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Cactus Creek Ranch/Corvette Center Trip Generation Technical Memorandum

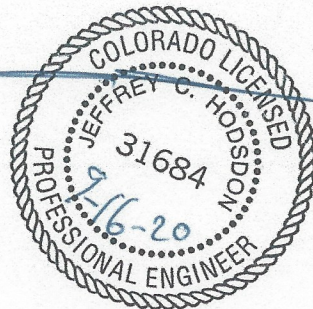
(LSC #204520)

September 15, 2020

Add PCD File No. VA205

Traffic Engineer's Statement

This 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.



Developer's Statement

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

J. W. Green

9/15/20
Date



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September 15, 2020

Mr. Les Gruen
Urban Strategies
6 South Tejon Street, Fifth Floor
Colorado Springs, CO 80903

The letter of intent indicates 14 dwelling units. Please revise your analysis.

RE: Cactus Creek Ranch/Corvette Center
El Paso County, CO
Trip Generation Technical Memorandum
LSC #204520
PCD File No. VA187

Dear Mr. Gruen:

LSC Transportation Consultants, Inc. has prepared this trip-generation technical memorandum for the proposed update to the Corvette Center property in El Paso County, Colorado. Located at 18550 Midway Ranch Road and El Paso County parcel ID 5700000104, the site is approximately 2.2 miles south of Pikes Peak International Raceway. This report presents the estimated vehicle-trip generation for the currently planned development and has been prepared for submittal to El Paso County and CDOT. LSC prepared a previous version of this memo, dated May 29, 2019.

VARIANCES REQUESTED

Three variances are requested by the applicant so that the property will comply with local zoning requirements and laws. These variances would correct any errors the prior developer and owners were not aware of:

- Seeking variance to operate 13 rental properties on the ranch;
- Seeking variance to operate commercial stables on the ranch; and
- Seeking to revive past variance to operate Corvette Center of Colorado Springs on the property in its current location.

PROPOSED LAND USE/SITE ACCESS

The 85.66-acre property (zoned A-5) is located at 18550 Midway Ranch Road in Fountain, Colorado at the Corvette Center of Colorado Springs site.

Corvette Center

Currently, one employee works at the 9,600-square-foot Corvette Center of Colorado Springs and this number would increase to four employees.

Commercial Stables

Seven horse owners currently live on-site and are projected to remain on-site in the long term. Seven horse owners currently live off site. This off-site total is expected to increase to ten in the long term.

Residential Rental Properties

Thirteen rental properties for workers and tenants are proposed on the property, consisting of six duplex units, three apartment units, and four mobile home units. Residents will be provided access to horse stables on the property.

Access

Two existing access points, separated by 300 feet, are proposed for the site:

- Approximately 4,300 feet north of Rancho Colorado Boulevard (centerline distance)
- Approximately 300 feet south of the north access

Both access points are full-movement, stop-sign-controlled T-intersections.

EXISTING ADJACENT STREETS

Streets adjacent to the site are identified below, followed by a brief description of each:

Interstate Highway 25 (I-25) runs north to south throughout the entire state of Colorado and is classified as a four-lane "F-W – Interstate System, Freeway." The nearest on/off ramps to the Corvette Center of Colorado Springs are located at exits 119 and 122. The posted speed limit along this corridor is 75 miles per hour (mph).

Midway Ranch Road is classified as a two-lane Local CDOT frontage road (F-R) adjacent to the site. Extending between I-25 exits 119 to 122, Midway Ranch has a posted speed limit of 35 mph adjacent to the site. No auxiliary turn lanes currently exist at either site access on Midway Ranch Road.

TRIP GENERATION ESTIMATE

Estimates of the existing and projected vehicle trips to be generated by the site have been made using the nationally published average trip-generation rates from the following land-use codes in *Trip Generation, 10th Edition, 2017* by the Institute of Transportation Engineers (ITE):

The letter of intent indicates that the applicant intends to include truck and recreational vehicle repair to the Corvette Center variance. Is the Automobile sales more conservative in terms of trip generation than Auto Repair shop? If so please state it in the narrative. If not, then auto repair shop appears to be the most applicable for the corvette Center.

- 220 – Multi-Family Housing (Low-Rise)
- 240 – Mobile Home Park
- 841 – Automobile Sales (Used)

ITE trip rates for Land Use 220 have been used to estimate the trip generation for both the duplex and apartment residential units. ITE Land Use code "841 – Automobile Sales (Used)" is most applicable for the Corvette Center (when compared to other ITE automobile-related land use categories).

The applicant has provided a realistic maximum estimate for the average number of horses to be boarded during the short and long term. Please refer to Table 2 (attached) for a detailed estimate of trips to be generated by this land use.

Table 1 below presents a summary of the estimated additional site trip generation. A detailed trip-generation estimate for the site, including ITE rates for the proposed land uses, is presented in Table 2 (attached).

Table 1: Estimated Site Vehicle-Trip Generation

Analysis Period	Weekday		
	In	Out	Total
Morning peak hour (vehicle trips/hour)	8	8	16
Evening peak hour (vehicle trips/hour)	13	11	24
Weekday – 24-hour total (vehicle trips/day)	84	84	167

Based on the ITE estimate for the proposed land uses, the additional trip generation for the site would be about 167 vehicle trips on the average weekday. During the weekday morning peak hour, approximately 8 vehicles would enter and 8 vehicles would exit the site. Approximately 13 entering vehicles and 11 exiting vehicles are projected for the weekday evening peak hour.

AUXILIARY TURN LANE NEEDS EVALUATION

Midway Ranch Road is classified by CDOT as a two-lane Local CDOT frontage road (F-R) adjacent to the site. All auxiliary turn-lane design criteria below refer to Section 3.13(4), Category F-R (Frontage Road) from the Colorado State Highway Access Code.

Auxiliary Left-Turn Deceleration Lane

A left-turn deceleration lane is **not** required at either site access point, as the projected peak-hour northbound left-ingress turning volume would be less than 25 vehicles per hour (vph).

Auxiliary Right-Turn Deceleration Lane

An exclusive right-turn deceleration lane shall be provided for access on F-R roadways with a projected peak-hour ingress right-turning volume greater than 50 vph. Based on this analysis, the projected peak-hour volumes for the southbound right-turning movements at the site access points are **not** projected to exceed 50 vph.

CONCLUSIONS AND RECOMMENDATIONS

- The additional trip generation for the site would be about 167 vehicle trips on the average weekday.
- During the weekday morning peak hour, approximately 8 vehicles would enter and 8 vehicles would exit the site.
- Approximately 13 entering vehicles and 11 exiting vehicles are projected for the weekday evening peak hour.
- No auxiliary turn lanes would be required at the site accesses on Midway Ranch Road, based on projected site-generated volumes and criteria in the *State Highway Access Code*.
- CDOT comments dated February 28, 2019 indicate that, "The subject property has Access Permits in place for the Corvette Center and Cactus Creek Ranch, no additional access will be granted, and no new improvements will be needed. The existing and proposed variance is documented in the Access Permits existing, and if there is a significant change in use or new use of the property/parcels, a new Access Permit will need to be applied for."

* * * * *

Please contact me if you have any questions.

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

By: Jeffrey C. Hodsdon, P.E.
Principal

JCH:JAB:jas

Enclosure: Table 2
Site Plan Exhibit

Please discuss the road impact fee. Per email correspondence from the County attorney, any building/use for which required permitting was not attained and which they are now trying to legalize must pay the road impact fee.

Table 2

Table 2: Trip Generation Table

Code	ITE Description	Value	Units ²	Trip Generation Rates ¹						Total Trips Generated					
				Average Weekday		A.M.		P.M.		Average Weekday		A.M.		P.M.	
				In	Out	In	Out	In	Out	In	Out	In	Out		
-	Commercial Horse Stables ³	-	-	-	-	-	-	-	-	10	0	0	5	5	
220	Multi-Family Housing (Low-Rise)	10	DU	7.32	0.11	0.35	0.35	0.21	0.21	73	1	4	4	2	
240	Mobile Home Park	3	DU	5.00	0.08	0.18	0.29	0.17	0.17	15	0	1	1	1	
841	Automobile Sales (Used)	4	Employee	17.30	1.68	0.87	0.83	0.90	0.90	69	7	3	3	4	
								Total		167	8	8	13	11	

¹ Source: Trip Generation, 10th Edition, 2017, by the Institute of Transportation Engineers (ITE)

² DU = dwelling units

³ Trip generation estimates for horse stables provided by applicant. Up to ten horse owners are anticipated to live off-site in the long-term, an increase of three compared to the existing seven.

Site Plan



