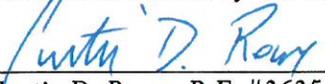


Claremont Ranch Filing No. 9C

Traffic Impact Studies

Traffic Engineer's Statement

The attached 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.

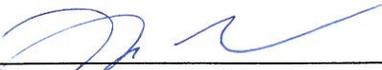


Curtis D. Rowe, P.E. #36355

10/02/2018
Date

Developer's Statement

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



Zach Lauterbach, Director
Evergreen Devco, Inc.
2390 E Camelback Road
Suite 410
Phoenix, AZ 85016

10/02/2018
Date



August 22, 2018

Zach Lauterbach
Evergreen Development Company
2390 East Camelback Road
Suite 410
Phoenix, Arizona 85016

Re: Trip Generation Comparison Letter
Claremont Ranch Lots 1-4 – SEC Constitution and Marksheffel
El Paso County, Colorado

Dear Mr. Lauterbach:

Claremont Ranch is located on the southeast corner of the Constitution Avenue and Marksheffel Road intersection in El Paso County, Colorado. The existing retail development includes a King Soopers grocery store, a gas station, and an inline retail building. Lots 1 through 4 are presently undeveloped and are located along the east side of Marksheffel Road. The purpose of this letter is to provide a trip generation comparison to identify conformance with the original Grocery Marketplace Retail (SEC Constitution and Marksheffel) traffic study with the proposed replat of Lots 1 through 4 to include subdividing Lot 2 into two separate lots, herein named Lot 2A and Lot 2B. Therefore, this traffic letter compares the previously studied commercial lots proposed in Lots 1 through 4 to the newly proposed Claremont Ranch Lots 1 through 4 with a Lot 2A and Lot 2B.

Kimley-Horn previously conducted a Traffic Impact Study for this project, "Grocery Marketplace Retail SEC Constitution and Marksheffel Traffic Impact Study", dated September 2015. A 123,000 square foot King Soopers grocery store has been constructed. In addition, an 18 fueling position gas station and approximately 15,000 square feet of retail currently exists within the marketplace development area. Previously, Lots 1 through 4 were studied to include a 4,000 square foot bank on Lot 1, a 5,340 square foot fast food restaurant with drive through on Lot 2, a 3,600 square foot fast food restaurant with through on Lot 3, and a 1,850 square foot fast food restaurant with drive through on Lot 4. Currently Lots 1 through 4 are planned to include a 4,300 square foot credit union to be constructed on Lot 1, a 3,000 square foot fast food restaurant with drive-through planned on Lot 2A, a 2,300 square foot coffee shop with drive-through planned on Lot 2B, a 4,000 square foot car wash planned on Lot 3, and an assumed 7,500 square foot auto parts store planned on Lot 4. Therefore, the previous 5,340 square foot fast food restaurant on Lot 2 is proposed to develop as a 3,000 square foot fast food restaurant on Lot 2A and a 2,300 square foot coffee shop with drive through on Lot 2B, which identifies that the same building area is proposed on Lot 2 with the subdividing. The replat document for the newly planned Lots 1 through 4 is attached.

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 Manual*, Tenth Edition, Washington DC, 2017 published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. Trip generation for the currently proposed land uses is based on the ITE Trip Generation, 10th Edition (most current edition) equations for Automobile Parts Sales (ITE Code 843), Drive-in Bank (912), Fast Food Restaurant with Drive-Through (934), Coffee-Donut Shop with Drive-Through (937), and Automated Car Wash (948). Trip generation for Lots 1 through 4 in the original traffic study was calculated using the 9th Edition (most current at that time) for Fast-Food Restaurant with Drive-Through (934) and Drive-In Bank (912) uses. The following table summarizes the anticipated trip generation for the proposed development (trip generation calculations are attached) compared to the uses previously studied.

**Claremont Ranch Lots 1 through 4
Original Traffic Study vs. Current Proposal Trip Generation Comparison**

Use and Size	Daily Vehicle Trips	Weekday Vehicle Trips					
		AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Original Traffic Study							
Fast-Food Restaurant w/ Drive-Thru (10,790 SF, ITE 934)	5,354	250	240	490	183	169	352
Drive-In Bank (4,000 SF, ITE 912)	594	27	21	48	48	49	97
Total	5,948	277	261	538	231	218	449
Current Development and Proposed							
Drive-in Bank (4,300 SF, ITE 912)	432	24	17	41	44	44	88
Fast Food Restaurant w/ Drive-Thru (3,000 SF, ITE 934)	1,414	62	59	121	51	47	98
Coffee-Donut Shop w/ Drive-Thru (2,300, ITE 937)	1,886	105	100	205	50	50	100
Automated Car Wash (4,000 SF, ITE 948)	560	28	28	56	28	28	56
Auto Parts Store (7,500, ITE 843)	416	11	9	20	18	19	37
Total	4,708	230	213	443	191	188	379
Net Difference in Trips	-1,240	-47	-48	-95	-40	-30	-70

As summarized in the table, the original traffic study determined that Lots 1 through 4 of the Grocery Marketplace Retail project on the southeast corner of the Constitution Avenue and Marksheffel Road intersection would generate 5,948 daily weekday trips with 538 of these trips occurring during the morning peak hour and 449 trips occurring during the afternoon peak hour. The currently proposed Claremont Ranch Lots 1 through 4 are expected to generate approximately 4,708 daily weekday trips with 443 of these trips occurring during the morning peak hour and 379 trips occurring during the afternoon peak hour. Based on this comparison to the original traffic study, the proposed Claremont Ranch Lots 1 through 4 with the planned replat subdivision of Lot 2 is anticipated to generate lower traffic volumes compared to what was previously studied. The change in uses on Lots 1 through 4 is anticipated to account for a decrease of approximately 1,240 daily trips with 95 fewer trips occurring in the morning peak hour and 70 fewer trips occurring during the afternoon peak hour.

This decrease is the result of the previously studied fast-food restaurants estimated for Lots 2, 3, and 4 providing a conservative analysis for traffic generation compared to the more specific uses currently proposed. Additionally, although the building area for the proposed drive-in bank has increased slightly, the new trip generation equations identify less traffic generated by banks than what was previously studied based on the updated 10th Edition ITE *Trip Generation Manual*.

In summary, the expected uses of Claremont Ranch Lots 1 through 4 with subdivision of Lot 2 is anticipated to generate less traffic from what was previously studied. Based on this, we believe that the currently planned Claremont Ranch Lots 1 through 4 is in traffic compliance with the original traffic study. The original traffic study conclusions and recommendations remain valid. If you have any questions or require anything further, please feel free to call me at (303) 228-2304.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

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



Project Claremont Ranch Lots 1-4
 Subject Trip Generation for Drive-In Bank
 Designed by ACK Date August 20, 2018 Job No. 096266019
 Checked by _____ Date _____ Sheet No. 1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - Drive-in Bank (912)

Independant Variable - 1000 Square Feet Gross Floor Area (X)

Gross Floor Area = 4,300 Square Feet

X = 4.300

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (900 Series Page 13)

Average Weekday Directional Distribution: 58% ent. 42% exit.
 T = 9.50 (X) T = 41 Average Vehicle Trip Ends
 T = 9.50 * 4.300 24 entering 17 exiting
 24 + 17 = 41

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (900 Series Page 14)

Average Weekday Directional Distribution: 50% ent. 50% exit.
 T = 20.45 (X) T = 88 Average Vehicle Trip Ends
 T = 20.45 * 4.300 44 entering 44 exiting
 44 + 44 = 88

Weekday (900 Series Page 12)

Average Weekday Directional Distribution: 50% entering, 50% exiting
 T = 100.03 (X) T = 432 Average Vehicle Trip Ends
 T = 100.03 * 4.300 216 entering 216 exiting
 216 + 216 (*) = 432

Saturday Peak Hour of Generator (900 Series Page 18)

Average Saturday Directional Distribution: 51% ent. 49% exit.
 T = 26.35 (X) T = 113 Average Vehicle Trip Ends
 T = 26.35 * 4.300 58 entering 55 exiting
 58 (*) + 55 = 113

Non Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017-Page 207)

AM Peak Hour =	71%	Non-Pass By	PM Peak Hour =	65%	Non-Pass By
	IN	Out	Total		
AM Peak	17	12	29		
PM Peak	29	29	57		
Daily	140	140	280		PM Peak Hour Rate Applied to Daily

Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017 -Page 207)

AM Peak Hour =	29%	Pass By	PM Peak Hour =	35%	Pass By
	IN	Out	Total		
AM Peak	7	5	12		
PM Peak	15	15	31		
Daily	76	76	152		PM Peak Hour Rate Applied to Daily

Project Claremont Ranch Lots 1-4
 Subject Trip Generation for Fast-Food Restaurant with Drive-Through Window
 Designed by ACK Date August 20, 2018 Job No. 096266019
 Checked by _____ Date _____ Sheet No. 1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - Fast Food Restaurant With Drive-Through Window (934)

Independant Variable - 1000 Square Feet Gross Floor Area (X)

Gross Floor Area = **3,000** Square Feet

X = 3.000

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (900 Series page 158)

Average Weekday
 T = 40.19 (X)
 T = 40.19 * 3.000

Directional Distribution: 51% ent. 49% exit.
 T = 121 Average Vehicle Trip Ends
 62 entering 59 exiting
 62 + 59 (*) = 121

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (900 Series page 159)

Average Weekday
 T = 32.67 (X)
 T = 32.67 * 3.000

Directional Distribution: 52% ent. 48% exit.
 T = 98 Average Vehicle Trip Ends
 51 entering 47 exiting
 51 + 47 = 98

Weekday (900 Series page 157)

Average Weekday
 T = 470.95 (X)
 T = 470.95 * 3.000

Directional Distribution: 50% entering, 50% exiting
 T = 1414 Average Vehicle Trip Ends
 707 entering 707 exiting
 707 + 707 = 1414

Saturday Peak Hour of Generator (900 Series page 163)

T = 54.86 (X)
 T = 54.86 * 3.000

Directional Distribution: 51% ent. 49% exit.
 T = 165 Average Vehicle Trip Ends
 84 entering 81 exiting
 84 + 81 = 165

Non Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017)

AM Peak Hour =	51%	Non-Pass By	PM Peak Hour =	50%	Non-Pass By
	IN	Out	Total		
AM Peak	32	30	62		
PM Peak	26	24	49		
Daily	354	354	708		PM Peak Hour Rate Applied to Daily

Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017)

AM Peak Hour =	49%	Pass By	PM Peak Hour =	50%	Pass By
	IN	Out	Total		
AM Peak	30	29	59		
PM Peak	26	24	49		
Daily	353	353	706		PM Peak Hour Rate Applied to Daily

Project Claremont Ranch Lots 1-4
 Subject Trip Generation for Coffee/Donut Shop with Drive Through
 Designed by ACK Date August 20, 2018 Job No. 96266019
 Checked by _____ Date _____ Sheet No. 1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - Coffee/Donut Shop with Drive Through (937)

Independant Variable - 1000 Square Feet Gross Floor Feet (X)

Gross Floor Area = **2,300**

X = 2.3

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Series 900 Page 232)

T = 88.99 (X)		Directional Distribution:	51% ent.	49% exit.
T = 88.99 *	2.3	T =	205	Average Vehicle Trip Ends
		105	entering	100 exiting

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (Series 900 Page 233)

T = 43.38 (X)		Directional Distribution:	50% ent.	50% exit.
T = 43.38 *	2.3	T =	100	Average Vehicle Trip Ends
		50	entering	50 exiting

Weekday (Series 900 Page 231)

Average Weekday		Directional Distribution:	50% entering,	50% exiting
(T) = 820.38 (X)		T =	1886	Average Vehicle Trip Ends
(T) = 820.38 *	(2.3)	943	entering	943 exiting
		943	+	943 = 1886

Project Claremont Ranch Lots 1-4
 Subject Trip Generation for Automated Car Wash
 Designed by ACK Date August 20, 2018 Job No. 096266019
 Checked by _____ Date _____ Sheet No. 1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - Automated Car Wash (948)

Independent Variable - 1000 Square Feet Gross Floor Feet (X)

Gross Floor Area = **4,000**

X = 4.0

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Utilized PM Peak Hour Rates)

		Directional Distribution:	50% ent.	50% exit.
T = 14.20(X)		T =	56	Average Vehicle Trip Ends
T = 14.20 *	4	28	entering	28 exiting

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (900 Series Page 382)

		Directional Distribution:	50% ent.	50% exit.
T = 14.20(X)		T =	56	Average Vehicle Trip Ends
T = 14.20 *	4	28	entering	28 exiting

Weekday (10% K-Factor from PM Peak Hour)

Average Weekday		Directional Distribution:	50% entering,	50% exiting
(T) = PM Peak Total / K Factor	0.1	T =	560	Average Vehicle Trip Ends
		280	entering	280 exiting
		280	+	280 = 560

Project Claremont Ranch Lots 1-4
 Subject Trip Generation for Automobile Parts Sales
 Designed by ACK Date 8/20/2018 Job No. 096266019
 Checked by _____ Sheet No. 1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - Automobile Parts Sales (843)

Independant Variable - 1,000 Sq. Feet Gross Floor Area (X)

$$X = 7,500.0$$

$$X = 7.5$$

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (800 Series Page 226)

Average Weekday

$$T = 2.59 (X)$$

$$(T) = 2.59 * (7.5)$$

Directional Distribution: 55% ent. 45% exit.

T = 20 Average Vehicle Trip Ends

11 entering 9 exiting

$$11 + 9 = 20$$

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (800 Series Page 227)

Average Weekday

$$T = 4.91 (X)$$

$$(T) = 4.91 * (7.5)$$

Directional Distribution: 48% ent. 52% exit.

T = 37 Average Vehicle Trip Ends

18 entering 19 exiting

$$18 + 19 = 37$$

Weekday (800 Series Page 225)

Average Weekday

$$T = 55.34 (X)$$

$$(T) = 55.34 * (7.5)$$

Directional Distribution: 50% entering, 50% exiting

T = 416 Average Vehicle Trip Ends

208 entering 208 exiting

$$208 + 208 = 416$$

