

To: Elizabeth Nijkamp, PE  
Public Works

From: Brian Horan, P.E., PTOE  
Galloway

Date: February 16, 2024

Re: **Murphy Oil – El Paso County, CO  
Traffic Conformance Letter**



## INTRODUCTION

This memorandum provides the results of a traffic conformance analysis performed in support of an approximately 1.11-acre lot located in El Paso County, Colorado. The site is located north of Eastonville Road, west of Meridian Road and in the northeast quadrant of the Falcon Market Place/Eastonville Road roundabout and is currently vacant. The site location is shown on Figure 1.

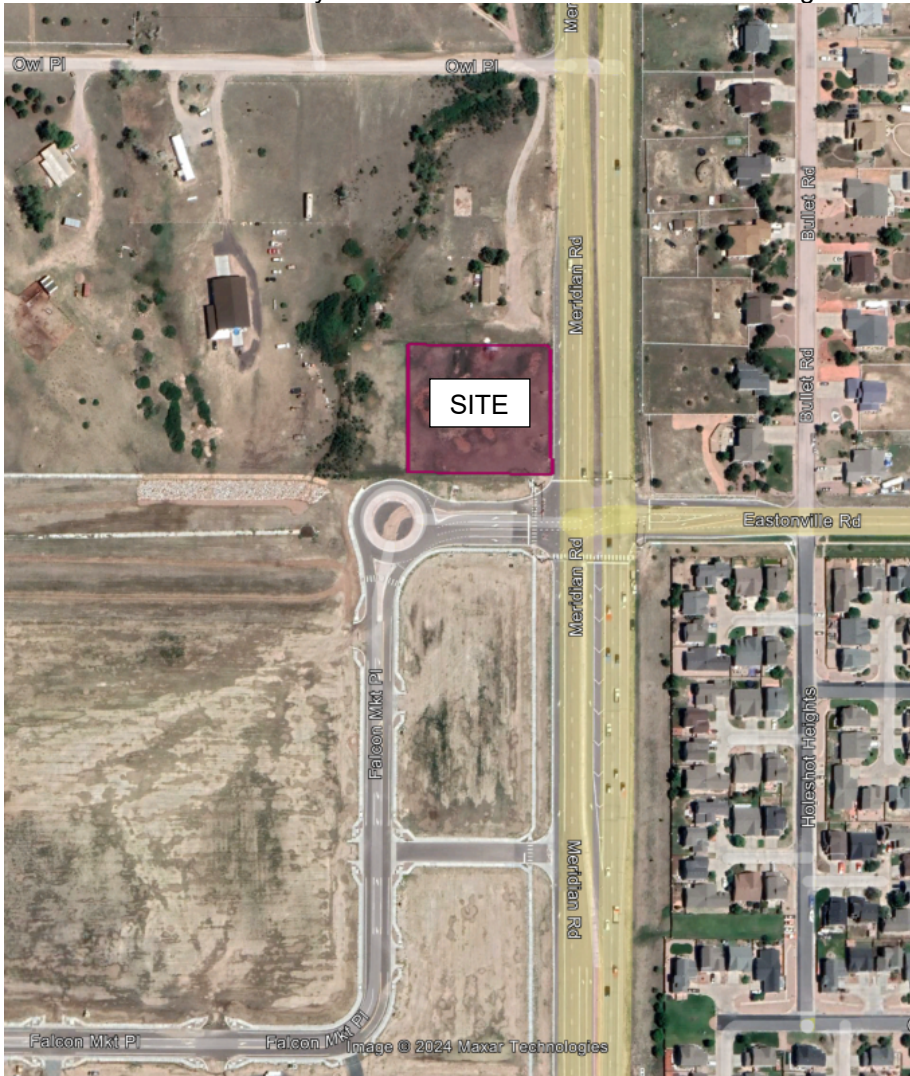


Figure 1 – Site Location

**BACKGROUND**

The subject site was previously studied as a gas station with convenience store as part of a larger proposed development, Owl Place Commercial, which was supported by a Traffic Impact Study (TIS) approved on May 11, 2023, and amended December 21, 2023, by SM Rocha, LLC. The subject site was specifically studied as the southernmost use in the TIS and the overall development analyzed a mix of auto oriented uses. The full site plan for Owl Place Commercial is shown on Figure 2.

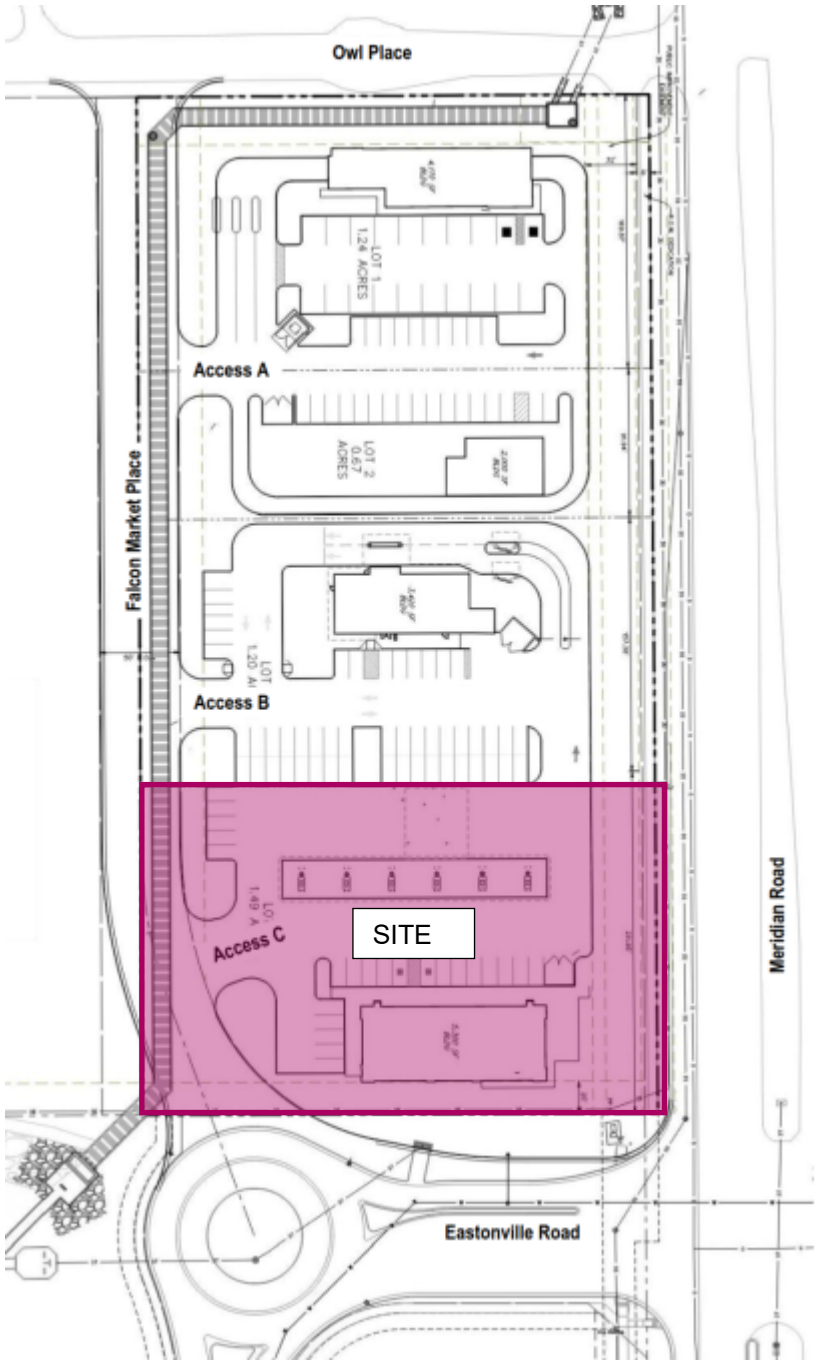


Figure 2 – Owl's Place Commercial

The TIS analyzed the area which encompasses the subject site with the following use:

- 5.3 KSF Gas Station & Convenience Store with 12 FP
- 3.4 KSF Fast Food Restaurant & Drive Through
- 2.0 KSF Coffee Shop & Drive Though
- 1 Tunnel Automated Car Wash

Excerpts from the TIS are included as Attachment I.

The Applicant, Murphy Oil, proposes to develop the subject site within the larger development with a gas station with convenience store use. Specifically, the Applicant is proposing a 2.6 KSF convenience store and 12 fueling position (FP) gas station use. A full-sized copy of the site plan is provided as Attachment II.

The following memorandum has been prepared for the County as required. The purpose is to confirm that the currently proposed gas station & convenience store use is in conformance with the approved TIS.

### PROPOSED DEVELOPMENT

The Applicant is proposing a 2.6 KSF convenience store and 12 FP gas station use for the subject site in place of the previously assumed 5.3 KSF convenience store and 12 FP gas station use in the approved TIS. Additionally, during the course of review the Access C shown in Figure 2 was removed to provide better access spacing to the other uses as well as the roundabout to the south. The proposed development represents fewer trips due to the smaller convenience store size as well as a better access configuration. A site distance exhibit was provided within the TIS to show how the currently proposed layout would meet sight distance and access spacing requirements. This is shown below as Figure 3.

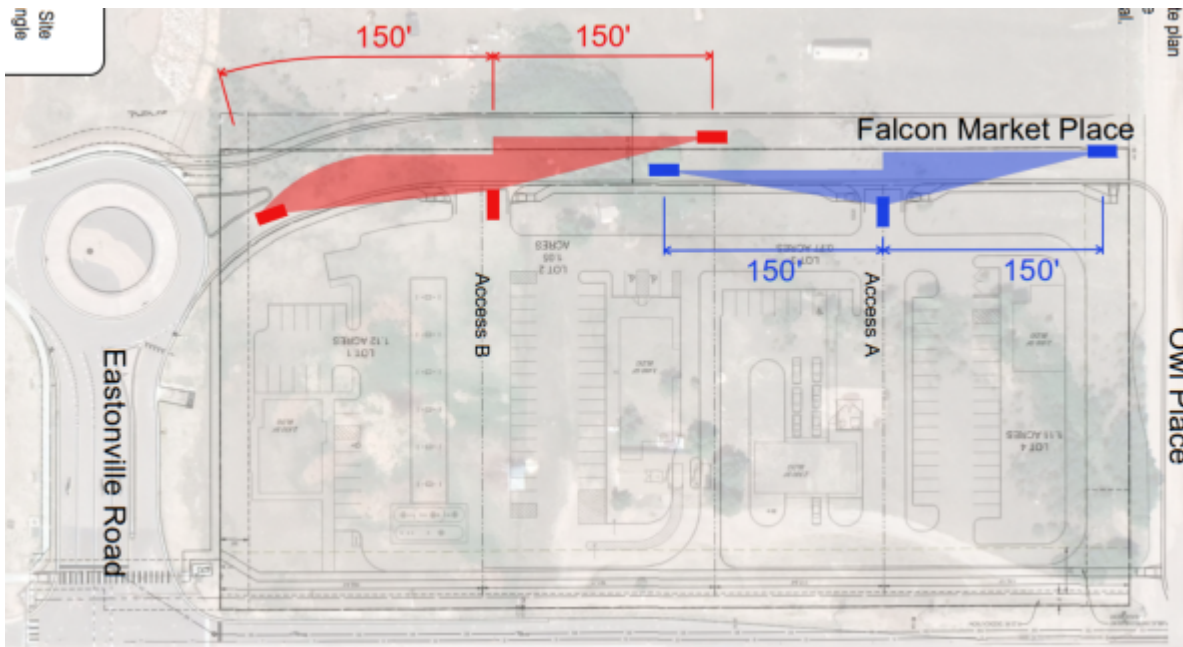


Figure 3 – Owl's Place Commercial

## TIS RECOMMENDATIONS

The TIS concluded that “the site generated traffic is expected to create no negative impact upon consideration for, and application of, all applicable roadway and intersection improvements identified in the approved TIS. All conclusions and recommendations presented in the previous site traffic study remain valid.” Since the proposed development represents fewer site trips as well as an improved access condition, the conclusions and recommendations of the approved TIS would remain valid.

## CONCLUSIONS

The conclusions of this analysis are as follows:

1. The subject site was previously contemplated as a single lot use within the larger Owl Place Commercial TIS.
2. According to the Owl Place Commercial Traffic Impact Study (TIS) approved on May 11, 2023, and amended December 21, 2023, by SM Rocha, LLC, the subject site was analyzed with the following use:
  - 5.3 KSF convenience store and 12 FP gas station use.
3. Improvements to the local network as recommended by the TIS have been or are being constructed by the overall developer.
4. The Applicant, Murphy Oil, proposes to develop the subject site with a 2.6 KSF convenience store and 12 FP gas station use.
5. The project would consolidate access and share access with the use to the north to provide the greatest separation possible from the roundabout as well as to the accesses to the north.
6. Based on the reduction of convenience store size as well as the consolidation and improvement of access conditions, the proposed gas station & convenience store use would not negatively impact the conclusions of the TIS. The traffic impacts associated with the proposed use would be adequately accommodated by the constructed/proposed road network without the need for additional improvements.

We trust that the information contained herein satisfies the request of El Paso County, CO. If you have any questions or need further information, please contact Brian Horan at [BrianHoran@gallowayus.com](mailto:BrianHoran@gallowayus.com) or 303-770-8884.

# **Attachment I**

**Owl Place Commercial – Traffic Impact Study approved on May 11, 2023, and amended December 21, 2023, by SM Rocha, LLC Excerpts**



## SM ROCHA, LLC

TRAFFIC AND TRANSPORTATION CONSULTANTS

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December 21, 2023

Brian Zurek  
Double Tree Ventures  
4148 N Arcadia Drive  
Phoenix, AZ 85018

**RE: Owl Place Commercial / Traffic Impact Study Addendum  
El Paso County, Colorado**

Dear Brian,

SM ROCHA, LLC is pleased to provide traffic information for the development entitled Owl Place Commercial. This development is located at the northwest corner of the intersection of Meridian Road with Eastonville Road in El Paso County, Colorado.

The intent of this analysis is to present updated traffic impact analyses for short-term and long-term build-out scenarios pursuant to the latest proposed site plan, land uses, and access locations. This analysis is provided as an addendum to the previously approved Owl Place Commercial Traffic Impact Study<sup>1</sup>.

The following is a summary of analysis results.

### **Site Description and Access**

Land for the development is currently occupied by a single-family dwelling unit and is surrounded by a mix of residential, commercial, and open space land uses. The proposed development is understood to entail the new construction of two fast-food restaurants with drive-throughs totaling approximately 5,500 square feet, one quick lubrication vehicle shop approximately 2,500 square feet in size, and one 2,800 square foot gas station convenience store supporting 12 vehicle fueling positions.

Proposed access to the development is provided at the following locations: two full-movement accesses onto the planned extension of Falcon Market Place (referred to as Access A and Access B).

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<sup>1</sup> Owl Place Commercial Traffic Impact Study, SM Rocha LLC, April 2023.

A conceptual sight distance exhibit, illustrating an approximate intersection sight distance triangle for site access, is included for reference in Attachment A. This two-dimensional exhibit does not consider potential landscaping or utility obstructions and is provided for illustrative purposes only.

General site and access locations are shown on Figure 1. A conceptual site plan, as prepared by Drexel, Barrell & Co., is shown on Figure 2. This plan is provided for illustrative purposes only.



Not to Scale

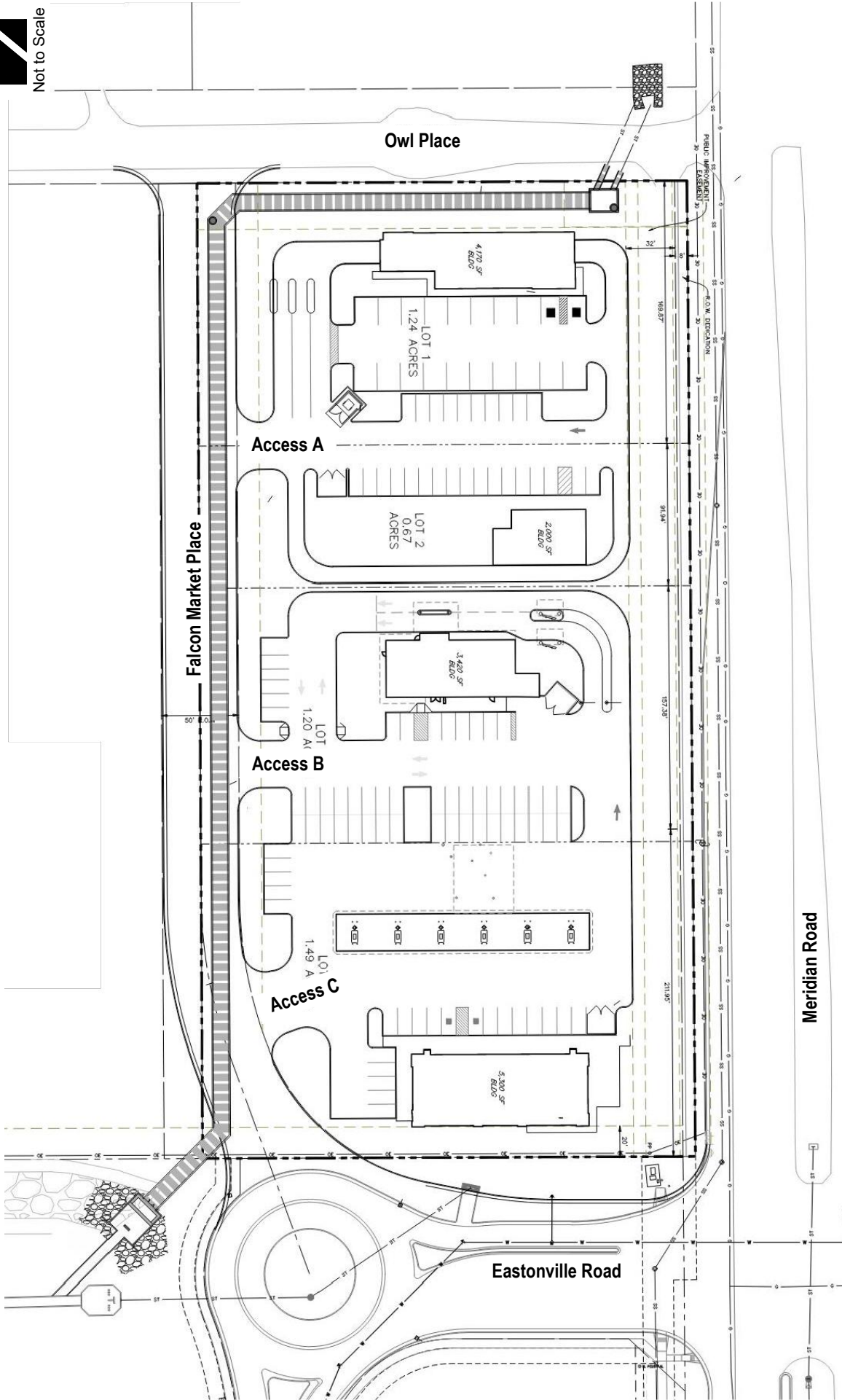


**OWL PLACE COMMERCIAL**  
Traffic Impact Study

**SM ROCHA, LLC**  
Traffic and Transportation Consultants

**Figure 1**  
**SITE LOCATION**





## Vehicle Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation Manual, 11<sup>th</sup> Edition, were applied to the previously approved and proposed land uses in order to estimate the average daily traffic (ADT) and peak hour vehicle trips. A vehicle trip is defined as a one-way vehicle movement from point of origin to point of destination.

Table 1 presents average trip generation rates for previously approved land uses and the proposed development areas. Use of average trip generation rates presents a conservative analysis. ITE land use codes 934 (Fast-Food Restaurant with Drive-Through Window), 937(Coffee/Donut Shop with Drive-Through Window), 941 (Quick Lubrication Vehicle Shop), 945 (Convenience Store/Gas Station), and 948 (Automated Car Wash) were used for analysis because of their best fit to the previously approved and proposed land uses.

**Table 1 – Trip Generation Rates**

ITE CODE	LAND USE	UNIT	TRIP GENERATION RATES						
			24	AM PEAK HOUR			PM PEAK HOUR		
			HOUR	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
934	Fast-Food Restaurant w/DTW	KSF	467.48	22.75	21.86	44.61	17.18	15.85	33.03
937	Coffe/Donut Shop w/DTW	KSF	533.57	43.80	42.08	85.88	19.50	19.50	38.99
941	Quick Lubrication Vehicle Shop	KSF	69.57	4.35	1.45	5.80	3.65	5.05	8.70
945	Convenience Store/Gas Station	KSF	700.43	28.26	28.26	56.52	27.26	27.26	54.52
948	Automated Car Wash	CWT	775.00	*	*	*	38.75	38.75	77.50

Key: KSF = Thousand Square Feet Gross Floor Area. CWT = Car Wash Tunnel.

\* = ITE does not report significant AM peak hour generation due to the nature of the buisness (ie. Operating hours typically open after AM peak)

Note: All data and calculations above are subject to being rounded to nearest value.

Table 2 summarizes the projected ADT and peak hour traffic volumes likely generated by the land use area proposed and provides comparison to traffic volume estimates for the previously approved land uses.

**Table 2 – Trip Generation Summary**

ITE CODE	LAND USE	SIZE	TOTAL TRIPS GENERATED							
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR			
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	
<u>Site Development - Previously Approved</u>										
934	Fast-Food Restaurant w/DTW	3.4 KSF	1,599	78	75	153	59	54	113	
937	Coffe/Donut Shop w/DTW	2.0 KSF	1,067	88	84	172	39	39	78	
945	Convenience Store/Gas Station	5.3 KSF	3,712	150	150	300	144	144	289	
948	Automated Car Wash	1.0 CWT	775	*	*	*	39	39	78	
<i>Previously Approved Total:</i>			<i>7,153</i>	<i>315</i>	<i>309</i>	<i>624</i>	<i>281</i>	<i>276</i>	<i>557</i>	
<u>Site Development - Proposed</u>										
934	Fast-Food Restaurant w/DTW	5.5 KSF	2,562	125	120	244	87	87	174	
941	Quick Lubrication Vehicle Shop	2.5 KSF	174	11	4	15	13	13	25	
945	Convenience Store/Gas Station	2.8 KSF	1,982	80	80	160	77	77	154	
<i>Proposed Total:</i>			<i>4,718</i>	<i>216</i>	<i>203</i>	<i>419</i>	<i>177</i>	<i>177</i>	<i>353</i>	
<b><i>Difference Total:</i></b>			<b><i>-2,435</i></b>	<b><i>-100</i></b>	<b><i>-105</i></b>	<b><i>-205</i></b>	<b><i>-104</i></b>	<b><i>-100</i></b>	<b><i>-204</i></b>	

Key: KSF = Thousand Square Feet Gross Floor Area. CWT = Car Wash Tunnel.  
\* = ITE does not report significant AM peak hour generation due to the nature of the business (ie. Operating hours typically open after AM peak)  
Note: All data and calculations above are subject to being rounded to nearest value.

As Table 2 shows, the proposed development area has the potential to generate approximately 4,718 daily trips with 586 of those occurring during the morning peak hour and 528 during the afternoon peak hour. Table 2 further shows how proposed development traffic volumes do not exceed those approved in the Owl Place Commercial Traffic Impact Study.

### Adjustments to Trip Generation Rates

A development of this type is likely to attract pass-by trips from the adjacent roadway system. ITE defines a pass-by trip as an intermediate stop on the way from an origin to a primary trip destination without a route diversion. Due to this behavior, pass-by trips are not considered as “new” traffic generated by the development since the trips are already present on the roadway network enroute to their primary destination.

Pass-by trips are especially to fast-food restaurant, coffee/donutshop, and gas station land uses given the convenience provided by these businesses on the way to another primary destination such as a place of work or home. As example, published ITE Pass-by and diverted link trip data indicates an average trip generation reduction rate of 49 percent during the AM peak traffic hour and 50 percent during the PM peak traffic hour as typical to fast-food restaurants with drive-through window.

Table 3 illustrates projected ADT, AM Peak Hour, and PM Peak Hour traffic volumes likely generated by the previously approved development and proposed development upon build-out with reductions applied due to pass-by trips. Average daily (24-Hour) pass-by trip percentages were estimated as the average between the AM and PM peak hour rates indicated by ITE.

**Table 3 – Trip Generation Summary with Pass-By Trip Reductions**

ITE CODE	LAND USE	SIZE	TOTAL NEW TRIPS GENERATED							
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR			
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	
<u>Site Development - Previously Approved</u>										
		<i>Pass-By Trip Reduction:</i>	50%	49%	49%	49%	50%	50%	50%	
934	Fast-Food Restaurant w/DTW	3.4 KSF	807	40	38	78	29	27	56	
		<i>Pass-By Trip Reduction:</i>	60%	60%	60%	60%	60%	60%	60%	
937	Coffe/Donut Shop w/DTW	2.0 KSF	427	35	34	69	16	16	31	
		<i>Pass-By Trip Reduction:</i>	59%	62%	62%	62%	56%	56%	56%	
945	Convenience Store/Gas Station	5.3 KSF	1,522	57	57	114	64	64	127	
		<i>Pass-By Trip Reduction:</i>	0%	0%	0%	0%	0%	0%	0%	
948	Automated Car Wash	1.0 CWT	775	*	*	*	39	39	78	
		<i>Previously Approved Total:</i>	3,531	132	129	260	147	145	292	
<u>Site Development - Proposed</u>										
		<i>Pass-By Trip Reduction:</i>	50%	49%	49%	49%	50%	50%	50%	
934	Fast-Food Restaurant w/DTW	5.5 KSF	1,294	64	61	125	47	43	91	
		<i>Pass-By Trip Reduction:</i>	0%	0%	0%	0%	0%	0%	0%	
941	Quick Lubrication Vehicle Shop	2.5 KSF	174	11	4	15	9	13	22	
		<i>Pass-By Trip Reduction:</i>	59%	62%	62%	62%	56%	56%	56%	
945	Convenience Store/Gas Station	2.8 KSF	813	30	30	61	34	34	68	
		<i>Proposed Total:</i>	2,280	105	95	200	90	90	180	
		<b><i>Difference Total:</i></b>	<b>-1,251</b>	<b>-27</b>	<b>-34</b>	<b>-60</b>	<b>-57</b>	<b>-55</b>	<b>-112</b>	

Key: KSF = Thousand Square Feet Gross Floor Area. CWT = Car Wash Tunnel.  
 \* = ITE does not report significant AM peak hour generation due to the nature of the business (ie. Operating hours typically open after AM peak)  
 Note: All data and calculations above are subject to being rounded to nearest value.

Upon build-out and with consideration for pass-by trip reductions, Table 3 illustrates that the proposed development has the potential to generate approximately 2,280 daily trips with 200 of those occurring during the morning peak hour and 180 during the afternoon peak hour. Furthermore, Table 3 continues to show how the proposed development does not exceed estimates originally anticipated in the previously approved traffic study.

## **Trip Distribution & Assignment**

The overall directional distribution was previously established by the corresponding traffic impact study. However, due to the proposed changes in anticipated land uses, distribution and assignment of site-generated traffic has been updated. These updated trip distribution patterns to site-generated traffic provide the overall site-generated trips at study intersections upon build-out for Years 2024 and Year 2040, which are shown on Figure 3 and 4, respectively.

It is to be noted that the overall site-generated trip assignments shown on Figures 3 and 4 represent the combination of both primary trip generation and pass-by trips. Due to the application of pass-by trips, some negative site-generated trips are shown at the study intersections. These negative trips are the result of redistributing existing through volumes along Meridian Road to site-generated ingress volumes.

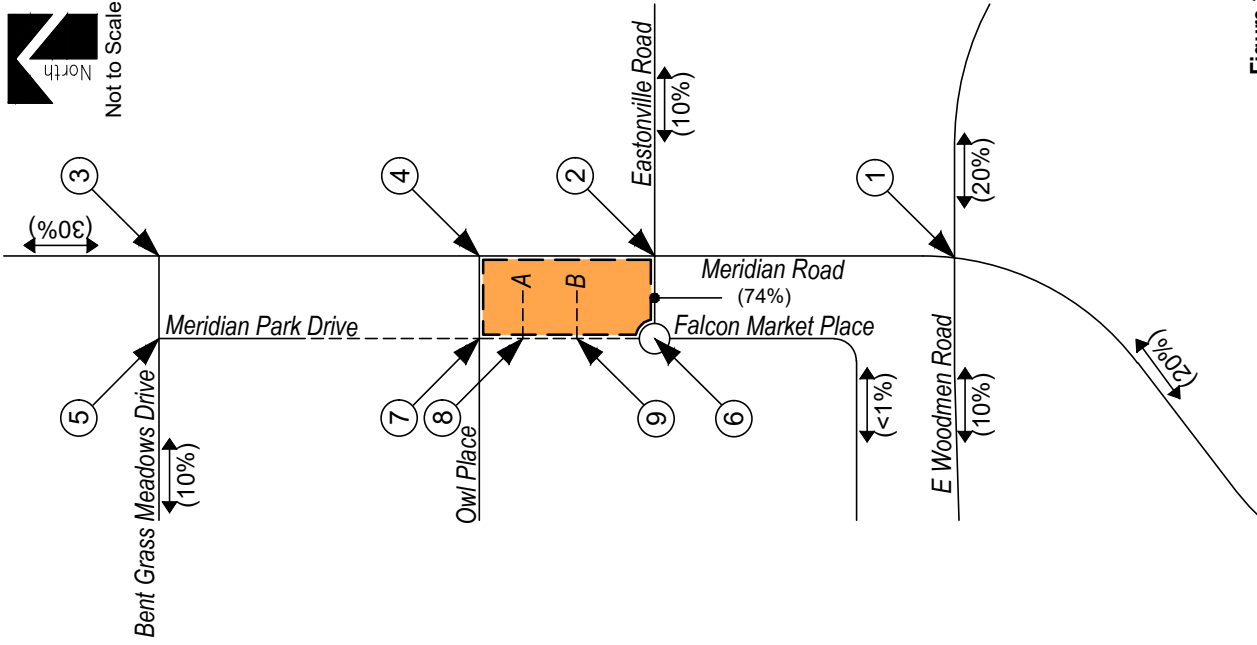
## **Owl Place – Interim Right-In Only Access**

Pursuant to planned roadway improvements, as identified in the previously approved traffic impact study, it is anticipated that Meridian Road will be widened to six through lanes, and with completion of Falcon Market Place, the intersection of Owl Place and Meridian Road will be closed. However, until these improvements occur an interim condition may allow for continued use of the intersection as a restricted right-in only access as shown on Figure 2. Therefore, Year 2024 total traffic conditions analyze the access as a right-in only upon site development build-out. It is noted that this configuration can utilize the existing southbound right turn lane that begins at Bent Grass Meadows Drive until such time that roadway widening is required.

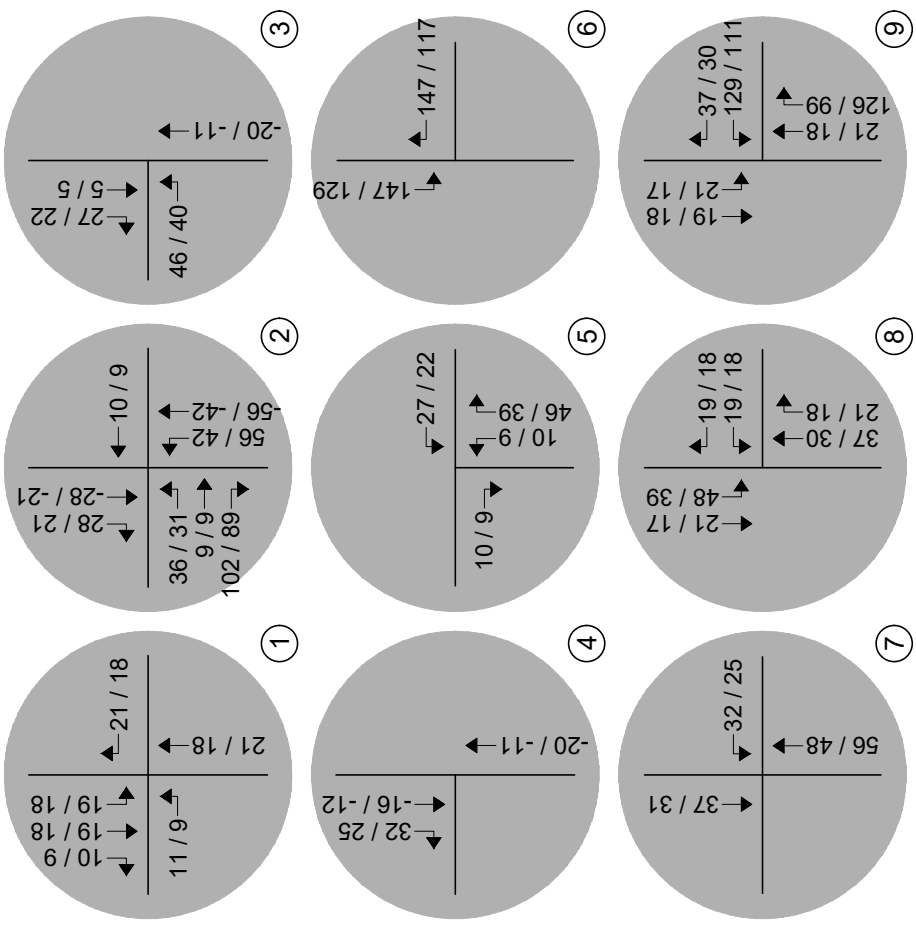
## **Total Traffic Analysis Results Upon Development Build-Out**

Total traffic is the traffic projected to be on area roadways with consideration of the proposed development. Total traffic includes background traffic projections for Years 2024 and 2040 as established within the Owl Place Commercial Traffic Impact Study, Figure 5 and 6, with consideration of the updated site-generated traffic.

The following Figures 5 and 6 show the projected total traffic volumes for Year 2024 and Year 2040, respectively.



**Figure 3**  
**SITE DEVELOPMENT DISTRIBUTION - YEAR 2024**  
 (%): Overall  
**SITE-GENERATED**  
 AM / PM Peak Hour

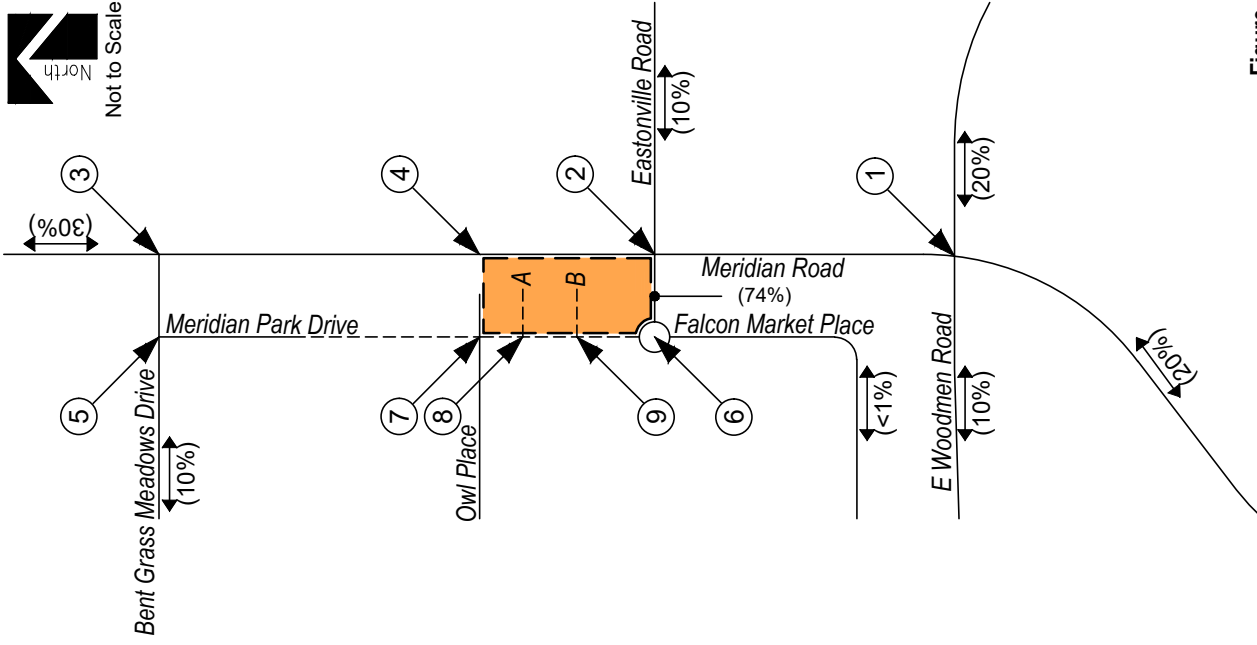


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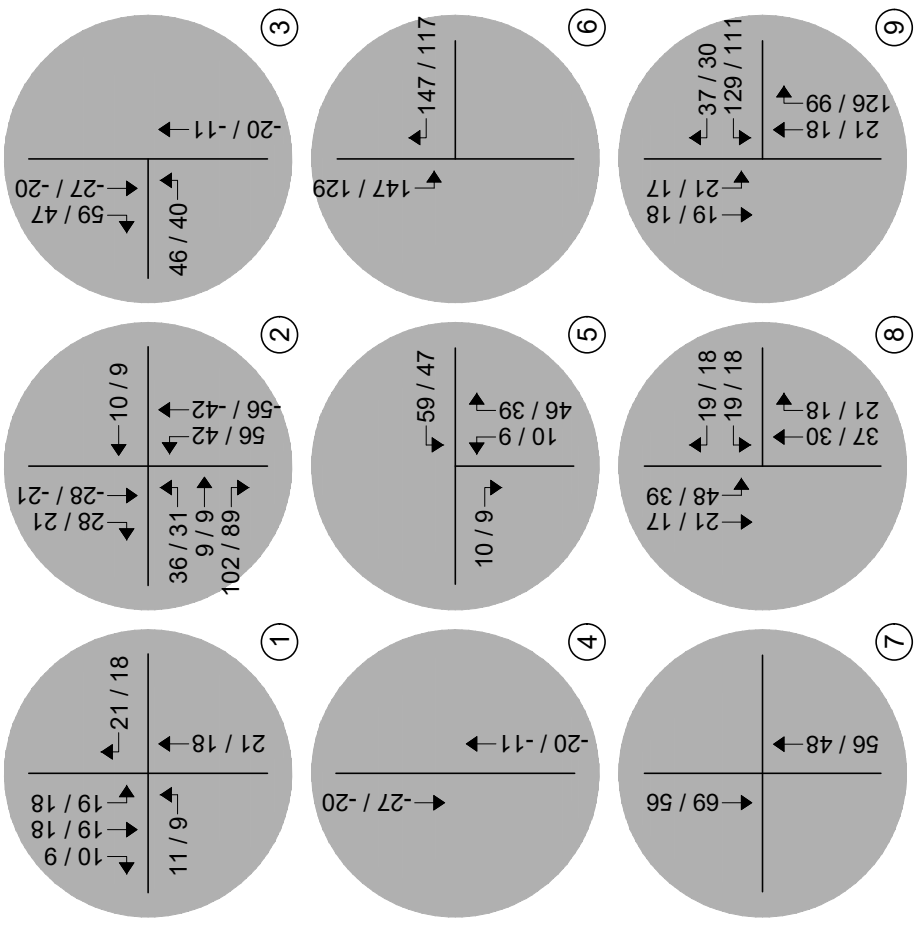
- Study Intersection
- Development Site



Not to Scale



**Figure 4**  
**SITE DEVELOPMENT DISTRIBUTION - YEAR 2040**  
 (%): Overall  
**SITE-GENERATED**  
 AM / PM Peak Hour



**LEGEND**

- Study Intersection
- Volumes
- Development Site

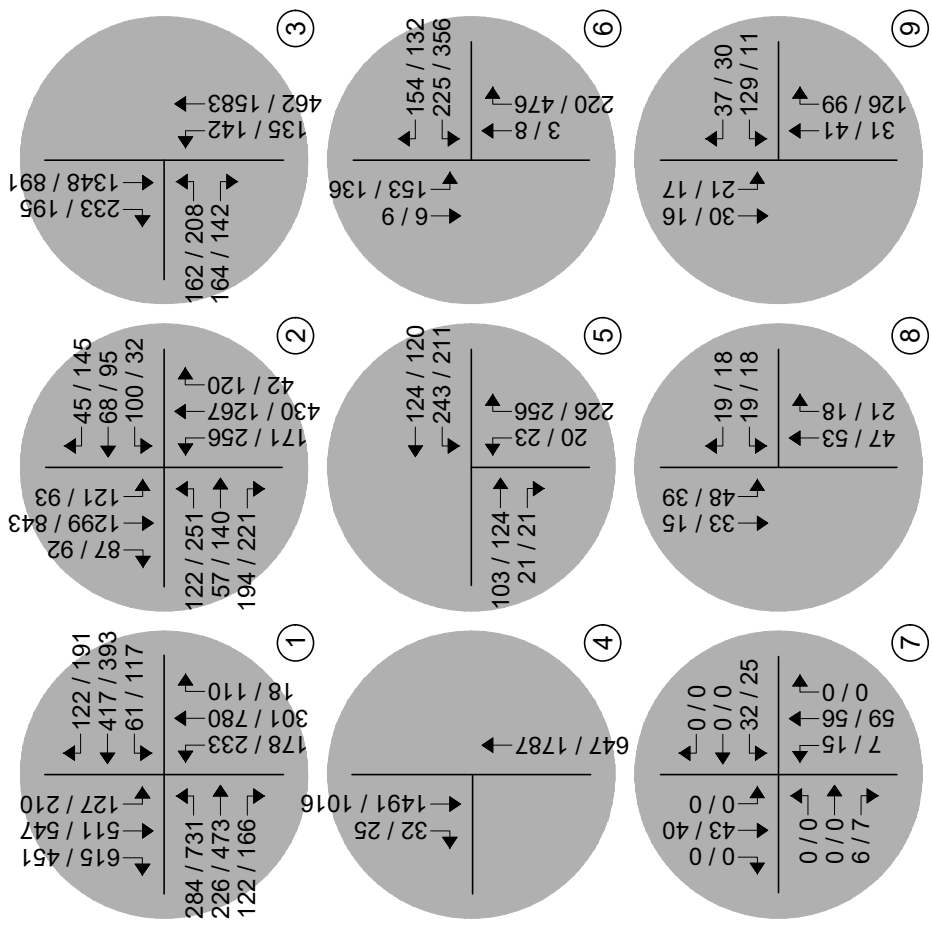
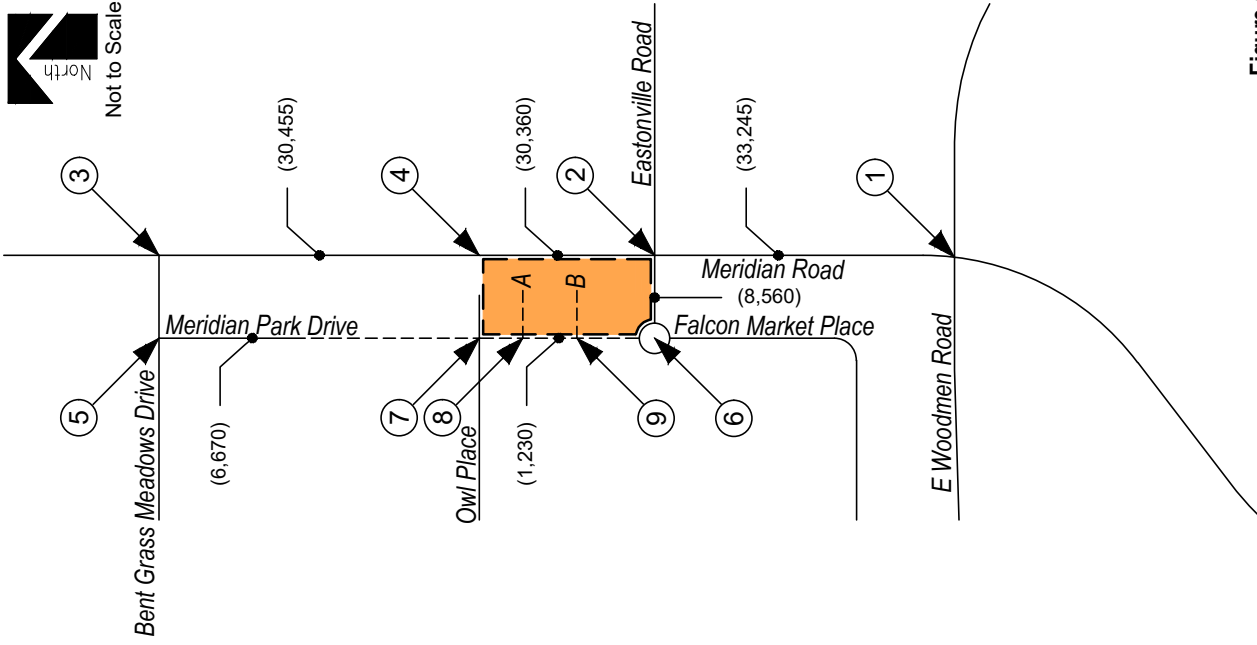
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**LEGEND**

- Study Intersection
- Volumes
- Development Site

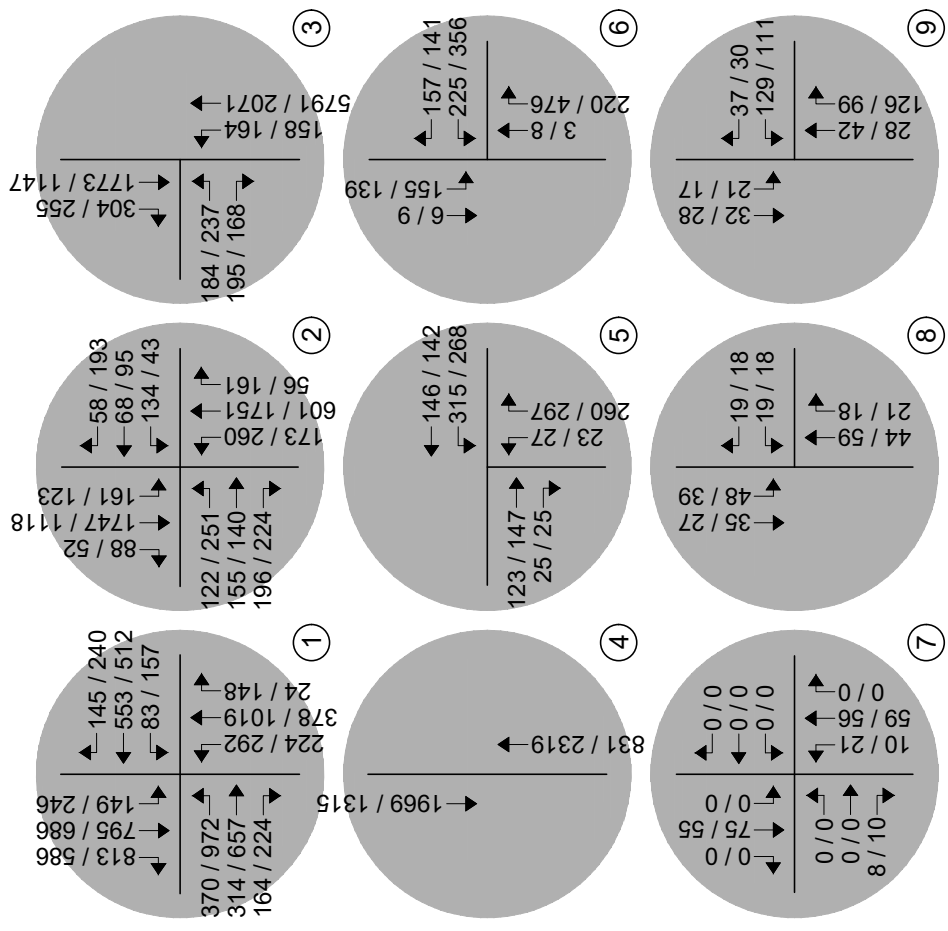
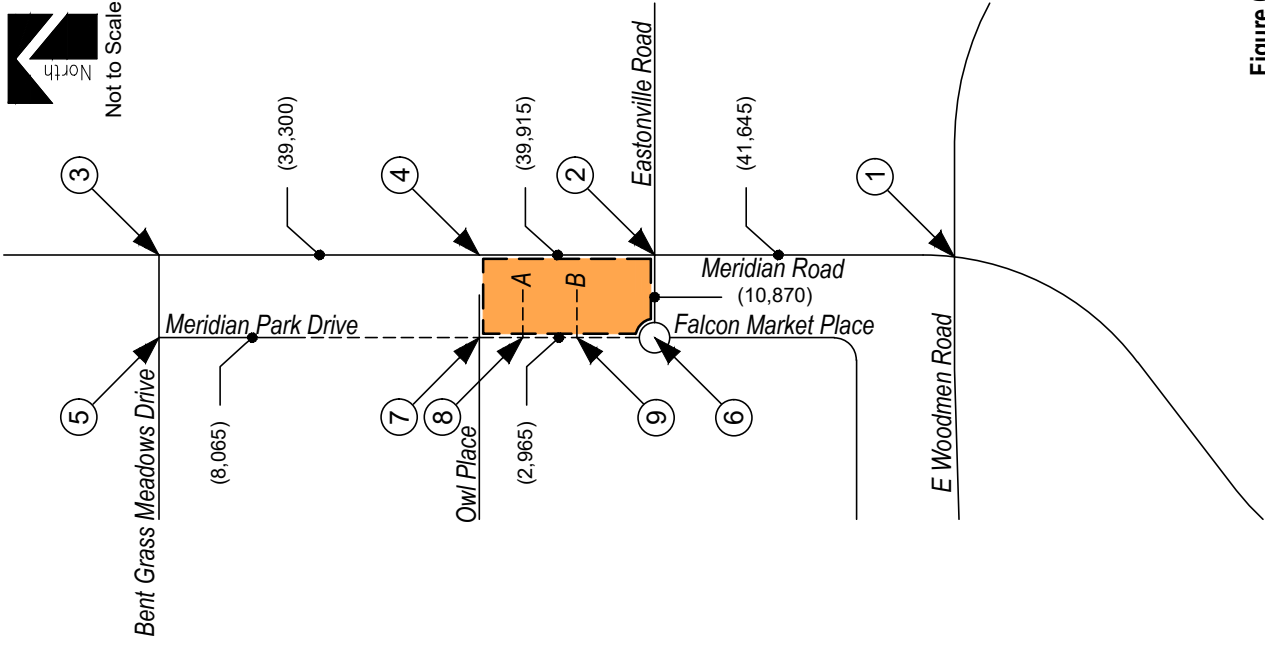
**Figure 5**  
**TOTAL TRAFFIC - YEAR 2024**  
 Volumes  
 AM / PM Peak Hour  
 (ADT) : Average Daily Traffic

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**LEGEND**

- Study Intersection
- Development Site

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**Figure 6**  
**TOTAL TRAFFIC - YEAR 2040**  
Volumes  
AM / PM Peak Hour  
(ADT) : Average Daily Traffic

### Development Impacts & Peak Hour Intersection Levels of Service

The analyses and procedures described in this study were performed in accordance with the latest Highway Capacity Manual (HCM) and are based upon the worst-case conditions that occur during a typical weekday upon build-out of site development and analyzed land uses. Therefore, study intersections are likely to operate with traffic conditions better than those described within this study, which represent the peak hours of weekday operations only.

The operations of the study intersections were analyzed under projected total traffic conditions using the SYNCHRO computer program.

Total traffic level of service analysis results for Year 2025 and 2040 total traffic level of service analysis results are summarized in Table 4 and 5, respectively. Intersection capacity worksheets are provided in Attachment B.

**Table 4 – Intersection Capacity Analysis Summary – Total Traffic – Year 2025**

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
Meridian Road / E Woodmen Road (Signalized)	C (32.2)	D (46.3)
Meridian Road / Eastonville Road (Signalized)	C (28.4)	C (24.8)
Meridian Road / Bent Grass Meadows Drive (Signalized)	B (16.6)	A (9.4)
Bent Grass Meadows Drive / Meridian Park Drive (Stop-Controlled)		
Westbound Left	A	A
Northbound Left and Right	B	B
Eastonville Road / Falcon Market Place (Roundabout)		
Eastbound Left and Right	A	A
Northbound Through and Right	A	A
Southbound Left and Through	A	A
Owl Place / Falcon Market Place (Stop-Controlled)		
Eastbound Left, Through and Right	A	A
Westbound Left, Through and Right	A	A
Northbound Left, Through and Right	A	A
Southbound Left, Through and Right	A	A
Access A / Falcon Market Place (Stop-Controlled)		
Westbound Left and Right	A	A
Southbound Left and Through	A	A
Access B / Falcon Market Place (Stop-Controlled)		
Westbound Left and Right	B	B
Southbound Left and Through	A	A

Key: Signalized Intersection: Level of Service (Control Delay in sec/v eh)  
 Stop-Controlled Intersection: Level of Service  
 Roundabout Intersection: Level of Service

**Table 5 – Intersection Capacity Analysis Summary – Total Traffic – Year 2040**

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
Meridian Road / E Woodmen Road (Signalized)	D (35.8)	E (78.2)
Meridian Road / Eastonville Road (Signalized)	D (43.3)	C (27.9)
Meridian Road / Bent Grass Meadows Drive (Signalized)	C (23.6)	B (13.6)
Bent Grass Meadows Drive / Meridian Park Drive (Stop-Controlled)		
Westbound Left	A	A
Northbound Left and Right	B	B
Eastonville Road / Falcon Market Place (Roundabout)		
Eastbound Left and Right	A	A
Northbound Through and Right	A	A
Southbound Left and Through	A	A
Owl Place / Falcon Market Place (Stop-Controlled)		
Eastbound Left, Through and Right	A	A
Westbound Left, Through and Right	A	A
Northbound Left, Through and Right	A	A
Southbound Left, Through and Right	A	A
Access A / Falcon Market Place (Stop-Controlled)		
Westbound Left and Right	A	A
Southbound Left and Through	A	A
Access B / Falcon Market Place (Stop-Controlled)		
Westbound Left and Right	B	B
Southbound Left and Through	A	A

Key: Signalized Intersection: Level of Service (Control Delay in sec/v/veh)  
 Stop-Controlled Intersection: Level of Service  
 Roundabout Intersection: Level of Service

**Total Traffic Analysis Results Upon Development Build-Out**

Table 4 illustrates how, by Year and upon Development build-out, the signalized intersection of Meridian Road with E Woodmen Road shows an overall LOS D operation during the morning peak traffic hour and LOS E operation during the afternoon peak traffic hour. Operations of Meridian Road with E Woodmen Road are comparable to or better than those previously stated in the Owl Place Commercial Traffic Impact Study. All improvement recommendations made in the previous traffic impact study remain valid.

The signalized intersection of Meridian Road with Eatonville Road is projected to have morning peak traffic hour operations at LOS D during and LOS C during the afternoon peak traffic hour.

The signalized intersection of Meridian Road with Bent Grass Meadows Drive is projected to have morning and afternoon peak traffic hour operations at LOS C and B, respectively.

The stop-controlled intersection of Bent Grass Meadows Drive with Meridian Park Drive is projected to have turning movement operations at LOS B or better for both the morning and afternoon peak traffic hour.

The roundabout intersection of Eatonville Road with Falcon Market Place is projected to have turning movement operations at LOS A for both the morning and afternoon peak traffic hours.

The stop-controlled intersection of Owl Place with Falcon Market Place is projected to have turning movement operations at LOS A for both the morning and afternoon peak traffic hours.

The stop-controlled intersections of site access A and B with Falcon Market Place are projected to have turning movement operations at LOS B or better for both the morning and afternoon peak traffic hours.

Compared to analysis results originally presented within the Owl Place Commercial TIS, it is concluded that the LOS results stated above are generally better than, or comparable to, those previously presented. As such, all roadway improvements and intersection improvements identified in the previous Owl Place Commercial Traffic Impact Study remain valid.

### **Queue Length Analysis**

Queue lengths for the study intersections were previously assessed in the approved Owl Place Commercial Traffic Impact Study. This analysis provided queue length estimates using Year 2040 total traffic conditions. Queue analysis results yields estimates for 95<sup>th</sup> percentile queue lengths, which have only a five percent probability of being exceeded during the analysis time period. Projected queue lengths were updated using the latest trip generation estimates provided in Tables 2 and 3, with results being summarized in Table 6.

**Table 6 – Queue Length Analysis**

Intersection	Turn Movement	Existing Turn Lane Length (feet)	AM Peak Hour	PM Peak Hour	Recommended Turn Lane Length (feet)	
			95th Percentile Queue Length (feet)	95th Percentile Queue Length (feet)		
<b>Signalized Intersections</b>						
Meridian Road / E Woodmen Road	EB	L	720' x2	228'	646'	720' x2
		T	-	152'	326'	-
		R	635'	0'	0'	635'
	WB	L	440' x2	63'	103'	440' x2
		T	-	327'	387'	-
		R	210'	0'	89'	210'
	NB	L	420' x2	150'	212'	420' x2
		T	-	176'	636'	-
		R	330'	0'	0'	330'
	SB	L	460' x2	71'	207'	460' x2
		T	-	260'	386'	-
		R	575'	0'	0'	575'
Meridian Road / Eastonville Road	EB	L	100' x2	73'	152'	100' x2
		T	-	300'	238'	-
		R	100'	122'	68'	100'
	WB	L	100'	198'	66'	100'
		T	-	108'	144'	-
		R	100'	0'	39'	100'
	NB	L	100'	178'	102'	100'
		T	-	173'	216'	-
		R	400'	11'	1'	400'
	SB	L	375'	19'	174'	375'
		T	-	994'	600'	-
		R	400'	0'	0'	400'
Meridian Road / Bent Grass Meadows Drive	EB	L	160' X2	117'	144'	160' X2
		R	-	119'	68'	-
	NB	L	700'	176'	10'	700'
		T	-	175'	881'	-
	SB	T	-	777'	376'	-
R		330'	36'	35'	330'	
<b>Stop-Controlled Intersections</b>						
Bent Grass Meadows Drive / Meridian Park Drive	EB	T	-	0'	0'	-
		R	-	0'	0'	-
	WB	L	-	23'	20'	-
		T	-	0'	0'	-
NB	L,R	-	53'	68'	-	
Falcon Market Place / Owl Place	WB	L,T,R	-	0'	0'	-
		L,T,R	-	0'	0'	-
	NB	L,T,R	-	0'	0'	-
		L,T,R	-	0'	0'	-
Meridian Park Drive / Access A	WB	L,R	-	3'	3'	-
		T,R	-	0'	0'	-
	SB	L,T	-	3'	3'	-
Meridian Park Drive / Access B	WB	L,R	-	20'	18'	-
		T,R	-	0'	0'	-
	SB	L,T	-	0'	0'	-
<b>Roundabout Intersections</b>						
Meridian Park Drive / Eastonville Road / Falcon Market Place	WB	L,R	-	25'	50'	-
		T,R	-	25'	50'	-
	SB	L,T	-	25'	25'	-

Note: Turn Lane Length does not include taper length.  
Key: x2 = Dual Turn Lanes.

As Table 6 shows, updated queue analysis results remain comparable to, or better than those presented in the original Owl Place Commercial Traffic Impact Study. All previous assumptions and recommendations for potential roadway or intersection improvements remain valid.

### **Road Impact Fees**

This site is subject to the El Paso County Road Impact Fee Program (Resolution 19-471), as amended and falls within the category of General Commercial. Pursuant to the latest proposed site plan and land use densities as previously described, it is anticipated that 10,810 square feet of on-site building area may be considered for determination of applicable fees. Based on this square footage, a resulting impact fee of \$64,469 is estimated. Obligation for payment will be selected at the final land use approval stage, which is understood to be concurrent with the site plan application.

## Conclusion

This analysis assessed traffic generation for the Owl Place Commercial development, provided a traffic volume comparison to previous land use assumptions approved for the development site, and considered potential impacts to the adjacent roadway network.

It is our professional opinion that the proposed site-generated traffic is expected to create no negative impact upon consideration for, and application of, all applicable roadway and intersection improvements identified in the approved TIS. All conclusions and recommendations presented in the previous site traffic study remain valid.

We trust that our findings will assist in the planning and approval of the Owl Place Commercial development. Please contact us should further assistance be needed.

Sincerely,

**SM ROCHA, LLC**  
*Traffic and Transportation Consultants*



Stephen Simon, EIT  
Traffic Engineer



Fred Lantz, PE  
Traffic Engineer

**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.



\_\_\_\_\_  
Fred Lantz, P.E. #23410

\_\_\_\_\_  
12/21/2023

Date

**Developer's Statement**

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

\_\_\_\_\_  
Brian Zurek  
Double Tree Ventures, LLC  
1776 N Scottsdale Rd.  
PO Box 220  
Scottsdale, AZ 85257-2115

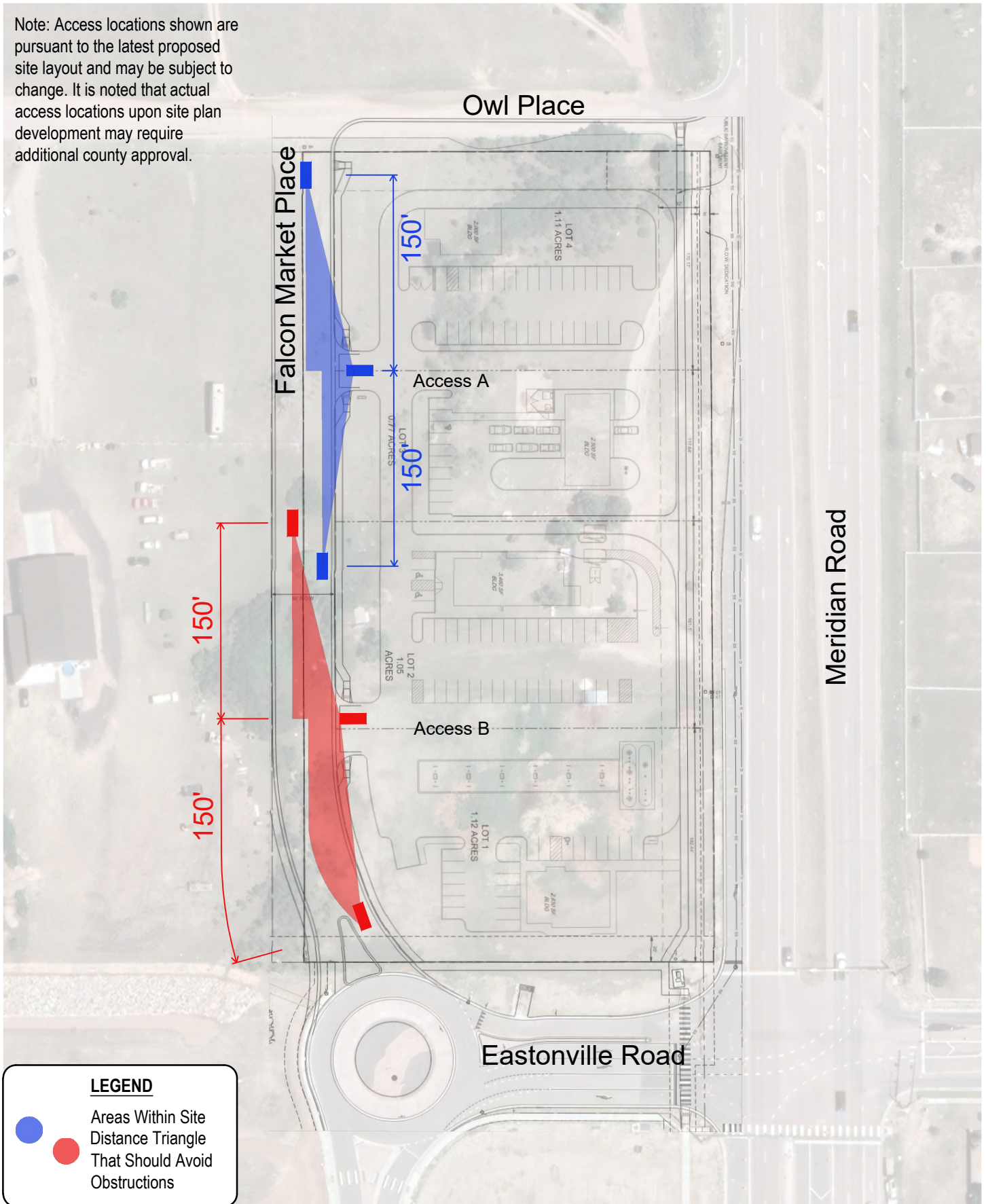
\_\_\_\_\_  
12/21/2023

Date



**ATTACHMENT A**  
**Site Distance Exhibit**

Note: Access locations shown are pursuant to the latest proposed site layout and may be subject to change. It is noted that actual access locations upon site plan development may require additional county approval.



**LEGEND**

- Blue circle: Areas Within Site Distance Triangle
- Red circle: That Should Avoid Obstructions



Murphy Oil 99  
El Paso County, CO

# Attachment II

## Site Plan

PRELIMINARY  
 NOT FOR BIDDING  
 NOT FOR CONSTRUCTION

**COPYRIGHT**  
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MURPHY OIL USA, INC.

MURPHY OIL USA

200 PEACH STREET  
 EL DORADO, AR 71730

SITE DEVELOPMENT PLAN  
 MURPHY OIL USA #7968  
 PCD FILING NO. XXXXX

7440 MERIDIAN PARK DRIVE  
 EL PASO COUNTY, COLORADO

#	Date	Issue / Description	Init.

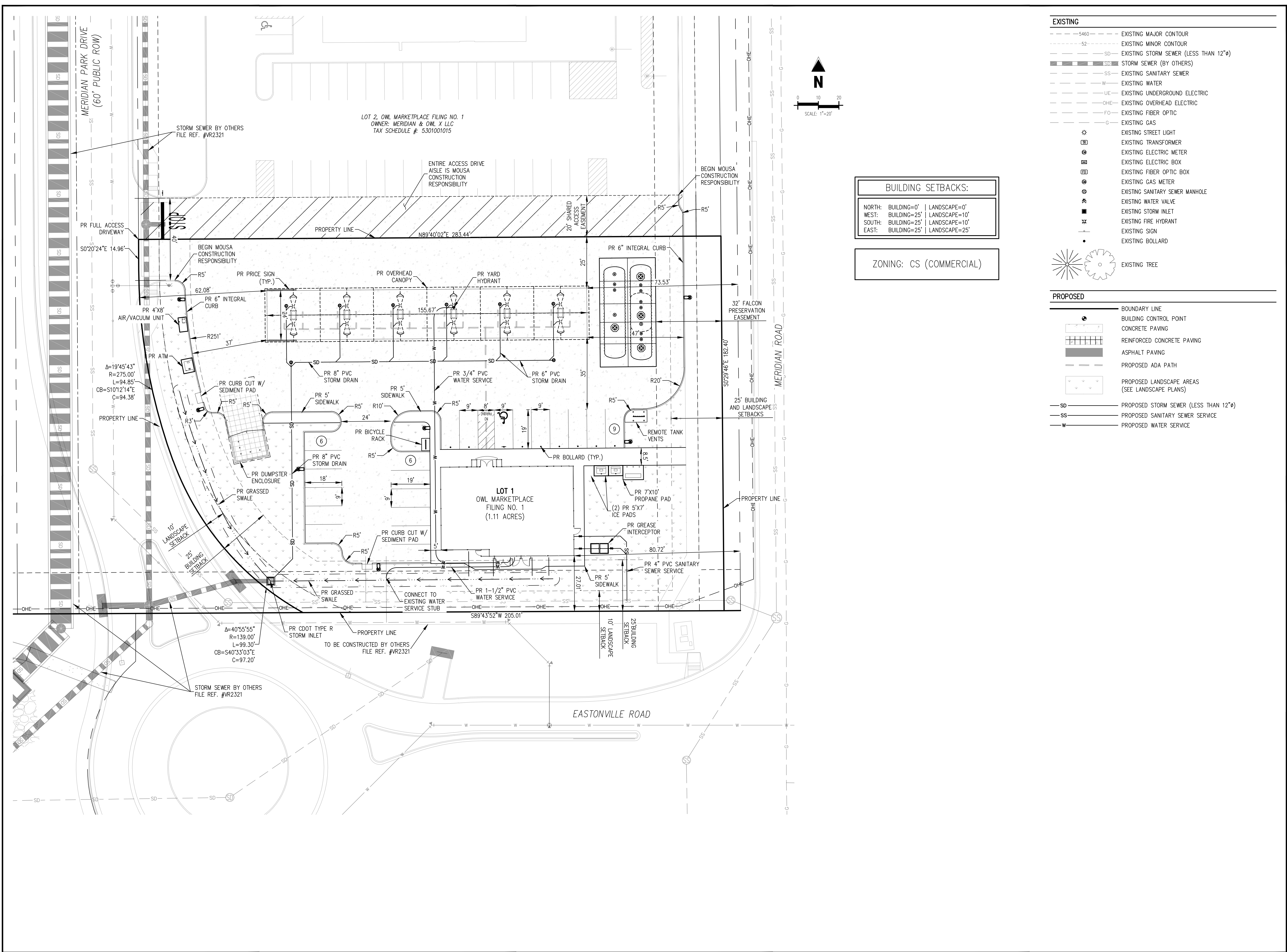
Project No: MOC000099  
 Drawn By: ASA, BLB  
 Checked By: KG, CMWJ  
 Date: 02/16/2024

SITE PLAN

XXXXX

C1.1

Sheet 2 of 3



- EXISTING**
- S460--- EXISTING MAJOR CONTOUR
  - S2--- EXISTING MINOR CONTOUR
  - SD--- EXISTING STORM SEWER (LESS THAN 12\"
  - SS--- EXISTING SANITARY SEWER
  - W--- EXISTING WATER
  - UE--- EXISTING UNDERGROUND ELECTRIC
  - OHE--- EXISTING OVERHEAD ELECTRIC
  - FO--- EXISTING FIBER OPTIC
  - G--- EXISTING GAS
  - ⊛ EXISTING STREET LIGHT
  - ⊞ EXISTING TRANSFORMER
  - ⊟ EXISTING ELECTRIC METER
  - ⊠ EXISTING ELECTRIC BOX
  - ⊡ EXISTING FIBER OPTIC BOX
  - ⊙ EXISTING GAS METER
  - ⊚ EXISTING SANITARY SEWER MANHOLE
  - ⊛ EXISTING WATER VALVE
  - ⊜ EXISTING STORM INLET
  - ⊝ EXISTING FIRE HYDRANT
  - ⊞ EXISTING SIGN
  - ⊟ EXISTING BOLLARD
  - ⊠ EXISTING TREE

**BUILDING SETBACKS:**

NORTH: BUILDING=0'	LANDSCAPE=0'
WEST: BUILDING=25'	LANDSCAPE=10'
SOUTH: BUILDING=25'	LANDSCAPE=10'
EAST: BUILDING=25'	LANDSCAPE=25'

**ZONING: CS (COMMERCIAL)**

- PROPOSED**
- BL--- BOUNDARY LINE
  - BCP--- BUILDING CONTROL POINT
  - CP--- CONCRETE PAVING
  - RCP--- REINFORCED CONCRETE PAVING
  - AP--- ASPHALT PAVING
  - APD--- PROPOSED ADA PATH
  - PLA--- PROPOSED LANDSCAPE AREAS (SEE LANDSCAPE PLANS)
  - SD--- PROPOSED STORM SEWER (LESS THAN 12\"
  - SS--- PROPOSED SANITARY SEWER SERVICE
  - W--- PROPOSED WATER SERVICE