Kimley»Horn

February 22, 2024

Ms. Erin Everett Stevens
United Properties Colorado, LLC
1331 17th Street, Suite 605
Denver, Colorado 80202

Re: Reagan Ranch Industrial - Traffic Compliance Letter
Colorado Springs, Colorado

Dear Ms. Stevens:

The purpose of this letter is to provide a trip generation comparison to identify conformance with the original Reagan Ranch – Traffic Study Letter for the portion of the Reagan Ranch Industrial project located near the northwest corner of the Space Village Avenue and Marksheffel Road intersection in Colorado Springs, Colorado. The *Reagan Ranch – Traffic Study Letter* was completed in February 2023 by Kimley-Horn and Associates. The location of the current project was previously evaluated in the northwest area of the original traffic study which was studied to include 365,400 square feet of industrial park space. The current proposal is anticipated to include two industrial buildings totaling 294,800 square feet. It should be noted that four lots are located east of the project that were evaluated in original traffic study letter as part of the northwest area that is not part of this application. This traffic letter has compared the trips generated by the currently proposed Reagan Ranch Industrial project to the land use in the same development area evaluated previously in the *Reagan Ranch – Traffic Study Letter*. The conceptual site plan for the proposed Reagan Ranch Industrial project is attached.

SITE INFORMATION AND TRIP GENERATION COMPARISON

Access to the project site will be provided by one vehicle access and one truck access on the north side of Space Village Avenue. The project is proposed to include two industrial buildings totaling 294,800 square feet. The overall northwest area in the *Reagan Ranch – Traffic Study Letter* was evaluated with 365,400 square feet of industrial space in an approximate 28.1-acre area. This Reagan Ranch Industrial project is proposed on approximately 21.0 acres of the 28.1-acre site, which is approximately 75 percent of the previously studied area. As such, the originally studied industrial use was prorated to 75 percent and was compared with development of the proposed Reagan Ranch Industrial. Therefore, the purpose of this section is to summarize a comparison of the trip generation from the proposed Reagan Ranch Industrial site to the originally studied industrial use identified for this specific site.

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*[1] published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses.

Trip generation for the currently proposed land use and the originally studied land use was calculated using the 11th Edition average rates for Industrial Park (ITE Code 130). The following **Table 1** compares the trip generation from the original study compared to the expected trip generation for the proposed Reagan Ranch Industrial project. The trip generation from the original traffic study, as well as from the current proposal are attached for reference.

1 Institute of Transportation Engineers, *Trip Generation Manual*, Eleventh Edition, Washington DC, 2021.

Table 1 – Trip Generation Comparison: Original Study vs. Current Proposal

Land Use and Size	Weekday Vehicles Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Original Traffic Study – Reagan Ranch							
Pro-Rated Industrial Park (ITE 130) – 274,050 Square Feet (75%)	924	75	18	93	20	73	93
Current Proposal – Reagan Ranch Industrial							
Industrial Park (ITE 130) – 294,800 Square Feet	994	81	19	100	22	78	100
Net Difference in Trips	**+70**	**+6**	**+1**	**+7**	**+2**	**+5**	**+7**

As summarized in **Table 1**, the currently proposed Reagan Ranch Industrial project is anticipated to generate 994 daily weekday trips with 100 trips occurring during both the morning and afternoon peak hours. Based on the original Reagan Ranch – Traffic Study Letter assuming development of 274,050 square feet of industrial space within this exact same development area, the Reagan Ranch Industrial project is anticipated to account for an increase of approximately 70 daily trips and an increase of seven trips during both the morning and afternoon peak hours when compared to the original study.

When comparing to the total number of trips generated by the overall Reagan Ranch development area, the increase in traffic attributable to current proposal compared to the original study is anticipated to account for an increase of approximately 0.18 percent of the daily traffic (70 / 38,298). Likewise, the morning and afternoon peak hour trips are anticipated to increase by 0.35 percent (7 / 2,017) and 0.22 percent (7 / 3,172), respectively.

CONCLUSIONS

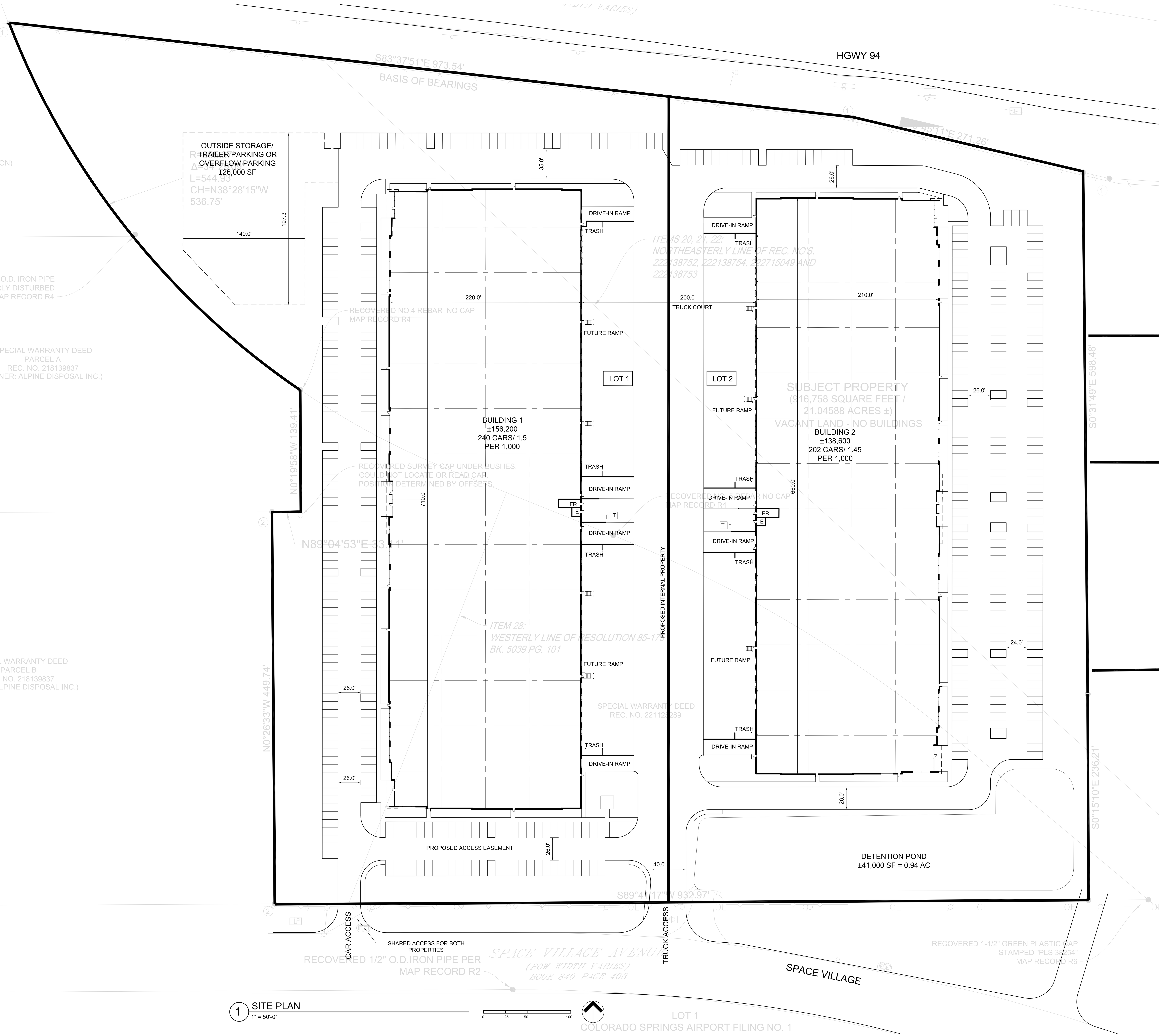
In summary, this traffic study letter provides a trip generation comparison to the original traffic study for the Reagan Ranch Industrial development. The proposed Reagan Ranch Industrial development is expected to generate approximately 994 weekday daily trips with 100 trips occurring during both the morning and afternoon peak hours. This results in approximately 70 additional weekday daily trips with seven (7) additional morning and afternoon peak hour trips when compared to the use evaluated in the original traffic study. This equates to one additional trip every 8.5 minutes during both the morning and afternoon peak hours. When comparing to the total number of trips generated by the overall Reagan Ranch development, the increase in traffic attributable to current proposal compared to the original study is anticipated to account for less than a half percent for each time period. Therefore, the increase trips compared to the overall trips in the original traffic study is negligible. It is believed that this slight increase in trips can be accommodated within the surrounding street system. Please let us know if you have any questions or require anything further.

Sincerely,
KIMLEY-HORN AND ASSOCIATES, INC.

Jeffrey R. Planck

Jeffrey R. Planck, P.E.
Project Traffic Engineer

Conceptual Site Plan



SITE DATA

MUNICIPALITY	COLORADO SPRINGS & EL PASO COUNTY
(E) LOT AREA	916,470 SF = +/- 21.039 AC
PROPOSED USES	LIGHT INDUSTRIAL, R&D, WAREHOUSE, OFFICE
EXISTING ZONING	BP/cr APZ2 AO
BUILDING 1 AREA	156,200
BUILDING 2 AREA	138,600
	±294,800
COVERAGE	32%
PARKING STALL	STANDARD 9x18, 24 DRIVE ISLANDS EVERY 15 SPACES
PARKING REQ'D	
WAREHOUSE	1 PER 1,000
OFFICE	1 PER 400
MANUFACTURING	1 PER 750
RESEARCH	1 PER 400
PARKING PROVIDED	442 SPACE + ADD POSSIBLE AT NW CORNER

EVstudio
Denver, CO
Evergreen, CO
Meridian, ID

303.670.7242

inspections@evstudio.com
design@evstudio.com
www.evstudio.com

Owner Contact:
JANA HUTKOVA
jana.hutkova@evstudio.com
720.980.3442

REAGAN RANCH

MARKSHEFFEL RD & SPACE VILLAGE AVE
COLORADO SPRINGS, CO

AB23006.2

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REVISION:

PRELIMINARY
DATE: 2024/01/18
DRAWN BY: JH
CHECKED BY:

SITE PLAN - OPT 8

A100

Original Traffic Study Documents

Kimley»Horn

February 28, 2023

Ms. Kelly Nelson
Pikes Peak Investments LLC
90 South Cascade Avenue
Suite 1500
Colorado Springs, CO 80903

Re: Reagan Ranch – Traffic Study Letter
Colorado Springs, CO

Dear Ms. Nelson:

This traffic study letter has been prepared to provide a trip generation comparison with the original master level traffic impact study for the Reagan Ranch development proposed along Marksheffel Road, south of SH-94 in Colorado Springs, Colorado (site plan attached). A vicinity map illustrating the location of the three development areas of Reagan Ranch is shown in **Figure 1**. The site is currently undeveloped land. As requested by the City of Colorado Springs based on the additional traffic generated by Reagan Ranch due to the increased project size when compared to the original master level study, intersection operational and queueing analysis has been provided. This addendum containing the additional traffic evaluations were prepared to confirm project traffic from the proposed Reagan Ranch development does not necessitate additional improvements at the key intersections previously studied as part of the "Crossroads-Meadowbrook & Reagan Ranch Traffic Impact Study", prepared by Kimley-Horn in February 2022. Applicable documents from the original traffic study are attached for reference.

Site Information
Regan Ranch is proposed to contain approximately 365,400 square feet of industrial park space, 571,810 square feet of retail space, 135,170 square feet of office space, 1,328 dwelling units of single-family residential, and 784 units of multi-family residential. The Crossroads-Meadowbrook & Reagan Ranch master level traffic study identified development of a 365,000 square foot industrial park, 525,000 square feet of shopping center use, 100,000 square feet of office space, 593 dwelling units of single-family housing and 360 dwelling units of mid-rise multifamily housing. The increase in areas of the now proposed Reagan Ranch to what was previously studied is approximately 45,000 square feet of additional retail space, 35,000 square feet of additional office space, 735 additional units of single family residential, and 424 additional units of multifamily housing. Therefore, the purpose of this letter is to summarize a comparison of the trip generation from the proposed Reagan Ranch site to the originally studied uses.

Unspecified Development Traffic Growth
According to information provided on the website for the Colorado Department of Transportation (CDOT), the average 20-year growth factor along SH-94 in the vicinity of the site is 1.29. This value equates to an annual growth rate of 1.16 percent. SH-94 traffic information from the CDOT Online Transportation Information System (OTIS) website is attached. Based on this, an annual growth rate of 1.16 percent was used to calculate future traffic volumes within the project study area. This annual growth rate was used to estimate near term 2026 and long term 2040 traffic volume projections at the key intersections.

Along with the annual growth, project traffic volumes from the Meadowbrook Park, Crossroads Mix Use, and Crossroads North developments were added to the background traffic volumes. Additionally, calculated trips from an additional 1,123 single family detached housing units, located in the parcels east of the southeast area of Reagan Ranch, were added to the 2040 background

Southeast Area							
Single Family Housing (210) – 393 Dwelling Units	3,662	71	213	284	238	140	378
Mid-Rise Multifamily Housing (221) – 360 Dwelling Units	1,962	31	89	120	93	59	152
Office (710) – 100,000 Square Feet	1,062	103	17	120	18	96	114
Shopping Center (820) – 350,000 Square Feet	14,092	203	124	327	659	714	1,373
Total Southeast Area Trips	**20,778**	**408**	**443**	**851**	**1,008**	**1,009**	**2,017**
Total SE Area Trips after Internal Capture	**19,116**	**400**	**434**	**834**	**928**	**928**	**1,856**
Total Project Trips after Internal Capture	**30,252**	**699**	**659**	**1,358**	**1,437**	**1,503**	**2,940**
Proposed Development – Reagan Ranch							
Northwest Area							
Industrial Park (130) – 365,400 SF	1,232	100	24	124	27	97	124
Northeast Area							
Single-Family Detached Housing (210) 264 Dwelling Units	2,464	47	133	180	156	91	247
Multifamily Housing Mid-Rise (221) 402 Dwelling Units	1,872	38	128	166	96	62	158
Shopping Center (820) 166,290 Square Feet	10,206	144	88	232	391	423	814
Total Northeast Area Trips	**14,542**	**229**	**349**	**578**	**643**	**576**	**1,219**
Total NE Area Trips after Internal Capture	**12,676**	**224**	**344**	**568**	**494**	**427**	**921**
Southeast Area							
Single-Family Detached Housing (210) 1,064 Dwelling Units	8,886	166	474	640	578	339	917
Multifamily Housing Mid-Rise (221) 382 Dwelling Units	1,776	36	122	158	92	58	150
General Office Building (710) 135,170 Square Feet	1,508	190	26	216	36	178	214
Shopping Center (820) 405,520 Square Feet	16,452	231	142	373	742	804	1,546
Total Southeast Area Trips	**28,622**	**623**	**764**	**1,387**	**1,448**	**1,380**	**2,828**
Total SE Area Trips after Internal Capture	**24,390**	**592**	**733**	**1,325**	**1,098**	**1,029**	**2,127**
Total Project Trips after Internal Capture	**38,298**	**916**	**1,101**	**2,017**	**1,619**	**1,553**	**3,172**
Difference in Trips after Internal Capture	**+8,046**	**+217**	**+442**	**+659**	**+182**	**+50**	**+232**

As summarized in **Table 1**, the Reagan Ranch development was originally anticipated to generate approximately 30,252 weekday daily trips, with 1,358 of these trips occurring during the morning peak hour, and 2,940 trips occurring during the afternoon peak hour for the buildout horizon. The now current proposal of Reagan Ranch is expected to generate 38,298 weekday daily trips, with 2,017 trips occurring during the morning peak hour, and 3,172 trips occurring during the afternoon peak hour for the buildout horizon. Therefore, the now proposed Reagan Ranch is anticipated to generate

Kimley»Horn

Project	Reagan Ranch TCL (NW Area) - 2040 Buildout				
Subject	Trip Generation for Industrial Park				
Designed by	TES	*Date*	December 19, 2022	*Job No.*	096956023
Checked by		*Date*		*Sheet No.*	of

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 11th Edition, Average Rates

Land Use Code - Industrial Park (130)

Independent Variable - 1000 Square Feet (X)
SF = 365,400
X = 365.400
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (100 Series Page 49)

Directional Distribution: 81% ent. 19% exit.
(T) = 0.34 (X) T = 124 Average Vehicle Trip Ends
(T) = 0.34 * (365.4) 100 entering 24 exiting

100 + 24 = 124

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (100 Series Page 50)

Directional Distribution: 22% ent. 78% exit.
(T) = 0.34 (X) T = 124 Average Vehicle Trip Ends
(T) = 0.34 * (365.4) 27 entering 97 exiting

27 + 97 = 124

Weekday (100 Series Page 48)

Average Weekday Directional Distribution: 50% ent. 50% exit.
(T) = 3.37 (X) T = 1232 Average Vehicle Trip Ends
(T) = 3.37 * (365.4) 616 entering 616 exiting

616 + 616 = 1232

OWNER: PIKES PEAK INVESTMENTS LLC
ZONED: OC/CR PIP2/cr APZ2 A
LAND USE: AG GRAZING LAND

OWNER: BLH NO 2 LLC
ZONED: PIP2/CR OC/CR RS/CR
LAND USE: AG GRAZING LAND

OWNER: BLH NO 1 LLC
ZONED: PBC/CR R PIP2/CR SU
LAND USE: AG GRAZING LAND

OWNER: CITY OF COLORADO SPRINGS
ZONED: PF AO APZ2
LAND USE: POLITICAL SUBDIVISION

OWNER: BLH NO 2 LLC
ZONED: PIP2/CR AO
LAND USE: AG GRAZING LAND

OWNER: BLH NO 2 LLC
ZONED: PIP2/CR AO
LAND USE: AG GRAZING LAND

OWNER: BLH NO 2 LLC
ZONED: PIP2/CR AO
LAND USE: AG GRAZING LAND

EX. 50' GAS EASEMENT

EX. 50' GAS EASEMENT

EX. 50' GAS EASEMENT

SPACE VILLAGE AVENUE (MINOR ARTERIAL)
100' EX. PUBLIC R.O.W.

HIGHWAY 94
VARIABLE R.O.W. WIDTH

NOTE: HIGHWAY 94 IS AN IDENTIFIED CORRIDOR FOR BICYCLE INFRASTRUCTURE ON THE "COS BIKES! VISION NETWORK MAP" AND IN THE PPACG REGIONAL NONMOTORIZED TRANSPORTATION PLAN.

NOTE: A 50' SETBACK/ BUFFER SHALL BE INCORPORATED ALONG THE COMMON BOUNDARY LINE WHERE PROPOSED RESIDENTIAL LAND USES ARE IMMEDIATELY ADJACENT TO EXISTING ZONED INDUSTRIAL USES. ADDITIONAL BUFFERING AND SCREENING MAY BE INCORPORATED THROUGH THE USE OF VEGETATION, FENCING, BERMING, OR ARCHITECTURAL FEATURES. SHOULD THE EXISTING INDUSTRIAL ZONED PARCELS BE REVISED TO COMMERCIAL OR RESIDENTIAL LAND USES, STANDARD SETBACKS, BUFFER AND SCREENING REQUIREMENTS SET FORTH BY THE ZONING CODE AND BY THE PUD ORDINANCE SHALL BE APPLICABLE.

PUD
16.09 ACRES
PROPOSED LAND USE:
RES. MULTI-FAMILY
(12-24.99 DU/AC)

PUD
21.97 ACRES
PROPOSED LAND USE:
RES. SINGLE-FAMILY
(3.5-11.99 DU/AC)

PUD
15.29 ACRES
PROPOSED LAND USE:
RES. MULTI-FAMILY
(12-24.99 DU/AC)

PUD
17.88 ACRES
PROPOSED LAND USE:
RES. SINGLE-FAMILY
(3.5-11.99 DU/AC)

PUD
30.15 ACRES
PROPOSED LAND USE:
RES. SINGLE-FAMILY
(3.5-11.99 DU/AC)

PUD
40.75 ACRES
PROPOSED LAND USE:
RES. SINGLE-FAMILY
(3.5-11.99 DU/AC)

Park
4 Ac

Park
6 Ac

Park
7 Ac

PBC
(SEE CPC CP 20-00137)
15.27 ACRES
PROPOSED LAND USE:
COMMERCIAL/ OFFICE

PBC
(SEE CPC CP 20-00137)
11.50 ACRES
PROPOSED LAND USE:
COMMERCIAL/ OFFICE

PBC
(SEE CPC CP 20-00137)
6.72 ACRES
PROPOSED LAND USE:
COMMERCIAL/ OFFICE

PBC
(SEE CPC CP 20-00137)
6.98 ACRES
PROPOSED LAND USE:
AMENITY/ PARK

PBC
(SEE CPC CP 20-00137)
19.96 ACRES
PROPOSED LAND USE:
COMMERCIAL/ OFFICE

PBC
(SEE CPC CP 20-00137)
7.48 ACRES
PROPOSED LAND USE:
COMMERCIAL/ OFFICE

PBC
3.99 ACRES
PROPOSED LAND USE:
COMMERCIAL/ OFFICE

LIFT STATION

PBC
(SEE CPC CP 20-00137-A1MJ21)
28.08 ACRES
PROPOSED LAND USE:
OFFICE/ INDUSTRIAL

FULL MOVEMENT ACCESS

¾ ACCESS

FUTURE ACCESS

FUTURE TIER I TRAIL

TRAIL/ BIKE CORRIDOR (TYP.)

20' EX. GAS EASEMENT

30' EX. GAS EASEMENT

FUTURE PUBLIC COLLECTOR

FUTURE PUBLIC MINOR ARTERIAL

AIRPORT OVERLAY APZ SUBZONE 1

AIRPORT OVERLAY APZ SUBZONE 2

RPZ ZONE

APZ SUBZONE 1 RPZ ZONE

EX. PERMANENT UTILITY EASEMENT

EX. UTILITY EASEMENT

30' EX. UTILITY EASEMENT

30' EX. PIPELINE EASEMENT

EX. PIPELINE EASEMENT

MARKSHEFFEL ROAD
60' PUBLIC R.O.W.

FUTURE TRAIL CORRIDOR IN ACCORDANCE WITH PPACG REGIONAL NONMOTORIZED PLAN CORRIDOR 63.

OWNER: COLORADO INTERSTATE GAS CO
ZONED: R1-6 APZ1 AO
LAND USE: VACANT LAND

REC. PLAT NO. 10835
OWNER: CITY OF COLORADO SPRINGS

REC. PLAT NO. 14079
OWNER: CITY OF COLORADO SPRINGS
ZONED: APD R1-6 SS AO APZ1
LAND USE: POLITICAL SUBDIVISION

REC. PLAT NO. 14079
OWNER: CITY OF COLORADO SPRINGS
ZONED: APD R1-6 SS AO APZ1
LAND USE: POLITICAL SUBDIVISION

PETERSON AFB
EASTERN
ENTRANCE GATE

STEWART AVE

OWNER: WATSON H PETER
ZONED: I-3 CAD-O
LAND USE: SPECIAL PURPOSE

OWNER: ALPINE DISPOSAL INC/ C/O WASTE INDUSTRIES USA LLC
ZONED: I-3 CAD-O
LAND USE: WAREHOUSE/ STORAGE

OWNER: ALPINE DISPOSAL INC/ C/O WASTE INDUSTRIES USA LLC
ZONED: I-3 CAD-O
LAND USE: OFFICES

LAND USE TABLE

GROSS ACRES	PROPOSED LAND USE	MASTER PLAN	DENSITY (DU/AC)	NET UNITS	FLOOR AREA RATIO	SQUARE FOOTAGE	MAX BLDG HT
28.08	OFFICE/ INDUSTRIAL	COM			30%	365,400	50'
64.92	COMMERCIAL/ OFFICE	COM			25%	706,979	45'
17.00	PARKS	COM/ RES-M					45'
110.75	RESIDENTIAL (SINGLE-FAMILY)	RES-M	3.5 - 11.99	1,328			45'
31.38	RESIDENTIAL (MULTI-FAMILY)	RES-H	12 - 24.99	784			45'
13.25	FUTURE PUBLIC R.O.W.						
TOTAL = 265.38				TOTAL = 2,112			

GRAPHIC SCALE
250 0 125 250 500
(IN FEET)
1 inch = 250 ft.

FILE LOCATION: S:\19.224.008 REAGAN RANCH\100 DWGS\104 PLAN SETS\CONCEPT PLAN\PUD01.DWG

CONSULTANTS:

PLANNER/ LANDSCAPE ARCHITECT/ CIVIL ENGINEER:

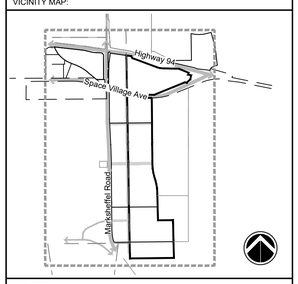
Matrix
2435 RESEARCH PARKWAY, SUITE 300
COLORADO SPRINGS, CO 80920
PHONE: (719) 575-0100
FAX : (719) 575-0208

OWNER/DEVELOPER:

PIKES PEAK INVESTMENTS LLC
90 SOUTH CASCADE AVE., SUITE 1500
COLORADO SPRINGS, CO 80903
(719) 448-4034

Reagan Ranch

VICINITY MAP:



PROJECT:

REAGAN RANCH
PUD CONCEPT PLAN

COLORADO SPRINGS, CO
MAJOR AMENDMENT 11/21/2022

REVISION HISTORY:

NO.	DATE	DESCRIPTION	BY
0	09/11/2020	INITIAL SUBMITTAL	RAF
1	11/19/2020	REVISED PER CITY COMMENTS	RAF
2	12/17/2020	REVISED PER CITY COMMENTS	RAF
3	01/14/2021	REVISED PER CITY COMMENTS	RAF
4	10-05-2022	MINOR MODIFICATION	AMV

DRAWING INFORMATION:

PROJECT NO:	19.224.008
DRAWN BY:	RAF
CHECKED BY:	JRA
APPROVED BY:	JRA

SHEET TITLE:

PUD CONCEPT PLAN

PUD01

SHEET 3 OF 3

CITY FILE NO.: CPC PUP 20-00136

Proposed Trip Generation

Kimley»Horn

Project	Reagan Ranch Industrial				
Subject	Trip Generation for Industrial Park				
Designed by	TES	*Date*	February 20, 2024	*Job No.*	096376023
Checked by		*Date*		*Sheet No.*	of

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 11th Edition, Average Rates

Land Use Code - Industrial Park (130)

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X = 294.800
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81 + 19 = 100

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(T) = 0.34 (X) T = 100 Average Vehicle Trip Ends
(T) = 0.34 * (294.8) 22 entering 78 exiting

22 + 78 = 100

Weekday (100 Series Page 48)

Average Weekday Directional Distribution: 50% ent. 50% exit.
(T) = 3.37 (X) T = 994 Average Vehicle Trip Ends
(T) = 3.37 * (294.8) 497 entering 497 exiting

497 + 497 = 994