



March 20, 2023

Mr. Jesse Carano
Ware Malcomb
990 South Broadway, Suite 230
Denver, CO 80209

RE: Stafford Logistic Center – Truck Trailer Parking Analysis
FHU Project No. 123618-01
Ware Malcomb Project Reference: Stafford Trailer Yard - DCS23-4005

Dear Mr. Carano:

Felsburg Holt & Ullevig (FHU) prepared a traffic impact study for the Stafford Logistics Center in August 2021. That report used the Institute of Transportation Engineers' (ITE) publication *Trip Generation Manual, 10th Edition* (2017) to forecast vehicle-trips based on the land use types and sizes. The current proposal does not deviate from the 2021 plan in terms of land uses or intensities, but rather proposes the addition of a 102-space truck parking lot along the western edge of the park as illustrated in **Figure 1**. The lot is not anticipated to generate traffic beyond what was analyzed in the 2021 study and in fact has the possibility of reducing trips as it provides on-site storage that might otherwise cause an external trip to move trailers to a different storage area off-site.

The lot also is beneficial in that it provides a proper location for storage and staging. A 2018 CDOT Truck Parking Study prepared by FHU analyzed statewide availability and usage of truck parking. This study found that the I-70 corridor between Denver (I-25) and Watkins saw consistently more demand than available parking. Many industrial sites in the east metro experience parking shortfalls that often lead to truckers utilizing the outside lane of roadways surrounding these sites as de facto truck parking lots.

The proposed 102-space truck parking lot will not be gated but is intended for use by tenants of the Stafford Logistics Center for long-term storage and vehicle staging. Vehicular access to the lot will be provided by two 30' wide driveways on the north and south ends which align with the two driveways for the truck bays on the west side of Building I. Pedestrian connectivity to the site will be provided by two pedestrian pathways on the north and south side of the site which connect to existing sidewalk surrounding Building I to the immediate east of the lot.

Conclusions

The study resulted in the following conclusions:

- The proposed 102-space truck parking lot remains in conformance with previous traffic analysis of the Stafford Logistics Center as it is not anticipated to generate additional traffic. In fact it may result in fewer trips since empty trailers would no longer need to be moved to/from an off-site location.
- Appropriate pedestrian and vehicular connectivity is proposed for the lot that integrates well with the existing logistics center.
- No additional improvements to the roadway network are required with the proposed 102-space truck parking lot.

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Please call if you have any questions.

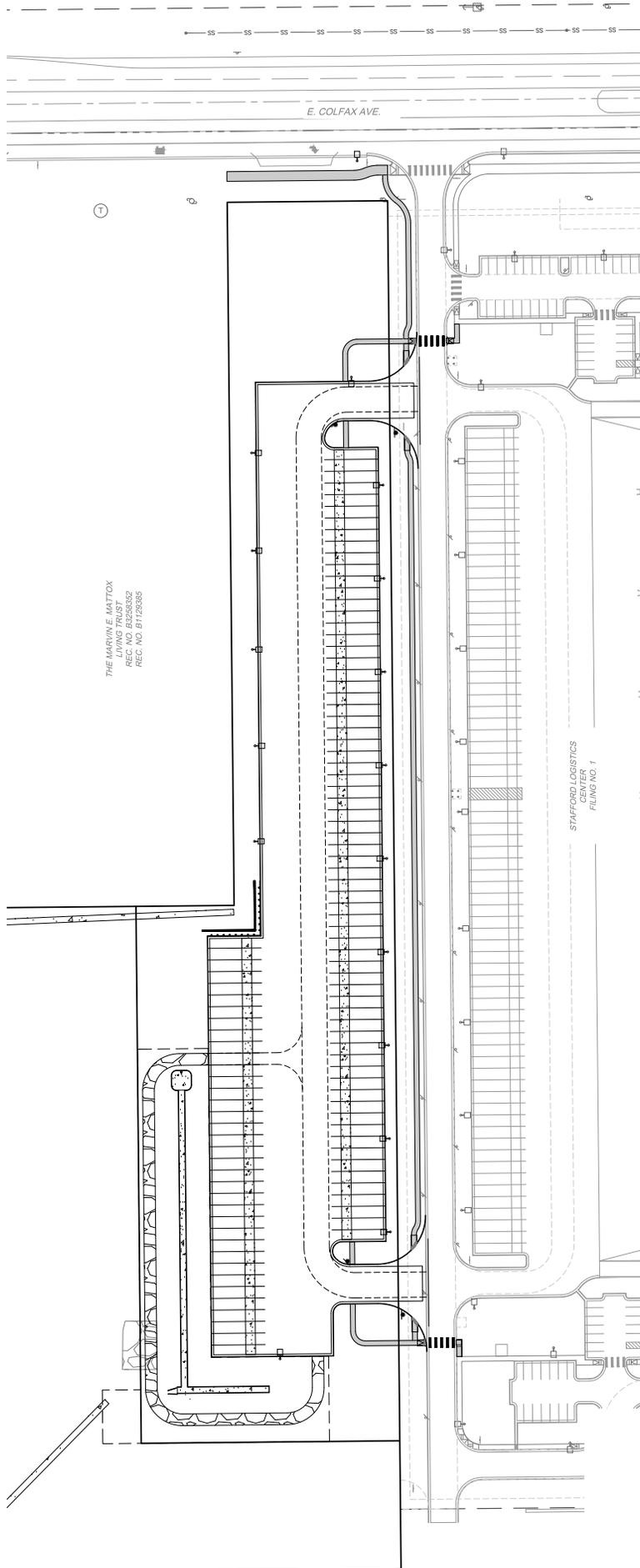
Sincerely,

Felsburg Holt & Ullevig



Philip Dunham, PE, PTOE
Transportation Engineer

Attachment



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STAFFORD LOGISTICS
CENTER
FILING NO. 1



FIGURE I

Site Plan