

October 19, 2026

Nicole DeVries
Wellspring Community
826 Park Street, Suite 200
Castle Rock, CO 80109

RE: Wellspring Community – Traffic Generation Letter

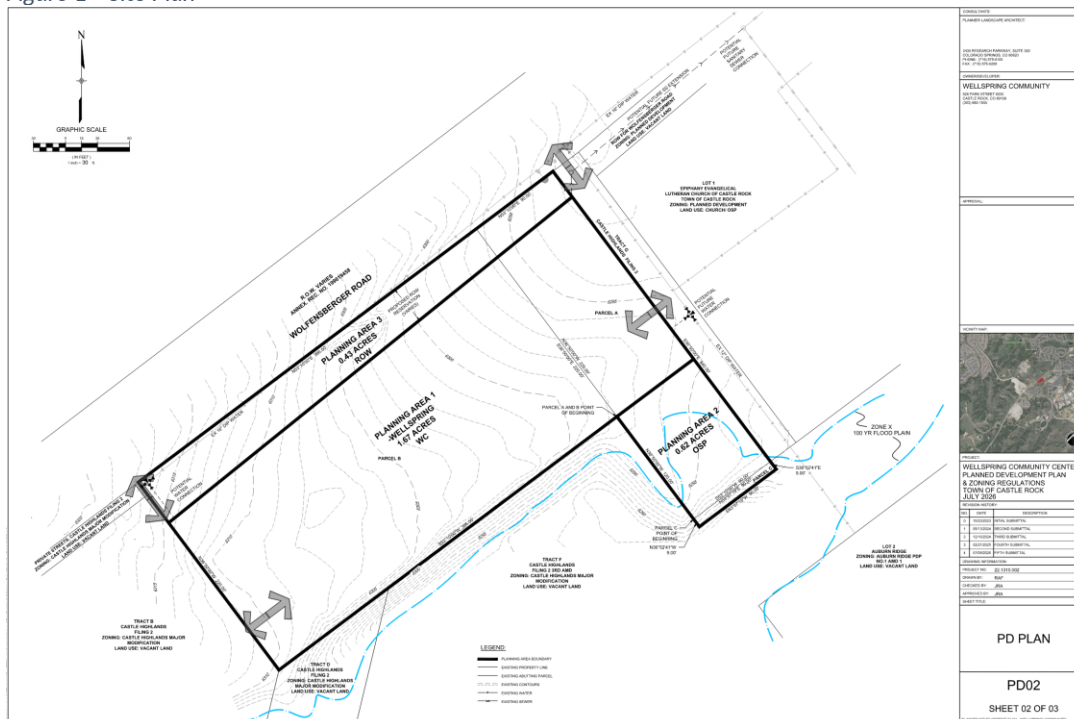
Dear Ms. DeVries,

This letter compares the number of trips expected to be generated by the newly proposed Wellspring Community with the trips previously evaluated in the *Wellspring Community – Traffic Impact Analysis* (October 2024). The Wellspring Community is located at 498 Wolfensberger in the Town of Castle Rock and includes 18 single-family attached homes and an 18-unit congregate care facility. The site was previously analyzed as a 13,000-square-foot church, an office with 40 employees, and 100 daily visitors. The newly proposed Wellspring Community is expected to generate less traffic than assumed in the traffic impact analysis; therefore, it is not anticipated to have an adverse impact on the transportation network. If the proposed residential development does not move forward, the site may still be developed in accordance with the land use evaluated in the 2024 TIA, providing flexibility to pursue either development scenario.

Development

The Wellspring Community is a 2.7-acre development consisting of 18 single-family attached homes and an 18-unit congregate care facility, as shown in Figure 1.

Figure 1 – Site Plan



Vehicle trips associated with the project were estimated using the *ITE Trip Generation Manual, 12th Edition*. This methodology identifies the appropriate land use and independent variable for the applicable time period. The independent variable, which is selected based on its relationship to trip generation for the land use, is then applied using either a weighted average rate or a regression equation to estimate the number of trips generated. The *ITE Trip Generation Manual* provides guidance on when to apply each method. Pass-by trips were deducted in accordance with ITE recommendations. The trip generation estimates presented in Table 1 and Table 2 reflect traffic during the adjacent street network peak periods, corresponding to the AM peak period from 7:00 to 9:00 a.m. and the PM peak period from 4:00 to 6:00 p.m. The trip generation comparison for the proposed Wellspring Community development is provided in Table 1, along with the trip estimates from the 2024 TIA for reference.

Table 1 - Trip Generation

ITE Code and Land Use	Size	Unit	AM Peak Hour			PM Peak Hour			Weekday	
			In	Out	Total	In	Out	Total	Total	
Wellspring Community Traffic Conformance Letter (June 2026)										
(ITE Trip Generation Manual 12th Edition)										
253 – Congregate Care Facility	18	DU	1	1	2	2	2	4	44	
215 - Single-Family Attached	18	DU	2	6	8	5	4	9	118	
Total	36	DU	3	7	10	7	6	13	162	
Wellspring Community Traffic Impact Analysis (October 2024)										
(ITE Trip Generation Manual 11th Edition)										
560 - Church	13	KSF	2	1	3	4	5	9	-	
Employees	40	Person	40	0	40	0	40	40	100	
Customers	100	Person	11	11	22	11	11	22	200	
Total			53	12	65	15	56	71	300	
Difference			-50	-5	-55	-8	-50	-58	-138	

As shown in Table 1, the proposed development is expected to generate fewer trips than those evaluated in the 2024 TIA. Because the projected westbound left-turn ingress volume does not meet the threshold for an exclusive left-turn lane, Matrix does not recommend improvements to Wolfensberger Road for the buildout year. Based on the trip generation estimates for the proposed development and the findings of the 2024 TIA, Matrix concludes that the revised development plan is not anticipated to have an adverse impact on the transportation network.

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

Sincerely,

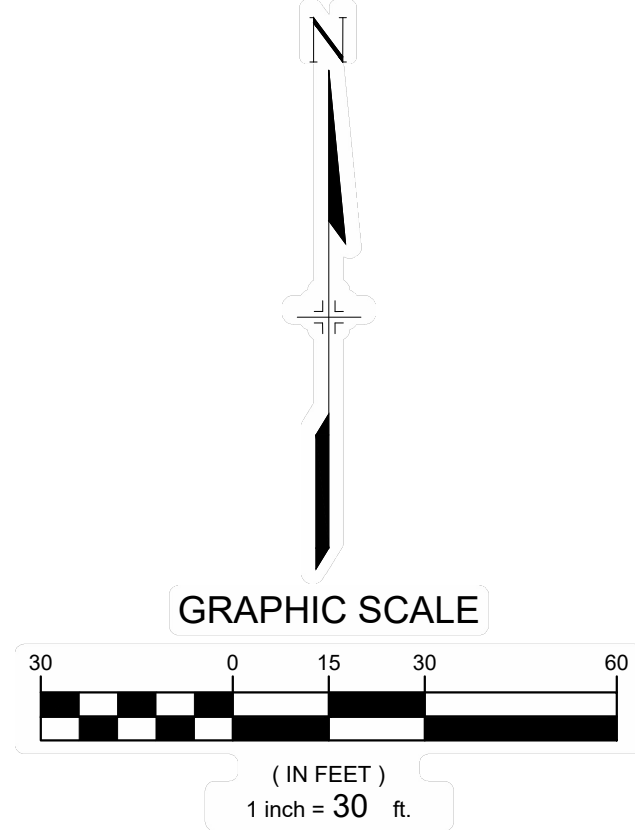
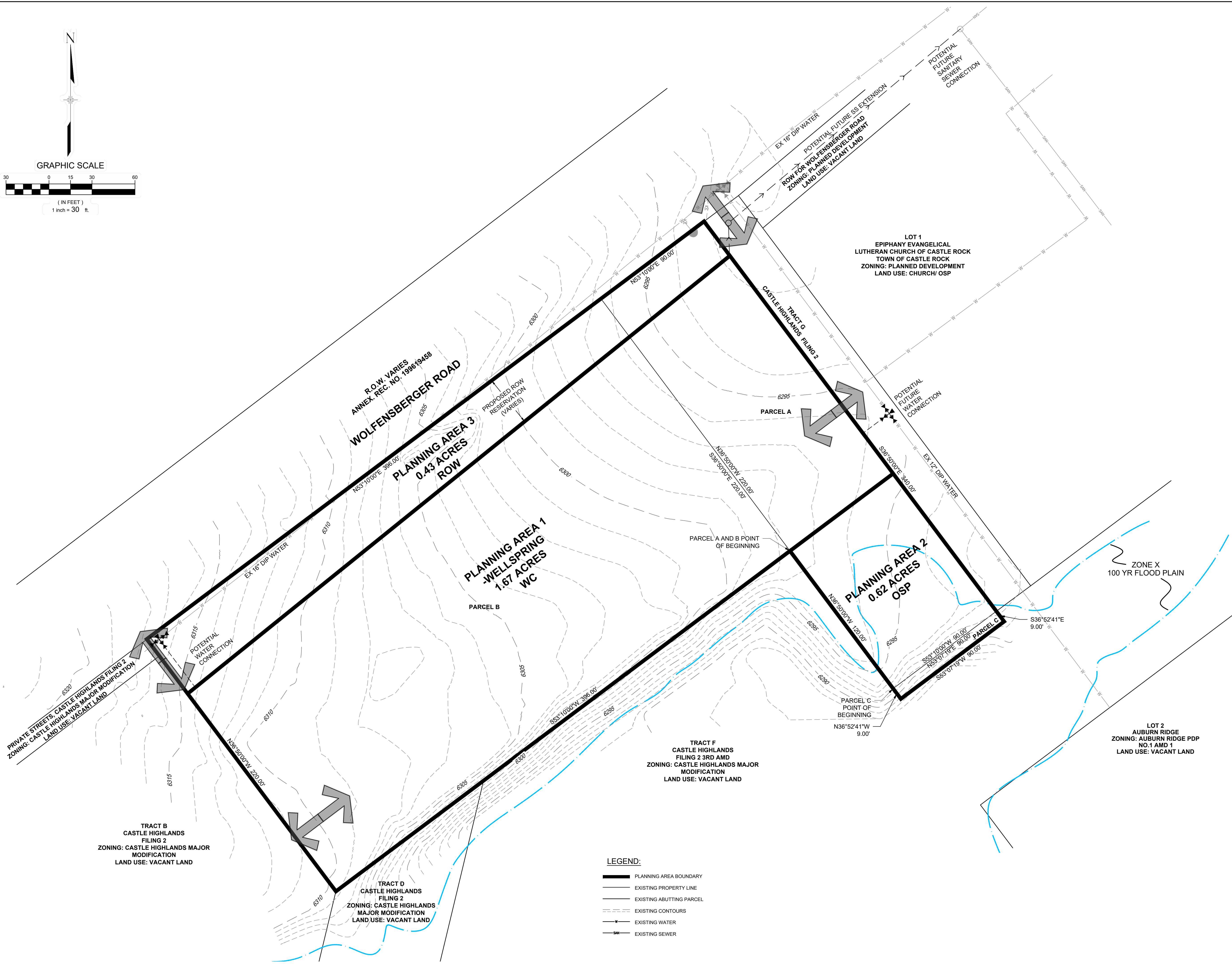


MaríaAngélica Deeb, PE, PTOE, RSP1, PTP, ENV SP
Regional Director (Interim)
Matrix Design Group, Inc.

Attachments:

Wellspring Community PD Plan
Wellspring Community Trip Generation
Trip Generation Excerpt from *Wellspring Community Traffic Impact Analysis* (October 2024)

FILE LOCATION: S:\22-1310-002- WELLSRING COMMUNITY CENTER\600 CAD\1504 PLAN BETSPD PLAN\PD02.DWG



- LEGEND:**
- PLANNING AREA BOUNDARY
 - EXISTING PROPERTY LINE
 - EXISTING ABUTTING PARCEL
 - EXISTING CONTOURS
 - EXISTING WATER
 - EXISTING SEWER

CONSULTANTS:

PLANNER/ LANDSCAPE ARCHITECT:

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

OWNER/DEVELOPER:

WELLSPRING COMMUNITY
826 PARK STREET #200
CASTLE ROCK, CO 80109
(303) 660-1935

APPROVAL:

VICINITY MAP:

PROJECT:

**WELLSPRING COMMUNITY CENTER
PLANNED DEVELOPMENT PLAN
& ZONING REGULATIONS
TOWN OF CASTLE ROCK
JULY 2026**

REVISION HISTORY:

NO.	DATE	DESCRIPTION	BY
0	10/23/2023	INITIAL SUBMITTAL	RAF
1	05/13/2024	SECOND SUBMITTAL	RAF
2	12/18/2024	THIRD SUBMITTAL	RAF
3	02/21/2025	FOURTH SUBMITTAL	RAF
4	07/09/2026	FIFTH SUBMITTAL	RAF

DRAWING INFORMATION:

PROJECT NO: 22-1310-002

DRAWN BY: RAF

CHECKED BY: JRA

APPROVED BY: JRA

SHEET TITLE:

PD PLAN

PD02

SHEET 02 OF 03

PLANNED DEVELOPMENT PLAN - WELLSRING COMMUNITY
PDP23-0002

PROJECT DETAILS									
Project Name:		2026-10 Wellspring Community			Type of Project:				
Project No:					City:				
Country:					Built-up Area(Sq.ft):				
Analyst Name:		Timothy Cason			Clients Name:				
Date:		10/20/2026			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	2	1	0		3	7	10
Scenario - 1	PM Peak Hour	2	1	0		7	6	13
Scenario - 1	Weekday	2	1	0		81	81	162

Scenario - 1

Scenario Name: AM Peak Hour

User Group:

Dev. phase: 1

No. of Years to Project 0

Analyst Note:

Traffic :

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
253 - Congregate Care Facility	General Urban/Suburban	Dwelling Units	18	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average	1	1	2
Data Source: Trip Generation Manual, 12th Ed					0.10	58%	42%	
215 - Single-Family Attached Housing	General Urban/Suburban	Dwelling Units	18	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average	2	6	8
Data Source: Trip Generation Manual, 12th Ed					0.47	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 (%)
253 - Congregate Care Facility	100	100	1	1	58	42
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 (%)
253 - Congregate Care Facility	1	1	0	0	1	1
	2		0		2	
215 - Single-Family Attached Housing	2	6	0	0	2	6
	8		0		8	

Scenario - 2

Scenario Name: PM Peak Hour

User Group:

Dev. phase: 1

No. of Years to Project 0

Analyst Note:

Traffic :

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
253 - Congregate Care Facility	General Urban/Suburban	Dwelling Units	18	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	2	2	4
Data Source: Trip Generation Manual, 12th Ed					0.18	47%	53%	
215 - Single-Family Attached Housing	General Urban/Suburban	Dwelling Units	18	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	5	4	9
Data Source: Trip Generation Manual, 12th Ed					0.51	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 (%)
253 - Congregate Care Facility	100	100	1	1	47	53
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 (%)
253 - Congregate Care Facility	2	2	0	0	2	2
	4		0		4	
215 - Single-Family Attached Housing	5	4	0	0	5	4
	9		0		9	

Scenario - 3

Scenario Name: Weekday

User Group:

Dev. phase: 1

No. of Years to Project 0

Analyst Note:

Traffic :

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
253 - Congregate Care Facility	General Urban/Suburban	Dwelling Units	18	Weekday	Average	22	22	44
Data Source: Trip Generation Manual, 12th Ed					2.43	50%	50%	
215 - Single-Family Attached Housing	General Urban/Suburban	Dwelling Units	18	Weekday	Average	59	59	118
Data Source: Trip Generation Manual, 12th Ed					6.57	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 (%)
253 - Congregate Care Facility	100	100	1	1	50	50
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 (%)
253 - Congregate Care Facility	22	22	0	0	22	22
	44		0		44	
215 - Single-Family Attached Housing	59	59	0	0	59	59
	118		0		118	

Projected Development Traffic

This section documents how much traffic the Project development is expected to generate and how the external site trips will be distributed on the adjacent roadway network.

Trip Generation

The Community Center land use does not directly correlate to any land use with sufficient studies in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. For this analysis, the developer provided information about the community center uses. It is anticipated that there will be 40 employees and 100 customers during each weekday. The employee trips are all assumed to enter the community center during the AM peak hour and leave the center during the PM peak hour. It was assumed that some of the employees will leave for lunch during the midday period, therefore the daily trips were adjusted to account for this. It was assumed that 25% of the employees will leave during the lunch hour, increasing the number of daily trips from 80 to 100. Customer trips are assumed to be evenly distributed between 8 AM and 4 PM each weekday. In addition to these trips, it is assumed that the existing church to the east of the Community Center will contribute some trips to the AM and PM peak hour volumes to one of the Project's access points (but will not affect daily traffic as these trips are already captured in the existing counts). Table 3 shows the trips that are expected to be generated by Wellspring Community (498 Wolfensberger Road) at buildout, and the adjacent Church located at 550 Wolfensberger Road.

Table 3. Trip Generation

Wellspring Community											
ITE Code and Land Use	Size	Units	Weekday			AM Peak Hour			PM Peak Hour		
			Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting
560-Church	13	KSF	Not calculated			3	2	1	9	4	5
Employee	40	Person	100	50	50	40	40	0	40	0	40
Customers	100	Person	200	100	100	22	11	11	22	11	11
Total			300	150	150	65	53	12	71	15	56

Trip Distribution

Figure 8 illustrates the expected external distribution of travel for the site-generated trips. This distribution was determined by reviewing the total trips on the roadway network and the existing traffic patterns. The project trips for both the AM and PM peak hours are shown in Figure 9 and Figure 10 and daily project trips are shown in Figure 11. Adjacent developments either use the trip distribution shown below, such as for the adjacent church, or they use the same counts from the associated TIA for that development. The adjacent church trips for the AM and PM peak hours were routed 100% through the shared access with Wellspring Community because the volumes were so low; this should provide a conservative estimate of traffic operations at the shared access.