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Sterling Ranch Sketch Plan  
2023 Amendment & Rezone  
Traffic Technical Memorandum  
PCD Filing Nos. SKP235, P239, P2310, and P2311  
(LSC #S224441)  
December 15, 2023

LSC Responses to TIS  
Redline Comments

1

**Traffic Engineer’s Statement**

This traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.



**Developer’s Statement**

I, the Developer, have read and will comply with all commitments made on my behalf within this report.

\_\_\_\_\_

\_\_\_\_\_

Date

# LSC Responses to Sterling Ranch SKP\_TIS Redlines - Jan 2024

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Page: 1

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Number: 1 Author: jchodsdon Subject: Text Box Date: 1/22/2024 18:25:44  
[LSC Responses to TIS Redline Comments](#)

number of residential dwelling units for Sterling Ranch is capped at 4,800. No change to the maximum number of residential dwelling units is proposed as part of the 2023 Sketch Plan Amendment. However, the currently proposed plan includes a rezone of the parcels north of Briargate Parkway to allow for higher residential densities.

The 2022 MTIS assumed the Sterling Ranch development would be built with the maximum allowable number of residential units. As many of the residential parcels within Sterling Ranch were either existing, approved, under review, or in the preliminary planning stages, and therefore had a known number of dwelling units, the MTIS assumed that the areas north of Briargate Parkway and east of Sterling Ranch Road where detailed plans had not yet been made would be developed with the number of dwelling units needed to reach the maximum of 4,800 dwelling units for the overall development even though that number was greater than what was allowed by the zoning for those parcels. This area was included in the MTIS as Traffic Analysis Zones (TAZ) 30, 34, 35, 36 (which are located just north of Briargate Parkway), and TAZ 101 (currently proposed to be rezoned). Table 1 shows the number of residential dwelling units assumed in the MTIS for each TAZ in this area and the number of dwelling units that would be allowed based on the currently proposed plan. As shown in Table 1, the MTIS assumed 1,302 single-family residential dwelling units in this area (TAZs 30, 34, 35, 36, and 101). The currently-proposed plan would allow between 894 and 1,438 residential single-family residential dwelling units. As the total number of allowable residential dwelling units in the overall Sterling Ranch development has **not** been increased, the 1,302 dwelling units shown for this area in the MTIS is likely still a reasonable assumption. If up to 1,418 dwelling units are constructed in the area north of Briargate Parkway and east of Sterling Ranch Road, the number of dwelling units in other areas of Sterling Ranch Sketch Plan area that have not yet been developed would need to be reduced by at least 116 dwelling units (so the overall Sterling Ranch dwelling unit cap is not exceeded).

### Study-Area Access Plan

No changes to the access plan are proposed as part of this Sketch Plan Amendment.


Sterling Ranch Road is no longer planned to be directly extended to Arroya Lane, which is planned to be upgraded to a Minor Rural Collector as part of the TimberRidge Filing No. 3 ([SF2241](#)). A connection will be provided to Arroya Lane via a circulation Urban Local street network.

Add statement that this connection will be further analyzed with subsequent subdivision submittals. <sup>1</sup>

### TRIP GENERATION


Table 2 shows the trip-generation estimate for the areas north of Briargate Parkway and east of Sterling Ranch Road (TAZs 30, 34, 35, 36 and 101) should they be developed with 1,418 residential dwelling units, which is the maximum number of units based on the currently-proposed zoning. The trip generation was estimated using the nationally-published trip-generation rates from *Trip Generation, 11th Edition, 2021* by the Institute of Transportation Engineers (ITE). Note that the trip generation for the **overall** Sterling Ranch Master Plan is not anticipated to change from what was assumed in the March 2023 MTIS as the maximum number of residential units for the overall

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 Number: 1 Author: CDurham Subject: Text Box Date: 1/10/2024 12:05:31

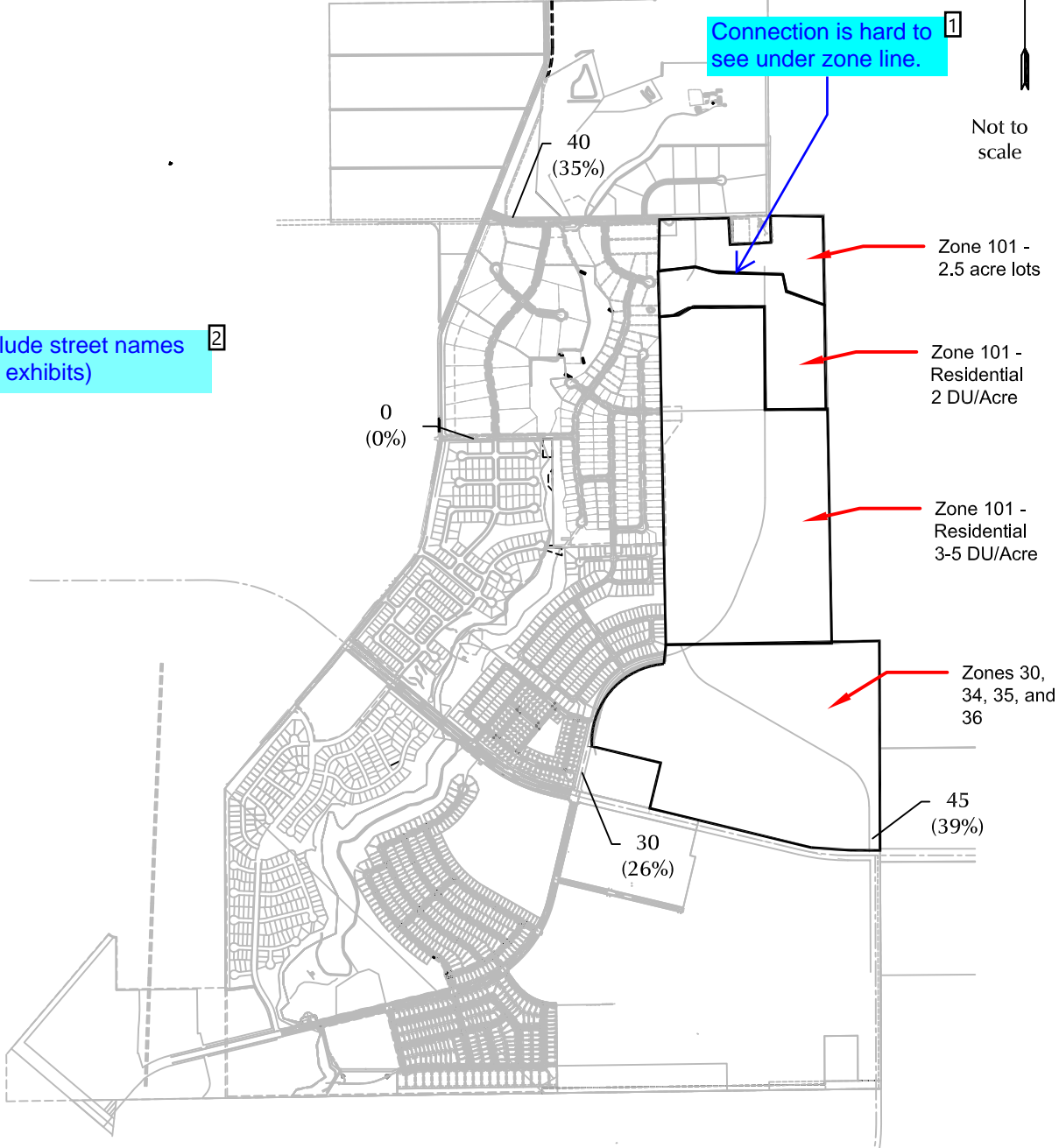
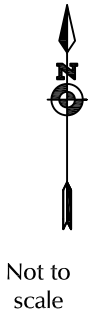
[Add statement that this connection will be further analyzed with subsequent subdivision submittals.](#)

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 Author: kdferrin Subject: Sticky Note Date: 1/17/2024 11:53:50  
LSC Response: The text has been revised as requested.

Include street names  
(all exhibits) 2

Connection is hard to see under zone line. 1



LEGEND:


- XXX = Average Weekday Traffic (AWT)(vehicles per day)
- (XX%) = Percent of Average Weekday Traffic (AWT)

Figure 3a

# Zone 101 (2.5 Acre Lots) Generated Average Weekday Traffic




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 Number: 1 Author: CDurham Subject: Callout Date: 1/10/2024 08:11:56


[Connection is hard to see under zone line.](#)

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 Author: kdferrin Subject: Sticky Note Date: 1/17/2024 11:53:35


LSC Response: The figure has been revised.

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 Number: 2 Author: CDurham Subject: Text Box Date: 1/10/2024 08:12:59

[Include street names \(all exhibits\)](#)

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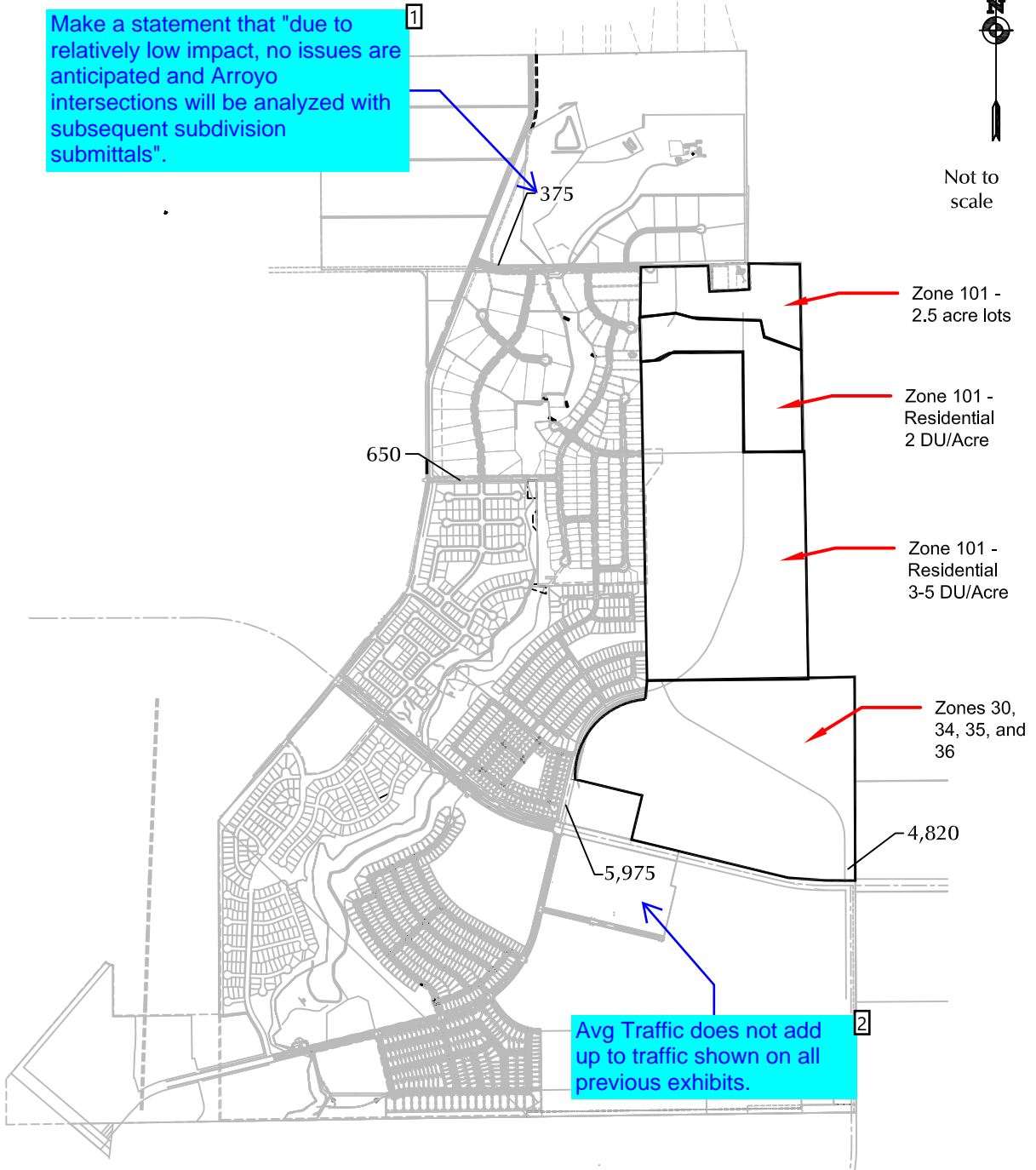
 Author: kdferrin Subject: Sticky Note Date: 1/17/2024 11:53:27

LSC Response: All of the figures have been revised to show the major street names.

1  
Make a statement that "due to relatively low impact, no issues are anticipated and Arroyo intersections will be analyzed with subsequent subdivision submittals".



Not to scale



LEGEND:

XXX = Average Weekday Traffic (AWT)(vehicles per day)

Figure 3f

# Total Sterling Ranch Generated Average Weekday Traffic

Sterling Ranch Sketch Plan - 2023 Amendment and Rezone (LSC# S224441)



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☰ Number: 1 Author: CDurham Subject: Callout Date: 1/10/2024 12:03:34

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Make a statement that "due to relatively low impact, no issues are anticipated and Arroyo intersections will be analyzed with subsequent subdivision submittals".

🔄 Author: kdferrin Subject: Sticky Note Date: 1/17/2024 11:53:16

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LSC Response: The requested statement has been added to the "Conclusions and Recommendations" section of the text.

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☰ Number: 2 Author: CDurham Subject: Callout Date: 1/10/2024 11:01:47

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Avg Traffic does not add up to traffic shown on all previous exhibits.

🔄 Author: kdferrin Subject: Sticky Note Date: 1/17/2024 11:53:07

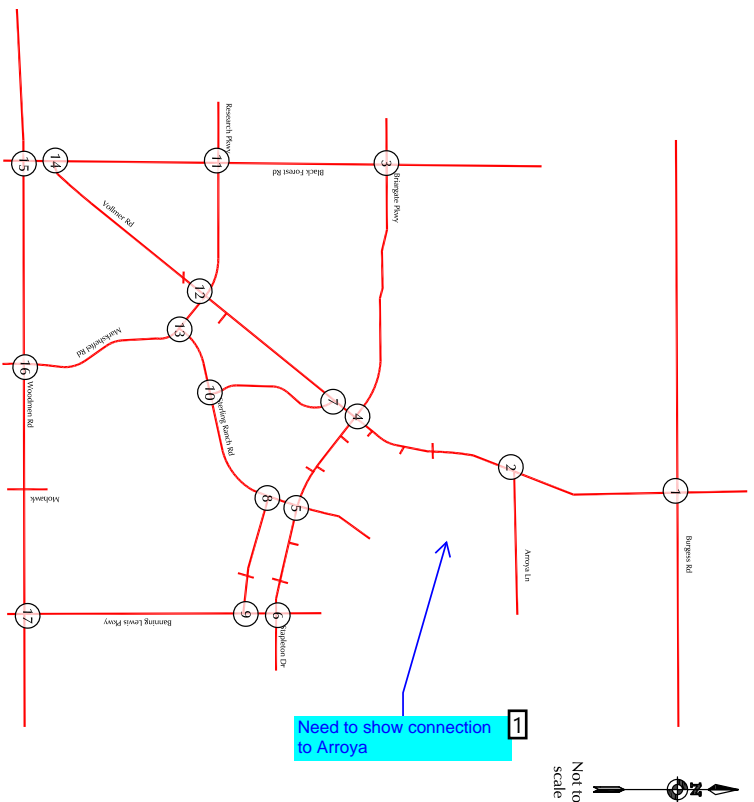
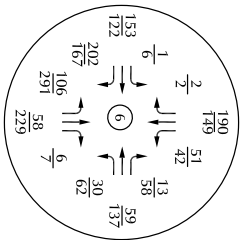
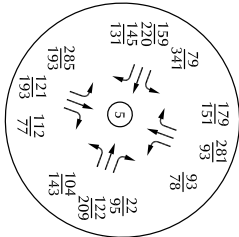
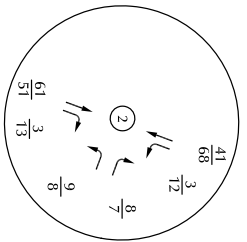
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LSC Response: The figure has been revised.



LEGEND:

XX = AM Peak-Hour Traffic (veh/hr)  
 XX = PM Peak-Hour Traffic (veh/hr)



Note: This sensitivity analysis assumes 1,418 single-family units in the Sterling Ranch area. The total number of dwelling units in the Sterling Ranch area is 1,418 units. The maximum number of dwelling units shown by the sensitivity analysis is 1,418 units. The total number of dwelling units in other areas of the Sterling Ranch Sketch Plan. The total number of dwelling units in the Sterling Ranch area is 1,418 units. In order to achieve the maximum density in the Sterling Ranch area, the total number of dwelling units in other areas of Sterling Ranch would need to be reduced so that the total number of units does not exceed 1,418.


Figure 3g  
 Sterling Ranch Sketch Plan-Generated Peak-Hour Traffic  
 Assuming Maximum Density in the 2023 Amendment Area\*  
 Sterling Ranch Sketch Plan - 2023 Amendment and Rezone (LSC# S224441)

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Number: 1 Author: CDurham Subject: Callout Date: 1/10/2024 11:02:41

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[Need to show connection to Arroya](#)

 Author: jchodsdon Subject: Sticky Note Date: 1/22/2024 18:25:04

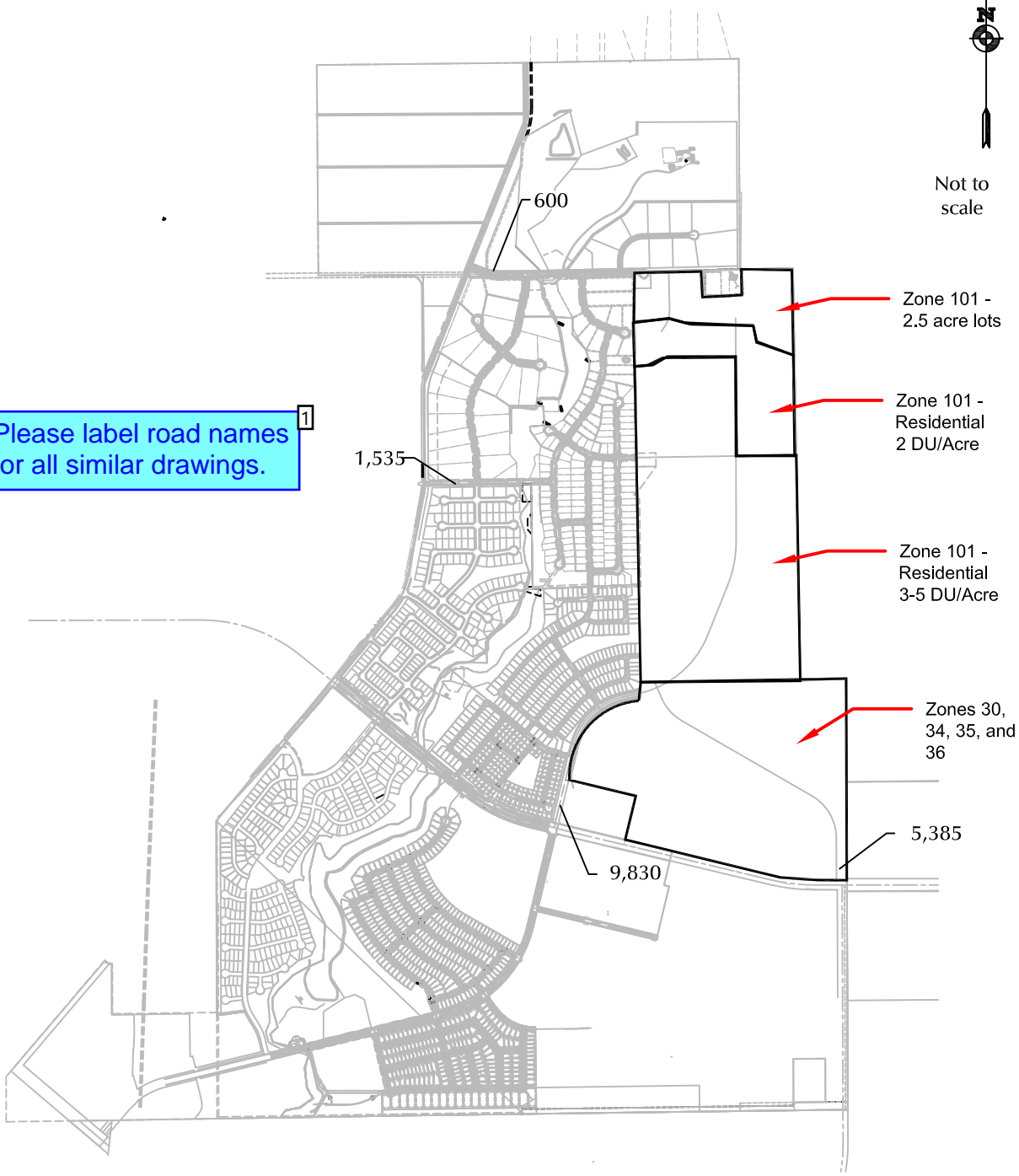
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LSC Response: Figures 3g, 4b, 5b, and 5c have been revised to address this comment. We changed the figure base map to the same one used for the other figures, and transferred the content (the applicable intersection reference numbers, volumes and LOS information).



Not to scale

Please label road names for all similar drawings. 1



LEGEND:

XXX = Average Weekday Traffic (AWT)(vehicles per day)

\*Note: These volumes are the sum of the Sterling Ranch Sketch Plan generated traffic volumes assuming maximum density in the area north of Briargate Parkway and east of Sterling Ranch Road (from Figure 3a) plus the 2042 baseline traffic volumes taken from Figure 6a of the Sterling Ranch Sketch Plan Amendment Master Traffic Impact Study (MTIS), by LSC Transportation Consultants, March 2023. These volumes should be compared to the corresponding impacted street segment volumes shown on Figure 10a of the March 2023 MTIS.

Figure 5a


# Rezone Area Sensitivity Analysis\*

## Average Weekday Traffic

Sterling Ranch Sketch Plan - 2023 Amendment and Rezone (LSC# S224441)




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 Number: 1      Author: Carlos      Subject: Text Box      Date: 1/4/2024 17:35:59

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Please label road names for all similar drawings.

 Author: kdferrin      Subject: Sticky Note      Date: 1/17/2024 11:52:41  
LSC Response: The figures have been revised as requested.

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LEGEND:

$\frac{XX,XXX}{XX,XXX}$  = Projected Average Daily Traffic\*  
 Design Average Daily Traffic

\*Assuming 1,400 single family homes in the 2023 amendment area

- 4-Lane Urban Principal Arterial
- 4-Lane Urban Minor Arterial (El Paso County MTCB)
- - - 2-Lane Rural Minor Arterial
- Urban Non-residential Collector
- - - Urban Residential Collector
- Rural Minor Collector
- Urban Local



Not to scale

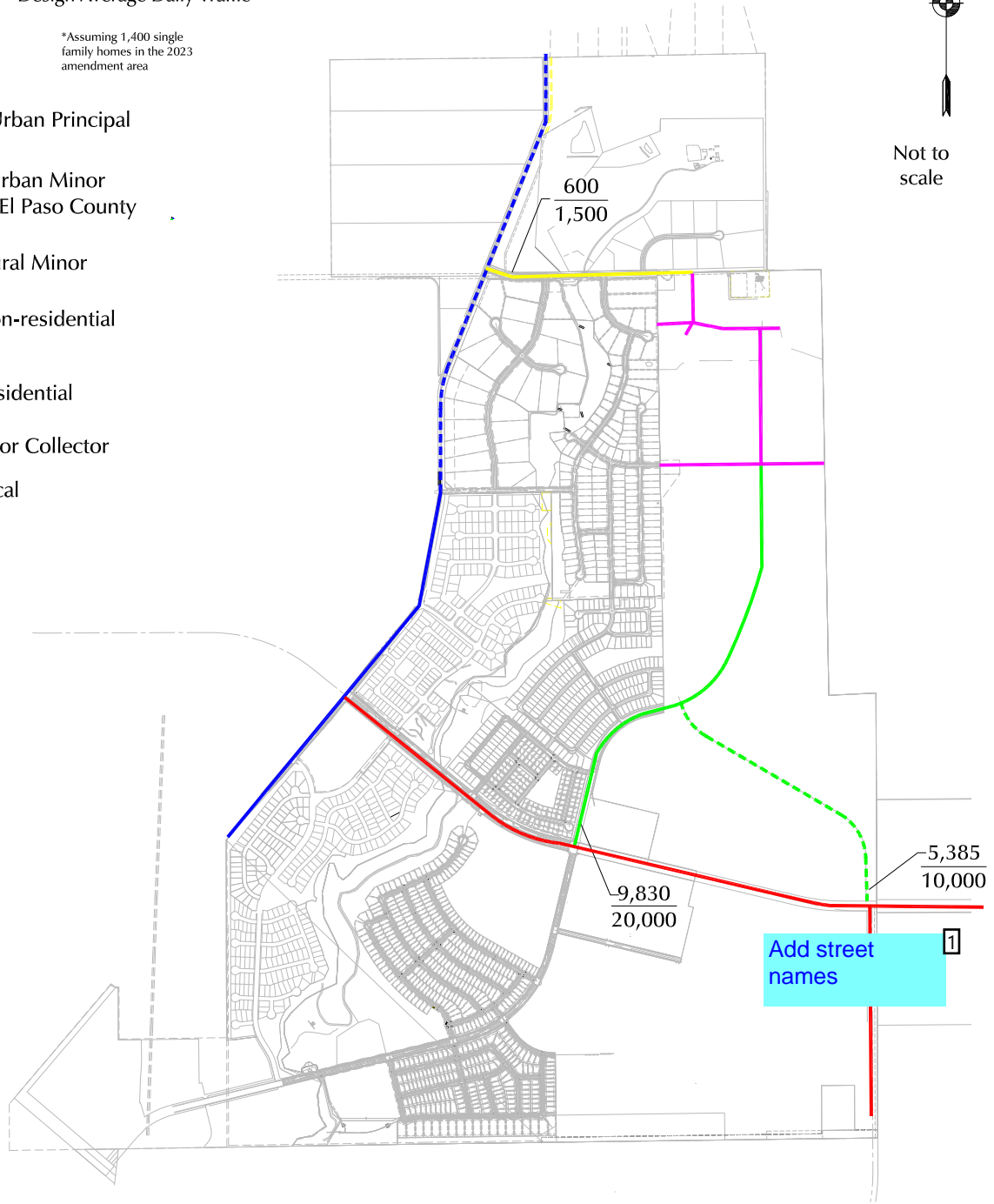



Figure 6

# Proposed Functional Classification

Sterling Ranch Sketch Plan - 2023 Amendment and Rezone (LSC# S224441)




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 Number: 1    Author: CDurham    Subject: Text Box    Date: 1/4/2024 14:03:48

[Add street names](#)

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 Author: kdferrin    Subject: Sticky Note    Date: 1/17/2024 11:52:32  
LSC Response: The figure has been revised as requested.