

Provide a table of contents and cover sheet.



**Eastwood Village  
Traffic Compliance Letter**

El Paso County, Colorado

**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.



Jeffrey R. Planck, P.E., PE #53006

April 19, 2023  
Date

**Developer's Statement**

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

Mr. John Raptis  
Rockwood Homes, LLC  
6613 Folsom Heights  
Colorado Springs, CO 80923

4/20/2023  
Date

April 19, 2023

Mr. John Raptis  
Rockwood Homes, LLC  
6613 Folsom Heights  
Colorado Springs, CO 80923

Confirm if roads will be public or private.

Re: Eastwood Village  
Traffic Compliance Letter  
El Paso County, Colorado

Add "PCD File No. SKP222 & P223" in parenthesis.

Dear Mr. Raptis:

The purpose of this letter is to provide a trip generation comparison to identify compliance with the original traffic impact study for the Claremont Filing 7 project to be located on the southeast corner of the Meadowbrook Parkway and Marksheffel Road intersection in El Paso County, Colorado. The purpose of this study is to compare the trip generation of the proposed Eastwood Village project to the land use in the same development area evaluated previously in the *Claremont Filing 7 Traffic Impact Study* completed in May 2022 and approved by El Paso County in July 2022. Applicable documents from the original traffic study are attached for reference. In addition, a conceptual site plan for the proposed development program is attached for reference.

**SITE INFORMATION AND TRIP GENERATION COMPARISON**

The current proposal includes 107 single family attached homes. The *Claremont Filing 7 Traffic Impact Study* identified 150 multifamily low-rise dwelling units. Regional access to Claremont Filing 7 will be provided by Interstate 25 (I-25) and US-24. Primary access will be provided by Marksheffel Road. Direct access will be provided by a proposed full movement access located approximately 550 feet east of the Meadowbrook Parkway and Marksheffel Road intersection (measured right-of-way to centerline). The currently proposed project access is consistent with the original study.

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*<sup>1</sup> published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. Trip generation was calculated using the 11<sup>th</sup> Edition fitted equations for Multifamily Low-Rise Housing (ITE Code 220) within the original traffic study and Single-Family Attached Housing (ITE 215) for the current proposal. The following table compares the trip generation from the original study to the expected trip generation for the proposed development. The trip generation calculation sheets from the original traffic study, as well as from the current proposal are attached for reference.

Per the TIS submitted for the rezone, it was stated that a deviation request would be submitted with the preliminary plan for the eastbound right turn lane. Please address in report and provide deviation with next submittal.

<sup>1</sup> Institute of Transportation Engineers, *Trip Generation Manual*, Eleventh Edition, Washington DC, 2021.

Include discussion on improvements that will need to be done to median at Meadowbrook Pkwy/Pocono Pt to accommodate left in/out movements (Refer to TIS provided for Rezone - P223)

**Trip Generation Comparison: Eastwood Village**

Use and Size	Weekday Daily Trips	Weekday Vehicle Trips					
		AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
<b>Original Traffic Study</b>							
Multifamily Low-Rise Housing (ITE 220) – 150 Dwelling Units	1,038	17	53	70	54	32	86
<b>Current Proposal</b>							
Single Family Attached Housing (ITE 215) – 107 Dwelling Units	766	14	36	50	34	26	60
<b>Net Difference in Trips</b>	<b>-272</b>	<b>-3</b>	<b>-17</b>	<b>-20</b>	<b>-20</b>	<b>-6</b>	<b>-26</b>

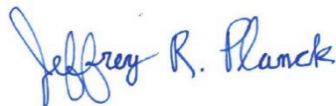
As summarized in the table, the currently proposed development is anticipated to generate approximately 766 weekday daily trips with 50 trips occurring during the morning peak hour and 60 trips occurring during the afternoon peak hour. Based on the original traffic study assuming 150 multifamily dwelling units, the proposed project is anticipated to generate traffic within the volume limits previously studied. The proposed development is anticipated to account for 272 fewer daily trips, 20 fewer trips in the morning peak hour, and 26 fewer trips in the afternoon peak hour than originally studied.

**CONCLUSION**

In summary, this traffic study letter provides a trip generation comparison of the proposed Eastwood Village to the applicable use previously studied in the original traffic study. Based on the results of this trip generation comparison, the proposed Eastwood Village is in traffic compliance with the original use studied in the *Claremont Filing 7 Traffic Impact Study* completed in May 2022 and approved by El Paso County in July 2022. The proposed development program is expected to generate less traffic than what was evaluated for the same development area within the original traffic study. Therefore, it is believed that all potential traffic impacts with the proposed project have been previously addressed within the original traffic impact study. Please let us know if you have any questions or require anything further.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Jeffrey R. Planck, P.E.  
Project Manager



Please confirm if there are or are no changes to bicycle or pedestrian facilities compared to the approved TIS.

Address road impact fees

Include a discussion on the sight distance requirements and if criteria is met. As well as the proposed sight distance triangle. The preliminary plan shows two different sight distance triangle values.

## Trip Generation Calculations

Project Eastwood Village  
 Subject Trip Generation for Single-Family Attached Housing  
 Designed by MAG Date March 22, 2023 Job No. 096726002  
 Checked by \_\_\_\_\_ Date \_\_\_\_\_ Sheet No. \_\_\_\_\_ of \_\_\_\_\_

**TRIP GENERATION MANUAL TECHNIQUES**

ITE Trip Generation Manual 11th Edition, Fitted Curve Equations

Land Use Code - Single-Family Attached Housing (215)

Independent Variable - Dwelling Units (X)

X = 107  
 T = Average Vehicle Trip Ends

**Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (200 Series Page 239)**

(T) = 0.52 (X) - 5.70	Directional Distribution:	31% ent.	69% exit.
(T) = 0.52 * (107) - 5.70	T = 50	Average Vehicle Trip Ends	
	14 entering	35	exiting
	14 + 36 = 50		

**Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (200 Series Page 240)**

(T) = 0.60 (X) - 3.93	Directional Distribution:	57% ent.	43% exit.
(T) = 0.60 * (107) - 3.93	T = 60	Average Vehicle Trip Ends	
	34 entering	26	exiting
	34 + 26 = 60		

**Weekday (200 Series Page 238)**

(T) = 7.62 (X) - 50.48	Directional Distribution:	50% entering, 50% exiting	
(T) = 7.62 * (107) - 50.48	T = 766	Average Vehicle Trip Ends	
	383 entering	383	exiting
	383 + 383 = 766		

Project Eastwood Village  
 Subject Trip Generation for Multifamily Housing (Low-Rise)  
 Designed by MAG Date February 02, 2022 Job No. 096726002  
 Checked by \_\_\_\_\_ Date \_\_\_\_\_ Sheet No. \_\_\_\_\_ of \_\_\_\_\_

## TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 11th Edition, Fitted Curve Equations

Land Use Code - Multifamily Housing (Low-Rise) (220)

Independent Variable - Dwelling Units (X)

$$X = 150$$

T = Average Vehicle Trip Ends

### Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (200 Series Page 255)

$(T) = 0.31 (X) + 22.85$	Directional Distribution:	24% ent.	76% exit.
$(T) = 0.31 * (150.0) + 22.85$	T = 70	Average Vehicle Trip Ends	
	17 entering	53 exiting	
	17 + 53 = 70		

### Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (200 Series Page 256)

$(T) = 0.43 (X) + 20.55$	Directional Distribution:	63% ent.	37% exit.
$(T) = 0.43 * (150.0) + 20.55$	T = 86	Average Vehicle Trip Ends	
	54 entering	32 exiting	
	54 + 32 = 86		

### Weekday (200 Series Page 254)

$(T) = 6.41 (X) + 75.31$	Directional Distribution:	50% ent.	50% exit.
$(T) = 6.41 * (150.0) + 75.31$	T = 1038	Average Vehicle Trip Ends	
	519 entering	519 exiting	
	519 + 519 = 1038		

## Original Traffic Study Documents

Traffic Impact Study

# Claremont Filing 7

El Paso County, Colorado

PCD File NO. SKP222 & P223

Prepared for:

**Rockwood Homes, LLC**

**Kimley»Horn**



T R A F F I C I M P A C T S T U D Y

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.

*Jeffrey R. Planck*

Jeffrey R. Planck, P.E., PE #53006

May 18, 2022  
Date

Developer's Statement

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

Mr. John Raptis  
Rockwood Homes, LLC  
5436 Carvel Grove  
Colorado Springs, CO 80922

Date

*JUNE 15, 2022*

**Claremont Filing 7**

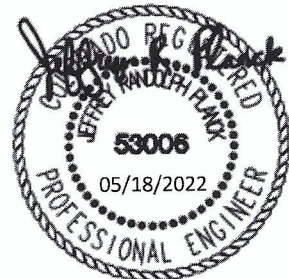
**PCD File No. SKP222 & P223**

El Paso County, Colorado

**Prepared for**  
**Rockwood Homes, LLC**  
5436 Carvel Grove  
Colorado Springs, CO 80922

**Prepared by**  
**Kimley-Horn and Associates, Inc.**  
4582 South Ulster Street  
Suite 1500  
Denver, Colorado 80237  
(303) 228-2300

May 2022



*This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.*

## 4.0 PROJECT TRAFFIC CHARACTERISTICS

### 4.1 Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*<sup>1</sup> published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. For this study, Kimley-Horn used the ITE Trip Generation Report fitted curve equations that applies to Multifamily Low-Rise Housing (ITE Land Use Code 220), for traffic associated with the development.

Claremont Filing 7 is expected to generate approximately 1,038 weekday daily trips, with 70 of these trips occurring during the morning peak hour and 86 of these trips occurring during the afternoon peak hour. Calculations were based on the procedure and information provided in the ITE *Trip Generation Manual, 11<sup>th</sup> Edition – Volume 1: User’s Guide and Handbook, 2021*. **Table 1** summarizes the estimated trip generation for the Claremont Filing 7. The trip generation worksheets are included in **Appendix C**.

**Table 1 – Claremont Filing 7 Traffic Generation**

Land Use and Size	Weekday Vehicle Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Multifamily Low-Rise Housing (ITE 220) – 150 Dwelling Units	1,038	17	53	70	54	32	86

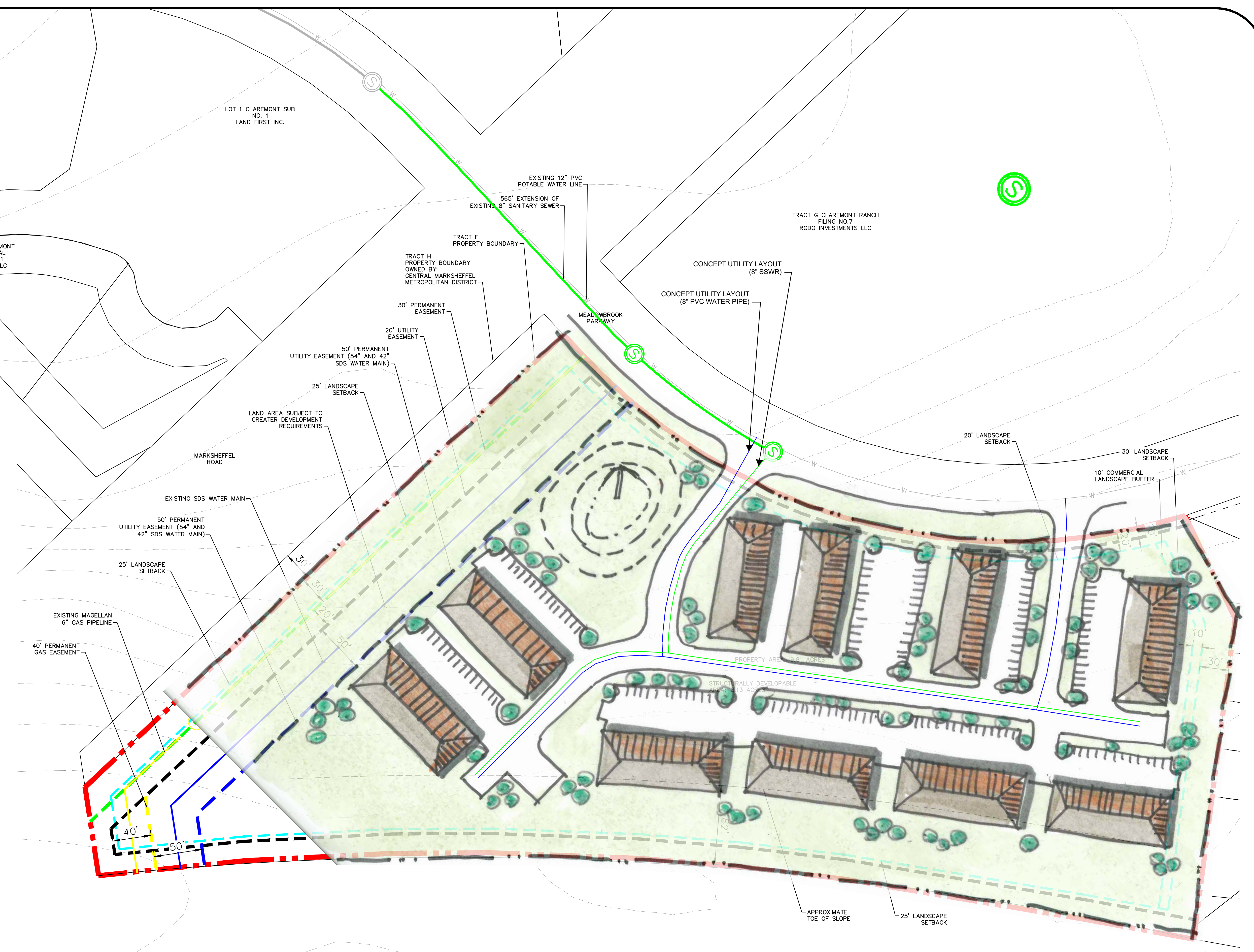
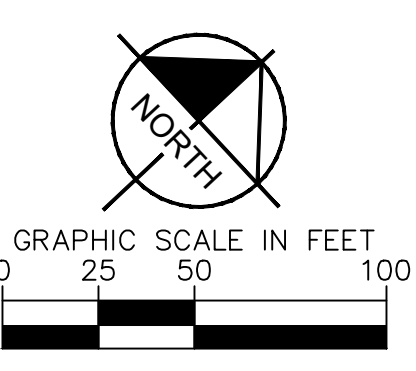
### 4.2 Trip Distribution

Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, existing and anticipated surrounding demographic information, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. The difference of traffic making left turns versus right turns during the peak hour of the adjacent street creates the higher percentage of departures to

<sup>1</sup> Institute of Transportation Engineers, *Trip Generation Manual*, Eleventh Edition, Washington DC, 2021.

# Conceptual Site Plan

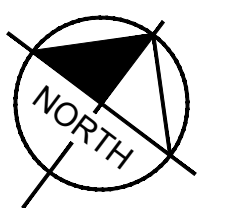
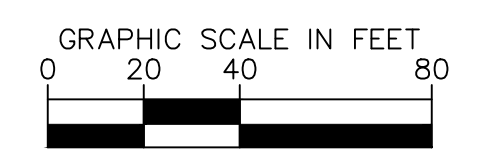
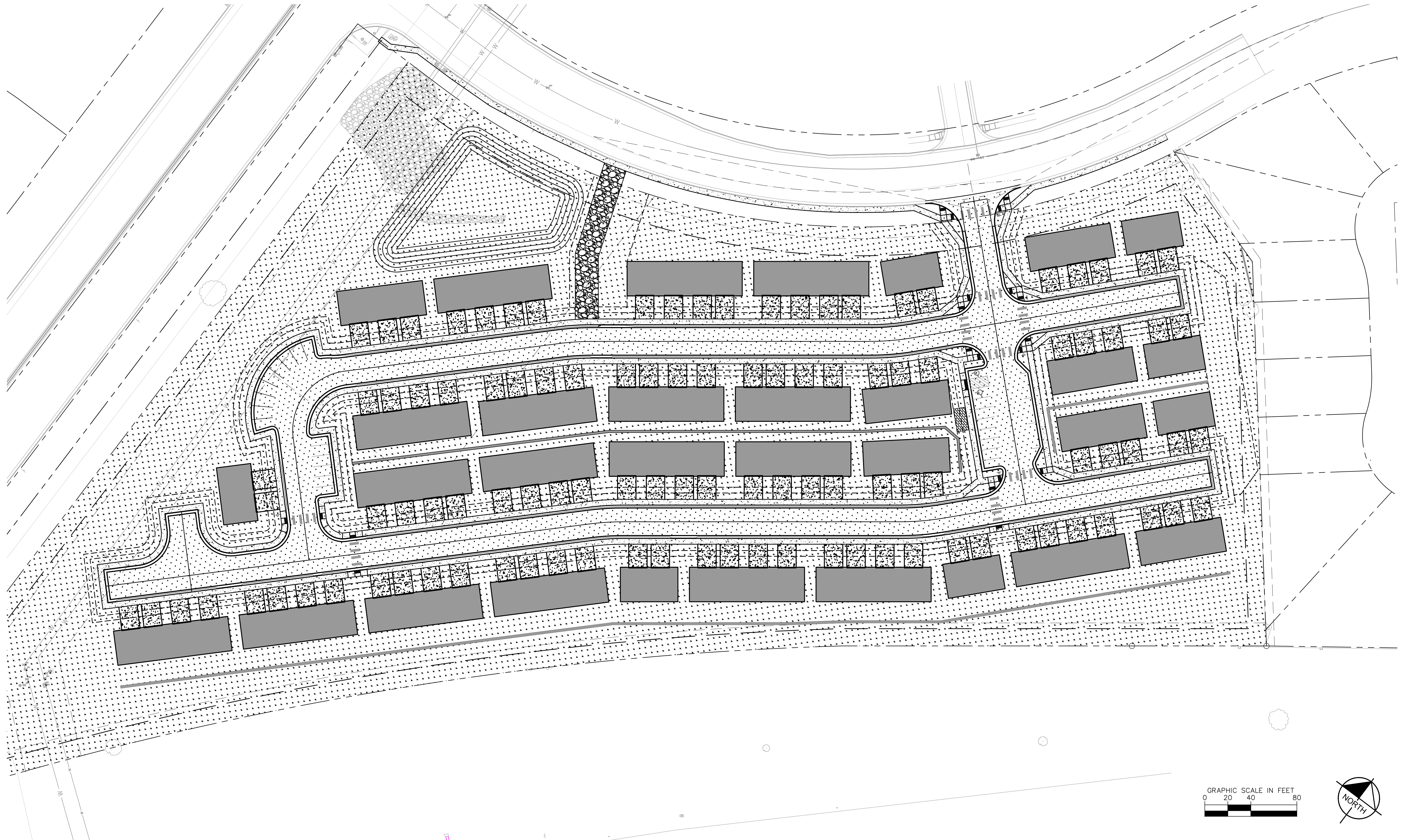
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**Kimley»Horn**

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 PHONE: 719-453-0180

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