

Revised: April 21, 2025

Matt Hopper
Aerotropolis Area Coordinating Metropolitan District
8390 East Crescent Parkway, Suite 300
Greenwood Village, CO 80111

RE: The Aurora Highlands - Lennar Phase 2 Traffic Conformance Letter

Dear Mr. Hopper,

Matrix Design Group, Inc. (Matrix) is pleased to provide this letter to investigate the traffic impacts of the Lennar Phase 2 project located at the northeast corner of 26th Avenue and The Aurora Highlands Parkway in the Aurora Highlands development. This 80.7-acre development was previously studied as PA 80-1 and PA 80-2 in *The Aurora Highlands Filings 7 Phases 1-3 DR Horton TIS* (2020). According to this study a total of 382 dwelling units was anticipated for this area, including 284 single-family detached units, and 98 Duplex/Townhomes. The latest site plan shows a total of 361 units, including 267 single family detached units, and 94 Duplex/Townhomes. Matrix can confirm that the total site trips for this development have been reduced compared to what was previously studied in the 2020 TIS. Table 1 below shows the comparison between the previous study (2020) and the latest site plan.

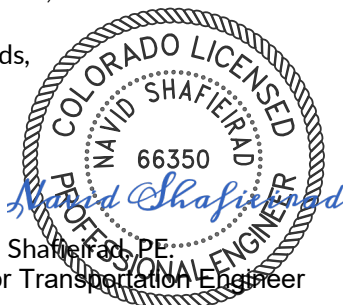
Table 1 - Trip Generation Comparison

2020 Study (ITE Trip Generation Manual 10th Edition)														
ITE Code- Land Use	Unit	Value	AM			PM			DAILY					
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL			
210 - Single Family Detached	Dwelling Units	284	54	156	210	179	105	284	1,341	1,341	2,681			
215 - Duplex/Townhome	Dwelling Units	98	10	35	45	35	21	56	358	359	717			
TOTAL		382	64	191	255	214	126	340	1,699	1,699	3,398			
Current (ITE Trip Generation Manual 11th Edition)														
ITE Code- Land Use	Unit	Value	AM			PM			DAILY					
			Equation	IN	OUT	TOTAL	Equation	IN	OUT	TOTAL	Equation	IN	OUT	TOTAL
210 - Single Family Detached	Dwelling Units	267	$\text{Ln(T)} = 0.91 \text{ Ln(X)} + 0.12$	46	137	183	$\text{Ln(T)} = 0.94 \text{ Ln(X)} + 0.27$	158	93	251	$\text{Ln(T)} = 0.92 \text{ Ln(X)} + 2.68$	1,245	1,245	2,490
215 - Duplex/Townhome	Dwelling Units	94	$T = 0.52(\text{X}) - 5.70$	11	32	43	$T = 0.60(\text{X}) - 3.93$	31	22	53	$T = 7.62(\text{X}) - 50.48$	333	333	666
TOTAL		361		57	169	226		189	115	304		1,578	1,578	3,156
DIFFERENCE		-21		-7	-22	-29		-25	-11	-36		-121	-121	-242

Therefore, the recommendations of the previous traffic study are valid and no additional analysis is necessary.

Regards,

Navid Shafieirad, PE
Senior Transportation Engineer



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