

1. Please submit a revised traffic impact study for the proposed subdivision, Claremont Business Park 2 Filing No. 2.- Include analysis on the proposed design changes to El Jefe Heights from the previously approved plat and deviation requests in the study. The deviation request for a reduced centerline highlights a 100' centerline under a local (low volume) road.- Include discussion on the proposed improvements (see ECM Appendix B.6), triggers, and responsibility of developers (see ECM Appendix B.8). - Include updated ADT counts from the existing adjacent lots, an estimate of site trip generation (see past EAs for lots 8-10), and differences between the existing and estimated trip generation.

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CONSULT

Claremont Business Park (Tract C, Filing 2) Transportation Memorandum

Filing No. VR-23-003"

PCD No. SP197

(LSC #195040)

July 2, 2020*

4. Due to the amount of missing information on the TIS, the county reserves the right to additional comments on the following review.

Traffic Engineer's Statement

This traffic report and the information contained therein are prepared for the possible 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.

[Signature]

Steve Hammers

7-29-2020

Date

Lena Gail Case

7/29/2020

Date

Randle W. (Randy) Case II

Lena Gail Case

*minor revision 7/28/2020 per an EPC Comment

LSC Responses to TIS Redline Comments

Page: 1

☰ Number: 1 Author: Carlos Subject: Text Box Date: 8/18/2023 6:02:52 PM

Please submit a revised traffic impact study for the proposed subdivision, Claremont Business Park 2 Filing No. 2.- Include analysis on the proposed design changes to El Jefe Heights from the previously approved plat and deviation requests in the study. The deviation request for a reduced centerline highlights a 100' centerline under a local (low volume) road.- Include discussion on the proposed improvements (see ECM Appendix B.6), triggers, and responsibility of developers (see ECM Appendix B.8). - Include updated ADT counts from the existing adjacent lots, an estimate of site trip generation (see past EAs for lots 8-10), and differences between the existing and estimated trip generation.

↩ Author: jchodsdon Subject: Sticky Note Date: 8/21/2023 6:21:08 PM

LSC Response: Please see attachment containing itemized responses to these items.

💬 Number: 2 Author: jchodsdon Subject: Sticky Note Date: 8/21/2023 6:13:19 PM

LSC Responses to TIS Redline Comments:

☰ Number: 3 Author: Carlos Subject: Text Box Date: 8/18/2023 6:07:05 PM

Update "PCD Filing No. VR-23-003"

↩ Author: jchodsdon Subject: Sticky Note Date: 8/21/2023 6:20:55 PM

LSC Response: This PCD file number has been included on the cover of the TIS report for this application.

☰ Number: 4 Author: Carlos Subject: Text Box Date: 8/21/2023 5:42:22 PM

Due to the amount of missing information on the TIS, the county reserves the right to additional comments on the following review.

↩ Author: jchodsdon Subject: Sticky Note Date: 8/21/2023 6:21:19 PM

LSC Response: Comment Noted.

LSC Responses to Comment No. 2 in the TIS Redlines

Comment No. 2:

Please submit a revised traffic impact study for the proposed subdivision, Claremont Business Park 2 Filing No. 2.- Include analysis on the proposed design changes to El Jefe Heights from the previously approved plat and deviation requests in the study. The deviation request for a reduced centerline highlights a 100' centerline under a local (low volume) road.- Include discussion on the proposed improvements (see ECM Appendix B.6), triggers, and responsibility of developers (see ECM Appendix B.8). - Include updated ADT counts from the existing adjacent lots, an estimate of site trip generation (see past EAs for lots 8-10), and differences between the existing and estimated trip generation.

ANSPOR CONSULTANTS

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Claremont Business Park (Tract C Filing 2)

LSC Responses to each item within the above comment:

Please submit a revised traffic impact study for the proposed subdivision, Claremont Business Park 2 Filing No. 2.

LSC Response: Submitted as requested.

Include analysis on the proposed design changes to El Jefe Heights from the previously approved plat and deviation requests in the study. The deviation request for a reduced centerline highlights a 100' centerline under a local (low volume) road.

LSC Response: Analysis of El Jefe Heights design changes has been included in the TIS report.

Include discussion on the proposed improvements (see ECM Appendix B.6), triggers, and responsibility of developers (see ECM Appendix B.8).

LSC Response: A “Roadway Improvements” section has been included in the TIS report, including “triggers” and “responsibility.”

Include updated ADT counts from the existing adjacent lots,

LSC Response: The report includes traffic count data for morning and afternoon peak hours at the intersection of Meadowbrook Parkway/Gary Watson Point. The current ADT on Gary Watson Point has been estimated based on factored peak-hour counts and shown in the report.

Additionally, the current traffic turning to/from the east leg of this intersection (Gary Watson Point) provides a one-day “snapshot” of the peak-hour (AM and PM) trip generation of Lots 8-10. The trips are considered “baseline/background trips” in this report for Filing No. 2 and are discussed in the “Baseline/Background” section of the report. Trip generation at least as high as the previous TIS report estimates has been assumed in this report. For turning movements higher than the estimates in the TIS report, the actual count has been assumed.

[...comment continued] an estimate of site trip generation (see past EAs for lots 8-10), and differences between the existing and estimated trip generation.

LSC Response: The report includes a current trip generation estimate for Filing No. 2 – Lots 1, 2A, 2B and 3. The trip generation section and table include a comparison to the trip generation for this same area from the prior Preliminary Plan TIS report, with the differences.