



SM ROCHA, LLC

TRAFFIC AND TRANSPORTATION CONSULTANTS

June 2, 2026

Drew Balsick
Flying Horse Development
2138 Flying Horse Club Drive
Colorado Springs, Colorado 80921

**RE: Flying Horse North Filing 9 / Traffic Generation Analysis
El Paso County, Colorado**

Dear Drew,

SM ROCHA, LLC is pleased to provide traffic generation information for the development entitled Flying Horse North Filing 9. This development is located near the southwest corner of Old Stagecoach Road and Allen Ranch Road 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. This letter also serves as an update to the previously approved Flying Horse North Updated Traffic Impact Analysis¹ prepared for the overall Preliminary Plan application, pursuant to Section B.1.2.C of El Paso County's Engineering Criteria Manual (ECM)².

The following is a summary of analysis results.

Site Description and Access

The current overall 2016 Flying Horse North PUD Preliminary Plan allows for construction of 283 residential lots on approximately 1,418 acres of land (PCD File No. PUD162). A Major PUD Amendment is currently being proposed to increase the density by 16 lots for a gross total of 299 residential lots (PCD File No. PUDSP252).

Land for the development of Filing 9 is approximately 14 acres in size, currently vacant, and surrounded by a mix of residential and recreational land uses. The previously approved Flying Horse North Updated Traffic Impact Analysis had assumed development of 10 single-family detached homes in the same development area as currently proposed with this project.

¹ Flying Horse North: Updated Traffic Impact Analysis, LSC Transportation Consultants, Inc., July 21, 2016.

² El Paso County Engineering Criteria Manual, El Paso County, January 9, 2025.

It is important to note that within subsequent plans for the area, a resort hotel with supporting casitas and verandas uses had been proposed. At that time, it is understood that surrounding infrastructure had been improved to support the anticipated traffic caused by the resort hotel and its supporting casitas and verandas.

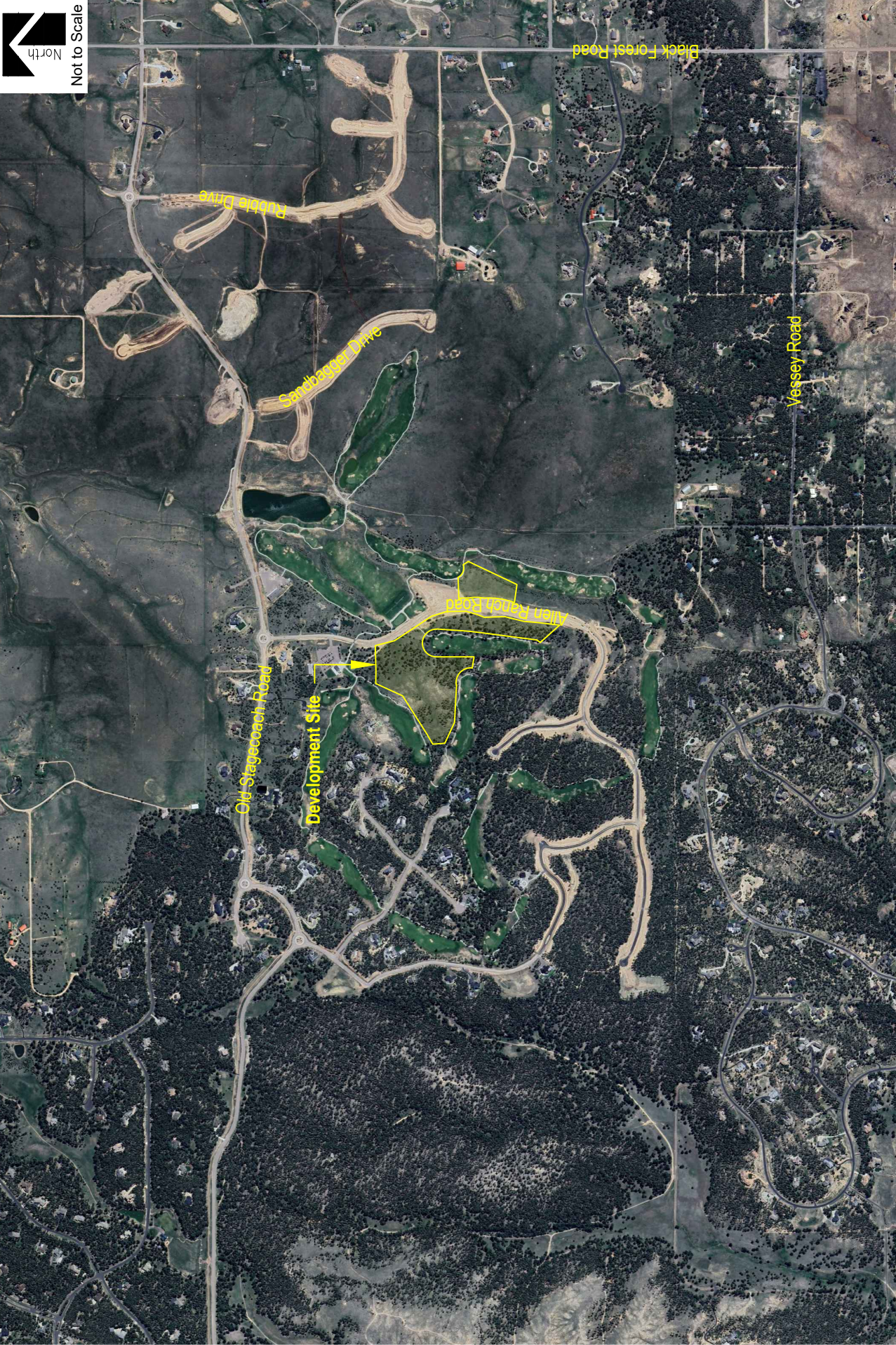
With development of Flying Horse North Filing 9, a resort hotel and its supporting uses are no longer being proposed. Instead, the development of Filing 9 is understood to entail the new construction of 11 single-family detached homes. This brings the total gross density for Flying Horse North to 310 residential lots.

Proposed access to the development is general and provided via one full-movement access onto Old Stagecoach Road via Allen Ranch Road.

General site and access locations are shown on Figure 1.

A site plan is shown on Figure 2. This plan is provided for illustrative purposes only.

An exhibit illustrating the proposed development over the previously approved lot area is provided for reference in Attachment A.



FLYING HORSE NORTH FILING 9
Traffic Generation Analysis

Figure 1
SITE LOCATION

SM ROCHA, LLC
Traffic & Transportation Engineering

June 2026
Page 3



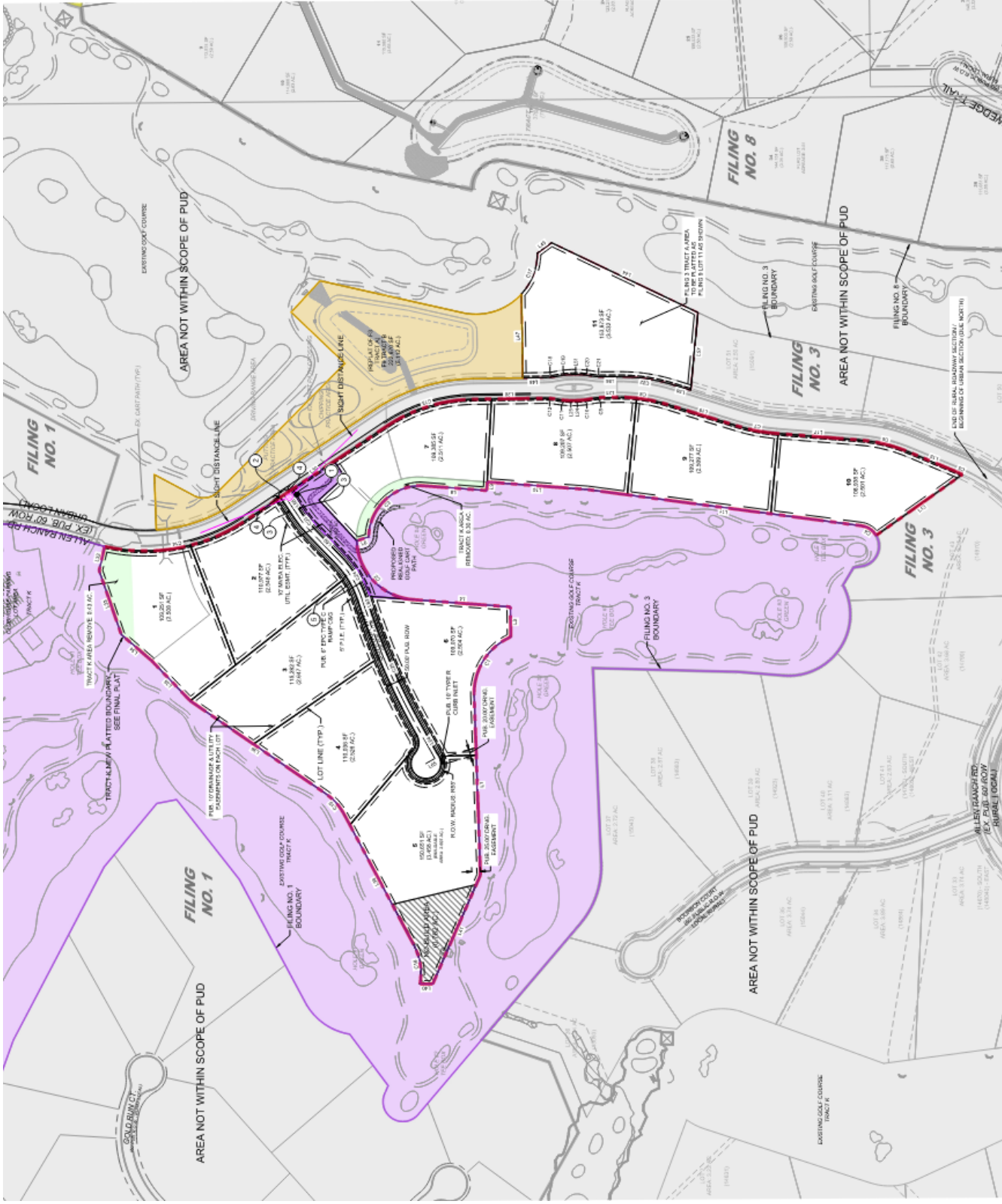


Figure 2
SITE PLAN
June 2026
Page 4



Vehicle Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation Manual, 12th 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.

The previously approved Flying Horse North Updated Traffic Impact Analysis used trip generation rates from ITE’s Trip Generation Manual, 9th Edition, and included “Single-Family Detached Housing” land use in the same development area as currently proposed with this project.

Table 1 presents average trip generation rates for the development area proposed. 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 conservative rates and best fit to the proposed land use.

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	9.09	0.19	0.51	0.70	0.58	0.35	0.93

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.

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 Approved *</u>									
210	Single-Family Detached Housing	10 DU	95	2	6	8	6	4	10
<i>Previously Approved Total:</i>			95	2	6	8	6	4	10
<u>Site Development - Proposed</u>									
210	Single-Family Detached Housing	11 DU	100	2	6	7	6	4	10
<i>Proposed Total:</i>			100	2	6	7	6	4	10
<i>Difference Total:</i>			5	0	0	-1	0	0	0

Key: DU = Dwelling Units.
 * = Flying Horse North Updated Traffic Impact Analysis, LSC Transportation Consultants, Inc., July 21, 2016.
 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 100 daily trips with 7 of those occurring during the morning peak hour and 10 during the afternoon peak hour. Compared to the previously approved land use, this represents a potential increase in generation of approximately 5 daily trips while peak hour trips remain unchanged.

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 and Development Impacts

As Table 2 shows, the proposed development generally does not exceed peak hour traffic volumes in comparison to previously projected volumes of the overall development area. These volumes are not likely to negatively impact operations of Old Stagecoach Road nor other adjacent roadways or intersections.

Recommended Improvements

Pursuant to the previous Flying Horse North Updated Traffic Impact Analysis prepared for the Flying Horse North PUD dated 2016, the development area proposed with this plat application was previously assumed as part of development Phase 7.

Table 3 of the referenced traffic analysis shows how auxiliary lane improvements to the State Highway 83 intersection with Stagecoach Road were recommended upon completion of Phase 3 (build-out of 75 dwelling units). Recent aerial imagery indicates these improvements have already been fulfilled.

Additionally, the referenced traffic analysis shows that auxiliary lane improvements for the Stagecoach Road and Black Forest Road intersection were recommended upon completion of Phase 7. A recent site visit concludes these improvements have been completed.

It is noted that the previous Flying Horse North Updated Traffic Impact Analysis, dated July 2016, discussed recommended improvements within the overall development area including Holmes Road improvements. Per correspondence with the County, it is concluded that Holmes Road was recently chip sealed to satisfy this recommended improvement. The recommended improvements table from this previous traffic study is included in Attachment B.

Conclusion

This analysis assessed traffic generation for the Flying Horse North Filing 9 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 resulting from the development is expected to create no negative impact to traffic operations for the surrounding roadway network and proposed site access, nor at the Old Stagecoach Road intersection with Allen Ranch Road, and is in compliance with the Flying Horse North Updated Traffic Impact Analysis. Analysis of site-generated traffic concludes that proposed development traffic volumes are minor, and how all recommended infrastructure improvements have been completed.

We trust that our findings will assist in the planning and approval of the Flying Horse North Filing 9 development. Please contact us should further assistance be needed.

Sincerely,

SM ROCHA, LLC
Traffic and Transportation Consultants



Leonel Ornelas, EIT
Traffic Engineer



Brandon Wilson, PE
Senior Traffic Engineer

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.

Brandon Wilson

Brandon Wilson, P.E. #68282

06/04/2026

Date

Developer's Statement

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

Drew Balsick
Flying Horse Development
2138 Flying Horse Club Drive
Colorado Springs, CO 80921

Date

ATTACHMENT A

Filing 9 Overlay Exhibit



Not to Scale



FLYING HORSE NORTH FILING 9
 Traffic Generation Analysis
SM ROCHA, LLC
 Traffic & Transportation Engineering

FILING 9 OVERLAY
 June 2026

ATTACHMENT B

2016 Flying Horse North Updated Traffic Impact Analysis

Table 2
Trip Generation Estimate
Flying Horse at Shamrock Ranch East

Phase	Land Use Code	Land Use Description	Trip Generation Units	Trip Generation Rates ⁽¹⁾						Total Trips Generated					
				Average Weekday Traffic		Morning Peak Hour		Afternoon Peak Hour		Average Weekday Traffic		Morning Peak Hour		Afternoon Peak Hour	
				In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
1-2	210	Single-Family Detached Housing	43 DU ⁽²⁾	9.52	0.19	0.56	0.63	0.37	0.37	409	8	24	27	16	
1-6	210	Single-Family Detached Housing	136 DU	9.52	0.19	0.56	0.63	0.37	0.37	1,295	26	77	86	50	
	430	Golf Course	18 holes	35.74	1.63	0.43	1.49	1.43	1.43	643	29	8	27	26	
										1,938	55	84	112	76	
Buildout	210	Single-Family Detached Housing	283 DU	9.52	0.19	0.56	0.63	0.37	0.37	2,694	53	159	178	105	
	430	Golf Course	18 holes	35.74	1.63	0.43	1.49	1.43	1.43	643	29	8	27	26	
										3,337	82	167	205	130	

Notes:

(1) Source: "Trip Generation, 9th Edition, 2012" by the Institute of Transportation Engineers (ITE)

(2) DU = dwelling unit

Source: LSC Transportation Consultants, Inc.

Table 3
Recommended Improvements
Flying Horse at Shamrock Ranch East

Intersection/Road	Improvement	Lane Length (ft)	Taper Length (ft)	Phase When Required
SH 83/Stagecoach	Northbound Right-Turn Deceleration Lane	378	222	3
	Northbound Right-Turn Acceleration Lane	738	222	3
	Southbound Left-Turn Lane	418	222	3
	Southbound Left-Turn Acceleration Lane	738	222	3
Hogden/Full-Movement Site Access	No Auxiliary Lanes Required			
Hogden/Black Forest (West)	No Additional Auxiliary Lanes Required			
Black Forest/Stagecoach	Northbound Left-Turn Lane	340	240	7
Black Forest/Site Access Points	No Auxiliary Lanes Required			
Holmes Road	Pave	N/A	N/A	9

Source: LSC Transportation Consultants, Inc.