

FALCON MARKETPLACE – SLIM CHICKENS EL PASO COUNTY, COLORADO

Traffic Engineer's Statement

The 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.



Curtis D. Rowe, P.E., PTOE
Vice President

Date: April 19, 2021

Developer's Statement

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

Rick Stuey

2-28-22
Date

7535 Falcon Market Place LLC

April 19, 2021

Mr. Rick Stucy
WRG Investors, LLC
c/o Deepwater Point Company
1153 Bergen Parkway
Suite I-150
Evergreen, CO 80439

Re: Slim Chickens – Traffic Compliance Letter
Falcon Marketplace
El Paso County, Colorado
PCD File No.

Dear Mr. Stucy:

The purpose of this letter is to provide a trip generation comparison to identify conformance with the original Falcon Marketplace Traffic Impact Analysis (TIA) for a proposed Slim Chickens restaurant with drive-thru to be located within Falcon Marketplace on the northwest corner of the Woodmen Road and Meridian Road intersection in El Paso County, Colorado. Specifically, Slim Chickens is proposed on Lot 9, which is the third lot west of Meridian Road along the north side of Woodmen Road.

This letter contains the following:

- A trip generation comparison of the currently proposed use to the use assumed in the original Falcon Marketplace TIA
- Any changes to the recommendations determined in the Falcon Marketplace TIA based on this proposed project

Land Use

A new Slim Chickens restaurant is proposed to include a building of approximately 3,480 square feet on Lot 9 of the overall development (site plan attached). Three fast-food restaurants with drive-thru were previously identified to be located on Lots 4, 7, and 8 along with a coffee/donut shop with drive-thru window on Lot 11 of the overall *Falcon Marketplace Traffic Impact Analysis* prepared by LSC in September 2018. The original land use evaluated on Lot 9 in the original study was a clinic. The fast-food restaurants with drive-thru on Lots 4 and 8 were studied at 2,500 square feet each and the fast-food restaurant on Lot 7 was studied at 3,500 square feet. As shown in the most current site plan provided (as also attached), there are three fast food restaurants with drive-thru proposed along with one coffee/donut shop with drive-thru window. Lots 6 and 8 are both shown to include fast food restaurants with drive-thru of 2,100 square feet each. Therefore, it is believed that these two restaurants are the same as the ones originally assumed on Lots 4 and 8 of 2,500 square feet each. Based on this, for purposes of this traffic compliance letter, it was assumed that the 3,500 square foot fast-food restaurant with drive-thru development originally evaluated on Lot 7 will be located on this Lot 9 instead with this 3,480 square foot Slim Chickens restaurant. The proposed coffee/donut shop with drive-thru window is anticipated to remain on Lot 11.

The overall development evaluated in the original study included 15,000 square feet of a pet supply superstore, a 123,000 square foot supermarket, a gas station with 18 fueling positions, 8,500 square feet of fast food restaurants with drive-thru (two 2,500 square foot restaurants and one 3,500 square foot restaurant), 13,000 square feet of retail shopping center space, a 7,720 square foot tire store, 7,800 square feet of clinic use space, and a 1,300 square foot coffee/donut shop with drive-thru.

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 Report*¹ published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. The original TIA used trip generation average rates that were based on the ITE Trip Generation, 9th Edition (current edition at the time). For this proposed project, Kimley-Horn used the average rate equations of the ITE Trip Generation, 10th Edition (most current edition), for the proposed Slim Chickens fast-food restaurant. The fast-food restaurant with drive-thru is identified in the ITE Trip Generation as land use code 934. Trip generation calculations for the proposed use is attached. The following table summarizes the estimated trip generation for the proposed 3,480 square foot Slim Chickens compared to the trips generated by the 3,500 square foot fast-food restaurant from the original TIA.

Trip Generation Comparison
Original Tire Store vs. Proposed Discount Tire Store

	Daily Vehicle Trips	Weekday Vehicle Trips					
		AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Original TIA Fast-Food w/ DT – 2,500 SF	1,736	81	78	159	59	55	114
Proposed Slim Chickens Fast-Food w/ DT – 3,480 SF	1,640	71	69	140	59	55	114
Net Difference in Trips	-96	-10	-9	-19	0	0	0

Although ITE identifies that a fast-food with drive-thru would generate 140 trips during the morning peak hour, it is important to note that Slim Chickens will not be open during the morning peak period. Therefore, actual trip generation from this project during the morning peak hour will be slim to none. Based on this, the trip generation for the afternoon peak hour was only compared. The proposed Slim Chickens is projected to generate 114 afternoon peak hour trips. The original TIA included a 3,500 square foot fast-food restaurant expected to generate the same 114 afternoon peak hour trips. Therefore, the proposed Slim Chickens produces the same afternoon peak hour trips when compared to the original traffic study. Therefore, the proposed Slim Chickens is anticipated to be in traffic compliance.

¹ Institute of Transportation Engineers, *Trip Generation: An Information Report*, Tenth Edition, Washington DC, 2017.

Roadway Improvements

The attached Table 7b from the Falcon Marketplace TIA shows the roadway improvements that will be constructed with the first phase of the Falcon Marketplace project including the new improvements recommended with the King Soopers grocery store. In addition, the "dollar per trip" calculation is included for this site. The offsite roadway improvements are being constructed to serve the overall development.

Because Slim Chickens is effectively the same building area from the original traffic study, the development's fair share cost for the four intersection improvements have already been calculated. These have been summarized as follows from the previous traffic study findings:

- The eastbound left turn lane improvement at Woodmen Road and Meridian Road was identified as 0.15 percent and \$459 for this fast-food restaurant with drive-thru.
- The eastbound left turn lane improvement at Woodmen Road and Golden Sage was identified as 0.49 percent and \$943 for this project.
- The southbound right turn lane improvement at Woodmen Road and Golden Sage was 0.06 percent and \$60 for this project.
- The traffic signal installation at N Frontage Road and Golden Sage Road was calculated as 0.29 percent and \$1,008 for this project in this improvement.

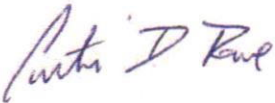
The total project cost participation for these four improvements equals \$2,470.

Conclusion

In summary, this proposed 3,480 square foot Slim Chickens on Lot 9 of the overall Falcon Marketplace development is believed to be in use and traffic compliance. The project is expected to generate very similar traffic volumes compared to the original traffic study for the same land use evaluated on Lot 7 of a 3,500 square foot fast food restaurant with drive thru. Due to the same project traffic volume generated in the studied peak hours, all original traffic study results and conclusions remain valid. If you have any questions or require anything further, please feel free to call.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Curtis D. Rowe, P.E., PTOE
Vice President

Trip Generation Calculations

Project Falcon Marketplace - Slim Chickens
 Subject Trip Generation for Fast-Food Restaurant with Drive-Through Window
 Designed by MAG Date April 15, 2021 Job No. _____
 Checked by _____ Date _____ Sheet No. 1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

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

Independant Variable - 1000 Square Feet Gross Floor Area (X)

Gross Floor Area = 3,480 Square Feet

X = 3.480

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (900 Series page 158)

Average Weekday

T = 40.19 (X)

T = 40.19 * 3.480

Directional Distribution: 51% ent. 49% exit.

T = 140 Average Vehicle Trip Ends

71 entering 69 exiting

71 + 69 = 140

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (900 Series page 159)

Average Weekday

T = 32.67 (X)

T = 32.67 * 3.480

Directional Distribution: 52% ent. 48% exit.

T = 114 Average Vehicle Trip Ends

59 entering 55 exiting

59 + 55 = 114

Weekday (900 Series page 157)

Average Weekday

T = 470.95 (X)

T = 470.95 * 3.480

Directional Distribution: 50% entering, 50% exiting

T = 1640 Average Vehicle Trip Ends

820 entering 820 exiting

820 + 820 = 1640

Saturday Peak Hour of Generator (900 Series page 163)

T = 54.86 (X)

T = 54.86 * 3.480

Directional Distribution: 51% ent. 49% exit.

T = 191 Average Vehicle Trip Ends

97 entering 94 exiting

97 + 94 = 191

Non Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017)

AM Peak Hour = 51% Non-Pass By PM Peak Hour = 50% Non-Pass By

IN Out Total

AM Peak 36 35 71

PM Peak 30 28 57

Daily 410 410 820 PM Peak Hour Rate Applied to Daily

Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017)

AM Peak Hour = 49% Pass By PM Peak Hour = 50% Pass By

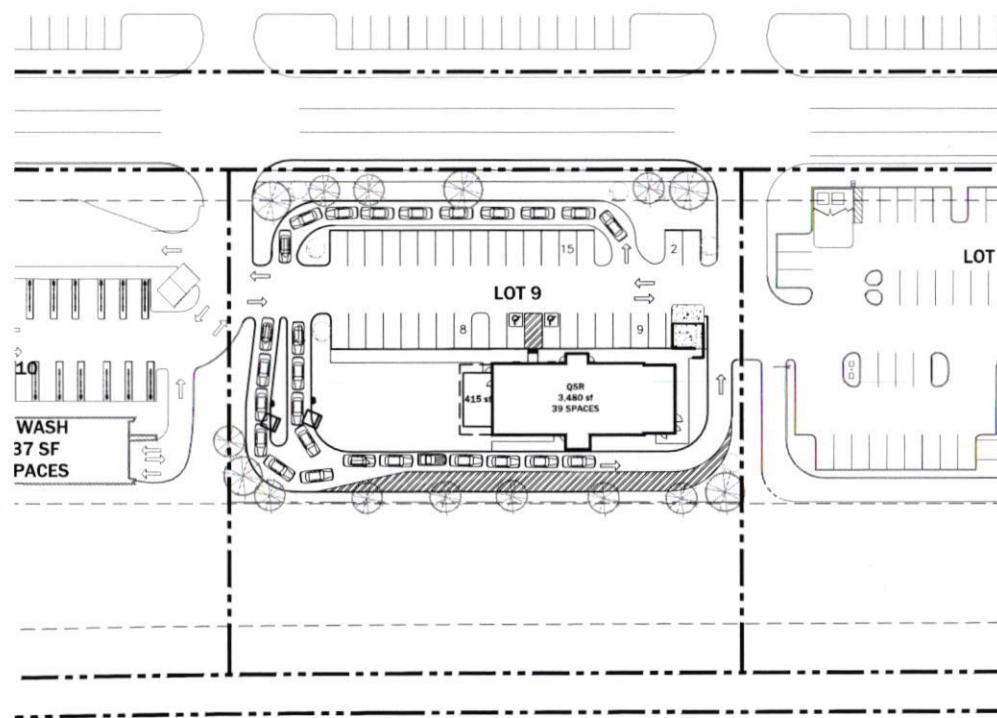
IN Out Total

AM Peak 35 34 69

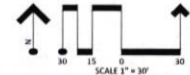
PM Peak 30 28 57

Daily 410 410 820 PM Peak Hour Rate Applied to Daily

Conceptual Site Plan



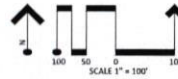
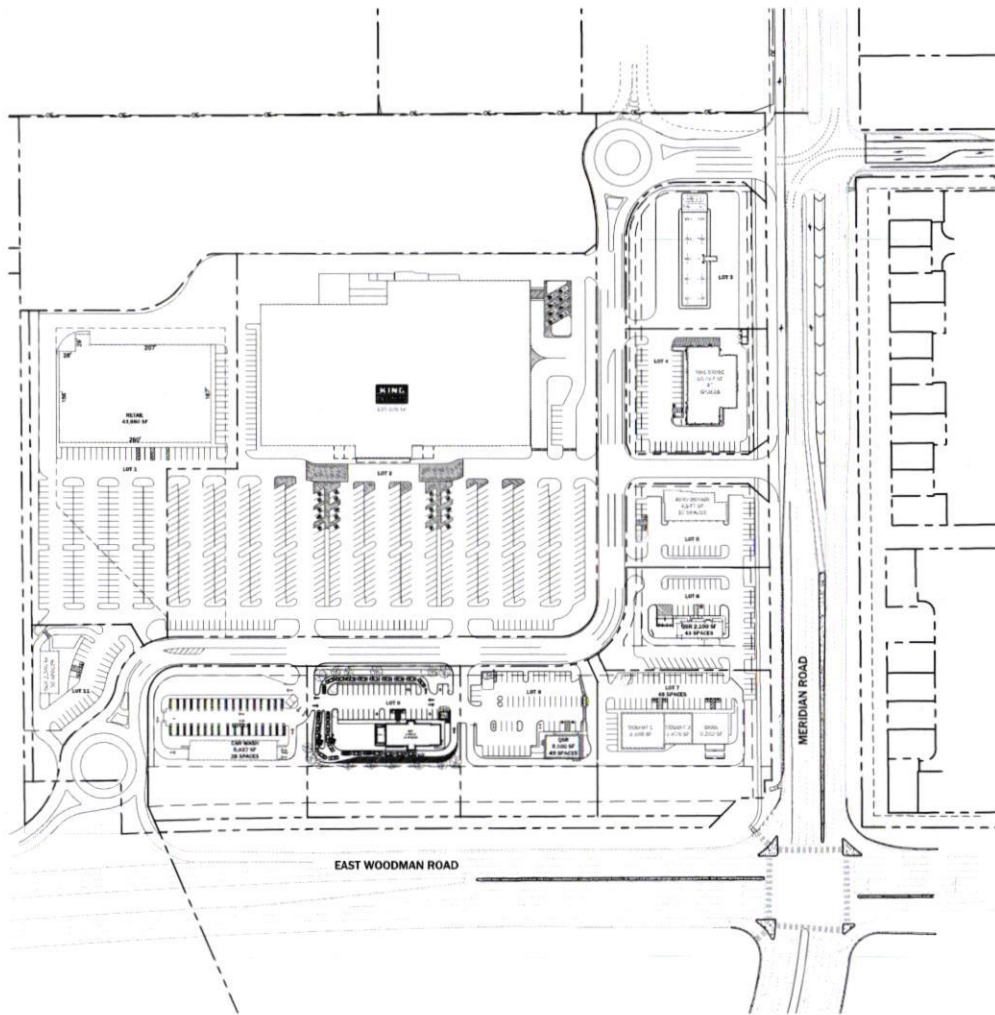
EAST WOODMAN ROAD



DATE	DESCRIPTION
12/1/2018	Original Preparation

PRELIMINARY SITE PLAN
SLIM CHICKEN'S - FALCON
 FALCON, EL PASO COUNTY, COLORADO
 JOB NO. 21.000
 100 SCALE SITE PLAN A
 SHEET 1/2

POINT
 CONSULTING, LLC
 8440 W. 11TH AVENUE, SUITE 100
 LITTLETON, CO 80120
 720-258-4834
 www.point-llc.com
 CIVIL ENGINEERING
 LANDSCAPE ARCHITECTURE
 LAND SURVEYING



DATE	DESCRIPTION
11/11/2018	Original Preparation

PRELIMINARY SITE PLAN
SLIM CHICKEN'S - FALCON
FALCON, EL PASO COUNTY, COLORADO

POINT CONSULTING, LLC
1840 W. JULETOWN, CO 80128
720-258-6836
www.point-llc.com
LANDSCAPE ARCHITECTURE
CIVIL ENGINEERING
LAND SURVEYING



Original Traffic Study Documents

Trip Generation

Improvement Summary



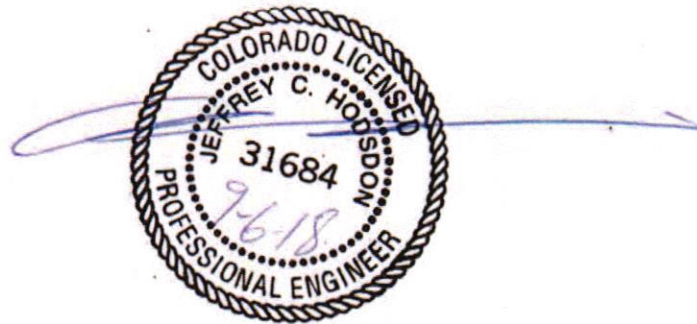
LSC TRANSPORTATION CONSULTANTS, INC.
545 East Pikes Peak Avenue, Suite 210
Colorado Springs, CO 80903
(719) 633-2868
FAX (719) 633-5430
E-mail: lsc@lsctrans.com
Website: <http://www.lsctrans.com>
EPC 10/9/18

Falcon Marketplace Traffic Impact Analysis SP-17-001/CDR-16-007

(LSC #164350)
October 23, 2017
(September 5, 2018 Revision)

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.



Developer's Statement

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

A handwritten signature in blue ink, appearing to be 'C. Hodson', written over a horizontal line.

9/5/18
Date

SP 17-001

Table 2
Trip Generation Estimate
Falcon Marketplace

Lot	Land Use	Land Use Description	Trip Generation Units	Trip Generation Rates ⁽¹⁾						Total Trips Generated						Internal Trips ⁽²⁾						Total External Trips Generated						New External Trips Generated	
				Average Weekday Traffic	Morning Peak Hour		Afternoon Peak Hour		Average Weekday Traffic	Morning Peak Hour		Afternoon Peak Hour		Average Weekday Traffic	Morning Peak Hour		Afternoon Peak Hour		Average Weekday Traffic	Morning Peak Hour		Afternoon Peak Hour		Pass-By Trips ⁽³⁾	Average New Weekday Traffic				
					In	Out	In	Out		In	Out	In	Out		In	Out	In	Out											
Trip Generation Estimate Based on the Currently Proposed Plan																													
1	866	Pet Supply Superstore ⁽¹⁾	15 KSF ⁽⁴⁾	38.24	0.53	0.33	1.69	1.69	3.76	3.62	574	8	5	25	25	3	2	3	2	520	7	3	22	23	10%	468			
2	850	Supermarket	123 KSF	78.26	2.11	1.29	3.76	3.62	9.626	259	159	463	445	909	17	26	48	37	8,717	242	133	415	408	36%	5,579				
3	944	Gasoline/Service Station	18 VFP ⁽⁵⁾	168.56	6.20	5.96	6.94	6.94	12.5	125	107	125	125	286	5	8	15	12	2,748	107	99	110	113	56%	1,209				
4	934	Fast-Food Restaurant with Drive-Through Window ⁽⁶⁾	2.5 KSF	496.12	0.42	0.39	16.98	15.67	1,240	1	1	42	39	380	0	0	12	17	860	1	1	30	22	50%	430				
5	820	Shopping Center	5 KSF	55.14	0.77	0.47	2.36	2.51	276	4	2	12	13	26	1	0	1	1	250	3	2	11	12	34%	165				
6	848	Tire Store	7.72 KSF	24.87	1.82	1.07	1.78	2.37	192	14	8	14	18	18	0	1	1	1	174	14	7	13	17	28%	125				
7	934	Fast-Food Restaurant with Drive-Through Window	3.5 KSF	496.12	23.16	22.26	16.98	15.67	1,736	81	78	59	55	532	26	12	17	24	1,204	55	66	42	31	50%	602				
8	934	Fast-Food Restaurant with Drive-Through Window ⁽⁶⁾	2.5 KSF	496.12	0.42	0.39	16.98	15.67	1,240	1	1	42	39	380	0	0	12	17	860	1	1	30	22	50%	430				
9	610	Clinic	7.8 KSF	31.45	2.19	2.19	2.12	3.06	245	17	17	17	24	40	3	16	10	5	205	14	1	7	19	0%	205				
10	820	Shopping Center	8 KSF	55.14	0.77	0.47	2.36	2.51	441	6	4	19	20	42	1	1	2	2	399	5	3	17	18	34%	263				
11	937	Coffee/Donut Shop With Drive-Through Window	1.3 KSF	818.58	51.30	49.28	21.40	21.40	1,064	67	64	28	28	326	21	10	9	12	738	46	54	19	16	89%	81				
										19,669	570	446	831	2,993	75	76	130	130	16,676	495	370	716	701		9,558				

Notes:

- (1) Source: "Trip Generation, 9th Edition, 2012" by the Institute of Transportation Engineers (ITE)
- (2) Source: "Trip Generation Handbook - An ITE Proposed Recommended Practice" 3rd Edition, 2014
- (3) Daily and morning peak-hour trip generation rates for Pet Supply Superstore are estimates by LSC
- (4) KSF = 1,000 square feet of floor space
- (5) VFP = vehicle fueling position
- (6) The AM peak-hour trip generation rates have been reduced by LSC as the proposed fast-food restaurant does not serve breakfast

Source: LSC Transportation Consultants, Inc.

Table 7b - Updated Falcon Marketplace				
Roadway Improvements With Proposed Right-of-Access to Woodman Road				
Item #	Improvement	Timing		Responsibility
		Countywide Road Impact Fee Program Fees and Taxes		
1	Woodman Road Metropolitan District fees and taxes to be paid in lieu of Countywide Road Impact Fee Program fees and taxes. Woodman Road has already been completed, but this project is joining the district.	District fees payable at platting	WITH PLAT & EACH BUILDING PERMIT	BASED ON WOODMAN ROAD DISTRICT REQUIREMENTS
Meridian/Eastonville and Meridian Right-of-Way/Right-Of-Way Intersections				
2	Signalization of Meridian Road/Eastonville Road intersection.	Design and installation with the development of Falcon Marketplace once allowed by El Paso County.	PHASE 1	TRIGGER FOR INSTALL IS ONCE WARRANTS ARE MET - HOWEVER, IF NOT ALLOWED TO INSTALL WITHIN 1 YEAR, EPC WILL REQUIRE ESCROW FOR FULL AMOUNT W/ PHASE 1
3	Reconstruction of the Meridian center median south of Eastonville Road to achieve major street left-turn signal phasing with interim single left-turn lanes northbound and southbound and to accommodate future northbound dual left-turn lanes if needed in the future. This lane should be 425 feet long plus a 200-foot taper. The taper would be back-to-back with the southbound dual left-turn taper.	Design and installation with the development of Falcon Marketplace.	PHASE 1	PLANNED TO BE COMPLETED WITH PHASE 1
4	Southbound right-turn deceleration lane on Meridian Road approaching Eastonville Road. This lane should be 235 feet long plus a 200-foot taper.	Design and installation with the development of Falcon Marketplace.	PHASE 1	PLANNED TO BE COMPLETED WITH PHASE 1
5	Design and construction of continuous southbound right-turn lane and shoulder/bike lane on Meridian Road from Eastonville Road south to the proposed right-of-way and from the right-of-way south to Woodman Road. (Note: Also please refer to related item #12 below.)	Design and installation with the development of Falcon Marketplace.	PHASE 1	PLANNED TO BE COMPLETED WITH PHASE 1
6	Widening of Eastonville Road east of Meridian Road to add a westbound through lane and add width as feasible between the westbound left-turn lane and the westbound through lane due to the proposed dual left-turn lanes on the west side of the intersection. This added width would allow for through lane alignment (with an acceptable offset across the intersection).	Design and installation with the development of Falcon Marketplace. Extent of this off-site improvement may be limited by available right-of-way and/or other existing constraints.	PHASE 1	PLANNED TO BE COMPLETED WITH PHASE 1
7	Design and construction of the proposed extension of Eastonville Road between Meridian and the proposed roundabout.	Design and installation with the development of Falcon Marketplace.	PHASE 1	PLANNED TO BE COMPLETED WITH PHASE 1
On-Site Improvements				
8	Design and construction of the public street connection through the site (Falcon Market Place).	Design and installation with the development of Falcon Marketplace.	PHASE 1	PLANNED TO BE COMPLETED WITH PHASE 1
9	Design and construction of the proposed roundabout on-site west of the Meridian/Eastonville intersection. This would include a "loop" to the north for the anticipated future street connection north to Bent Grass Meadows Drive.	Design and installation with the development of Falcon Marketplace.	PHASE 1	PLANNED TO BE COMPLETED WITH PHASE 1
10	Design and construction of the proposed roundabout on-site at the east terminus of the Woodman Frontage Road.	Design and installation with the development of Falcon Marketplace.	PHASE 1	PLANNED TO BE COMPLETED WITH PHASE 1
Woodman/Meridian Intersection				
11	Extend existing westbound right-turn acceleration lane on Woodman Road at Meridian Road to provide a continuous right-turn lane between Meridian Road and the proposed right-of-way access.	Design and installation with the development of Falcon Marketplace.	PHASE 1	PLANNED TO BE COMPLETED WITH PHASE 1
12	Lengthening of Woodman eastbound dual left-turn lanes. Lengthening of eastbound left-turn lanes and potential future lengthening to provide a 240-foot lane transition taper, 290 feet of deceleration distance plus sufficient vehicle stacking distance. CURRENT lane length: 300 feet of dual left-turn lane and 425-foot taper. Of this taper, 215 feet is full-width "taper" distance. Remaining 70 feet of the required 235-foot decel distance occurs in the first 20 feet of the 500-foot dual left-turn lane. The remainder of the dual left-turn lane is stacking distance - 480 feet. SHORT TERM: Based on the short-term analysis, the existing lane provides sufficient stacking distance. LONG TERM: This lane will likely need to be extended to provide a total of 480 feet of dual left storage distance plus 235 feet of deceleration length plus a 200-foot taper.	Future extension of existing dual left-turn lanes once traffic volumes regularly extend beyond the 480-foot stacking distance.	PAYMENT WITH DEVELOPMENT PLAN FOR EACH INDIVIDUAL LOT, WITH REGARD TO THE TIMING OF THE IMPROVEMENT: "once traffic volumes regularly extend beyond the 480-foot stacking distance." This is estimated to be approximately 65 PM peak hour eastbound left turns above the estimated short term total volume from Figure 16a of the TIS. Note: Short term total volumes assume the Meridian extension to Highway 24 to be open.	PAYMENT OF PRO RATA SHARE WITH EACH LOT DEVELOPMENT PLAN. The estimated "trigger" of 65 PM peak hour eastbound left turns above the estimated short term total volume (from Figure 16a of the TIS) approximately translates to an additional 957 directional ADT for residential trips (based on the ITE single family trip ratio). This estimated threshold may be reached with a combination of Falcon Marketplace trips and background trips. Falcon Marketplace daily trip to afternoon peak hour trip ratio is about 23:1 but would need to be adjusted for peaky trips.
13	Meridian northbound dual left-turn lanes. Lengthening of northbound left-turn lanes and potential future lengthening to provide a 200-foot lane transition taper, 235 feet of deceleration distance plus sufficient vehicle stacking distance. CURRENT lane configuration: 315 feet of dual left-turn lane length, 143 feet of single left-turn lane length and a 150-foot lane transition taper from the through lane to the single left-turn lane. This provides a 150-foot taper, 235 feet of deceleration distance, and 225 feet of dual left stacking. SHORT TERM: The 315-foot dual left-turn lanes would accommodate the projected short-term queues. The deceleration distance (235 feet) plus a 200-foot taper will need to be provided south of the end of the existing 315-foot dual left stacking lanes. For the deceleration distance, 235 feet of at least single-lane width for deceleration length would have to be provided to the existing dual lane width to the north. South of the deceleration portion of the lane, a standard 200-foot taper will need to be added in the median. These modifications will involve median reconstruction and restriping south of the existing dual left-turn lanes. This would result in a 200-foot taper, 235-foot deceleration distance, and 315 feet of dual left-turn stacking.	With the development of Falcon Marketplace, extend the northbound left-turn lane as described in the column to the left and as shown in Figure 25.	PHASE 1	PLANNED TO BE COMPLETED WITH PHASE 1
14	Meridian northbound dual left-turn lanes. LONG TERM: Potentially, additional growth in the Falcon Area and east along Falcon Highway will add left-turning traffic demand. Long-term analysis indicates the potential future need for 400 feet of stacking distance plus the 235 feet of deceleration distance and the 200-foot taper.	Future if necessary - Add additional lane length beyond #13 to provide additional stacking (when needed as shown in Figure 25).		By other future developments impacting this turn lane. Potential for program credit for improvements completed as this is a regional intersection.
Golden Sage Intersections				
15	Directional wayfinding signs on eastbound Woodman Road upstream of Golden Sage - restriping/adding eastbound medians of the option to enter Falcon Marketplace via the Woodman Frontage Road.	Design and installation with the development of Falcon Marketplace.	PHASE 1	PLANNED TO BE COMPLETED WITH PHASE 1
16	Lengthening of the current eastbound single left-turn deceleration lane on Woodman approaching Golden Sage Road to provide a 240-foot transition taper (20:1 taper ratio), 290 feet of deceleration distance plus sufficient vehicle stacking distance. CURRENT: 175-foot taper plus a 405-foot left-turn lane which translates to a 175-foot taper, 290-foot deceleration distance, and 175 feet of stacking distance. SHORT TERM: Adequate stacking is available in the current turn lane - calculated queue length 141 feet. LONG TERM: Lengthen single left-turn lane to improve implementation of dual left-turn lanes (if capacity needs dictate) to maintain 290 feet of deceleration length, a 240-foot lane taper (20:1 taper ratio) plus provide sufficient vehicle stacking length - model indicates 471 feet of dual left stacking distance based on morning peak-hour projected volumes. If a dual left is implemented in the future, consideration will need to be given to the configuration on Golden Sage and at the Golden Sage/Woodman Frontage Road intersection to maintain the dual left-turn movement.	Short Term: The existing lane is adequate based on the short-term analysis. Long Term: Future with additional development served by the north frontage road - extension of existing single left-turn lane and potentially widening in the median to provide dual left-turn lanes to provide additional vehicle stacking distance as described in the column to the left.	PAYMENT WITH DEVELOPMENT PLAN FOR EACH INDIVIDUAL LOT, WITH REGARD TO THE TIMING OF THE IMPROVEMENT: "AS NEEDED TO MAINTAIN ADEQUATE LEVEL OF SERVICE AND VEHICLE STACKING DISTANCE." A preliminary trigger could be a southbound right turn volume of about 150-175 vehicles per hour. This translates to about 5 to 38 vehicles per hour over the projected short term volume from Figure 16a of the TIS. This may be conservative due to the westbound right turn acceleration lane on Woodman Road. Additional study may indicate a higher threshold based on empirical data collection and analysis.	PAYMENT OF PRO RATA SHARE WITH EACH LOT DEVELOPMENT PLAN. The estimated "trigger" of 49 PM peak hour eastbound left turns above the estimated short term total volume (from Figure 16a of the TIS) approximately translates to an additional 589 directional ADT for residential trips making this turning movement (based on the ITE single family trip ratio). This estimated threshold may be reached with a combination of Falcon Marketplace trips and background trips. Falcon Marketplace daily trip to afternoon peak hour trip ratio is about 23:1 but would need to be adjusted for peaky trips.
17	Southbound exclusive right-turn lane on Golden Sage Road approaching Woodman Road (a continuous right-turn lane within the 150 feet between the Woodman Frontage Road and Woodman Road).	If/when needed to maintain acceptable level of service/traffic operations and/or to control vehicle queues.		Falcon Marketplace will pay its pro-rata share by (based on total traffic volumes) of the cost of the improvements. The payment amount will be determined on an individual-lot basis in the form of an escrow amount payable at the time of site development plan for each individual lot.
18	Signalization of Golden Sage Road/Woodman Frontage Road or reconstruction as a modern roundabout. Future additional lane may be necessary at this intersection to accommodate vehicle queues and for traffic operations.	Please refer to the attached sheet.	Please refer to the attached sheet.	PAYMENT OF PRO RATA SIGNAL ESCROW WITH EACH LOT DEVELOPMENT PLAN. Falcon Marketplace will pay its pro-rata share by (based on total traffic volumes) of the cost of the improvements. The payment amount will be determined on an individual-lot basis in the form of an escrow amount payable at the time of site development plan for each individual lot.

Source: LSC Transportation Consultants, Inc. REV (7/19/19)

"Triggers" for Signalization at Golden Sage/Woodmen N Frontage Road

(Attachment to Table 7b – Improvements)

Trigger No. 1: If Signal Warrants are **not** met but there are level of service and/or problematic queues and/or there are safety issues at the intersection or between the intersections (associated with the short intersection spacing) Evaluate:

- Test No. 1 – Queuing Issues
- Test No. 2 – Right Turn Operations
- Test No. 3 – Left Turn Operations
- Test No. 4 – Alternatives to a signal

Trigger No. 2: If signal warrant(s) **are met** at the intersection – either due to four/eight- hour signal warrants, crash experience warrant, or other applicable warrant(s):

- If warrants are met and LOS and/or queues **are** problematic and/or there are safety issues, go to
 - Test No. 1 – Queuing Issues
 - Test No. 2 – Right Turn Operations
 - Test No. 3 – Left Turn Operations
 - Test No. 4 – Alternatives to a signal
- If warrants are met and LOS and/or queues are **not** problematic or there are not significant safety issues, the installation could potentially be delayed.

Test #1: Queueing Operations:

- Once southbound queues extending back from Woodmen/Golden Sage intersection regularly back up to or through the N. Frontage Road intersection
- And:
 - Queues regularly block the northbound left movement at this intersection and cause queues in the northbound lane.
 - Queues regularly block/impede westbound traffic at this intersection from being able to turn left onto southbound Golden Sage and this regularly results in a long westbound queue which
 - Creates operational/safety issues at intersections to the east or
 - Results in westbound waiting through multiple Woodmen/Golden Sage signal cycles.
 - Queues regularly block/impede the passage of east/west through travel on the Frontage Road.

Test #2: Are the queuing issues identified in Test #1 primarily due **southbound right Turns** at Woodmen/Golden Sage?

- Has the separate SB right turn lane has been added?
- If so, have other causes of the southbound right turn queues lane been evaluated and all possible solutions to improve the SB RT operations been exhausted?

Test #3: Are the queuing issues identified in Test #1 primarily due **southbound left turns** at Woodmen/Golden Sage?

- Has the potential for a 2nd southbound left turn lane been evaluated?
- If a second southbound left turn lane has been added, have other causes of the southbound left turn queues lane been evaluated and all possible solutions to improve the SB LT operations been exhausted?

Test #4: Have **other alternatives** to a traffic signal at Woodmen N Frontage Road/Golden Sage been evaluated and options exhausted?

<p style="text-align: center;">Table 7b - Calculation of Falcon Marketplace Overall Fair Share Percentage of Shared Offsite Improvements</p>						
Table 7b* ITEM NO.	Improvement	Table 7b* description	Falcon Marketplace Long Term Site Traffic AM/PM from TIS Figure 14	Long Term Total Traffic AM/PM From TIS Figure 18a	Applicable Percentage based on...	Applicable Percentage for Falcon Marketplace
12	Eastbound Left Turn at Woodmen/Meridian	Lengthening of Woodmen eastbound dual left-turn lanes. Lengthening of eastbound left-turn lanes and potential further future lengthening to provide a 240-foot line transition taper, 200 feet of deceleration distance plus sufficient width for a 240-foot transition taper, 200 feet of deceleration distance plus sufficient width for a 240-foot transition taper, 200 feet of deceleration distance plus sufficient width for a 240-foot transition taper. Of this taper, 215 feet is left-width "dead" distance, and 425-foot taper. Remaining 20 feet of the required 235-foot decel distance occurs in the first 20 feet of the 500-foot dual left-turn lanes. The remainder of the dual left-turn lanes is stacking distance - 480 feet. SHORT TERM: Based on the short-term analysis, the existing lane provides sufficient stacking distance. LONG TERM: The additional lane lengthening is needed to provide a total of 400 feet of left storage distance plus 235 feet of deceleration length plus a 200-foot taper.	17	472	NOT USED	N/A
16	Lengthening of the Eastbound Left Turn at Golden Sage/Woodmen future widening for dual left turn lanes (Note: The improvement may be phased to only lengthen the single left turn initially or potentially the median work could be done at one time to allow for the future dual left once it is needed (the additional width could be "stripped out" until dual turn lanes are needed; signal modifications to add appropriate signal heads.)	Lengthening of the current eastbound single left-turn deceleration lane on Woodmen approaching Golden Sage Road to provide a 240-foot transition taper (20:1 taper ratio), 200 feet of deceleration distance plus sufficient vehicle stacking distance. CURRENT: 175-foot taper plus a 465-foot left-turn lane which translates to a 175-foot taper, 290-foot deceleration distance, and 175 feet of stacking distance. SHORT TERM: Adequate stacking is available in the current turn lane - calculated queue length 141 feet. LONG TERM: Lengthen single left-turn lane and/or future implementation of dual left-turn lanes (if capacity needs dictate) to maintain 200 feet of deceleration length, a 240-foot lane taper (20:1 taper ratio) plus provide sufficient vehicle stacking length - model indicates 471 feet of dual left stacking distance based on morning peak-hour projected volumes. If a dual left is implemented in the future, consideration will need to be given to the configuration on Golden Sage and at the Golden Sage/Woodmen Frontage Road intersection to receive the dual left-turn movement.	36	418	Average of AM and PM Volumes	13.1%
17	Widening of the west side of Golden Sage (Woodmen to the N. Frontage Road) and the North Frontage Road (Golden Sage to Falcon Meadows) to allow for "receiving" lanes on the departure leg (north leg) of the Woodmen/Golden Sage intersection necessary for future eastbound dual left turn lanes.	Southbound exclusive right-turn lane on Golden Sage Road approaching Woodmen Road (a continuous right-turn lane within the 150 feet between the Woodmen Frontage Road and Woodmen Road).	55	354	AM Peak SB RT Volume	15.5%
18	Signalization of Golden Sage/Woodmen North Frontage Road	Signalization of Golden Sage Road/Woodmen Frontage Road or reconstruction as a modern roundabout. Future additional laneage may be necessary at this intersection to accommodate vehicle queues and for traffic operations.	38	446	NOT USED	N/A
			101	1214	AM and PM Total Volumes Entering the intersection	8.5%

* Table 7b - Improvements Table (included in the TIS - Note: Table 7b has been updated since the date of the final TIS. The most recent update to Table 7b: 9-13-19)
LSC Transportation consultants, Inc. (9-13-19)

Table Pro-Rata Share for Shared Improvements by Lot Plus Calculation of Amount per Daily Trip																										
Falcon Marketplace																										
Land Use		Land Use Description		Trip Generation Units	Total External Trips Generated			Calculated Fair Share of Woodmen Road Eastbound Left Turn Lane Improvement at Meridian/Woodmen: Fair Share at 2.5 percent ⁽¹⁾			Calculated Fair Share of Woodmen Road Eastbound Left Turn Lane Improvement at Woodmen/Golden Sage: Fair Share at 13.1 percent ⁽²⁾			Calculated Fair Share of Golden Sage Southbound Right Turn Lane Improvement at Woodmen/Golden Sage: Fair Share at 15.5 percent ⁽³⁾			Calculated Fair Share of Golden Sage/ Woodmen Traffic Signal: Fair Share at 15.5 percent ⁽⁴⁾			Lot						
Code					Average Weekday Trips	Morning Peak Hour	Afternoon Peak Hour	In	Out	In	Out	Amount by Lot	Lot Dollar/Trip Rate	Amount by Lot	Lot Dollar/Trip Rate	Amount by Lot	Lot Dollar/Trip Rate	Amount by Lot	Lot Dollar/Trip Rate	Rate						
Trip Generation Estimates Based on the Currently Proposed Plan																										
1	866	Pet Supply Superstore ⁽⁵⁾		15 KSF ⁽⁶⁾	519	9	4	24	25			\$255	\$0.49	\$706	\$1.36	0.35%	\$706	\$1.36	\$802	\$1.55						
2	850	Supermarket		123 KSF	9,054	270	160	419	412			\$4,525	\$0.50	\$15,120	\$1.67	7.56%	\$7,038	\$0.78	\$16,691	\$1.84						
3	944	Gasoline/Service Station		18 VFP ⁽⁷⁾	2,822	90	85	111	115			\$1,202	\$0.43	\$4,427	\$1.57	2.21%	\$3,757	\$1.33	\$5,324	\$1.89						
4	934	Fast-Food Restaurant with Drive-Through Window		2.5 KSF	797	32	41	30	22			\$329	\$0.41	\$1,377	\$1.73	0.89%	\$1,814	\$2.28	\$1,970	\$2.09						
5	820	Shopping Center		5 KSF	227	3	2	10	11			\$110	\$0.49	\$294	\$1.29	0.15%	\$68	\$0.30	\$345	\$1.52						
6	848	Tire Store		6.00 KSF	156	10	6	9	13			\$100	\$0.64	\$433	\$2.77	0.22%	\$259	\$1.68	\$506	\$3.24						
7	934	Fast-Food Restaurant with Drive-Through Window ⁽⁸⁾		3.5 KSF	1,116	0	1	42	32			3,480 KSF	\$0.41	\$943	\$0.84	0.47%	\$60	\$0.05	\$1,009	\$0.90						
8	934	Fast-Food Restaurant with Drive-Through Window ⁽⁸⁾		2.5 KSF	797	1	1	30	22			\$329	\$0.41	\$1,377	\$1.73	0.35%	\$1,814	\$2.28	\$1,970	\$2.09						
9	830	Clinic		7.8 KSF	247	18	1	14	14			\$37	\$0.15	\$480	\$1.95	0.06%	\$59	\$0.24	\$495	\$2.01						
10	820	Shopping Center		8 KSF	364	7	3	16	11			\$172	\$0.47	\$496	\$1.36	0.14%	\$136	\$0.37	\$584	\$1.60						
11	937	Coffee/Donut Shop With Drive-Through Window		1.3 KSF	722	37	48	19	17			\$207	\$0.29	\$1,234	\$1.71	2.10%	\$2,086	\$3.00	\$1,603	\$2.22						
												\$16,822	478	352	715	792	2.5%	\$7,727	\$26,200	13.1%	\$26,200	\$15,500	15.5%	\$15,500	\$29,750	8.5%
																						\$29,750	\$29,750	8.5%		
																						\$309,099	\$100,000		\$350,000	
												</														