

## MEMORANDUM

**To:** Ziggy Files, Terracina Design

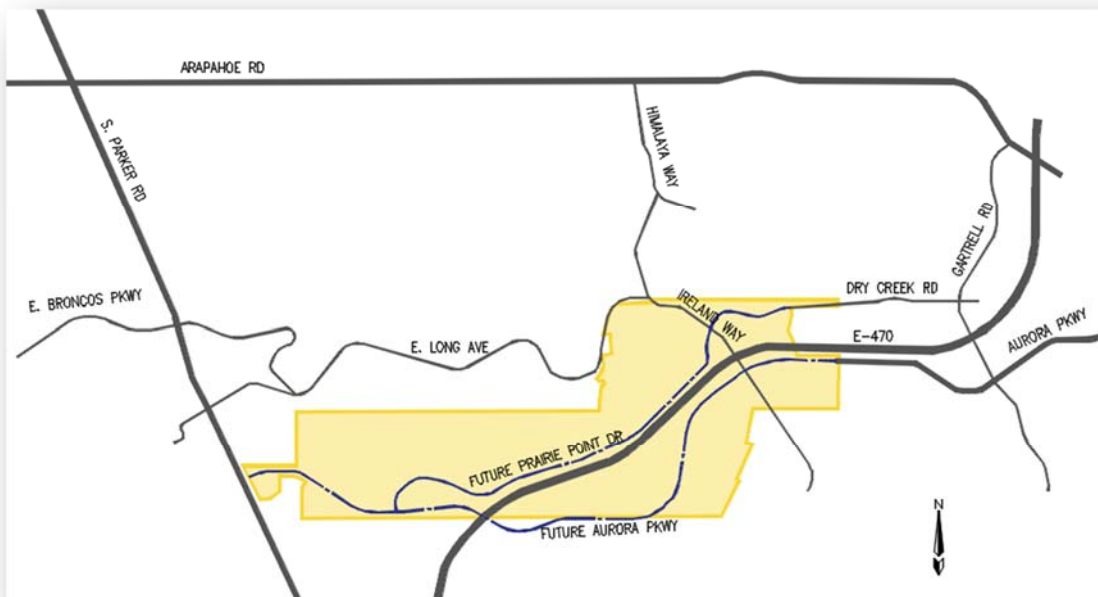
**From:** Cassie Slade, PE, PTOE

**Date:** August 6, 2024

**Project:** Prairie Point **Filing No. 4** in Aurora, Colorado

**Subject:** Traffic Conformance Memo

The Fox Tuttle Transportation Group has completed a traffic analysis for the proposed development of Filing No. 4 of the Prairie Point (previously known as Kings Point) Development project in Aurora, Colorado. The project is located between Parker Road and Ireland Way and between future Aurora Parkway and Long Avenue as shown in **Figure 1**.



**Figure 1. Vicinity Map**

Filing No. 4 proposes to construct 174 dwelling units within two (2) Planning Areas (PA) including PA 3 and 6. The existing and future roadways and intersections have been planned or built to support Prairie Point traffic including the parcels in Filing No. 4. The master development includes extending Aurora Parkway from the current end point that is east of Ireland Way to Parker Road, midway between Longs Avenue and Cottonwood Drive. In addition, a new collector roadway (Prairie Point Drive) will be constructed north of E-470 as a parallel east-west connection that will connect to Dry Creek Road. The proposed collector that will serve Filing No. 4 is currently named Nova Drive and will provide one travel lane per direction.

The purpose of this “traffic conformance memo” is to determine if the proposed Filing No. 4 project compares to the trip generation assumptions for Planning Areas 3 and 6 as analyzed in the master traffic study and to determine if additional traffic analyses are necessary.

## Comparison to the Master Traffic Study

A “Master” traffic impact study<sup>1</sup> (TIS) was previously prepared for the entire Prairie Point development, including the subject planning areas within Filing No. 4, as shown in **Figure 2**. Filing No. 4 is southwest of Filing No. 1. The proposed roadways and intersections have been



**Figure 2. Proposed Filing No. 4 of Prairie Point Map**

planned and will be built to support this full buildout traffic of Kings Point. A review of the Master TIS shows that PA 3 and 6 included up to 187 single-family dwelling units. Filing No. 4 proposed to construct 174 single-family dwelling units, which is a decrease of 13 dwelling units (7% decrease). Access will remain the same along Aurora Parkway via Nova Drive as shown in **Figure 3** and as previously evaluated (MTS Intersection #101).

---

<sup>1</sup> Kings Point Development Traffic Impact Study. Fox Tuttle Transportation Group, LLC. February 2022.

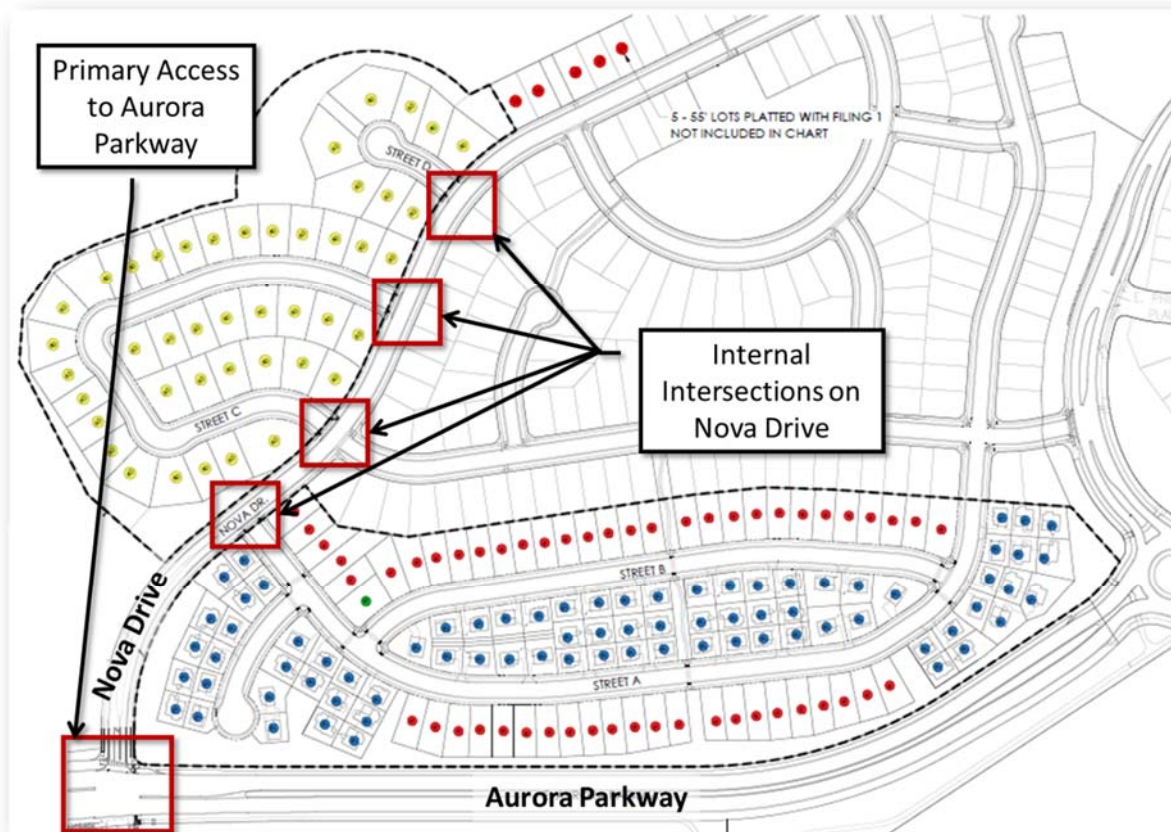


Figure 3. Proposed Access for Filing No. 4

## Trip Generation

To establish the volume of trips associated with the proposed Prairie Point Filing No. 4, the data contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Handbook and Manual* (11<sup>th</sup> Edition, Year 2021) was applied to the most applicable land use category. The proposed land use is estimated to mostly be new trips, known as 'primary trips', which is discussed below:

Primary Trips. These trips are made specifically to visit the site and are considered "new" trips. Primary trips would not have been made if the proposed project did not exist. Therefore, this is the only trip type that increases the number of trips made on a regional basis.

In the Master TIS, it was assumed that there will be 10% internal capture/non-auto reduction with the mix of land uses and connectivity to multi-modal facilities. For comparison purposes, the same

percentage was applied to Filing No. 4. The estimated trip generation is summarized in **Table 1** for weekday daily, weekday AM, and weekday PM periods.

**Table 1. Trip Generation Estimate and Comparison**

Land Use	Size	Unit	Internal Capture & Non-Auto	Average Daily New Trips				AM Peak Hour New Trips				PM Peak Hour New Trips			
				Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out
Master Traffic Study															
ITE 210 - Single-Family Detached	187	DU	10%	9.44	1589	795	794	0.74	125	31	94	0.99	167	105	62
Proposed Filing No. 3															
ITE 210 - Single-Family Detached	174	DU	10%	9.44	1478	739	739	0.74	116	29	87	0.99	155	98	57
Change from Previous Land Use Assumptions					-111	-56	-55	AM >	-9	-2	-7	PM >	-12	-7	-5
Percent Difference					-7%			-7%				-7%			

Source: ITE Trip Generation 11th Edition, 2021.

Based on the comparison to the Master TIS, **it was estimated that the trips associated with Filing No. 4 will have 7% fewer vehicles daily and during the peak hours.** The daily traffic volume was estimated to be decreased by 111 vehicles per day (vpd). The AM peak hour was estimated to have nine (9) fewer vehicles and the PM peak hour was estimated to have 12 fewer vehicles. The change in dwelling units does not impact the recommendations or require additional improvements.

## Conclusions

It is anticipated that the existing and proposed roadway network, intersections, and accesses can accommodate the Prairie Point Filing No. 4 trips since these trips were estimated to be 7% less than the Master TIS trip forecasts for this area. Filing No. 4 proposes constructing 13 fewer single-family units than the Master TIS anticipated. Please note, Filing No. 1 contained 65 fewer units than anticipated, Filing No. 2 had an increase in two (2) units, and Filing No. 3 had 36 fewer units. As noted above, the **proposed land use is consistent with the trip generation assumptions of the Master TIS, and thus the findings and recommendations of that study are still valid.** No additional traffic analysis is necessary to support this project.

I hope that the contents of this memorandum are helpful to you. If you have any questions, please feel free to give me a call.

Sincerely,  
**FOX TUTTLE TRANSPORTATION GROUP, LLC**



Cassie Slade, P.E., PTOE  
Principal

