

## MEMORANDUM

**To:** CJ Kirst, GC Aurora LLC

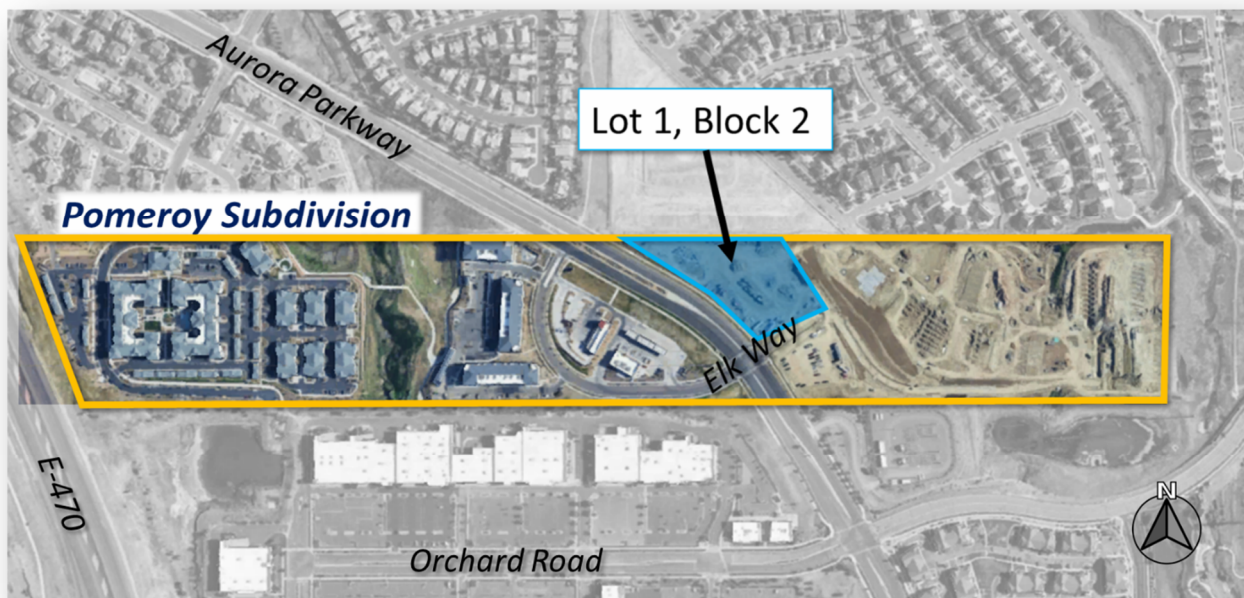
**From:** Cassie Slade, PE, PTOE

**Date:** March 28, 2025

**Project:** Pomeroy Filing No. 3, Lot 1 Block 2 in Aurora, Colorado

**Subject:** Traffic Conformance Memo

The Fox Tuttle Transportation Group has completed a traffic analysis for the proposed development of Filing No. 3, Lot 1, Block 3 of the Pomeroy Development project in Aurora, Colorado. The 3.84 acres are currently vacant and located in the northeast corner of Aurora Parkway and Elk Way as shown in **Figure 1**.



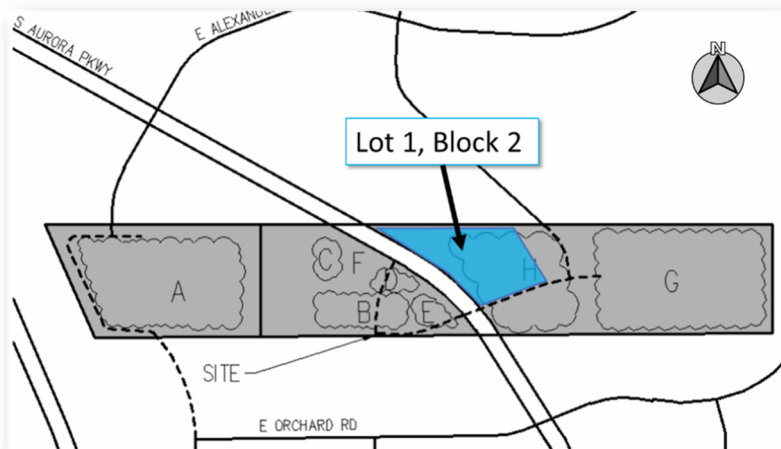
**Figure 1. Vicinity Map**

The current project proposes to include commercial retail businesses within three (3) parcels within the property. The proposed land uses that have not been solidified. For conservative purposes, it is assumed there will be an automobile car center, coffee shop with only drive thru, and a fast-food restaurant. The master development included internal roadways that connected to Aurora Parkway, which have mostly been constructed with previous filings and will serve Lot 1, Block 2.

The purpose of this "traffic conformance memo" is to determine if the proposed Filing No. 3, Lot 1, Block 2 project compares to the trip generation assumptions for the Pomeroy Subdivision as analyzed in the master traffic study and to determine if additional traffic analyses are necessary.

### **Comparison to the Master Traffic Study**

A "Master" traffic impact study<sup>1</sup> (TIS) was previously prepared for the entire Pomeroy development including the subject area within Filing No. 3, as shown in **Figure 2**. The existing and future roadways and intersections have been planned and built to support this full buildout traffic of Pomeroy. A review of the Master TIS shows that Parcel 2 (Planning Area H) included 155,000 square feet of office space. Filing No. 3, Lot 1, Block 2 is proposed to include commercial land uses that have not been solidified, but for conservative purposes it is assumed there will be an automobile car center, coffee shop with only drive thru, and a fast-food restaurant.



**Figure 2. Proposed Lot 1, Block 2 of Pomeroy Map**

The majority of the Pomeroy Subdivision has been constructed or is under construction, as shown in **Figure 1**. The west side of the Pomeroy Subdivision has completed residential and commercial land uses, which includes 416 multi-family apartments, gas station and convenience store, and a car wash. The east side is under construction and will include 128 townhomes. After the current filing, the remaining property is Filing No. 3, Lot 1, Block 1 which is approximately 1.8 acres.

<sup>1</sup> Traffic Impact Study for Pomeroy Development. Harris Kocher Smith. May 2020.

## Trip Generation

To establish the volume of trips associated with the proposed Pomeroy Filing No. 3, Lot 1, Block 2, the data contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Handbook and Manual* (11<sup>th</sup> Edition, Year 2021) was applied to the most applicable land use category. The proposed land use is estimated to mostly be new trips, known as 'primary trips'. Primary trips are made specifically to visit the site and are considered "new" trips and would not have been made if the proposed project did not exist.

In the Master TIS, a previous version of the ITE *Trip Generation Manual* (9<sup>th</sup> Edition, Year 2012) was utilized to estimate the total trips associated with Pomeroy. The estimated trip generation for the Parcel 2 (Planning Area H) was compared to the currently proposed land uses. Additionally, the total trip generation from the Master TIS was compared to what has been constructed, approved, and currently proposed.

The estimated trip generation for the subject property and comparison to the Master TIS is summarized in **Table 1** for weekday daily, weekday AM, and weekday PM periods. **Table 2** provides a comparison of the total trips for the Pomeroy Subdivision from the Master TIS to the existing and proposed land uses.

**Table 1. Trip Generation Estimate and Comparison for Filing No. 3, Lot 1, Block 2**

Land Use	Size	Unit	Average Daily New Trips				AM Peak Hour Trips				PM Peak Hour Trips			
			Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out
Master Traffic Study, Area H *														
ITE 710 - General Office Building	115	ksf		1,215	608	607		135	116	19		130	21	109
Proposed Filing No. 3, Lot 1, Block 2 **														
ITE 942 - Automobile Care Center	1.6	ksf	40.0	64	32	32	2.25	4	3	1	3.11	5	2	3
ITE 938 - Coffee/Donut Shop with Drive Thru with No Indoor Seating	2	Drive-Thru Lanes	179.0	358	179	179	39.81	80	40	40	15.08	30	15	15
ITE 934 - Fast-Food Restaurant with Drive-Thru	2.5	ksf	467.48	1,169	585	584	44.61	112	57	55	33.03	83	43	40
			Subtotal	1,591	796	795		196	100	96		118	60	58
Change from Previous Land Use Assumptions				376	188	188	AM >	61	-16	77	PM >	-12	39	-51
Percent Difference				31%			45%			-9%				

\* Source: ITE Trip Generation 9th Edition, 2012.

\*\* Source: ITE Trip Generation 11th Edition, 2021.

Pomeroy Filing No. 3, Lot 1, Block 2

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Table 2. Trip Generation Estimate and Comparison for Pomeroy Subdivision

Land Use	Size	Unit	Average Daily New Trips				AM Peak Hour Trips				PM Peak Hour Trips			
			Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out
Master Traffic Study *														
ITE 220 - Multi-Family Apartments	300	du		1,942	971	971		151	30	121		183	119	64
ITE 310 - Hotel	200	rooms		1,417	709	708		106	63	43		120	62	58
ITE 254 - Assisted Living	200	rooms		242	121	121		11	8	3		17	8	9
ITE 934 - Fast-Food Restaurant with Drive-Thru	3.5	ksf		1,737	869	868		159	81	78		115	60	55
ITE 934 - Fast-Food Restaurant with Drive-Thru	3.5	ksf		1,737	869	868		159	81	78		115	60	55
ITE 853 - Convenience Market with Gasoline Pumps	12	Fueling Positions		6,511	3,256	3,255		199	100	99		229	115	114
ITE 220 - Multi-Family Apartments (Low-Rise)	102	du		730	365	365		49	12	37		60	38	22
ITE 710 - General Office Building	115	ksf		1,215	608	607		135	116	19		130	21	109
		Subtotal		15,531	7,768	7,763		969	491	478		969	483	486
Pomeroy Subdivision - Existing, Proposed, and Future **														
ITE 221 - Multi-Family Apartments (Mid-Rise) [The Pendant]	146.0	du	4.5	663	332	331	0.37	54	12	42	0.39	57	35	22
ITE 221 - Multi-Family Apartments (Mid-Rise) [Five 810]	270.0	du	4.5	1,226	613	613	0.37	100	23	77	0.39	105	64	41
ITE 945 - Convenience Store/Gas Station (GFA 2-4k) [Maverick]	12.0	Fueling Positions	265.1	3,181	1,591	1,590	16.06	193	97	96	18.42	221	111	110
ITE 948 - Automated Car Wash [Vibe Carwash]	1.0	Tunnel	260.0	260	130	130	31.00	31	20	11	77.50	78	37	41
ITE 215 - Single-Family Attached Housing [Filing No 3 Townhomes]	128.0	ksf	7.2	922	461	461	0.48	61	15	46	0.57	73	43	30
ITE 942 - Automobile Care Center [Lot 1, Blk 2]	1.6	ksf	40.0	64	32	32	2.25	4	3	1	3.11	5	2	3
ITE 938 - Coffee/Donut Shop w/ Drive Thru w/ No Indoor Seating [Lot 1, Blk 2]	2	Drive-Thru Lanes	179.0	358	179	179	39.81	80	40	40	15.08	30	15	15
ITE 934 - Fast-Food Restaurant with Drive-Thru [Lot 1, Blk 2]	2.5	ksf	467.48	1,169	585	584	45	112	57	55	33	83	43	40
ITE 934 - Fast-Food Restaurant with Drive-Thru [Lot 1, Block 1, Future]	2.5	ksf	467.48	1,169	585	584	45	112	57	55	33	83	43	40
		Subtotal		9,012	4,508	4,504		747	324	423		735	393	342
Change from Previous Land Use Assumptions				-6,519	-3,260	-3,259	AM >	-222	-167	-55	PM >	-234	-90	-144
Percent Difference				-42%				-23%				-24%		

\* Source: ITE Trip Generation 9th Edition, 2012.

\*\* Source: ITE Trip Generation 11th Edition, 2021.

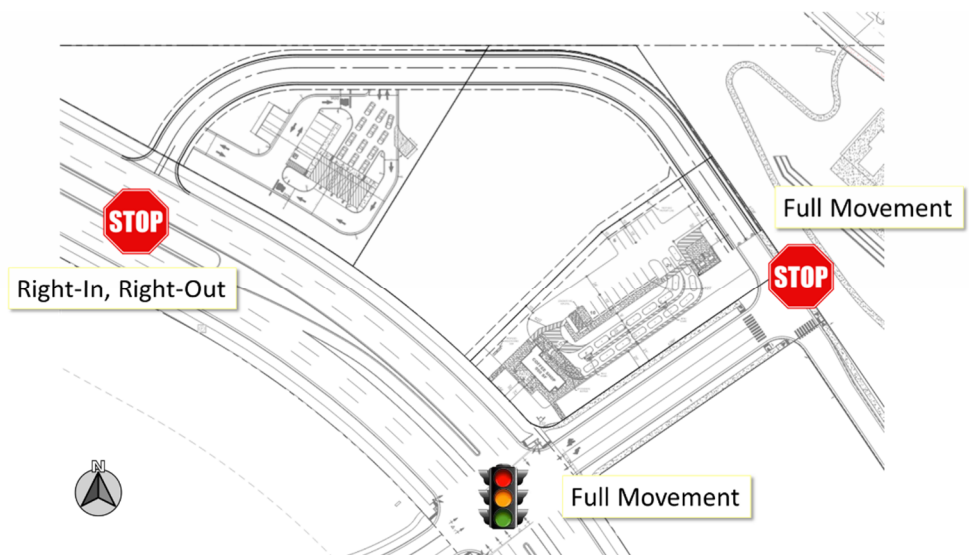
In the Master TIS, the land use assumed for Filing No. 3, Lot 1 was 115,000 square feet of office space. When comparing just the subject property, the proposed commercial retail uses were estimated to increase the daily and AM peak hour trip volumes and decrease the PM peak hour trips volumes. The entering and existing trips in the peak periods vary since office space has different travel patterns than commercial retail. **If only the subject property is compared, it was estimated that the trips associated with Lot 1, Block 2 will have 376 more daily trips (31% increase), 61 more trips in the AM peak hour (45% increase), and 12 fewer trips in the PM peak hour (9% decrease).**

Based on the comparison to the Master TIS, the entirety of the Pomeroy Subdivision will generate significantly less traffic than previously estimated. **The trips for the entire Pomeroy Subdivision were estimated to generate 6,519 fewer daily trips (42% reduction), 222 fewer AM peak hour trips (23% reduction), and 234 fewer PM peak hour trips (24% reduction).**

## Proposed Access

Existing and proposed access into Pomeroy Subdivision is consistent with the Master TIS as conceptualized in **Figure 2**. The main access has been built as Elk Way on Aurora Parkway which is signalized. There is one right-in, right-out access on the west side and access to Aurora Parkway via Alesander Drive.

Lot 1, Block 2 will utilize the signalized access at Elk Way and is proposing to add a right-in, right-out on the northwest end of the property on Aurora Parkway, as shown on **Figure 3**. Internal roadways will provide circulation between the existing and future land uses.



**Figure 3. Proposed Access onto Aurora Parkway**

## Conclusions

It is anticipated that the existing and proposed roadway network, intersections, and accesses can accommodate the Pomeroy Subdivision trips since these trips were estimated to be significantly less than the Master TIS trip forecasts. As noted above, the **proposed land use is consistent with the trip generation assumptions of the Master TIS, and thus the findings of that study are still valid.** No additional traffic analysis is necessary to support this project.

I hope that the contents of this memorandum are helpful to you. If you have any questions, please feel free to give me a call.

Sincerely,

**FOX TUTTLE TRANSPORTATION GROUP, LLC**



Cassie Slade, P.E., PTOE  
Principal

