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## MEMORANDUM

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DATE: February 24, 2020

TO: Kari Parsons, DSD-Project Manager

FROM: Jeffrey C. Hodsdon - LSC Transportation Consultants, Inc.

SUBJECT: Brookmoor PUD Amendment  
Response to Comments Memorandum  
LSC #174650

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Following are the LSC Transportation consultants, Inc. responses to EPC comments regarding Brookmoor PUD Amendment.

### PCD Project Manager Comments

*The applicant states that the gate restriction elimination will provide as a second access to the 59 lot development for the Brookmoor residents if they have a transponder. Two access points are required for developments that are greater than 25 lots.*

*If this development is allowed to access through the public culdesac known as, South Park Drive, adding 59 units at to the public culdesac, which serves 10 lots at present, would exceed the 25 lots on a dead end road (South Park Drive).*

*Should the South Park Drive residents then have access through this development via Symphony Heights, a private roadway, to connect to Lake Wood More Drive, a public road way, since the South Park Drive would serve the existing 10 lots on the dead end road plus 59 residents in the gated community? If there was an accident on South Park Drive, how would these residents exit with the added traffic?*

*The settlement agreement required the gate to be closed to the public with the exception of ER access and construction traffic for one year. It allowed for the HOA to submit a request to amend the PUD restriction to allow for the gate to be opened; there was no presumption of approval in the settlement agreement. There is opposition to the gate being opened; this application may be elevated to a PC and BoCC hearing.*

**LSC Response:** The number of lots on a dead-end roadway would remain only at 10 because the 59 lots would have two access points. The allowable county cul-de-sac (in terms of number of units – max. 25 units) would have a corresponding estimated ADT of about 250 daily trips. The projected ADT for South Park Drive with this PUD Amendment is 125 (Note: the Brookmoor residents have an alternative and could use the Moveen Heights access in the event of an accident). Note: Even if the Brookmoor added traffic were hypothetically based on ITE trip generation rates, the projected total ADT would be 160 vpd. The proposed condition would be a better situation for South Park residents in the event of an emergency/accident because the gate could be opened by emergency service personnel, if deemed necessary, to provide exit and/or entry for South Park residents.

**PCD Engineering Manager's Comments:**

**#1:** *The TIS cites striping adjustments are needed at Lake Woodmoor/and Woodmoor Drive. The report did not note if the asphalt is of adequate width or not for the extension of these turn lanes. It also did not address who should make these changes.*

**LSC Response:** This proposed change has the potential to reduce Brookmoor traffic (by a relatively minor amount) at this intersection. The proposed change would not increase Brookmoor traffic at this intersection.

**# 2:** *The report states that no improvements are needed on South Park (west of Knollwood). There are flaws with this. First, the estimated traffic wanting to go out this gate is low, and should be increased. Next, the TIS uses counts for the traffic from Brookmoor, but then uses ITE numbers for other traffic, causing an unrealistic comparison. The width and pavement of South Park is not adequate for this additional traffic and should be brought up to today's standards, if this gate were to open.*

**LSC Response:** LSC put together a very detailed and thorough estimate of the trips that would use South Park. The details of the distribution and trip routing estimate were included in the report.

Most traffic studies are for developments not yet built, so ITE rates are used. Site-specific trip generation rates based on actual counts from Brookmoor have been used for this study as this is an existing, established development and the calculated rates based on actual count data take into account the unique characteristics of this community rather than national averages for suburban, mainly non-gated, single-family residential developments. Brookmoor is a gated-community with privately-owned and maintained street infrastructure. We suspect that the ITE rates are primarily based on single family developments that do not impose HOA fees similar to Brookmoor. These factors alone result in community demographics likely different from those on which ITE trip generation rates are based. The counts reflect that the trip-generation characteristics are different as a result. The report included a comparison to ITE trip generation. The comparison, provided as

required, was not between Brookmoor and “other traffic”- rather between Brookmoor “actual recorded” trip generation versus “hypothetical” trip generation for Brookmoor based on ITE rates. Note: The peak-hour volumes for South Park Drive have been based on actual peak hour counts. The estimate of existing **daily** traffic on South Park Drive (based on ITE rates) may actually be conservative as the peak-hour volumes counted are lower than hypothetical trip projections based on average ITE rates. Note: Even if the Brookmoor added traffic were based on ITE trip generation rates, the total ADT would be 160 vpd.

**#3 and #4:** *The intersection of Lake Woodmoor Drive and Woodmoor drive should be assessed to see if it meets warrants for a signal. A signal at this location may alleviate the issues that Brookmoor is having with the traffic. At this time Engineering cannot support the opening of this gate for the local traffic as requested without proposed improvements to South Park Drive. If the gate is to be opened to local Brookmoor traffic roadway improvements would be required for South Park drive from the gate to Knollwood. This would include both width and depth of asphalt*

**LSC Response to Comment #3:** This proposed change would reduce traffic (by a relatively minor amount) at this intersection. Additionally, the allowable use of the east gate to Brookmoor residents would provide a better option for residents who may wish to avoid the westbound left turn at the intersection during the short-duration school peak times (for residents who need to depart the neighborhood during those particular time periods).

**LSC Response to Comment #4:** The width is addressed in the traffic study along with documentation and discussion of the limited use of on-street parking. Regarding the pavement depth, trucks have significantly more impact to pavement than passenger vehicles - only passenger vehicles will be allowed to use the connection and not trucks.

JCH:jas