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Pioneer Landing at Lorson Ranch Filing No. 3  
Updated Traffic Impact and Access Analysis Addendum  
(LSC #144600)  
November 9, 2017

**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.

  
Jeffrey C. Hodsdon, P.E., #31684



  
Date

**Developer's Statement**

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

  
\_\_\_\_\_

  
Date



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November 9, 2017

Mr. Jeff Mark  
Director  
The Landhuis Company  
212 North Wahsatch Avenue, Suite 301  
Colorado Springs, CO 80903

RE: Pioneer Landing at Lorson Ranch Filing No. 3  
El Paso County, Colorado  
Updated Traffic Impact and Access Analysis  
Addendum  
LSC #144600

Dear Mr. Mark:

LSC Transportation Consultants, Inc. has prepared this report for the 12-lot Pioneer Landing at Lorson Ranch Filing No. 3 residential development to be located north of Fontaine Boulevard and east of Old Glory Drive within the Lorson Ranch development in El Paso County, Colorado. This letter report is intended as an addendum/update to the October 22, 2014 Traffic Impact and Access Analysis for Pioneer Landing Filing No. 2.

## **LAND USE**

LSC completed a traffic impact study for the Pioneer Landing Filing No. 2 residential development October 22, 2014. That traffic impact study assumed 170 dwelling units in the area north of Fontaine Boulevard and east of Old Glory Drive. In June 2016 an addendum letter was prepared based on a plat that included 158 lots for single-family homes. The area now proposed as Filing No. 3 was shown as Tracks G, H, and K on that plat. The 158 lots in Filing No. 2 have been platted and have mostly been built out. The currently proposed Pioneer Landing at Lorson Ranch Filing No. 3 is planned to include 12 lots for a total of 170 lots within Pioneer Landing Filing Nos. 2 and 3. This matches the number assumed in this same area in the 2014 traffic impact study.

## **DWELLING UNIT CAP**

Since the October 22, 2014 TIA report, an agreement was reached in 2015 with El Paso County for a revised dwelling unit cap of 1,750 dwelling units "between the creeks." Therefore, the section of the 2014 report entitled Established Dwelling Unit Caps no longer applies.

It is our understanding that the cap applies to units for which building permits have been issued. The status of Lorson Ranch subdivisions (including the current application for Pioneer Landing at Lorson Ranch Filing No. 3) relative to these caps is presented in Table 1.

### **TRIP GENERATION**

The updated trip generation estimate is attached as Table 2. The trip generation estimate matches the estimate contained in the TIA dated October 22, 2014.

### **PROJECTED LEVEL OF SERVICE ANALYSIS**

The projected level of service evaluation contained in the TIA dated October 22, 2014 remains valid except for the Marksheffel/Fontaine intersection level of service analysis. The reason is that the PPRTA Marksheffel project has been completed and the single through lanes northbound and southbound no longer applies. With four through lanes, the level of service will be improved over the analysis results shown in Figures 2, 3, and 6 of the October 22, 2014 report. Also note that Mesa Ridge Parkway has recently been extended east to Marksheffel Road and as such the intersection volumes are likely different today from the short-term scenario shown in the October 2014 report. However, to reiterate, these 12 lots were included in the original 2014 study.

### **TRAFFIC SIGNAL WARRANT EVALUATION**

The traffic signal warrant evaluation contained in the TIA dated October 22, 2014 remains valid.

### **UPDATED RECOMMENDATIONS FROM THE OCTOBER 22, 2014 TIA REPORT**

#### **Fontaine Boulevard/Marksheffel Road**

The recommendations in this section of the 2014 report no longer apply as construction has recently been completed on the PPRTA Marksheffel project.

#### **Old Glory/Fontaine Intersection Traffic Control**

The recommendations in this section of the 2014 report remain valid.

#### **Street Classifications**

The attached supplemental figure shows the LSC-recommended subdivision street classifications based on the criteria contained in the *Engineering Criteria Manual*.

#### **County Roadway Improvement Program**

This project will be required to participate in the County Road Improvement Fee Program.

*In conjunction with the Road Impact Fee Program, the County formed two Public Improvement Districts (PIDs) as options to supplement the fee program. The PID will collect taxes that will be used to pay for a portion of the Road Impact Fee. Developers will have the option of joining the PID at time of final plat. Developments within the PID will be subject to a lower fee at the time a building permit is issued than developments that do not belong to the PID. Developers may choose to pay a smaller upfront fee and enter the 10 mill PID, a larger upfront fee and enter the 5 mill PID, or may pay the full fee and not have a mill levy placed on the property (meaning that this property is not included in a public improvement district).*

The Pioneer Landing at Lorson Ranch Filing No. 3 development will consist of 12 single-family detached residential dwelling units. The applicant intends to join the 10-mil PID. The fee per residential dwelling unit payable at time of building permit is \$923. The total amount for 12 units will be \$11,076.

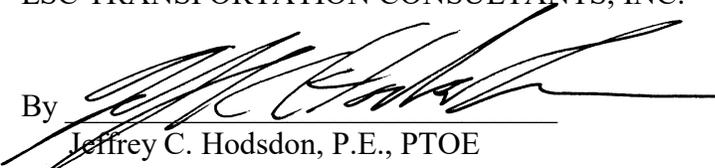
\* \* \* \* \*

Please contact me if you have any questions

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

By

  
Jeffrey C. Hodsdon, P.E., PTOE  
Principal

JCH:KDF:bjwb

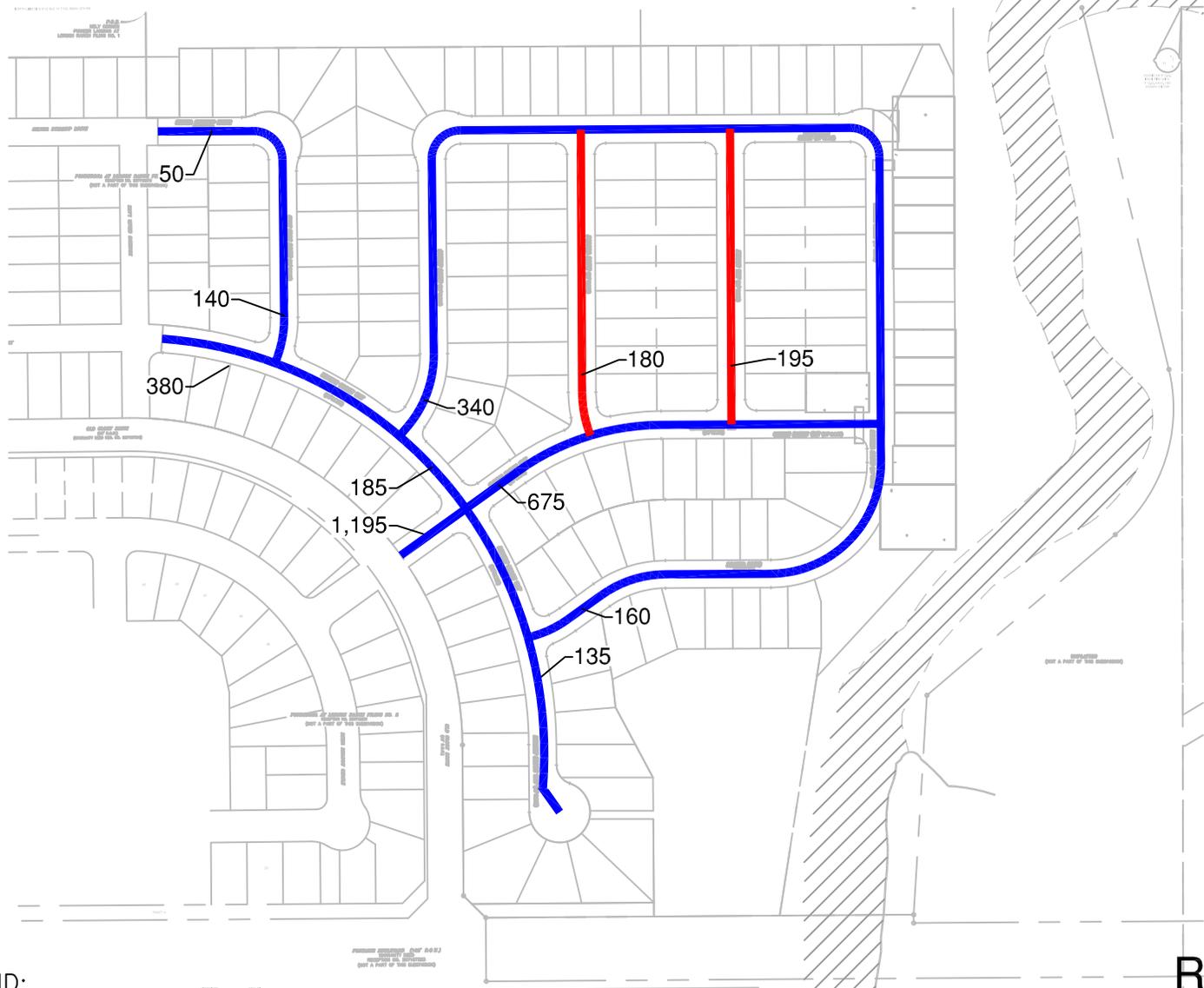
Enclosures: Tables 1-2  
Supplemental Figure

**Table 1  
Lorson Ranch Subdivision Status  
Relative to Dwelling Unit Cap**

<b>Subdivision</b>	<b>Plats Already Recorded OR Planned for Recording the Short Term</b>	<b>Recorded Plats</b>	<b>Number of Building Permits Issued</b>
Townhomes	46	46	46
Pioneer Landing Filing #1	118	118	118
Ponderosa Filings #1 & #2	204	204	204
Allegiant	97	97	97
Meadows Filing #2	109	109	109
Meadows Filing #1	97	97	97
Meadows Filing #3	138	138	138
Meadows Filing #4	236	236	186
Buffalo Crossing	204	204	204
Pioneer Landing Filing #2	158	158	158
Pioneer Landing Filing #3	12	0	0
<b>Total</b>	<b>1,419</b>	<b>1,407</b>	<b>1,357</b>
<b>Current Dwelling Unit Cap</b>			<b>1,750</b>
<i>Source: LSC Transportation Consultants, Inc.</i>			

**Table 2  
Trip Generation Table  
Pioneer Landing at Lorson Ranch Filing 3**

Land Use Code	Land Use Description	Trip Generation Units	Trip Generation Rates <sup>(1)</sup>				Total Trips Generated					
			Average Weekday Traffic	Morning Peak Hour		Afternoon Peak Hour		Average Weekday Traffic	Morning Peak Hour		Afternoon Peak Hour	
				In	Out	In	Out		In	Out	In	Out
<b>Currently Proposed Pioneer Landing at Lorson Ranch Filing 3</b>												
210	Single-Family Detached Housing	12 DU <sup>(2)</sup>	9.52	0.19	0.56	0.63	0.37	114	2	7	8	4
<b>Existing Pioneer Landing Filing 2</b>												
210	Single-Family Detached Housing	158 DU	9.52	0.19	0.56	0.63	0.37	1,504	30	89	100	58
	<b>Total</b>	<b>170 DU</b>						<b>1,618</b>	<b>32</b>	<b>96</b>	<b>107</b>	<b>63</b>
Notes:												
(1) Source: "Trip Generation, 9th Edition, 2012" by the Institute of Transportation Engineers (ITE)												
(2) DU = dwelling unit												
Source: LSC Transportation Consultants, Inc.												



  
 Approximate Scale  
 Scale: 1"=300'

**LEGEND:**

-  = Local Low Volume
-  = Local
- 2,500 = Average Daily Traffic (vehicles per day)

Supplemental Figure  
**Recommended  
 Classifications**

Pioneer Landing at Lorson Ranch Filing No. 3(LSC #144600)