



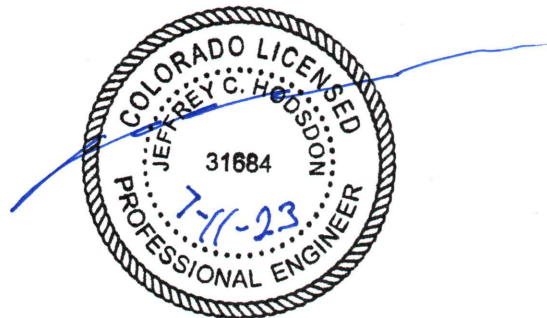
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Waterview East Commercial  
Traffic Impact and Access Analysis  
PUDSP-22-009  
(LSC #S214970)  
July 11, 2023

LSC  
Responses  
to TIS  
Redline  
Comments

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.

*Waterview Commercial Investor LLC*

*Heath A. Herber, mgr*


*7/11/2023*  
Date

# LSC Responses to TIS Redline Comments

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 Number: 1 Author: jchodsdon Subject: Text Box Date: 8/15/2023 12:47:58 PM

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[LSC Respones to TIS Redline Comments](#)

## PREVIOUS TRAFFIC REPORTS COMPLETED IN THE AREA

The site was included as part of the *Springs at Waterview East Preliminary Traffic Impact Analysis* dated August 24, 2018.

Appendix Table 1: Area Traffic Impact Studies includes a list of other traffic studies in the area of study completed within the past five years (that LSC is aware of) and is attached for reference. This study accounts for the land use, trip generation, and the roadway network included in these studies. Figure 2 shows the location of the other known developments in the area.

## LAND USE AND ACCESS

The site location is shown in Figure 1. Figure 2 presents a context map showing other area developments. The site plan for Waterview East Commercial is shown in Figure 3.

### Land Use

Figure 3 shows the proposed site plan for the 22-acre Waterview East Commercial development. The 2018 Springs at Waterview East TIS assumed the site would be developed with about 148,000 square feet of general-retail floor space. The site is now planned to be developed with about 174,000 square feet of floor space including a mix of general retail, fast food restaurant, gas station, and mini storage uses.

### Access


Two full-movement access points are proposed to Frontside Drive, an Urban Non-Residential Collector. As shown on Figure 3, the proposed access spacing exceeds 330 feet, which is the allowed spacing for Urban Non-Residential Collectors when intersecting local roadways. The Springs at Waterview East Preliminary Plan showed the southwest access as a modern roundabout. A roundabout intersection is no longer needed. The south end of this commercial site is now planned to be developed for mini-storage, which is a much less intense use (from a traffic standpoint) than typical shopping center/retail/service land uses that were previously planned for this area. Due to the topographic and grading conditions of the main commercial parcel to the north, the mini-storage parcel is separated by a grade barrier. This means these shopping center/retail/service uses and associated entering/exiting traffic turning movements will be separated from the proposed self-storage use. It is our understanding that the Trails at Aspen Ridge developer is responsible for the design of Frontside Drive as part of the final plat of the adjacent land. This will include the removal of the roundabout intersection at this location.

An additional right-in-only access is proposed to Legacy Hill Drive about 320 feet south of Frontside Drive. This access will require a deviation to the El Paso County Access Manual. A deviation was included with the prior submittal. Figure 4 shows the location of the proposed right-in only access.

Ensure TAR developer is aware of removal of roundabout.

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 Number: 1      Author: CDurham    Subject: Text Box    Date: 8/14/2023 3:30:09 PM

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[Ensure TAR developer is aware of removal of roundabout.](#)

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 Author: jchodsdon    Subject: Sticky Note      Date: 8/15/2023 1:10:10 PM

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LSC Response: It is our understanding that the applicant has notified the Trails at Aspen Ridge (TAR) developer about this change, and a letter will be provided by TAR confirming that are aware of the change.



It is our understanding that the Trails at Aspen Ridge developer is responsible for the design of Frontside Drive as part of the final plat of the adjacent land. This will include the removal of the roundabout intersection at this location.

Given the significantly reduced traffic volumes southwest of the main access to this development, the horizontal curve with a 200-foot radius, the relatively short distance through the curve to the Moose Meadow Street/Sidewinder Drive intersection (Frontside Drive will form the north leg of this intersection and there will be about 200' between the south end of the horizontal curve to the intersection), LSC suggests consideration of the following as part of the design of Frontside Drive:

- The segment adjacent to the mini-storage parcel south to the Moose Meadow Street/Sidewinder Drive intersection should be considered a “transition segment” approaching the residential neighborhood.
- Posting a 25-mph speed limit sign for southwest-bound traffic just upstream of the horizontal curve near the mini-storage access, potentially with the “NEIGHBORHOOD” supplemental panel above the sign. The reduced regulatory speed would be consistent with the entry to the neighborhood and the 200-foot radius curve near the mini-storage access.
- For added emphasis of the horizontal curve and to supplement the recommended speed limit sign prior to the curve, LSC recommends posting Chevron Alignment signs (MUTCD W1-8) for southwest-bound traffic per MUTCD Section 2C.09 on the outside of the curve.
- LSC recommends the future subdivision on the east side of Frontside drive be designed such that privacy fences, landscaping, structures, etc. on the inside of the horizontal curve near the mini-storage access on the inside of the curve allow sight distance along Frontside Drive to meet the criteria in *ECM* section 2.3.3 Horizontal Alignment and section 2.3.6.C Stopping Sight Distance on Horizontal Curve. The 35-mph speed limit sign in the northbound direction should be placed just downstream of this horizontal curve, rather than upstream of it.


Unresolved Review 2 Comment: The original prelim and the PUDSP <sup>1</sup> for Trails at Aspen Ridge anticipated a roundabout at Frontside Drive. This commercial development is revising the plan to omit the roundabout. Provide analysis and discussion of the impact the current layout has in omitting the roundabout. Discuss traffic patterns/counts and compare to submitted TIS done in the area. Provide documentation that this development has contacted the developer for Trails at Aspen Ridge regarding the modification. Final plats associated with TAR show a proposed roundabout and account for that in their TIS.

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Number: 1      Author: Carlos      Subject: Callout      Date: 8/14/2023 3:25:12 PM

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Unresolved Review 2 Comment: The original prelim and the PUDSP for Trails at Aspen Ridge anticipated a roundabout at Frontside Drive. This commercial development is revising the plan to omit the roundabout. Provide analysis and discussion of the impact the current layout has in omitting the roundabout. Discuss traffic patterns/counts and compare to submitted TIS done in the area. Provide documentation that this development has contacted the developer for Trails at Aspen Ridge regarding the modification. Final plats associated with TAR show a proposed roundabout and account for that in their TIS.

 Author: jchodsdon      Subject: Sticky Note      Date: 8/15/2023 3:30:26 PM

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LSC Response: Per a phone conversation between J. Hodsdon and Ms. Durham on August 14, 2023, the report has been revised to include an additional item in the "DEVIATIONS" section of the updated TIS to address this comment and removal of the roundabout. This additional text reads as follows: "

*Note: a deviation may be required for the centerline curve radius on Frontside Drive near the south site access. Although the above explains how the south portion of Frontside Drive can be considered a "transition section" to the Urban Local street to the south (note: that the local street radius standard is 200 feet), the standard centerline radii is 565-feet on a Non-Residential Collector street. The Preliminary Plan shows a 200' radius. After a brief discussion with staff on August 14th, it was agreed that a deviation, if needed, be prepared later in conjunction with the design of Frontside Drive. It our understanding that the Trails at Aspen Ridge developer is responsible for the design of Frontside Drive as part of the final plat of the adjacent land. Any required, associated deviations would be submitted at that time, with the plat and/or street design plan submittal.*

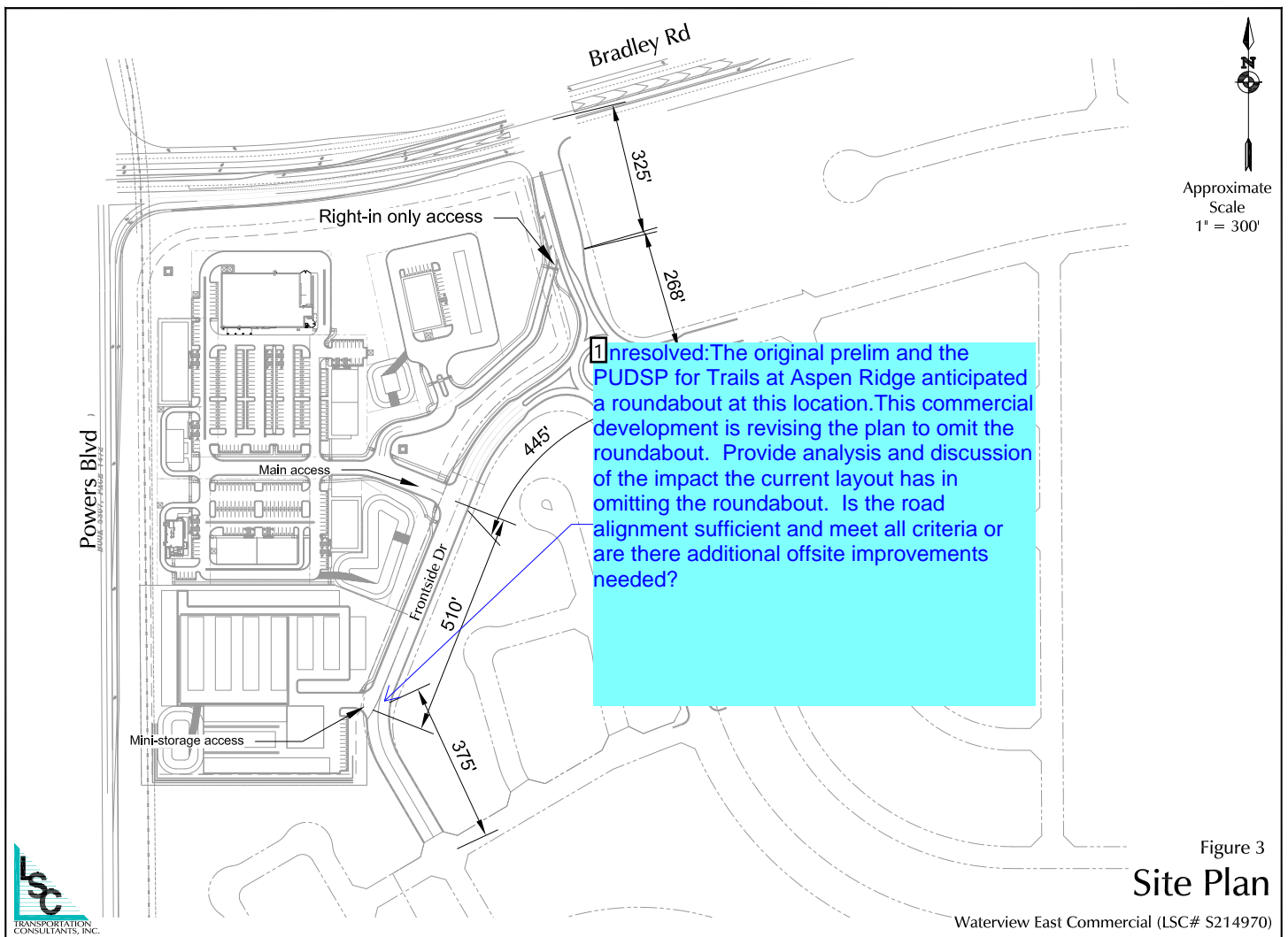



Figure 3  
Site Plan

Waterview East Commercial (LSC# S214970)


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 Number: 1      Author: CDurham      Subject: Callout      Date: 8/14/2023 3:24:44 PM

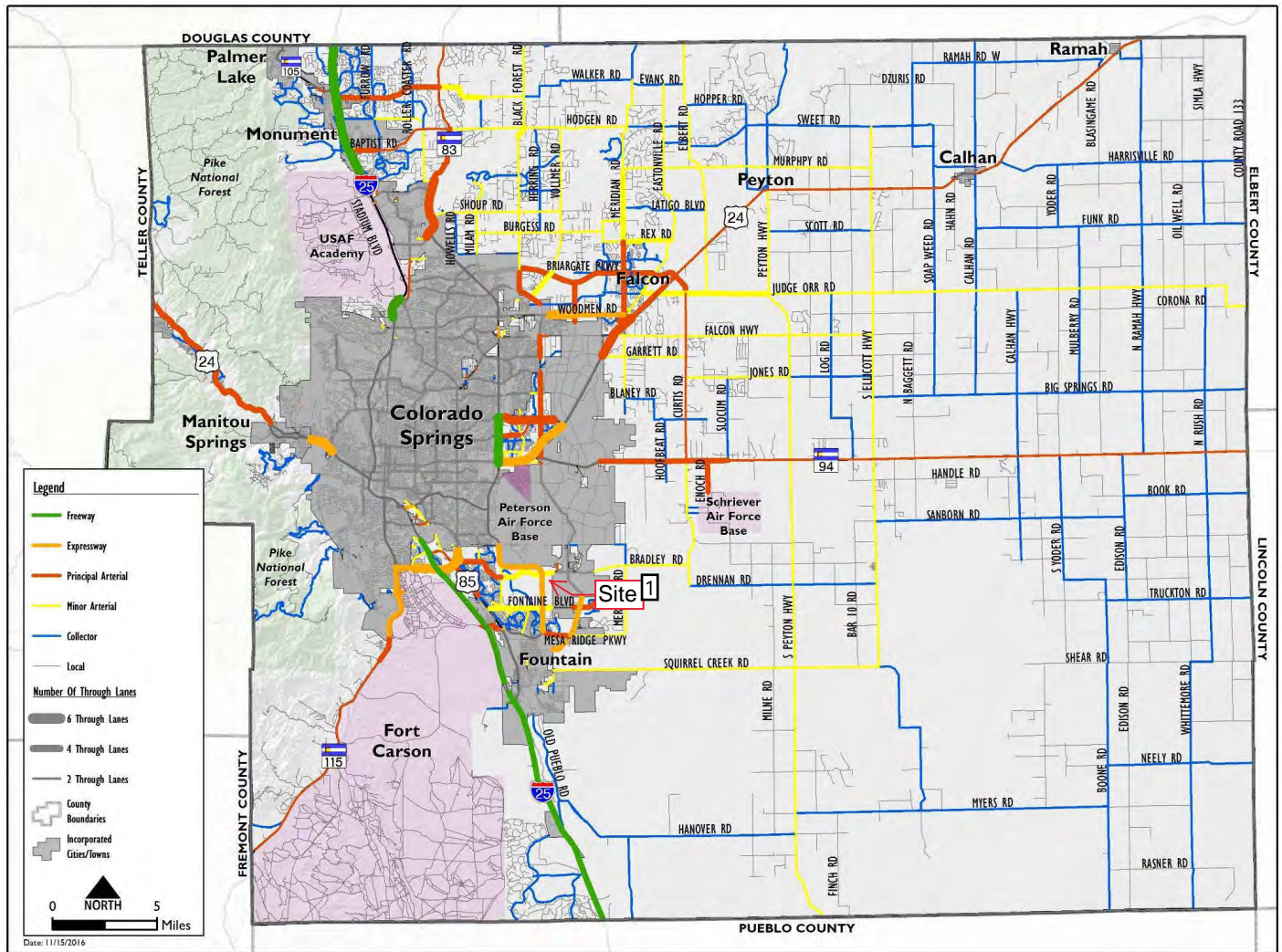
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Unresolved: The original prelim and the PUDSP for Trails at Aspen Ridge anticipated a roundabout at this location. This commercial development is revising the plan to omit the roundabout. Provide analysis and discussion of the impact the current layout has in omitting the roundabout. Is the road alignment sufficient and meet all criteria or are there additional offsite improvements needed?

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 Author: jchodsdon      Subject: Sticky Note      Date: 8/15/2023 1:09:07 PM  
LSC Response: Please refer to the response to the above comment.

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**Map 14: 2040 Roadway Plan (Classification and Lanes)**





Map 17: 2060 Corridor Preservation

