Kimley»Horn

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

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

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*[1] 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 11th 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.

---

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

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
Original Traffic Study							
Multifamily Low-Rise Housing (ITE 220) – 150 Dwelling Units	1,038	17	53	70	54	32	86
Current Proposal							
Single Family Attached Housing (ITE 215) – 107 Dwelling Units	766	14	36	50	34	26	60
Net Difference in Trips	*-272*	*-3*	*-17*	*-20*	*-20*	*-6*	*-26*

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

Trip Generation Calculations

Kimley»Horn

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 <u>Trip Generation Manual</u> 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)

Directional Distribution: 31% ent. 69% exit.

$(T) = 0.52\ (X)\ -\ 5.70$ T =   50   Average Vehicle Trip Ends
$(T) = 0.52\ *$ (107) $-\ 5.70$ 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)

Directional Distribution: 57% ent. 43% exit.

$(T) = 0.60\ (X)\ -\ 3.93$ T =   60   Average Vehicle Trip Ends
$(T) = 0.60\ *$ (107) $-\ 3.93$ 34   entering   26   exiting

34   +   26   =   60

Weekday (200 Series Page 238)

Directional Distribution: 50% entering, 50% exiting

$(T) = 7.62\ (X)\ -\ 50.48$ T =   766   Average Vehicle Trip Ends
$(T) = 7.62\ *$ (107) $-\ 50.48$ 383   entering   383   exiting

383   +   383   =   766

Kimley»Horn

TRIP GENERATION MANUAL TECHNIQUES

ITE <u>Trip Generation Manual</u> 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)

Directional Distribution: 24% ent.   76%   exit.

(T) = 0.31 (X) + 22.85   T =   70   Average Vehicle Trip Ends
(T) = 0.31 *   (150.0)   + 22.85   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)

Directional Distribution: 63% ent.   37%   exit.

(T) = 0.43 (X) + 20.55   T =   86   Average Vehicle Trip Ends
(T) = 0.43 *   (150.0)   + 20.55   54   entering   32   exiting

                                54   +   32   =   86

Weekday (200 Series Page 254)

Directional Distribution: 50% ent.   50%   exit.

(T) = 6.41 (X) + 75.31   T =   1038   Average Vehicle Trip Ends
(T) = 6.41 *   (150.0)   + 75.31   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.

_____   May 18, 2022
Jeffrey R. Planck, P.E., PE #53006   Date

Developer's Statement

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

_____   June 15, 2022
Mr. John Raptis   Date
Rockwood Homes, LLC
5436 Carvel Grove
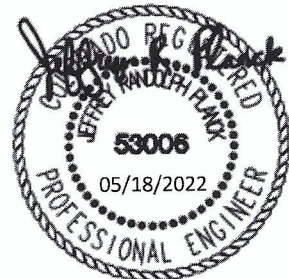Colorado Springs, CO 80922

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

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*[1] 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, 11th 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

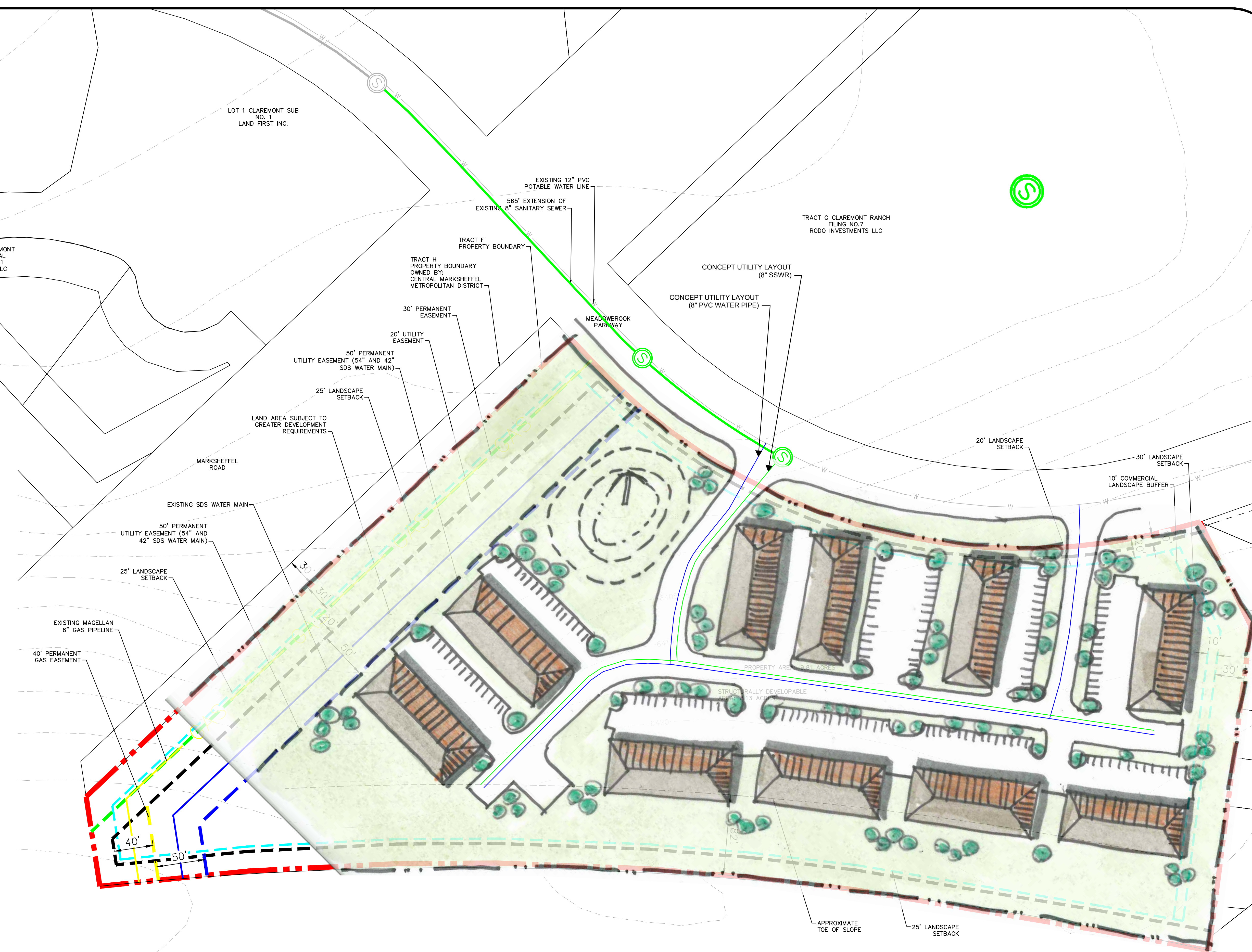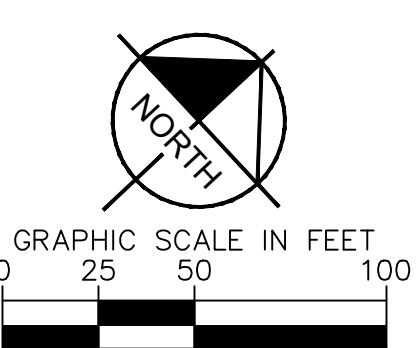| Land Use and Size	Weekday Vehicle Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Multifamily Low-Rise Housing (ITE 220) – 150 Dwelling Units	1,038	17	53	70	54	32	86

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

---

[1] Institute of Transportation Engineers, *Trip Generation Manual*, Eleventh Edition, Washington DC, 2021.
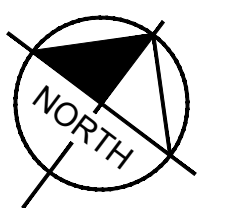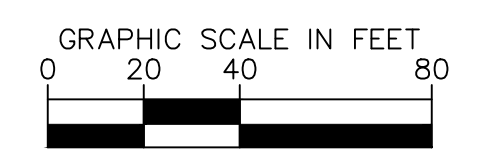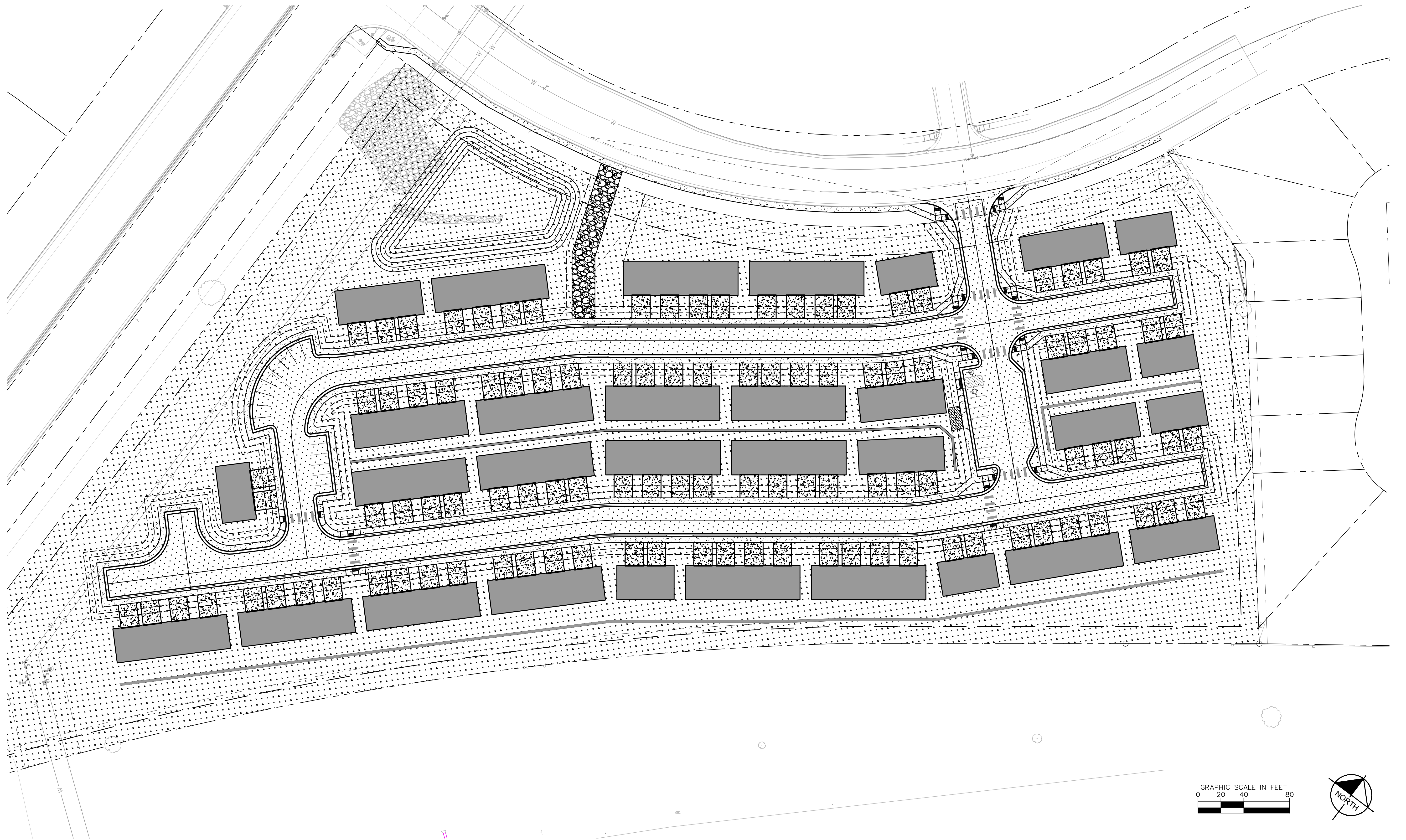
Conceptual Site Plan

LOT 1 CLAREMONT SUB
NO. 1
LAND FIRST INC.

EXISTING 12" PVC
POTABLE WATER LINE

565' EXTENSION OF
EXISTING 8" SANITARY SEWER

TRACT G CLAREMONT RANCH
FILING NO.7
RODO INVESTMENTS LLC

LOT 1 CLAREMONT
COMMERCIAL
SUB NO. 1
MALLERY LLC

TRACT F
PROPERTY BOUNDARY

TRACT H
PROPERTY BOUNDARY
OWNED BY:
CENTRAL MARKSHEFFEL
METROPOLITAN DISTRICT

CONCEPT UTILITY LAYOUT
(8" SSWR)

CONCEPT UTILITY LAYOUT
(8" PVC WATER PIPE)

30' PERMANENT
EASEMENT

MEADOWBROOK
PARKWAY

20' UTILITY
EASEMENT

20' LANDSCAPE
SETBACK

50' PERMANENT
UTILITY EASEMENT (54" AND 42"
SDS WATER MAIN)

30' LANDSCAPE
SETBACK

25' LANDSCAPE
SETBACK

10' COMMERCIAL
LANDSCAPE BUFFER

LAND AREA SUBJECT TO
GREATER DEVELOPMENT
REQUIREMENTS

MARKSHEFFEL
ROAD

EXISTING SDS WATER MAIN

50' PERMANENT
UTILITY EASEMENT (54" AND
42" SDS WATER MAIN)

25' LANDSCAPE
SETBACK

EXISTING MAGELLAN
6" GAS PIPELINE

40' PERMANENT
GAS EASEMENT

APPROXIMATE
TOE OF SLOPE

25' LANDSCAPE
SETBACK

NORTH

GRAPHIC SCALE IN FEET

0   25   50   100

G:\Market\Korford\Claremont 7\Deliverables\CLAREMONT 7 EXHIBIT LA SSWR.dwg

GRAPHIC SCALE IN FEET

0   20   40   80

NORTH