



**DREXEL BARRELL & Co.**  
Engineers - Surveyors

**MEMORANDUM**

**TO:** **El Paso County Planning and Community Development**  
2880 International Circle, Suite 110  
Colorado Springs, CO 80910

**FROM:** Derek Schuler, P.E., PTOE

**DATE:** October 20, 2021

**RE:** Traffic Memorandum for Mikey's Total Car Care  
El Paso County, Colorado; PCD File No. AL-21-012

**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.

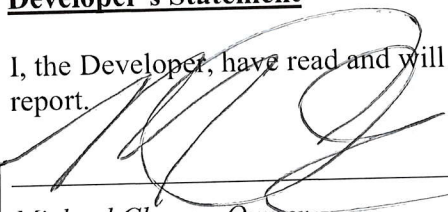
  
\_\_\_\_\_  
Derek Schuler, Colorado P.E. #40125  
[DSchuler@drexelbarrell.com](mailto:DSchuler@drexelbarrell.com)

10-20-2021  
Date



**Developer's Statement**

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

  
\_\_\_\_\_  
Michael Chavez, Owner  
Mikey's Total Car Care  
6180 Lake Shore Ct.  
Colorado Springs, CO 80915

10-26-21  
Date

## Traffic Memorandum for Mikey's Total Car Care

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This memorandum serves to summarize the land use, probable trip generation, and vehicular access to the existing car care facility located at 6180 Lake Shore Court. The site is generally located near the southeast corner of Powers Blvd and Constitution Avenue. See the associated site plan for vicinity map and site layout. The existing 1-acre site is zoned as I-2 CAD-O (Light Industrial) and is part of the Lakeshore Industrial Park. The site application is to bring the site into compliance with existing zoning. The existing building is 5,625 SF and there are 12 regular parking spaces and 1 handicap accessible space. There is a single shared access driveway onto Lake Shore Court.

### Trip Generation

The proposed land use for this site is to maintain the existing land use which is a car care facility containing 3 service bays and 6 employees. **Table 1** below shows the trip generation values for the existing use. The table shows the number of expected trips using the latest ITE trip rates. This manual is currently in its 10<sup>th</sup> edition and is an industry accepted informational report published by the Institute of Transportation Engineers. Land use #942 Automobile Care Center accounts for the existing use. The tables using gross floor area as the variable had the best sample size data. Using the ITE rates, the existing site is expected to generate about 67 daily trips (Average Daily Traffic (ADT)), 13 trips (9 in/4 out) in the morning peak hour and 17 trips (8 in/9 out) in the evening peak hour.

The allowable land use per existing zoning is Warehouse/Storage. Land use #151 Mini-Warehouse accounts for the allowed use. A larger building size would fit on this site and would be expected for this use. The trip generation for this use is much lower than the existing use as shown in Table 1 below. However, both uses generate relatively low trips (less than 100 daily).

| Table 1 - Trip Generation Estimate for<br>Mikey's Total Car Care, Colorado Springs, CO |          |                                    |         |         |                             |                      |       |         |                      |       |         |       |         |       |       |
|--|----------|------------------------------------|---------|---------|-----------------------------|----------------------|-------|---------|----------------------|-------|---------|-------|---------|-------|-------|
| ITE Code / Land Use  | Size     | Trip Generation Rates <sup>1</sup> |         |         | Trips Generated             |                      |       |         |                      |       |         |       |         |       |       |
|  |          |                                    |         |         | Average<br>Weekday<br>Trips | AM Peak-Hour (7 - 9) |       |         | PM Peak-Hour (4 - 6) |       |         |       |         |       |       |
|  |          | Weekday                            | AM PEAK | PM PEAK |                             | % Trips              | Trips | % Trips | Trips                | Total | % Trips | Trips | % Trips | Trips | Total |
| #151 - Mini Warehouse  | 12.0 KSF | 1.51                               | 0.10    | 0.17    | 18                          | 66%                  | 0.8   | 34%     | 0.4                  | 1.2   | 48%     | 1.0   | 52%     | 1.1   | 2.0   |
| #942 - Auto Care Center <sup>2</sup>   | 5.6 KSF  | 12                                 | 2.25    | 3.11    | 67                          | 60%                  | 7.6   | 40%     | 5.0                  | 12.6  | 47%     | 8.2   | 53%     | 9.2   | 17.4  |
| Difference in Trips  |          |                                    |         |         | (49)                        |                      | (7)   |         | (5)                  | (11)  |         | (7)   |         | (8)   | (15)  |

<sup>1</sup>Source: "Trip Generation" Institute of Transportation Engineers, 10th Edition, 2017.

<sup>2</sup>Weekday trips estimated from available tables for this code.  
KSF = 1000 Gross Floor Area

### Existing Roads & Distribution

Lake Shore Court, providing a shared driveway access to site, is unstriped with two lanes and classified as a local street. There are two access routes to the arterial system. The first via Waynoka Place to a signalized intersection with Constitution Avenue (principal arterial). It is assumed that 75% of site traffic will use this route. The second via Waynoka Road to a right in/out intersection with Powers Blvd (Freeway). Functional classifications are per the Colorado Springs Major Thoroughfare Plan.

The site is within the Lakeshore Industrial Park and the surrounding street network is expected to handle the small number of increased trips as shown in Table 1. There is no traffic mitigation proposed nor is any practical improvement measure apparent. Regarding the road impact fee, the existing use versus allowable use increases the daily trips by less than 100 (see requirement B.4.) and therefore does not appear to be required for this site.

**Conclusion**

The site is located within an existing industrial park and vehicular traffic is accommodated by the existing roadway network. This memo shows that the increase in trip generation (existing use vs. allowed use) is minimal. The applicant requests that the existing use be allowed under the current zoning. If you have any questions or would like to discuss my analysis further, please don't hesitate to contact me.