



August 29, 2024

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

RE: The Aurora Highlands - Lennar Phase 1 Traffic Conformance Letter

Dear Mr. Matt Hopper,

Matrix Design Group, Inc. (Matrix) is pleased to present this letter to investigate the traffic impacts of the Lennar Phase 1 project located at the northeast corner of 26th Avenue and Warm Springs Avenue in the Aurora Highlands development. This 57.42-acre development was previously studied as PA-65.2 and PA-65.3 in *The Aurora Highlands Filings 7 Phases 1-3 DR Horton TIS* (2020). According to this study a total of 271 dwelling units was anticipated for this area, including 219 single-family detached units, and 52 Duplex/Townhomes. The latest site plan shows a total of 226 units, including 202 single family detached units, and 24 Duplex/Townhomes. Consequently, 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 trip comparison between the previous study (2020) and the latest site plan.

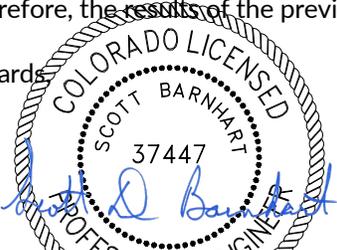
Table 1 - Trip Generation Comparison

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	219	42	120	162	138	81	219	1,034	1,034	2,067		
220 - Duplex/Townhome	Dwelling Units	52	6	18	24	18	11	29	191	191	381		
TOTAL		271	48	138	186	156	92	248	1,224	1,224	2,448		

Current (ITE Trip Generation Manual 11th Edition)														
ITE Code- Land Use	Unit	Value	Equation	AM			Equation	PM			Equation	DAILY		
				IN	OUT	TOTAL		IN	OUT	TOTAL		IN	OUT	TOTAL
210 - Single Family Detached	Dwelling Units	202	$\ln(T) = 0.91 \ln(X) + 0.12$	35	106	141	$\ln(T) = 0.94 \ln(X) + 0.27$	121	70	191	$\ln(T) = 0.92 \ln(X) + 2.68$	964	964	1,928
215 - Duplex/Townhome	Dwelling Units	24	$T = 0.52(X) - 5.70$	2	5	7	$T = 0.60(X) - 3.93$	6	4	10	$T = 7.62(X) - 50.48$	66	66	132
TOTAL		226		37	111	148		127	74	201		1,030	1,030	2,060
DIFFERENCE				-11	-27	-38		-29	-18	-47		-194	-194	-388

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

Regards,



Scott D. Barnhart, P.E.
 Associate Vice President of Transportation Service
 08/29/2024

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