



June 16, 2020

Mr. Dallas Palmer
Trail Star Development, LLC
425 N. Wilcox Street
Suite 210
Castle Rock, CO 80104

Re: Slim Chickens – SWC Pine Lane and Parker Road
Traffic Compliance Letter
Parker, Colorado

Dear Mr. Palmer:

This traffic study letter has been prepared to provide a trip generation comparison to identify compliance with the original traffic impact study for a Slim Chickens restaurant to be developed as part of the Parker and Pine project in Parker, Colorado. An approximate 3,272 square foot Slim Chickens fast food restaurant with drive thru is proposed within a portion of the Parker and Pine site. The proposed fast food restaurant is located on a parcel within the development on the southwest corner of the Pine Lane and Parker Road intersection. Specifically, Slim Chickens is proposed directly on the southwest corner of the Parker Road right-in/right-out access intersection on Lot 3 (site plan attached). The site is currently undeveloped land. Kimley-Horn completed the “Parker and Pine Traffic Impact Study” in April 2020 which included this development area. The trip generation of this proposed fast food restaurant is compared with the trip generation for the applicable use evaluated as part of the original traffic study within the same development area. Applicable documents from the original traffic study are attached for reference.

Site Information and Trip Generation Comparison

Slim Chickens is proposed to contain an approximate 3,272 square foot restaurant building with drive thru. The original Parker and Pine traffic study identified development of two 3,000 square foot fast-food restaurants with drive thru for a total of 6,000 square feet of building space; therefore, the originally studied fast-food restaurant use was prorated to one (1) restaurant of 3,000 square feet and was compared with the development of this proposed Slim Chickens fast-food restaurant on Lot 3. Therefore, the purpose of this letter is to summarize a comparison of the trip generation from the proposed Slim Chickens site to the originally studied fast food restaurant use.

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 Manual*¹ published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses.

Trip generation for the original traffic study and the currently proposed land use is based on the ITE Trip Generation, 10th Edition (most current edition) average rates for Fast-Food Restaurant with Drive Through (ITE Land Use Code 934). The following table compares the trip generation from the original study compared to the expected trip generation for the proposed Slim Chickens site. The trip generation calculation sheets from the original traffic study, as well as from the current proposal are attached for reference.

¹ Institute of Transportation Engineers, *Trip Generation Manual*, Tenth Edition, Washington DC, 2017.

Trip Generation Comparison: Original Study vs. Current Proposal

Use and Size	Daily Vehicle Trips	Weekday Vehicle Trips					
		AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Original Traffic Study – Fast Food Restaurant							
Fast-Food Restaurant w/ DT (ITE 934) – 3,000 Square Feet	1,414	62	59	121	51	47	98
Current Proposal – Slim Chickens Fast Food Restaurant							
Fast-Food Restaurant w/ DT (ITE 934) – 3,272 Square Feet	1,542	67	65	132	56	51	107
Net Difference in Trips	+128	+5	+6	+11	+5	+4	+9

As summarized in the table, one fast food restaurant originally studied was anticipated to generate approximately 1,414 weekday daily trips, with 121 of these trips occurring during the morning peak hour, and 98 trips occurring during the afternoon peak hour. The proposed Slim Chickens restaurant is expected to generate 1,542 weekday daily trips, with 132 trips occurring during the morning peak hour, and 107 trips occurring during the afternoon peak hour according to the ITE trip equations based on building area. The proposed Slim Chickens is anticipated to generate 11 more trips during the morning peak hour and nine (9) more trips during the afternoon peak hour than previously studied. When comparing to the total number of trips generated by the Parker and Pine project, the increase in traffic is anticipated to account for only an increase of approximately 1.4 percent of the daily traffic (128 trips / 9,088 trips). Likewise, the morning peak hour trips are anticipated to increase by only 1.5 percent (11 / 736), while the afternoon peak hour trips are anticipated to increase by 1.2 percent (9 / 782). Therefore, this traffic volume isn't anticipated to change the results or conclusions of the original traffic study. It is believed that the recommended improvements to the surrounding street network will be sufficient to accommodate the additional traffic to be generated by this project. It should be noted the original study assumed two 3,000 square foot fast food restaurants; therefore, 2,728 square feet of fast food restaurant space can still be developed within the overall development to remain in overall traffic compliance with this specific use.

Conclusions

The proposed Slim Chickens within the Parker and Pine development is anticipated to slightly increase traffic (by approximately one (1) percent) from what was previously studied within the original "Parker and Pine Traffic Impact Study" prepared by Kimley-Horn and Associates, dated April 2020. However, it is believed that development of this 3,272 square foot Slim Chickens to be located on Lot 3 within the Parker and Pine development will not change the results or conclusions of the original traffic study. It is believed that the surrounding street network has been constructed sufficiently to accommodate the traffic to be generated by this project. Please let us know if you have any questions or require anything further.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

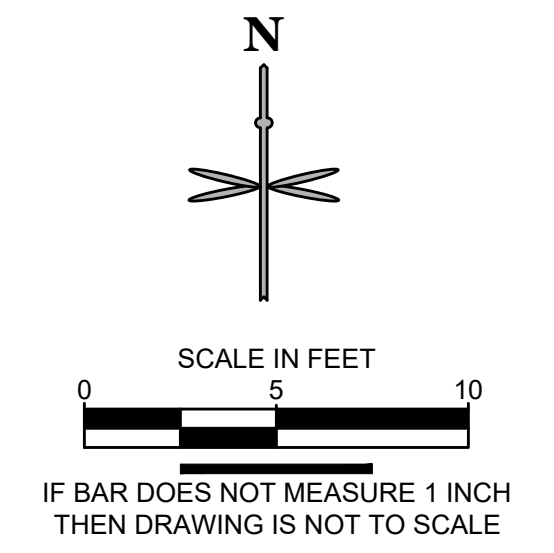
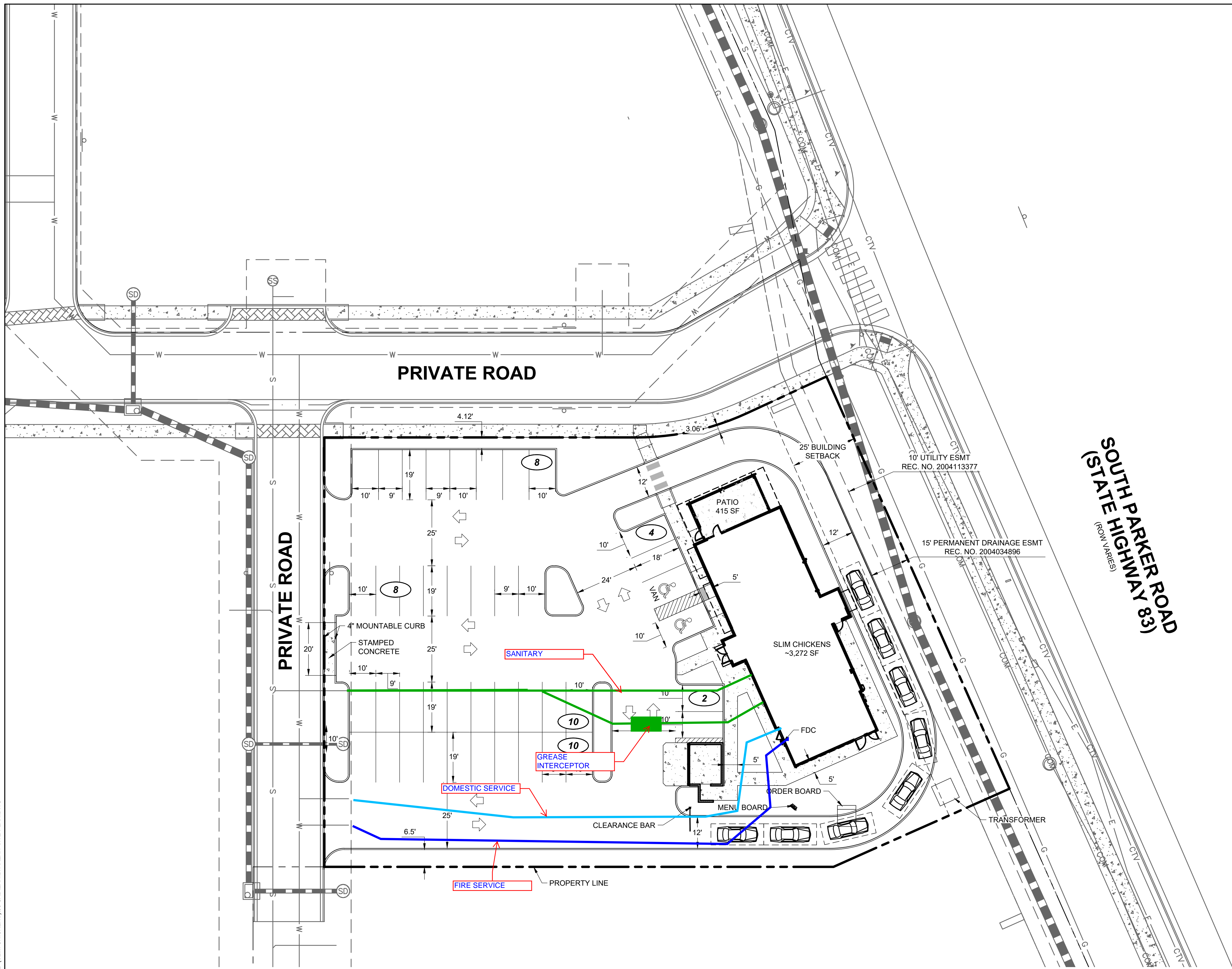


Curtis D. Rowe, P.E., PTOE
Vice President

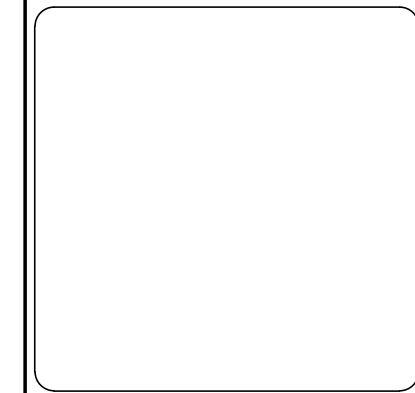


Conceptual Site Plan

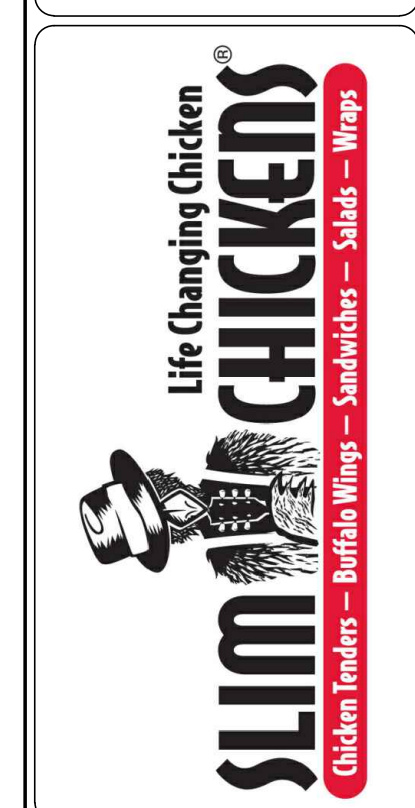
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No.	REVISION	BY	DATE



EES
 ENTITLEMENT AND
 ENGINEERING
 SOLUTIONS, INC.
 501 S Cherry St, Suite 300
 Denver, CO 80246
 303-572-7997 www.ees.us.com



SLIM CHICKENS
 PINE LANE AND SOUTH PARKER ROAD, PARKER, COLORADO
SITE PLAN

PROJECT NO: TSD003.01
 DESIGNED BY: KMH
 DRAWN BY: KMH
 DATE: 04/29/2020

EX.1

Trip Generation Calculations

Project Slim Chickens Parker & Pine
 Subject Trip Generation for Fast-Food Restaurant with Drive-Through Window
 Designed by JRP Date June 15, 2020 Job No. 096099002
 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 = **3,272** Square Feet

X = 3.272

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 * 3.272

Directional Distribution: 51% ent. 49% exit.
 T = 132 Average Vehicle Trip Ends
 67 entering 65 exiting
 67 + 65 (*) = 132

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 * 3.272

Directional Distribution: 52% ent. 48% exit.
 T = 107 Average Vehicle Trip Ends
 56 entering 51 exiting
 56 + 51 = 107

Weekday (900 Series page 157)

Average Weekday
 T = 470.95 (X)
 T = 470.95 * 3.272

Directional Distribution: 50% entering, 50% exiting
 T = 1542 Average Vehicle Trip Ends
 771 entering 771 exiting
 771 + 771 = 1542

Saturday Peak Hour of Generator (900 Series page 163)

T = 54.86 (X)
 T = 54.86 * 3.272

Directional Distribution: 51% ent. 49% exit.
 T = 180 Average Vehicle Trip Ends
 92 entering 88 exiting
 92 + 88 = 180

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	34	33	67		
PM Peak	28	26	54		
Daily	386	386	772		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	33	32	65		
PM Peak	28	26	54		
Daily	385	385	770		PM Peak Hour Rate Applied to Daily

Slim Chickens Trip Generation Comparison

Land Use	Weekday Vehicle Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Original Traffic Study - ITE 10th Edition							
All Land Uses	9,088	363	373	736	399	383	782
Current Proposal - ITE 10th Edition							
All Land Uses	9,216	368	379	747	404	387	791
Net Change	128	5	6	11	5	4	9
Percentage Change	1.4%	1.4%	1.6%	1.5%	1.3%	1.0%	1.2%

Original Traffic Study Documents

T R A F F I C I M P A C T S T U D Y

Parker and Pine

Parker, Colorado

Prepared for
Eisenberg Company
2710 E Camelback Rd #210
Phoenix, AZ 85016

Prepared by
Kimley-Horn and Associates, Inc.
4582 South Ulster Street
Suite 1500
Denver, Colorado 80237
(303) 228-2300



April 2020

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

anticipated during the weekday morning and afternoon peak hours, respectively. **Table 1** summarizes the estimated trip generation for the proposed Parker and Pine development. The trip generation worksheets are included in **Appendix D**.

Table 1 – Parker and Pine Traffic Generation

Land Use	Quantity	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Total Trips								
Mid-Rise Multifamily Residential (ITE 221)	175 Units	952	15	44	59	46	30	76
Day Care Center (ITE 565)	13,000 SF	620	74	69	143	68	77	145
Shopping Center (ITE 820)	17,000 SF	642	10	6	16	31	34	65
Fast Food Restaurant w/ D.T. (ITE 934)	3,000 SF	1,414	62	59	121	51	47	98
Fast Food Restaurant w/ D.T. (ITE 934)	3,000 SF	1,414	62	59	121	51	47	98
Gas Station w/ Convenience (ITE 945)	16 Positions	3,286	102	98	200	114	110	224
Automated Car Wash (ITE 948)	5,400 SF	760	38	38	76	38	38	76
Total	-	9,088	363	373	736	399	383	782
Total Trips After Internal Capture (ITE Methodology)								
Mid-Rise Multifamily Residential (ITE 221)	175 Units	857	14	40	53	41	27	68
Day Care Center (ITE 565)	13,000 SF	558	67	62	129	61	69	131
Shopping Center (ITE 820)	17,000 SF	642	10	6	16	31	34	65
Fast Food Restaurant w/ D.T. (ITE 934)	3,000 SF	1,273	56	53	109	46	42	88
Fast Food Restaurant w/ D.T. (ITE 934)	3,000 SF	1,273	56	53	109	46	42	88
Gas Station w/ Convenience (ITE 945)	16 Positions	2,957	92	88	180	103	99	202
Automated Car Wash (ITE 948)	5,400 SF	684	34	34	68	34	34	68
Total	-	8,244	329	336	664	362	347	710
Non Pass-By Trips								
Mid-Rise Multifamily Residential (ITE 221)	175 Units	857	14	40	53	41	27	68
Day Care Center (ITE 565)	13,000 SF	558	67	62	129	61	69	131
Shopping Center (ITE 820)	17,000 SF	546	9	5	14	26	29	55
Fast Food Restaurant w/ D.T. (ITE 934)	3,000 SF	1,082	48	45	93	39	36	75
Fast Food Restaurant w/ D.T. (ITE 934)	3,000 SF	1,082	48	45	93	39	36	75
Gas Station w/ Convenience (ITE 945)	16 Positions	2,513	78	75	153	88	84	172
Automated Car Wash (ITE 948)	5,400 SF	684	34	34	68	34	34	68
Total	-	7,322	298	306	603	328	315	644
Pass-By Trips								
Shopping Center (ITE 820)	17,000 SF	96	0	0	0	5	5	10
Fast Food Restaurant w/ D.T. (ITE 934)	3,000 SF	191	8	8	16	7	6	13
Fast Food Restaurant w/ D.T. (ITE 934)	3,000 SF	191	8	8	16	7	6	13
Gas Station w/ Convenience (ITE 945)	16 Positions	444	14	13	27	15	15	30
Total	-	922	30	29	59	34	32	66

Note: ITE does not provide AM trip generation information for Automated Car Wash (ITE 948) although car washes are open in the morning. Therefore, the PM trip generation was duplicated for the AM trip generation.

Project Parker and Pine
 Subject Trip Generation for Fast-Food Restaurant with Drive-Through Window
 Designed by JRP Date October 07, 2019 Job No. 096502001
 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 = **3,000** Square Feet

X = 3.000

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		Directional Distribution:	51% ent.	49% exit.
T = 40.19 (X)		T = 121	Average Vehicle Trip Ends	
T = 40.19 *	3.000	62 entering	59	exiting
		62 + 59 (*) =	121	

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

Average Weekday		Directional Distribution:	52% ent.	48% exit.
T = 32.67 (X)		T = 98	Average Vehicle Trip Ends	
T = 32.67 *	3.000	51 entering	47	exiting
		51 + 47 =	98	

Weekday (900 Series page 157)

Average Weekday		Directional Distribution:	50% entering, 50% exiting	
T = 470.95 (X)		T = 1414	Average Vehicle Trip Ends	
T = 470.95 *	3.000	707 entering	707	exiting
		707 + 707 =	1414	

Saturday Peak Hour of Generator (900 Series page 163)

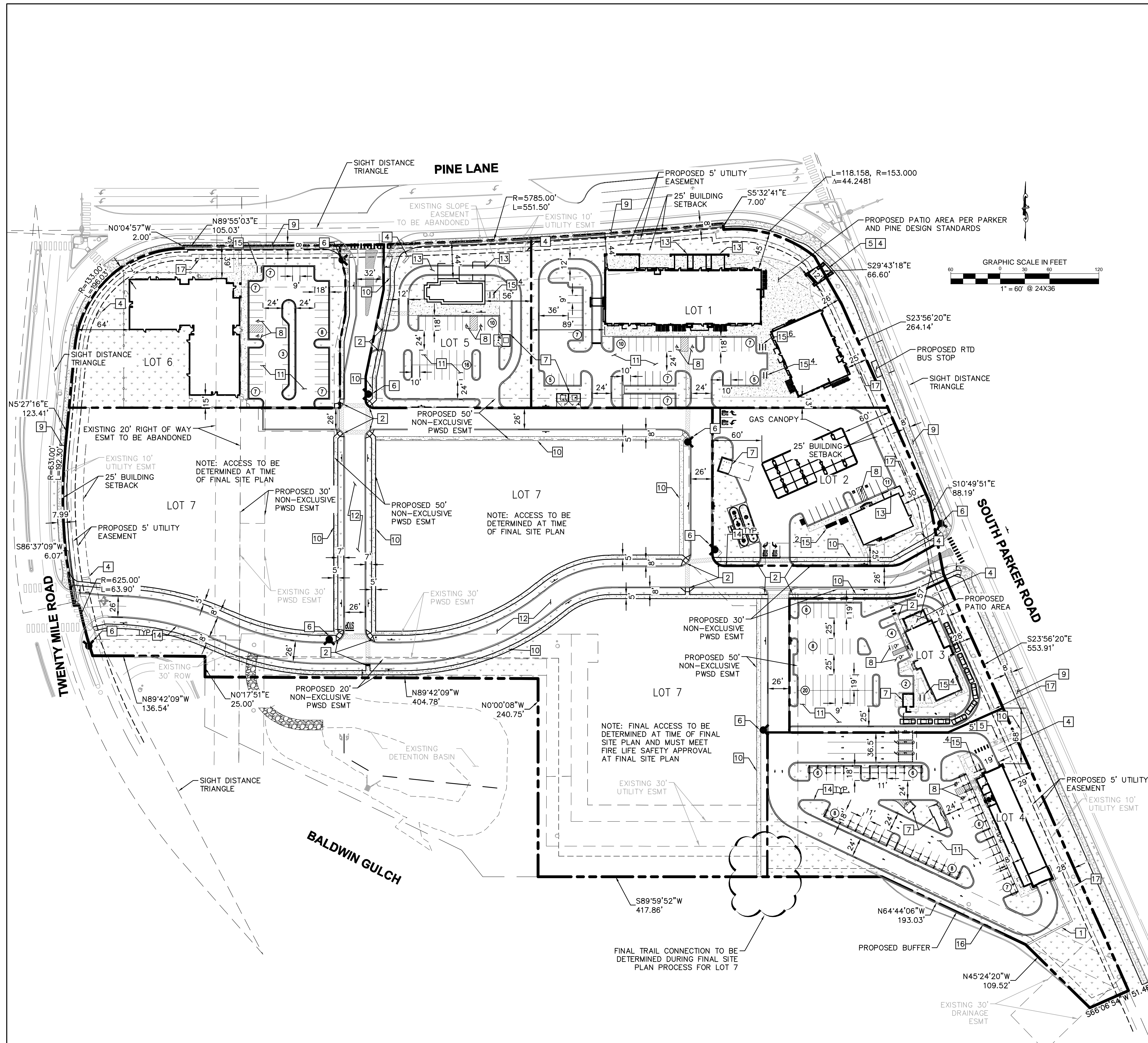
T = 54.86 (X)		Directional Distribution:	51% ent.	49% exit.
T = 54.86 *	3.000	T = 165	Average Vehicle Trip Ends	
		84 entering	81	exiting
		84 + 81 =	165	

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	32	30	62		
PM Peak	26	24	49		
Daily	354	354	708		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	30	29	59		
PM Peak	26	24	49		
Daily	353	353	706		PM Peak Hour Rate Applied to Daily



LEGEND

- PROPERTY LINE
- NUMBER OF PARKING SPACES
- ACCESSIBLE PARKING SPACES
- PROPOSED ELECTRICAL TRANSFORMER
- LANDSCAPED AREA
- HEAVY DUTY ASPHALT PAVING
- STANDARD DUTY ASPHALT PAVING
- COLORED CONCRETE
- STANDARD DUTY CONCRETE
- PROPOSED EASEMENT
- EXISTING EASEMENT
- PROPOSED CURB AND GUTTER

KEY NOTES

- 1 PROPOSED 3' SCREEN WALL
- 2 PROPOSED ACCESSIBLE RAMP W/ 36" DEEP DETECTABLE WARNING
- 3 PROPOSED 5' WIDE PEDESTRIAN CONNECTION.
- 4 PROPOSED MONUMENT SIGN.
- 5 PROPOSED SIDEWALK STAIRS. WIDTH PER PLAN
- 6 PROPOSED FIRE HYDRANT.
- 7 PROPOSED TRASH ENCLOSURE.
- 8 PROPOSED ADA PARKING STALLS.
- 9 PROPOSED 8' CONCRETE SIDEWALK.
- 10 PROPOSED 5' CONCRETE SIDEWALK.
- 11 PROPOSED STANDARD DUTY ASPHALT PAVING.
- 12 PROPOSED HEAVY DUTY ASPHALT PAVING.
- 13 PROPOSED BUILDING OVERHANG
- 14 PROPOSED 18" VERTICAL CURB.
- 15 PROPOSED BICYCLE PARKING.
- 16 EXISTING RETAINING WALL
- 17 PROPOSED TRANSFORMER

- NOTES:**
1. ALL LIGHTING ON-SITE, EXTERIOR, UNROOFED LIGHTING SHALL CONFORM TO THE TOWN'S LIGHTING STANDARDS.
 2. ALL MECHANICAL EQUIPMENT SHALL BE SCREENED FROM VIEW FROM A PUBLIC RIGHT OF WAY. FINAL LOCATION AND SCREENING MEASURES SHALL BE DETERMINED AT TIME OF FINAL SITE PLAN.
 3. LOCATION OF TRASH RECEPTACLES SHALL BE DETERMINED AT TIME OF FINAL SITE PLAN AND BE SCREENED BY A SOLID SCREEN FENCE SURROUNDING AT LEAST 3 SIDES OF THE CONTAINER.
 4. CANOPIES AND PORTICO'S THAT ARE PROPOSED AT FINAL SITE PLAN TO MEET THE ZONING REQUIREMENTS FOR SETBACK PROXIMITY MUST BE PHYSICALLY AND ARCHITECTURALLY CONNECTED TO THE PRIMARY STRUCTURE AND MUST CREATE MEANINGFUL, ATTRACTIVE AND SIGNIFICANT ARCHITECTURAL INTEREST ALONG PARKER ROAD AND/OR PINE LANE.
 5. DESIGN SHOWN IS PRELIMINARY. FINAL ARCHITECTURE SHALL BE APPROVED AT THE TIME OF FINAL SITE PLAN APPROVAL AND IS SUBJECT TO ALL REGULATORY DOCUMENTS.
 6. ALL PARKING AND CIRCULATION REQUIREMENTS, INCLUDING BIKE AND PEDESTRIAN CIRCULATION MUST BE MET. FURTHER REQUIREMENTS MAY BE IMPOSED AT TIME OF FINAL SITE PLAN APPROVAL.
 7. ADEQUATE SCREENING, AS DETERMINED BY STAFF AT TIME OF FINAL SITE PLAN, IS REQUIRED FOR ALL LOTS ADJACENT TO PARKER ROAD.
 8. ARCHITECTURE WILL BE REQUIRED TO MEET ALL APPLICABLE REGULATIONS AND STANDARDS AT TIME OF FINAL SITE PLAN.
 9. VACUUM STATIONS WILL NOT BE ALLOWED ADJACENT TO THE PEDESTRIAN TRAIL BUT MUST BE LOCATED TO LIMIT IMPACTS TO THE TRAIL AS MUCH AS POSSIBLE AT FINAL SITE PLAN.
 10. ADEQUATE SCREENING, AS DETERMINED BY STAFF AT TIME OF FINAL SITE PLAN, IS REQUIRED FOR LOT 4 ADJACENT TO THE BALDWIN GULCH TRAIL.

EISENBERG COMPANY
 2770 E CAMELBACK ROAD, SUITE 210
 PHOENIX, AZ 85016

Address:
**PARKER AND PINE
 MINOR DEVELOPMENT
 FILING NO. 1
 COUNTY OF DOUGLASS,
 STATE OF COLORADO**

Architect Information:

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 DENVER, COLORADO 80237
 (303) 759-6777
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Kimley»Horn
 4582 SOUTH ULSTER STREET
 SUITE 1500
 DENVER, CO 80237
 PH: 303-228-2300

PRELIMINARY
**FOR REVIEW ONLY
 NOT FOR
 CONSTRUCTION**
Kimley»Horn
 Kimley-Horn and Associates, Inc.

PRELIMINARY SITE PLAN

Revisions:

#	Date	Description
	05/16/2018	PLANNING SUBMITTAL
	11/30/2018	TOWN REVISION
	11/20/2019	TOWN REVISION
	03/11/2020	TOWN REVISION
	04/24/2020	TOWN REVISION

Sheet Title:
PRELIMINARY SITE PLAN

Date: 04/24/2020
 Project Number: 096502001
 Drawn By: JRK

Sheet Number:
03 OF 06