



December 19, 2024

Mr. Carl Koelbel
The Point at Nine Mile Metropolitan District
c/o Koelbel and Company
5291 East Yale Avenue
Denver, CO 80222

Re: The Point Park
Traffic Compliance Letter
Aurora, Colorado

Dear Mr. Koelbel,

This letter documents a trip generation comparison for the proposed The Point Park to be located on the northeast corner of the Eastmen Place and Quari Street intersection and within the overall The Point at Nine Mile Station master development in Aurora, Colorado. The purpose of the trip generation comparison is to identify traffic compliance with the originally completed master traffic study for the overall development area. A conceptual site plan for the project is attached.

A master traffic study was completed by Kimley-Horn in May 2017 called The Point Traffic Impact Study. The master study included the entire 22-acre redevelopment area, much of which has now been constructed or is currently under construction. Applicable documents from the master study are attached. The Point Park is proposed to occupy approximately 0.70 acres of the overall development area and is anticipated to include open space, a dog park, a playground, and additional accessory public park uses. It is expected that the park will be primarily used by local residents, particularly those in the multifamily residential complexes just to the west of the park that will use non-vehicular travel to visit the park.

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

For this study, Kimley-Horn used the ITE Trip Generation Manual average rate and fitted curve equations that apply to Public Park (ITE Land Use Code 411) for traffic associated with this development. Because of the small nature of this park occupying less than one acre of total development and the traffic generation of a typical public park being low, if the average rates were used for the daily, morning, and afternoon peak hour traffic generation from the ITE Trip Generation Manual, an estimated zero daily, morning, and afternoon peak hour trips would be expected to occur. As such, to be conservative, the fitted curve

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

equations were used where available, which exist for the afternoon peak hour and daily traffic generation estimates.

The original master study proposed to include a broad range of uses, including a grocery store, gas station, bank, restaurants, other associated retail uses, multifamily housing, and office space. Much of this space today is now constructed or currently under construction, with largely only the office space remaining to be constructed of the originally analyzed land uses. The original study included an estimated 250,000 square feet of office space, with approximately 8.4 of the 22 acres of the total site remaining to be developed today.

For traffic comparison and compliance purposes in this study, the amount of land that this park is anticipated to occupy—approximately 0.70 acres—is compared to a prorated portion of the office space that could have been developed on this parcel, which amounts to approximately 20,800 square feet of office space (0.70 acres / 8.40 acres multiplied by the 250,000 SF of office space). The following table summarizes the estimated trip generation for traffic associated with the development compared to the trip generation for the uses evaluated in the original traffic study for the same development area (calculations attached).

The Point Park Traffic Generation Comparison

Land Use and Size	Weekday Vehicles Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Original Master Study – Total Office Space Traffic Generation (ITE 9th Edition)							
General Office Building (ITE 710) – 250,000 Square Feet	2,634	350	48	398	61	297	358
Prorated Traffic Generation: General Office Building (ITE 710) – 20,800 Square Feet	220	29	4	33	5	25	30
Current Proposal – Public Park (ITE 11th Edition)							
Public Park (ITE 411) – 0.70 Acres	90	0	0	0	13	10	23
Net Difference in Trips	-130	-29	-4	-33	+8	-15	-7

As shown in the table and based on ITE Trip Generation calculations, The Point Park is expected to generate approximately 90 weekday daily trips, with none of these trips occurring during the morning peak hour and 23 of these trips occurring during the afternoon peak hour. The prorated office space of this portion of land based on the original study would have been expected to generate approximately 220 weekday daily trips, with 33 of these trips occurring during the morning peak hour and 30 of these trips occurring during the afternoon peak hour. This results in a net decrease of 130 fewer weekday daily trips, 33 fewer trips during the morning peak hour and a decrease of seven (7) trips during the afternoon peak hour. As such, it is believed that this development is in traffic compliance with the originally completed master study.

Although the fitted curve equations were used where available in this traffic generation estimates for the public park land uses, it should be noted, however, that it is believed that the traffic generation estimates with the use of the fitted curve equations would overestimate

the actual traffic generation that this site will produce. It is believed the fitted curve equations overestimate the traffic generation of this small, local park, because a 20-acre park, for example, would be expected to generate only one more afternoon peak hour trip—24 total afternoon peak hour trips, than this 0.70-acre park. This is because of the manner in which this particular fitted curve equation was developed, with a minimum number of afternoon peak hour trips—even as a 0.0 acre park, would generate 23 trips in the afternoon peak hour.

Additionally, due to its small size, proximity to several multifamily housing complexes, and the local nature of this park, it is believed that many of the trips to be generated by this park will be via non-vehicular travel, and that the number of vehicular trips to and from the site during the afternoon peak hour would be under 10 trips during this peak period.

CONCLUSIONS

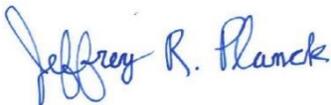
Based on the traffic analysis presented in this report, Kimley-Horn and Associates, Inc. believes that The Point Park is in traffic compliance with the originally completed master traffic study and that it will be successfully incorporated into the existing and future roadway network. The following outlines the conclusions from our traffic analysis:

- Based on the ITE Trip Generation Manual, this project is anticipated to generate approximately 90 weekday daily trips, with none of these trips occurring during the morning peak hour and approximately 23 of these trips occurring during the morning peak hour. It is believed that due to its small size, proximity to several multifamily housing complexes, and the local nature of this park that it will generate fewer than 23 vehicular travel trips during the afternoon peak hour and that many of the trips to and from this park will be via non-vehicular modes of transportation. However, to be conservative, the ITE Trip Generation Manual fitted curve equation estimate is used in this analysis.
- This site would have been expected to generate approximately 220 weekday daily trips, with 33 morning peak hour trips and 30 afternoon peak hour trips based on the originally conducted master study. As such, the current proposal is expected to generate 130 fewer daily trips, with 33 fewer morning peak hour trips and a decrease of seven (7) trips during the afternoon peak hour compared to the original study. As such, it is believed this site is in traffic compliance with the previously approved master study and that no further analysis is required.

If you have any questions or require anything further, please feel free to call me.

Sincerely,

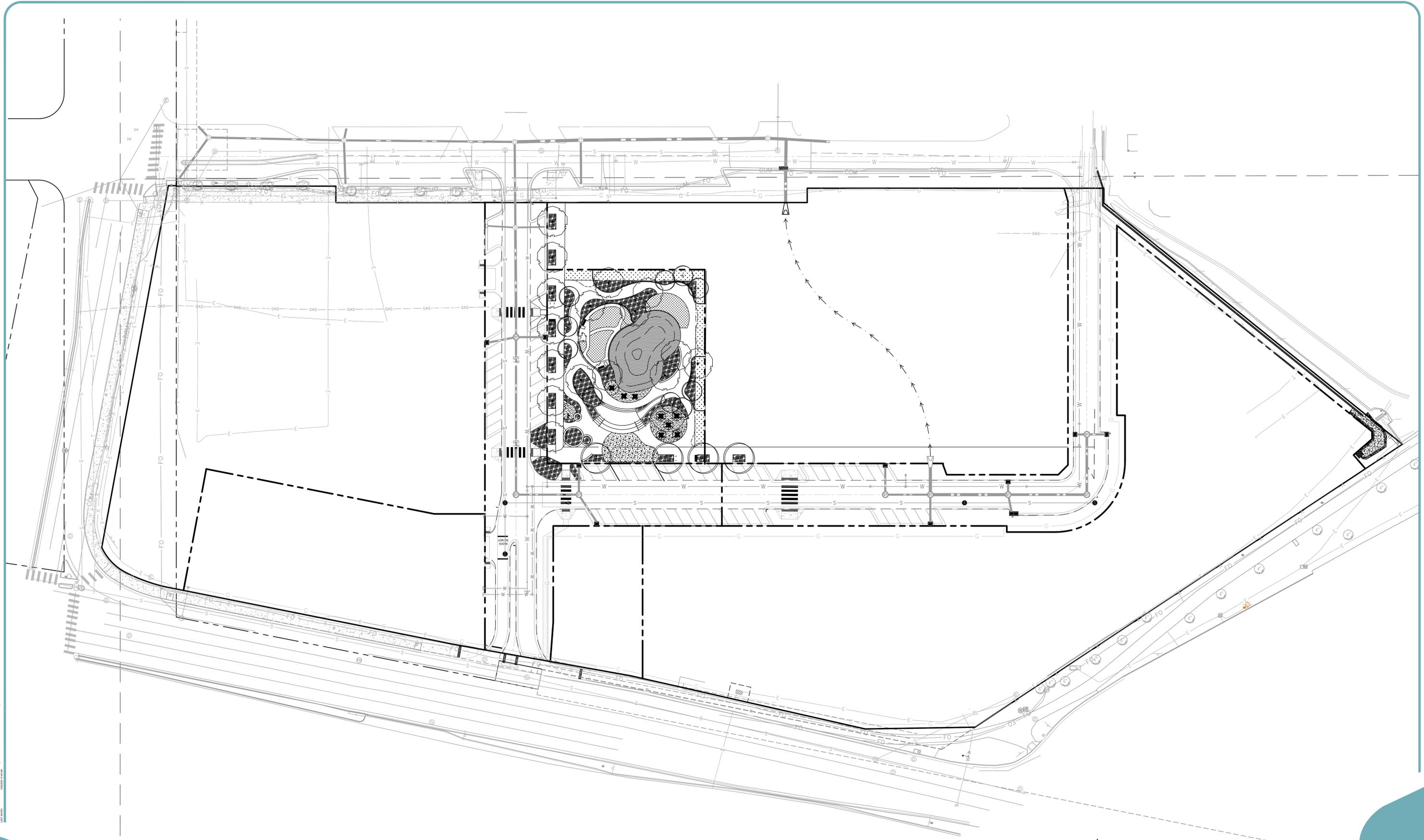
KIMLEY-HORN AND ASSOCIATES, INC.



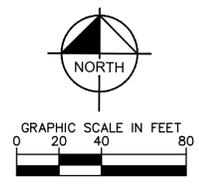
Jeffrey R. Planck, P.E.
Project Traffic Manager



Conceptual Site Plan



THE POINT AT NINE MILE STATION
SMALL URBAN PARK



Kimley»Horn

11800 RIDGE PARKWAY, SUITE 200
BROOMFIELD, COLORADO, 80020
303.228.2300

DATE: 10/15/2014
 PROJECT: THE POINT AT NINE MILE STATION
 SHEET: 10/15/2014

THE POINT - CENTRAL PLAZA
DARTMOUTH AVE & S QUARI ST
AURORA, CO

OWNER:
KOEHLBEL & CO
5291 E YALE AVE
DENVER, CO
303758599

NOT FOR CONSTRUCTION

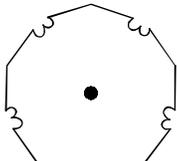
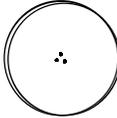
DRAFT

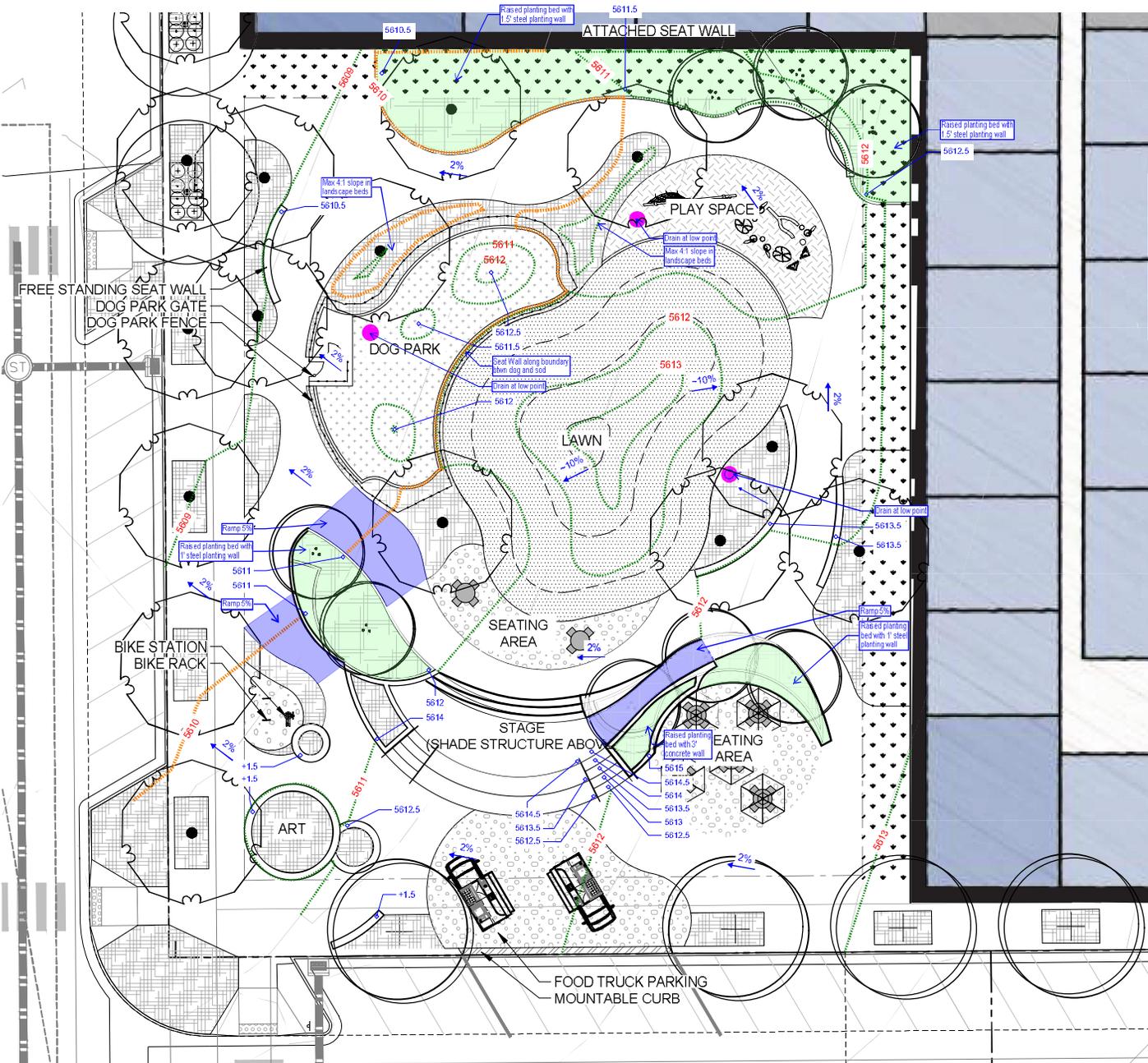
DATE:
10/08/24 PRE-APP
CONCEPTUAL SITE
PLAN

SHEET TITLE:
LANDSCAPE
PLAN

1 OF 1

LEGEND

-  DECIDUOUS CANOPY TREES
-  ORNAMENTAL TREES
-  PLANTING BED
-  SOD
-  ARTIFICIAL TURF
-  ENGINEERED WOOD FIBER
-  TEMPORARY LANDSCAPE BUFFER
-  LIMIT OF WORK
-  PROPERTY LINE



CHECKED BY: PHLB
DRAWN BY: LB, HD

The Point Traffic Impact Study Documents

The Point

Urban Redevelopment Project

Traffic Impact Study

PREPARED FOR

Mile High Development
2000 S. Colorado Boulevard
Annex Suite 230
Denver, Colorado 80222

Prepared By:

Kimley»Horn

4582 South Ulster Street, Suite 1500
Denver, Colorado 80237
(303) 228-2300

MAY 2017



This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Project The Plaza Urban Redevelopment Project
 Subject Trip Generation for Office Building
 Designed by Matt Farmen Date April 06, 2016 Job No. 096420000
 Checked by Curtis Rowe Date April 07, 2016 Sheet No. 1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 9th Edition, Fitted Curve Equations

Land Use Code - General Office Building (710)

Independent Variable - 1000 Square Feet (X)

$$X = 250.000$$

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Page 1260)

Ln(T) = 0.80 Ln(X) + 1.57	Directional Distribution: 88% ent. 12% exit.
Ln(T) = 0.80 * Ln(250.0) + 1.57	T = 398 Average Vehicle Trip Ends
	350 entering 48 exiting
	350 + 48 = 398

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (page 1261)

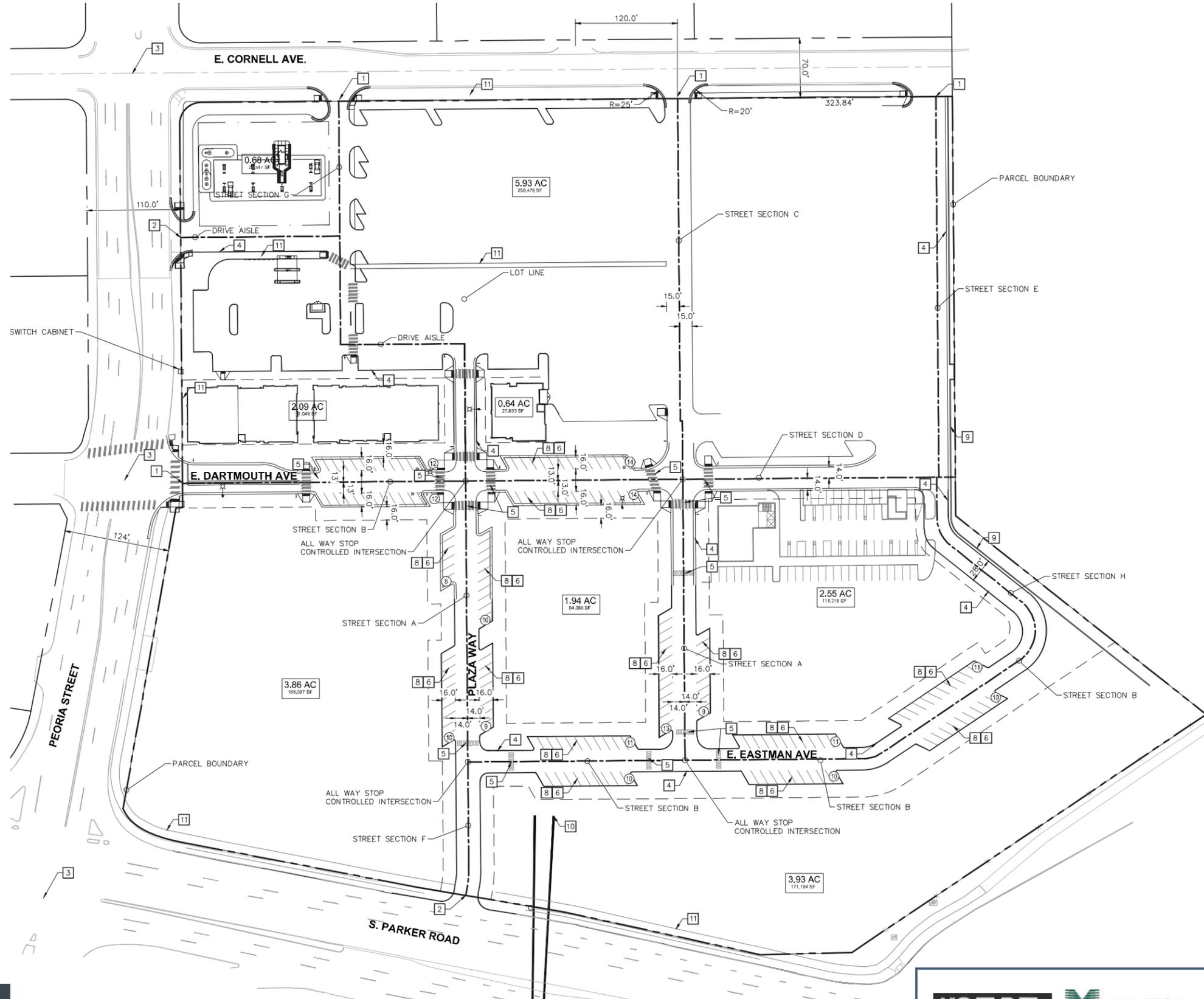
T = 1.12 (X) + 78.45	Directional Distribution: 17% ent. 83% exit.
T = 1.12 * (250.0) + 78.45	T = 358 Average Vehicle Trip Ends
	61 entering 297 exiting
	61 + 297 = 358

Weekday (page 1259)

Average Weekday	Directional Distribution: 50% entering, 50% exiting
Ln(T) = 0.76 Ln(X) + 3.68	T = 2634 Average Vehicle Trip Ends
Ln(T) = 0.76 * Ln(250.0) + 3.68	1317 entering 1317 exiting
	1317 + 1317 = 2634

THE POINT

MASTER SITE PLAN



LEGEND

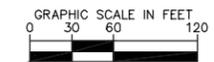
- PARCEL BOUNDARY
- ROADWAY CENTERLINE
- LOT LINE
- BUILDING SETBACK LIMITS

KEYNOTES

- FULL ACCESS MOVEMENT
- RIGHT-IN RIGHT-OUT ACCESS
- SIGNALIZED INTERSECTION
- CURB AND GUTTER
- CROSSWALK
- 4" PAVEMENT STRIPING
- RETAINING WALL WITH MASONRY SCREEN WALL
- 60° ANGLED PARKING STALL
- RETAINING WALL
- POTENTIAL PEDESTRIAN BRIDGE LANDING
- PEDESTRIAN SIDEWALK

GENERAL NOTES

1. REFER TO SHEET 7 FOR TYPICAL STREET CROSS SECTIONS.
2. ALL STREETS & PARKING TO BE ASPHALT PAVEMENT
3. THE DEVELOPER IS RESPONSIBLE FOR STRIPING ALL PUBLIC STREETS. THE DEVELOPER IS REQUIRED TO PLACE TRAFFIC CONTROL SIGNS AND GUIDE SIGNS ON ALL PUBLIC STREETS AND PRIVATE STREETS APPROACHING AN INTERSECTION WITH A PUBLIC STREET.



Trip Generation Worksheet

