planning does not have any comments.

FOX TUTTLE

Please add PCD File No. MS227

Also please include the El Paso County standard signature block. See attached file.

May 25, 2022

Commercial Building Services
C/O David Spratlen II
7561 S. Grant St. Suite A-4
Littleton, CO 80122
david@cbsconstruction.com

RE: Hampton Partners Trip Generation Letter – El Paso County, Colorado

The Fox Tuttle Transportation Group has completed a transportation analysis for the proposed development of a new contractor yard and storage located on the south side of Space Village Avenue and east of Peterson Boulevard in Colorado Springs, Colorado. The contractor yard and storage project does not plan to construct any buildings or store any vehicles on site. The subject property is approximately 21± acres between two adjacent lots and currently is used to store vehicles and has temporary buildings along the west side of the property. There is currently one full movement access into the west lot that serves the current business. Hampton Partners proposes to close the existing access and construct two new full-movement accesses on Space Village Avenue. A vicinity map is shown on **Figure 1**. The purpose of this traffic letter is to document the estimated trip generation of this project and to identify if additional traffic analysis is necessary.

Figure 1. Vicinity Map

Trip Generation

Typically, trips are estimated with data contained in the *Institute of Transportation Engineers (ITE) Trip Generation Manual*[1]; however, there is not a land use category for "contractor storage and yard" or a similar land use. To estimate the project trips, count data from other storage yards around the state were researched and utilized. Count data was gathered from three similar projects in western Colorado at existing contractor yards and storage to determine the trip rates for the unique land use type. The proposed land use is estimated to new trips, known as 'primary trips', which are trips made specifically to visit the site and would not have been made if the proposed project did not exist.

The collected trip rates were averaged to determine trip rates that would be applicable to the proposed project. Although the total size of the site is 21± acres, it was assumed that the usable land would be reduced by the required detention ponds and proposed landscaping along Space Village Avenue. It was conservatively assumed the contractor yard and storage will be a total of 19 acres. **Table 1** documents the trip rates and summarizes the anticipated trips for the proposed Hampton Partners Contractor Yard and Storage project for weekday daily, weekday AM, and weekday PM periods.

Table 1. Trip Generation Comparison

			Weekday											
			Average Daily Trips				AM Peak Hour Trips				PM Peak Hour Trips			
Land Use	**Size**	**Unit**	**Rate**	**Total**	**In**	**Out**	**Rate**	**Total**	**In**	**Out**	**Rate**	**Total**	**In**	**Out**
Research														
165 Remington Contractor Yard (Mesa Cty, CO)[1]	2.01	acres	16.92	34	17	17	1.99	4	3	1	1.49	3	2	1
Small Contractors Yard - US 6 and CR 240 (Garfield Cty, CO)[2]	4.93	acres	24.88	50	25	25	n/a				n/a			
Ute Creek Industrial Storage Yard (Eagle Cty, CO)[3]	20.0	acres	n/a				n/a				1.35	27	10	17
Average Trip Rates			***20.90***	***per acre***			***1.99***	***per acre***			***1.42***	***per acre***		
Proposed Project														
Hampton Partners Contractor Yard and Storage (El Paso Cty, CO)	19.0	acres	20.90	397	199	198	1.99	38	24	14	1.42	27	18	9

[1] *Source: SH 141 & Springfield Road Transportation Impact Study. McDowell Engineering, LLC. January 2019.*
[2] *Source: Small Contractors Yard Land Use Application. US Hwy 6 and County Road 240 (Bruce Road). Timerline Energy Inc. November 2013.*
[3] *Source: Ute Creek Industrial Storage Facility Expansion Traffic Impact Assessment. TDA Colorado, Inc. November 2010.*

[1] *Trip Generation Manual*. 11th Edition. Institute of Transportation Engineers. Washington, DC. 2021.

It is anticipated that the proposed Hampton Partners Contractor Yard and Storage project will generate up to 397 daily trips, with 38 trips occurring in the AM peak hour and 27 trips occurring in the PM peak hour. These volumes are expected to split between the two proposed accesses and are not anticipated to trigger the need for auxiliary lanes or a change in traffic control since volumes are significantly under the typical thresholds for these forms of mitigation measures.

Proposed Access

The existing full-movement access on Space Village Avenue is proposed to be closed and two new accesses are proposed to be constructed. The project accesses are proposed to be full-movement with side-street stop-control. The west access is planned to be located approximately 600 feet east of Command View and the east access will be located approximately 200 feet east of the west access. Each will serve one lot and it is understood that vehicles will not be able to circulate between the access intersections within the property.

Conclusions

It is anticipated that the existing roadway network, intersections, and proposed access can accommodate the Hampton Partners Contractor Yard and Storage trips since the associated trips were estimated to be minimal, less than one vehicle per minute in the peak hours, and the volumes not anticipated to trigger the need for mitigation measures. **Based on the trip generation analysis, no additional traffic analysis is necessary to support this project.**

Hopefully the contents of this memorandum are helpful. If you have any questions, please give me a call.

Please provide a Traffic memo per ECM appendix B. Section B.2 identifies the parameters and evaluation elements for the traffic memo. Section B.8 has the traffic report standards.

Please refer to ECM Chapter 2.4 for access design criteria for the two proposed access points. Please be sure to address the access design criteria in your report.

Additionally, Provide recommendations for the curb return radius at the access points for the vehicles that will utilize the site. Per ECM table 2-36 the typical design vehicle for industrial lots is a multi-unit truck.

Please provide a cost estimate and breakdown of road impact fees due.