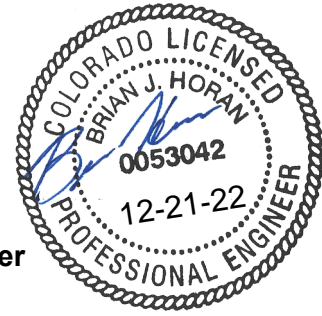


To: Julia Duncan, Associate Planner

From: Brian Horan, PE

Date: December 21, 2022

Re: **SP21-126; Parker and Pine F1 L1 – In-N-Out Burger  
Traffic Conformance Letter**



### INTRODUCTION

This memorandum was conducted in support of a proposed In-N-Out (INO) on the southwest corner of South Parker Road and Pine Lane. The proposed development will be part of the larger Parker and Pine development, which was analyzed in the Parker and Pine Traffic Impact Study (TIS), conducted by Kimley Horn and dated April 2020. This memorandum serves to determine whether the proposed In-N-Out will change the trip generation assumptions made for the Parker and Pine overall development in the TIS and to provide an assessment of the existing and proposed improvements provided by the overall development would remain sufficient to support the proposed In-N-Out.

The Parker and Pine Development is a large, multiuse development that was proposed to consist of the following uses:

- 13,000 square foot (SF) day care center
- 17,000 SF retail
- 175 multifamily residential units
- Two 3,000 SF fast-food restaurants
- 16 fueling position gas station with convenience store
- 5,400 SF automated car wash

The site boundaries are shown on Figure 1.

The In-N-Out will be located within the northeast corner of the larger Parker and Pine development. The location within the larger development is also shown on Figure 1. Access to the site will be provided by the already approved and constructed grid of internal streets. Access to the local network is provided via a right-in/right-out on Parker Road, a  $\frac{3}{4}$  access on Pine Lane, and a full movement access on Twenty Mile Road.

As shown on the site plan, provided as Figure 2, the 3,900 SF In-N-Out would provide twenty-four (24) spaces for drive-through queueing. Consistent with other In-N-Out developments nationally and within the state these spaces are forecasted to be sufficient to accommodate anticipated queues.





Figure 1 – Study Area





**Table 1 – Parker and Pine Traffic Generation**

Land Use	Quantity	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<b>Total Trips</b>								
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
<b>Total</b>	-	<b>9,088</b>	<b>363</b>	<b>373</b>	<b>736</b>	<b>399</b>	<b>383</b>	<b>782</b>
<b>Total Trips After Internal Capture (ITE Methodology)</b>								
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
<b>Total</b>	-	<b>8,244</b>	<b>329</b>	<b>336</b>	<b>664</b>	<b>362</b>	<b>347</b>	<b>710</b>
<b>Non Pass-By Trips</b>								
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
<b>Total</b>	-	<b>7,322</b>	<b>298</b>	<b>306</b>	<b>603</b>	<b>328</b>	<b>315</b>	<b>644</b>
<b>Pass-By Trips</b>								
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
<b>Total</b>	-	<b>922</b>	<b>30</b>	<b>29</b>	<b>59</b>	<b>34</b>	<b>32</b>	<b>66</b>

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.

*Table 1– TIS Trip Generation*

The TIS distributed these trips through the roadway network and proposed the roadway improvements necessary to accommodate the forecasted trips. As can be seen in the table, fast food with drive through use was assumed in the TIS. The proposed In-N-Out will take the place of the fast food with drive through use assumed in the TIS. The future roadway network was designed to be able to accommodate the trips generated from the fast food with drive through land use, as well as the trips generated by the other land uses. This comparison determines whether the forecasted trips generated by the In-N-Out are in general conformance with the TIS assumptions.



## PROPOSED SITE TRIP GENERATION

### Overview

The Applicant proposes to develop the site with an In-N-Out fast food with drive through use. It is understood that due to the popularity of In-N-Out, trip generation estimates may differ from the typically used ITE rates; therefore, rates specific to the operator were used for this study. The Applicant provided trip generation rates from historical data of 12 completed In-N-Out developments. This data was used to calculate the number of trips generated by the development during the weekday AM and PM peak hours, as well as the number of daily weekday generated trips. The trip generation analysis is presented in Table 2.

### Pass-by Trips

Pass-by-trips are defined as trips in which the development serves as an intermediate stop, and results in little to no out of direction travel for the drivers total route. Pass-by-trips will increase the volume turning into and out of a site but will likely not affect the overall traffic volume through the network, as the vehicle would have been passing through anyway. A gas station is a type of development that typically has a high proportion of pass-by-trips, as drivers often will wait for a gas station along their route rather than changing their route to find one. The following pass-by reductions were taken from the ITE guidelines and were applied to the trip generation analysis:

- Fast Food with Drive Through 50% AM/ 55% PM

As shown in Table 2, the site is anticipated to generate 143 weekday AM peak hour, 114 weekday PM peak hour, and 1,610 weekday daily pass-by trips.

### Net Site Trips

The net site trips are the number of additional trips that are expected to be generated by the proposed development, and do not include the pass-by trips. The site will generate 141 additional trips in the weekday AM peak hour, and 94 additional trips in the weekday PM peak hour. It is projected to generate a total of 1,317 additional daily weekday trips.

## SITE TRIP GENERATION COMPARISON

As can be seen in Table 2, a higher level of pass-by trips can be assumed than what was studied in the TIS. As such the proposed use is anticipated to generate similar net new trips to the network as compared to what was studied. Specifically, 48 additional AM peak hour, 19 additional PM peak hour and 235 additional daily weekday trips are forecasted for the proposed use.

These trips would be distributed to the local network via the three access locations as described previously. This would represent only a minor change to the analysis provided in the overall TIS. As such it is anticipated that the INO development would not significantly impact the results or conclusions of the TIS and the proposed development would be accommodated by the existing and proposed infrastructure in the area.

## CONCLUSIONS

The conclusions of this comparative analysis are as follows:

1. The subject site was previously studied under a mixed use for the Parker and Pine development in Parker, CO.
2. According to the Parker and Pine TIS, the proposed roadway geometry through the study area was designed to be able to accommodate the trips generated by a fast food restaurant with drive through, in addition to the trips generated by the other proposed uses of the development.



3. The Applicant proposes to develop an In-N-Out fast food restaurant with drive through as a section of the larger Parker and Pine development consistent with the approved development program.
4. Upon completion, the gas station will generate 284 AM peak hour site trips, 230 PM peak hour site trips, and 2,927 daily site trips. It will also generate 143 AM peak hour pass-by trips, 94 PM peak hour pass-by trips, and 1,317 daily pass-by trips. This represents 48 additional AM, 19 additional PM, and 235 additional daily non pass-by trips.
5. The minor increase in net new trips over what was previously studied would not have a significant impact on the conclusions or recommendations of the approved TIS.
6. It is anticipated that the existing and proposed infrastructure would be sufficient to accommodate the proposed development.

We trust that the information contained herein satisfy the request of Staff. 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.



Table 2

In-N-Out: Parker, CO

Site Trip Generation Comparison

Land Use	Land Use Code	Amount	Units	AM/MD Peak Hour			PM Peak Hour			Average Daily Trips
				In	Out	Total	In	Out	Total	
<i>Approved Trip Generation</i>										
Fast Food Restaurant with Drive-Thru <sup>(1)</sup>	934	3,000	SF	62	59	121	51	47	98	1,402
After Internal Capture (10%)				56	53	109	46	42	88	1,273
Non-Pass By				48	45	93	39	36	75	1,082
Pass-by				8	8	16	7	6	13	191
<i>Proposed</i>										
In-n-Out Provided Data <sup>(2)</sup>	-	3,879	SF	159	157	316	115	115	230	3,252
After Internal Capture (10%)				143	141	284	104	104	208	2,927
Non-Pass By				71	70	141	47	47	94	1,317
Pass-by (50% AM/ 55%PM/ 55% ADT)				72	71	143	57	57	114	1,610
<b>Difference (proposed minus approved)</b>										
Total Trips				97	98	195	64	68	132	1,850
After Internal Capture (10%)				87	88	175	58	62	120	1,654
Non-Pass By				23	25	48	8	11	19	235
Pass-by				64	63	127	50	51	101	1,419

Note(s):

(1) Trip generation based on Parker and Pine TIS dated April 2020

(2) Based on rates/data provided by In-N-Out