain additional details.

DRIVEWAY ACCESS EVALUATION

ECM Criteria for Site Access to a Collector Road

Bent Grass Meadows Drive is a Non-Residential Collector roadway. ECM criteria states that driveway access is not permitted. However, this site is not served by any other roadway. There is an existing driveway access to Bent Grass Meadows Drive.

its (attached) contain additional details. revise accordingly as a single new access point is provided. Please update throughout the narrative.

ECM Criteria for Access Design

Two additional site access points/driveways are proposed to Bent Grass Meadows Drive. The following summarizes *Engineering Criteria Manual* Section 2.4.1 access criteria, which states the following five access design guidelines:

- Adequate spacing
- Proper alignments
- Clear sight distances
- Coordinated widths with its intended use
- Clearances from intersections

The following sections address each of these criteria for site driveways.

Number: 1 Author: Daniel Torres Subject: Callout Date: 3/1/2023 1:51:19 PM -07'00'

revise accordingly as a single new access point is provided. Please update throughout the narrative.

 Author: jchodsdon Subject: Sticky Note Date: 7/17/2023 9:17:02 AM
LSC Response: The TIS has been updated accordingly.

Adequate Spacing

update accordingly per previous comments. ¹

Please refer to Figure 2 for the proposed spacing. *ECM* criteria states that:

Accesses shall be separated by a distance equal to the entering sight distance values in Table 2-35. When turn lanes are present or will be needed in the future, the accesses shall be separated by a sufficient distance so that exclusive turn lanes including tapers will not overlap. Access shall not be permitted within a turn lane. Warrant criteria, design, and construction of turn lanes shall be governed by the requirements contained in Section 2.3.7D.

The prescribed stopping sight distance along the roadway is 250 feet and the proposed access points are separated by a distance greater than the stopping sight distance. Also, the 320-foot spacing to the north access would be close to the entering sight distance (for passenger vehicles) in Table 2-35. No turn lanes are required for these access points. However, the standard Non-Residential Collector cross section includes a two-way, center left-turn lane.

Note: PCD application No. MS201 showed an access about 145 feet south of the proposed south access on the opposite side of Bent Grass Meadows Drive.

Access Alignment

The site plan shows both proposed additional site-access points aligned at 90 degrees to the adjacent Bent Grass Meadows Drive centerline.

Provide auto turn exhibit and provide recommendations for the radii at the proposed access. ²

Access Sight Distances

Access sight-distance criteria in section 2.4.1.D would apply:

“Any potentially obstructing objects, such as but not limited to advertising signs, structures, trees, and bushes, shall be designed, placed, and maintained at a height not to interfere with the sight distance needed by any vehicle using the access.”

All *ECM*-required sight distances would be met at both proposed site-access points. As indicated in the criteria quoted above, site improvements, as well as roadside slopes, walls, etc. should not impede the required sight-distance lines of sight.

Access Width

The site plan (attached) shows a 29-foot-wide driveway at the north site access point and a 24-foot-wide driveway at the proposed south site access point. Per *ECM* Section 2.4.1.E.1, “two-way commercial or industrial access points shall have a 25-foot minimum and a 40-foot maximum width for Non-Residential Collector roadways.” However, the access radii (potentially in combination with access width) will need to accommodate the design vehicle associated with

 Number: 1 Author: Daniel Torres Subject: Cloud+ Date: 3/1/2023 1:50:21 PM -07'00'

[update accordingly per previous comments.](#)

 Author: jchodsdon Subject: Sticky Note Date: 7/17/2023 9:17:14 AM

LSC Response: The TIS has been updated accordingly.

 Number: 2 Author: Daniel Torres Subject: Callout Date: 3/1/2023 2:27:36 PM -07'00'

[Provide auto turn exhibit and provide recommendations for the radii at the proposed access.](#)

 Author: jchodsdon Subject: Sticky Note Date: 7/17/2023 9:17:29 AM

LSC Response: Included as requested.

the proposed land use – Class A RVs, vehicles towing camping trailers, and potentially fire equipment. These should be taken into consideration when preparing the construction drawings. **The assumption is that the south driveway width will be shown at 25 feet with the construction drawings.**

LSC recommends a 65-foot stacking distance between the entry gates and the west edge of Bent Grass Meadows Drive. This would allow for a Class-A RV, 30-foot-long single-unit truck, or a 35-foot-long U-Haul truck (largest size), plus an additional 30 feet to allow for a towed utility trailer, moving trailer, or following passenger vehicle.

Clearances from Intersections

The site driveway is not near adjacent major intersections.

¹
please identify what
this sites fair share
contribution is for the
below improvements

ROADWAY IMPROVEMENTS

- Given the projected low trip generation, auxiliary turn lanes would not be necessary on Bent Grass Meadows Drive with this development. The Non-Residential Collector cross section allows for potential future striping for a center, two-way left-turn lane (or dedicated left-turn lanes). Note: the standard Non-Residential Collector cross-section includes a two-way, center left turn lane.
- This project may be required to participate in a fair and equitable manner towards future improvements at the following intersections. Any required pro-rata share would be a small amount due to the low relative traffic impacts:
 - Golden Sage/Woodmen Frontage Road
 - Golden Sage/Woodmen Road
 - Woodmen Frontage Road/Bent Grass Meadows Drive

AUXILIARY TURN-LANE ANALYSIS

Bent Grass Meadows Drive is striped with a center two-way left-turn lane (TWLTL) adjacent to the proposed site accesses. As such, no modifications would be required to accommodate a northbound left-turn lane at each access point. Projected southbound right-turn volumes would not exceed the *ECM* 50-vph threshold, which would not trigger a right-turn lane at either new site access point.

DEVIATIONS (MAY BE REQUIRED)

The following deviations may be required:

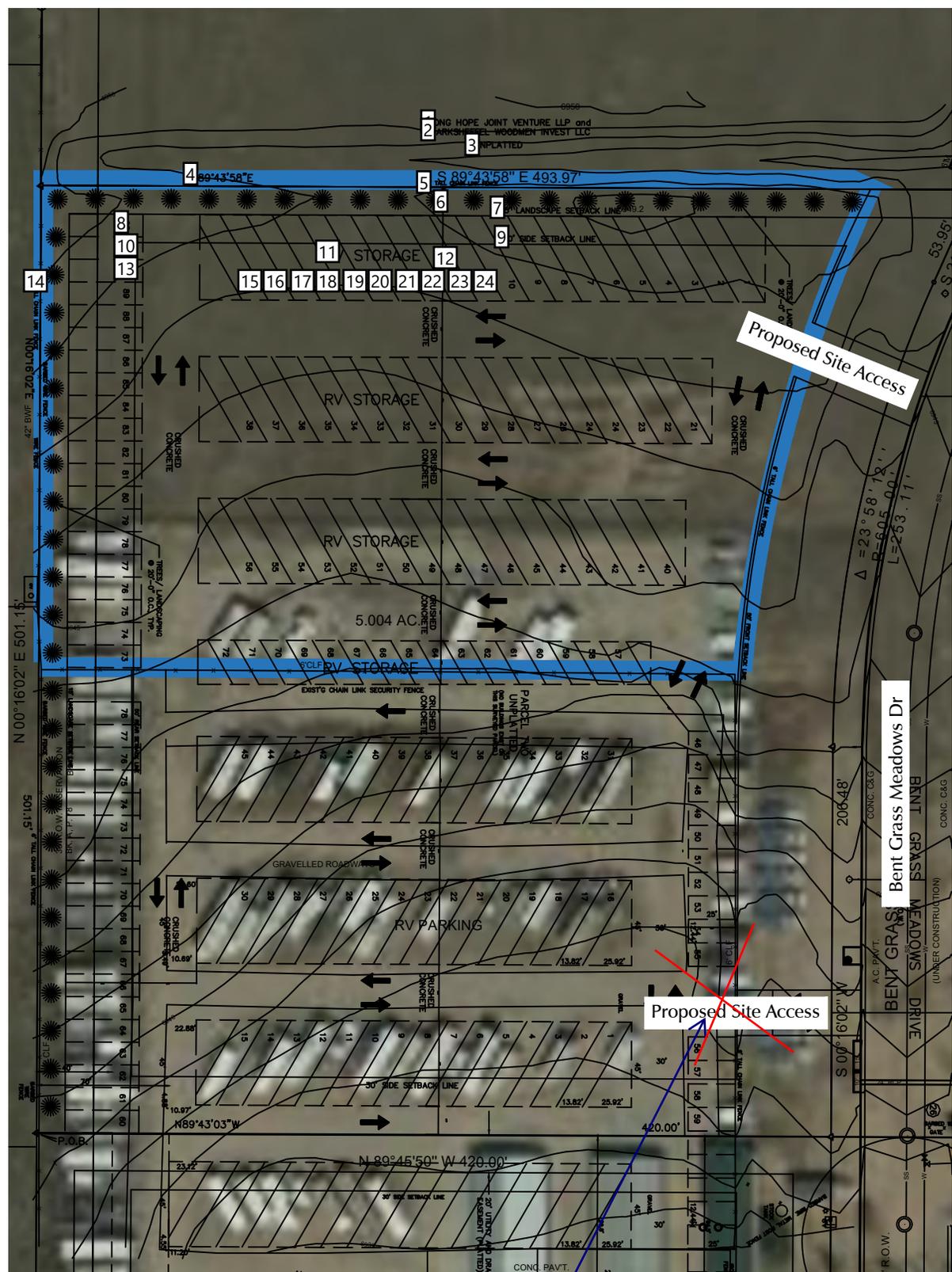
- A deviation for access (or two) to a Non-Residential Collector Roadway.

Number: 1 Author: Daniel Torres Subject: Callout Date: 3/1/2023 2:27:27 PM -07'00'

please identify what this sites fair share contribution is for the below improvements

Author: jchodsdon Subject: Sticky Note Date: 7/17/2023 9:18:02 AM

LSC Response: This has been added to the report. The net additional site-generated traffic would be less than half of one percent of the projected future total traffic volumes at these intersections.



340' to Nearest Intersection (Future)

320'

65' North of Property Line

78' Proposed Access on E Side (PCD File MS201)

Spacing to the existing access to the storage/U-Haul

Proposed site expansion boundary

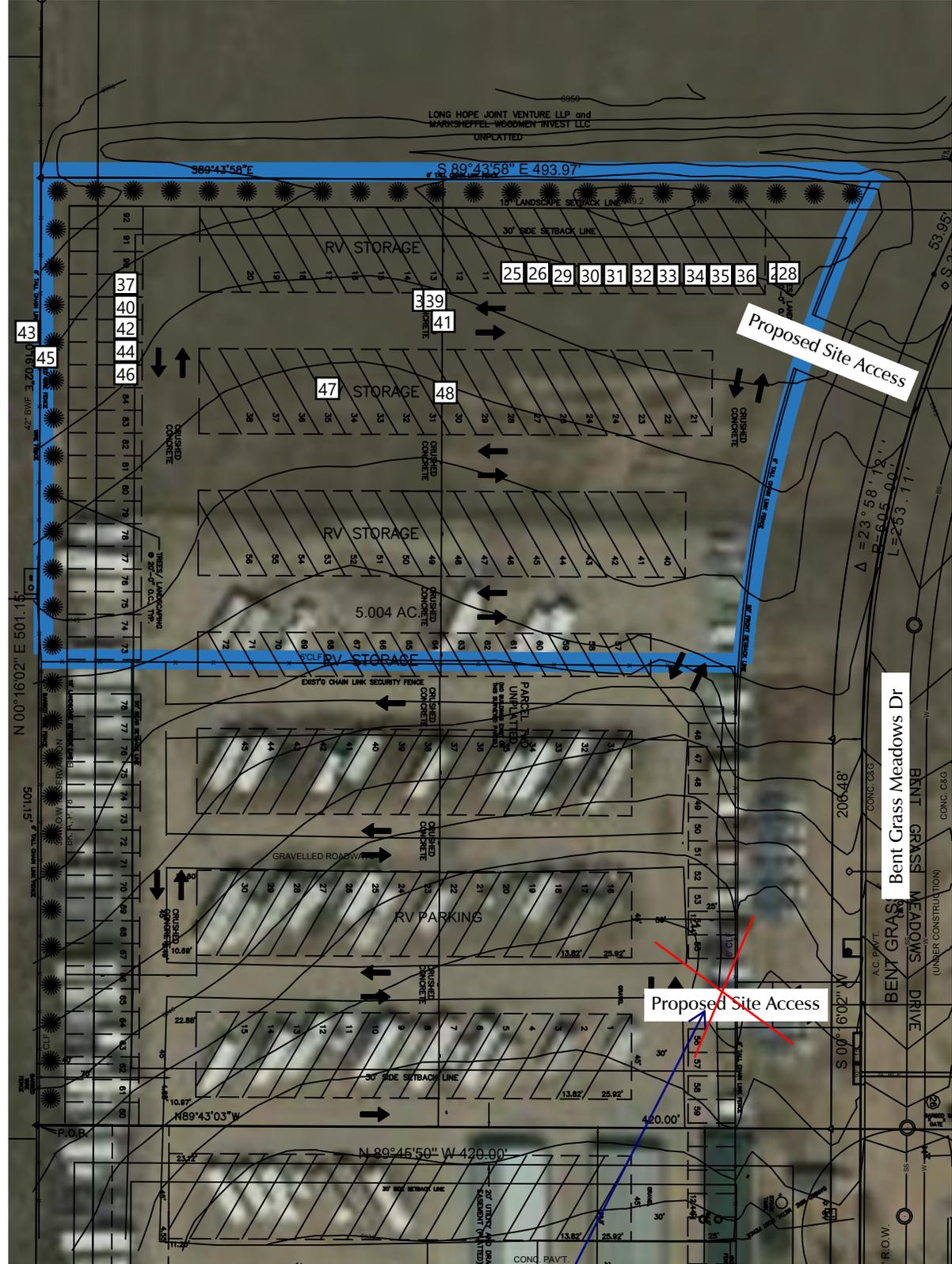
Please update the site plan to match the current proposed plan showing a single new access point



Figure 2
Site Plan

Falcon Storage LLC (LSC # 214430)

<input type="checkbox"/>	Number: 1	Author: AutoCAD SHX Text	Date: Indeterminate
	LONG HOPE JOINT VENTURE LLP and		
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	MARKSHEFFEL WOODMEN INVEST LLC		
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	UNPLATTED		
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<input type="checkbox"/>	Number: 7	Author: AutoCAD SHX Text	Date: Indeterminate
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	92		
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340' to Nearest Intersection (Future)

320'

65' North of Property Line

78' Proposed Access on E Side (PCD File MS201)

Spacing to the existing access to the storage/U-Haul

Proposed site expansion boundary

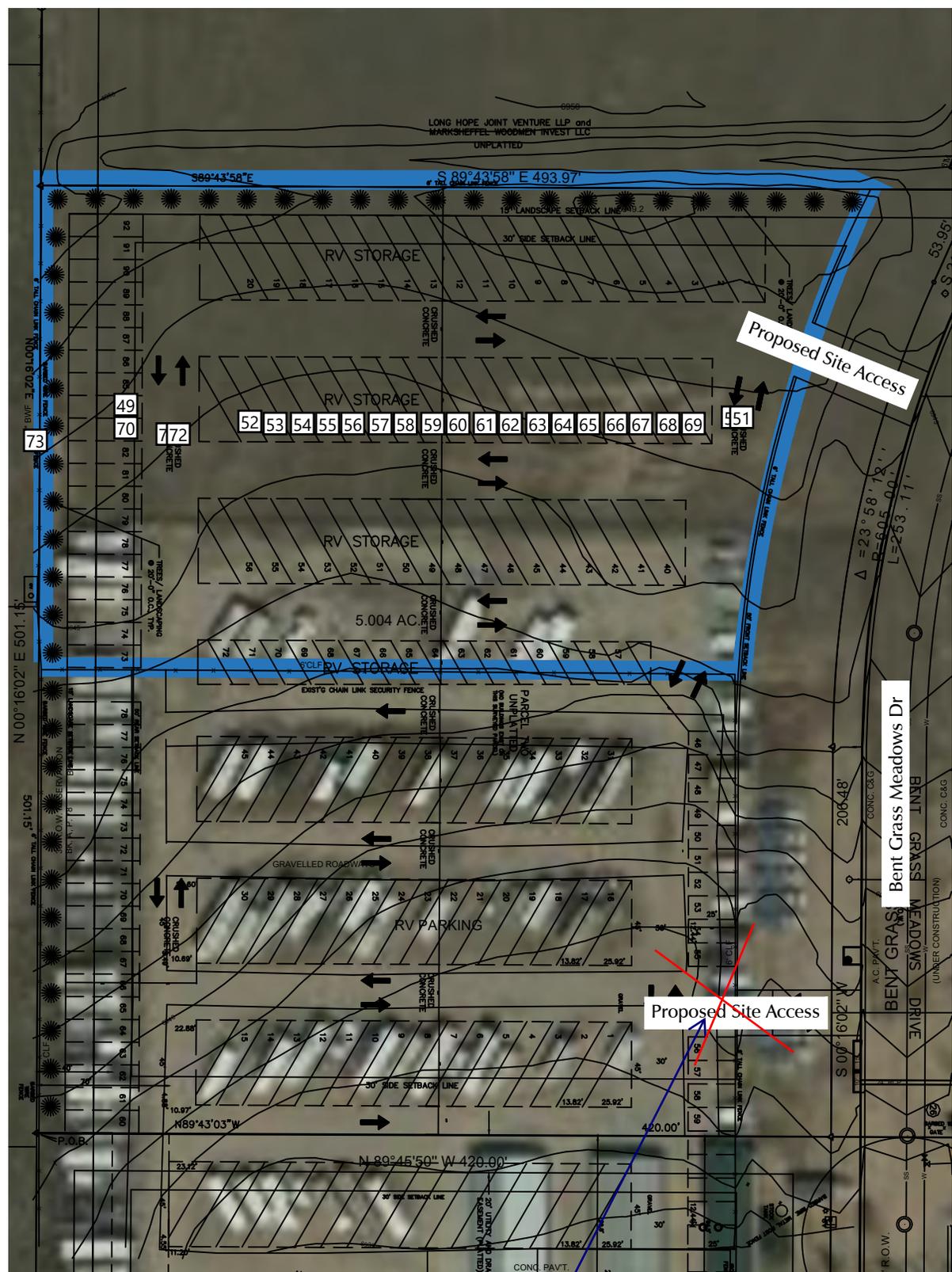
Please update the site plan to match the current proposed plan showing a single new access point

Figure 2
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Falcon Storage LLC (LSC # 214430)



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340' to Nearest Intersection (Future)

320'

375'

65' North of Property Line
 78' Proposed Access on E Side (PCD File MS201)

Proposed site expansion boundary

Spacing to the existing access to the storage/U-Haul

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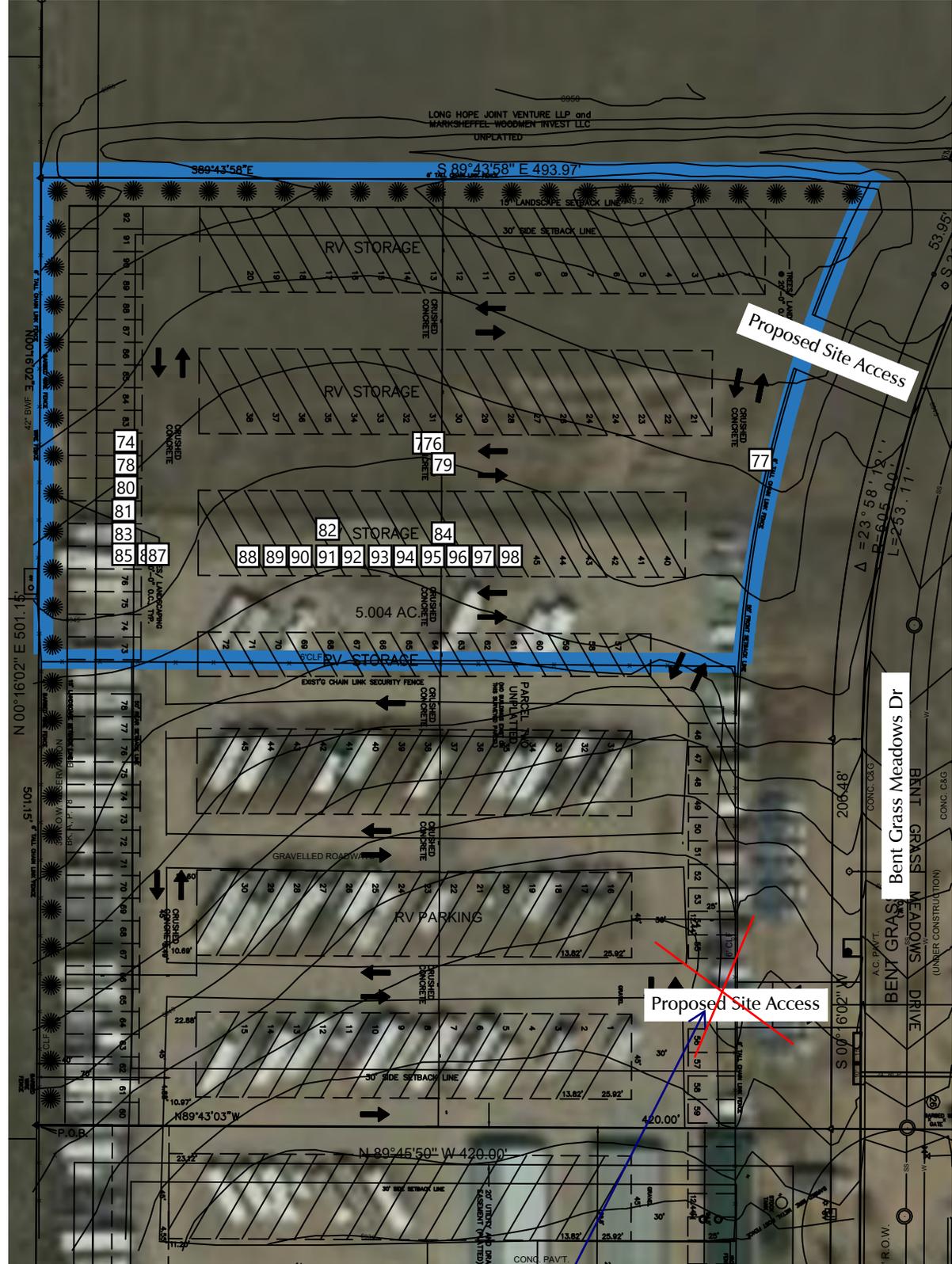
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Falcon Storage LLC (LSC # 214430)



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Comments from page 17 continued on next page



340' to Nearest Intersection (Future)

320'

65' North of Property Line

78' Proposed Access on E Side (PCD File MS201)

Spacing to the existing access to the storage/U-Haul

Proposed site expansion boundary

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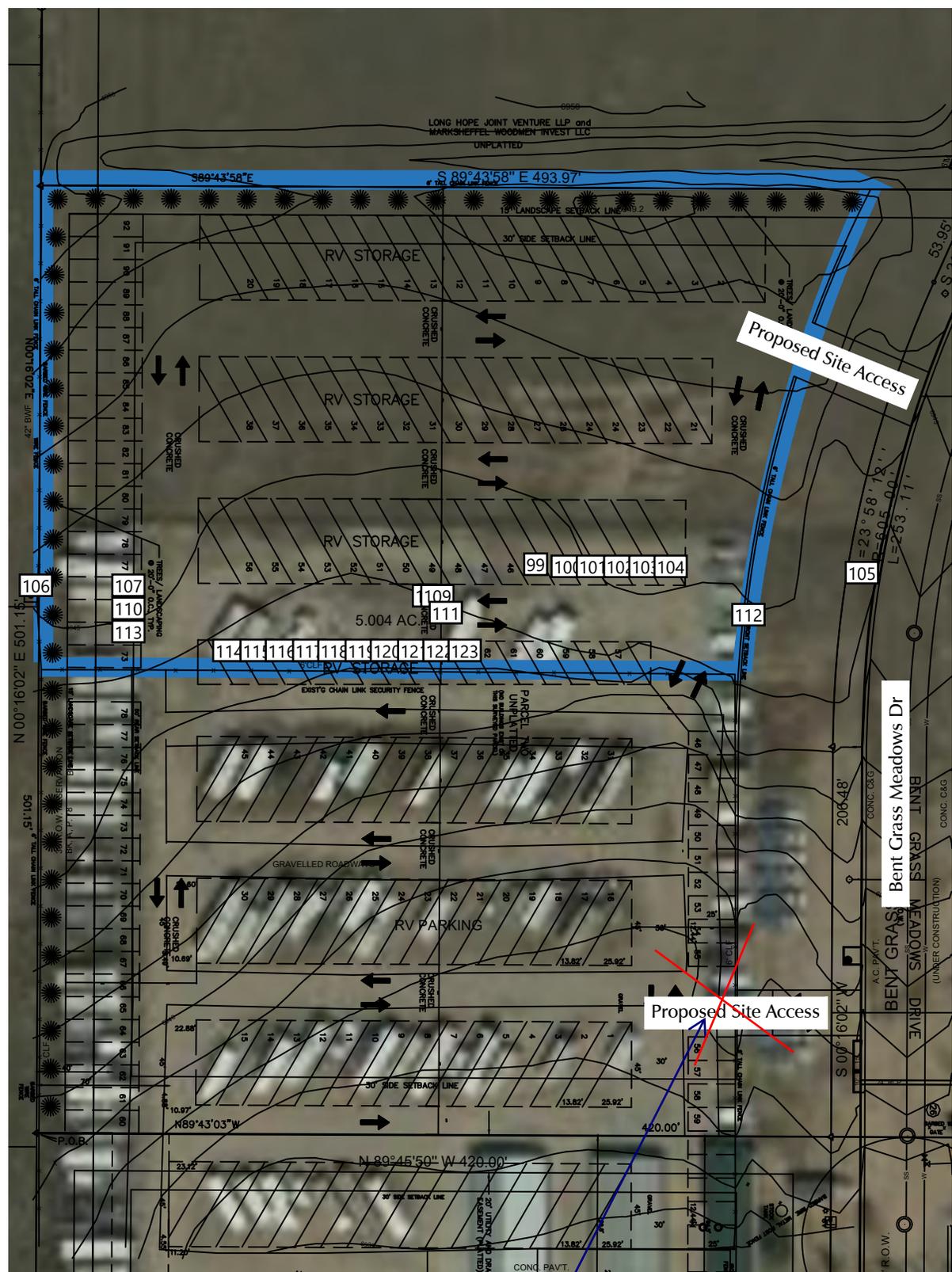


Figure 2
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Falcon Storage LLC (LSC # 214430)

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340' to Nearest Intersection (Future)

320'

65' North of Property Line

78' Proposed Access on E Side (PCD File MS201)

Spacing to the existing access to the storage/U-Haul

Proposed site expansion boundary

Please update the site plan to match the current proposed plan showing a single new access point



Figure 2
Site Plan

Falcon Storage LLC (LSC # 214430)

<input type="checkbox"/>	Number: 99 45	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 100 44	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 101 43	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 102 42	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 103 41	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 104 40	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 105 D	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 106 ev	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 107 76	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 108 CONCRETE	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 109 CRUSHED	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 110 75	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 111 30'-0"	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 112 50' FRONT SETBACK LINE	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 113 74	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 114 72	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 115 71	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 116 70	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 117 69	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 118 68	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 119 67	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 120 66	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 121 65	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 122 64	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 123 63	Author: AutoCAD SHX Text	Date: Indeterminate

Comments from page 17 continued on next page

- Number: 124 Author: AutoCAD SHX Text Date: Indeterminate
62

- Number: 125 Author: AutoCAD SHX Text Date: Indeterminate
61

- Number: 126 Author: AutoCAD SHX Text Date: Indeterminate
60

- Number: 127 Author: AutoCAD SHX Text Date: Indeterminate
59

- Number: 128 Author: AutoCAD SHX Text Date: Indeterminate
58

- Number: 129 Author: AutoCAD SHX Text Date: Indeterminate
57

- Number: 130 Author: AutoCAD SHX Text Date: Indeterminate
73

- Number: 131 Author: AutoCAD SHX Text Date: Indeterminate
22'-11"

- Number: 132 Author: AutoCAD SHX Text Date: Indeterminate
RV STORAGE

- Number: 133 Author: AutoCAD SHX Text Date: Indeterminate
EXIST'G CHAIN LINK SECURITY FENCE

- Number: 134 Author: AutoCAD SHX Text Date: Indeterminate
15' LANDSCAPE SETBACK LINE

- Number: 135 Author: AutoCAD SHX Text Date: Indeterminate
THIS SURVEYED PARCEL)

- Number: 136 Author: AutoCAD SHX Text Date: Indeterminate
(NO BUILDINGS EXIST ON

- Number: 137 Author: AutoCAD SHX Text Date: Indeterminate
PARCEL TWO

- Number: 138 Author: AutoCAD SHX Text Date: Indeterminate
CONCRETE

- Number: 139 Author: AutoCAD SHX Text Date: Indeterminate
CRUSHED

- Number: 140 Author: AutoCAD SHX Text Date: Indeterminate
UNPLATTED

- Number: 141 Author: AutoCAD SHX Text Date: Indeterminate
BARBED WIRE FENCE

- Number: 142 Author: AutoCAD SHX Text Date: Indeterminate
32'-0"

- Number: 143 Author: AutoCAD SHX Text Date: Indeterminate
78

- Number: 144 Author: AutoCAD SHX Text Date: Indeterminate
50' REAR SETBACK LINE

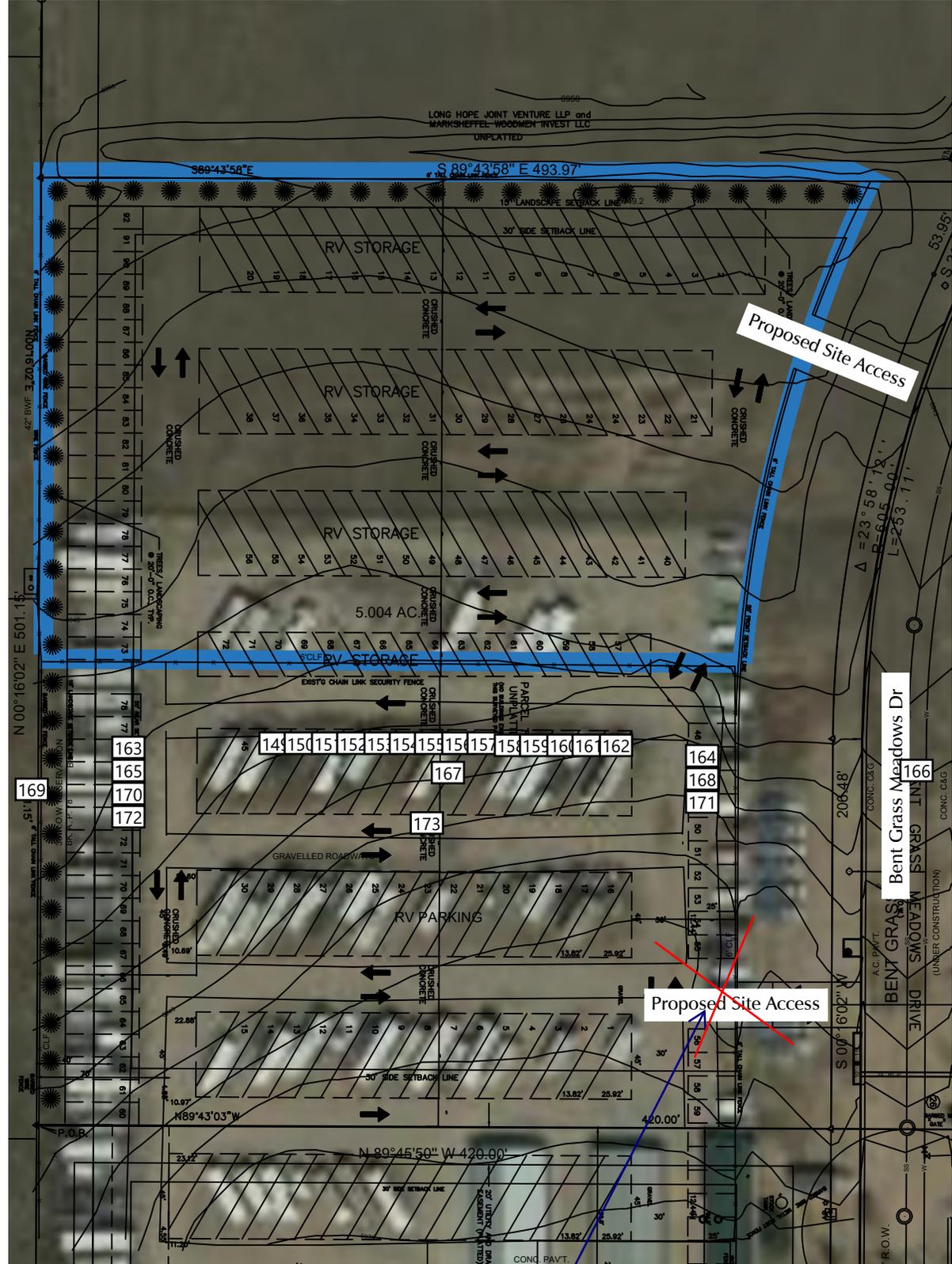
- Number: 145 Author: AutoCAD SHX Text Date: Indeterminate
28'-0"

- Number: 146 Author: AutoCAD SHX Text Date: Indeterminate
77

- Number: 147 Author: AutoCAD SHX Text Date: Indeterminate
46

- Number: 148 Author: AutoCAD SHX Text Date: Indeterminate
45

Comments from page 17 continued on next page



340' to Nearest Intersection (Future)

320'

65' North of Property Line

78' Proposed Access on E Side (PCD File MS201)

Spacing to the existing access to the storage/U-Haul

Proposed site expansion boundary

Please update the site plan to match the current proposed plan showing a single new access point



Figure 2
Site Plan

Falcon Storage LLC (LSC # 214430)

- Number: 149 Author: AutoCAD SHX Text Date: Indeterminate
44

- Number: 150 Author: AutoCAD SHX Text Date: Indeterminate
43

- Number: 151 Author: AutoCAD SHX Text Date: Indeterminate
42

- Number: 152 Author: AutoCAD SHX Text Date: Indeterminate
41

- Number: 153 Author: AutoCAD SHX Text Date: Indeterminate
40

- Number: 154 Author: AutoCAD SHX Text Date: Indeterminate
39

- Number: 155 Author: AutoCAD SHX Text Date: Indeterminate
38

- Number: 156 Author: AutoCAD SHX Text Date: Indeterminate
37

- Number: 157 Author: AutoCAD SHX Text Date: Indeterminate
36

- Number: 158 Author: AutoCAD SHX Text Date: Indeterminate
35

- Number: 159 Author: AutoCAD SHX Text Date: Indeterminate
34

- Number: 160 Author: AutoCAD SHX Text Date: Indeterminate
33

- Number: 161 Author: AutoCAD SHX Text Date: Indeterminate
32

- Number: 162 Author: AutoCAD SHX Text Date: Indeterminate
31

- Number: 163 Author: AutoCAD SHX Text Date: Indeterminate
76

- Number: 164 Author: AutoCAD SHX Text Date: Indeterminate
47

- Number: 165 Author: AutoCAD SHX Text Date: Indeterminate
75

- Number: 166 Author: AutoCAD SHX Text Date: Indeterminate
BENT GRASS MEADOWS DRIVE

- Number: 167 Author: AutoCAD SHX Text Date: Indeterminate
45'-0"

- Number: 168 Author: AutoCAD SHX Text Date: Indeterminate
48

- Number: 169 Author: AutoCAD SHX Text Date: Indeterminate
501.15'

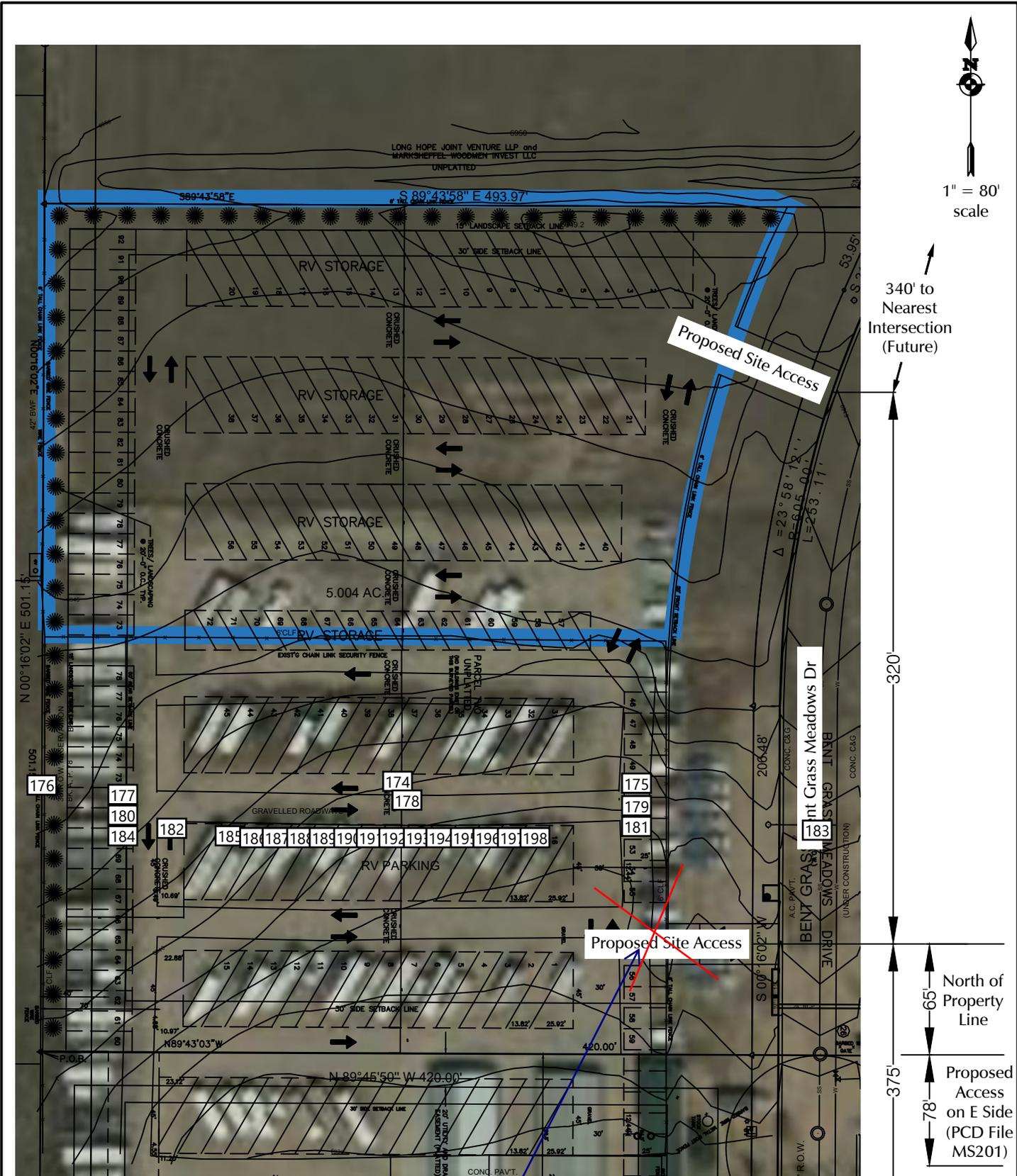
- Number: 170 Author: AutoCAD SHX Text Date: Indeterminate
74

- Number: 171 Author: AutoCAD SHX Text Date: Indeterminate
49

- Number: 172 Author: AutoCAD SHX Text Date: Indeterminate
73

- Number: 173 Author: AutoCAD SHX Text Date: Indeterminate
CONCRETE

Comments from page 17 continued on next page



1" = 80' scale

340' to Nearest Intersection (Future)

320'

65' North of Property Line

78' Proposed Access on E Side (PCD File MS201)

Spacing to the existing access to the storage/U-Haul

Proposed site expansion boundary

Please update the site plan to match the current proposed plan showing a single new access point

Figure 2
Site Plan

Falcon Storage LLC (LSC # 214430)



- Number: 174 Author: AutoCAD SHX Text Date: Indeterminate
CRUSHED

- Number: 175 Author: AutoCAD SHX Text Date: Indeterminate
50

- Number: 176 Author: AutoCAD SHX Text Date: Indeterminate
6' TALL CHAIN LINK FENCE

- Number: 177 Author: AutoCAD SHX Text Date: Indeterminate
72

- Number: 178 Author: AutoCAD SHX Text Date: Indeterminate
30'-0"

- Number: 179 Author: AutoCAD SHX Text Date: Indeterminate
51

- Number: 180 Author: AutoCAD SHX Text Date: Indeterminate
71

- Number: 181 Author: AutoCAD SHX Text Date: Indeterminate
52

- Number: 182 Author: AutoCAD SHX Text Date: Indeterminate
22.60'

- Number: 183 Author: AutoCAD SHX Text Date: Indeterminate
(80' R.O.W.)

- Number: 184 Author: AutoCAD SHX Text Date: Indeterminate
70

- Number: 185 Author: AutoCAD SHX Text Date: Indeterminate
30

- Number: 186 Author: AutoCAD SHX Text Date: Indeterminate
29

- Number: 187 Author: AutoCAD SHX Text Date: Indeterminate
28

- Number: 188 Author: AutoCAD SHX Text Date: Indeterminate
27

- Number: 189 Author: AutoCAD SHX Text Date: Indeterminate
26

- Number: 190 Author: AutoCAD SHX Text Date: Indeterminate
25

- Number: 191 Author: AutoCAD SHX Text Date: Indeterminate
24

- Number: 192 Author: AutoCAD SHX Text Date: Indeterminate
23

- Number: 193 Author: AutoCAD SHX Text Date: Indeterminate
22

- Number: 194 Author: AutoCAD SHX Text Date: Indeterminate
21

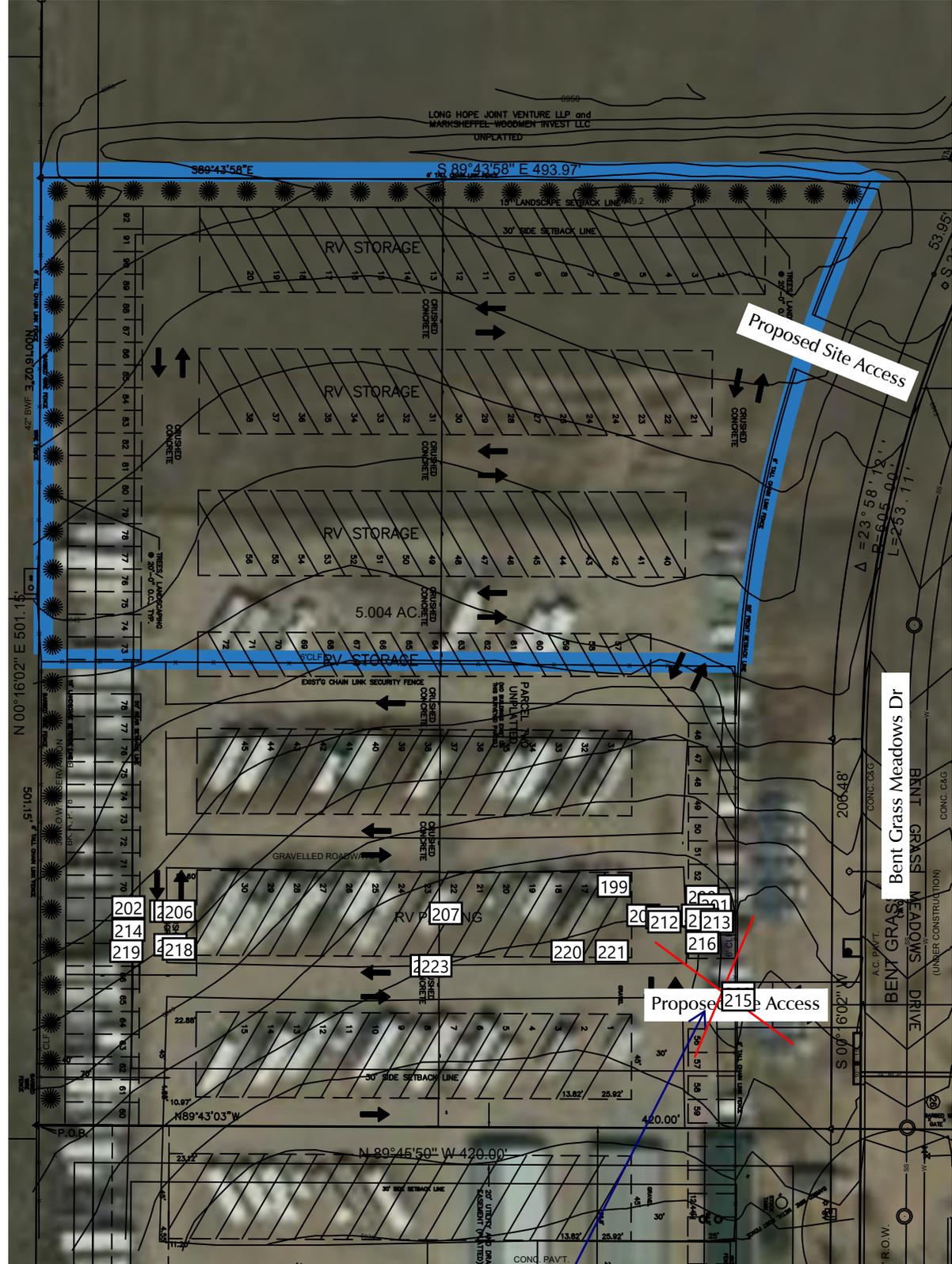
- Number: 195 Author: AutoCAD SHX Text Date: Indeterminate
20

- Number: 196 Author: AutoCAD SHX Text Date: Indeterminate
19

- Number: 197 Author: AutoCAD SHX Text Date: Indeterminate
18

- Number: 198 Author: AutoCAD SHX Text Date: Indeterminate
17

Comments from page 17 continued on next page



340' to Nearest Intersection (Future)

320'

65' North of Property Line
78' Proposed Access on E Side (PCD File MS201)
375'

Proposed site expansion boundary

Spacing to the existing access to the storage/U-Haul

Please update the site plan to match the current proposed plan showing a single new access point

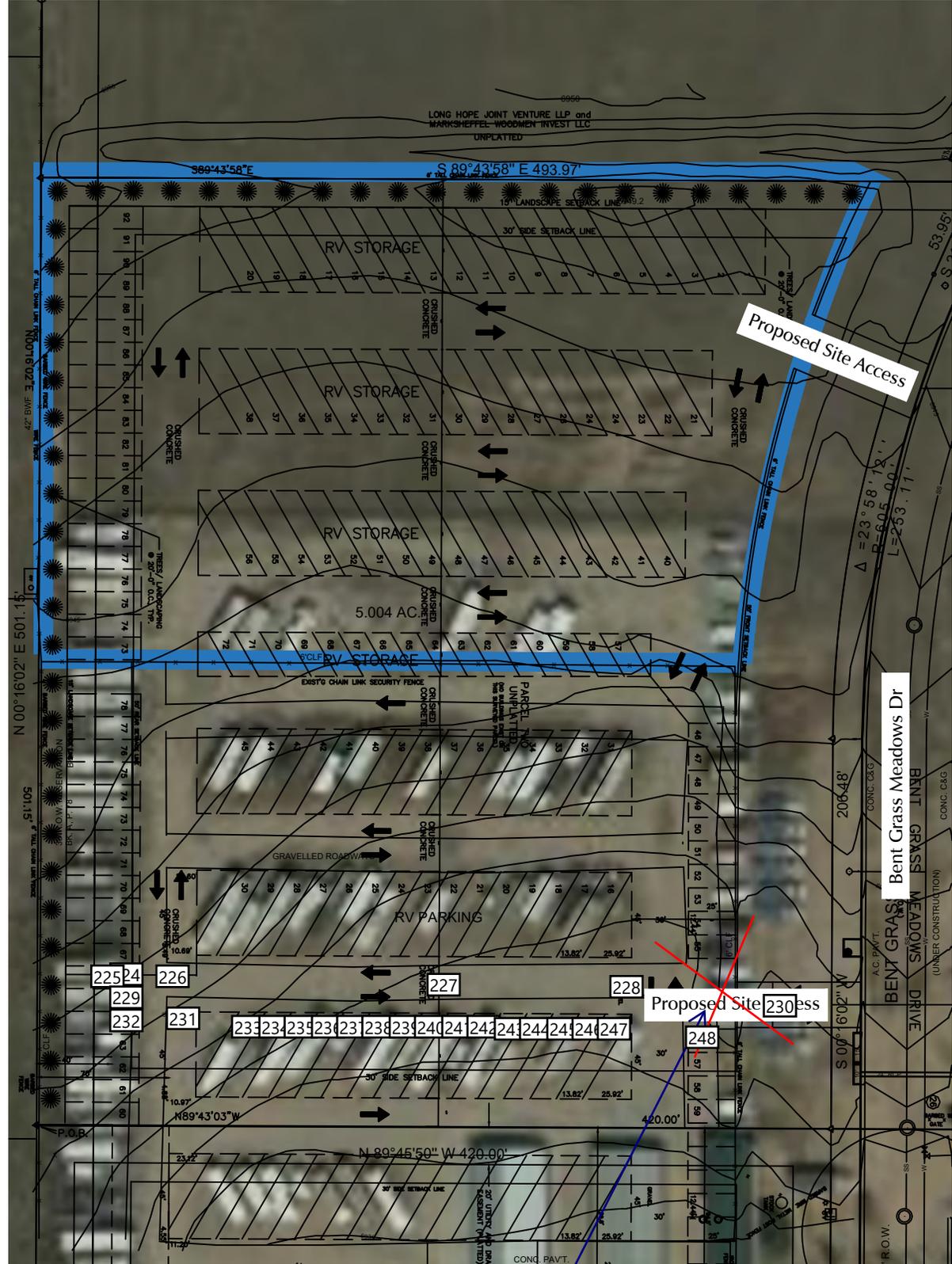


Figure 2
Site Plan

Falcon Storage LLC (LSC # 214430)

<input type="checkbox"/>	Number: 199 16	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 200 53	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 201 25'	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 202 69	Author: AutoCAD SHX Text	Date: Indeterminate
<input checked="" type="checkbox"/>	Number: 203	Author: Daniel Torres	Subject: Line Date: 3/1/2023 11:14:46 AM -07'00'
<input type="checkbox"/>	Number: 204 45'	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 205 CONCRETE	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 206 CRUSHED	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 207 45'-0"	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 208 45'	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 209 12.44'	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 210 30'	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 211 54	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 212 30'-0"	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 213 25'-0"	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 214 68	Author: AutoCAD SHX Text	Date: Indeterminate
<input checked="" type="checkbox"/>	Number: 215	Author: Daniel Torres	Subject: Line Date: 3/1/2023 11:14:33 AM -07'00'
<input type="checkbox"/>	Number: 216 55	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 217 5.49'	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 218 10.69'	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 219 67	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 220 13.82'	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 221 25.92'	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 222 CONCRETE	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 223 CRUSHED	Author: AutoCAD SHX Text	Date: Indeterminate

Comments from page 17 continued on next page



340' to Nearest Intersection (Future)

320'

65'

78'

375'

North of Property Line
Proposed Access on E Side (PCD File MS201)

 Proposed site expansion boundary

Spacing to the existing access to the storage/U-Haul

Please update the site plan to match the current proposed plan showing a single new access point



Figure 2
Site Plan

Falcon Storage LLC (LSC # 214430)

- Number: 224 Author: AutoCAD SHX Text Date: Indeterminate
66

- Number: 225 Author: AutoCAD SHX Text Date: Indeterminate
39'-0"

- Number: 226 Author: AutoCAD SHX Text Date: Indeterminate
30'-0"

- Number: 227 Author: AutoCAD SHX Text Date: Indeterminate
30'-0"

- Number: 228 Author: AutoCAD SHX Text Date: Indeterminate
GRAVEL

- Number: 229 Author: AutoCAD SHX Text Date: Indeterminate
65

- Number: 230 Author: AutoCAD SHX Text Date: Indeterminate
24'-0"

- Number: 231 Author: AutoCAD SHX Text Date: Indeterminate
22.88'

- Number: 232 Author: AutoCAD SHX Text Date: Indeterminate
64

- Number: 233 Author: AutoCAD SHX Text Date: Indeterminate
15

- Number: 234 Author: AutoCAD SHX Text Date: Indeterminate
14

- Number: 235 Author: AutoCAD SHX Text Date: Indeterminate
13

- Number: 236 Author: AutoCAD SHX Text Date: Indeterminate
12

- Number: 237 Author: AutoCAD SHX Text Date: Indeterminate
11

- Number: 238 Author: AutoCAD SHX Text Date: Indeterminate
10

- Number: 239 Author: AutoCAD SHX Text Date: Indeterminate
9

- Number: 240 Author: AutoCAD SHX Text Date: Indeterminate
8

- Number: 241 Author: AutoCAD SHX Text Date: Indeterminate
7

- Number: 242 Author: AutoCAD SHX Text Date: Indeterminate
6

- Number: 243 Author: AutoCAD SHX Text Date: Indeterminate
5

- Number: 244 Author: AutoCAD SHX Text Date: Indeterminate
4

- Number: 245 Author: AutoCAD SHX Text Date: Indeterminate
3

- Number: 246 Author: AutoCAD SHX Text Date: Indeterminate
2

- Number: 247 Author: AutoCAD SHX Text Date: Indeterminate
1

- Number: 248 Author: AutoCAD SHX Text Date: Indeterminate
56

Comments from page 17 continued on next page

- Number: 249 Author: AutoCAD SHX Text Date: Indeterminate
63

- Number: 250 Author: AutoCAD SHX Text Date: Indeterminate
6' TALL CHAIN LINK FENCE

- Number: 251 Author: AutoCAD SHX Text Date: Indeterminate
45'

- Number: 252 Author: AutoCAD SHX Text Date: Indeterminate
30'

- Number: 253 Author: AutoCAD SHX Text Date: Indeterminate
45'-0"

- Number: 254 Author: AutoCAD SHX Text Date: Indeterminate
45'

- Number: 255 Author: AutoCAD SHX Text Date: Indeterminate
40'

- Number: 256 Author: AutoCAD SHX Text Date: Indeterminate
57

- Number: 257 Author: AutoCAD SHX Text Date: Indeterminate
62

- Number: 258 Author: AutoCAD SHX Text Date: Indeterminate
70'

- Number: 259 Author: AutoCAD SHX Text Date: Indeterminate
BARBED

- Number: 260 Author: AutoCAD SHX Text Date: Indeterminate
30' SIDE SETBACK LINE

- Number: 261 Author: AutoCAD SHX Text Date: Indeterminate
FENCE

- Number: 262 Author: AutoCAD SHX Text Date: Indeterminate
WIRE

- Number: 263 Author: AutoCAD SHX Text Date: Indeterminate
4.88'

- Number: 264 Author: AutoCAD SHX Text Date: Indeterminate
58

- Number: 265 Author: AutoCAD SHX Text Date: Indeterminate
61

- Number: 266 Author: AutoCAD SHX Text Date: Indeterminate
13.82'

- Number: 267 Author: AutoCAD SHX Text Date: Indeterminate
25.92'

- Number: 268 Author: AutoCAD SHX Text Date: Indeterminate
26

- Number: 269 Author: AutoCAD SHX Text Date: Indeterminate
10.97'

- Number: 270 Author: AutoCAD SHX Text Date: Indeterminate
59

- Number: 271 Author: AutoCAD SHX Text Date: Indeterminate
60

- Number: 272 Author: AutoCAD SHX Text Date: Indeterminate
N89°43'03"W

- Number: 273 Author: AutoCAD SHX Text Date: Indeterminate
15'-0"

Comments from page 17 continued on next page

- Number: 274 Author: AutoCAD SHX Text Date: Indeterminate
BARBED WIRE WOOD POST FENCE

- Number: 275 Author: AutoCAD SHX Text Date: Indeterminate
420.00'

- Number: 276 Author: AutoCAD SHX Text Date: Indeterminate
X

- Number: 277 Author: AutoCAD SHX Text Date: Indeterminate
X

- Number: 278 Author: AutoCAD SHX Text Date: Indeterminate
GATE

- Number: 279 Author: AutoCAD SHX Text Date: Indeterminate
P.O.B.

- Number: 280 Author: AutoCAD SHX Text Date: Indeterminate
23.12'

- Number: 281 Author: AutoCAD SHX Text Date: Indeterminate
X

- Number: 282 Author: AutoCAD SHX Text Date: Indeterminate
30' SIDE SETBACK LINE

- Number: 283 Author: AutoCAD SHX Text Date: Indeterminate
GRAVEL

- Number: 284 Author: AutoCAD SHX Text Date: Indeterminate
BARBED WIRE METAL POST FENCE

- Number: 285 Author: AutoCAD SHX Text Date: Indeterminate
45'

- Number: 286 Author: AutoCAD SHX Text Date: Indeterminate
EASEMENT (PLATTED)

- Number: 287 Author: AutoCAD SHX Text Date: Indeterminate
20' UTILITY AND DRAINAGE

- Number: 288 Author: AutoCAD SHX Text Date: Indeterminate
X

- Number: 289 Author: AutoCAD SHX Text Date: Indeterminate
12.44'

- Number: 290 Author: AutoCAD SHX Text Date: Indeterminate
STOCK

- Number: 291 Author: AutoCAD SHX Text Date: Indeterminate
45'

- Number: 292 Author: AutoCAD SHX Text Date: Indeterminate
TANK

- Number: 293 Author: AutoCAD SHX Text Date: Indeterminate
ev

- Number: 294 Author: AutoCAD SHX Text Date: Indeterminate
89.8'

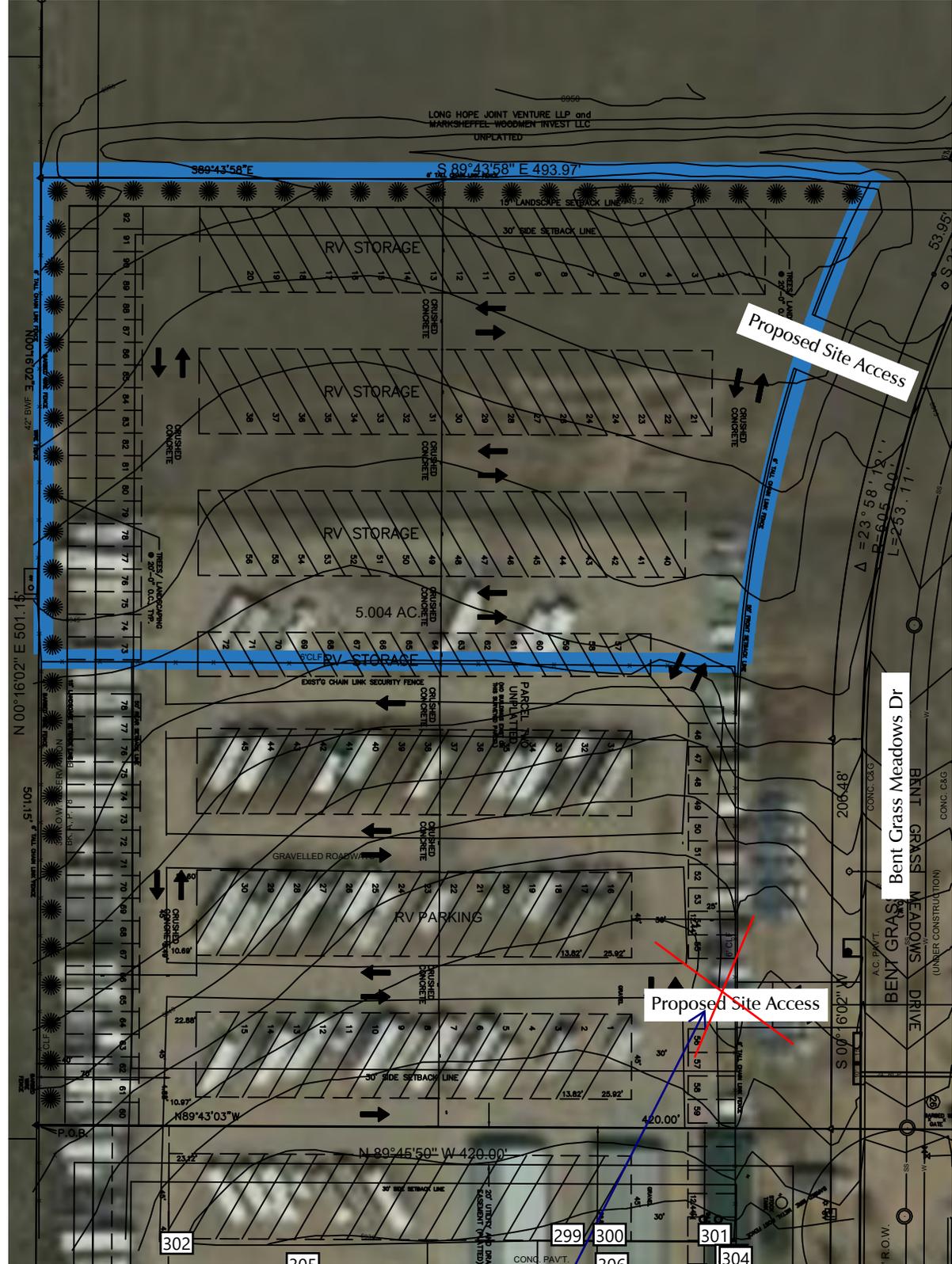
- Number: 295 Author: AutoCAD SHX Text Date: Indeterminate
84.5'

- Number: 296 Author: AutoCAD SHX Text Date: Indeterminate
P

- Number: 297 Author: AutoCAD SHX Text Date: Indeterminate
30'

- Number: 298 Author: AutoCAD SHX Text Date: Indeterminate
4.55'

Comments from page 17 continued on next page



340' to Nearest Intersection (Future)

320'

65' North of Property Line

78' Proposed Access on E Side (PCD File MS201)

375'

Spacing to the existing access to the storage/U-Haul

Proposed site expansion boundary

Please update the site plan to match the current proposed plan showing a single new access point



Figure 2
Site Plan

Falcon Storage LLC (LSC # 214430)

- Number: 299 Author: AutoCAD SHX Text Date: Indeterminate
13.82'

- Number: 300 Author: AutoCAD SHX Text Date: Indeterminate
25.92'

- Number: 301 Author: AutoCAD SHX Text Date: Indeterminate
25'

- Number: 302 Author: AutoCAD SHX Text Date: Indeterminate
11.20'

- Number: 303 Author: AutoCAD SHX Text Date: Indeterminate
FENCE

- Number: 304 Author: AutoCAD SHX Text Date: Indeterminate
IRON

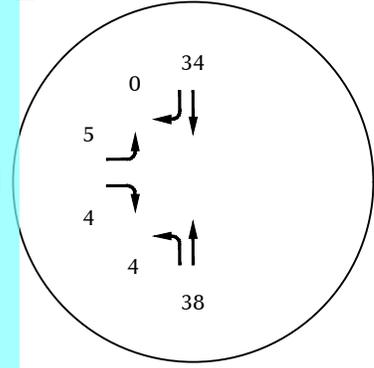
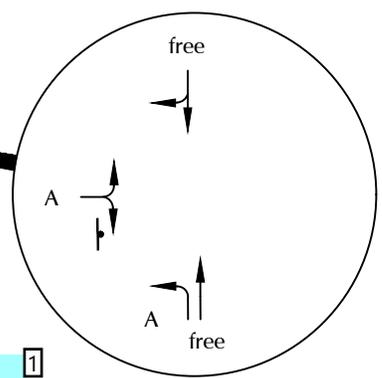
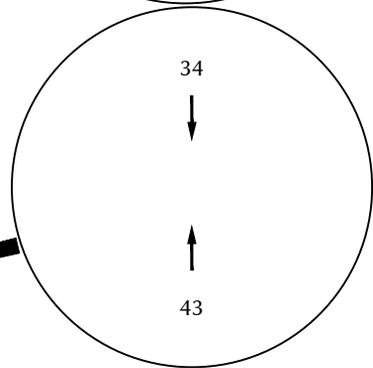
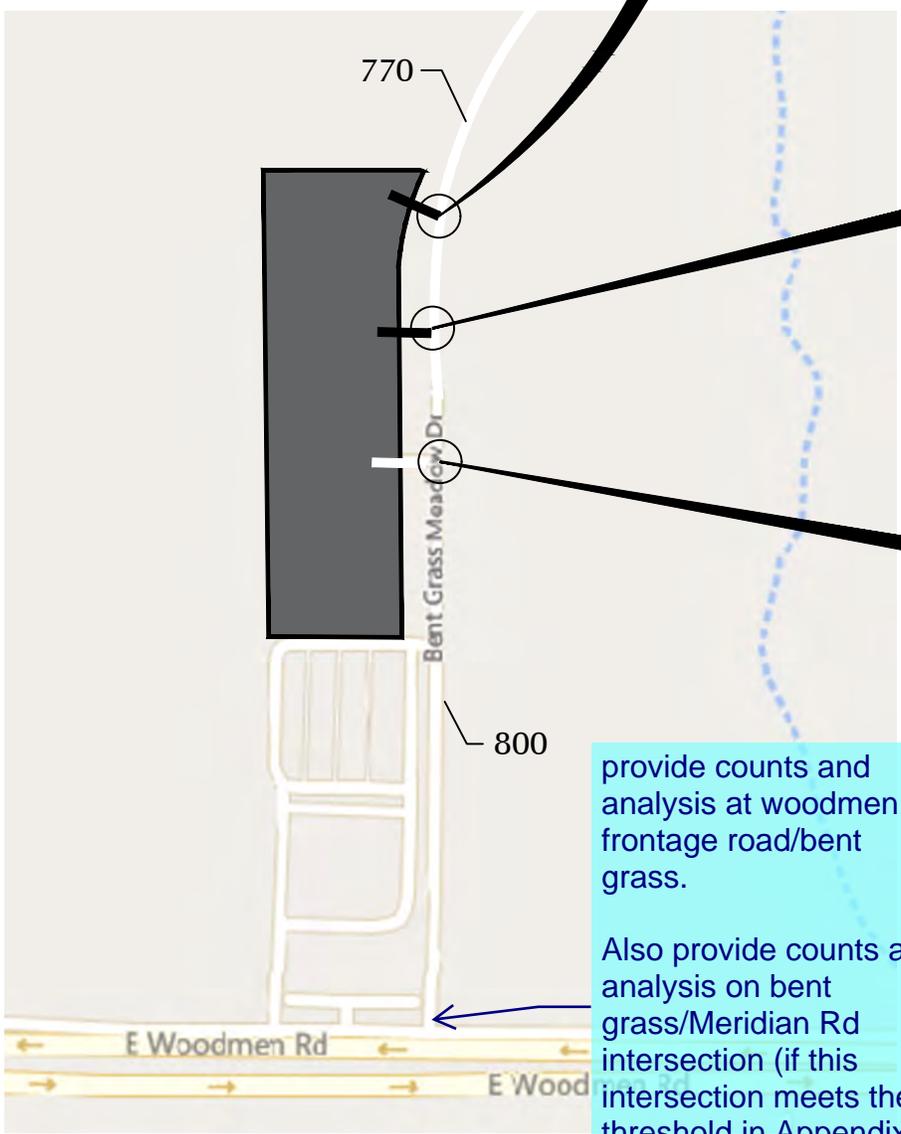
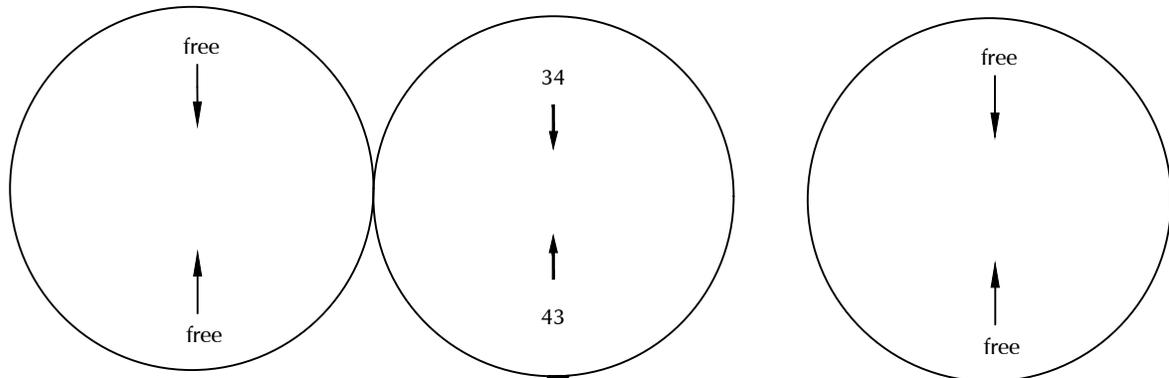
- Number: 305 Author: AutoCAD SHX Text Date: Indeterminate
30'

- Number: 306 Author: AutoCAD SHX Text Date: Indeterminate
29.7'

 Number: 307 Author: Daniel Torres Subject: Callout Date: 3/1/2023 11:14:19 AM -07'00'

Please update the site plan to match the current proposed plan showing a single new access point

 Author: jchodsdon Subject: Sticky Note Date: 7/17/2023 9:18:23 AM
LSC Response: The TIS has been updated accordingly.



provide counts and analysis at woodmen frontage road/bent grass.

Also provide counts and analysis on bent grass/Meridian Rd intersection (if this intersection meets the threshold in Appendix B). If it doesnt then please state that in the narrative.

Figure 3
Existing Traffic, Lane Geometry, Traffic Control, and LOS

Counts by LSC (May 2021)

- ▬ 2▬ Stop Sign
- X 3▬ PM Individual Movement Peak-Hour LOS
- XX 4▬ PM Weekday Peak-Hour Traffic (Veh/Hour)
- X,XXX 5▬ Average Daily Traffic (Vehicles/Day) - Estimated by LSC



 Number: 1 Author: Daniel Torres Subject: Callout Date: 3/1/2023 2:04:29 PM -07'00'

provide counts and analysis at woodmen frontage road/bent grass. Also provide counts and analysis on bent grass/ Meridian Rd intersection (if this intersection meets the threshold in Appendix B). If it doesnt then please state that in the narrative.

 Author: jchodsdon Subject: Sticky Note Date: 7/17/2023 9:19:10 AM

LSC Response: The TIS has been updated to include the intersection of Bent Grass Meadows Drive/Woodmen North Frontage Road. Regarding Bent Grass Meadows Drive/ Meridian, this intersection has not been included per the evaluation in the section of the report entitled "Percent Impact Calculations - Verification of the Study Area."

Number: 2 Author: AutoCAD SHX Text Date: Indeterminate

=

Number: 3 Author: AutoCAD SHX Text Date: Indeterminate

=

Number: 4 Author: AutoCAD SHX Text Date: Indeterminate

=

Number: 5 Author: AutoCAD SHX Text Date: Indeterminate

=

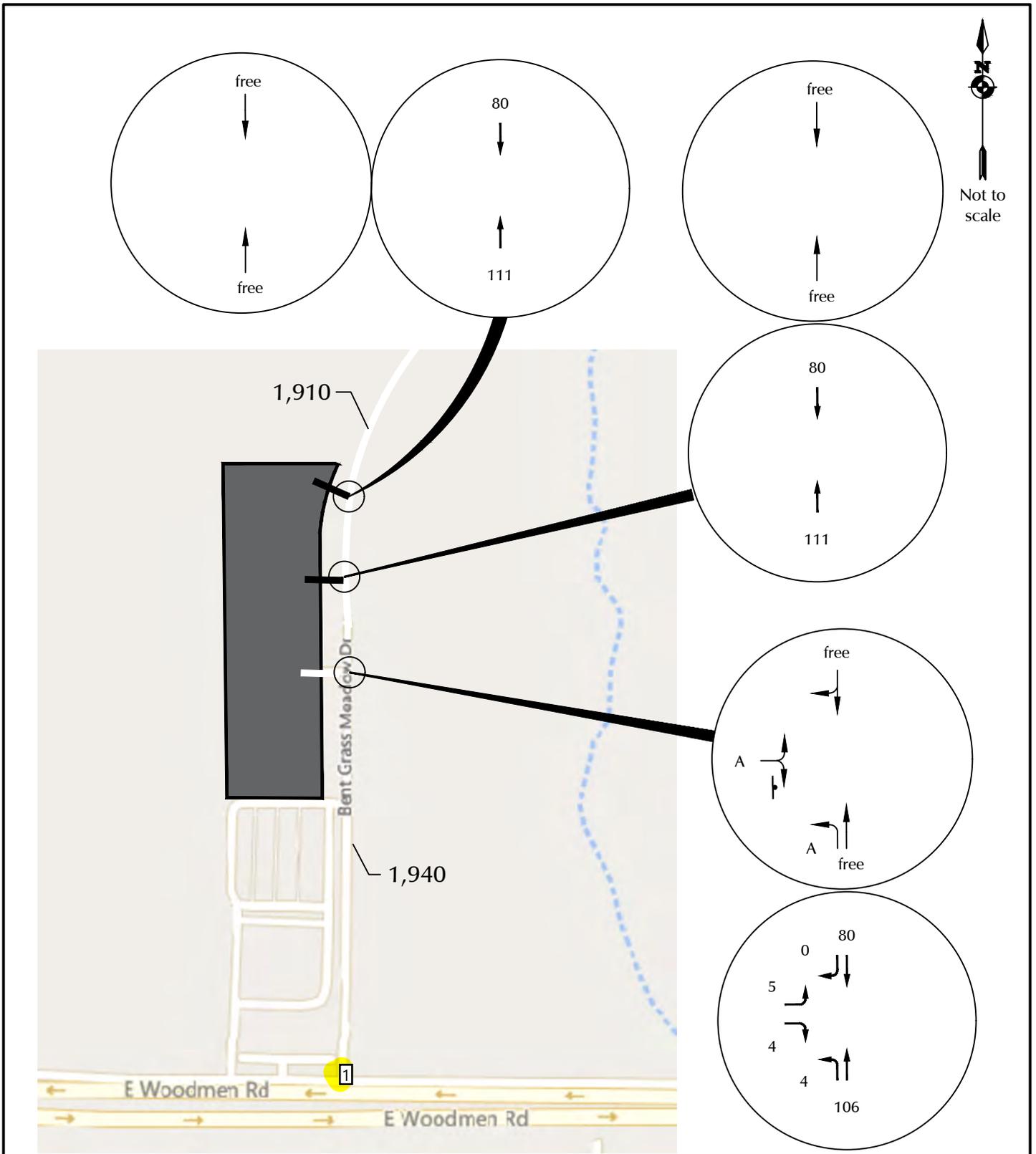


Figure 4
 Short-Term Baseline Traffic,
 Lane Geometry, Traffic
 Control, and LOS

Falcon Storage LLC (LSC # 214430)



- ⊥ 2= Stop Sign
- X 3= PM Individual Movement Peak-Hour LOS
- XX 4= PM Weekday Peak-Hour Traffic (Veh/Hour)
- X,XXX 5= Average Daily Traffic (Vehicles/Day) - Estimated by LSC

 Number: 1 Author: Daniel Torres Subject: Highlight Date: 3/1/2023 2:04:36 PM -07'00'

Number: 2 Author: AutoCAD SHX Text Date: Indeterminate

Number: 3 Author: AutoCAD SHX Text Date: Indeterminate

Number: 4 Author: AutoCAD SHX Text Date: Indeterminate

Number: 5 Author: AutoCAD SHX Text Date: Indeterminate



P.M. Peak Hour % Distribution
Daily % Distribution

Figure 5
Directional Distribution

Falcon Storage LLC (LSC # 214430)

 Number: 1 Author: Daniel Torres Subject: Highlight Date: 3/1/2023 2:05:02 PM -07'00'

Number: 2 Author: AutoCAD SHX Text Date: Indeterminate

Number: 3 Author: AutoCAD SHX Text Date: Indeterminate

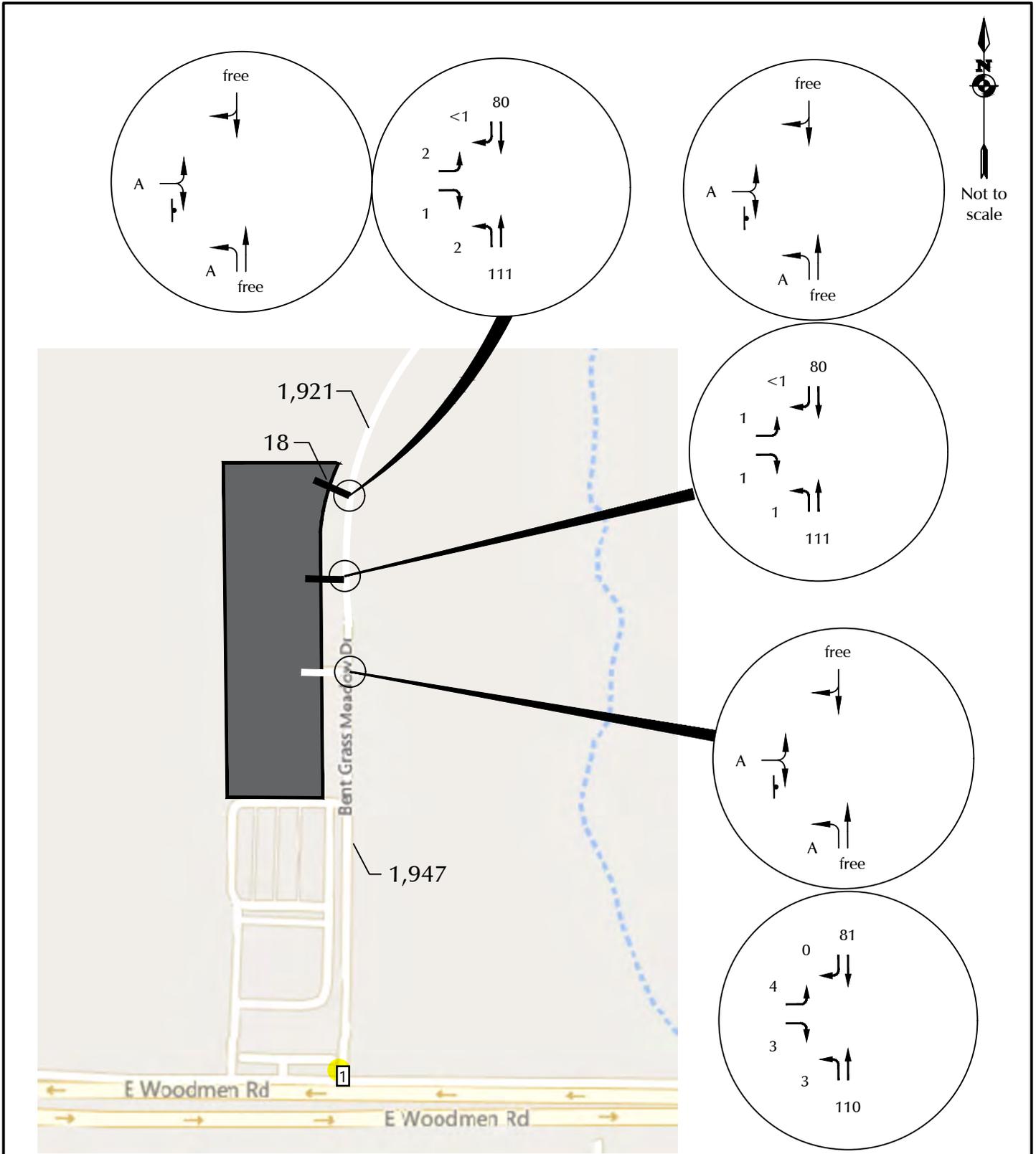


Figure 7
 Short-Term Baseline + Site
 Traffic, Lane Geometry,
 Traffic Control, and LOS

Falcon Storage LLC (LSC # 214430)



 Number: 1 Author: Daniel Torres Subject: Highlight Date: 3/1/2023 2:04:55 PM -07'00'

Number: 2 Author: AutoCAD SHX Text Date: Indeterminate

Number: 3 Author: AutoCAD SHX Text Date: Indeterminate

Number: 4 Author: AutoCAD SHX Text Date: Indeterminate

Number: 5 Author: AutoCAD SHX Text Date: Indeterminate

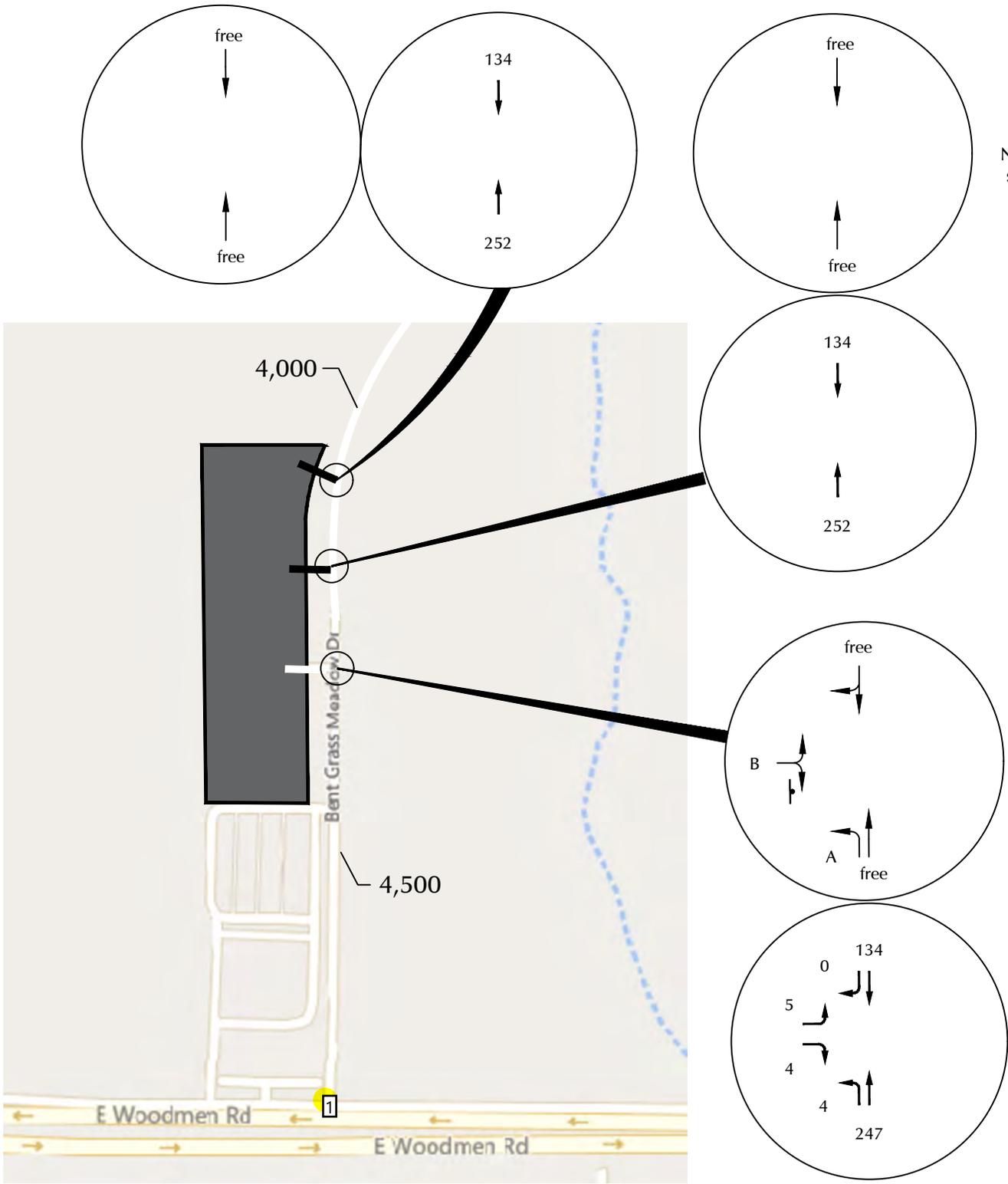


Figure 8
 2041 Background Traffic,
 Lane Geometry, Traffic
 Control, and LOS

Falcon Storage LLC (LSC # 214430)



- ⊥ [2] Stop Sign
- X [3] PM Individual Movement Peak-Hour LOS
- XX [4] PM Weekday Peak-Hour Traffic (Veh/Hour)
- X,XXX [5] Average Daily Traffic (Vehicles/Day)

 Number: 1 Author: Daniel Torres Subject: Highlight Date: 3/1/2023 2:04:57 PM -07'00'

Number: 2 Author: AutoCAD SHX Text Date: Indeterminate

Number: 3 Author: AutoCAD SHX Text Date: Indeterminate

Number: 4 Author: AutoCAD SHX Text Date: Indeterminate

Number: 5 Author: AutoCAD SHX Text Date: Indeterminate

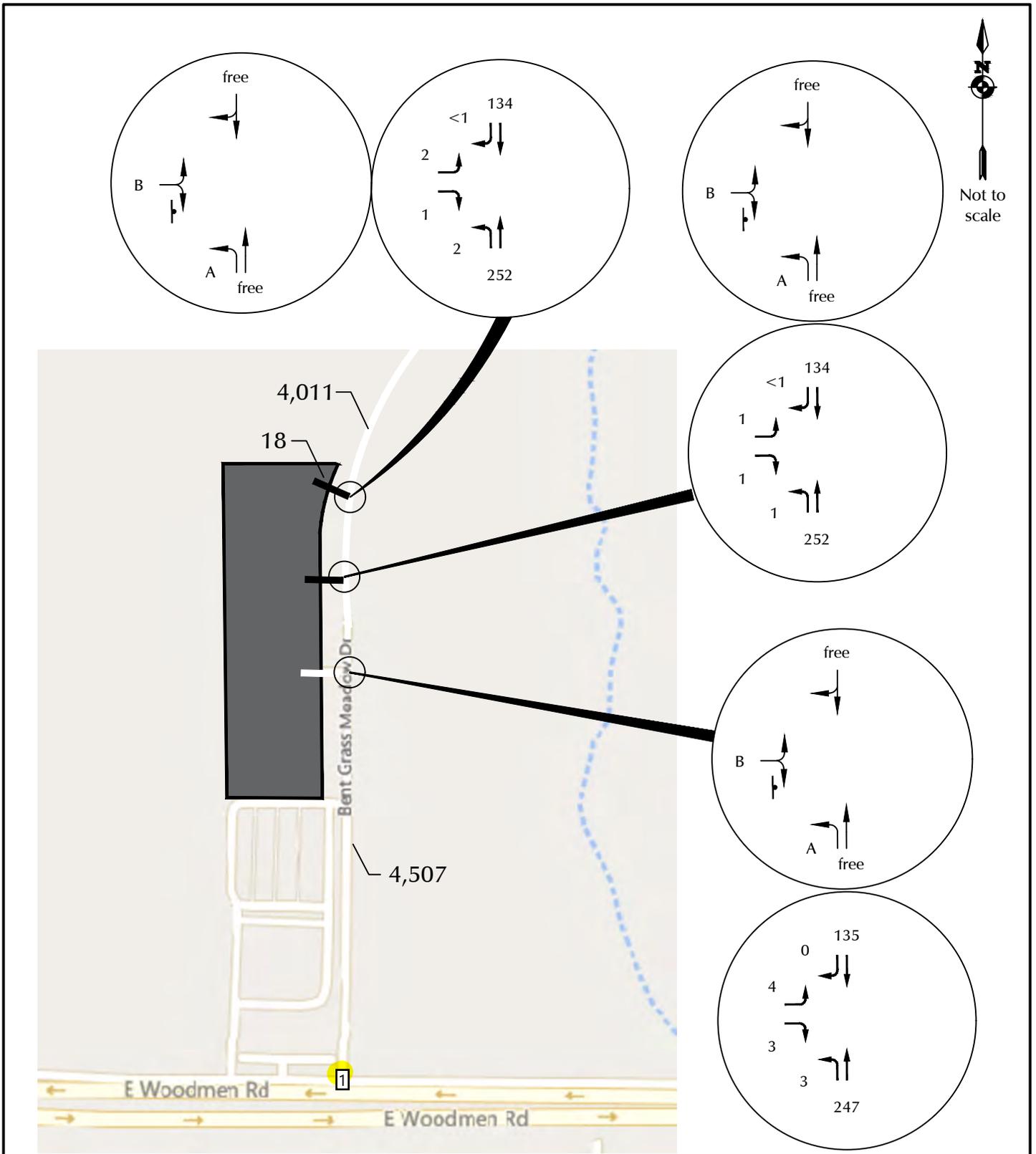


Figure 9
 2041 Background + Site
 Traffic, Lane Geometry,
 Traffic Control, and LOS



- ⊥ [2] Stop Sign
- X [3] PM Individual Movement Peak-Hour LOS
- XX [4] PM Weekday Peak-Hour Traffic (Veh/Hour)
- X,XXX [5] Average Daily Traffic (Vehicles/Day)

 Number: 1 Author: Daniel Torres Subject: Highlight Date: 3/1/2023 2:05:06 PM -07'00'

Number: 2 Author: AutoCAD SHX Text Date: Indeterminate

Number: 3 Author: AutoCAD SHX Text Date: Indeterminate

Number: 4 Author: AutoCAD SHX Text Date: Indeterminate

Number: 5 Author: AutoCAD SHX Text Date: Indeterminate
