

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

Date

Developer's Statement

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

Mickelle Spendlove and Michael Cone
7380 Thorn Brush Way
Colorado Springs, CO 80923
719-725-2663
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Date

Memorandum

To: Michael Cone
MC3 Investment

From: Brian Horan, PE, PTOE

Date: September 29, 2023
Revised: November 29, 2023

Re: **MC3 Event Venue – El Paso County, CO**
Traffic Letter; PCD File No. AL2326

Introduction

This traffic letter analyzes the effect that the MC3 Event Venue development would have on traffic operations on adjacent roads in the area, and whether it will require any roadway improvements. The following letter will address the existing conditions, proposed trip generation, parking analysis, and traffic impacts to the surrounding network.

Existing Conditions

The proposed venue is located on an approximately 40-acre lot, located at El Paso County parcel number 2200000604 at 13625 Noah Abel Pt. Access to the site will be oriented to Hwy 24 via a currently existing full movement access. Per the El Paso County Functional Classification Map, Hwy 24 is classified as a Principal Arterial and has an access classification by the Colorado Department of Transportation (CDOT) as an R-A: Regional Highway. The site location is shown on Figure 1 with a conceptual site plan included in Attachment I.



Figure 1 – Site Location



The CDOT Online Transportation Information System (OTIS) provides existing traffic volumes along all CDOT roadways. The existing traffic along Hwy 24 is reported to be 6,000 annual average daily traffic (AADT) with peak hours at 7:00 AM and 4:00 PM.

Proposed Use

The Applicant is applying for a Special Use Permit to allow for the site to be used as an event space. Events primarily would occur on Fridays, Saturdays, and Sundays as is typical for this type of event site. Currently, the Applicant is anticipating events of up to 120 people. In the event of a 120-person event, there are anticipated to be up to 10 staff members. This is anticipated to be max capacity due to design of space and site.

These events are typically oriented around a dinner and after dinner event. Due to this, arrivals to the site typically occur before the PM peak hour of the network. It should also be noted that the typical peak hours are observed on Tuesday, Wednesday, and Thursdays. Events to the site will most often take place on non-peak days as well as non-peak hours. This is typical of this type of use.

Trip Generation

The Applicant is anticipating that the events would host up to 120 people. To provide the most conservative estimate of the proposed trip generation, the upper limit of this estimate was considered. The Institute of Transportation Engineer's ("ITE") Trip Generation Handbook 11th Edition rates do not provide trip generation rates for an event use similar to the proposed use. The following assumptions were made to determine a reasonable trip generation estimate for the proposed use:

- The peak hour will occur during arrival, as guests are more likely to arrive in a more condensed time period than they will depart
- 85% of the total guests arrive to the event within the peak hour
- 30% of the staff will arrive during the peak hour, with the rest expected to arrive prior to the guests
- Auto occupancy for employees at 1.0 per vehicle
- Auto occupancy for guests at 2.5 per vehicle

Based on these assumptions, the site will generate up to 44 trips in the peak hour and up to 116 daily trips. The trip generation is shown in Table 1. It is expected that 80% of the trips will arrive/depart to the west as that is the direction of the major Colorado population centers and the remaining 20% will arrive/depart from the east. With these assumptions approximately 35 peak hour trips will be coming from the west during the peak hour of the event. It should be noted that this is the peak hour of the event and not the network as events typically occur outside of the peak hour of the network.

Network Impacts

The proposed Special Use would result in an insignificant addition of trips to the surrounding network. As noted, the peak hour of the proposed use will typically occur outside the peak hour of the adjacent street network. The proposed use would represent less than 2% of traffic to the existing roadway. The scope of analysis of this memorandum is limited to the site access to HWY 24. Also, according to the CDOT State Highway Access Code (SHAC) no access permit would be required for uses that represent



El Paso County, CO

Provide correspondence from CDOT that determines what will be required for this development. Highway 24 is CDOT jurisdiction, so provide correspondence that states whether an access permit and improvement will be required. Reference CDOT access code 3.5 and determine if turn lanes will be required based on that criteria.

less than 20% of the existing traffic. Additional traffic would likely be triggered by the development. The Applicant would pursue a deviation from this if it were requested by the County as it would require ROW not available to the Applicant. No adverse impacts to the surrounding network are anticipated should the proposed special use be approved.

Parking

The El Paso County Land Development Code does not specify the number of parking spaces required for a venue similar to the study venue. Chapter 6.2.5.(D) Table 6-2 provides parking requirements per use which include similar uses such as Theater and Church which both are required to have 1 space per 4 seats. Applying this rate would require a minimum of 30 spaces. Using engineering judgement, this venue should provide as many parking spaces as the maximum number of vehicles expected. It is expected that during a 120-person wedding, there will be 58 vehicles arriving (48 from guests and 10 from staff). The venue should provide enough parking for 58 vehicles as shown on the conceptual site plan.



Table 1
 El Paso County
 Event Venue Trip Generation

Land Use	Land Use Code	Amount	Units	Weekday Peak Hour			Weekend Peak Hour			Daily Trips
				In	Out	Total	In	Out	Total	
<u>Proposed Use</u> Event Venue	n/a	120	Guests Staff	41 3	0 0	41 3	41 3	0 0	41 3	96 20
Net New Trips				44	0	44	44	0	44	116

Note(s):

- (1) Trip generation assumes 85% of guests arrive during peak hour with an auto occupancy of 2.5
- (2) Trip generation assumes 30% of staff arrives during peak hour with an auto occupancy of 1.0

Traffic Management Plan

A traffic management plan is not needed to maintain acceptable traffic operations through the study network, as the volume of entering and exiting vehicles is not expected to be high enough to put any nearby intersection over capacity.

Conclusions

The conclusions of this comparative analysis are as follows:

1. The proposed development will generate up to 44 peak hour trips and 116 daily trips.
2. The majority of the trips will originate from the west.
3. The generated trips from the proposed Event Venue project are expected to have minimal impacts on traffic operations on the existing roadway network.
4. The proposed use should provide enough off-street parking to support the maximum anticipated guest count as shown in the conceptual site plan.
5. Road Impact Fees will be due by the Applicant at the last land use approval consistent with the use and Impact Fee schedule and based on the building square footage approved.

We trust that the information contained herein satisfy the request of El Paso County. If you have any questions or need further information, please contact Brian Horan at brianhoran@gallowayus.com or 303-770-8884.



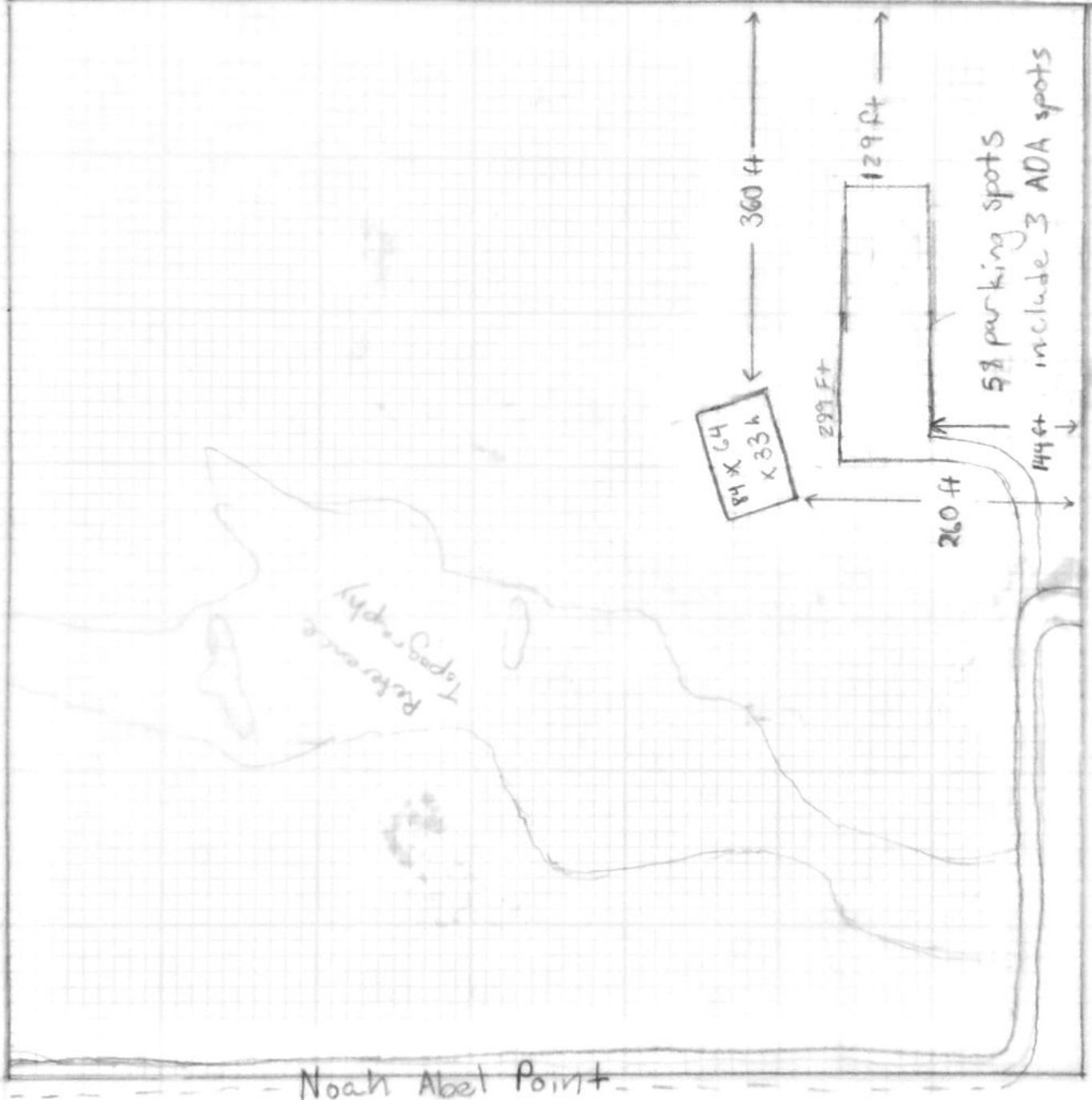
Attachment I

Conceptual Site Plan



1" =
144 ft

← North



HWY 29