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MEMORANDUM

TO: Campus Crest Development
Linda Ripley, Ripley Design
Nick Haws, Northern Engineering
Ward Stanford, Fort Collins Traffic Operations

FROM: Matt Delich

DATE: March 28, 2011

SUBJECT: Amended CSURF Centre for Advanced Technology Overall Development Plan –
Transportation Impact Study (File: 0920ME04)



This memorandum addresses the trip generation related to the “Amended CSURF Centre for Advanced Technology Overall Development Plan” (Amended CAT ODP). The Amended CAT ODP is provided in Appendix A. The Amended CAT ODP will be submitted on/about March 30, 2011. The “CSURF South Campus ODP Transportation Impact Study” (TIS) dated June 2002, is the transportation impact study of record, addressing the Overall Development Plan dated June 18, 2002. The Overall Development Plan from that TIS is provided in Appendix B. The vacant parcels in both overall development plans are identical. The primary changes in the Amended CAT ODP are related to street alignments, primarily in Parcel C, and the definition of specific land uses in Parcel C. The scope of this memorandum was discussed with Ward Stanford, Fort Collins Traffic Operations Engineer.

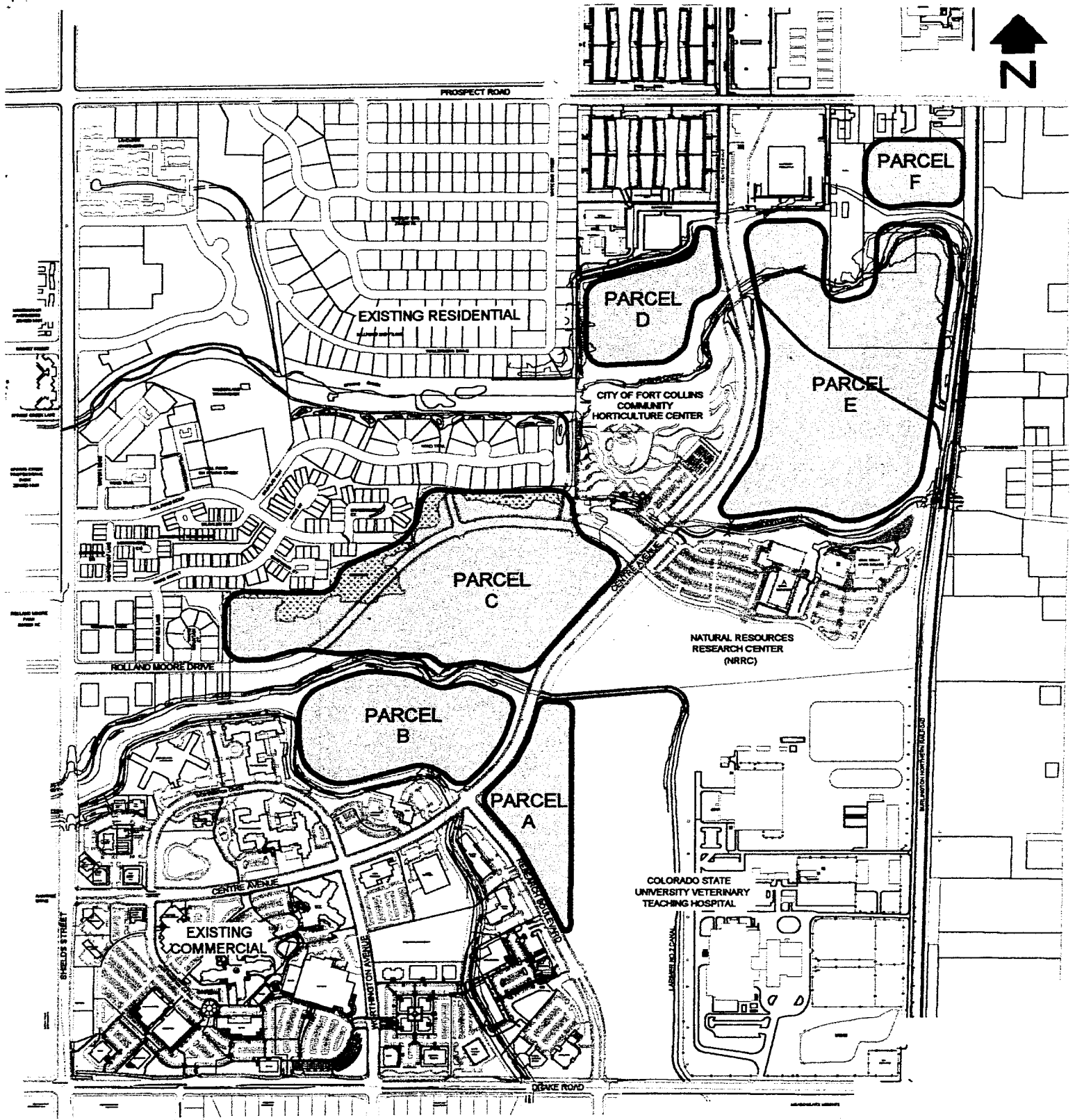
The trip generation table from the cited TIS (6/02) is also provided in Appendix B. Based upon conversations with CSURF staff, the land uses shown on Parcels A, B, and F are reasonable potential land uses on these parcels. The likely land use on Parcel D is recreation. The use on this parcel in the cited TIS (6/02) was 50,000 square feet of office park/R&D/business park. The trip generation for this parcel is higher than that which would occur for a recreational land use. Therefore, it was determined that the use in the cited TIS (6/02) more than covered any recreational use that might be proposed on this parcel. Much of Parcel E is not developable. It was determined that the land uses/trip generation in the cited TIS (6/02) adequately covered any potential land uses that might be proposed on this parcel.

In the cited TIS (6/02), Parcel C was analyzed with 533,000 square feet of office park/R&D/business park land uses. The calculated trip generation for Parcel C was: 5735 daily trip ends, 784 morning peak hour trip ends, and 687 afternoon peak hour trip ends. As analyzed in “The Grove at Fort Collins Transportation Impact Study” (May 2010), Parcel C had a student housing residential development and office/employment land uses. The trip generation for these land uses was: 2300 daily trip ends, 236 morning peak hour trip ends, and 288 afternoon peak hour trip ends. The trip generation for Parcel C in the Amended CAT ODP will be lower on a daily and peak hour basis compared to that shown in the cited TIS (6/02).

It is concluded that the trip generation shown in the cited TIS (6/02) is higher than that expected in the Amended CAT ODP. The long range element in the “The Grove at Fort Collins Transportation Impact Study” (May 2010) provides analyses of the key intersections at full development of the Centre for Advanced Technology. No further transportation studies are required related to the Amended CAT ODP.

APPENDIX A

APPENDIX B



NO SCALE

CSURF SOUTH CAMPUS ODP

Figure 3

III. PROPOSED DEVELOPMENT

The CSURF South Campus ODP is a commercial development, located within the Centre for Advanced Technology, east of Shields Street and north of Drake Road in Fort Collins, Colorado. Figure 3 shows a site plan of the CSURF South Campus ODP development. The development, at the ODP level, will consist of 1,138,000 square feet of business park and 600 spaces in a CSU parking lot. Since this is an ODP level transportation impact study, a short range analysis was not required. The long range future was assumed to be the year 2020.

Trip Generation

Trip generation is important in considering the impact of a development such as this upon the existing and proposed street system. A compilation of trip generation information contained in Trip Generation, 6th Edition, ITE was used to estimate trips that would be generated by the proposed/expected use at this site. Land use codes 750 (Office Park), 760 (Research & Development Center), and 770 (Business Park) were averaged to determine the trip generation rates. Table 2 shows the expected trip generation on a daily and peak hour basis.

Use	Size	AWDTE		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	In	Rate	Out	Rate	In	Rate	Out
Parcel A	143 KSF	10.76	1540	1.26	180	0.21	30	0.22	31	1.07	153
Parcel B	282 KSF	10.76	3035	1.26	355	0.21	59	0.22	62	1.07	302
Parcel C	533 KSF	10.76	5735	1.26	672	0.21	112	0.22	117	1.07	570
Parcel D	50 KSF	10.76	540	1.26	63	0.21	11	0.22	11	1.07	54
Parcel E	50 KSF	10.76	540	1.26	63	0.21	11	0.22	11	1.07	54
Parcel E-parking lot	600	4.50	2700	0.60	360	0.15	90	0.14	84	0.49	294
Parcel F	80 KSF	10.76	860	1.26	101	0.21	17	0.22	18	1.07	86
Total			14,950		1794		330		334		1513

Trip Distribution

Directional distribution of the site generated trips was determined for the CSURF South Campus ODP based upon the existing traffic volumes, the location of trip productions for this type of land use, and engineering judgment. Figure 4 shows the trip distributions used for the following analyses.