SM ROCHA, LLC
TRAFFIC AND TRANSPORTATION CONSULTANTS

January 18, 2023

Joe Hooker
Southeast Investment Company, LLC
6310 E Kemper Road, Suite 125
Cincinnati, Ohio 45241

RE: 2424 Garden of the Gods / Traffic Generation Comparison and Letter
Colorado Springs, Colorado

Dear Joe,

SM ROCHA, LLC is pleased to provide traffic generation information for the development entitled 2424 Garden of the Gods. This development is located at the west corner of the Garden of the Gods Road intersection with 30th Street 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 provided within the latest 2424 Garden of the Gods Traffic Impact Study[1], 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 currently occupied by Garden of the Gods Business Park with associated parking, and is surrounded by a mix of open space, commercial, and residential land uses.

The previous and referenced 2424 Garden of the Gods Traffic Impact Study assumed 200 multifamily residential units within Area C of the Concept Plan (Phase One) and either 220 multifamily units or 200,000 square feet of non-residential land use within Area B (Phase Two).

The proposed development is now understood to entail new construction for a maximum of 220 multifamily residential units within Area C of the Concept Plan (Phase One), and either 100 townhomes or 200,000 square feet of non-residential land use within Area B (Phase Two).

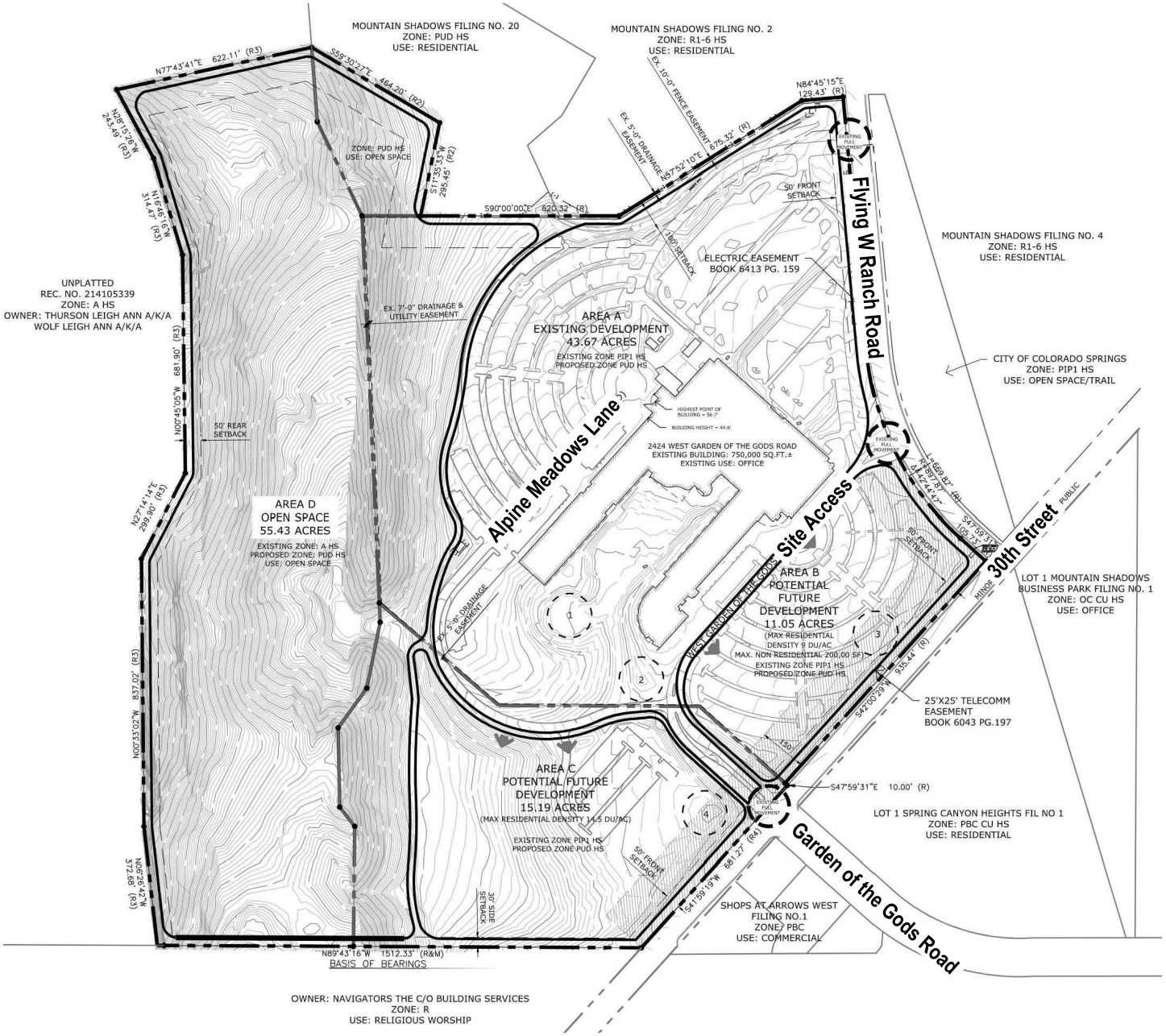
[1] 2424 Garden of the Gods: Traffic Impact Study, SM ROCHA, LLC, November 2022.

Consistent with the referenced traffic study, proposed access to the development is provided via one full-movement access onto Garden of the Gods Road by way of Alpine Meadows Lane and two full-movement access drives onto Flying W Ranch Road (referred to as Site Access and Alpine Meadows Lane).

General site and access locations are shown on Figure 1.

A PUD Concept Plan, as prepared by N.E.S. Inc., is shown on Figure 2. This concept plan is provided for illustrative purposes only.


North
Not to Scale
Flying W Ranch Road
Alpine Meadows Lane
Site Access
Development Site
30th Street
Garden of the Gods Road


North
Not to Scale
MOUNTAIN SHADOWS FILING NO. 20
ZONE: PUD HS
USE: RESIDENTIAL
MOUNTAIN SHADOWS FILING NO. 2
ZONE: R1-6 HS
USE: RESIDENTIAL
MOUNTAIN SHADOWS FILING NO. 4
ZONE: R1-6 HS
USE: RESIDENTIAL
UNPLATTED
REC. NO. 214105339
ZONE: A HS
OWNER: THURSON LEIGH ANN A/K/A
WOLF LEIGH ANN A/K/A
ZONE: PUD HS
USE: OPEN SPACE
AREA A
EXISTING DEVELOPMENT
43.67 ACRES
EXISTING ZONE PIP1 HS
PROPOSED ZONE PUD HS
AREA D
OPEN SPACE
55.43 ACRES
EXISTING ZONE: A HS
PROPOSED ZONE: PUD HS
USE: OPEN SPACE
AREA B
POTENTIAL
FUTURE
DEVELOPMENT
11.05 ACRES
(MAX RESIDENTIAL
DENSITY 9 DU/AC
MAX. NON RESIDENTIAL 200,00 SF)
EXISTING ZONE PIP1 HS
PROPOSED ZONE PUD HS
AREA C
POTENTIAL FUTURE
DEVELOPMENT
15.19 ACRES
(MAX RESIDENTIAL DENSITY 14.5 DU/AC)
EXISTING ZONE PIP1 HS
PROPOSED ZONE PUD HS
2424 WEST GARDEN OF THE GODS ROAD
EXISTING BUILDING: 750,000 SQ.FT.±
EXISTING USE: OFFICE
ELECTRIC EASEMENT
BOOK 6413 PG. 159
EX. 7'-0" DRAINAGE & UTILITY EASEMENT
EX. 5'-0" DRAINAGE EASEMENT
EX. 10'-0" FENCE EASEMENT
50' FRONT SETBACK
50' REAR SETBACK
30' SIDE SETBACK
140' SETBACK
Flying W Ranch Road
Alpine Meadows Lane
Site Access
30th Street
PUBLIC
Garden of the Gods Road
CITY OF COLORADO SPRINGS
ZONE: PIP1 HS
USE: OPEN SPACE/TRAIL
LOT 1 MOUNTAIN SHADOWS
BUSINESS PARK FILING NO. 1
ZONE: OC CU HS
USE: OFFICE
25'X25' TELECOMM
EASEMENT
BOOK 6043 PG.197
LOT 1 SPRING CANYON HEIGHTS FIL NO 1
ZONE: PBC CU HS
USE: RESIDENTIAL
SHOPS AT ARROWS WEST
FILING NO.1
ZONE: PBC
USE: COMMERCIAL
OWNER: NAVIGATORS THE C/O BUILDING SERVICES
ZONE: R
USE: RELIGIOUS WORSHIP
BASIS OF BEARINGS
N89°43'16"W 1512.33' (R&M)

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 previously and currently 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 previously and currently proposed land uses. Use of average trip generation rates presents a conservative analysis. ITE land use codes 215 (Single-Family Attached Housing), 221 (Multifamily Housing (Mid-Rise)), and 710 (General Office Building) were used for analysis because of their conservative rates and best fit to the previously and currently proposed land uses.

Table 1 – Trip Generation Rates

ITE			TRIP GENERATION RATES									
			24	AM PEAK HOUR			PM PEAK HOUR			SATURDAY PEAK HOUR		
CODE	LAND USE	UNIT	HOUR	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
215	Single-Family Attached Housing	DU	7.20	0.12	0.36	0.48	0.34	0.23	0.57	0.27	0.30	0.57
221	Multifamily Housing (Mid-Rise)	DU	4.54	0.09	0.28	0.37	0.24	0.15	0.39	0.20	0.19	0.39
710	General Office Building	KSF	10.84	1.34	0.18	1.52	0.24	1.20	1.44	0.10	0.04	0.14

Key: DU = Dwelling Unit. 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, AM Peak Hour, PM Peak Hour, and Saturday Peak Hour traffic volumes likely generated by the land use area proposed and provides comparison to traffic volume estimates of previously proposed land uses, assuming only residential land uses.

Table 2 – Trip Generation Summary - Residential

ITE				TOTAL TRIPS GENERATED								
			24	AM PEAK HOUR			PM PEAK HOUR			SATURDAY PEAK HOUR		
CODE	LAND USE	SIZE	HOUR	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
Site Development - Previously Assumed												
221	Multifamily Housing (Mid-Rise)	420 DU	1,907	36	120	155	100	64	164	84	80	164
	Previously Assumed Build-Out Total:		*1,907*	*36*	*120*	*155*	*100*	*64*	*164*	*84*	*80*	*164*
Site Development - Proposed												
215	Single-Family Attached Housing	100 DU	720	12	36	48	34	23	57	27	30	57
221	Multifamily Housing (Mid-Rise)	220 DU	999	19	63	81	52	33	86	44	42	86
	Proposed Build-Out Total:		*1,719*	*31*	*99*	*129*	*86*	*57*	*143*	*71*	*72*	*143*
	Difference Total:		***-188***	***-5***	***-21***	***-26***	***-14***	***-7***	***-21***	***-12***	***-9***	***-21***

Key: DU = Dwelling Unit.
Note: All data and calculations above are subject to being rounded to nearest value.

As Table 2 shows, the development area assumed as all residential has the potential to generate approximately 1,719 daily trips with 129 of those occurring during the morning peak hour, 143 during the afternoon peak hour, and 143 during the Saturday peak hour. Table 2 further shows how proposed development traffic volumes do not exceed those assumed within the latest 2424 Garden of the Gods Traffic Impact Study.

Table 3 summarizes the projected ADT, AM Peak Hour, PM Peak Hour, and Saturday Peak Hour traffic volumes likely generated by the land use area proposed and provides comparison to traffic volume estimates of previously proposed land uses, assuming a combination of office and residential land uses within Areas B and C, respectively.

Table 3 – Trip Generation Summary – Mixed-Use

ITE				TOTAL TRIPS GENERATED									
				24	AM PEAK HOUR			PM PEAK HOUR			SATURDAY PEAK HOUR		
CODE	LAND USE	SIZE		HOUR	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
Site Development - Previously Assumed													
221	Multifamily Housing (Mid-Rise)	200	DU	908	17	57	74	48	30	78	40	38	78
710	General Office Building	200.0	KSF	2,168	268	36	304	49	239	288	21	7	28
	Previously Assumed Build-Out Total:			*3,076*	*285*	*93*	*378*	*97*	*269*	*366*	*61*	*46*	*106*
Site Development - Proposed													
221	Multifamily Housing (Mid-Rise)	220	DU	999	19	63	81	52	33	86	44	42	86
710	General Office Building	200.0	KSF	2,168	268	36	304	49	239	288	21	7	28
	Proposed Build-Out Total:			*3,167*	*286*	*99*	*385*	*101*	*273*	*374*	*64*	*49*	*114*
	Difference Total:			***91***	***2***	***6***	***7***	***5***	***3***	***8***	***4***	***4***	***8***

Key: DU = Dwelling Unit. KSF = Thousand Square Feet Gross Floor Area.
Note: All data and calculations above are subject to being rounded to nearest value.

As Table 3 shows, the newly proposed mixed-use development area has the potential to generate approximately 3,167 daily trips with 385 of those occurring during the morning peak hour, 374 during the afternoon peak hour, and 114 during the Saturday peak hour. Compared to mixed-use assumptions previously proposed in the referenced traffic study, Table 3 shows how proposed development traffic volumes provides an increase in site-generated trips. However, the increase in traffic volumes is considered minor and are not likely to negatively impact operations of the adjacent roadways or intersections.

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.

Vehicle Trip Generation Comparison & Development Impacts

As Tables 2 and 3 show, the newly proposed development is comparable to traffic volume estimates previously analyzed within the 2424 Garden of the Gods Traffic Impact Study. Depending on whether a comparison is being provided between residential only land uses or a combination of residential and office land uses, proposed traffic volumes are not likely to negatively impact operations of Garden of the Gods Road, 30th Street, Flying W Ranch Road, nor other adjacent roadways or intersections.

Conclusion

This analysis assessed traffic generation for the 2424 Garden of the Gods development, provided a traffic volume comparison to previous land use assumptions 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 newly proposed land uses and densities is expected to create no negative impact to traffic operations for the surrounding roadway network and existing site access drives, nor at the 30th Street intersections with Garden of the Gods Road and Flying W Ranch Road, and is in compliance with the referenced 2424 Garden of the Gods Traffic Impact Study.

We trust that our findings will assist in the planning and approval of the 2424 Garden of the Gods development. Please contact us should further assistance be needed.

Sincerely,

SM ROCHA, LLC
Traffic and Transportation Consultants

Brandon Wilson, EIT
Traffic Engineer

Fred Lantz, PE
Traffic Engineer