



SM ROCHA, LLC

TRAFFIC & TRANSPORTATION ENGINEERING

May 12, 2026

Lenn Haffeman
Alexander Place Investors, LLC
1313 Evalena Road
Castle Rock, CO 80108

**RE: Alexander Place PDP Amendment 1 / Traffic Impact Study Addendum
Castle Rock, Colorado**

Dear Lenn,

SM ROCHA, LLC is pleased to provide the following Traffic Impact Study Addendum for the development entitled Alexander Place PDP Amendment 1. The development is located near the southeast corner of Alexander Place and Brewer Court in Castle Rock.

The purpose of this addendum is to present updated and supplemental information regarding the traffic volumes anticipated to be generated by the proposed development modification, compare projected traffic volumes to the previously approved land use assumptions for the site, and evaluate potential impacts to the adjacent roadway network associated with the proposed changes.

The following summarizes the analysis findings and serves as a technical addendum to the previously approved Traffic Impact Study prepared for the development entitled Alexander Place Senior Living (also known as 382 Alexander Place).

Project History, Description and Access

Alexander Place PDP Amendment 1 (herein referred to as the Alexander Place Amendment) proposes a reduction in development density through the consolidation of two development parcels totaling 15.518 acres into a combined Planned Development (PD) reflecting current growth patterns and market conditions.

Development Parcel 1 (DP1) consists of an 8.371-acre parcel located at 382 Alexander Place. The property was annexed and zoned in 2020 for development of up to 26 senior adult-detached residential homes and 99 multi-family homes, consisting of 63 senior adult-attached residential homes and a 36-unit assisted living facility. The Town approved Traffic Impact Study¹ (TIS) for 382 Alexander Place (also known as Alexander Place Senior Living) projected an average daily traffic (ADT) volume of 438 vehicles at full buildout occupancy.

¹ Traffic Impact Study, Alexander Place Senior Living, SM ROCHA LLC, August 2019.

Development Parcel 2 (DP2) consists of a 7.147-acre parcel located at 379 Alexander Place. The parcel was originally part of a larger development annexed and zoned for integrated business uses in 1988. In 2001, the property became Lot 4 of the Cooper Hook/Main Place Filing No. 1 subdivision (herein referred to as CH-Lot 4) during development of the commercial center anchored by The Home Depot. Based on the permitted zoning of DP2 and application of a commonly accepted floor area ratio (FAR) of 0.25 for assumed buildable land area, it is estimated that at least 36,000 square feet of retail or general office building area could potentially be developed on the site. Such development would be expected to generate an average daily traffic (ADT) volume of approximately 389 vehicles per day, or potentially greater depending on the specific land use ultimately developed.

Both 382 Alexander Place and CH-Lot 4 have remained undeveloped while market conditions within the area have evolved. Existing growth patterns, surrounding land uses, and adjacent development influences are now more clearly established, warranting reevaluation of the most appropriate use for this infill location.

The proposed Alexander Place Amendment contemplates consolidation of both development parcels into a single 15.518-acre residential development consisting of 50 single-family detached homes. Compared to the traffic volumes potentially associated with the previously approved senior housing and commercially zoned development scenarios, the proposed consolidated residential development is anticipated to result in an overall reduction in potential traffic generation within the area.

The proposed land use also represents a more compatible transition with the surrounding mix of existing open space, residential neighborhoods, and adjacent commercial uses, while providing a development pattern more reflective of the established character and current growth trends within the area.

Proposed access to the development is provided by the extension of Alexander Place east of Brewer Court.

General site and access locations are shown on Figure 1.

A conceptual development plan prepared by The Henry Design Group is shown on Figure 2. The conceptual plan is provided for illustrative purposes only.



Not to Scale

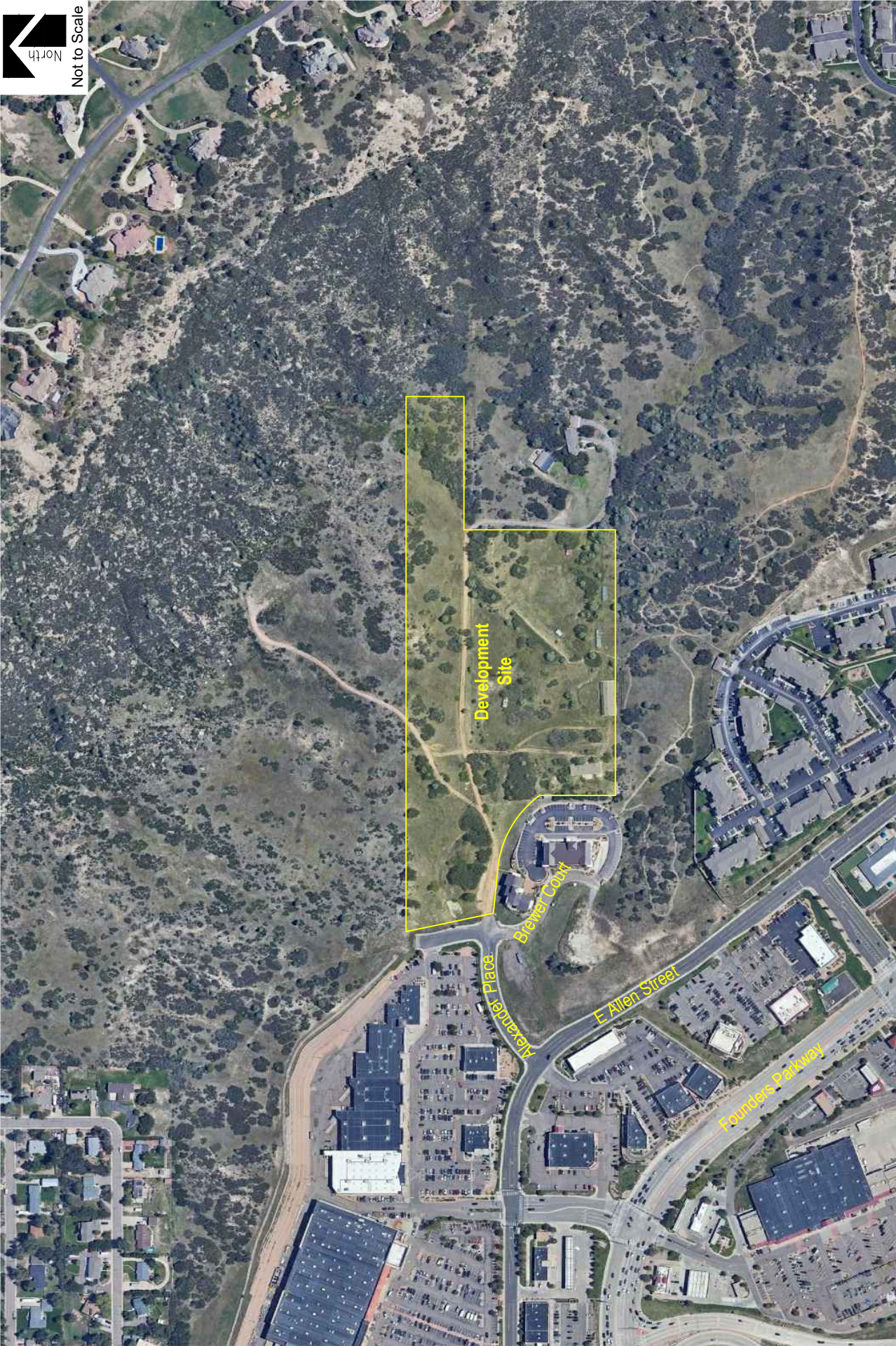


Figure 1
SITE LOCATION





Not to Scale



ALEXANDER PLACE PDP AMENDMENT
Traffic Impact Study Addendum

Figure 2
SITE PLAN

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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 uses to estimate the average daily traffic (ADT). A vehicle trip is defined as a one-way vehicle movement from point of origin to point of destination.

The previously approved Traffic Impact Study for Alexander Place Senior Living utilized trip generation rates from ITE's Trip Generation Manual, 10th Edition, and evaluated a development scenario consisting of a mix of senior detached residential units, senior attached residential units, and assisted living facilities within substantially the same development area currently proposed under the Alexander Place Amendment.

In addition, the adjacent commercially zoned Development Parcel 2 (DP2) retains development potential for retail or general office uses that could generate additional traffic volumes beyond those associated with the previously approved senior living development scenario.

Table 1 presents the estimated trip generation rates and projected traffic volumes associated with the currently proposed development consisting of 50 single-family detached residential homes. Use of average trip generation rates provides a conservative analysis. ITE Land Use Code 210 (Single-Family Detached Housing) was used for the analysis.

Comparison of average daily traffic volumes was emphasized because ADT represents the most meaningful basis for evaluating the overall change in traffic generation potential between the previously approved land use scenarios and the currently proposed consolidated residential development. The comparison demonstrates that the proposed development is anticipated to reduce overall traffic generation potential relative to the previously approved development assumptions for the site.

Table 1 – Trip Generation Rates

ITE CODE	LAND USE	UNIT	TRIP GENERATION RATES
			24 HOUR
210	Single-Family Detached Housing	DU	9.09

Key: DU = Dwelling Units.

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

Table 2 summarizes the projected average daily traffic (ADT) volumes anticipated to be generated by the proposed development and provides a comparison to the estimated traffic volumes associated with the previously approved and known land use scenarios for the subject property.

Table 2 – Trip Generation Comparison Summary

ITE			TOTAL TRIPS GENERATED
CODE	LAND USE	SIZE	24 HOUR
Site Development - Previously Approved ¹			
251	Senior Adult Housing - Detached	26 DU	111
252	Senior Adult Housing - Attached	63 DU	233
254	Assisted Living	36 BDS	94
Previously Approved 24 Hour Volume Total:			438
Proposed Site Development			
Development Parcel 1 (382 Alexander Place)			
210	Single-Family Detached Housing	34 DU	309
Development Parcel 2 (Cooper Hook)			
210	Single-Family Detached Housing	16 DU	145
Proposed Development Total:			455
Total 24 Hour Volume Difference:			17

Key: ¹ = Trip generation referenced from the Alexander Place Senior Living TIS.
DU = Dwelling Units. BDS = Beds.

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

As shown in Table 2, the proposed development is anticipated to generate approximately 455 average daily vehicle trips. Compared to the previously approved Alexander Place Senior Living development scenario, the proposed development reflects only a minor increase in projected daily traffic volume of nearly 4 percent.

However, when considering the additional development potential associated with the commercially zoned DP2 parcel, the proposed consolidated residential development could represent a substantial reduction in overall traffic generation potential for the subject property. As such, the proposed land use amendment is anticipated to provide a development pattern more compatible with surrounding land uses while limiting the intensity of future traffic impacts to the adjacent roadway network.

Adjustments to Trip Generation Rates

The proposed residential development is very near existing commercial, restaurant, and retail uses within the immediate area. Because of this proximity, it is reasonable to anticipate that a portion of vehicle trips associated with the proposed development could be internally captured within the surrounding area or reduced through shorter local trip patterns to nearby services and amenities.

However, for purposes of presenting a conservative analysis and maintaining a more direct comparison to the previously approved traffic volumes associated with the subject property, no reductions for internal capture, pass-by trips, diverted-link trips, or mixed-use interaction were applied in this analysis. As such, the trip generation estimates presented herein are considered conservative and may overstate actual traffic volumes likely generated by the proposed development.

Vehicle Trip Generation Comparison & Development Impacts

Assuming development occurs as proposed, Table 2 further demonstrates that traffic volumes generated by the proposed residential land uses are generally comparable to the traffic volumes previously approved for the development area. Although the projected trip generation is estimated to increase slightly, the increase is minor and is not anticipated to negatively impact operations of Alexander Place or adjacent roadways and intersections, nor significantly alter the long-term (20-year) operational results presented in the previously approved Traffic Impact Study for Alexander Place Senior Living.

Based on the limited change in projected traffic volumes and the comparable traffic characteristics of the proposed development, the analysis findings, conclusions, and recommendations contained within the previously approved Alexander Place Senior Living Traffic Impact Study remain valid.

In addition, the projected increase in traffic volume is less than 200 average daily trips. Based on Section 7.2.1 of the Town's Transportation Design Criteria Manual, developments satisfying this threshold and demonstrating that no transportation impacts are anticipated from the proposed project may have additional traffic operational analysis requirements waived.

An additional consideration is the offset of previously paid traffic impact fees and previously entitled traffic generation associated with the subject properties. The Alexander Place Senior Living development previously paid a traffic mitigation assessment of \$19,650 in 2021. In addition, Section 12 of the Cooper-Hook/Main Place Filing No. 1 Development Agreement, applicable to Development Parcel 2 (CH-Lot 4), indicates that the cash payment provided by The Home Depot to the Town, along with signalization of the Allen Way intersection at Founders Parkway, satisfied future traffic impact obligations associated with Development Parcel 2.

It is further recognized that the unused development entitlement associated with the commercially zoned Development Parcel 2, estimated to generate at least 389 average daily trips under potential retail or office development scenarios, substantially offsets the 17 average daily trip increase associated with the proposed residential development amendment. As such, the proposed development amendment is anticipated to reduce the overall long-term traffic generation potential otherwise allowable for the subject property.

Conclusion

This addendum evaluated traffic generation associated with the proposed Alexander Place PDP Amendment, compared projected traffic volumes to the previously approved land use assumptions for the subject property, and considered potential impacts to the adjacent roadway network.

The analysis demonstrates that traffic volumes generated by the proposed residential development are generally comparable to the traffic volumes previously approved for the development area. Although the proposed amendment is projected to result in a minor increase in average daily traffic volumes relative to the previously approved Alexander Place Senior Living development scenario, the increase is limited and is not anticipated to negatively impact operations of Alexander Place, adjacent roadways, nearby intersections, or the long-term operational findings presented in the previously approved Traffic Impact Study.

In addition, the proposed amendment consolidates development parcels and reduces the overall long-term traffic generation potential otherwise allowable under the previously approved residential and commercial development entitlements for the subject property. The proposed development also provides a more compatible transition to the surrounding mix of existing open space, residential neighborhoods, and adjacent commercial uses, while establishing a development pattern more consistent with the established character and current growth trends of the area.

Based on the analysis findings presented herein, the conclusions and recommendations contained within the previously approved Alexander Place Senior Living Traffic Impact Study remain valid. Furthermore, because the projected increase in traffic volume is less than 200 average daily trips and no adverse transportation impacts are anticipated, additional traffic operational analysis is not considered warranted pursuant to Section 7.2.1 of the Town's Transportation Design Criteria Manual.

We trust that the findings of this addendum will assist the Town in its review and approval of the proposed Alexander Place Amendment. Please contact us should additional discussion or coordination be needed.

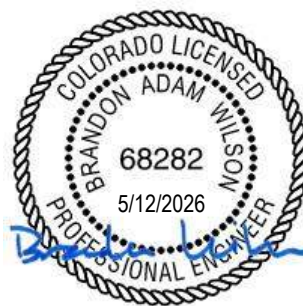
Sincerely,

SM ROCHA, LLC

Traffic & Transportation Engineering



Mike Rocha, Principal
Traffic Engineer | Project Manager



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Senior Traffic Engineer