



July 28, 2025

Brian Pyle  
ERC Hospitality  
9150 Commerce Center Cir.  
Suite 135  
Highlands Ranch, CO 80129

Re: 7 Brew Parker  
Traffic Compliance Letter  
Parker, Colorado

Dear Mr. Pyle:

This letter documents the results of a trip generation comparison analysis to identify traffic compliance with the original traffic study conducted for the proposed 7 Brew coffee shop to be located near the southeast corner of the Lincoln Avenue and Dransfeldt Road intersection in Parker, Colorado. Specifically, the 7 Brew site is located in the center of the overall retail development on Lot 2. Currently, two of the six lots are under construction: a Maverik gas station and Andy's Frozen Custard. A conceptual site plan for the project is attached.

The proposed site is anticipated to include an approximately 510 square-foot coffee shop with no indoor seating and two drive-through lanes on a site of approximately 1.05 acres. The originally proposed land use on this site from the Lincoln & Dransfeldt Traffic Impact Report, March 2021 study was proposed to include a 3,750 square foot fast food restaurant with a drive-through window on a 1.48-acre site. This difference in parcel size is now included in the Maverik gas station site, which was originally proposed to include 12 fueling positions and will now include 20 fueling positions. Applicable documents from the original traffic study are attached.

### **EXISTING ROADWAY NETWORK AND SITE ACCESS**

A private east/west road extending with one lane in each direction is currently under construction and is anticipated to connect to the existing private east/west road to the north of the Lowe's site just to the west of Dransfeldt Road. This east/west road is anticipated to provide full movement access to Dransfeldt Road. An existing right-in/right-out (RI/RO) access on Lincoln Avenue approximately 550 feet to the east of Dransfeldt Road (measured center to center) also provides access to the overall development area.

Direct access to the 7 Brew project site is proposed to include a full movement access on the north side of the private east/west road, a full movement access on the northwest corner of the site, and a right-out only access on the northeast corner of the site. An aerial image of the site and its vicinity is provided below (north is up).



Site Area

### TRIP GENERATION COMPARISON

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<sup>1</sup> published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses.

For this study, Kimley-Horn used the ITE Trip Generation Manual average rates that apply to the Coffee/Donut Shop with Drive Through Window and No Indoor Seating (ITE Land Use Code 938) for traffic associated with this development. The 7 Brew site was compared to the previously assumed use from the original traffic study, which was Fast-Food Restaurant with a Drive-Through Window (ITE Land Use Code 934, ITE 10<sup>th</sup> Edition – most current edition at the time of the original traffic study) (calculations attached). Since the Maverik gas station was studied as a 12 fueling position gas station in the original traffic study and is being constructed with 20 fueling positions, the difference in trips has been included in the trip generation table. The average rates that apply to the Gasoline/Service Station with a Convenience Market (ITE Land Use Code 945) were used to estimate the traffic to be generated by the now-proposed 20 fueling position gas station.

<sup>1</sup> Institute of Transportation Engineers, *Trip Generation Manual*, Eleventh Edition, Washington DC, 2021.

### 7 Brew Parker Traffic Generation Comparison

Land Use and Size	Weekday Vehicles Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
<b>Original Traffic Impact Study Proposal – ITE 10<sup>th</sup> Edition</b>							
Fast-Food with Drive-Through (ITE 934) – 3,750 Square Feet	1,766	77	74	151	63	60	123
Convenience Market/Gas Station w/ 12 Fueling Positions (ITE 960) – 5,640 Square Feet	4,721	235	234	469	196	195	391
<b>Total Original Project Trips</b>	<b>6,487</b>	<b>312</b>	<b>308</b>	<b>620</b>	<b>259</b>	<b>255</b>	<b>514</b>
<b>Proposed Land Use – 7 Brew Coffee Shop</b>							
Coffee-Donut with Drive-Through Window and No Indoor Seating (ITE 938) – 2 Drive-Through Lanes	358	41	39	80	16	16	32
Gasoline/Service Station with Convenience Market (ITE 945) – 20 Fueling Positions	5,142	270	271	541	227	228	455
<b>Total Current Proposed Project Trips</b>	<b>5,500</b>	<b>311</b>	<b>310</b>	<b>621</b>	<b>243</b>	<b>244</b>	<b>487</b>
<b>Net Difference in Trips</b>	<b>-987</b>	<b>-1</b>	<b>+2</b>	<b>+1</b>	<b>-16</b>	<b>-11</b>	<b>-27</b>

The 7 Brew site was originally anticipated to include a 3,750 square-foot fast-food restaurant on 1.48 acres and will now include a 510 square-foot coffee shop with two drive-through lanes and no indoor seating on a 1.05-acre site. To accurately assess this change in land use and parcel size, the adjacent gas station and this current site were compared in the originally proposed condition to the now-proposed land use and size.

The 7 Brew site specifically is anticipated to generate approximately 358 weekday daily trips, with 80 of these trips occurring during the morning peak hour and 32 of these trips occurring during the afternoon peak hour. In comparing the Maverik and proposed 7 Brew site to the previously assumed land uses, the site is expected to generate 987 fewer weekday daily trips, with one additional trip during the morning peak hour but 27 fewer trips during the afternoon peak hour. As such, it is believed the existing and proposed roadway network design can accommodate the traffic generated by this proposed development and no further analysis is needed.

## CONCLUSIONS

Based on the trip generation comparison presented in this report, Kimley-Horn believes that 7 Brew will be successfully incorporated into the existing and proposed roadway network. The 7 Brew site is anticipated to generate approximately 358 weekday daily trips, with 80 of these trips occurring during the morning peak hour and 32 of these trips occurring during the afternoon peak hour. In comparing the Maverik and proposed 7 Brew site to the previously assumed land uses, the site is expected to generate 987 fewer weekday daily trips, with one additional trip during the morning peak hour but 27 fewer trips during the afternoon peak hour. As such, it is believed that the existing and proposed roadway network is designed sufficiently to accommodate the traffic generated by the proposed coffee shop use and that no further analysis is needed.

If you have any questions or require anything further, please feel free to call me at (720) 484-4547.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

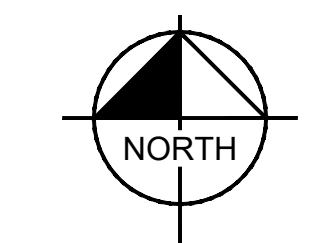
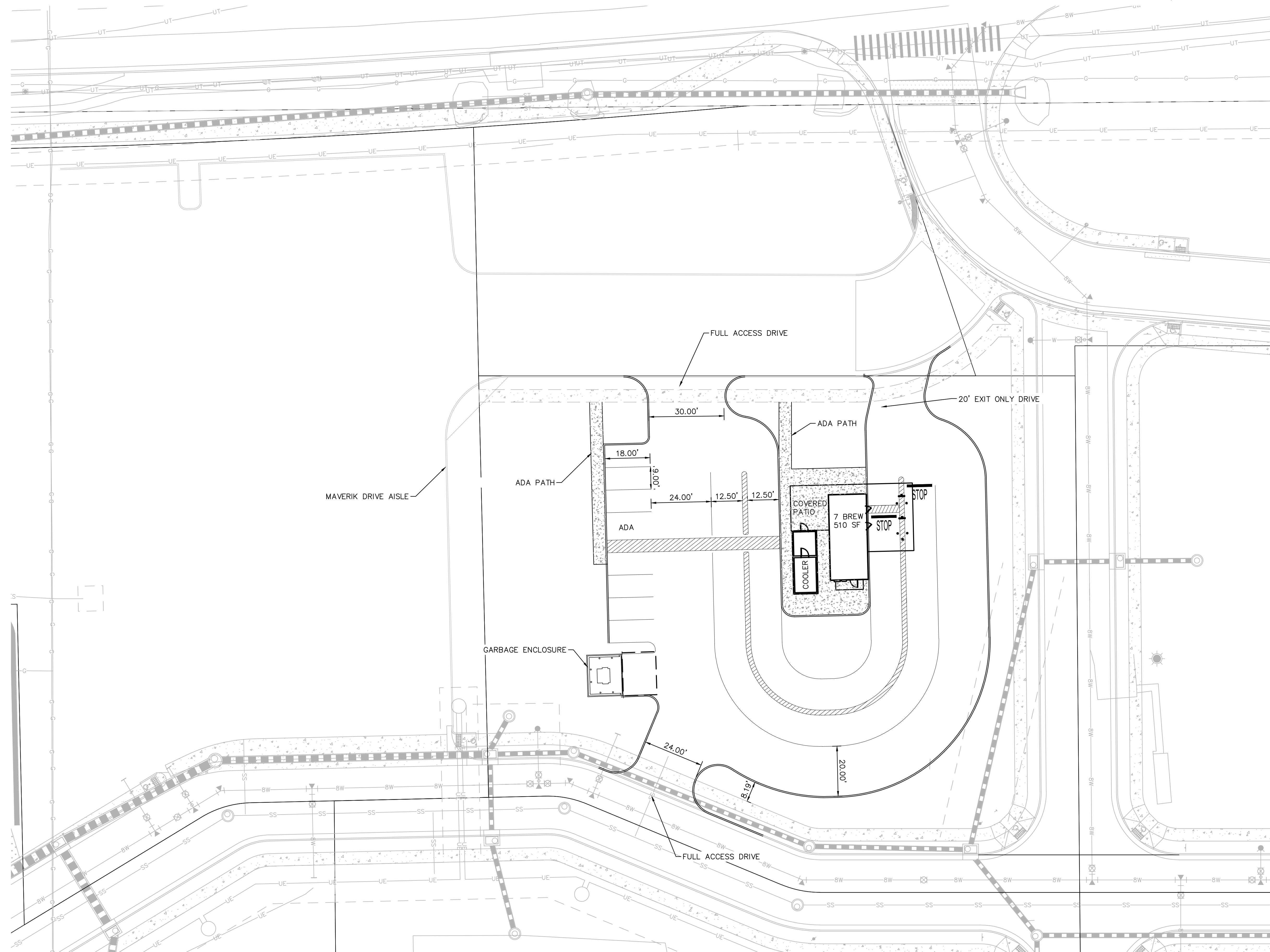


Tanner Daines, PE  
Project Manager



# Conceptual Site Plan

# 7 BREW - LINCOLN PROFESSIONAL PARK - PARKER, CO



CONCEPT SITE PLAN  
ISSUED: 6/26/2025

**Kimley»Horn**

Lincoln Ave

Dransfeldt Rd

**MAVERIK**

**Andy's**  
Frozen Custard  
SINCE 1986

**LOT 2**  
1.052 ac

**LOT 4**  
0.957 ac

**LOT 5**  
1.163 ac

**LOT 6**  
0.610 ac

## Original Traffic Impact Study Documents

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# TRAFFIC IMPACT REPORT

## LINCOLN & DRANSFELDT PARKER, COLORADO

**September 28, 2020**  
**Revised: March 18, 2021**

Prepared for:  
Plaza Street Partners  
2400 W 75<sup>th</sup> St., Suite 220  
Prairie Village, KS 66208

Prepared by:



1120 Lincoln Street  
Denver, CO 80203  
Ph: 303-623-6300

Harris Kocher Smith Project No. 200829

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## **I. INTRODUCTION**

### **A. Project Overview**

Plaza Street Partners is proposing to develop a parcel of land containing approximately 7.82 acres of mostly undeveloped land. The subject parcel is situated south of Lincoln Avenue, east of Dransfeldt Road and west of Parker Road. The property is within the jurisdictional boundaries of Parker, Colorado. At buildout, the planned Lincoln & Dransfeldt development will contain a super convenience market/gas station with 12 pumps, 3 fast-food restaurants with drive-thru windows, an automated carwash, and a quick lubrication vehicle shop. The property is bounded on the south by a small office building and a light industrial land use, on the east by a Walgreens and NAPA Auto Parts which border S. Parker Rd., on the north by Lincoln Ave., and on the west by Dransfeldt Rd. Figure 1 provides a site location map of the proposed project and surrounding transportation system.

The proposed development will have two access points. The primary access point will intersect Dransfeldt Road opposite the existing Lowes access driveway near the southwest corner of the site. The secondary access point will intersect the existing Walgreens/Lincoln Ave. access road near the northeast corner of the site. The layout of the site plan has preserved the ability for additional cross access points along the southern and eastern borders of the parcel to be implemented in the future. Figure 2 illustrates the conceptual site plan for the development.

### **B. Purpose of Study**

The purpose of this study is to evaluate the impacts of the vehicular trips projected to be generated by the proposed Lincoln & Dransfeldt development on the study area intersections and roadway system. The study includes 2020 (existing), 2023 (year of anticipated build-out), and 2040 (long-range horizon year) analysis horizons.

### **C. Study Area**

The study area encompasses the existing roadway system in the vicinity of the project site. Specifically, the following existing intersections are included in the study:

- Lincoln Ave./Dransfeldt Rd.
- Lincoln Ave./Walgreens Access
- Lincoln Ave./S. Parker Rd.
- Dransfeldt Rd./Lowe's Access

## **II. EXISTING CONDITIONS**

### **A. Existing Traffic Volumes**

Existing peak hour intersection turning movement traffic volume counts were collected for this study at the following intersections on Thursday, September 3, 2020:

- Lincoln Ave./Dransfeldt Rd.
- Lincoln Ave./Walgreens Access
- Lincoln Ave./Parker Rd.
- Dransfeldt Rd./Lowe's Access

## IV. PROJECT DEVELOPMENT

### A. Trip Generation

The trip-generation projections for the proposed Lincoln & Dransfeldt development were forecast using the publication *Trip Generation, 10<sup>th</sup> Edition*, by the Institute of Transportation Engineers (ITE). Estimates of total daily traffic volumes and AM and PM peak-hour traffic volumes were calculated. Trip generation reductions due to transportation demand management, internal trips, or transit use were not considered. Pass-by trip reduction was considered in the total traffic analysis scenarios, and capped at a 15% maximum pass-by trip reduction, per Town of Parker criteria.

For the purposes of this study it was assumed that the subject parcel will be fully developed by 2023 and consist of a 5,637 sf convenience market with 12 vehicle fueling stations, 3 fast-food restaurants with drive-thru windows containing 2,050 sf, 3,750 sf and 2,000 sf, respectively, an automated carwash with a single wash tunnel, and a 1,600 sf quick lubrication vehicle shop. Based on these parameters, at buildout, the proposed development is projected to generate 8,505 daily vehicle trips of which 791 are projected to be generated during the AM peak hour and 738 are projected to be generated during the PM peak hour. Trip Generation projections are provided in Table 1.

**TABLE 1**

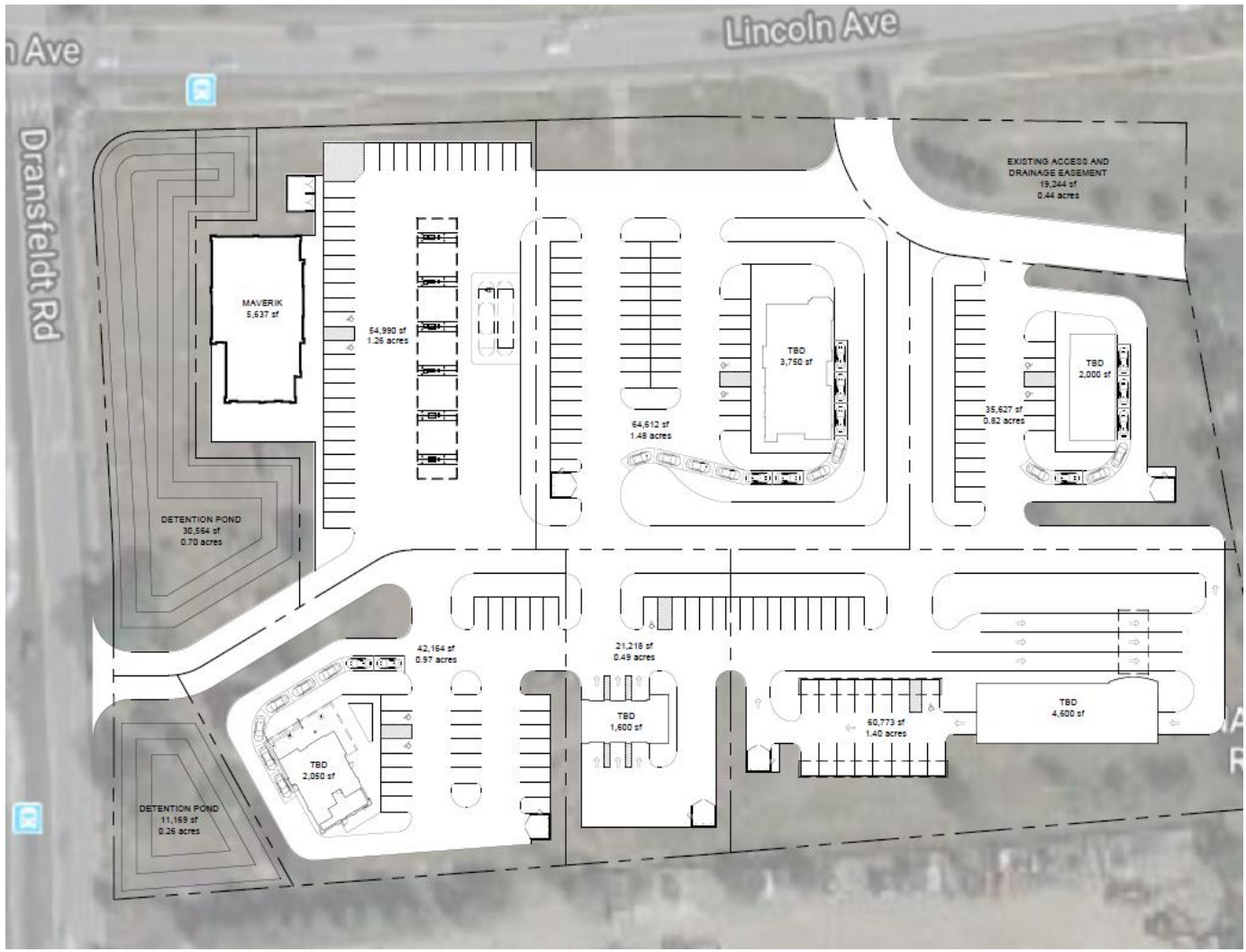
Trip Generation										
Land Use	Intensity	ITE Code	Daily (vpd)	AM Peak Hour (vph)			PM Peak Hour (vph)			
				Total	In	Out	Total	In	Out	
Super Convenience Market/Gas Station With 12 Pumps	5.64	TSF	960	4721	469	235	234	391	196	195
Fast-Food Restaurant W/ Drive-Thru Window	2.05	TSF	934	965	82	41	41	67	34	33
Fast-Food Restaurant W/ Drive-Thru Window	3.75	TSF	934	1766	151	77	74	123	63	60
Fast-Food Restaurant W/ Drive-Thru Window	2	TSF	934	942	80	40	40	65	33	32
Automated Car Wash	1	Wash Tunnel	948	-	-	-	-	78	39	39
Quick Lubrication Vehicle Shop	1.6	TSF	941	111	9	7	2	14	5	9
<b>Grand Total</b>				<b>8,505</b>	<b>791</b>	<b>400</b>	<b>391</b>	<b>738</b>	<b>370</b>	<b>368</b>

### B. Trip Distribution

The distribution of the estimated vehicle trips generated by the proposed development were established based on the current and projected future traffic patterns on the surrounding transportation system, efficiency of access to the principal transportation corridors serving the proposed development, and the potential trip origins/destinations for the proposed land uses within the development. Figure 9 illustrates the projected trip-distribution patterns for the development.

### C. Trip Assignment

The vehicular traffic volumes estimated to be generated by the proposed Trip Generation projections shown in Table 1 were assigned to the study area roadways and intersections utilizing the trip distribution methodology described above. Figure 10 illustrates the site generated trip assignment for the development.



## Trip Generation Worksheets

Project 7 Brew Parker  
 Subject Trip Generation for Coffee/Donut Shop with Drive Through Window and No Indoor Seating  
 Designed by TJD Date July 16, 2025 Job No. 296237001  
 Checked by \_\_\_\_\_ Date \_\_\_\_\_ Sheet No. \_\_\_\_\_ of \_\_\_\_\_

**TRIP GENERATION MANUAL TECHNIQUES**

ITE Trip Generation Manual 11th Edition, Average Rate Equations

Land Use Code - Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (938)

Independent Variable - Drive-Through Lanes (X)

Drive Through Lanes = 2

X = 2.0

T = Average Vehicle Trip Ends

**Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Series 900 Page 794)**

T = 39.81 (X)		Directional Distribution:	51% ent.	49% exit.
T = 39.81 *	2	T =	80	Average Vehicle Trip Ends
			41 entering	39 exiting

**Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (Series 900 Page 795)**

T = 15.08 (X)		Directional Distribution:	50% ent.	50% exit.
T = 15.08 *	2	T =	32	Average Vehicle Trip Ends
			16 entering	16 exiting

**Weekday (Series 900 Page 793)**

Average Weekday		Directional Distribution:	50% entering,	50% exiting
(T) = 179.00 (X)		T =	358	Average Vehicle Trip Ends
(T) = 179.00 *	(2.0)		179 entering	179 exiting
			179 + 179	= 358

Project 7 Brew Parker - Maverik Gas Station Adjacent Parcel  
 Subject Trip Generation for Gasoline/Service Station with Convenience Market  
 Designed by TJD Date July 16, 2025 Job No. 296237001  
 Checked by \_\_\_\_\_ Date \_\_\_\_\_ Sheet No. \_\_\_\_\_ of \_\_\_\_\_

## TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 11th Edition, Average Rate Equations

Land Use Code - Convenience Store/Gas Station - GFA (4-5.5K) (945)

Independent Variable - Vehicle Fueling Positions (X)

Vehicle Fueling Positions= 20 Positions

X = 20

T = Average Vehicle Trip Ends

### Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Page 873)

Average Weekday

T = 27.04 (X)

T = 27.04 \* 20

Directional Distribution: 50% ent. 50% exit.

T = 541 Average Vehicle Trip Ends

270 entering 271 exiting

270 + 271 = 541

### Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (Page 874)

Average Weekday

T = 22.76 (X)

T = 22.76 \* 20.000

Directional Distribution: 50% ent. 50% exit.

T = 455 Average Vehicle Trip Ends

227 entering 228 exiting

227 + 228 = 455

### Weekday (Page 872)

Average Weekday

T = 257.13 (X)

T = 257.13 \* 20.000

Directional Distribution: 50% entering, 50% exiting

T = 5142 Average Vehicle Trip Ends

2571 entering 2571 exiting

2571 + 2571 = 5142