



Thank you for your comments. Kimley-Horn's responses are provided in blue text boxes throughout the document.

April 10, 2024

Asbury Automotive Group, LLC  
2905 Premier Parkway  
Suite 300  
Duluth, Georgia 30097

Verify trip distribution based on ITE daily trip distribution or use data from the Toyota dealership.

The trip distribution has been updated based on the ITE Hourly Distribution of Entering and Exiting Vehicle trips for Land Use 840 - Automobile Sales.

Attn: Mr. Brian DePouli  
Senior Director of Construction and Facilities

Re: CentreTech Parking Lot  
Trip Generation Letter  
Aurora, Colorado

Dear Mr. DePouli,

This letter documents the results of a trip generation calculation for the proposed CentreTech Parking Lot project to be located on the northwest corner of the CentreTech Parkway and Airport Boulevard intersection in Aurora, Colorado. The CentreTech Parking Lot will provide additional parking spaces for extra vehicles that cannot be accommodated on the Toyota dealership lots at 444 S Havana Street. The site will only have parking spaces with no permanent structures. The site plan is attached for reference.

Regional access to the CentreTech Parking Lot project will be provided by Interstate 225 and State Highway 30 while primary access to the site is provided by Airport Boulevard. Direct access to the site will be provided by a right-in/right-out access on the north side of CentreTech Parkway approximately 475 feet west of Airport Boulevard (measured center to center).

### TRIP GENERATION

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*<sup>1</sup> published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses.

Given the specific nature of this site and not having a land use aligning closely with ITE Trip Generation, Kimley-Horn used user specific data to determine traffic associated with this development. This site-specific use assumed that two (2) vehicle haulers travel to the site per day to deliver or transfer vehicles. Heavy vehicles typically avoid the peak hours; however, to provide a conservative analysis, one (1) hauler was assumed to arrive and depart during the morning peak hour and one (1) hauler would arrive and depart during the afternoon peak hour. In addition, it is anticipated that approximately 20 to 40 vehicles will be retrieved for test drives or for purchase per day. The trip generation was conservatively evaluated assuming only

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

**Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use**

Source: ITE Trip Generation Manual, 11th Edition

Land Use Code	840		
Land Use	Automobile Sales (New)		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	6		
	% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	0.0%	0.0%	0.0%
1:00 - 2:00 AM	0.0%	0.0%	0.0%
2:00 - 3:00 AM	0.0%	0.0%	0.0%
3:00 - 4:00 AM	0.0%	0.0%	0.0%
4:00 - 5:00 AM	0.0%	0.0%	0.0%
5:00 - 6:00 AM	0.0%	0.0%	0.0%
6:00 - 7:00 AM	0.7%	1.2%	0.2%
7:00 - 8:00 AM	5.7%	9.0%	2.3%
8:00 - 9:00 AM	8.3%	11.3%	5.3%
9:00 - 10:00 AM	7.5%	8.1%	6.9%
10:00 - 11:00 AM	8.2%	9.2%	7.1%
11:00 - 12:00 PM	8.8%	8.6%	9.0%
12:00 - 1:00 PM	9.4%	8.5%	10.4%
1:00 - 2:00 PM	9.5%	9.5%	9.4%
2:00 - 3:00 PM	10.0%	9.1%	11.0%
3:00 - 4:00 PM	8.3%	6.9%	9.8%
4:00 - 5:00 PM	7.4%	7.3%	7.5%
5:00 - 6:00 PM	8.2%	6.4%	10.0%
6:00 - 7:00 PM	5.0%	3.1%	7.0%
7:00 - 8:00 PM	2.9%	1.8%	4.0%
8:00 - 9:00 PM	0.0%	0.0%	0.0%
9:00 - 10:00 PM	0.0%	0.0%	0.0%
10:00 - 11:00 PM	0.0%	0.0%	0.0%
11:00 - 12:00 AM	0.0%	0.0%	0.0%

four vehicle trips instead of three vehicle trips. Using the test vehicle, a trip back into the surplus lot with the lot back to the dealership. A total of four (4) trips is estimated across all nine (9) hours of operations was observed per hour. The following

Verify distribution of trips. It looks like there would be a slight higher amount of trips during the AM peak versus the PM peak.

Lot Project 1

Weekday V			
Daily	In	Out	Tot
4	1	1	
160	9	9	1
164	10	10	2

Kimley-Horn has verified the trip distribution using the ITE Hourly Distribution of Entering and Exiting Vehicle trips for Land Use 840 - Automobile Sales. The ITE document is attached.

user specific data, the City of Aurora Traffic impact study is required if a site is estimated to generate more than 20 peak hour trips. The City of Aurora Traffic impact study is required if a site is estimated to generate more than 20 peak hour trips. The City of Aurora Traffic impact study is required if a site is estimated to generate more than 20 peak hour trips.

**CONCLUSIONS AND RECOMMENDATIONS**

The proposed CentreTech Parking Lot is anticipated to generate 20 morning and afternoon peak hour vehicle trips. These volumes are equivalent to roughly one (1) trip every three (3) minutes during the peak hours, on average. With this proposed site being a low trip generator, the adjacent public streets and surrounding area intersections are anticipated to successfully accommodate the CentreTech Surplus Parking Lot project and not require any improvements or modifications. If you have any questions or require anything further, please feel free to call me at 720-943-9962.

Sincerely,

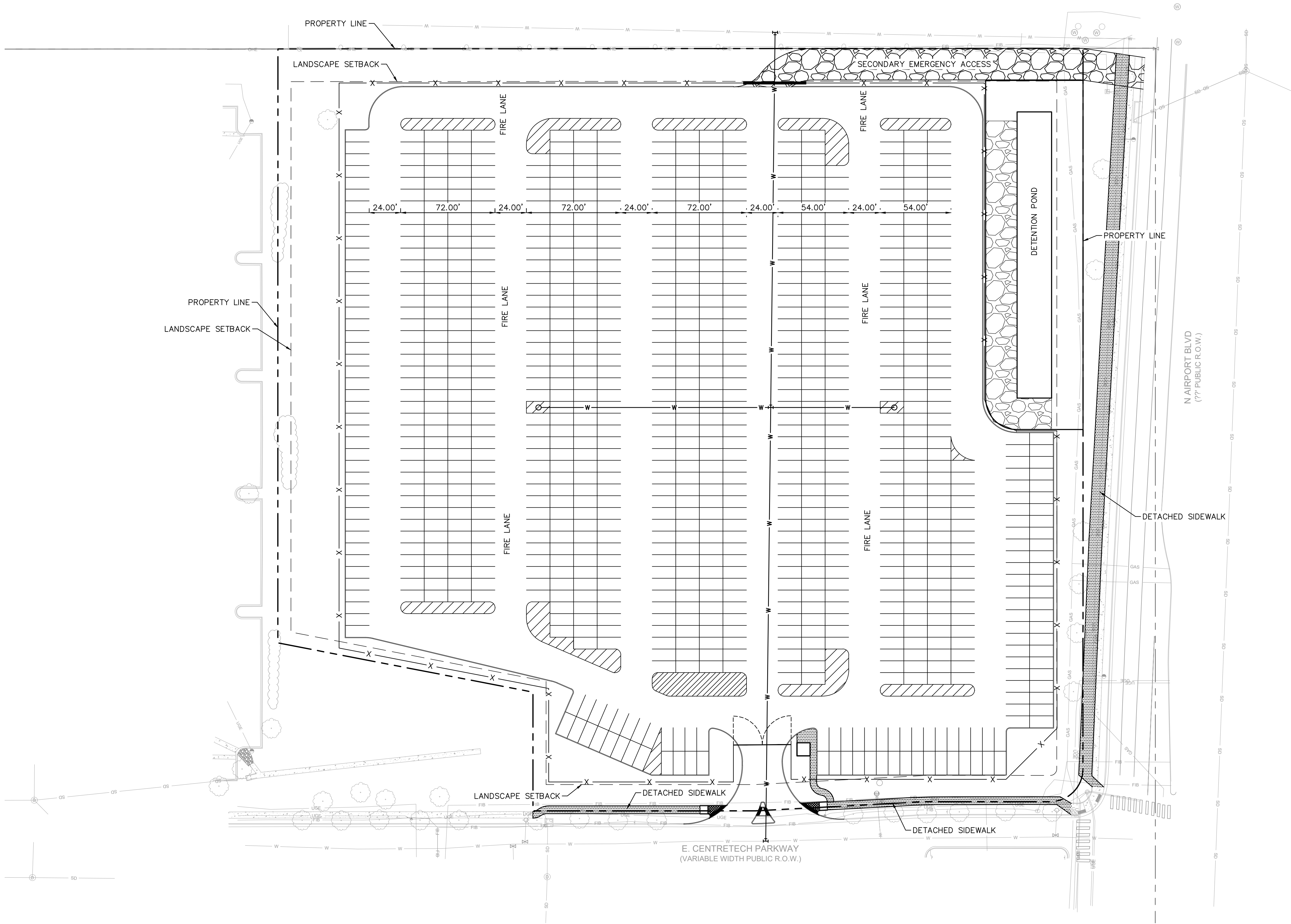
KIMLEY-HORN AND ASSOCIATES, INC.

Jeffrey R. Planck

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



# SCHEMATIC SITE LAYOUT

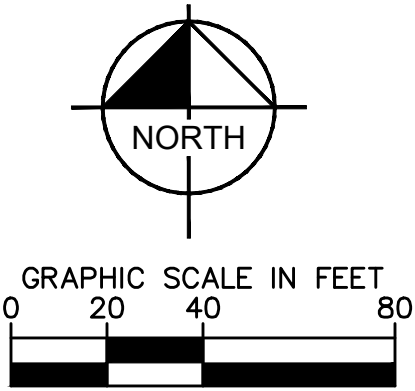


## ASBURY CENTRETECH INVENTORY PARKING LOT

AURORA, COLORADO  
February 5, 2024

DWG NAME: K:\IDEN\_CIVIL\196113010\_CENTRETECH PARKING LOT\CAD\EXHIBITS\PARKING LOT EXHIBIT.DWG  
LAST SAVED: 4/3/2024 7:51 AM

PARKING PROVIDED  
955 SPACES



**Kimley»Horn**  
6200 SOUTH SYRACUSE WAY  
SUITE 300  
GREENWOOD VILLAGE, COLORADO, 80111  
303.228.2300  
NOTE: THIS PLAN IS CONCEPTUAL IN NATURE