SM ROCHA, LLC
TRAFFIC & TRANSPORTATION ENGINEERING

September 29, 2026

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

RE: Soleana Place (formerly Alexander Place) / 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 Soleana Place. The development is located near the southeast corner of Alexander Place and Brewer Court in Castle Rock.

This information has been revised to address Town Staff review comments made to the May 2026 version regarding additional traffic generation comparison.

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

Soleana Place, formerly known as Alexander Place, 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 Study[1] (TIS) for 382 Alexander Place projected an average daily traffic (ADT) volume of 438 vehicles at full buildout occupancy.

Development Parcel 2 (DP2) consists of a 7.147-acre parcel located at 379 Alexander Place. The parcel was 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 commercial 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 282 vehicles per day, or potentially greater depending on the specific land use ultimately developed.

Both 382 Alexander Place and 379 Alexander Place 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 Soleana Place proposal 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 residential 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.

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


North
Not to Scale
Development Site
Alexander Place
Brewer Court
E Allen Street
Founders Parkway

North

Not to Scale



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 382 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 attached and detached senior residential units and assisted living facilities within Development Parcel 1.

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

Table 1 presents the estimated trip generation rates and projected traffic volumes associated with the proposed development consisting of 50 single-family detached residential homes and the allowed office use within the site. Use of average trip generation rates provides a conservative analysis. ITE Land Uses Code 210 (Single-Family Detached Housing) and 710 (General Office Building) were 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 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 DP1 and DP2 combined.

Table 1 – Trip Generation Rates

ITE CODE	LAND USE	UNIT	TRIP GENERATION RATES 24 HOUR
210	Single-Family Detached Housing	DU	9.09
710	General Office Building	KSF	7.83

Key: DU = Dwelling Units. 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 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 Alexander Place traffic study.

Table 2 – Trip Generation Comparison of Alexander Place TIS to Soleana Place Proposal

ITE CODE	LAND USE	SIZE	TOTAL TRIPS GENERATED 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	32 DU	291
Development Parcel 2 (Cooper Hook)			
210	Single-Family Detached Housing	18 DU	164
	Proposed Development Total:		*455*
	Total 24 Hour Volume Difference:		***17***

Key: [1] = Trip generation referenced from the Alexander Place 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, Soleana Place is anticipated to generate approximately 455 average daily vehicle trips. Compared to the previously approved Alexander Place development scenario, the proposed development reflects only a minor increase in projected daily traffic volume which equates to the additional trips of about 2 single family-detached homes.

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. 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 Alexander Place alone. 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.

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 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 development 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, 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 DP2.

As discussed previously, the permitted zoning of Development Parcel 2 had the potential to accommodate approximately 36,000 square feet of retail or general office building uses. The Montana Vista Offices, immediately to the west of the site, were developed with approval from the Town and are also part of the Cooper Hook/Main Place development.

Table 3 summarizes the projected average daily traffic (ADT) volumes anticipated to be generated by the proposed development (Development Parcel 1 and Development Parcel 2) and provides a comparison to the estimated traffic volumes associated with the previously approved land use scenarios for the subject property.

Table 3 – Trip Generation Comparison of Zoned Uses to Proposal

ITE CODE	LAND USE	SIZE	TOTAL TRIPS GENERATED 24 HOUR
Site Development - Alexander Place Senior Living[1]			
251	Senior Adult Housing - Detached	26 DU	111
252	Senior Adult Housing - Attached	63 DU	233
254	Assisted Living	36 BDS	94
	Alexander Place 24 Hour Volume Total:		*438*
Site Development - Office Building			
710	General Office Building	36.0 KSF	282
	Office Building 24 Hour Volume Total:		*282*
	Zoned Uses Total:		***720***
Proposed Site Development			
Development Parcel 1 (382 Alexander Place)			
210	Single-Family Detached Housing	32 DU	291
Development Parcel 2 (Cooper Hook)			
210	Single-Family Detached Housing	18 DU	164
	Proposed Development Total:		*455*
	Total 24 Hour Volume Difference:		***-265***

Key: [1] = Trip generation referenced from the Alexander Place TIS.
DU = Dwelling Units. BDS = Beds. KSF = Thousand Square Feet Gross Floor Area.
Notes: All data and calculations above are subject to being rounded to nearest value.

As Table 3 shows, proposed Soleana Place traffic volumes are much less than the total traffic volumes associated with combining the Alexander Place Traffic Impact Study with the possibility of including office uses on the DP2 parcel.

Conclusion

This addendum evaluated traffic generation associated with the proposed Soleana Place development, 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 382 Alexander Place by itself. Although the proposed amendment is projected to result in a minor increase in average daily traffic volumes relative to the previously approved Alexander Place 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 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 Soleana Place development. Please contact us should additional discussion or coordination be needed.

Sincerely,

SM ROCHA, LLC
Traffic & Transportation Engineering

Mike Rocha, Principal
Traffic Engineer | Project Manager



Brandon Wilson, PE
Senior Traffic Engineer