SM ROCHA, LLC
TRAFFIC AND TRANSPORTATION CONSULTANTS

December 20, 2024

Jim Boulton
Classic Homes
2138 Flying Horse Club Drive
Colorado Springs, CO 80921

RE: Preamble at Hannah Ridge Filing No. 3 / Traffic Generation Analysis
El Paso County, Colorado

Dear Jim,

SM ROCHA, LLC is pleased to provide traffic generation information for the development entitled Preamble at Hannah Ridge Filing No. 3. This development is located at the northwest corner of Constitution Avenue with Akers Drive in El Paso County, Colorado.

The intent of this analysis is to present traffic volumes likely generated by the proposed development, provide a traffic volume comparison to previous land use assumptions approved for the development site, and consider potential impacts to the adjacent roadway network.

The following is a summary of analysis results.

Site Description and Access

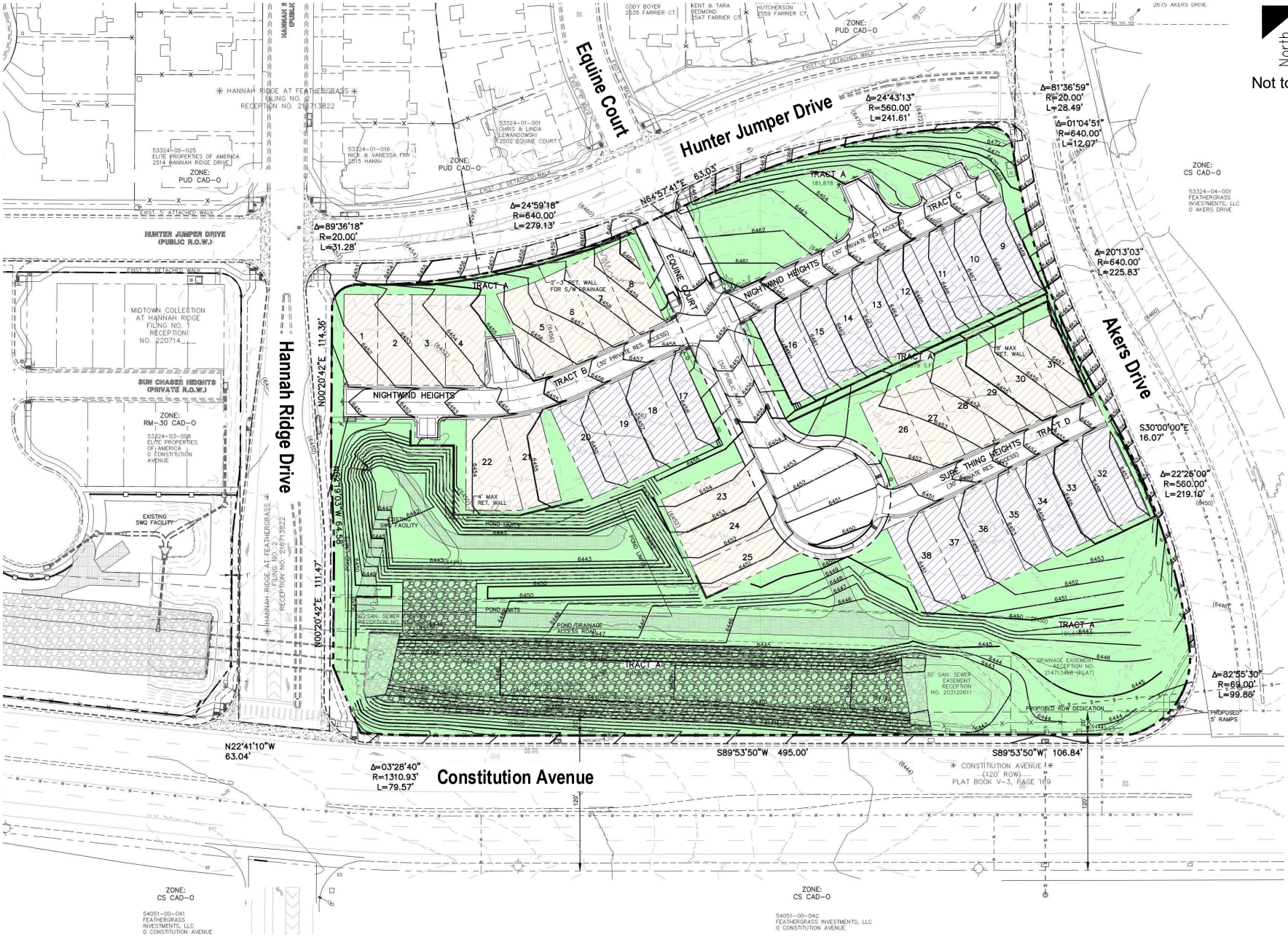
Land for the development is currently vacant and surrounded by a mix of residential and commercial land uses. The proposed development is understood to entail the new construction of 38 residential dwelling units.

Proposed access to the development is provided at the following location: one full-movement access onto Hunter Jumper Drive being the southern leg of the existing intersection with Equine Court.

General site and access locations are shown on Figure 1.

A site plan, as prepared by Classic Consulting Engineers & Surveyors, is shown on Figure 2. This plan is provided for illustrative purposes only.


North
Not to Scale
Equine Court
Akers Drive
Marksheffel Road
Hunter Jumper Drive
Development Site
Constitution Avenue
Hannah Ridge Drive


North
Not to Scale
Equine Court
Hunter Jumper Drive
Hannah Ridge Drive
Akers Drive
Constitution Avenue
NIGHTWIND HEIGHTS
SURE THING HEIGHTS
TRACT A
TRACT B
TRACT C
TRACT D
HUNTER JUMPER DRIVE (PUBLIC R.O.W.)
SURE THING HEIGHTS (PRIVATE R.O.W.)
MIDTOWN COLLECTION AT HANNAH RIDGE FILING NO. 1 RECEPTION NO. 220714
HANNAH RIDGE AT FEATHERGRASS FILING NO. 2 RECEPTION NO. 216713822
HANNAH RIDGE AT FEATHERGRASS FILING NO. 3 RECEPTION NO. 221713522
ZONE: PUD CAD-O
ZONE: RM-30 CAD-O
ZONE: CS CAD-O
EXISTING SWQ FACILITY
PROPOSED SWQ FACILITY
POND LIMITS
POND/DRAINAGE ACCESS ROAD
2'-3' RET. WALL FOR S/W DRAINAGE
4' MAX RET. WALL
8' MAX RET. WALL
30' PRIVATE RES. ACCESS
30' SAN. SEWER EASEMENT RECEPTION NO. 203120611
DRAINAGE EASEMENT RECEPTION NO. 214713488 (PLAT)
PROPOSED ROW DEDICATION
PROPOSED 5' RAMPS
CONSTITUTION AVENUE (120' ROW) PLAT BOOK V-3, PAGE 169
Δ=24°59'18" R=640.00' L=279.13'
Δ=89°36'18" R=20.00' L=31.28'
Δ=24°43'13" R=560.00' L=241.61'
Δ=81°36'59" R=20.00' L=28.49'
Δ=01°04'51" R=640.00' L=12.07'
Δ=20°13'03" R=640.00' L=225.83'
Δ=22°26'00" R=560.00' L=219.10'
Δ=82°55'30" R=69.00' L=99.86'
Δ=03°28'40" R=1310.93' L=79.57'
N64°57'41"E 63.03'
N00°20'42"E 114.36'
N00°20'42"E 111.47'
N89°39'03"W 64.58'
N22°41'10"W 63.04'
S30°00'00"E 16.07'
S89°53'50"W 495.00'
S89°53'50"W 106.84'

Vehicle Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation Manual, 11th Edition, were applied to the proposed land use in order to estimate the average daily traffic (ADT) and peak hour vehicle trips. A vehicle trip is defined as a one-way vehicle movement from point of origin to point of destination.

The previously approved traffic study for Midtown Collection at Hannah Ridge Filing No. 3[1] used trip generation rates from ITE's Trip Generation Manual, 10th Edition and included "Single-Family Detached Housing" land uses in the same development area as currently proposed with this project.

Table 1 presents average trip generation rates for the development area proposed pursuant to the Trip Generation Manual, 11th Edition. Use of average trip generation rates presents a conservative analysis. ITE land use code 210 (Single-Family Detached Housing) was used for analysis because of its best fit to the proposed land use.

Table 1 – Trip Generation Rates

ITE			TRIP GENERATION RATES						
			24	AM PEAK HOUR			PM PEAK HOUR		
CODE	LAND USE	UNIT	HOUR	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	Single-Family Detached Housing	DU	9.43	0.18	0.53	0.70	0.59	0.35	0.94

Key: DU = Dwelling Units.
Note: All data and calculations above are subject to being rounded to nearest value.

Table 2 summarizes the projected ADT and peak hour traffic volumes likely generated by the land use area proposed and provides comparison to traffic volume estimates for the previously approved land use.

[1] Midtown Collection at Hannah Ridge Filing No. 3 Updated Traffic Impact Analysis, LSC Transportation Consultants Inc., December 13, 2021.

Table 2 – Trip Generation Summary

ITE CODE	LAND USE	SIZE	TOTAL TRIPS GENERATED						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
Site Development - Previously Assumed[1]									
210	Single-Family Detached Housing	42 DU	396	8	23	31	26	15	41
	Previously Approved Total:		*396*	*8*	*23*	*31*	*26*	*15*	*41*
Site Development - Proposed									
210	Single-Family Detached Housing	38 DU	358	7	20	27	23	13	36
	Proposed Total:		*358*	*7*	*20*	*27*	*23*	*13*	*36*
	Difference Total:		***-38***	***-1***	***-3***	***-4***	***-4***	***-2***	***-5***

Key: DU = Dwelling Units.
[1] = Trip generation rates from Midtown Collection at Hannah Ridge Filing No. 3 Updated TIS, LSC, December 2021.
Note: All data and calculations above are subject to being rounded to nearest value.

As Table 2 shows, the proposed development area has the potential to generate approximately 358 daily trips with 27 of those occurring during the morning peak hour and 36 during the afternoon peak hour. Table 2 further shows how proposed development traffic volumes do not exceed those previously approved in the Midtown Collection at Hannah Ridge Filing No. 3 traffic study.

Adjustments to Trip Generation Rates

A development of this type is not likely to attract trips from within area land uses nor pass-by or diverted link trips from the adjacent roadway system, therefore no trip reduction was taken in this analysis.

Vehicle Trip Generation Comparison & Development Impacts

As Table 2 shows, the proposed development does not exceed traffic volumes approved for the area in comparison to previously projected volumes of the overall development area. These volumes are not likely to negatively impact operations of Akers Drive nor other adjacent roadways or intersections.

Conclusion

This analysis assessed traffic generation for the Preamble at Hannah Ridge Filing No. 3 development, provided a traffic volume comparison to previous land use assumptions approved for the development site, and considered potential impacts to the adjacent roadway network.

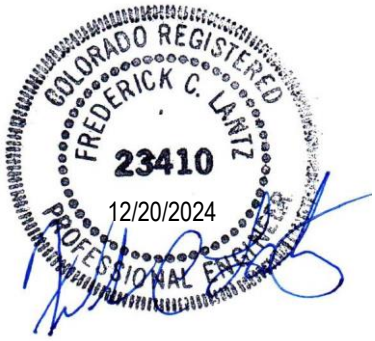
It is our professional opinion that the proposed site-generated traffic is expected to create no negative impact to traffic operations for the surrounding roadway network and proposed site access, nor at the Constitution Avenue intersection with Akers Drive, and is in compliance with the Midtown Collection at Hannah Ridge Filing No. 3 Traffic Impact Study. All previous analysis conclusions and recommendations remain valid.

We trust that our findings will assist in the planning and approval of the Preamble at Hannah Ridge Filing No. 3 development. Please contact us should further assistance be needed.

Sincerely,

SM ROCHA, LLC
Traffic and Transportation Consultants

Stephen Simon, PE
Traffic Engineer | Project Manager



Fred Lantz, PE
Traffic Engineer