



April 25, 2022

Loren Morland
Classic SRJ Land, LLC
2138 Flying Horse Club Drive
Colorado Springs, Colorado 80921

See remaining
comments in the
comment letter.
This needs to be a
Master TIS update

**RE: Sterling Ranch Sketch Plan Amendment / Traffic Generation Analysis
El Paso County, Colorado**

Dear Mr. Morland,

SM ROCHA, LLC is pleased to provide traffic generation and comparison information for the development entitled Sterling Ranch Sketch Plan Amendment. This El Paso County, Colorado development is located near the northeast corner of Vollmer Road and Marksheffel Road and has a further generally boundary of Sand Creek (West), future Banning Lewis Parkway (East), Arroya Lane (North), and future Sterling Ranch Road (South).

The intent of this analysis is to present traffic volumes likely generated by the proposed development amendment, provide a traffic volume comparison to previous land use assumptions approved for the overall Sterling Ranch Sketch Plan and associated master traffic impact study¹, and consider potential impacts to the adjacent roadway network.

This analysis also provides applicable consideration and comparison to a previously approved Sketch Plan Amendment and related traffic analysis².

The following is a summary of analysis results.

Site Description and Access

Land for the development amendment is currently vacant. However, there are multiple construction projects ongoing for various areas of the overall Sterling Ranch development, primarily occurring on the west side of overall Sterling Ranch between Vollmer Road and Sand Creek. The amendment area is surrounded by a mix of light industrial, commercial, and residential land uses.

A new full master traffic study needs to be submitted per ECM Section B.1.3 (A report must be done within the last 3 years to be revised or updated. If older than 3 years, an entirely new TIS shall be prepared). See ECM Sections B.2.3.A & B.2.4.A.

¹ Sterling Ranch Updated Traffic Impact Analysis, LSC Transportation Consultants Inc., June 5, 2008.

² Sterling Ranch Sketch Plan Amendment, Traffic Technical Memorandum, LSC Transportation Consultants Inc., October 30, 2018.

The proposed development amendment is understood to allow changes for accommodation of three new Preliminary Plan submittals entitled Sterling Ranch East Phase I, Foursquare at Sterling Ranch East, and The Villages at Sterling Ranch East. The residual areas of the proposed amendment remain unchanged from that previously approved.

The overall amendment area location is shown on Figure 1.

An overall amendment site plan, as prepared by Classic Consulting, is shown on Figure 2. This plan is provided for illustrative purposes only.

The referenced 2008 traffic impact study (2008 TIS) separated the overall Sketch Plan area into traffic analysis zones (TAZs). The proposed development amendment includes TAZs 9 through 20 from the 2008 TIS.

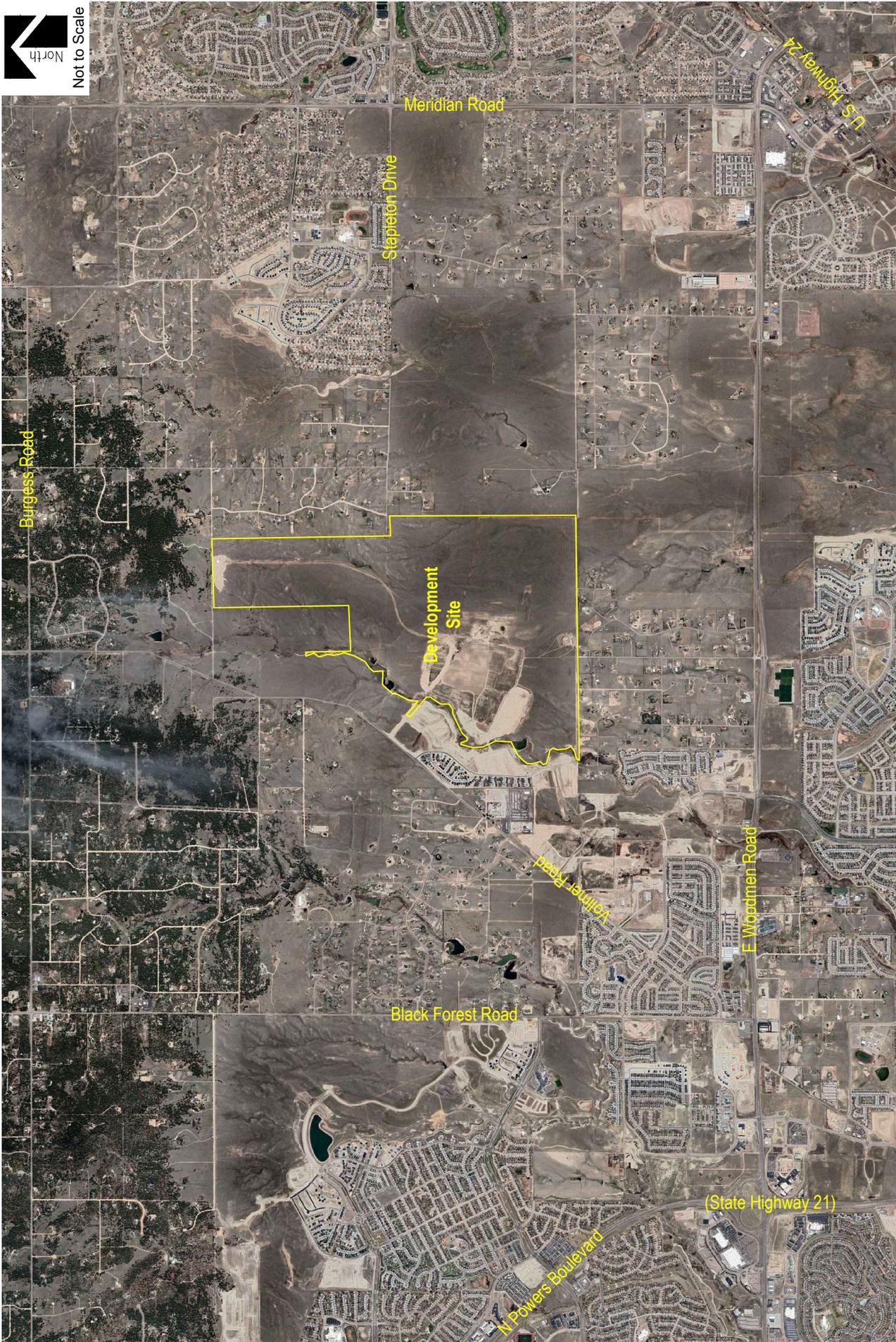
Figure 3, provided for reference, is a copy of the 2008 TIS TAZ figure which has been modified (highlighted) to illustrate TAZs considered for the proposed amendment.

Proposed amendment changes to land use or density are described in section titled Vehicle Trip Generation, Table 2 (Trip Generation Summary).

Proposed access or overall roadway network within the amendment area has not changed from that previously approved.



Not to Scale



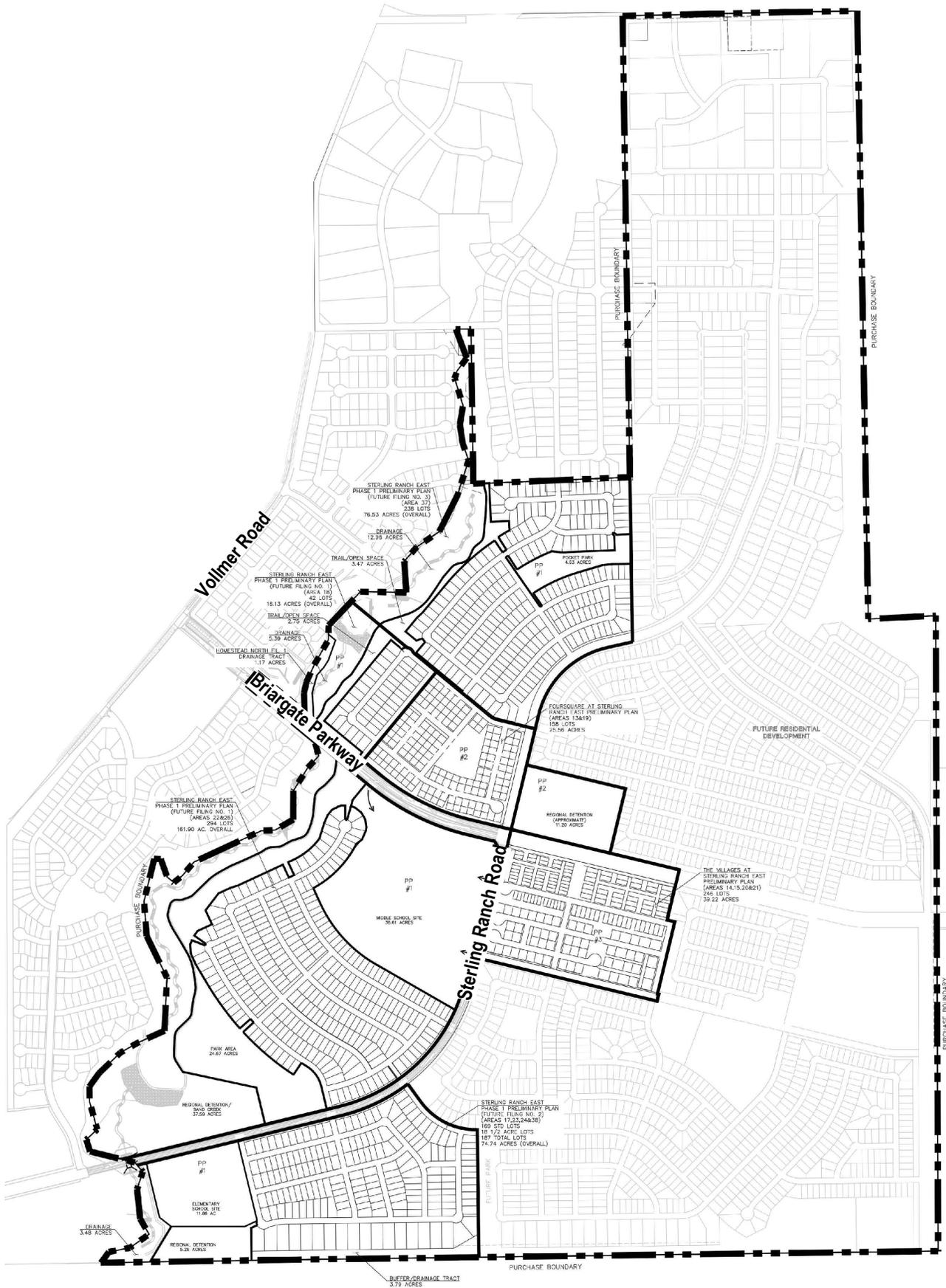
STERLING RANCH SKETCH PLAN AMENDMENT
Traffic Generation Analysis

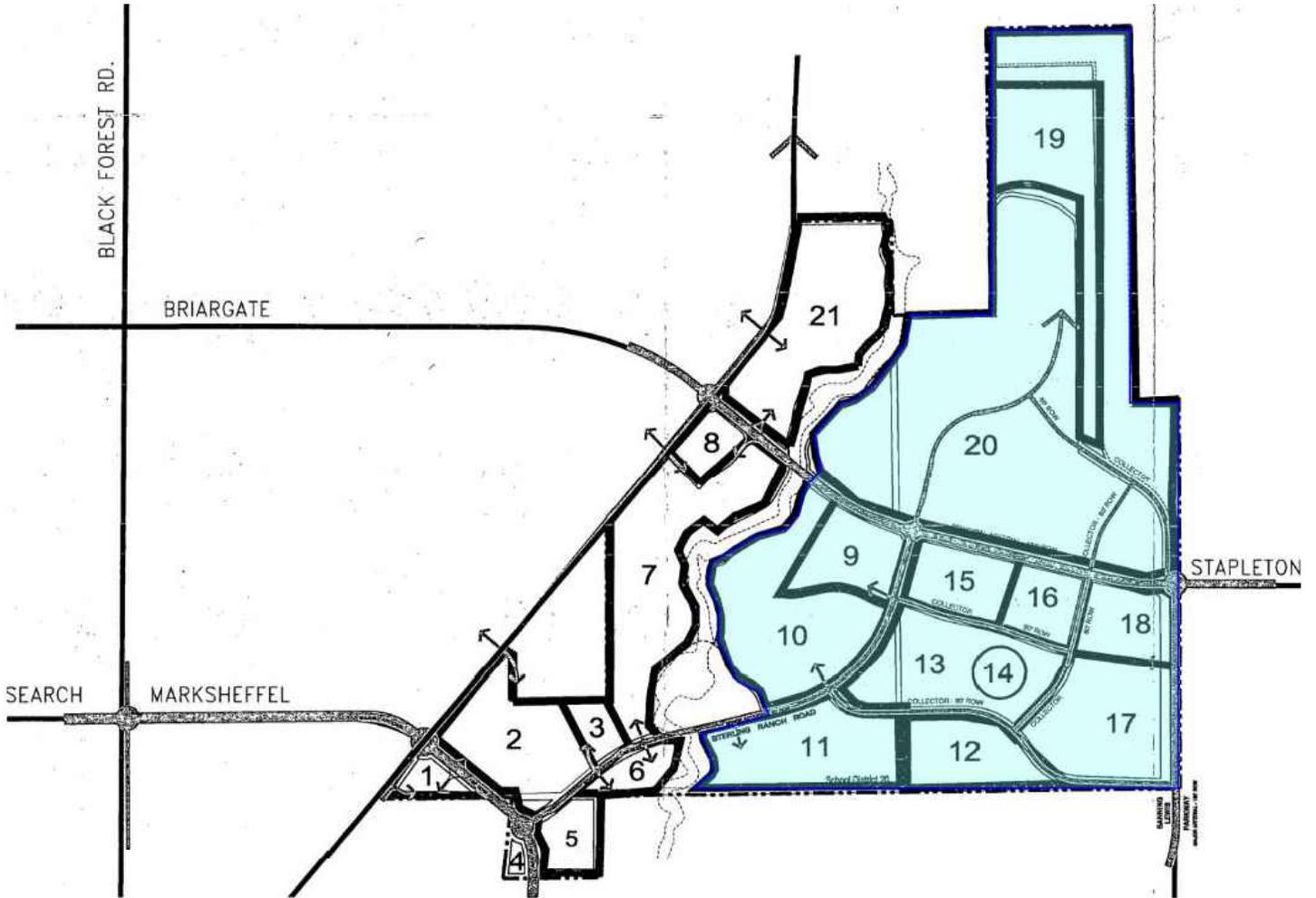
Figure 1
SITE LOCATION

April 2022
Page 3



SM ROCHA, LLC
Traffic and Transportation Consultants





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 uses 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.

Table 1 presents average trip generation rates for the development area proposed. Use of average trip generation rates presents a conservative analysis and is consistent with the 2008 TIS. ITE land use codes described below were used for analysis and comparison because of their best fit to the previously approved and proposed land use.

Table 1 – Trip Generation Rates

ITE CODE	LAND USE	UNIT	TRIP GENERATION RATES						
			24	AM PEAK HOUR			PM PEAK HOUR		
			HOUR	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	Single-Family Detached Housing	DU	9.43	0.18	0.52	0.70	0.59	0.35	0.94
220	Multifamily (Low-Rise)	DU	6.74	0.10	0.30	0.40	0.32	0.19	0.51
520	Elementary School	STU	2.27	0.40	0.34	0.74	0.07	0.09	0.16
522	Middle School / Junior High School	STU	2.10	0.36	0.31	0.67	0.07	0.08	0.15
820	Shopping Center	KSF	37.01	0.52	0.32	0.84	1.63	1.77	3.40

Key: DU = Dwelling Units. KSF = Thousand Square Feet Gross Floor Area. STU = Students.
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 of previously approved land use.

Table 2 – Trip Generation Summary

ITE				TOTAL TRIPS GENERATED						
				24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
TAZ	CODE	LAND USE	SIZE		ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
Sketch Plan - Previously Approved **										
9	522	Middle School / Junior High School	1,000 STU	1,620	292	239	531	78	72	150
10	210	Single-Family Detached Housing	350 DU	3,350	66	197	263	223	131	354
11	210	Single-Family Detached Housing	253 DU	2,421	47	142	189	161	95	256
12	210	Single-Family Detached Housing	171 DU	1,636	32	96	128	109	64	173
13	210	Single-Family Detached Housing	260 DU	2,488	49	146	195	165	97	262
14	520	Elementary School	500 STU	645	116	95	211	1	5	6
15	230	Residential Condominium/Townhouse	298 DU	1,746	22	109	131	104	51	155
16	220	Apartment	521 DU	3,501	53	213	266	210	113	323
17	210	Single-Family Detached Housing	268 DU	2,565	50	151	201	171	100	271
18	820	Shopping Center	272.0 KSF	11,690	171	109	280	490	531	1,021
19	210	Single-Family Detached Housing	34 DU	325	6	19	25	22	13	35
20	-	Active Adult Residential	1,899 DU	9,685	185	555	740	474	267	741
<i>Previously Approved Total:</i>				<i>41,672</i>	<i>1,089</i>	<i>2,071</i>	<i>3,160</i>	<i>2,208</i>	<i>1,539</i>	<i>3,747</i>
Sketch Plan Amendment - Proposed										
9	522	Middle School / Junior High School	1,100 STU	2,310	398	339	737	79	86	165
10	210	Single-Family Detached Housing	294 DU	2,772	54	152	206	174	102	276
11	210	Single-Family Detached Housing	187 DU	1,763	34	97	131	111	65	176
11	520	Elementary School	600 STU	1,362	240	204	444	44	52	96
12	210	Single-Family Detached Housing	134 DU	1,264	24	69	94	79	47	126
13,14	210	Single-Family Detached Housing	686 DU	6,472	125	356	480	406	239	645
15	210	Single-Family Detached Housing	176 DU	1,660	32	91	123	104	61	165
15	220	Multifamily (Low-Rise)	70 DU	472	7	21	28	22	13	36
16	210	Single-Family Detached Housing	175 DU	1,650	32	91	123	104	61	165
17	210	Single-Family Detached Housing	219 DU	2,065	40	113	153	130	76	206
18	820	Shopping Center	272.0 KSF	10,067	142	87	228	444	481	925
19	210	Single-Family Detached Housing	1,453 DU	13,702	264	753	1,017	860	505	1,366
20	220	Multifamily (Low-Rise)	184 DU	1,240	18	56	74	59	35	94
<i>Proposed Total:</i>				<i>46,799</i>	<i>1,409</i>	<i>2,429</i>	<i>3,838</i>	<i>2,618</i>	<i>1,823</i>	<i>4,440</i>
<i>Difference Total:</i>				<i>5,127</i>	<i>320</i>	<i>358</i>	<i>678</i>	<i>410</i>	<i>284</i>	<i>693</i>

Key: ** = Trip generation information from ITE's Trip Generation Manual, 7th Edition.
Note: All data and calculations above are subject to being rounded to nearest value.

As Table 2 shows for assumed land uses and densities, the proposed changes to the overall amendment area has the potential to generate approximately 5,127 additional daily trips with 678 of those occurring during the morning peak hour and 693 during the afternoon peak hour.

Adjustments to Trip Generation Rates

A development of this type is likely to attract trips from within area land uses (internal capture) as well as pass-by or diverted link trips from the adjacent roadway system. This potential for trip reduction was considered in the approved 2008 TIS and was specific to pass-by (34%) and internal capture (6% – 60%). However, no trip reduction was taken in this comparison analysis. This assumption provides for a conservative analysis of potential trip generation based on the assumed land uses.

Additionally, the proximity of regional pedestrian and bike trails to proposed land uses could provide additional reduction in vehicular trip generation.

Development Impacts

As Table 2 shows, there is an increase in daily and peak hour traffic volumes anticipated for the proposed amendment. However, this increase is considered minor as the additional volumes is compared to the overall amendment area. These minor volumes are not expected to negatively impact projected operations of roadways and intersections, or roadway classifications, as previously planned and approved for the overall Sterling Ranch development area.

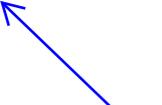
Conclusion

This analysis assessed traffic generation for the Sterling Ranch Sketch Plan Amendment, provided a traffic volume comparison to previous land use assumptions approved for the amendment area, and considered potential impacts to the adjacent roadway network.

It is our professional opinion that the proposed site-generated traffic resulting from the amendment area is expected to create no negative impact to traffic operations for the surrounding roadway network (existing or proposed), nor cause change to previously approved roadway classifications. Analysis of site-generated traffic concludes that proposed amendment traffic volume is minor. All conclusions and recommendations presented in previously approved referenced studies remain valid.

Traffic Engineer's Statement

The attached 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.

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We trust that our findings will assist in the planning and approval of the Sterling Ranch Sketch Plan Amendment. Please contact us should further assistance be needed.

Sincerely,

SM ROCHA, LLC
Traffic and Transportation Consultants



Mike Rocha
Principal



Fred Lantz, PE
Traffic Engineer

Developer's Statement

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

Developer

Date



LSC TRANSPORTATION CONSULTANTS, INC.
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Colorado Springs, CO 80903
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E-mail: lsc@lsctrans.com
Website: <http://www.lsctrans.com>

Sterling Ranch Sketch Plan Amendment
Traffic Technical Memorandum
(LSC #184281)
October 30, 2018

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.



10/31/18
Date



LSC TRANSPORTATION CONSULTANTS, INC.
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October 30, 2018

Mr. Jim Morley
Morley-Bentley Investments, LLC
20 Boulder Crescent, 1st Floor
Colorado Springs, CO 80903

RE: Sterling Ranch Sketch Plan Amendment
El Paso County, CO
Traffic Technical Memorandum
LSC #184281

Dear Mr. Morley:

LSC Transportation Consultants, Inc. has prepared this traffic technical memorandum for the proposed amendment to the Sterling Ranch Sketch Plan. Sterling Ranch is located east of Vollmer Road generally between the future extension of Marksheffel Road and Arroya Lane in El Paso County, Colorado. LSC prepared a master (Sketch Plan) traffic impact study (TIS) for the entire Sterling Ranch development dated June 5, 2008. The Sketch Plan was approved in November 2008.

LSC also prepared a traffic impact analysis for the first phase of the Sterling Ranch development dated March 16, 2015. Since completion of that report, several transportation memoranda regarding the Sterling Ranch development have been prepared, including a memorandum for Phases 1-3 dated October 2, 2017; a site-specific, final plat traffic report for Branding Iron at Sterling Ranch Filing No. 1 and Homestead at Sterling Ranch Filing No. 1 dated December 19, 2017; and a site-specific, final plat traffic report for Sterling Ranch Filing No. 2 dated April 3, 2018.

This report presents the currently proposed land use changes to the 2008 approved Sterling Ranch Sketch Plan land uses and resulting changes in trip generation associated with parcels currently proposed for amendment.

LAND USE AND ACCESS

The 1,444-acre Sterling Ranch Sketch Plan area is planned to be developed with a mix of residential, commercial, and educational land uses. The approved November 2008 Sketch Plan and the currently proposed Sketch Plan Amendment are attached for reference. The 2008 TIS divided the sketch plan

area into 21 traffic analysis zones (TAZs). Figure 3 from that report showed the location and boundary of each TAZ. A copy of this TAZ figure is attached for reference. The amendment areas currently proposed for the Sketch Plan were included as TAZs 1 through 8 in the 2008 TIS.

The currently proposed Sketch Plan Amendment would reduce the single-family residential density for the 101-acre TAZ 7 from 5 to 8 dwelling units per acre to 3 to 5 dwelling units per acre and would increase the single-family residential density for a 19-acre portion of TAZ 2 from 3 to 5 dwelling units per acre to 5 to 8 dwelling units per acre. Minor changes in the alignment of the internal street system, most notably Sterling Ranch Road, resulted in some changes to the size and shape of some of the TAZs. Table 1 shows these proposed land use changes within TAZs 1-8. Overall the currently proposed Sketch Plan Amendment results in a decrease of 91 dwelling units and a decrease of six acres of commercial use from the approved sketch plan. No changes are proposed to any other part of the approved sketch plan.

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

TRIP GENERATION

The trip generation estimate for the Sterling Ranch Sketch Plan Amendment is based on nationally published trip generation rates from *Trip Generation, 10th Edition, 2017* by the Institute of Transportation Engineers (ITE). Table 1 shows the results of the trip generation estimate for the areas of proposed amendment (within TAZs 1-8). Table 1 also shows the trip generation estimate from the 2008 TIS for TAZs 1-8 for comparison. The trip generation in the 2008 TIS was based on the 7th Edition of *Trip Generation* (the current version at that time).

As shown in Table 1, TAZs 2, 5, and 6 would generate 833 more trips per day than the approved sketch plan and TAZ 7 would generate 1,798 fewer trips per day. During the morning peak hour about 16 more vehicles are projected to enter TAZs 2, 5, and 6 and 49 more vehicles are projected exit TAZs 2, 5, and 6 than would be projected based on the approved sketch plan. During this same peak hour about 35 fewer vehicles are projected to enter TAZ 7 and 106 fewer vehicles are projected exit TAZ 7 than would be projected based on the approved sketch plan. During the afternoon peak hour about 53 more vehicles are projected to enter TAZs 2, 5, and 6 and 31 more vehicles are projected exit TAZs 2, 5, and 6 than would be projected based on the approved sketch plan. During this same peak hour about 121 fewer vehicles are projected to enter TAZ 7 and 71 fewer vehicles are projected exit TAZ 7 than would be projected based on the approved sketch plan.

The projected increase in trips for TAZs 2, 5, and 6 (combined with the decrease in trips for TAZ 7) is not anticipated to result in significant changes in intersection turning movements at the access points and adjacent intersections. These changes as well as increased average daily traffic (ADT volumes) on the internal streets within the future 19 acre-subdivision located within TAZ 2 proposed to be changed to allow for 5-8 dwelling units per acre and Filing 2 will be addressed with the final plat submittal for this

19-acre parcel. The increase in trips would not change the previously proposed street classifications within Filing No. 2 – Urban Local.

* * * * *

Please contact me if you have any questions regarding this report.

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

By: Jeffrey C. Hodsdon, P.T., PTOE
Principal

JCH:KDF:bjwb

Enclosures: Tables 1-2
Approved November 2008 Sterling Ranch Sketch Plan
Proposed Sterling Ranch Sketch Plan
TAZ Figure (Figure 3)

**Table 1
Meridian Ranch Sketch Plan
Land Use Comparison**

Sterling Ranch Updated Traffic Analysis June 5, 2008						Currently Proposed Sketch Plan Amendment						
Traffic Analysis Zone	Area (Acres)	Density or FAR ⁽¹⁾	Land Use	Quantity	Unit	Area (Acres)	Density or FAR ⁽¹⁾	Land Use	Quantity	Unit	Land Use	
											Quantity	Unit
1	14	0.25	Shopping Center	152.46	KSF ⁽²⁾	11	0.25	Shopping Center	119.79	KSF	-32.67	KSF
2	63	3-5	Single-Family Detached Housing	234	DU ⁽³⁾	26	3-5	Single-Family Detached Housing	110	DU	16	DU
						19	5-8	Single-Family Detached Housing	140	DU		DU
3	12	- - -	Elementary School	500	Students	12	- - -	Elementary School	500	Students	0	Students
4	6	12-20	Apartment	89	DU	5	12-20	Apartment	86	DU	-3	DU
5	22	3-5	Single-Family Detached Housing	82	DU	62	3-5	Single-Family Detached Housing	263	DU	78	DU
6	17	5-8	Single-Family Detached Housing	103	DU							
7	101	5-8	Single-Family Detached Housing	611	DU	101	3-5	Single-Family Detached Housing	429	DU	-182	DU
8	17	0.25	Shopping Center	185.13	KSF	14	0.25	Shopping Center	152.46	KSF	-32.67	KSF
			Residential	1,119	DU			Residential	1,028	DU	-91	DU
			Commercial	337.59	KSF			Commercial	272.25	KSF	-65	KSF
			School	500	Students			School	500	Students	0	Students

Notes:
(1) Density = Dwelling Units/Acre, FAR = Floor Area Ratio
(2) KSF = thousand square feet of floor area
(3) DU = dwelling unit

Source: LSC Transportation Consultants, Inc.

**Table 2
Sterling Ranch Sketch Plan
Trip Generation Comparison**

TAZ	ITE Code	ITE Land Use	Quantity	Unit	Trip Generation Rates ⁽¹⁾					Raw ITE Trip Generation (Individual Driveway Trips)					Internal Trips			Total External Trips Generated					New External Trips Generated	
					Daily	AM Peak Hour		PM Peak Hour		Daily	AM Peak Hour		PM Peak Hour		Daily	AM	PM	Daily	AM Peak Hour		PM Peak Hour		Passby ⁽²⁾ (%)	Daily
						In	Out	In	Out		In	Out	In	Out					In	Out				
Currently Proposed Sterling Ranch Sketch Plan Amendment Land Uses For TAZs 1-8																								
1	820	Shopping Center	120	KSF ⁽³⁾	37.75	0.58	0.36	1.83	1.98	4,522	70	43	219	237	7%	7%	7%	4,205	65	40	204	220	34%	2,775
2	210	Single-Family Detached Housing	250	DU ⁽⁴⁾	9.44	0.19	0.56	0.62	0.37	2,360	46	139	156	92	9%	19%	6%	2,148	37	113	147	87	0%	2,148
3	520	Elementary School	500	Students	1.89	0.36	0.31	0.08	0.09	945	181	154	41	44	60%	60%	60%	378	72	62	17	17	0%	378
4	220	Multifamily Housing (Low-Rise)	86	DU	7.32	0.11	0.35	0.35	0.21	630	9	30	30	18	9%	19%	6%	573	7	24	28	17	0%	573
5 & 6	210	Single-Family Detached Housing	263	DU	9.44	0.19	0.56	0.62	0.37	2,483	49	146	164	96	9%	19%	6%	2,147	23	115	147	81	0%	2,147
7	210	Single-Family Detached Housing	429	DU	9.44	0.19	0.56	0.62	0.37	4,050	79	238	268	157	9%	19%	6%	3,686	64	193	252	148	0%	3,686
5	820	Shopping Center	152	KSF	37.75	0.58	0.36	1.83	1.98	5,755	89	54	279	302	7%	7%	7%	5,352	83	50	259	281	34%	3,532
Total										20,744	523	805	1,157	946				18,488	351	598	1,054	851		15,238
Subtotal TAZ 2, 5 and 6 ONLY										4,843	95	285	320	188				4,295	60	228	294	168		4,295
Land Uses Assumed in the Sterling Ranch Updated Traffic Analysis For TAZs 1-8 - June 5, 2008																								
1	820	Shopping Center	152	KSF	42.94	0.63	0.40	1.80	1.95	6,527	96	61	274	296	7%	7%	7%	6,088	89	57	255	276	34%	4,018
2	210	Single-Family Detached Housing	234	DU	9.57	0.19	0.56	0.64	0.37	2,239	44	132	149	87	9%	19%	6%	2,045	36	106	139	82	0%	2,045
3	520	Elementary School	500	Students	1.29	0.23	0.19	0.00	0.01	645	116	95	1	5	60%	60%	60%	258	46	38	0	2	0%	258
4	220	Apartment	89	DU	6.72	0.10	0.41	0.40	0.22	598	9	36	36	19	9%	19%	6%	546	7	29	34	18	0%	546
5	210	Single-Family Detached Housing	82	DU	9.57	0.19	0.56	0.64	0.37	785	15	46	52	31	9%	19%	6%	717	12	37	49	29	0%	717
6	210	Single-Family Detached Housing	103	DU	9.57	0.19	0.56	0.64	0.37	986	19	58	66	38	9%	19%	6%	900	15	47	62	36	0%	900
7	210	Single-Family Detached Housing	611	DU	9.57	0.19	0.56	0.64	0.37	5,847	115	344	389	228	9%	19%	6%	5,431	93	278	364	214	0%	5,431
8	820	Shopping Center	185	KSF	42.94	0.63	0.40	1.80	1.95	7,949	116	74	333	361	7%	7%	7%	7,393	108	69	310	336	34%	4,879
Total										25,576	529	846	1,298	1,066				23,378	406	661	1,212	993		18,794
Change In Total Trip Generation Estimate for TAZs 1-8										-4,832	-7	-41	-142	-120				-4,890	-55	-63	-158	-142		-3,556
Subtotal TAZ 2, 5 and 6 ONLY										4,010	79	236	267	157				3,662	64	190	250	147		3,662
Change In Total Trip Generation Estimate for TAZs 2, 5 and 6 ONLY										833	16	49	53	31				633	-4	38	44	21		633
Change In Total Trip Generation Estimate for TAZ 7 ONLY										-1,798	-35	-106	-121	-71				-1,745	-28	-85	-112	-66		-1,745

Notes:

- (1) Source: "Trip Generation, 10th Edition, 2017" by the Institute of Transportation Engineers (ITE)
- (2) Source: "Trip Generation Handbook - An ITE Proposed Recommended Practice 3rd Edition, September 2017" by ITE
- (3) KSF = thousand square feet of floor area
- (4) DU = Dwelling Unit

Source: LSC Transportation Consultants, Inc.

LAND USE LEGEND:

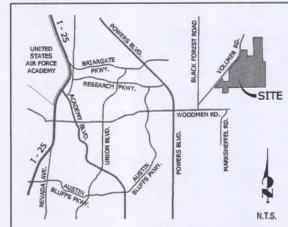
44 AC. RESIDENTIAL: 0.2 DU/AC,	9 D.U.
33 AC. RESIDENTIAL: 0.4 DU/AC,	13 D.U.
35 AC. RESIDENTIAL: 1 DU/AC,	35 D.U.
163 AC. RESIDENTIAL: 2 DU/AC,	326 D.U.
475 AC. RESIDENTIAL: 3-5 DU/AC,	1,900 D.U.
101 AC. RESIDENTIAL: 5-8 DU/AC,	606 D.U.
257 AC. RESIDENTIAL: 5-8 DU/AC ACTIVE ADULT,	1,325 D.U.
32 AC. RESIDENTIAL: 8-12 DU/AC,	320 D.U.
41 AC. RESIDENTIAL: 12-20 DU/AC,	691 D.U.
56 AC. COMMERCIAL	
57 AC. ELEMENTARY / K-8 SCHOOL	
18 AC. NEIGHBORHOOD PARK	
30 AC. COMMUNITY PARK	
57 AC. OPEN SPACE / PARK / GREENWAY	
43 AC. OPEN SPACE / BUFFER	
2 AC. UTILITY PARCEL	

TOTAL: 1,444 AC. TOTAL: 5,225 D.U. Max

SYMBOL LEGEND:

- ROAD
- FULL MOVEMENT ACCESS POINT
- 100-YEAR FLOODPLAIN
- TRAIL
- BUFFER / OS TRAIL CORRIDOR / EASEMENT
- NEIGHBORHOOD PARK
- ACCESS SPACING (FEET)

VICINITY MAP:



LEGAL DESCRIPTION:

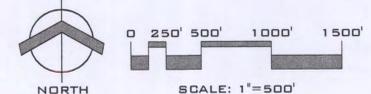
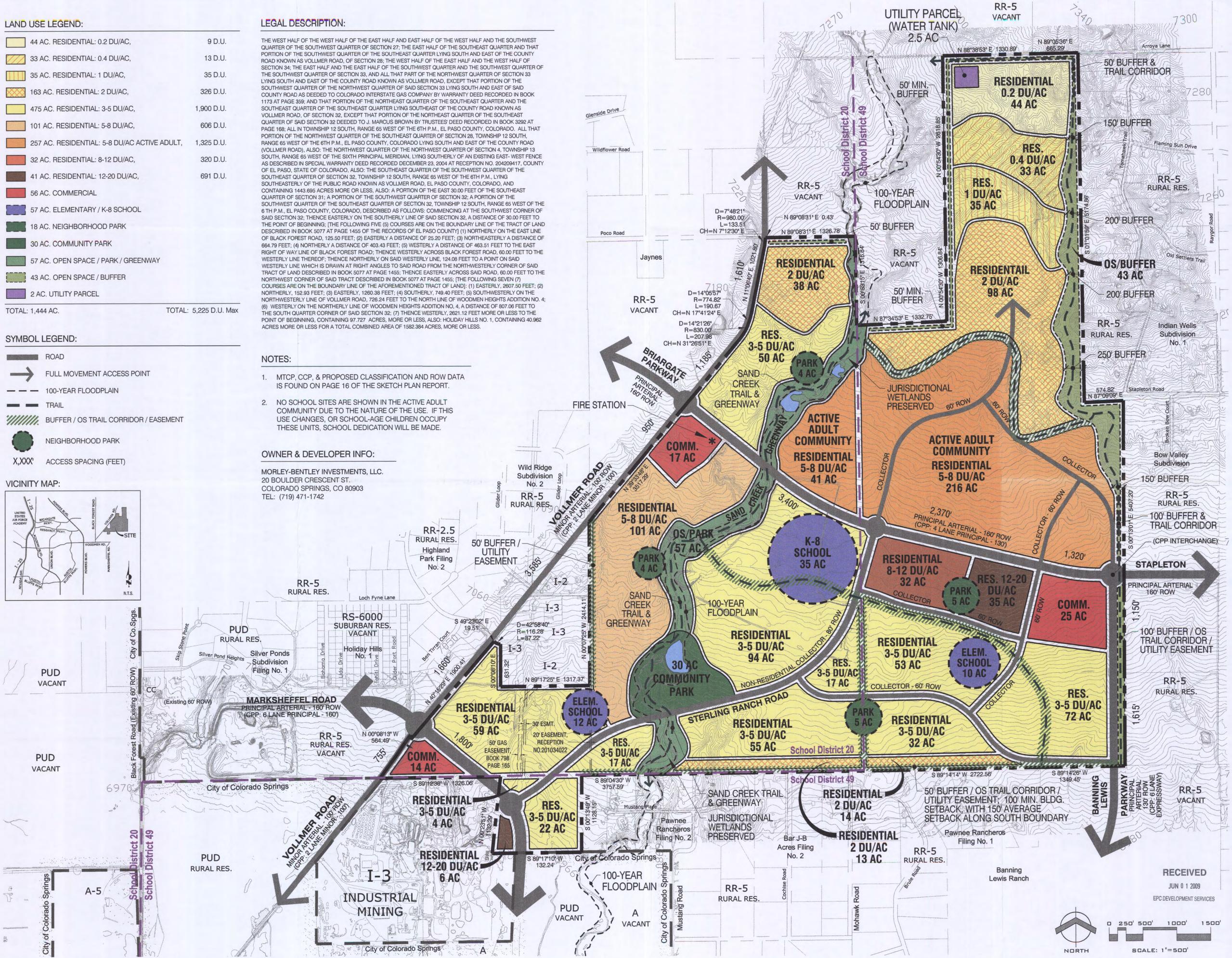
THE WEST HALF OF THE WEST HALF OF THE EAST HALF AND EAST HALF OF THE WEST HALF AND THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 27, THE EAST HALF OF THE SOUTHWEST QUARTER AND THAT PORTION OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER LYING SOUTH AND EAST OF THE COUNTY ROAD KNOWN AS VOLLERMER ROAD, OF SECTION 28; THE WEST HALF OF THE EAST HALF AND THE WEST HALF OF SECTION 34; THE EAST HALF AND THE EAST HALF OF THE SOUTHWEST QUARTER AND THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 33, AND ALL THAT PART OF THE NORTHWEST QUARTER OF SECTION 33 LYING SOUTH AND EAST OF THE COUNTY ROAD KNOWN AS VOLLERMER ROAD, EXCEPT THAT PORTION OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 33 LYING SOUTH AND EAST OF SAID COUNTY ROAD AS DEEDED TO COLORADO INTERSTATE GAS COMPANY BY WARRANTY DEED RECORDED IN BOOK 1173 AT PAGE 359; AND THAT PORTION OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER AND THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER LYING SOUTHWEST OF THE COUNTY ROAD KNOWN AS VOLLERMER ROAD, OF SECTION 32, EXCEPT THAT PORTION OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 32 DEEDED TO J. MARCUS BROWN BY TRUSTEES DEED RECORDED IN BOOK 3292 AT PAGE 168; ALL IN TOWNSHIP 12 SOUTH, RANGE 65 WEST OF THE 6TH P.M., EL PASO COUNTY, COLORADO, ALL THAT PORTION OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 28, TOWNSHIP 12 SOUTH, RANGE 65 WEST OF THE 6TH P.M., EL PASO COUNTY, COLORADO LYING SOUTH AND EAST OF THE COUNTY ROAD (VOLLERMER ROAD), ALSO: THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 4, TOWNSHIP 13 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, LYING SOUTHERLY OF AN EXISTING EAST-WEST FENCE AS DESCRIBED IN SPECIAL WARRANTY DEED RECORDED DECEMBER 23, 2004 AT RECEPTION NO. 204209417, COUNTY OF EL PASO, STATE OF COLORADO, ALSO: THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 32, TOWNSHIP 12 SOUTH, RANGE 65 WEST OF THE 6TH P.M., LYING SOUTHEASTERLY OF THE PUBLIC ROAD KNOWN AS VOLLERMER ROAD, EL PASO COUNTY, COLORADO, AND CONTAINING 1443.695 ACRES MORE OR LESS, ALSO: A PORTION OF THE EAST 30.00 FEET OF THE SOUTHWEST QUARTER OF SECTION 31; A PORTION OF THE SOUTHWEST QUARTER OF SECTION 32; A PORTION OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 32, TOWNSHIP 12 SOUTH, RANGE 65 WEST OF THE 6TH P.M., EL PASO COUNTY, COLORADO, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 32; THENCE EASTERLY ON THE SOUTHERLY LINE OF SAID SECTION 32, A DISTANCE OF 30.00 FEET TO THE POINT OF BEGINNING; [THE FOLLOWING FIVE (5) COURSES ARE ON THE BOUNDARY LINE OF THE TRACT OF LAND DESCRIBED IN BOOK 5077 AT PAGE 1455 OF THE RECORDS OF EL PASO COUNTY] (1) NORTHERLY ON THE EAST LINE OF BLACK FOREST ROAD, 125.50 FEET; (2) EASTERLY A DISTANCE OF 25.20 FEET; (3) NORTHEASTERLY A DISTANCE OF 664.79 FEET; (4) NORTHERLY A DISTANCE OF 403.43 FEET; (5) WESTERLY A DISTANCE OF 463.51 FEET TO THE EAST RIGHT OF WAY LINE OF BLACK FOREST ROAD; THENCE WESTERLY ACROSS BLACK FOREST ROAD, 60.00 FEET TO THE WESTERLY LINE THEREOF; THENCE NORTHERLY ON SAID WESTERLY LINE, 124.08 FEET TO A POINT ON SAID WESTERLY LINE WHICH IS DRAWN AT RIGHT ANGLES TO SAID ROAD FROM THE NORTH-WESTERLY CORNER OF SAID TRACT OF LAND DESCRIBED IN BOOK 5077 AT PAGE 1455; THENCE EASTERLY ACROSS SAID ROAD, 60.00 FEET TO THE NORTHWEST CORNER OF SAID TRACT DESCRIBED IN BOOK 5077 AT PAGE 1455; [THE FOLLOWING SEVEN (7) COURSES ARE ON THE BOUNDARY LINE OF THE AFOREMENTIONED TRACT OF LAND]: (1) EASTERLY, 2607.50 FEET; (2) NORTHERLY, 152.93 FEET; (3) EASTERLY, 1260.38 FEET; (4) SOUTHERLY, 749.40 FEET; (5) SOUTHWESTERLY ON THE NORTH-WESTERLY LINE OF VOLLERMER ROAD, 726.24 FEET TO THE SOUTH LINE OF WOODMEN HEIGHTS ADDITION NO. 4; (6) WESTERLY ON THE NORTHERLY LINE OF WOODMEN HEIGHTS ADDITION NO. 4, A DISTANCE OF 807.06 FEET TO THE SOUTH QUARTER CORNER OF SAID SECTION 32; (7) THENCE WESTERLY, 2821.12 FEET MORE OR LESS TO THE POINT OF BEGINNING, CONTAINING 97,727 ACRES, MORE OR LESS, ALSO: HOLIDAY HILLS NO. 1, CONTAINING 40,962 ACRES MORE OR LESS FOR A TOTAL COMBINED AREA OF 1382.384 ACRES, MORE OR LESS.

NOTES:

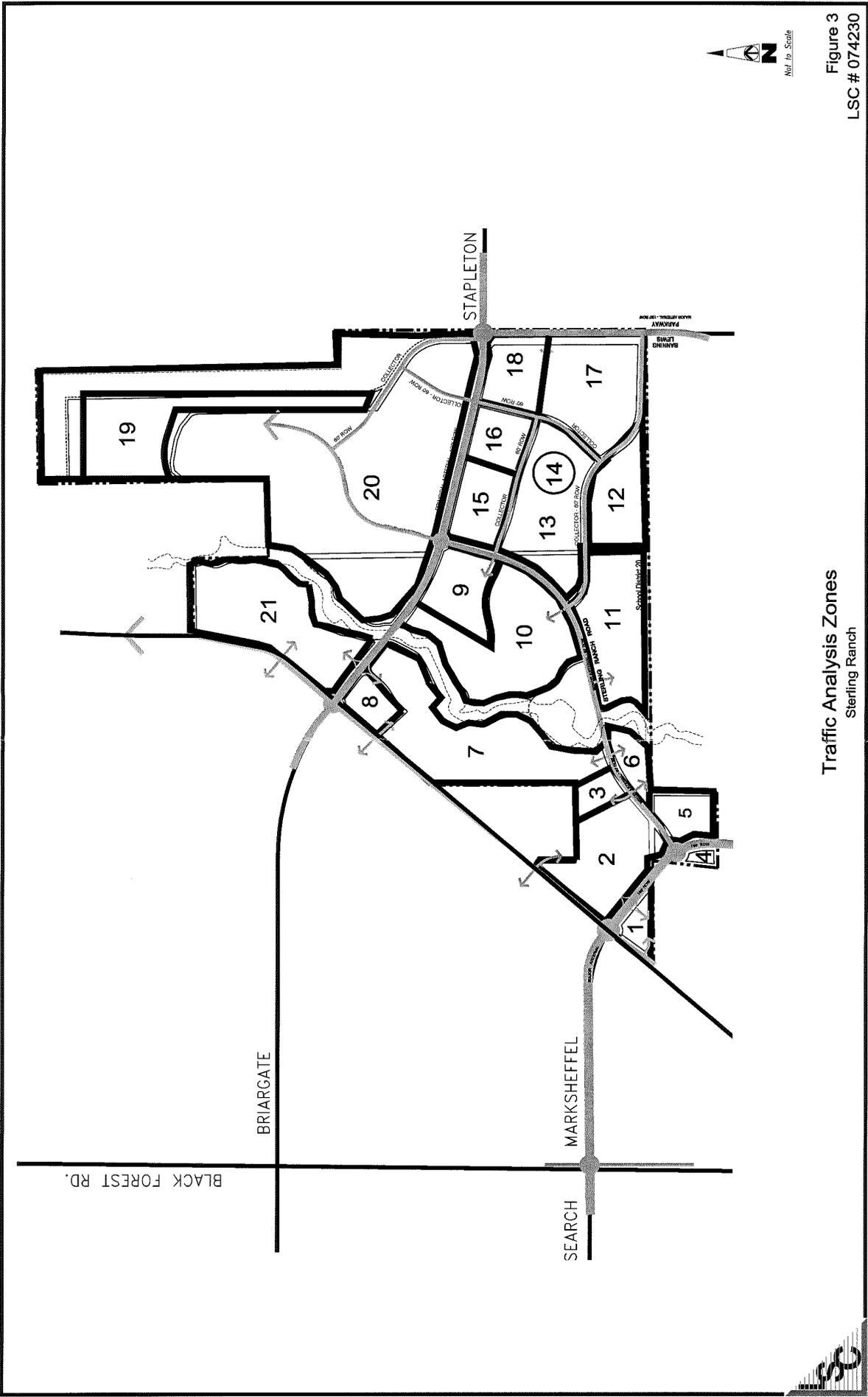
1. MTCP, CCP, & PROPOSED CLASSIFICATION AND ROW DATA IS FOUND ON PAGE 16 OF THE SKETCH PLAN REPORT.
2. NO SCHOOL SITES ARE SHOWN IN THE ACTIVE ADULT COMMUNITY DUE TO THE NATURE OF THE USE. IF THIS USE CHANGES, OR SCHOOL-AGE CHILDREN OCCUPY THESE UNITS, SCHOOL DEDICATION WILL BE MADE.

OWNER & DEVELOPER INFO:

MORLEY-BENTLEY INVESTMENTS, L.L.C.
20 BOULDER CRESCENT ST.
COLORADO SPRINGS, CO 80903
TEL: (719) 471-1742



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Traffic Analysis Zones
Sterling Ranch

Figure 3
LSC # 074230

