

Please include a cover page before the signature blocks page.

Please include project No. V244

**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.



\_\_\_\_\_  
*Brian Horan, 00553042*



6/21/24

\_\_\_\_\_  
Date

**Developer's Statement**

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



\_\_\_\_\_  
*Julie Shoemaker*  
*Vantage Homes*  
9540 Federal Dr. Suite 100  
Colorado Springs, CO 80921

6.21.24

\_\_\_\_\_  
Date

To: Elizabeth Nijkamp  
Engineer Manager, El Paso County

From: Brian Horan, PE, PTOE

Date: June 19, 2024

Re: **Vantage Homes Storage: Traffic Memorandum  
El Paso County, CO**

### INTRODUCTION

This traffic memorandum has been prepared in support of the Vantage Homes (the Applicant) Conditional Use Permit (CUP) application as required by El Paso County Engineering Criteria Manual (ECM). performed in support of an approximately 16.03-acre lot in the County of El Paso, Colorado. Generally, the site is located south of Woodman Road and Adventure Way, east of Utah Lane and bisected by Nevada Lane. Specifically, the site is located on Parcels 5308000082, 5308000071, and 5308000002 and is currently vacant. The site location is shown on Figure 1.



Figure 1 – Site Location



The Applicant proposes to develop the site with a storage facility with approximately 1,132 storage units available for rent. The storage unit types consist of both covered and uncovered recreational vehicle (RV)/boat units, enclosed RV/boat units, climate-controlled units, and ambient storage units. A full-sized copy of the site plan is provided as Attachment I.

Please confirm that Adventure Way is the official roadway of the City of Colorado Springs. Please verify its classification with the City of Colorado Springs.

**EXISTING CONDITIONS**

As shown on the site plan provided as Attachment 1, the ~~sites~~ proposed to be accessed via one access location along Adventure Way at the intersection with Nevada Lane. No roadway improvements were identified in the area.

Adventure Way is classified as a collector by the County of El Paso and runs east-west. It serves as a frontage road for Woodman Road along the south side. Adventure Way is a paved two-lane roadway with a posted speed limit of 35 miles per hour (mph).

Utah Lane is classified as a local private roadway by the County of El Paso and runs north-south. It is an unimproved gravel surface road. There is an assumed speed limit of 25 mph. Utah Lane intersects Adventure way and operates under STOP-control.

Nevada Lane is classified as a local private roadway by the County of El Paso and runs north-south. **It is an unimproved gravel surface road.** There is an assumed speed limit of 25 mph. Nevada Lane intersects Adventure way and operates under STOP-control.

The Major Transportation Corridor Plan (MTCP) was reviewed to determine if any roadway improvements were anticipated in the immediate study area. No such improvements were identified. Additionally, at the time of this writing, no improvements from area development were identified that would impact the proposed development.

**TRIP GENERATION**

Trip generation forecasts for the site were based on rates/equations published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11<sup>th</sup> Edition and industry standard methodologies. The trip generation estimates of the proposed development are provided in Table 1 below. The use is expected to generate 16 AM peak hour, 13 PM peak hour, and 203 average daily trips upon completion.

According to ECM section 2.2.7.C.3: The road is projected to have an ADT of 200 or more. All roads with a projected ADT of 200 or more shall be paved to facilitate compliance with Colorado Air Quality Control Commission Regulation No. 1, Emission Control Regulations for Particulates, Smokes, and Sulfur Oxides for the State of Colorado.

*Table 1 – Trip Generation*

Table 1  
Vantage Homes Woodmen-Utah Storage Facility  
Site Trip Generation

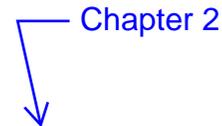
Land Use	Land Use Code	Amount	Units	AM Peak Hour			PM Peak Hour			Average Daily Trips
				In	Out	Total	In	Out	Total	
Mini-Warehouse	151	1,132	Units	8	8	16	7	6	13	203

Note(s):  
(1) Trip generation based on the Institute of Transportation Engineers' Trip Generation Manual, 11th Edition

Per the County's ECM, Appendix B, a traffic memorandum is required for developments generating daily vehicle trips less than or equal to 500 vehicles per day (VPD) or peak hour trip generation between 21 and 50 vehicles per hour (VPH). As shown in Table 1, the proposed development's trip generation would warrant a traffic memorandum.

These trips would be distributed to the single access point along Adventure Way. This would represent fewer than 10 vehicles at any site entrance in or out of the site during the peak hour. As required by the County an assessment of 20 year projections for this area would suggest minimal increase. Adventure Way terminates to the east and would limit potential area growth. It is anticipated that short and long range forecasts at the entrance would remain relatively consistent with existing conditions.

Based on the trip generation contained herein, the proposed development would not significantly impact the surrounding corridor.



## TURN LANE WARRANTS

An assessment of turn lanes is provided as required per ECM Appendix B.8. ECM 2.3.7. D provides the following:

1. Exclusive Left Turn Lane Required:
  - "A left turn lane is required for any access with a projected peak hour ingress turning volume of 25 VPH or greater"
2. Exclusive Right Turn Lane Required
  - "A right turn lane is required for any access with a projected peak hour right turning volume of 50 VPH or great. An acceleration lane is generally not required"

As shown in Table 1 ingress volume is anticipated to be 8 VPH in the AM and 7 VPH in the PM peak hours. Adventure Way dead ends to the east, so it is anticipated all site traffic would be oriented to the west. The ingress site traffic would make an eastbound right turn into the site. The forecasted peak hour volumes are well below the warrant thresholds and would not trigger a turn lane.

## CONCLUSIONS

The conclusions of this analysis are as follows:

1. The subject site is a standalone project in the County of El Paso, Colorado.
2. The proposed project is forecasted to generate 16 new AM trips, 13 new PM trips, and 203 new daily trips on average.
3. Based on the trip generation contained herein, the proposed development would not significantly impact the surrounding roadways. Short and long range forecasts for the access locations would remain generally consistent with existing conditions.
4. Turn lanes would not be required at any of the proposed access locations.

5. No improvements are required or recommended above and beyond what is required on site for the construction of the use.
6. Road Impact Fees will be due by the Applicant at the last land use approval consistent with the use and Impact Fee schedule.

We trust that the information contained herein satisfy the request of the County of El Paso, Colorado. If you have any questions or need further information, please contact Brian Horan at [BrianHoran@GallowayUS.com](mailto:BrianHoran@GallowayUS.com) or 303-770-8884.

Please see the guidelines of the traffic memorandum in ECM, B.2.4.D.

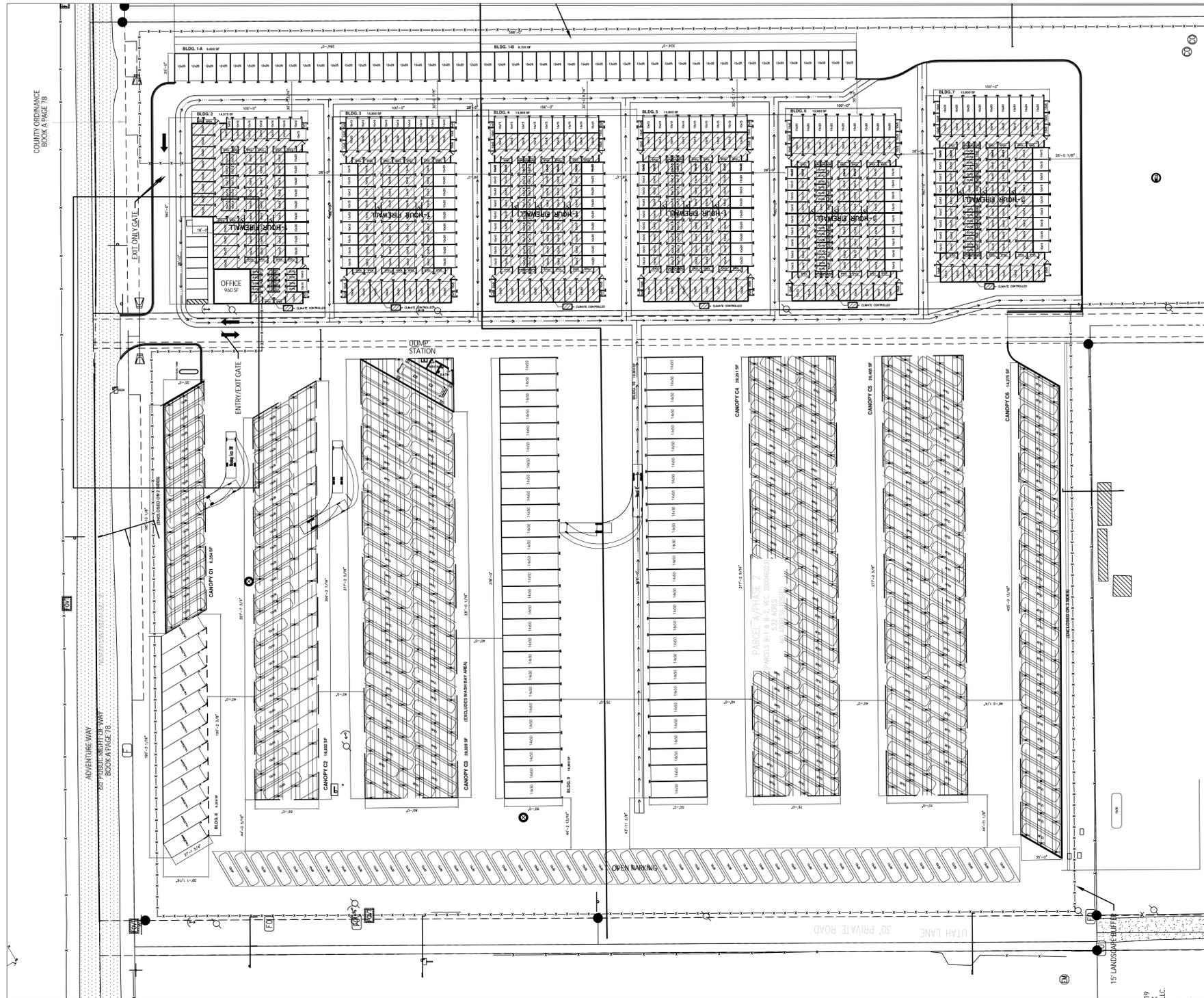
The key elements of the project impact assessment shall be specified by the ECM Administrator from the following list:

- Peak hour link volume and LOS;
- Peak hour access LOS;
- Appropriateness of access locations;
- Location and requirements for turn lanes or acceleration/deceleration lanes at the access, including recommendations for taper lengths, storage length, acceleration/deceleration lengths, and other geometric design requirements;
- Sight distance evaluations and recommendations (intersection, stopping, passing);
- Continuity and adequacy of pedestrian and bicycle facilities within the study area;
- Appropriateness of the existing roadway signing and striping;

Additional comments may be provided once the initial comments are addressed.

# Attachment I

## Site Plan



  
**SITE PLAN**

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HEAD QUARTERS:- 5650 ELCAMINO REAL SUITE 100  
CARLSBAD, CA 92008 PHONE: (760) 448-1760

EAST OFFICE:- 1041 CROWN PARK CIRCLE  
WINTER GARDEN, FL 34787 PHONE: (800) 989-0220

# NEVADA / UTAH LANE STORAGE

## COLORADO SPRINGS, CO

### VANTAGE HOMES

2312021

#### NOTES & CONDITIONS

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#### REVISIONS:

- △ REVISE SITE - 5/15/24 - RRH
- △ REVISE SITE PLAN 06/12/24 - LS
- △
- △
- △
- △
- △
- △

DRAWN BY: RRH

DATE: 4/16/24

DWG. NO.:

L1 OF 1

REVISION: 01