

**Sandstone Care Facility
Trip Generation Traffic Letter**

PCD File No. CC-212

El Paso County, Colorado

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

November 3, 2021
Date

Developer's Statement

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

A handwritten signature in black ink, appearing to read "Edwin Alvarado".

Edwin Alvarado
Sandstone Care, LLC Michael Hunter
5250 Pikes Peak Highway
Colorado Springs, Colorado 80909

Nov 5, 2021
Date

November 3, 2021

Edwin Alvarado
 Sandstone Care, LLC
 5250 Pikes Peak Highway
 Colorado Springs, CO 80909

Re: Sandstone Care Trip Generation Traffic Assessment Letter (PCD File No. CC-212)
 5250 Pikes Peak Highway
 El Paso County, Colorado

Dear Mr. Alvarado:

Introduction

This Traffic Assessment Letter presents trip generation for the proposed rezone of Lot 1 of the Sandstone Care Facility located at 5250 Pikes Peak Highway in El Paso County, Colorado. The site is proposed to rezone Lot 1 from the County’s Residential Topographic (RT) zone to Commercial Community District (CC) zone. Lot 2 currently contains a care facility and will not be rezoned as it is appropriately zoned as Commercial Community. The property owner proposes a care facility use on Lot 1 which is not permitted in the underlying Residential Topographic zone. With the proposed rezoning of Lot 1 and improvements to the current facility, the project is not expected to generate any additional trips because the site is anticipated to provide the same number of housing units and staff members as the existing facility. The existing access on the west side of Pikes Peak Highway will remain as the access to the development.

Project Trip Generation

Existing peak hour turning movement counts were conducted at the Pikes Peak Highway Access on Tuesday, June 22, 2021. The counts were conducted in 15-minute intervals during the morning and afternoon peak hours of adjacent street traffic from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on these count dates. The following **Table 1** summarizes the current traffic generation for the existing site and expected trips for the Sandstone Care Facility with the proposed rezone (counts attached).

Table 1 – Sandstone Care Facility Project Traffic Generation

Use	Weekday Vehicles Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Existing Zoning – Existing Traffic Counts							
Lot 1 (RT Zone) and Lot 2 (CC Zone)	40*	8	0	8	1	3	4
Proposed Zoning – No additional housing units or staff members							
Lot 1 (CC Zone) and Lot 2 (CC Zone)	40*	8	0	8	1	3	4
Net Change	0	0	0	0	0	0	0

* = Estimated based on a K-factor of 10% to the PM peak hour

As shown in the table and based on existing traffic counts, the existing site currently generates eight (8) trips during the morning peak hour and four (4) trips during the afternoon peak hour. As stated previously, the project is not expected to generate any additional vehicle trips associated with the

improvements to the existing facility because the site is anticipated to provide the same number of housing units and staff members as the existing facility.

It is important to note that “El Paso County Engineering Criteria Manual: Transportation Impact Study Guidelines” states that a traffic impact study is not required for a development if daily vehicle trip-end generation is less than 100 trips or the peak hour trip generation is less than 10 trips. Therefore, it is anticipated that a traffic impact study will not be required for this rezoning due to the project not adding any trips. It should be noted that the existing use is also under the threshold for requiring a traffic study as the peak hour project traffic trips are currently less than 10 trips and the daily trips are under 100 trips. Additionally, no new major street intersections are proposed, and the project is not anticipated to adversely impact the roadway network adjacent to the property.

Road Impact Fee

Road impact fees were evaluated based on the El Paso County Road Impact Fee Schedule. Based on these fee schedule guidelines, the fee per 1,000 square feet of institutional use is \$3,372. Therefore, the road impact fee for the proposed conversion of the existing 2,750 square foot residential structure to an institutional (private hospital) use associated with this project is \$9,273.

The applicant will pay the road impact fee in full at the time of reissuance of certificate of occupancy by the Regional Building Department for the proposed change in use or other time indicated by the BOCC or PCD Director in approving the respective zoning and/or site development plan applications. Road impact fee calculations are shown in **Table 2**.

Table 2 – Road Impact Fees

Use	Size	Fee / 1,000 SF	Total Fee
Institutional	2,750 Square Feet	\$3,372.00	\$9,273.00

Conclusions

The adjacent public streets and surrounding area intersections are anticipated to successfully accommodate this project. The road impact fee associated with the project is \$9,273 and will be paid in full at the time of reissuance of certificate of occupancy by the Regional Building Department for the proposed change in use or other time indicated by the BOCC or PCD Director in approving the respective zoning and/or site development plan applications. Please let us know if El Paso County would like any additional traffic information or analysis. If you have any questions, please feel free to call me at (720) 943-9962.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Jeffrey R. Planck, P.E.
Project Manager



Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	DRIVEWAY				0				PIKES PEAK HWY				PIKES PEAK HWY				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	
Count Total	0	0	0	0	0	0	0	0	0	0	9	0	0	0	4	0	13	
Peak Hour	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	9	

Two-Hour Count Summaries - Bikes																
Interval Start	DRIVEWAY			0			PIKES PEAK HWY			PIKES PEAK HWY			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Peak Hour	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Two-Hour Count Summaries - Heavy Vehicles													15-min Total	Rolling One Hour				
Interval Start	DRIVEWAY				0				PIKES PEAK HWY						PIKES PEAK HWY			
	Eastbound				Westbound				Northbound						Southbound			
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	7	0	8	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	0

Two-Hour Count Summaries - Bikes													15-min Total	Rolling One Hour
Interval Start	DRIVEWAY			0			PIKES PEAK HWY			PIKES PEAK HWY				
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.


Sandstone Care Facility Trip Generation Letter_2021-11-03


Final Audit Report


2021-11-05


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