

June 1, 2026

Ms. Kelly Nelson,
Development Manager
Reagan Ranch Metropolitan District No. 1
90 South Cascade Ave., Suite 1500
Colorado Springs, CO 80903

RE: Paint Mines at Reagan Ranch – Traffic Conformance Letter

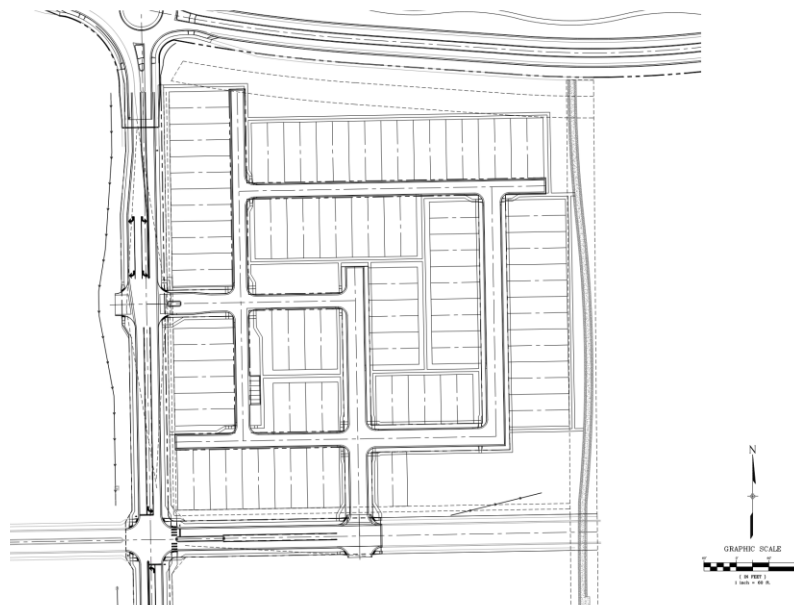
Dear Ms. Nelson,

Matrix Design Group (Matrix) is pleased to provide this letter to compare the number of trips generated by Paint Mines at Reagan Ranch with what was previously provided in the *Reagan Ranch Traffic Impact Analysis Addendum* (November 2024). The proposed development is located in the northeast area of the Reagan Ranch development and consists of 102 single-family attached homes. This area was previously analyzed as part of the Corral Bluffs North development, which included 378 multi-family residential units. The proposed Paint Mines at Reagan Ranch development will generate fewer trips than were assumed for the previously studied Corral Bluffs North development in the traffic impact analysis (TIA) addendum. Therefore, the traffic impacts associated with the proposed development remain within the assumptions of the TIA addendum (November 2024), and all previously identified transportation improvements remain consistent with its findings and recommendations.

Development

The Paint Mines at Reagan Ranch is a 15.4-acre residential development located at the southeast corner of Space Village Avenue and Reagan Ranch Drive, as shown in Figure 1. The proposed development consists of 102 single-family attached housing. This site was previously analyzed in the TIA addendum (November 2024) as part of the Corral Bluffs development, which assumed 378 multi-family dwelling units.

Figure 1 – Park Mines at Reagan Ranch Conceptual Plan



The trip generation associated with the proposed Paint Mines at Reagan Ranch development is shown in Table 1, below. The anticipated number of trips generated by this development from the previous TIA (November 2024) are also included in this table for comparison. The vehicle trips associated with the project were calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 12th Edition*. This methodology consists of choosing an independent variable for the land use for a particular time of day. The independent variable correlates to the variation in trip end and is related to the land use. The value of the independent variable is either multiplied by a weighted average or used in a regression equation to calculate the trips generated by the land use. The *ITE Trip Generation Manual* provides guidance on when to use the weighted average versus the regression equation. The trip generation estimates presented in Table 1 for both the Corral Bluffs and Paint Mines developments reflect traffic during the adjacent street network's peak periods, corresponding to the AM peak hours of 7:00–9:00 a.m. and the PM peak hours of 4:00–6:00 p.m.

Table 1 - Trip Generation

Development	Code - Land Use - Units	AM			PM			Daily
		In	Out	Total	In	Out	Total	Total
Reagan Ranch TIA (November 2024)								
Corral Bluffs North	220 - Multifamily Housing - 378 DU	34	106	140	115	68	183	2,498
Traffic Conformance Letter (June 2026)								
Paint Mines	215 - Single-Family Attached - 102 DU	11	34	45	29	22	51	670
DIFFERENCE		-23	-72	-95	-86	-46	-132	-1,828

As summarized in Table 1, the Paint Mines at Reagan Ranch development is anticipated to generate 670 daily trips, including 45 trips during the morning peak hour, and 51 trips during the afternoon peak hour. By comparison, the land use previously evaluated in the Reagan Ranch TIA Addendum was projected to generate 2,498 daily trips, with 140 of those trips occurring during the morning peak hour, and 183 trips occurring during the afternoon peak hour. As a result, the proposed Paint Mines at Reagan Ranch development is expected to generate 1,828 fewer weekday daily trips, 95 fewer morning peak hour trips, and 132 fewer afternoon peak hour trips than previously assumed in the TIA Addendum. Therefore, the proposed development will generate substantially less traffic than was originally anticipated for this area. As a result, the change in land use is not expected to have a negative impact on the surrounding roadway network.

Please feel free to contact me at (719) 575-0100 or at mariaangelica.deeb@matrixdesigngroup.com if you have any questions.

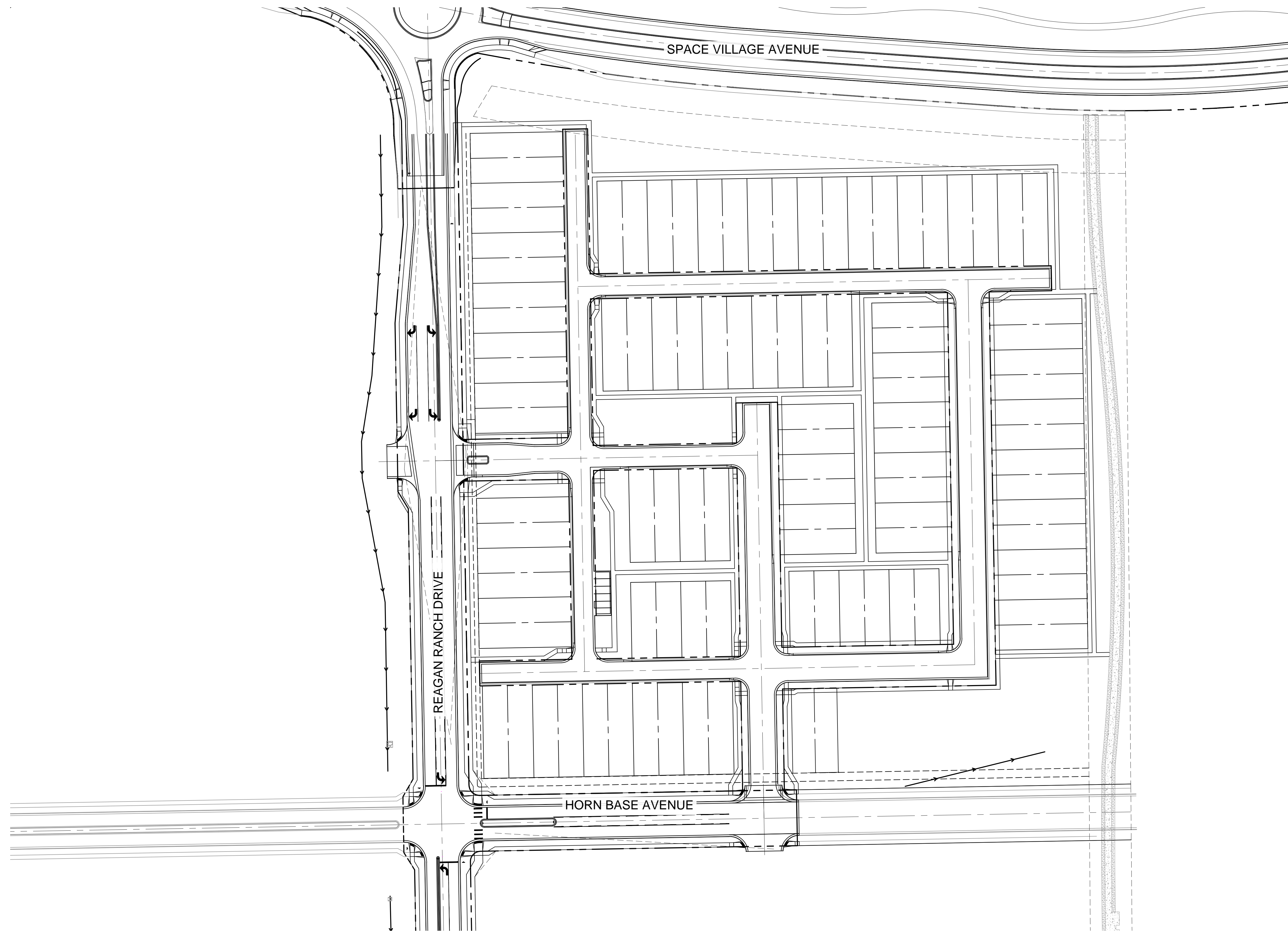
Sincerely,



MaríaÁngelica Deeb, PE, PTOE, RSP1, PTP, ENV SP
Interim Regional Director
Matrix Design Group, Inc.

Attachments:

Paint Mines at Reagan Ranch Conceptual Plan
Paint Mines at Reagan Ranch Trip Generation
Trip Generation Excerpt from TIA Addendum (November 2024)



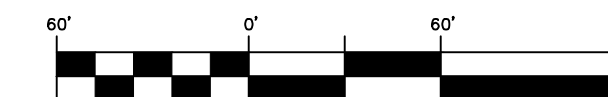
SPACE VILLAGE AVENUE

REAGAN RANCH DRIVE

HORN BASE AVENUE



GRAPHIC SCALE



(IN FEET)
1 inch = 60 ft.

PROJECT DETAILS

Project Name: Paint Mines	Type of Project:
Project No:	City:
Country:	Built-up Area(Sq.ft):
Analyst Name: Timothy Cason	Clients Name:
Date: 6/2/2026	ZIP/Postal Code:
State/Province:	No. of Scenarios: 3
Analysis Region:	

SCENARIO SUMMARY

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Estimated New Vehicle Trips		
						Entry	Exit	Total
Scenario - 1	AM Peak Hour	1	1	0		11	34	45
Scenario - 1	PM Peak Hour	1	1	0		29	22	51
Scenario - 1	Weekday	1	1	0		335	335	670

Scenario - 1

Scenario Name: AM Peak Hour

User Group:

Dev. phase: 1

No. of Years to Project 0
Traffic :

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
215 - Single-Family Attached Housing	General Urban/Suburban	Dwelling Units	102	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	11	34	45
Data Source: Trip Generation Manual, 12th Ed					$T = 0.59(X) - 15.25$	25%	75%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
215 - Single-Family Attached Housing	100	100	1	1	25	75

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
215 - Single-Family Attached Housing	11	34	0	0	11	34
	45		0		45	

Scenario - 2

Scenario Name: PM Peak Hour

User Group:

Dev. phase: 1

No. of Years to Project 0

Traffic :

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
215 - Single-Family Attached Housing	General	Dwelling Units	102	Weekday, Peak Hour of	Best Fit (LIN)	29	22	51
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban			Adjacent Street Traffic,	$T = 0.57(X) - 7.84$	57%	43%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
215 - Single-Family Attached Housing	100	100	1	1	57	43

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
215 - Single-Family Attached Housing	29	22	0	0	29	22
	51		0		51	

Scenario - 3

Scenario Name: Weekday

User Group:

Dev. phase: 1

No. of Years to Project 0

Traffic :

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
215 - Single-Family Attached Housing	General	Dwelling Units	102	Weekday	Best Fit (LIN)	335	335	670
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban				$T = 6.53(X) + 3.25$	50%	50%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
215 - Single-Family Attached Housing	100	100	1	1	50	50

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
215 - Single-Family Attached Housing	335	335	0	0	335	335
	670		0		670	

Table 1. Reagan Ranch Trip Generation

Development	Code - Land Use - Units	AM			PM			DAILY
		IN	OUT	TOTAL	IN	OUT	TOTAL	TOTAL
Before Trip Reduction								
Eastern Sky	210 - Single Family Detached - 228 DU	39	118	157	136	80	216	2,154
Powers Dairy	210 - Single Family Detached - 187 DU	33	99	132	113	66	179	1,794
	210 - Single Family Detached - 47 DU	9	28	37	31	18	49	504
Coral Bluffs	215 - Single Family Attached - 171 DU	21	62	83	58	40	98	1,252
	220 - Multifamily Housing - 378 DU	34	106	140	115	68	183	2,498
High Plains	220 - Multifamily Housing - 324 DU	30	94	124	101	59	160	2,152
	210 - Single Family Detached - 148 DU	27	80	107	90	53	143	1,448
Commercial	821 - Shopping Plaza - 96,750 Sq. Ft.	104	64	168	246	256	502	6,532
Commercial / Office	20 - Medical-Dental Offic Building - 108,500 Sq. Ft.	205	54	259	132	307	439	4,554
	710 - General Office Building - 70,000 Sq. Ft.	108	15	123	21	103	124	850
Commercial / Office	821 - Shopping Plaza - 106,000 Sq. Ft.	114	70	184	270	281	551	7,158
	710 - General Office Building - 106,000 Sq. Ft.	155	21	176	30	145	175	1,220
Commercial / Retail	821 - Shopping Plaza - 33,400 Sq. Ft.	36	22	58	85	88	173	2,256
	710 - General Office Building - 33,400 Sq. Ft.	57	8	65	11	55	66	446
Commercial / Retail	821 - Shopping Plaza - 40,750 Sq. Ft.	44	27	71	104	108	212	2,752
	710 - General Office Building - 40,750 Sq. Ft.	68	9	77	13	65	78	532
United Properties Industrial	130 - Industrial Park - 294,800 Sq. Ft.	81	19	100	22	78	100	1,648
Commercial	821 - Shopping Plaza - 12,500 Sq. Ft.	13	8	21	32	33	65	844
	710 - General Office Building - 12,500 Sq. Ft.	25	3	28	5	25	30	190
Total Project Trips		1,203	907	2,110	1,615	1,928	3,543	40,784
After Trip Reduction								
Eastern Sky	210 - Single Family Detached - 228 DU	39	118	157	130	78	208	2,154
Powers Dairy	210 - Single Family Detached - 187 DU	33	99	132	109	64	173	1,794
	210 - Single Family Detached - 47 DU	9	28	37	31	18	49	504
Coral Bluffs	215 - Single Family Attached - 171 DU	21	62	83	54	40	94	1,252
	220 - Multifamily Housing - 378 DU	34	106	140	109	66	175	2,498
High Plains	220 - Multifamily Housing - 324 DU	30	94	124	97	57	154	2,152
	210 - Single Family Detached - 148 DU	27	80	107	86	51	137	1,448
Commercial	821 - Shopping Plaza - 96,750 Sq. Ft.	103	64	167	157	164	321	6,532
Commercial / Office	20 - Medical-Dental Offic Building - 108,500 Sq. Ft.	205	52	257	132	305	437	4,554
	710 - General Office Building - 70,000 Sq. Ft.	108	15	123	21	101	122	850
Commercial / Office	821 - Shopping Plaza - 106,000 Sq. Ft.	113	70	183	173	180	353	7,158
	710 - General Office Building - 106,000 Sq. Ft.	155	21	176	30	143	173	1,220
Commercial / Retail	821 - Shopping Plaza - 33,400 Sq. Ft.	36	22	58	56	54	110	2,256
	710 - General Office Building - 33,400 Sq. Ft.	57	8	65	11	55	66	446
Commercial / Retail	821 - Shopping Plaza - 40,750 Sq. Ft.	44	27	71	69	67	136	2,752
	710 - General Office Building - 40,750 Sq. Ft.	68	9	77	13	65	78	532
United Properties Industrial	130 - Industrial Park - 294,800 Sq. Ft.	81	19	100	22	78	100	1,648
Commercial	821 - Shopping Plaza - 12,500 Sq. Ft.	13	8	21	21	22	43	844
	710 - General Office Building - 12,500 Sq. Ft.	25	3	28	5	25	30	190
Total Project Trips		1,201	905	2,106	1,326	1,633	2,959	40,784