



SM ROCHA, LLC

TRAFFIC AND TRANSPORTATION CONSULTANTS

February 28, 2024

SMR Response

Elizabeth Nijkamp, PE
El Paso County
Department of Public Works
2880 International Circle
Colorado Springs, Colorado 80910

The January TIS by SM Rocha already accounts for the 50 units (page 28 of that TIS). Revise.

**RE: Flying Horse North Filing 3
Site Traffic Generation and Traffic Impact Study Compliance
PCD File No. SF2326**

Letter revised accordingly.

Dear Elizabeth,

SM ROCHA, LLC is pleased to submit vehicle traffic generation information for the proposed subdivision and residential development located near the terminus of Quartz Creek Drive in El Paso County, Colorado.

This letter serves as an update to the previously submitted Flying Horse North Preliminary Plan Master Traffic Impact Study¹ prepared for the overall PUD/Preliminary Plan application, pursuant to Section B.1.3 of El Paso's County's Engineering Criteria Manual (ECM)².

General Site Description

Land for the development is vacant and surrounded by a mix of residential and recreational land uses.

The proposed development entails a new subdivision plat for the new construction of 50 single-family dwelling units, compared to the previously assumed 49 dwelling units included within the Flying Horse North Preliminary Plan Master Traffic Impact Study.

Primary access to the development is generally provided via the extension of Quartz Creek Drive and Allen Ranch Road.

¹ Flying Horse North Preliminary Plan: Master Traffic Impact Study, SM ROCHA, LLC, January 2024.

² El Paso County Engineering Criteria Manual, El Paso County, October 2020.

Site Generated Traffic

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

Trip generation rates used for analysis are presented in Table 1.

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	0.18	0.53	0.71	0.59	0.53	1.12

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. The Flying Horse North Preliminary Plan Master Traffic Impact Study assumed 49 single-family detached dwelling units in the same development area as currently proposed with this project.

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 Detached Housing	49 DU	462	9	26	35	29	26	55
<i>Previously Assumed Total:</i>			462	9	26	35	29	26	55
<u>Site Development - Proposed</u>									
210	Single-Family Detached Housing	50 DU	472	9	27	36	30	27	56
<i>Proposed Total:</i>			472	9	27	36	30	27	56
<i>Difference Total:</i>			9	0	1	1	1	1	1

Key: DU = Dwelling Units.

Note: All data and calculations above are subject to being rounded to nearest value.

As Table 2 illustrates, the proposed development has the potential to generate approximately 9 additional daily trips with 1 of those occurring during either peak traffic hour.

Traffic Impact Study Compliance

Section B.1.3 of El Paso County's ECM describe that an approved traffic impact study may be revised or updated if the following conditions are met:

An approved TIS that has been prepared in the last three years may be revised or updated where a proposed access is changed or a change in the proposed action may result in new trip generation that exceeds the original trip generation estimates. An amendment letter addressing the changes may be accepted provided the letter adequately addresses: (1) an estimate of site trip generation, (2) existing site trip generations, (3) the differences between anticipated estimates and existing trip generation, and (4) changes to the bicycle or pedestrian facilities. If the original TIS is older than three years, an entirely new TIS shall be prepared.

The proposed development is considering 1 additional lot than that previously assumed. As a result, and as shown in Table 2, Section B.1.3 of the County's ECM is believed to be met.

Development Impacts

revise or remove this statement as the master TIS accounts for the 50 units.

As Table 2 shows, there is an increase in peak hour traffic. However, this increase is considered to be minor and not likely to negatively impact operations of Stagecoach Road nor other adjacent roadways or intersections.

Letter revised accordingly.

To add, comparison of the projected trip generation estimates shown in Table 2 against anticipated intersection and roadway improvements discussed in the Flying Horse North Preliminary Plan Master Traffic Impact Study concludes that this plat filing triggers no necessary improvements to the existing roadway network.

The January 2024 Master TIS is not specific to which improvements are necessary with each filing nor was key measurable criteria provided that indicates when certain improvements are triggered. The Master TIS only breaks it down into phase 1 and 2 for the improvements shown. Filing 3 is indicated to occur in phase 2 with the future commercial land uses (hotel fitness center, shopping plaza). Each filing that comes in shall provide analysis and identify what improvements are required.

Comment acknowledged. Requested analysis provided - to identify what, if any, improvements associated with the filing plat of 50 lots will be triggered.

Conclusion

It is our professional conclusion that the site generated traffic volumes presented by the proposed residential development will create no discernable impact to operations of the adjacent roadway and roadway intersections.

It is trusted that information provided within the amendment letter will assist in the review and approval of the proposed residential development. We remain available should additional assistance be needed.

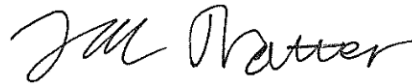
Sincerely,

SM ROCHA, LLC

Traffic and Transportation Consultants



Brandon Wilson, EIT
Project Manager



Zac Trotter, EIT
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.



Fred Lantz, P.E. #23410

02/28/2024

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