



May 13, 2021

Dean Pisciotta
Red Arrow Capital, Inc.
7076 South Alton Way, Building D
Centennial, CO 80112

Re: Brakes Plus at Claremont Ranch Marketplace
Southeast Corner of Constitution Avenue and Marksheffel Road
Traffic Compliance Letter
El Paso County, Colorado

Dear Mr. Pisciotta:

This traffic study letter documents a trip generation comparison to identify conformance with an original traffic impact study for the proposed Brakes Plus to be located within Lot 3 of the Claremont Ranch Marketplace on the southeast corner of Constitution Avenue and Marksheffel Road in El Paso County, Colorado. Brakes Plus is proposed on the south side of an existing Ent Credit Union and north of an existing Starbucks along Marksheffel Road (site plan attached). Brakes Plus will be on the north half of the lot currently occupied by a Starbucks.

Regional access is provided by US 24 and State Highway 21 (Powers Boulevard) while primary access to the site is provided by Constitution Avenue and Marksheffel Road. Direct access will be provided by at two existing driveways along Constitution Avenue and two existing driveways along Marksheffel Road.

This development area was studied within the "Grocery Marketplace Retail (SEC Constitution & Marksheffel) Traffic Impact Study" performed by Kimley-Horn in September 2015. Trip generation of the proposed Brakes Plus and the existing Starbucks is compared with the trip generation for the applicable use evaluated as part of the original traffic study for Lot 3 which was previously identified as Pad 2 in the original traffic study.

The original study assumed the overall project area would develop with pad style retail and restaurant uses surrounding a grocery marketplace. The original study included 123,000 square feet of supermarket use, a gas station with 18 fueling positions, 15,000 square feet of high-turnover sit-down restaurant, 10,790 square feet of fast-food with drive-thru, and a 4,000 square foot drive-in bank. A 5,340 square foot fast food restaurant with drive-thru window was previously evaluated in the original traffic study as the same development area as the existing Starbucks and proposed Brakes Plus. Applicable documents from the original traffic study are 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*¹ published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. Trip generation was previously based on ITE Trip Generation, 9th Edition (current version at the time) equations for Fast-Food Restaurant with Drive-Thru Window (ITE Code 934) land use. For this current proposal, the existing Starbucks and proposed Brakes Plus was evaluated based on the Coffee/Donut Shop with Drive-Thru (ITE Code 937) land use and Automobile Care Center (ITE Code 942) land use, respectively. Of note, the original study included internal capture between the retail and restaurant uses, but this trip generation letter will be comparing the original trips generated for each use separately.

¹ Institute of Transportation Engineers, *Trip Generation: An Information Report*, Tenth Edition, Washington DC, 2017.

The following table summarizes the anticipated trip generation for the existing Starbucks and the proposed Brakes Plus on Lot 3 compared to the expected trip generation from the previously studied fast food restaurant with drive thru (trip generation calculations and original study trip generation table are attached).

**Trip Generation Comparison:
Fast Food Restaurant (original study) vs. Starbucks and Brakes Plus (current)**

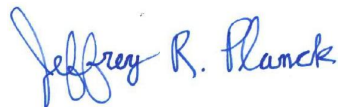
Use and Size	Daily Vehicle Trips	Weekday Vehicle Trips					
		AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Original Use							
Fast Food w/ Drive Thru (934) 5,340 Square Feet	2,650	124	119	243	91	84	174
Existing Use / Current Proposal							
Coffee Shop w/ DT (937) 5,250 Square Feet	1,838	101	98	199	49	49	98
Automobile Care Center (942) 4,839 Square Feet	160	7	4	11	8	8	16
Total Trips	1,998	108	102	210	57	57	114
Net Difference in Trips	-652	-16	-17	-33	-34	-27	-60

As summarized in the table, the existing use and current proposal for Lot 3 is anticipated to generate 1,998 daily weekday trips, with 210 trips occurring during morning peak hour and 114 trips occurring during the afternoon peak hour. The original traffic study assumed development of 5,340 square feet of fast-food restaurant with drive-thru to generate 2,650 daily trips with 243 trips occurring during the morning peak hour and 174 trips occurring during the afternoon peak hour. Therefore, the current proposal is anticipated to generate 652 fewer daily trips, 33 fewer trips during the morning peak hour and 60 fewer trips during the afternoon peak hour than previously studied. This identifies that the current proposal for Lot 3 is in traffic compliance with the original traffic study.

In summary, the current proposal for Lot 3 within Claremont Ranch Marketplace is expected to generate fewer trips than previously evaluated in the same development area of the original traffic study. Therefore, the project is believed to be in traffic compliance with the Grocery Marketplace Retail (SEC Constitution & Marksheffel) Traffic Impact Study" performed by Kimley-Horn in September 2015. As such, all original traffic study results and conclusions should remain valid. If you have any questions or require anything further, please feel free to call me at (720) 943-9962.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

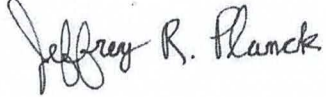


Jeffrey R. Planck, P.E.
Project Manager



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.



Jeffrey R. Planck, P.E., PE #53006

May 13, 2021

Date

Developer's Statement

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



Mr. Dean Pisciotta
Red Arrow Capital, Inc.
7076 South Alton Way, Building D
Centennial, CO 80112

Date

5/13/2021

Trip Generation Calculations

Project Existing Use within Claremont Ranch Marketplace (f.k.a. Grocery Marketplace Retail)
 Subject Trip Generation for Coffee/Donut Shop with Drive Through
 Designed by _____ Date _____ Job No. _____
 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 = 2,240

X = 2.2

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 * 2.24	T = 199 Average Vehicle Trip Ends
	101 entering 98 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 * 2.24	T = 98 Average Vehicle Trip Ends
	49 entering 49 exiting

Weekday (Series 900 Page 231)

Average Weekday	Directional Distribution: 50% entering, 50% exiting
(T) = 820.38 (X)	T = 1838 Average Vehicle Trip Ends
(T) = 820.38 * (2.2)	919 entering 919 exiting
	919 + 919 = 1838

Project Brakes Plus within Claremont Ranch Marketplace (f.k.a. Grocery Marketplace Retail)
 Subject Trip Generation
 Designed by _____ Date _____ Job No. _____
 Checked by _____ Date _____ Sheet No. 1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - Automobile Care Center (942)

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

Gross Floor Area = 4,839

X = 4.8

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (900 Series Page 283)

		Directional Distribution:	66% ent.	34% exit.
T = 2.25 (X)		T = 11	Average Vehicle Trip Ends	
T = 2.25 *	4.839	7 entering	4	exiting

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (900 Series Page 284)

		Directional Distribution:	48% ent.	52% exit.
T = 3.11 (X)		T = 16	Average Vehicle Trip Ends	
T = 3.11 *	4.839	8 entering	8	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 = 160	Average Vehicle Trip Ends	
		80 entering	80	exiting
		80 + 80 =	160	

Original Traffic Study Documents

T R A F F I C I M P A C T S T U D Y

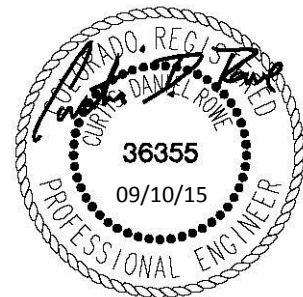
Grocery Marketplace Retail (SEC Constitution & Marksheffel)

El Paso County, Colorado

Prepared for
Evergreen Development Company
2390 East Camelback Road
Suite 410
Phoenix, Arizona 85016

Prepared by
Kimley-Horn and Associates, Inc.
4582 South Ulster Street
Suite 1500
Denver, Colorado 80237
(303) 228-2300

September 2015



This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

procedure as well as the pass-by percentages for each use were obtained from the ITE “Trip Generation Manual, Ninth Edition Volume 1, Users Guide and Handbook” 2012. Of note, the afternoon peak hour internal capture and pass-by rates were applied to the morning peak hour and daily as these rates are anticipated to be similar throughout the day.

Table 1 summarizes the estimated traffic generation for proposed development. The trip generation worksheets are included in **Appendix C**. These calculations illustrate the equations used, directional distribution of trips, and number of daily trips based on the published ITE *Trip Generation Report*.

Table 1 – External Project Trip Generation

	Vehicles Trips						
	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
		In	Out	Total	In	Out	Total
Non Pass-By Trips							
Supermarket (850) (123,000 square feet - Anchor)	6,842	152	89	241	253	248	501
Gasoline Station (944) (18 fueling position - Anchor)	1,290	43	39	82	62	63	125
High-Turnover (Sit-Down) Restaurant (944) (15,000 square feet - Pad 5)	724	45	38	83	36	20	56
Fast-Food Restaurant w/DT (934) (10,790 square feet - Pads 2, 3, and 4)	1,780	114	110	223	65	50	115
Drive-In Bank (912) (4,000 square feet – Pad 1)	268	13	10	23	22	22	45
Total	10,904	368	285	653	438	404	842
Pass-By Trips							
Supermarket (850) (123,000 square feet - Anchor)	3,846	86	50	136	142	140	282
Gasoline Station (944) (18 fueling position - Anchor)	1,290	60	54	114	45	46	91
High-Turnover (Sit-Down) Restaurant (944) (15,000 square feet - Pad 5)	545	34	28	62	27	15	42
Fast-Food Restaurant w/DT (934) (10,790 square feet - Pads 2, 3, and 4)	1,780	109	105	215	65	50	115
Drive-In Bank (912) (4,000 square feet – Pad 1)	237	12	9	20	20	20	39
Supermarket (850) (123,000 square feet - Anchor)	7,698	300	246	547	299	270	569
Total Trips	18,602	668	531	1199	737	674	1,411

Project Grocery Marketplace Retail - SEC Constitution & Marksheffel
 Subject Trip Generation for Fast-Food Restaurant with Drive-Through Window
 Designed by Matt Farnen Date March 25, 2015 Job No. 096266005
 Checked by Curtis Rowe Date March 26, 2015 Sheet No. 1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 9th 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 = 10,790 Square Feet

X = 10.790

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Page 1913)

Average Weekday

T = 45.42 (X)

T = 45.42 * 10.790

Directional Distribution: 51% ent. 49% exit.

T = 490 Average Vehicle Trip Ends

250 entering 240 exiting

250 + ## = 490

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (page 1914)

Average Weekday

T = 32.65 (X)

T = 32.65 * 10.790

Directional Distribution: 52% ent. 48% exit.

T = 352 Average Vehicle Trip Ends

183 entering 169 exiting

183 + 169 = 352

Weekday (page 1912)

Average Weekday

T = 496.12 (X)

T = 496.12 * 10.790

Directional Distribution: 50% entering, 50% exiting

T = 5354 Average Vehicle Trip Ends

2677 entering 2677 exiting

2677 + 2677 = 5354

Saturday Peak Hour of Generator (Page 1918)

T = 59.00 (X)

T = 59.00 * 10.790

Directional Distribution: 51% ent. 49% exit.

T = 637 Average Vehicle Trip Ends

325 entering 312 exiting

325 + ## = 637

Non-Pass-by Trip Volumes (pages 68 and 70, Trip Generation Handbook, June 2004)

AM Peak Hour = 51% Non-Pass By

PM Peak Hour = 50% Non-Pass By

IN Out Total

AM Peak 128 122 250

PM Peak 92 85 176

Daily 1339 1339 2678

PM Peak Hour Rate Applied to Daily

Pass-by Trip Volumes (pages 68 and 70, Trip Generation Handbook, June 2004)

AM Peak Hour = 49% Pass By

PM Peak Hour = 50% Pass By

IN Out Total

AM Peak 123 118 240

PM Peak 92 85 176

Daily 1338 1338 2676

PM Peak Hour Rate Applied to Daily

COLORADO SPRINGS, CO.

SEC OF CONSTITUTION AVE. & MARKSHEFFEL ROAD



SITE ANALYSIS TABLE:

CO, COLORADO SPRINGS	
STORE:	123,000 S.F.
CURRENT SITE AREA -	+/- 23.55 ACRES
REQ. ROW DEDICATION -	+/- 0.56 ACRES
PROPOSED SITE AREA -	+/- 22.98 ACRES
ANCHOR PAD -	+/- 13.98 ACRES
ANCHOR PARKING: (ASSOC. & CUSTOMER)	
- ON-SITE	531 SPACES
- ACCESSIBLE:	21 SPACES
TOTAL PARKING:	552 SPACES
RATIO -	4.53/1,000 S.F.
CART CORRALS:	10 CORRALS/10 SPACES
*PARKING SPACES OBSTRUCTED BY CART CORRALS ARE NOT INCLUDED IN THE OVERALL PARKING RATIO.	

PAD 1 -	+/- 1.25 ACRES
REQUIRED PARKING - 16	
PROVIDED PARKING - 34	
PAD 2 -	+/- 1.35 ACRES
REQUIRED PARKING - 53	
PROVIDED PARKING - 53	
PAD 3 -	+/- 1.43 ACRES
REQUIRED PARKING - 36	
PROVIDED PARKING - 39	
PAD 4 -	+/- 0.84 ACRES
REQUIRED PARKING - 19	
PROVIDED PARKING - 25	
PAD 5 -	+/- 2.46 ACRES
REQUIRED PARKING - 60	
PROVIDED PARKING - 109	
OPEN SPACE	+/- 1.94 ACRES

- NOTES:
- ALL AREAS PROVIDED AND PROPERTY DELINEATED ARE APPROXIMATE AND WILL NEED TO BE VERIFIED.
 - PLAN FOR ILLUSTRATIVE PURPOSES ONLY. BOUNDARY AND TOPOGRAPHY TO BE VERIFIED.
 - ADDITIONAL SITE INVESTIGATION IS NEEDED, MODIFICATIONS TO THE CONCEPTUAL PLAN MAY BE NECESSARY.



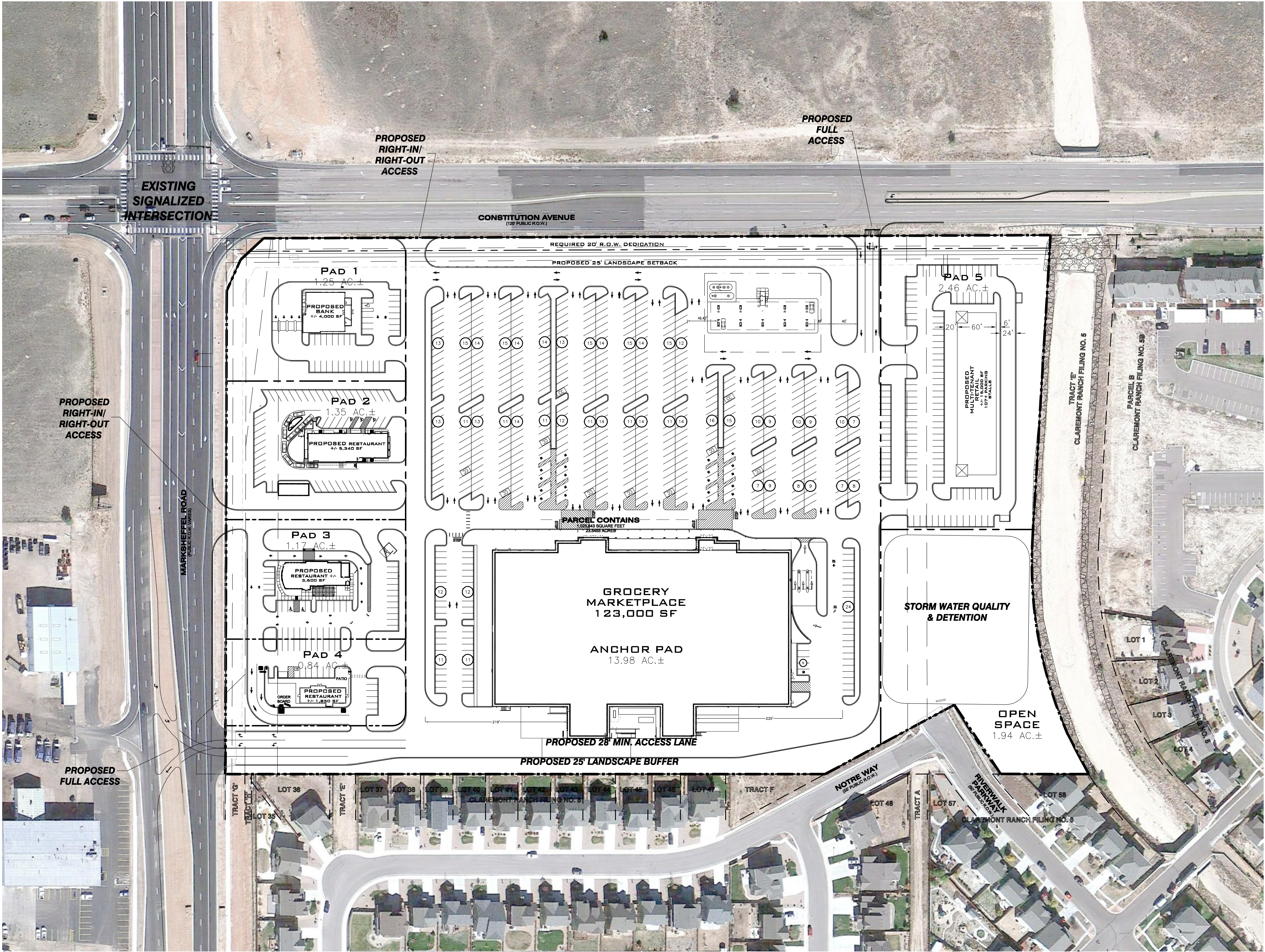
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LAYOUT C8

SITE PLAN

2015-04-09

Sheet 1 of 1



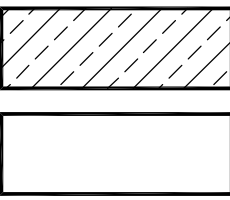
PROTOTYPICAL 123,000 S.F. RETAIL LAYOUT

NOTE:
THE BOUNDARIES OF THIS DRAWING WERE DEVELOPED FROM SCALED INFORMATION AND SHOULD NOT BE CONSTRUED AS ACCURATE.

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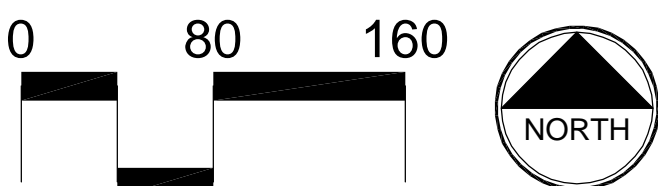
LEGEND:

PROPERTY LINE
LOT LINES



HEAVY DUTY ASPHALT PAVEMENT
STANDARD DUTY PAVEMENT

PROPOSED CURB AND GUTTER
PROPOSED PARKING SPACES SYSL/4"
CART CORRAL



Conceptual Site Plan

