

December 3, 2018

Mark Yoder
Western Museum of Mining & Industry Representative

RE: USAF Annexation: True North Commons – Review Comments
File: CPC A 18-00124; CPC A 18-00125; CPC MP 18-00138; CPC PUZ 18-00137

Dear Mr. Yoder,

Per your November 06, 2018 review letter, we are submitting the following revised documents for review:

True North Commons Master Plan

USAFA Annexation No. 1

USAFA Annexation No. 2

Zone Change Exhibit

Zone Change Legal

Responses (bold and italicized) to each of the comments are located below:

1. As stated on page 8 of this study, "This traffic impact study will use the results of the I-25/Powers Boulevard IAR as the basis of existing conditions (2015),...". This data underestimates the current traffic. Since 2015, the City of Colorado Springs has approved numerous commercial and residential developments projects to the east of the Mining Museum near Northgate Blvd and that traffic all goes past the Mining Museum entrance twice a day. Recommend a new traffic study be performed with current traffic data be collected and specifically address the impact to the Mining Museum's entrance- way.

The purpose of the traffic study is to document the impacts associated with the proposed development, not to document or resolve existing traffic issues. Therefore, whether 2015 counts are used or new 2018 counts are collected will not make a difference in the purpose of documenting the impacts of the proposed development in the future. The additional development that has been approved and will continue to be approved is captured int the I-25/Powers Boulevard IAR study for Opening Year (2020) and Horizon Year (2040) conditions. At the request of City of Colorado Springs Traffic Engineering staff, we have shifted our 2020 traffic projections to not include the construction of the I-25/Powers Boulevard interchange. This had the effect of increasing the background 2020 traffic along

North Gate Boulevard. The project trips along North Gate Boulevard past the Mining Museum driveway are as follows:

2020 Background:

- **Eastbound: 729 vehicles in AM peak hour; 1,176 vehicles in PM peak hour**
- **Westbound: 793 vehicles in AM peak hour; 450 vehicles in PM peak hour**

2040 Background:

- **Eastbound: 813 vehicles in AM peak hour; 1,502 vehicles in PM peak hour**
- **Westbound: 1,420 vehicles in AM peak hour; 725 vehicles in PM peak hour**

Project Trips:

- **Eastbound: 44 vehicles in AM peak hour; 99 vehicles in PM peak hour**
- **Westbound: 104 vehicles in AM peak hour; 31 vehicles in PM peak hour**

The project trips represent between 6 and 13% of 2020 trips.

The project trips represent between 4 and 7% of 2040 trips.

2. Because of all of the commercial restaurant and retail developments to the east of the Mining Museum, the trips to the USAFA Visitor Center and the 4 and 3 Star Hotels will be higher because of these local restaurants and retail stores. These visitors will also go to these local restaurants and retail stores, from this new development. Those increased trips have not been accounted for in this traffic study.

Traffic into and out of the visitor center and other land uses in the proposed development is accounted for in ITE Trip Generation Rates. How the traffic is distributed accounts for trips from the new commercial development east of I-25. Our trip distribution shows 30% of all project trips coming from/going to North Gate Boulevard east of I-25; 25% from I-25 north of North Gate Boulevard and 35% from I-25 south of North Gate Boulevard. This indicates almost 1/3 of all development trips coming from east of I-25. This significant amount of traffic distribution accounts for all current and future development east of I-25.

Its is also unclear what is being done to support the City of Colorado Springs and El Paso County trail system to connect the Santa Fe Trail, via Smith Creek, to Fox Run Park. In the various Master Plan documents, they show a trail going under I-25, along Smith Creek, past the Mining Museum, then going under the Northgate Blvd bridge at Smith Creek, thru the North Gate Open Space, and onward to Fox Run Park. Should this Development Proposal provide access to this future trail? If this future trail is not going to follow Smith Creek under I-25 then a side walk, bike lanes, and curb is needed from this Project area, past the two Northgate Blvd round-a-bouts, past the Mining Museum and then to Smith Creek, on the south-side of Northgate Blvd, so the Mining Museum can be connected to this "String of Peals" trail network. The Mining Museum would like to help make that regional trail happen.

The portions of the Santa Fe Trail which will be impacted by the project include only the North Gate trailhead and associated parking lot. The parking lot will be relocated on site and a new trailhead and alignment to the existing Santa Fe Trail will be constructed. At this time, a Smith

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***Creek connection is not anticipated to be included with the True North Commons development.
This new trail connection would be driven by El Paso County and not the developer, though Blue***

If you have any questions or need additional information, please give me a call.

Sincerely,

Eric Smith, PE
Blue & Silver Development Partners, LLC