



SM ROCHA, LLC

TRAFFIC & TRANSPORTATION ENGINEERING

March 6, 2026

Todd Womack
LASCO Development Corporation
1207 Antoine Drive
Houston, Texas 77055

PCD File No. PPR2614

**RE: Legacy Hill & Bradley 7-Eleven / Traffic Generation Analysis
El Paso County, Colorado**

Dear Todd,

SM ROCHA, LLC is pleased to provide traffic generation information for the development entitled Legacy Hill & Bradley 7-Eleven. This development is located on the southwest corner of the intersection of Bradley Road and Legacy Hill 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. This analysis was prepared in accordance to Section B.1.2.D of the County's Engineering Criteria Manual¹.

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 industrial and residential land uses.

The proposed development is understood to entail the new construction of an approximate 4,700 square foot 7-Eleven gas station convenience store with 10 fueling positions.

The previously approved Waterview East Commercial traffic study² assumed development of a gas station convenience store with 12 fueling positions in the same development area as currently proposed with this project.

¹ El Paso County Engineering Criteria Manual, El Paso County, January 9, 2025.

² Waterview East Commercial: Traffic Impact and Access Analysis, LSC Transportation Consultants, Inc., September 12, 2023.

Access to the overall development is provided through one right-in only access from Legacy Hill Drive onto a shared commercial drive and one full-movement access onto Frontside Drive. Direct access to the development is provided via one full-movement access onto a shared commercial drive (referred to as Site Access).

General site and access locations are shown on Figure 1.

A site plan, as prepared by LASCO Development Corporation, is shown on Figure 2. This plan is provided for illustrative purposes only.



Not to Scale





Not to Scale

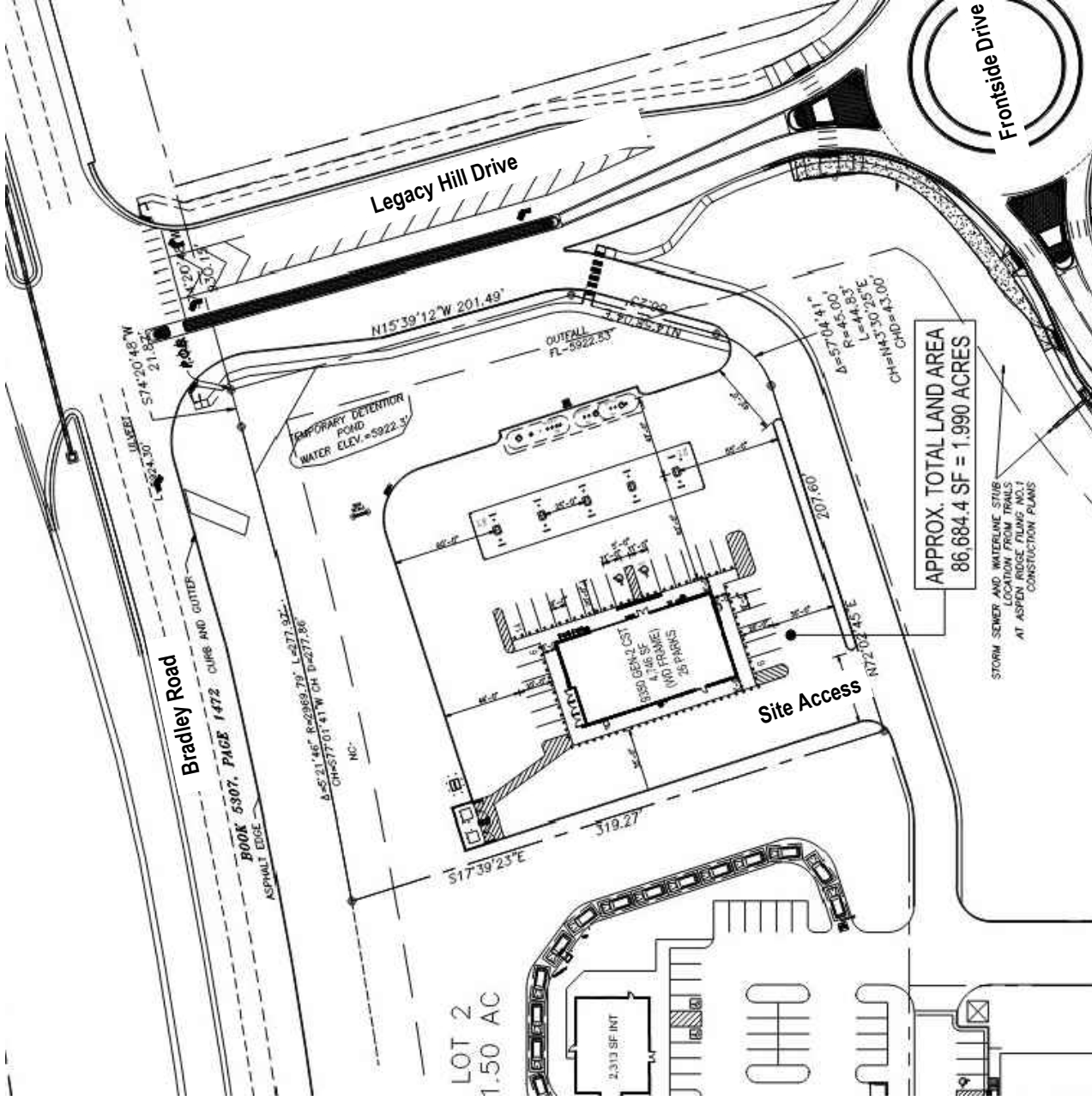


Figure 2
SITE PLAN
March 2026
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Vehicle Trip Generation

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 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 Waterview East Commercial traffic study used trip generation rates from ITE's Trip Generation Manual, 11th Edition, and included "Gasoline/Service Station with Convenience Market" land use in the same development area as currently proposed with this project.

Table 1 presents average trip generation rates for the proposed development area. Use of average trip generation rates presents a conservative analysis. ITE land use code 945 (Convenience Store/Gas Station (VFP 9-15)) was used for analysis because of its 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
945	Convenience Store/Gas Station (VFP 9-15)			KSF	579.86	24.30	24.30	48.60	25.04	25.04	50.08				

Key: KSF = Thousand Square Feet Gross Floor Area.

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 CODELAND USESIZE			TOTAL TRIPS GENERATED						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
<u>Site Development - Previously Approved *</u>									
945	Gasoline/Service Station with Convenience Market	12 VFP	4,149	190	190	380	161	161	322
Previously Approved Total:			4,149	190	190	380	161	161	322
<u>Site Development - Proposed</u>									
945	Convenience Store/Gas Station (VFP 9-15)	4.7 KSF	2,752	115	115	231	119	119	238
Proposed Total:			2,752	115	115	231	119	119	238
Difference Total:			-1,397	-75	-75	-149	-42	-42	-84

Key: VFP = Vehicle Fueling Positions. KSF = Thousand Square Feet Gross Floor Area.

* = Waterview East Commercial: Traffic Impact and Access Analysis, LSC Transportation Consultants, Inc., September 12, 2023

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 2,752 daily trips with 231 of those occurring during the morning peak hour and 238 during the afternoon peak hour. Table 2 further shows how proposed development traffic volumes do not exceed that approved in the previously approved traffic study.

Adjustments to Trip Generation Rates

While a development of this type is likely to attract trips from within area land uses as well as pass-by or diverted link trips from the adjacent roadway system, no trip reduction was taken in this analysis. This assumption provides for a conservative analysis.

As example, published ITE pass-by trip data indicates an average trip generation reduction rate between 75 and 76 percent as typical to gas stations with a convenience store. Considering the lowest reduction percentage, primary trip generation for the proposed development equates to three-quarters of trip generation volumes presented in Table 2. A primary trip is defined by ITE as a trip made for the specific purpose of visiting the destination generator.

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 Legacy Hill Drive nor other adjacent roadways or intersections.

Conclusion

This analysis assessed traffic generation for the Legacy Hill & Bradley 7-Eleven 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 overall site accesses, nor at the Legacy Hill Drive intersection with Bradley Road, and is in compliance with the Waterview East Commercial Traffic Impact and Access Analysis.

We trust that our findings will assist in the planning and approval of the Legacy Hill & Bradley 7-Eleven development. Please contact us should further assistance be needed.

Sincerely,

SM ROCHA, LLC
Traffic & Transportation Engineering



Leo Ornelas, EIT
Traffic Engineer



Fred Lantz, PE
Traffic Engineer

Please provide a sight-distance analysis for both access points and include a discussion of the spacing between them. In addition, coordinate with the civil engineer to prepare an AutoTurn exhibit for the easternmost right-in/right-out access. This exhibit should demonstrate that fuel-delivery trucks can complete the turning movement into the gas station safely.