

MEMORANDUM

To: City of Aurora, Development Review

From: Caleb Feaver, PE, RSP₁

Date: May 21, 2025

Project: Pinewood 2 Apartments Affordable Housing – Aurora, CO

Subject: Trip Generation Letter

The Fox Tuttle Transportation Group has completed a transportation analysis for the proposed affordable housing development, Pinewood 2 Apartments, in Aurora, Colorado. The project includes the undeveloped southeast portion of 200 South Ironton Street, northeast of Ironton Street and Alameda Avenue, as shown in the vicinity map in **Figure 1**. Except for the vacant portion to be developed with the proposed project, 200 South Ironton Street is currently used as multifamily attached senior living housing. Surrounding the project site are commercial businesses, a car dealership, a school, and residential neighborhoods.

The Pinewood 2 Apartments project proposes to construct 49 attached dwelling units for individuals and families with limited income. The project plans to utilize the existing parking lots and

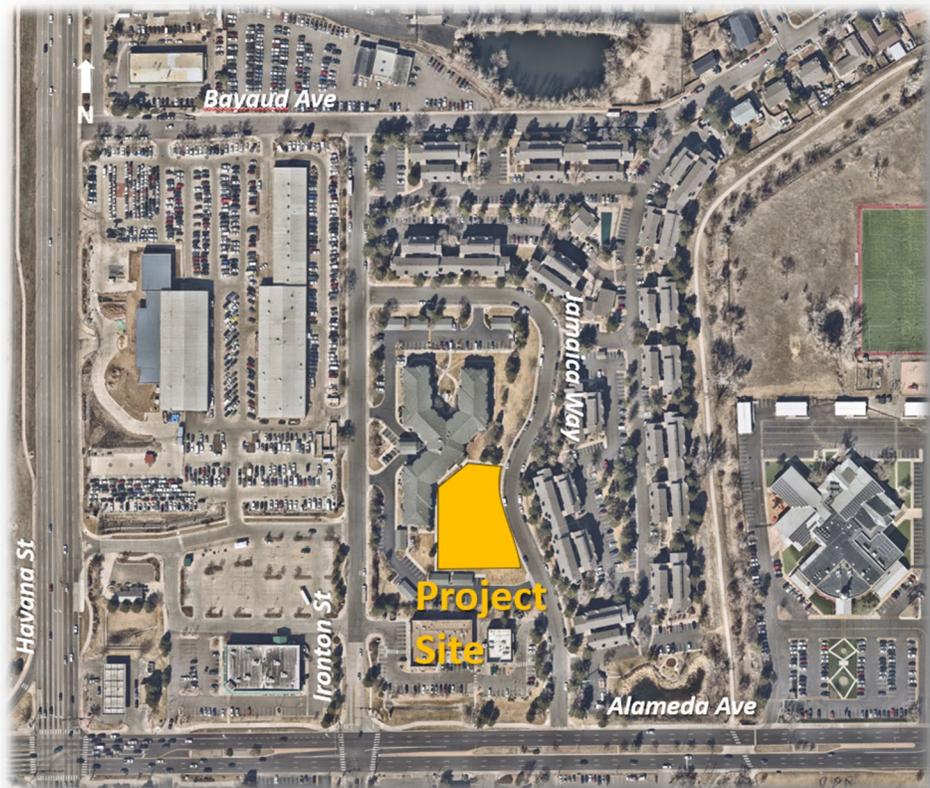


Figure 1. Vicinity Map

accesses on the property including the existing access on Jamaica Way adjacent to the southern end of the project. The purpose of this "trip generation memo" is to determine how many vehicular trips would be generated by the proposed project as well as project the trip generation of the existing senior living housing.

Existing Roadway Network

The study area boundaries are based on the amount of traffic to be generated by the project and potential impact to the existing roadway network. The primary public roadways that serve the project site are discussed in the following text and illustrated on **Figure 1**.

Alameda Avenue is an east-west arterial roadway that provides regional access through the City of Aurora, Lakewood and Denver. Near the project site, Alameda Avenue has three (3) travel lanes in each direction. The posted speed limit is 45 miles per hour (mph) in the site vicinity. This roadway has sidewalks on both sides near the project site. Alameda Avenue has an Annual Average Daily Traffic (AADT) of 27,195 vehicles per day (vpd) west of Ironton Street¹.

Ironton Street is a north-south, two-lane unstriped roadway which extends from Bayaud Avenue (north) to Virginia Avenue (south) within the project vicinity. This roadway provides local access to businesses, commercial sites, the existing residential housing at the project location, and the project site. Ironton Street has sidewalks on both sides of the roadway. The posted speed limit on the roadway is 25 mph.

Jamaica Way is a two-lane unstriped roadway which extends from Ironton Street (northwest) to Alameda Avenue (south), providing direct access to the existing residential housing at the project location and the proposed project site. Jamaica Way has sidewalks on both sides of the roadway. The posted speed limit on the roadway is 25 mph.

Existing Multi-Modal Amenities

Pedestrian and Bicycle

There are currently sidewalks on both sides of all study roadways near the project location. There are no on-street bicycle facilities any of the study roadways. Cyclists are permitted to travel in the general travel lanes.

¹ Source: Colorado Department of Transportation's Traffic Count (TCDS) website. Year 2024.

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Transit

The City of Aurora is serviced by Regional Transportation District (RTD) which provides local and regional transit service throughout the Front Range. The closest bus stops are on Alameda Avenue east of Jamaica Way, and at the Park-n-Ride west of Ironton Street. Currently, there are two (2) bus routes that service the nearby bus stops, as described below:

- **Routes 3 and 3L** run east-west along Alameda Avenue from Sable Boulevard (east), connecting with the R-Line light rail, to Speer Boulevard (west) where the routes travel to 6th Avenue, connecting with various other routes and stations. Route 3L is limited and stops at less locations than Route 3.

Trip Generation

To estimate the existing trips of the senior living at the project location as well as the future volume of trips associated with the Pinewood 2 Apartments project, the number of dwelling units for each land use was multiplied by the trip rates for daily, AM peak hour, and PM peak hour contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*². For the existing land use, ITE 252: "Senior Adult Housing – Multifamily" was used. For the proposed affordable housing land use, ITE 223: "Affordable Housing – Income Limits" was used.

Table 1 summarizes the estimated total vehicle trips for the existing residential units. **Table 2** summarizes the estimated total vehicle trips for the proposed affordable housing units.

Table 1. Trip Generation Estimate for Existing Residential Units

Land Use	Size	Unit	Average Daily Trips				Weekday AM Peak Hour Trips				Weekday PM Peak Hour Trips			
			Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out
ITE 252: Senior Adult Housing - Multifamily	103	Dwelling Units	3.24	334	167	167	0.20	21	7	14	0.25	26	15	11

Sources: ITE Trip Generation 11th Edition, 2021.

² *Trip Generation Manual*. 11th Edition. Institute of Transportation Engineers. Washington, DC. 2021.

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Table 2. Trip Generation Estimate for Pinewood 2 Apartments Project

Land Use	Size	Unit	Average Daily Trips				Weekday AM Peak Hour Trips				Weekday PM Peak Hour Trips			
			Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out
ITE 223: Affordable Housing - Income Limits	49	Dwelling Units	4.81	236	118	118	0.50	25	7	18	0.46	23	14	9

Sources: ITE Trip Generation 11th Edition, 2021.

It was estimated that the proposed Pinewood 2 Apartments will generate 236 vehicle trips per day (vpd) with 25 vehicles per hour (vph) in the AM peak hour and 23 vph in the PM peak hour. In comparison, the existing senior living residential units were estimated to generate 334 vpd with 21 vph in the AM peak hour and 26 vph in the PM peak hour, as shown on **Table 1**.

Conclusions

The Pinewood 2 Apartments project proposes to construct 49 dwelling units of multifamily housing to provide affordable housing units for individuals and families with limited income. The project proposes to share the existing parking lots and accesses with the existing senior living multifamily housing including the existing access onto Jamaica Way at the south end of the project site. The traffic assessment for the Pinewood 2 Apartments project estimated the new trip generation to be 236 vpd with 25 vph in the AM peak hour and 23 vph in the PM peak hour. **Due to the low impact of the proposed traffic associated with the project, a full traffic impact study is not required.**

Please contact Fox Tuttle Transportation Group with any questions.

Sincerely,

FOX TUTTLE TRANSPORTATION GROUP, LLC

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