

## Venetucci Alternate Parking Ratio

### Request and Justification

#### Introduction

Thompson Thrift is proposing a multi-family development with 576 bedrooms. Based on the mix of 132 one-bedroom units, 168 two-bedroom units, and 36 three-bedroom units, the development is required by El Paso County code to provide 682 parking spaces. The development plan, due to site constraint, provides 579 parking spaces, including 12 accessible stalls as required for 682 parking spaces. Please see included preliminary Site Plan.

The proposed parking provision is a 15% reduction, which is less than the limits of allowable variation within the PCD Director's administrative authority. In order for a reduction in parking to be allowed, a parking study must be completed and the criteria related to allowance of an Alternate Parking Ratio must be met.

#### 6.2.5.D.(vi) Alternative Parking Ratio Allowed.

**Authority: The PCD Director may approve an alternative parking space ratio. The alternative parking space ratio may be substituted in whole or in part for a ratio meeting the standards of this Section.**

- **The proposed alternative plan accomplishes the purposes of this Section equally well or better than a parking plan which complies with the standards.**

Thompson Thrift is proposing a 336-unit multifamily community with a total of 576 bedrooms. Strict application of El Paso County's code would require 682 parking spaces. County code, however, allows up to a 20% deviation to its parking standard. Therefore, with this application, Thompson Thrift is requesting a 15% reduction to the required parking standard.

Thompson Thrift has constructed and managed 85 multifamily communities across the country and has landed on a parking standard of one (1) parking space per bedroom as a universally acceptable parking standard, which aligns with the Institute of Transportation Engineers (ITE) national standard for multifamily communities.

Thompson Thrift's current standard is based on what they have learned from previous communities; that one (1) parking space per bedroom is the optimal standard. Properties that provided less than a 1:1 ratio of parking space per bedroom had parking issues that their community management team had to find solutions to. Properties that provide a minimum 1:1 ratio of parking space per bedroom, however, operate well and have not had parking issues.

The proposed parking plan provides 579 parking spaces, including 115 garage spaces and 12 ADA spaces. Parking is distributed throughout the development providing access to amenity areas, buildings, and connectivity to Venetucci Boulevard. The proposed parking will adequately serve residents and visitors to the site.

- **The PCD Director shall not approve the alternative parking plan unless it:**

**(1) Does not detract from continuity, connectivity and convenient proximity for pedestrians between or among existing or future uses in the vicinity;**

The parking plan as proposed does not detract from continuity. This site is isolated from adjacent developments to the south, east, and north due to grades and natural features. Because there is no connectivity with adjacent uses, the proposed parking plan will not impact adjacent neighborhoods.

The parking plan will not limit access or connections in the area. This site will have two points of access from Venetucci Boulevard. The southern entrance will align with the existing traffic signal that provides access to Sam's Club and the Car Wash. The northern entrance will be provided from the existing roundabout. Access and connectivity will be provided from existing public roads and will not cause impacts to access or connections in the area.

The proposed parking plan will not cause inconvenience for pedestrians. The site plan provides a network of internal private pedestrian paths and sidewalks providing pedestrian connectivity to buildings, parking, garages, amenity spaces, and to the public sidewalks along Venetucci Boulevard.

**(2) Minimizes the visual and aesthetic impact along the public road by placing parking lots to the rear or along the side of buildings, to the maximum extent feasible;**

Parking has been located internal to the site with residential buildings placed adjacent to Venetucci Boulevard, which provides a visual and physical barrier between parking and the adjacent public right-of-way. Landscape screening is also proposed along Venetucci Boulevard to further screen on-site parking.

**(3) Minimizes the visual and aesthetic impact on the surrounding neighborhood;**

Due to existing topography, the development site is elevated significantly above the residential neighborhood to the west. Natural buffering and screening will be provided between proposed on-site parking and the nearby neighborhood.

Venetucci Boulevard does not permit on-street parking. Therefore, all resident and visitor parking will be accommodated on-site.

Thompson Thrift's community management teams enforce the use of garages for vehicles only. Garages may not be used for storage as it is explicitly written into the resident's lease agreement.

**(4) Creates no physical impact on any facilities serving alternative modes of transportation;**

The parking plan has no physical impact on existing alternative transportation modes such as busing or bike routes. The property is 1/3 of a mile from the Pikes Peak State College (PPSC) Centennial Bus Transfer Center, where bus routes 10, 11, 27, and 35 are served. The north entrance to the site is approximately 3/4 of a mile from an urban trail in the area of Highway 85/87. The development will provide bike racks as required by code.

**(5) Creates no detrimental impact on natural areas or features; and**

The site has considerable topography with steep slopes along the west and north portions of the property associated with Fisher's Canyon Creek. Because the land north of the site is an extensive natural drainage complex that prohibits development on that land and required on-site ponding in the north portion of the project site, it is not possible to expand to the north to provide for additional parking. The design includes substantial walls along the west edge of the site, which are needed to maximize the developable area. Expanding the developable area of the site further to the west is also not practical as additional walls would be cost prohibitive.

Because of these constraints, the current design seeks to utilize as much of the existing flat, developable area of the site as possible. Thompson Thrift respectfully requests that the County grant a deviation to its parking standards and accept their 1:1 ratio of parking spaces to bedrooms to keep the constructability of the site feasible and protect the surrounding natural areas and features.

**(6) Maintains handicap parking ratios.**

The site plan complies with the accessible parking ratio based on the required (not proposed) number of parking spaces for the development.

A Parking Analysis is provided in support of this Alternate Parking Ratio request. The Parking Analysis makes the following findings:

- Parking demand is anticipated to occur at this Site at a rate of 1.5-1.57 parking spaces per unit.

- The Site Plan allowance for 1.72 parking spaces per unit is anticipated to exceed demand, even at peak hours.
- The Code Requirement of 2.03 parking spaces per unit on average far exceeds any demand expected to be generated at the Site.
- The data demonstrate that the Code required parking for this Site would significantly oversupply parking stalls.
- The Alternative Parking Ratio meets the Criteria of Section 6.2.5.(D)(1)(vi) as follows:
  - The alternative parking plan preserves the pedestrian path along Fisherman's Canon Creek and reduces the amount of land dedicated to parking, thereby improving density for a better pedestrian experience.
  - The Site Plan in the Appendix demonstrates how the parking lots have been placed to the rear of the buildings to minimize the visual impact from Venetucci Blvd and Walmart Hts.
  - Reducing the amount of surface parking area by 103 spaces results in a more pleasant aesthetic impact to the surrounding area by preserving more land as green space.
  - The alternative parking plan resists encroaching further towards the western property line, thereby preserving a healthy buffer for the Fisherman's Canon Creek its surrounding vegetation.
  - The alternative parking plan preserves more natural areas and features by limiting the amount of land that will be paved to provide extra parking.
  - The alternative parking plan maintains the handicap parking ratios by ensuring that a minimum of 2% of the number of standard parking spaces provided (567 surface lot and garage spaces) will be added as dedicated ADA parking, a total of 12 ADA parking spaces.

Your consideration of this Alternative Parking Ratio is greatly appreciated, as development of the site in compliance with the El Paso County Land Development Code creates an undue hardship due to overparking of a site with considerable site constraints.



September 26, 2024

Donald Dungu  
Development Manager  
Thompson Thrift Residential  
111 Monument Circle, Suite 1600  
Indianapolis, Indiana 46204

**RE: Venetucci Multifamily Parking Needs Analysis**

Dear Mr. Dungu,

The purpose of this letter is to provide a parking needs analysis for the proposed Venetucci Multifamily residential development (“Project” or “Site”) in El Paso County, Colorado. Pursuant to the requirements of the El Paso County (“County”) Land Development Code (“Code”), Section 6.2.5.(D)(1)(vi), this study supports a reduction of 15% to the required amount of parking. This analysis uses site plan information, ULI/ITE ratios, TIS analysis, census data, and market data to demonstrate how the planned amount of 579 parking spaces would better serve the purpose of the code’s parking standards than the unadjusted Code requirement of 682 parking spaces.

### Executive Summary

The unadjusted El Paso County Code requires parking at a rate of 2.03 spaces /unit or 1.18 spaces /bedroom for this Project. This ratio exceeds the projected parking demand for the Site and would result in the negative impacts to the Project and surrounding natural areas. This analysis demonstrates how the proposed alternative plan providing 1.72 spaces /unit, or 1.01 spaces /bedroom aligns better with ITE/ULI recommendations, the TIS analysis, local ACS data, and the goals of the El Paso County Code. The proposed 579 spaces provided by the Venetucci Site Plan will exceed the anticipated demand for parking at the Site as demonstrated by this study.

### Code Requirements

As shown on Table 1 below, Section 6.2.5.(D)(1)(a)(i) of the Code requires 682 total parking spaces for the Site before accounting for any requested reductions.

Table 1: Code Parking Requirement

Site Program	# units	# bedrooms	El Paso County Code Requirement	Parking Spaces*
1-Bedroom Units	132	132	1.5 spaces per dwelling unit	198
2-Bedroom Units	168	336	1.7 spaces per dwelling unit	286
3-Bedroom Units	36	108	2.0 spaces per dwelling unit	72
Total Units	336	576	1 guest space per 3 dwelling units	112
<b>Total Standard Parking Required</b>				<b>668</b>
Disabled Parking			2% of Standard Parking Required	14
<b>Total Standard and Disabled Parking Spaces Required</b>				<b>682</b>
<b>Spaces / Unit Required</b>				<b>2.03</b>
<b>Spaces / Bedroom Required</b>				<b>1.18</b>

\*Rounded up to the nearest whole parking space per Code

The unadjusted Code requires a combined parking ratio of 2.03 parking spaces / unit or 1.18 parking spaces / bedroom.

The Code allows for an Alternative Parking Ratio through an approval process by the PCD Director, given that the following six review criteria are met:

***El Paso County Land Development Code, Section 6.2.5(D)(1)(vi): Alternative Parking Ratio Allowed***

- (1) *Does not detract from continuity, connectivity and convenient proximity for pedestrians between or among existing or future uses in the vicinity;*
- (2) *Minimizes the visual and aesthetic impact along the public road by placing parking lots to the rear or along the side of buildings, to the maximum extent feasible;*
- (3) *Minimizes the visual and aesthetic impact on the surrounding neighborhood;*
- (4) *Creates no physical impact on any facilities serving alternative modes of transportation;*
- (5) *Creates no detrimental impact on natural areas or features; and*
- (6) *Maintains handicap parking ratios.*

## Site Plan

The proposed Venetucci Multifamily Site is a 16.23-acre property in the Stratmoor neighborhood. The Project is located across S Academy Boulevard from the Pikes Peak State College Centennial Campus, and across Venetucci Blvd from a commercial center with major retailers, a hotel, and fast-food restaurants. The Site sits between Colorado Springs and Fountain city limits in unincorporated El Paso County. Figure 1 on the next page demonstrates the property's location on a satellite image map.

The Venetucci Multifamily Concept Site Plan, attached in the Appendix, includes 10 residential multifamily buildings with heights up to three (3) stories containing a variety of 1-bedroom, 2-bedroom, and 3-bedroom units. All buildings combined will contain 336 residential units, distributions of which are listed in Table 1 above. The Site also includes a water retention area, a dog park, and an amenity space for residents with a leasing office, pool, and clubhouse.

The current design seeks to utilize as much of the existing "flat" portion of the site situated adjacent to Venetucci Blvd and avoid the significant grade drop on the west portion of the site that leads down to Fisher's Canyon Creek. The north side of the Site where the steep existing grades are utilized demonstrates the substantial walls along the west edge needed to create a developable area. If the Site Plan were to include an additional 103 parking spaces to match the 682 spaces required by the Code, the development would further encroach west into steep existing grades, creating the need for large walls, significant quantities of fill, and the potential to interfere with the pedestrian path along Fisher's Canyon Creek. Due to these existing topography constraints, the Site Plan provides 579 total parking spaces, shown in Table 2 below.

The combined parking ratio proposed on the Site Plan is **1.72 parking spaces / unit or 1.01 parking spaces / bedroom.**

Based on prior experience with similar multifamily projects across the country, the developer anticipates that this parking ratio will be sufficient to lease the units and fully accommodate all residents and guests within the on-site parking.

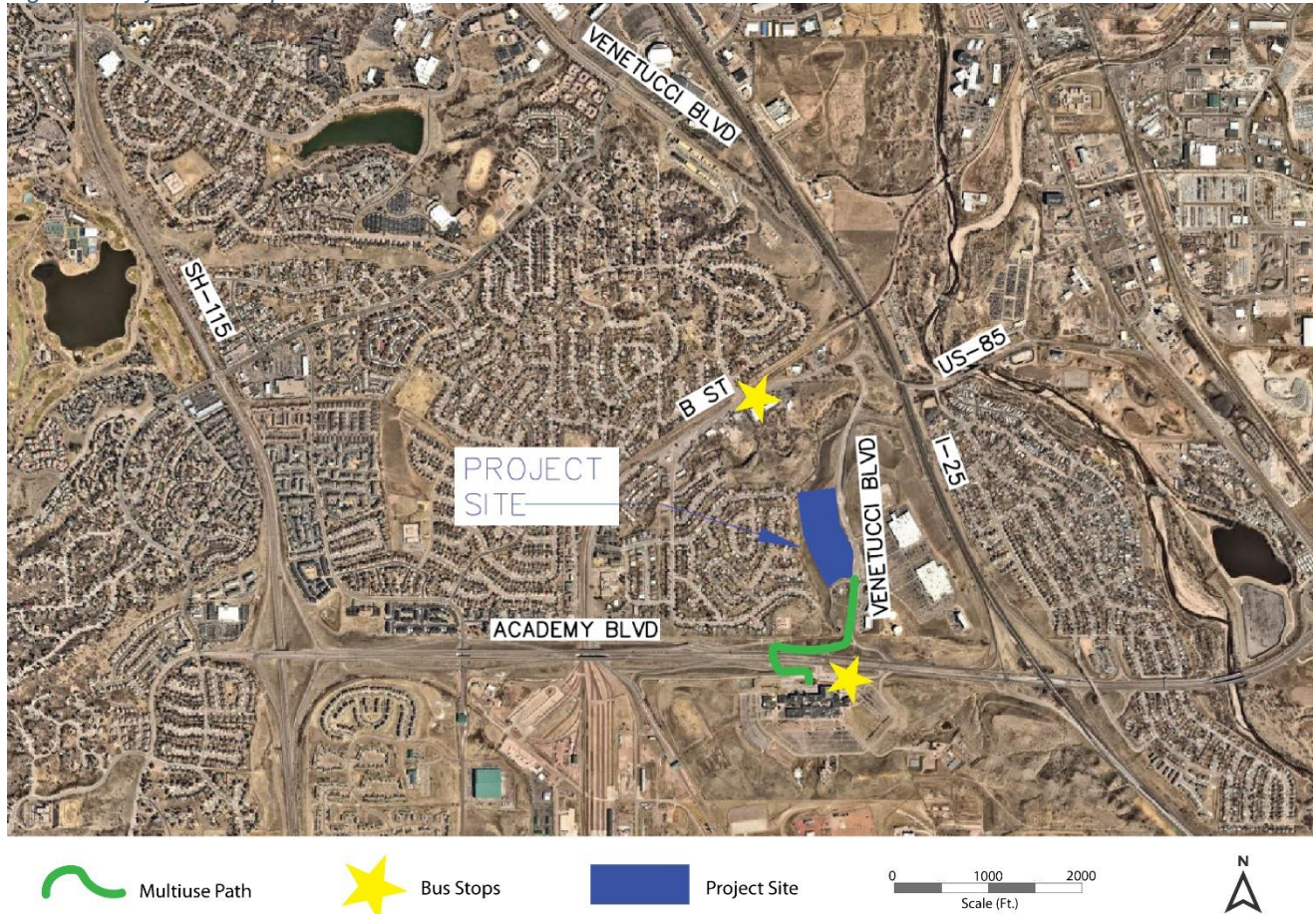


Table 2: Site Alternative Parking Plan

Site Plan	Parking Spaces*
Standard Surface Parking	452
Garage Parking	115
ADA Parking	12
<b>Spaces Required</b>	<b>682</b>
<b>Spaces Provided</b>	<b>579</b>
<b>Spaces / Unit Provided</b>	<b>1.72</b>
<b>Spaces / Bedroom Provided</b>	<b>1.01</b>
<b>Reduction Requested</b>	<b>15%</b>

\*Rounded up to the nearest whole parking space per Code

Figure 1: Project Site Map



If approved, the development would serve as a housing option within easy walking distance for college students, faculty, and staff at Pikes Peak State College. The residences would be the closest multifamily option to the campus, comfortably walkable and bike-able via a paved multiuse path that spans the entire 0.25-0.5-mile distance with an underground crossing of S Academy Blvd. The existence of these nearby

pedestrian, bike, and transit options, and nearby services and employment, will encourage less reliance on single occupancy vehicles by residents and visitors, thereby reducing the demand for parking. The Site would be serviced by Mountain Metro Transit bus routes 11 and 27, shown in Table 3 below.

Table 3: Nearby Bus Routes

Nearby Stop	Route	Peak Frequency	Miles Walking from Site Boundary
PPSC Centennial Campus	11	30 minutes	0.64
B St/Crestridge	11	30 minutes	0.62
PPSC Centennial Campus	27	15 minutes	0.64

## Parking Needs Analysis

### ITE/ULI Ratios

Parking ratios published the Institute of Transportation Engineers Parking Generation Manual (October 2023 Edition) are considered the leading industry standard for stand-alone land uses for projecting parking demand. ITE collects parking utilization data from member organizations for specific land uses across the country and calculates a “design day” ratio for how much parking demand a given land use will generate. The ratios in Table 4 below were calculated by ITE from observations of low-rise multifamily apartments in a general urban or suburban context which are not close to rail transit. These ratios are conservatively based on the 85th percentile of comparable sites in the research data set. The resulting projected demand of 529 spaces on a weekday indicates that the 579 spaces planned on-site would sufficiently accommodate all the vehicles anticipated to park on a weekday, when multifamily parking lots tend to be slightly fuller than they are on weekends.

Table 4: ITE/ULI Projected Demand

ITE Demand Ratio				Projected Demand	
Weekday	Weekend	Per	# Units in Site Plan	Weekday	Weekend
1.27	1.05	1-Bedroom Unit	132	168	139
1.59	1.44	2-Bedroom Unit	168	267	242
2.60	2.65	3-Bedroom Unit	36	94	95
<b>Total*</b>				<b>529</b>	<b>476</b>
<b>Spaces / Unit</b>				<b>1.57</b>	<b>1.42</b>
<b>Spaces / Bedroom</b>				<b>0.92</b>	<b>0.83</b>

\*Rounded up to the next whole parking space.

Applying the combined ITE parking demand projection to this project would result in an expected ratio of **1.57 parking spaces / unit or 0.92 parking spaces / bedroom.**

### TIS Trip Generation Analysis

In July 2024, Kimley-Horn prepared a Traffic Impact Study for the Venetucci Thompson Thrift project using the ITE Trip Generation Report fitted curve equations that apply to Multifamily Low-Rise Housing (ITE Land Use Code 220) for traffic associated with the development. The results of this study indicate that during the



weekday morning peak hour, a net 66 vehicles will leave the Site, and during the weekday afternoon peak hour, a net 44 vehicles will return to the Site.

Table 5: TIS Report Findings

The Venetucci Thompson Thrift project is expected to generate approximately 2,230 weekday daily trips, with 128 of these trips occurring during the morning peak hour and 166 of these trips occurring during the afternoon peak hour. Calculations were based on the procedure and information provided in the ITE *Trip Generation Manual, 11<sup>th</sup> Edition – Volume 1: User’s Guide and Handbook*, 2021. **Table 1** summarizes the estimated trip generation for the Venetucci Thompson Thrift. The trip generation worksheets are included in **Appendix D**.

**Table 1 – Venetucci Thompson Thrift Traffic Generation**

Land Use and Size	Weekday Vehicle Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Multifamily Low-Rise Housing (ITE 220) – 336 Dwelling Units	2,230	31	97	128	105	61	166

This analysis does not include length of stay, but we can use the Urban Land Institute (ULI) Shared Parking Model (3<sup>rd</sup> Edition, 2020) to extrapolate anticipated parking demand based on the change in parking demand expected during peak morning hours for this land use. The ULI Shared Parking Model demonstrates that demand for parking at similar sites reduces by 13% from 7am to 8am. By dividing the 66 net vehicles expected to leave the Site during the morning peak hour by 13%, the TIS analysis informs an on-site parking demand of 508 spaces utilized during peak AM hours.

The projected combined parking ratio informed by the TIS analysis is **1.51 parking spaces / unit or 0.88 parking spaces / bedroom**

**Census Vehicle-per-Household Adjustment**

To further inform the appropriate amount of parking spaces for this Site, Kimley-Horn investigated the number of vehicles per renting household typical to El Paso County and ZIP Code 80906. By comparing the American Community Survey 5-Year Estimates (2017-2022) for tenure by vehicles available for El Paso County and ZIP Code 80906, we discovered the average ratio of vehicles per renting household. A more detailed table can be found in the Appendix, Table 7.

ACS Geography	Renter Occupied Households	Vehicles	Vehicles per Household
El Paso County, Colorado	93,265	144,744	1.55
ZIP Code 80906	5,513	8,295	1.50

The combined ratio in El Paso County is **1.55 vehicles / household**. The combined ratio in ZIP Code 80906 is **1.5 vehicles / household**.

Both ratios (based on actual vehicle ownership) fall below the Code-required parking ratio for this site before adjustments.

**Market-Based Adjustment**

The Site developer, Thompson Thrift Residential, provided Kimley-Horn with a national data set showing parking provided per unit, and per bedroom, at similar multifamily residential complexes they have developed across the country. In Appendix Table 8, we highlighted the 24 projects operated by Thompson Thrift Residential that have a parking ratio of 1.72 parking spaces / unit or fewer. The existence and market viability of these projects demonstrates that there is nationwide market demand for housing options that provide parking at a ratio of 1.72 spaces / unit or fewer. The per bedroom statistics also demonstrate that the proposed parking ratio is appropriate for this product type.

**Conclusions**

The table below summarizes the findings of this parking needs analysis.

*Table 6: Parking Needs Summary*

	Code Requirement	Site Plan Proposed	Demand per ITE/ULI Ratio	Demand per TIS Analysis	Demand per ACS 80906
# Spaces	682	579	529	508	506
Spaces / Unit Ratio*	2.03	1.72	1.57	1.51	1.50
Spaces / Bedroom Ratio	1.18	1.01	0.92	0.88	-n/a

\* Ratio is vehicles / household in ACS data

The Site Plan proposes a reduction to Code requirements for on-site parking by 103 parking spaces, a 15% reduction to the required amount. According to industry-standard ITE/ULI, TIS, and ACS analysis methods, parking demand is anticipated to occur at this Site at a rate of 1.5-1.57 parking spaces per unit. Therefore, the Site Plan allowance for 1.72 parking spaces per unit is anticipated to exceed demand, even at peak hours. The Code Requirement of 2.03 parking spaces per unit on average far exceeds any demand expected to be generated at the Site.

The following six items demonstrate how this parking plan meets the six (6) criteria from the Code for the allowance of an alternative parking ratio:

***El Paso County Land Development Code, Section 6.2.5(D)(1)(vi): Alternative Parking Ratio Allowed***

- 1) The alternative parking plan preserves the pedestrian path along Fisherman’s Canon Creek and reduces the amount of land dedicated to parking, thereby improving density for a better pedestrian experience.
- 2) The Site Plan in the Appendix demonstrates how the parking lots have been placed to the rear of the buildings to minimize the visual impact from Venetucci Blvd and Walmart Hts.
- 3) Reducing the amount of surface parking area by 103 spaces results in a more pleasant aesthetic impact to the surrounding area by preserving more land as green space.
- 4) The alternative parking plan resists encroaching further towards the western property line, thereby preserving a healthy buffer for the Fisherman’s Canon Creek its surrounding vegetation.
- 5) The alternative parking plan preserves more natural areas and features by limiting the amount of land that will be paved to provide extra parking.

- 6) The alternative parking plan maintains the handicap parking ratios by ensuring that a minimum of 2% of the number of standard parking spaces provided (567 surface lot and garage spaces) will be added as dedicated ADA parking, a total of 12 ADA parking spaces.

For a parking requirement reduction to be granted, the Code stipulates that a parking study must prove how the planned parking program improves upon the Code-required parking program. Not only does the Site's reduced parking program of 579 spaces improve upon the Code requirement by meeting the six standards listed above, but it also aligns with industry best-practice in parking policy. Numerous national studies and U.S. Department of Housing and Urban Development policy recommendations<sup>1</sup> **support the elimination of excess parking supply where possible to improve conditions of housing affordability, water runoff, heat absorption, and numerous other negative externalities caused by excess paved surface.**

The data demonstrate that the Code required parking for this Site would significantly oversupply parking stalls. The results of this analysis demonstrate that the proposed alternative parking plan of 579 total spaces (at 1.01 parking space / bedroom) is expected to provide sufficient parking for the needs of residents, visitors, and staff of the Venetucci Multifamily community.

Please reach out to Kimley-Horn with any questions regarding this analysis.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Jeremiah Simpson  
Parking Consultant / Project Manager



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



09/24/2024

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<sup>1</sup> This information was published by HUD in Pro-Housing Land Use and Zoning Reforms. (2023). *Policy and Practice Publication: April 2023* [PDF file]. Retrieved from <https://www.huduser.gov/portal/sites/default/files/pdf/policy-and-practice-publication-2023-april.pdf>

## Appendix

Figure 2: Venetucci Multi-Family Concept Site Plan

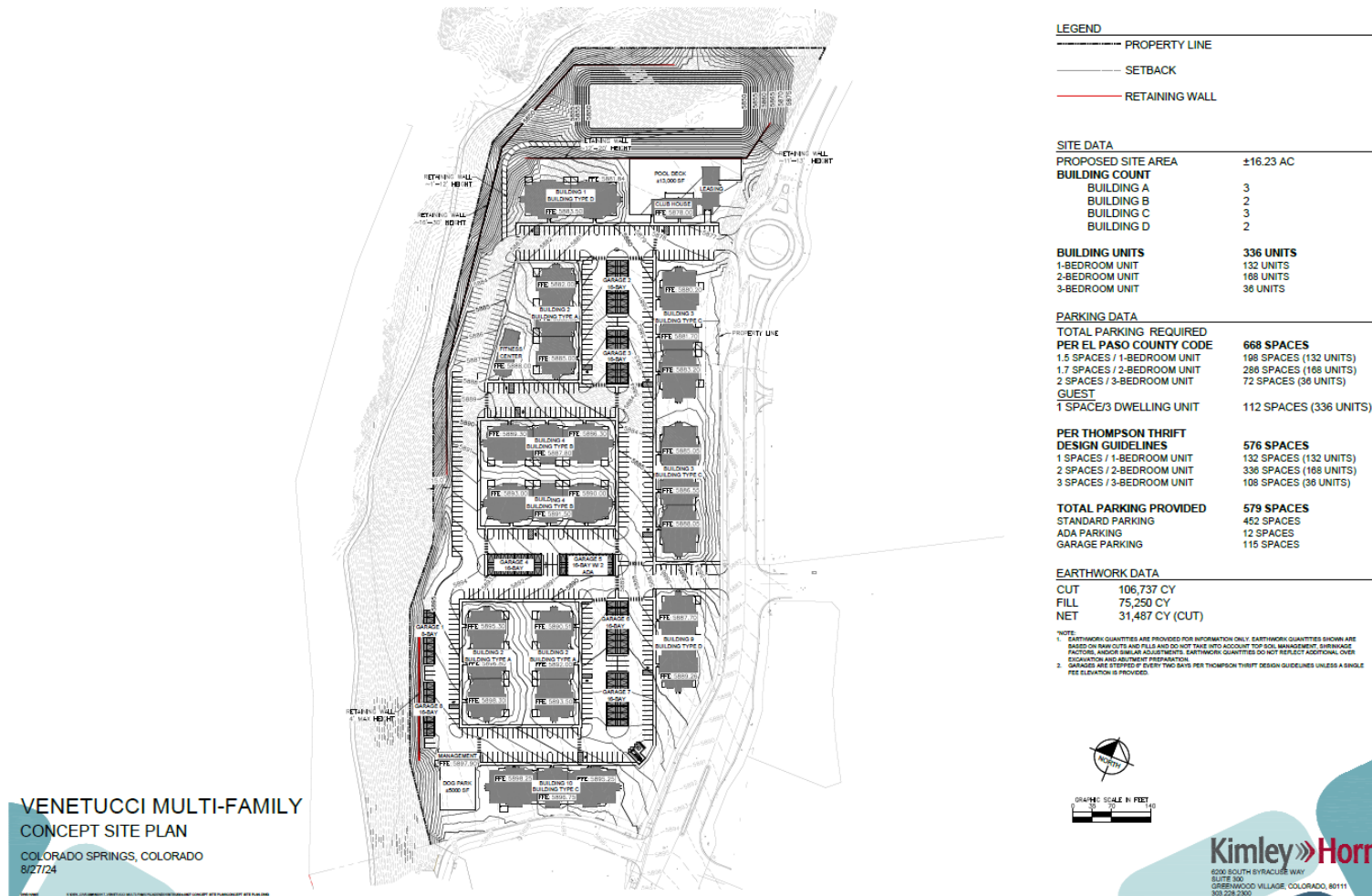


Table 7: ACS Tenure by Vehicles Available

	El Paso County, Colorado			ZIP Code 80906		
	# Households	Percent of Total Households	Total vehicles	# Households	Percent of Total Households	Total vehicles
No vehicle available	7,890	8%	0	305	6%	0
1 vehicle available	40,568	43%	40,568	2,606	47%	2,606
2 vehicles available	33,480	36%	66,960	2,188	40%	4,376
3 vehicles available	8,476	9%	25,428	349	6%	1,047
4 vehicles available	2,467	3%	9,868	59	1%	236
5 or more vehicles available	384	0%	1,920	6	0%	30
<b>Total</b>	<b>93,265</b>	<b>100%</b>	<b>144,744</b>	<b>5,513</b>	<b>100%</b>	<b>8,295</b>

U.S. Census Bureau. "Tenure by Vehicles Available." American Community Survey, ACS 5-Year Estimates Detailed Tables, Table B25044, 2022, [https://data.census.gov/table/ACSDT5Y2022.B25044?q=vehicle&t=Owner/Renter\(Tenure\):Transportation&g=050XX00US08041\\_860XX00US80906&y=2022&d=ACS 5-Year Estimates Detailed Tables](https://data.census.gov/table/ACSDT5Y2022.B25044?q=vehicle&t=Owner/Renter(Tenure):Transportation&g=050XX00US08041_860XX00US80906&y=2022&d=ACS 5-Year Estimates Detailed Tables). Accessed on September 24, 2024.

Table 8: Developer Projects with Parking Ratio 1.72 or Under

Project Name	Studio	1 Beds	2 Beds	3 Beds	4 Beds	Total Units	Parking Stalls	Total Parking	Total Parking per unit	Total Parking per Bedroom
MO, Kansas City, Barrybrooke Dr		120	132	24		276	326	381	1.38	0.84
OK, Oklahoma City, Watermark Blvd 2		120	132	28		280	185	393	1.40	0.84
TX, Spring, Discovery Creek Blvd		112	140	56		308	342	461	1.50	0.82
KY, Lexington, Sir Barton Way		66	78	6		150	201	225	1.50	0.94
TX, Tomball, Tomball Pkwy		126	158	44		328	385	495	1.51	0.86
IA, West Des Moines, Galleria Dr		64	80	32		176	216	266	1.51	0.83
IN, Fishers, 116th	21	112	111	16		260	353	400	1.54	0.99
AR, Rodgers, S Promenade Blvd		88	88	44		220	126	346	1.57	0.87
TX, Spring, Grand Pkwy		132	168	36		336	430	530	1.58	0.92
TX, Missouri City, Sienna Springs Blvd 3		128	128	56		312	317	497	1.59	0.90
AZ, Phoenix, Dove Valley Rd		97	107	20		224	296	360	1.61	0.97
CO, Denver, Tower Rd 1		104	128	32		264	317	425	1.61	0.93
FL, Pensacola, W Nine Mile Rd		132	156	36		324	430	526	1.62	0.95
CO, Denver, Tower Rd 2		82	94	30		206	293	338	1.64	0.94
FL, Davenport, Kemp Rd		130	144	54		328	471	539	1.64	0.93
FL, Sarasota, Fruitville Rd		115	119	23		257	364	423	1.65	1.00
TX, Katy, Katy Ranch Rd		156	136	26		318	203	534	1.68	1.06
CO, Colorado Springs, Akers Dr		120	156	24		300	408	504	1.68	1.00
AL, Montgomery, Eastchase Pkwy		88	168	16		272	378	458	1.68	0.97
FL, Stuart, US 1		120	133	31		284	388	484	1.70	1.01
AZ, Buckeye, Yuma Rd		108	120	24		252	351	431	1.71	1.03
PA, Cranberry, Strand Rd		128	128	20		276	393	473	1.71	1.07
FL, Naples, Bedzel Cir		140	148	32		320	549	549	1.72	1.03
CO, Monument, Jackson Creek Pkwy		108	132	24		264	358	454	1.72	1.02