



**McDonald's Fontaine & Marksheffel
Traffic Compliance Letter**

El Paso County, Colorado
El Paso County EDARP File Number: EA2467

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

November 15, 2024
Date

Developer's Statement

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

DocuSigned by:
Robert Yagusesky

Mr. Robert Yagusesky
McDonald's USA, LLC

11/18/2024
Date



November 15, 2024

Mr. Robert Yagusesky
McDonald's USA, LLC

Re: McDonald's Fontaine & Marksheffel – Traffic Compliance Letter
El Paso County, Colorado

Dear Mr. Yagusesky:

This traffic study letter documents a trip generation comparison to identify conformance with the original Village at Lorson Ranch traffic study for the proposed McDonald's development to be located on the northeast corner of Fontaine Boulevard and Marksheffel Road intersection in El Paso County, Colorado. The *Village at Lorson Ranch Traffic Impact Study* was completed in June 2024 which included this development area. The original traffic study does not specify the size of the McDonald's development. Instead, it takes into account the total square footage of all three (3) fast-food restaurants with drive-throughs in the development. It is worth noting that the site plan used for the original traffic study is consistent with the currently proposed McDonald's, which is anticipated to have a building area of 3,521 square feet.

ACCESS

Regional access to the McDonald's development will be provided by Interstate 25 (I-25) and State Highway 21 (SH-21). Primary access will be provided by Carriage Meadows Drive, Fontaine Boulevard, and Marksheffel Road. Direct access to the McDonald's development will be provided by a full movement access along Carriage Meadows Drive, a right-in access on Fontaine Boulevard, and a right-in/right-out (RIRO) access on Marksheffel Road.

TRIP GENERATION

A 3,521 square foot McDonald's fast-food restaurant is proposed within the Village at Lorson Ranch development to be located on the northeast corner of the Fontaine Boulevard and Marksheffel Road intersection. The project site was previously evaluated as a fast-food restaurant with drive-through. The overall Village at Lorson Ranch area was evaluated with three (3) fast-food restaurants with drive-through for a total of 8,170 square feet, a 5,680 square foot Convenience Store/Gas Station, a 12,000 square foot Day Care Center, and a 36,500 square foot Mini Warehouse. Applicable documents from the original traffic study are attached.

Site-generated traffic estimates are determined through a process known as trip generation. Average 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

¹ Institute of Transportation Engineers, *Trip Generation: An Information Report*, Eleventh Edition, Washington DC, 2021.



Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses.

For the original and current proposal for the same development area, the trip generation was based on ITE Trip Generation, 11th Edition average rates for Fast Food Restaurant with Drive-Through (ITE Code 934) land use. The following **Table 1** compares the trip generation of the applicable development area from the original traffic study compared to the expected trip generation for the proposed McDonald's project. Trip generation calculations and applicable documents from original traffic study are attached.

Table 1 –Trip Generation Comparison

Use and Size	Daily Vehicle Trips	Weekday Vehicle Trips					
		AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Original Traffic Study – Village at Lorson Ranch (Same Development Area)							
Fast Food Restaurant w/ Drive-Through (ITE 934) - 3,521 Square Feet	1,646	80	77	157	60	56	116
Current Proposal – McDonald's Fontaine & Marksheffel							
Fast Food Restaurant w/ Drive-Through (ITE 934) - 3,521 Square Feet	1,646	80	77	157	60	56	116
Net Difference in Trips	0	0	0	0	0	0	0
Original Traffic Study – Village at Lorson Ranch (Total Fast-Food Restaurants with Drive-Through)							
Fast Food Restaurant w/ Drive-Through (ITE 934) - 8,170 SF	3,820	186	179	365	140	130	270
Current Proposal – McDonald's Fontaine & Marksheffel							
Fast Food Restaurant w/ Drive-Through (ITE 934) - 3,521 Square Feet	1,646	80	77	157	60	56	116
Net Difference in Trips	-2,174	-106	-102	-208	-80	-74	-154

As summarized in the first section of **Table 1**, the currently proposed McDonald's project is anticipated to generate 1,646 daily weekday trips with 157 trips occurring during the morning peak hour and 116 trips occurring during the afternoon peak hour per current ITE equations and data. Therefore, the proposed McDonald's project is anticipated to generate the same amount of daily, morning peak hour, and afternoon peak hour trips as the use originally studied in the same development area. This identifies that the current proposal is in traffic compliance with the original traffic study for the same development area and land use. The second section of **Table 1** presents a summary of the total trips generated by the three fast-food restaurants with drive-throughs from the original study in comparison to the currently proposed McDonald's project. This indicates that there is reserved capacity for two more fast-food restaurants on site with approximately 208 morning peak hour trips and 154 afternoon peak hour trips still allocated for future fast-food restaurant use.



ROAD IMPACT FEES

Road impact fees were evaluated based on the El Paso County Road Impact Fee Schedule. Based on these fee schedule guidelines, the 2024 fee for general commercial is \$4,958 per 1,000 gross square feet of building space. Therefore, the El Paso County road impact fee for the proposed 3,694 gross square foot (3,521 net square feet) fast-food restaurant is expected to be \$18,813.86.

CONCLUSION

In summary, the current proposal for the McDonald's project is expected to generate the same trips previously evaluated for the same development area in the original traffic study for the Village at Lorson Ranch. Therefore, the project is believed to be in traffic compliance with the *Village at Lorson Ranch Traffic Impact Study* completed in June 2024. As such, we believe no further traffic analysis is needed with this proposed development. If you have any questions or require anything further, please feel free to call me.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

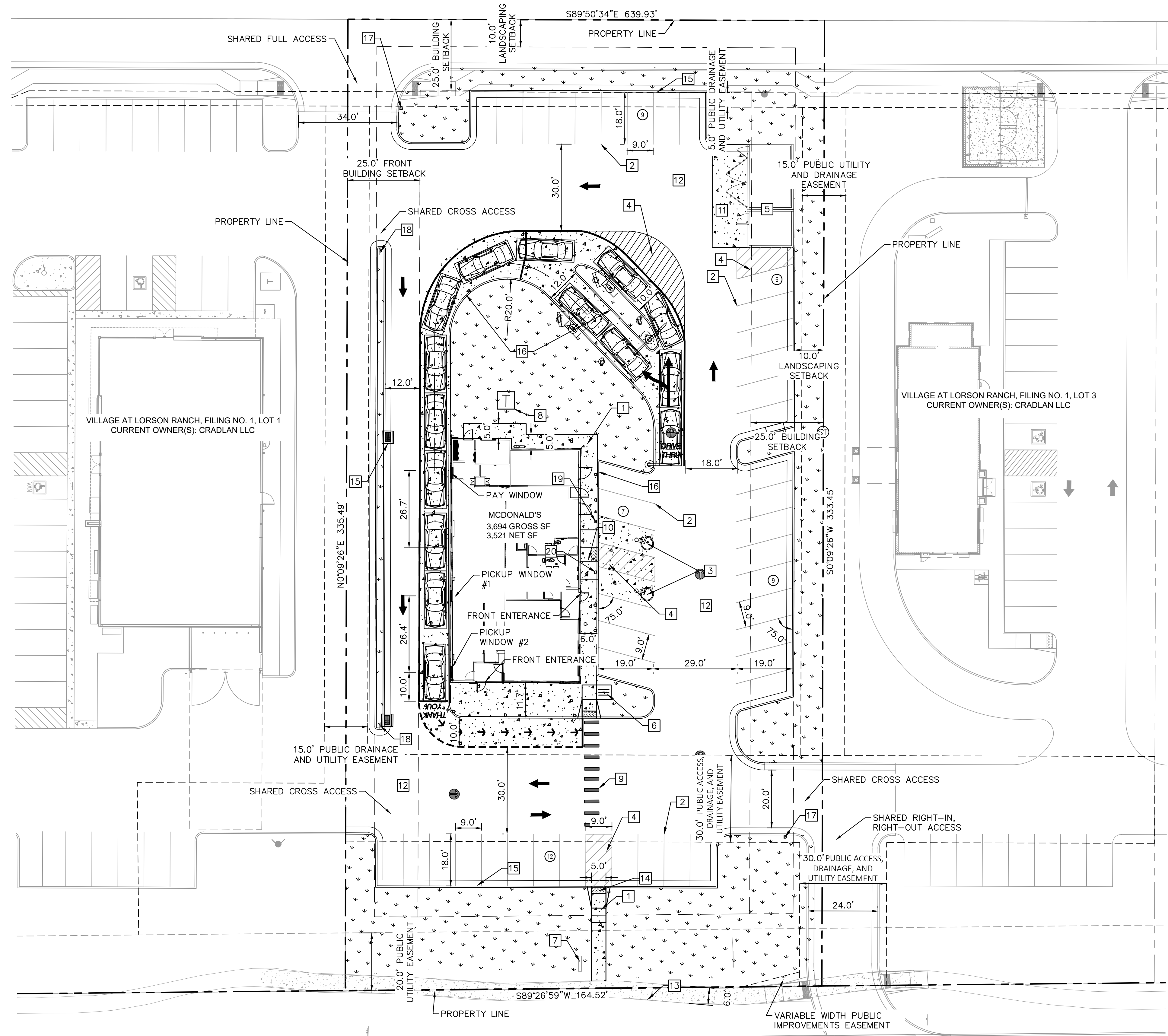
Jeffrey R. Planck, P.E.
Project Traffic Engineer



Please revise this section. El Paso County Resolution 24-377 revises the Road impact fee schedule and will take effect Jan 1, 2025. Fees will need to be based on the new schedule. The appropriate fee schedule to use is Fast Food, rather than general commercial. Please include a statement of whether the applicant will choose to pay the full upfront fee or chose to join the PID.

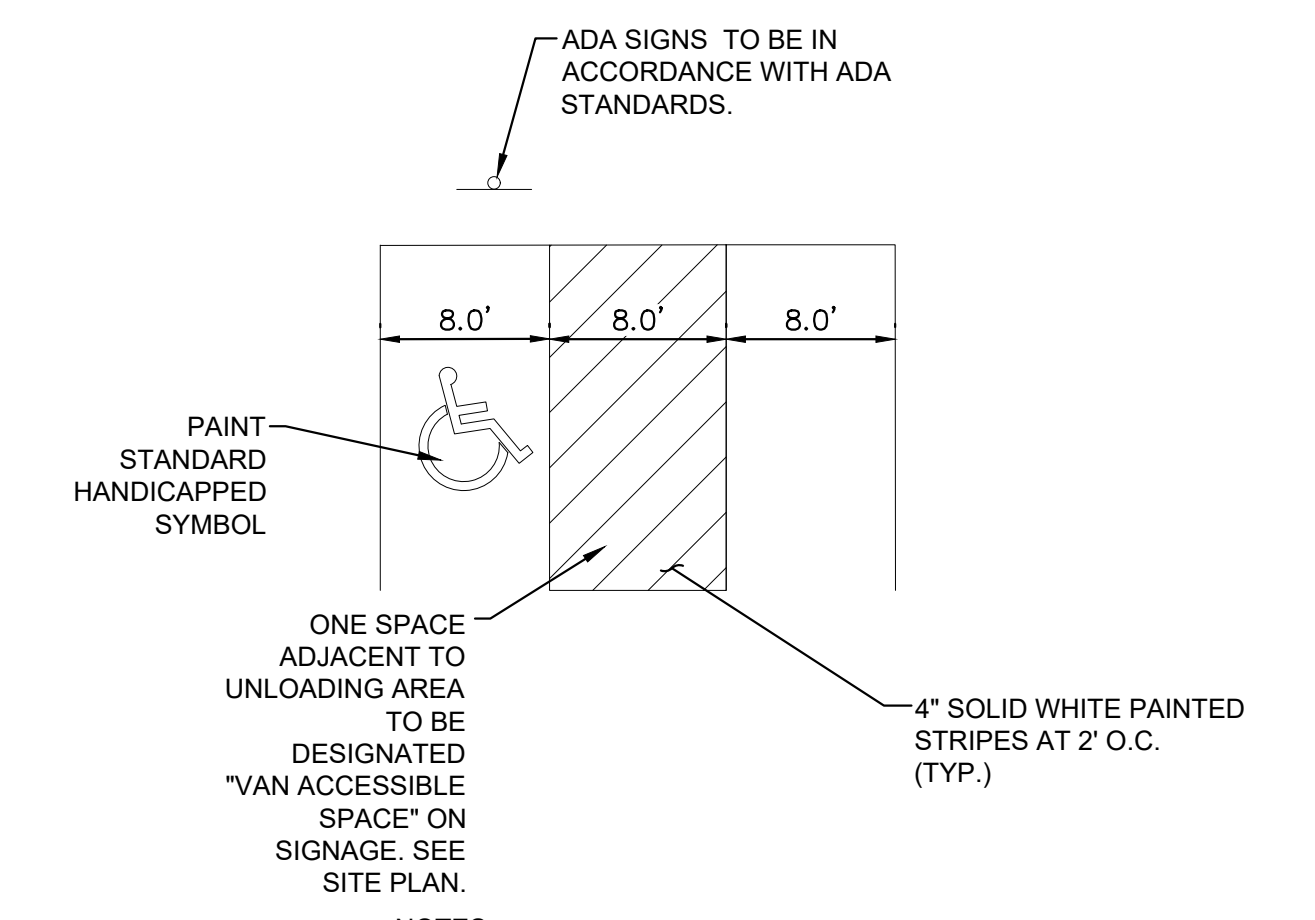
Conceptual Site Plan

VILLAGE AT LORSON RANCH,
FILING NO. 1, LOT 6
CURRENT OWNER(S): CRADLAN LLC



LEGEND

- PROPERTY LINE
- - - SETBACK
- - - PROPOSED EASEMENTS
- - - EXISTING EASEMENTS
- [Pattern] PROPOSED CONCRETE
- [Pattern] PROPOSED LANDSCAPING
- [Pattern] EXISTING SIDEWALK
- ⊕ PROPOSED PARKING COUNT



- NOTES:
- DIMENSIONS MAY VARY REFER TO SITE PLAN (SHEETS 3 AND 4).
 - SIGNAGE AND MARKINGS TO BE IN ACCORDANCE WITH FEDERAL, STATE AND LOCAL REGULATIONS.

ACCESSIBLE PARKING DETAIL

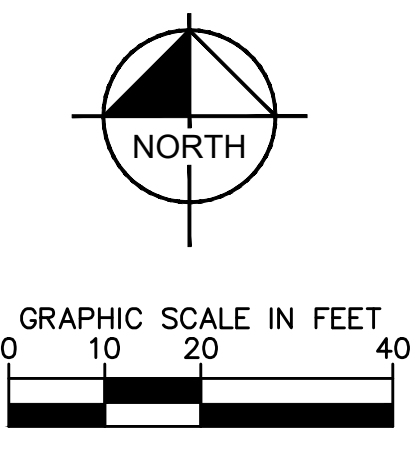
NOT TO SCALE

GENERAL NOTES

- ALL SIGNS ARE REVIEWED UNDER SEPARATE PERMIT

KEY NOTES

- PROPOSED CONCRETE SIDEWALK PER CDOT STANDARD DRAWING M-609-1 (WIDTH PER PLAN)
- PROPOSED 4" WIDE PARKING STRIPE (TYP.)
- PROPOSED ADA SYMBOL (PER DETAIL THIS SHEET)
- PROPOSED 4" WIDE DIAGONAL PAVEMENT MARKINGS AT 36" ON CENTER
- DUMPSTER ENCLOSURE AND SHED.
- PROPOSED BIKE PARKING
- PROPOSED MONUMENT SIGN, PER SEPARATE PERMIT
- PROPOSED TRANSFORMER
- PEDESTRIAN CROSSWALK, REF. SHEET 4 FOR DETAIL
- PROPOSED PARALLEL CURB RAMP PER EL PASO COUNTY SD_2-50 W/DETECTABLE WARNING PER EL PASO COUNTY SD_2-42
- PROPOSED HEAVY DUTY CONCRETE PAVEMENT
- PROPOSED ASPHALT PAVEMENT
- EXISTING CONCRETE SIDEWALK
- PROPOSED PERPENDICULAR CURB RAMP PER EL PASO COUNTY SD_2-40&41 WITH DETECTABLE WARNING PER EL PASO COUNTY STANDARD SD_2-42
- PROPOSED TYPE A CURB AND GUTTER PER EL PASO COUNTY SD_2-20
- PROPOSED 6" CURB HEAD
- PROPOSED R1-1 STOP SIGN, REF. SHEET 4 FOR DETAIL
- PROPOSED R5-1 DO NOT ENTER SIGN, REF. SHEET 4 FOR DETAIL
- PROPOSED VAN ADA PARKING SIGN, REF. SHEET 4 FOR DETAIL
- PROPOSED ADA PARKING SIGN, REF. SHEET 4 FOR DETAIL.



TITLE	DESCRIPTION	DATE	REV	DATE	DESCRIPTION
SITE DEVELOPMENT PLAN	SITE PLAN	7/30/2024			
		7/30/2024			

PREPARED FOR:
McDonald's USA, LLC
These drawings and specifications are the confidential and proprietary property of McDonald's USA, LLC and shall not be copied or reproduced without written authorization. The contract documents were prepared by McDonald's USA, LLC and shall not be used for any other project. Use of these drawings for reference or example on another project requires the approval of McDonald's USA, LLC. Use of these drawings on another project without the contract documents for reuse on another project is not authorized.

DRAWN BY: ALS
STD ISSUE DATE: 7/30/2024
REVIEWED BY: JJM
DATE ISSUED: 7/30/2024
EL PASO COUNTY NO. EA2467



Original Traffic Study Documents



VILLAGE AT LORSON RANCH TRAFFIC IMPACT STUDY

Prepared for:

El Paso County, CO

Prepared by:



2435 Research Parkway, Suite 300
Colorado Springs, CO 80920

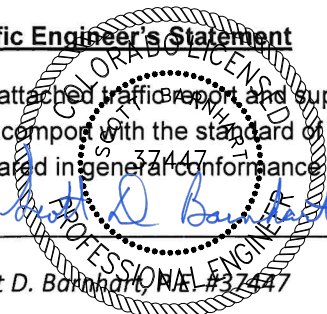
Contact: Scott Barnhart, PE, PTOE
719.575.0100

On Behalf of:

The Landhuis Company
212 N. Wahsatch Avenue Suite 301
Colorado Springs, CO 80903

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.




Scott D. Barnhart, P.E. #37447
06/06/2024

June 6, 2024

Date

Developer's Statement

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

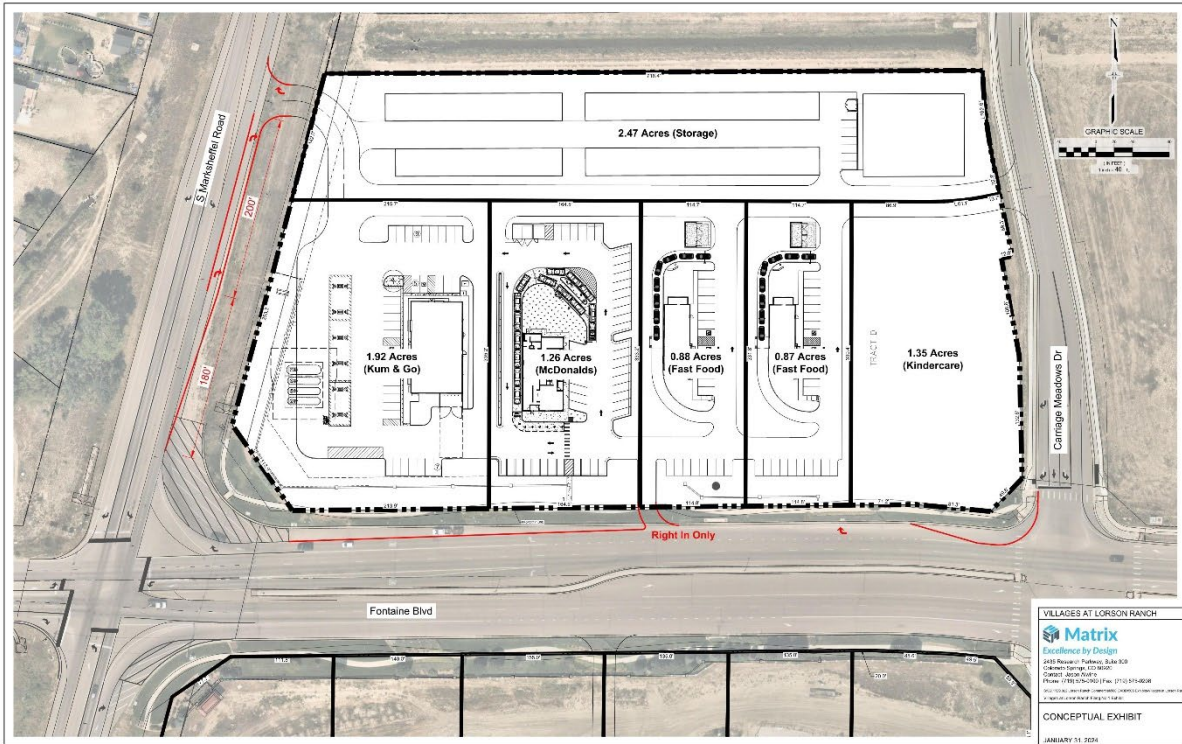


Jeff Mark, President

6/6/24

Date

Figure 2. Village at Lorson Ranch Site Plan



Scenario - 1

Scenario Name: Weekday
 Dev. phase: 1
 Analyst Note:

User Group:
 No. of Years to Project 0
 Traffic :

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
934 - Fast-Food Restaurant with Drive-Through Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	1000 Sq. Ft. GFA	8.17	Weekday	Average 467.48	1910 50%	1910 50%	3820
565 - Day Care Center Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	1000 Sq. Ft. GFA	12	Weekday	Average 47.62	286 50%	286 50%	572
151 - Mini-Warehouse Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	1000 Sq. Ft. GFA	36.5	Weekday	Average 1.45	26 50%	26 50%	52
945 - Convenience Store/Gas Station - VFP (9-15) Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	1000 Sq. Ft. GFA	5.68	Weekday	Best Fit (LIN) T = 560.88(X) + 548.79	1867 50%	1867 50%	3734

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
934 - Fast-Food Restaurant with Drive-Through Window	100	100	1	1	50	50
565 - Day Care Center	100	100	1	1	50	50
151 - Mini-Warehouse	100	100	1.6	1.6	50	50
945 - Convenience Store/Gas Station - VFP (9-15)	100	100	1	1	50	50

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
934 - Fast-Food Restaurant with Drive-Through Window	1910	1910	0	0	1910	1910
	3820		0		3820	
565 - Day Care Center	286	286	0	0	286	286
	572		0		572	
151 - Mini-Warehouse	42	42	0	0	42	42
	84		0		84	
945 - Convenience Store/Gas Station - VFP (9-15)	1867	1867	0	0	1867	1867
	3734		0		3734	

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
934 - Fast-Food Restaurant with Drive-Through Window	Resturant
565 - Day Care Center	Others
151 - Mini-Warehouse	Others
945 - Convenience Store/Gas Station - VFP (9-15)	Resturant

Scenario - 2

Scenario Name: AM Peak Hour

User Group:

Dev. phase: 1

No. of Years to Project 0

Traffic :

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
934 - Fast-Food Restaurant with Drive-Through Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	1000 Sq. Ft. GFA	8.17	Weekday, Peak Hour of Adjacent Street Traffic,	Average 44.61	186 51%	179 49%	365
945 - Convenience Store/Gas Station - VFP (9-15) Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	1000 Sq. Ft. GFA	5.68	Weekday, Peak Hour of Adjacent Street Traffic,	Average 56.52	161 50%	161 50%	322
565 - Day Care Center Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	1000 Sq. Ft. GFA	12	Weekday, Peak Hour of Adjacent Street Traffic,	Average 11.00	70 53%	62 47%	132
151 - Mini-Warehouse Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	1000 Sq. Ft. GFA	36.5	Weekday, Peak Hour of Adjacent Street Traffic,	Average 0.09	2 59%	1 41%	3

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
934 - Fast-Food Restaurant with Drive-Through Window	100	100	1	1	51	49
945 - Convenience Store/Gas Station - VFP (9-15)	100	100	1	1	50	50
565 - Day Care Center	100	100	1	1	53	47
151 - Mini-Warehouse	100	100	1	1	59	41

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
934 - Fast-Food Restaurant with Drive-Through Window	186	179	0	0	186	179
	365		0		365	
945 - Convenience Store/Gas Station - VFP (9-15)	161	161	0	0	161	161
	322		0		322	
565 - Day Care Center	70	62	0	0	70	62
	132		0		132	
151 - Mini-Warehouse	2	1	0	0	2	1
	3		0		3	

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
934 - Fast-Food Restaurant with Drive-Through Window	Resturant
945 - Convenience Store/Gas Station - VFP (9-15)	Resturant
565 - Day Care Center	Others
151 - Mini-Warehouse	Others

Scenario - 3

Scenario Name: PM Peak Hour

User Group:

Dev. phase: 1

No. of Years to Project 0

Traffic :

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
934 - Fast-Food Restaurant with Drive-Through Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	1000 Sq. Ft. GFA	8.17	Weekday, Peak Hour of Adjacent Street Traffic,	Average 33.03	140 52%	130 48%	270
945 - Convenience Store/Gas Station - VFP (9-15) Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	1000 Sq. Ft. GFA	5.68	Weekday, Peak Hour of Adjacent Street Traffic,	Average 54.52	155 50%	155 50%	310
565 - Day Care Center Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	1000 Sq. Ft. GFA	12	Weekday, Peak Hour of Adjacent Street Traffic,	Average 11.12	63 47%	71 53%	134
151 - Mini-Warehouse Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	1000 Sq. Ft. GFA	36.5	Weekday, Peak Hour of Adjacent Street Traffic,	Average 0.15	3 47%	3 53%	6

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
934 - Fast-Food Restaurant with Drive-Through Window	100	100	1	1	52	48
945 - Convenience Store/Gas Station - VFP (9-15)	100	100	1	1	50	50
565 - Day Care Center	100	100	1	1	47	53
151 - Mini-Warehouse	100	100	1	1	47	53

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
934 - Fast-Food Restaurant with Drive-Through Window	140	130	0	0	140	130
	270		0		270	
945 - Convenience Store/Gas Station - VFP (9-15)	155	155	0	0	155	155
	310		0		310	
565 - Day Care Center	63	71	0	0	63	71
	134		0		134	
151 - Mini-Warehouse	3	3	0	0	3	3
	6		0		6	

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
934 - Fast-Food Restaurant with Drive-Through Window	Resturant
945 - Convenience Store/Gas Station - VFP (9-15)	Resturant
565 - Day Care Center	Others
151 - Mini-Warehouse	Others

Trip Generation Worksheets



Project McDonald's Fontaine & Marksheffel
 Subject Trip Generation for Fast-Food Restaurant with Drive-Through Window
 Designed by PAC Date July 22, 2024 Job No. 96806032
 Checked by _____ Date _____ Sheet No. 1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 11th Edition, Average Rates

Land Use Code - Fast-Food Restaurant with Drive-Through Window (934)

Independent Variable - 1000 Square Feet (X)

SF = 3,521

X = 3.521

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (900 Series Page 726)

(T) = 44.61 (X)
 (T) = 44.61 * (3.5)

Directional Distribution: 51% ent. 49% exit.
 T = 157 Average Vehicle Trip Ends
 80 entering 77 exiting
 80 + 77 = 157

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (900 Series Page 727)

(T) = 33.03 (X)
 (T) = 33.03 * (3.5)

Directional Distribution: 52% ent. 48% exit.
 T = 116 Average Vehicle Trip Ends
 60 entering 56 exiting
 60 + 56 = 116

Weekday (900 Series Page 725)

(T) = 467.48 (X)
 (T) = 467.48 * (3.5)

Directional Distribution: 50% ent. 50% exit.
 T = 1646 Average Vehicle Trip Ends
 823 entering 823 exiting
 823 + 823 = 1646

Non Pass-By Trip Volumes (Per ITE Trip Generation Manual, 11th Edition)

AM Peak Hour =	50%	Non-Pass By	PM Peak Hour =	45%	Non-Pass By
	IN	Out	Total		
AM Peak	40	39	79		
PM Peak	27	25	52		
Daily	370	370	740		PM Peak Hour Rate Applied to Daily

Pass-By Trip Volumes (Per Trip Generation Manual, 11th Edition)

AM Peak Hour =	50%	Pass By	PM Peak Hour =	55%	Pass By
	IN	Out	Total		
AM Peak	40	39	79		
PM Peak	33	31	64		
Daily	453	453	906		PM Peak Hour Rate Applied to Daily