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MEMORANDUM

DATE: May 6, 2024

TO: Arthur Gonzales – Access Manager

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

SUBJECT: Esteban Rodriguez Subdivision Sketch Plan – SKP237
RE: Traffic Impact Study
Response to CDOT Comments
LSC #S224630

Following are the LSC Transportation Consultants, Inc. responses to the January 2, 2024 Comment Letter prepared by CDOT – Region 2 – Traffic & Safety – Permits regarding SKP237.

Traffic comments:

a. An The development parts are not clearly explained. The total commercial area is 19 acres. However, Table 3 “assumes 15% floor-area ratio for retail land uses and 25% for warehouse land uses”. Is it 15% and 25% of 19 acres? Or something else? Please explain.

LSC Response: A “Land Use Table” has been added to the report for clarification. ITE Land Use categories “822 – Strip Retail Plaza (<40 KSF)” and “150 – Warehousing” were used to estimate potential trip generation for the approximately 15 acres of commercial on the property (on three separate parcels). LSC has assumed that an 15-percent floor-area-ratio for the assumed 10,000 square feet of “strip retail” space, with the remainder of the 15 acres associated with warehousing land uses.

b. ITE code for the Strip Retail used in the Study is 821. However, this code is for 40-150 KSF developments. However, the proposed retail portion is 10 KSF (Table 3). So, the ITE code 822: Strip Retail Plaza (<40 GLA) seems more appropriate. However, after the (1) gets explained and calculations shown, the (2) code 821 might be correct.

LSC Response: LSC has used ITE code 822 rather than ITE code 821 for the commercial uses. A "Land Use Table" has been added to the report for clarification.

- c. *Table 3 shows the reduction for internal trips. Per State Access Code 2.3.(4), "For mixed use developments, internal trip reductions will not exceed two percent for the AM peak or eight percent for PM peaks unless clearly justified and documented by actual studies." Please justify the internal trip reduction if outside of these thresholds.*

LSC Response: The trip generation table has been updated to reflect 2% AM and less than 8% PM internal trip capture.

- d. *The traffic operations are shown for 2023 and 2043. Instead, show operations for buildout year and 20 years after that. Clearly state the annual growth factor used.*

LSC Response: Updated as requested. The report utilizes an estimated buildout year of 2030, with baseline traffic volumes estimates. Details of the growth factors and other sources of traffic growth have been added to the report narrative.

- e. *Graphically show traffic distribution.*

LSC Response: An estimated directional-distribution figure is now included in the set of figures.

- f. *Use the existing signal timings in the operational analysis. Signal coordination and optimization in all future scenarios is allowed. However, while optimizing- assume the following: 1) All left turns are protected, and 2) Right turn on red is not allowed. 3) Use the existing clearance times. In this way, we can account for possible safety improvements if needed later.*

LSC Response: Synchro models have been updated to reflect these changes.

Access comments:

- g. *Section 1.4(1) of the State Highway Access Code, states in part that no person, shall construct any access providing direct vehicular movement to or from any state highway from or to property in close proximity or abutting a state highway without an access permit issued by the designated issuing authority with the written approval of the Department.*

LSC Response: Comment noted.

- h. *Under Section 2.6 (Change in Land Use and Access Use) of the State Highway Access Code, states the requirements of a new access permit. It states in part that if any significant changes are made or will be made in the use of the property which will affect access operation, traffic volume increases by 20% and or vehicle type, the permittee or property owner will coordinates*

with the local authority and the Department to determine if a new access permit and modifications to the access are required.

LSC Response: Comment noted.

- i. Two CDOT Access Permit are required of this development #1) for the connection of Stapleton Rd. #2) for the connection of Judge Orr to SH24G.*

LSC Response: Comment noted. CDOT access permit applications will be submitted at a later stage of the development process. This is the sketch plan stage

- j. Escrow break down will need to be provide for the Fair Share Escrow Amount of the development in an updated Traffic Impact Study for each permit required.*

LSC Response: The report contains a section entitled "CDOT PROCESS AND REQUIREMENTS" which documents this comment and indicates that the detailed escrow analysis will be provided at a later stage of the development process.