



July 15, 2022

Mr. Craig Southorn
 Vice President
 M.A. Mortenson Company
 1621 18th Street, Suite 400
 Denver, Colorado 80202

**RE: Hyde Buildings 2 and 3 Traffic Conformance
 FHU Project No. 122258-01**

Dear Mr. Southorn:

Felsburg Holt & Ullevig (FHU) prepared a traffic impact study for the Hyde Industrial development within the High Point Master Plan in 2021. Since that time, the construction of the first building in the northeast corner of the site has begun, previously referred to as building 1B in the TIS but now commonly referred to as Building 1. The attached Site Plan shows the current plan for the development of Buildings 2 and 3, previously known as Buildings 1A and 1D in the TIS. The TIS proposed building sizes of 581.5 and 331 KSF respectively for Buildings 1A and 1D for a total of 912.5 KSF. The current proposal for Building 3 remains unchanged as compared to Building 1A at 581.5 KSF, but Building 2 which is planned to be used as a distribution center for Whole Foods is reduced in size down to 136.7 KSF as compared to the previous proposal for Building 1D.

The currently proposed plan reflects a decrease of 194.3 KSF of industrial space for the site. Trip generation estimates were developed using average weekday data contained in Trip Generation, 10th Edition, Institute of Transportation Engineers (ITE), 2017. **Table 1** shows the estimated trip generation for the current proposed Building 2 and 3 and a comparison to what was projected in the master TIS.

Table 1. Hyde Building 2 and 3 Trip Generation

Land Use (Trip Generation Category)	Quantity	Daily Vehicle Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Current Hyde Building 2 and 3 Proposal								
Industrial Park (#130)	718.2 KSF	2,420	232	55	287	60	227	287
2021 Proposal								
Industrial Park (#130)	912.5	3,075	296	69	365	77	288	365
Change from Previous Plan		-655	-64	-14	-78	-17	-61	-78
Percent Change		-21%			-21%			-21%

The comparison of trip generation indicates a decrease of 78 trips during the AM and PM peak hour. These correspond to a percentage decrease of 21 percent in those peak hours for those two buildings. When considering the entire Hyde development, the decrease represents a 10.5 percent reduction.

Conclusions

The study resulted in the following conclusions:

- The newly proposed Building 2 and 3 of Hyde Industrial generates less traffic as compared to the previous proposal. These decreases are approximately 655 daily trips and 78 trips in the peak hours. This equates to a roughly 21 percent decrease in daily and peak hour traffic. These also equate to approximately 10.5 percent as it relates to the entire Hyde Industrial site.
- The site proposes to take access directly to Denali Street to the east, 63rd Avenue to the north and 60th Avenue to the south. This access plan is consistent with the master TIS.
- Site driveway locations also remain consistent with the previously approved plan and does not limit site circulation.
- It is not anticipated that any additional off-site roadway improvements will be needed and that the current proposal for Buildings 2 and 3 is in conformance with the previously assessed Transportation Master Plan. No update to the master study are needed.

Please let me know if you have any questions about this letter or need any additional information.



Philip Dunham, PE, PTOE
Transportation Engineer

