



SM ROCHA, LLC

TRAFFIC & TRANSPORTATION ENGINEERING CONSULTANTS

Accepted for File

By: Daniel Torres, P.E.
Engineering Manager

Date: 06/25/2026 5:07:31 PM
El Paso County Department of Public Works
Development Services



April 7, 2025

LeAmber Yisrael
Greenberg Farrow Architecture, Inc.
1230 Peachtree Street NE, Suite 2900
Atlanta, Georgia 30309

RE: Valvoline at Meridian & Owl / Traffic Generation Analysis
El Paso County, Colorado
PCD File No. PPR2513

Dear LeAmber,

SM ROCHA, LLC is pleased to provide traffic generation information for the development entitled Valvoline Instant Oil Change. This development is located near the northwest corner of Meridian Road and Eastonville Road in El Paso County, Colorado.

This information has been revised to address County Staff review comments made to the February version regarding the addition of the County signature block, discussion regarding the previous Traffic Impact Study Addendum, and various updates throughout.

The intent of this analysis is to present traffic volumes likely generated by the proposed development, provide a traffic volume comparison to previous land use assumptions approved for the development site, and consider potential impacts to the adjacent roadway network. This letter also serves as an updated to the previously approved Owl Place Commercial Traffic Impact Study Addendum¹ (PCD File No. VR2321) prepared for the overall development, pursuant to Section B.1.3 of El Paso County's Engineering Criteria Manual (ECM)².

The following is a summary of analysis results.

Site Description and Access

Land for the development is currently vacant and is surrounded by a mix of commercial and residential land uses. The proposed development is understood to entail the new construction of an approximately 1,500 square-foot Valvoline Instant Oil Change supporting two service bays.

¹ Owl Place Commercial: Traffic Impact Study Addendum, SM Rocha LLC, May 2024.

² El Paso County Engineering Criteria Manual, El Paso County, January 2025.

Primary access to the development is shared and provided via one full-movement access onto the future Meridian Park Drive (referred to as Site Access). Additional shared full-movement access is also provided via connection to adjacent proposed lots located to the south, however it is anticipated that the majority of site generated trips will utilize Site Access.

General site and access locations are shown on Figure 1.

A conceptual site plan, as prepared by Valvoline Instant Oil Change, is shown on Figure 2. This plan is provided for illustrative purposes only.

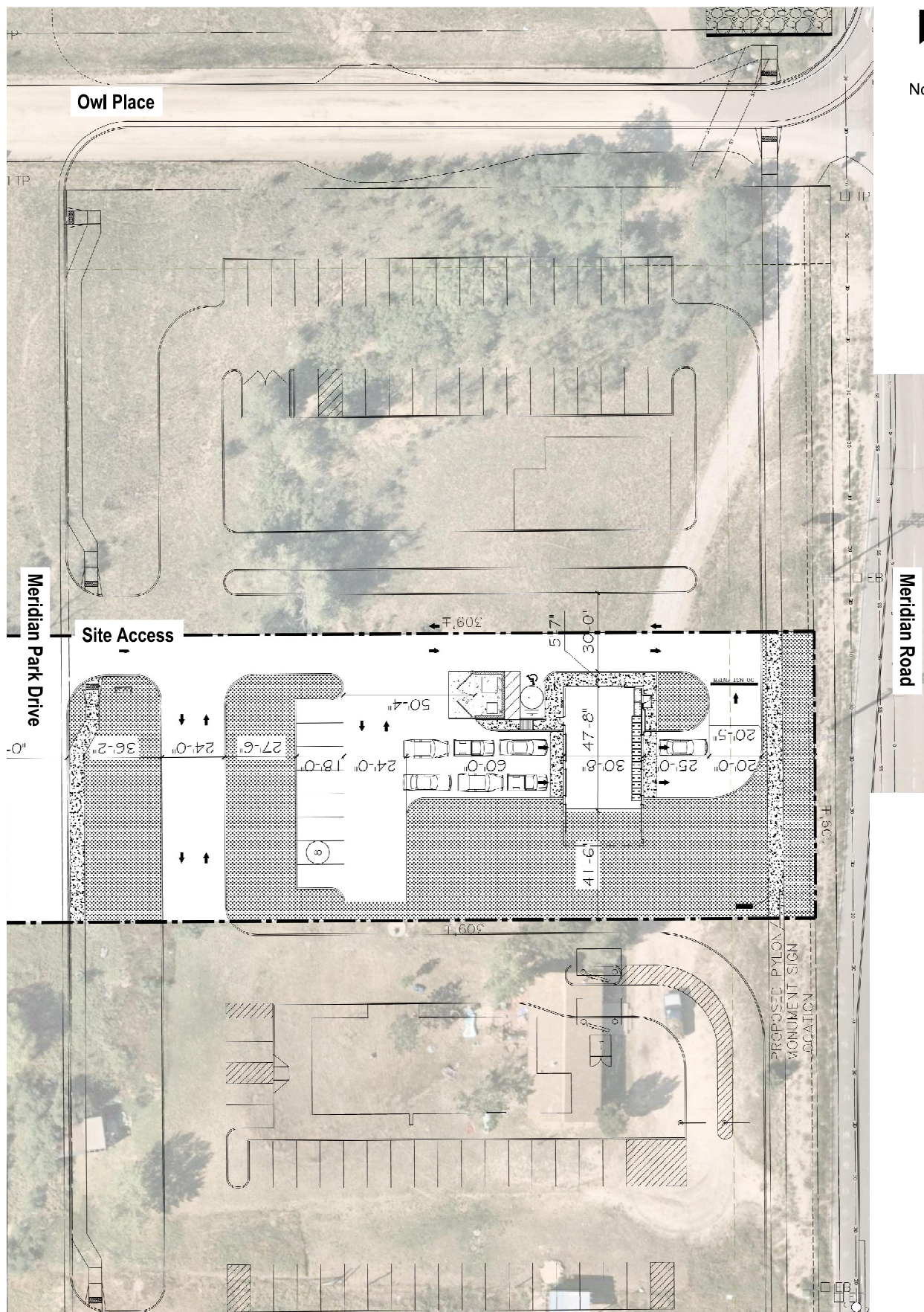


VALVOLINE AT MERIDIAN & OWL
Traffic Generation Analysis

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Figure 1
SITE LOCATION

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VALVOLINE AT MERIDIAN & OWL

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Figure 2
CONCEPTUAL SITE PLAN

Vehicle Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation Manual, 11th Edition, were applied to the proposed land use in order to estimate the average daily traffic (ADT) and peak hour vehicle trips. A vehicle trip is defined as a one-way vehicle movement from point of origin to point of destination.

Table 1 presents average trip generation rates for the proposed development area. Use of average trip generation rates presents a conservative analysis. ITE land use code 941 (Quick Lubrication Vehicle Shop) was used for analysis because of its best fit to the proposed land use.

Table 1 – Trip Generation Rates

ITE CODE LAND USE UNIT			TRIP GENERATION RATES						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
941	Quick Lubrication Vehicle Shop	BAY	40.00	2.01	0.99	3.00	2.72	2.13	4.85

Key: BAY = Service Bays.

Note: All data and calculations above are subject to being rounded to nearest value.

Table 2 summarizes the projected ADT and peak hour traffic volumes likely generated by the land use area proposed and provides comparison to traffic volume estimates for the previously approved land use assumed within the Owl Place Commercial Traffic Impact Study.

Table 2 – Trip Generation Summary

ITE CODELAND USESIZE			TOTAL TRIPS GENERATED						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
<u>Site Development - Previously Approved</u> *									
941	Quick Lubrication Vehicle Shop	2.5 KSF	174	11	4	15	13	13	25
Previously Approved Total:			174	11	4	15	13	13	26
<u>Site Development - Proposed</u>									
941	Quick Lubrication Vehicle Shop	2 BAY	80	4	2	6	5	4	10
Proposed Total:			80	4	2	6	5	4	10
Difference Total:			-94	-7	-2	-9	-8	-9	-16

Key: KSF = Thousand Square Feet Gross Floor Area. BAY = Service Bays.

* = Trip generation referenced from Owl Place Commercial Traffic Impact Study Addendum, SM Rocha LLC, May 2024.

Note: All data and calculations above are subject to being rounded to nearest value.

As Table 2 shows, the proposed development area has the potential to generate approximately 80 daily trips with 6 of those occurring during the morning peak hour and 10 during the afternoon peak hour. Table 2 further shows how proposed development traffic volumes do not exceed that approved in the Owl Place Commercial traffic study.

Adjustments to Trip Generation Rates

A development of this type is not likely to attract trips from within area land uses nor pass-by or diverted link trips from the adjacent roadway system, therefore no trip reduction was taken in this analysis.

Vehicle Trip Generation Comparison & Development Impacts

As Table 2 shows, the proposed development does not exceed traffic volumes approved for the area in comparison to previously projected volumes of the overall development area. These volumes are not likely to negatively impact operations of Meridian Road nor other adjacent roadways or intersections.

Conclusion

This analysis assessed traffic generation for the Valvoline at Meridian & Owl Place development, provided a traffic volume comparison to previous land use assumptions approved for the development site, and considered potential impacts to the adjacent roadway network.

It is our professional opinion that the proposed site-generated traffic resulting from is expected to create no negative impact to traffic operations for the surrounding roadway network and proposed Site Access, nor at the Eastonville Road intersection with Meridian Road and is in compliance with the Owl Place Commercial traffic study.

This site is subject to the El Paso County Road Impact Fee Program (Resolution 24-377), as amended. An option for payment will be coordinated between the developer and El Paso County.

We trust that our findings will assist in the planning and approval of the Valvoline at Meridian & Owl development. Please contact us should further assistance be needed.

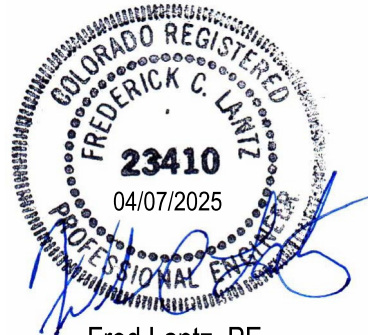
Sincerely,

SM ROCHA, LLC

Traffic & Transportation Engineering Consultants



Zac Trotter, EIT
Traffic Engineer | Project Manager



Fred Lantz, PE
Traffic Engineer

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.



Fred Lantz, P.E. #23410

04/07/2025

Date

Developer's Statement

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

Danielle Benedict

Digitally signed by Danielle Benedict
DN: C=US, E=dbenedict@greenbergfarrow.com,
O=GreenbergFarrow, CN=Danielle Benedict
Date: 2025.04.11 14:38:31-05'00'

Danielle Benedict
Greenberg Farrow Architecture, Inc.
1230 Peachtree Street NE, Suite 2900
Atlanta, Georgia 30309

4/11/2025

Date