



November 27, 2024

Rick Haering
LAI Design Group
116 Inverness Drive East, Suite 340
Englewood, CO 80112

**RE: Banning Lewis Ranch Village A / Traffic Generation Analysis
Colorado Springs, Colorado**

Dear Rick,

SM ROCHA, LLC is pleased to provide traffic generation information for the development entitled Banning Lewis Ranch Village A. This development is located to the southeast of Dublin Boulevard and Banning Lewis Parkway in Colorado Springs, 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, 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 partially vacant with either active or finished construction on Parcel 1, Parcel 2, and Parcel 3. This development is surrounded by commercial, institutional, residential, and open space land uses. The overall development is approximately 297 acres in size and is understood to entail the construction of a maximum of 1,641 single family homes and a commercial development expected to be a maximum of 150,000 square feet in size. It is noted that the latest land use plan differs from that previously assumed with the removal of an anticipated school use, and replacement with additional housing.

Proposed access to the development is general and provided at the following locations: one full-movement onto Banning Lewis Parkway via Vista Prado Boulevard, one full-movement access onto Banning Lewis Parkway via Brodhead Street, one full-movement access onto the future extension of Dublin Boulevard via Vista Prado Boulevard, and one full-movement access onto Stetson Hills Boulevard via Last Chance Drive.

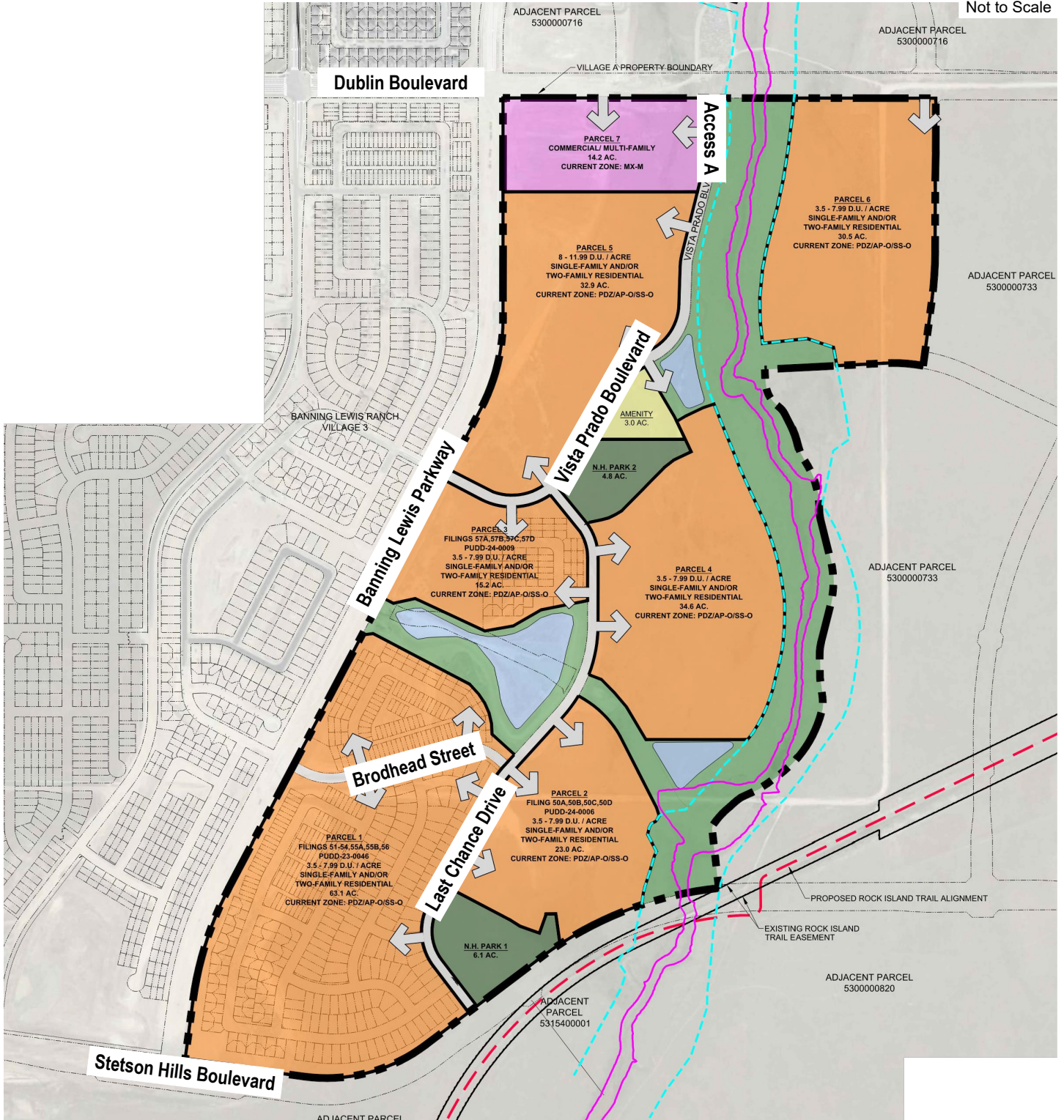
General site and access locations are shown on Figure 1.

A site plan, as prepared by LAI Design Group, is shown on Figure 2. This plan is provided for illustrative purposes only.





Not to Scale



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 traffic study for overall Banning Lewis Ranch Villages A – D¹ used trip generation rates from ITE’s Trip Generation Manual, 10th Edition and included “Single Family, Shopping Center, and Elementary School” land uses in the same development area as currently proposed with this project.

Table 1 presents average trip generation rates for the existing and proposed development areas. Use of average trip generation rates presents a conservative analysis. ITE land use codes 210 (Single-Family Detached Housing), 211 (Single-Family Attached Housing) and 820 (Shopping Center (>150k)) were used for analysis because of their best fit to the existing and proposed land uses.

Table 1 – Trip Generation Rates

ITE CODE	LAND USE	UNIT	TRIP GENERATION RATES						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	Single-Family Detached Housing	DU	9.43	0.15	0.53	0.68	0.59	0.35	0.94
211	Single-Family Attached Housing	DU	7.20	0.12	0.36	0.48	0.34	0.23	0.57
820	Shopping Center (>150k)	KSF	37.01	0.52	0.32	0.84	1.63	1.77	3.40

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 assumed land use.

¹ Banning Lewis Ranch Villages A – D: Master Traffic Impact Study, LSC Transportation Consultants, Inc., January 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
<u>Site Development - Previously Assumed *</u>									
210	Single Family	1,789 DU	14,769	290	824	1,114	1,026	577	1,603
820	Shopping Center	150.0 KSF	7,921	141	86	88	352	381	733
520	Elementary School	500 STU	945	181	154	335	41	44	85
<i>Previously Assumed Total:</i>			23,635	612	1,064	1,676	1,419	1,002	2,421
<u>Site Development - Proposed / Existing</u>									
210	Single-Family Detached Housing	1,495 DU	14,098	230	785	1,015	885	520	1,405
211	Single-Family Attached Housing	146 DU	1,051	18	53	70	49	34	83
820	Shopping Center (>150k)	150.0 KSF	5,552	78	48	126	245	265	510
<i>Proposed / Existing Total:</i>			20,701	326	885	1,211	1,179	819	1,999
<i>Difference Total:</i>			-2,934	-286	-179	-465	-240	-183	-422

Key: DU = Dwelling Units. KSF = Thousand Square Feet Gross Floor Area. STU = Students.
* = Banning Lewis Ranch Villages A - D: Master Traffic Impact Study, LSC Inc., January 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 20,701 daily trips with 1,211 of those occurring during the morning peak hour and 1,999 during the afternoon peak hour. Table 2 further shows how proposed development traffic volumes do not exceed those assumed within the Banning Lewis Ranch Villages A – D traffic study.

Adjustments to Trip Generation Rates

A mixed-use development of this type is likely to attract trips from within area land uses, no trip reduction was taken in this analysis. This assumption provides for a conservative analysis.

Vehicle Trip Generation Comparison & Development Impacts

As Table 2 shows, the proposed development does not exceed traffic volumes previously assumed for the area in comparison to previously projected volumes of the overall development area. These volumes are not likely to negatively impact operations of Banning Lewis Ranch Parkway nor other adjacent roadways nor intersections.

Conclusion

This analysis assessed traffic generation for the Banning Lewis Ranch Village A development, provided a traffic volume comparison to previous land use assumptions approve for the development site, and considered potential impacts to the adjacent roadway network.

It is our professional opinion that the proposed site-generated traffic resulting is expected to create no negative impact to traffic operations for the surrounding roadway network and proposed site accesses, and is in compliance with the Banning Lewis Ranch Villages A – D traffic study.

We trust that our findings will assist in the planning and approval of the Banning Lewis Ranch Village A development. Please contact us should further assistance be needed.

Sincerely,

SM ROCHA, LLC

Traffic and Transportation Consultants



Zac Trotter, EIT
Traffic Engineer



Fred Lantz, PE
Traffic Engineer