



MEMORANDUM

TO: Joel Seamons, Rocky Ridge Civil Engineering
City of Aurora

FROM: Matt Delich

DATE: November 26, 2024

SUBJECT: King Auto Change of Use at 2180 South Havana Street Trip Generation Analysis
(File: 2459ME01)



This memorandum provides a trip generation analysis for the proposed change of use at 2180 South Havana Street in Aurora, Colorado. The King Auto used car dealership is proposed in an existing building located in the northeast quadrant of the South Havana/East Warren intersection. The site location is shown on the aerial photograph in Appendix A.

South Havana Street is also State Highway 30. It is classified as an arterial street in Aurora, and it is categorized as an NRB Highway by CDOT. The land uses in the area are primarily commercial along South Havana Street and residential to the east. The South Havana/East Warren intersection has stop sign control on East Warren Avenue. It allows right-in/right-out/left-in traffic movements. There is a raised median on South Havana Street. South Havana Street has three through lanes in each direction with occasional openings in the median allowing major street left turns. South Havana Street is posted at 40 mph. East Warren Avenue is posted at 25 mph.

The existing use in the building is a sit-down restaurant. The building has a floor area of 3,031 square feet. The lot has right-in/right-out access on South Havana Street and full-movement access on East Warren Avenue. Using the **Trip Generation Manual, 11th Edition**, ITE, the trip generation of the restaurant is: 324 daily trip ends, 29 morning peak hour trip ends, and 27 afternoon trip ends [Table 1].

The King Auto site plan is provided in Appendix B. The existing driveways will remain. The existing building will be remodeled. The trip generation was calculated using the **Trip Generation Manual, 11th Edition**, ITE, as the reference document. Automobile Sales [Used] (Code 481), with floor area as the trip generation variable, was used to calculate the daily and peak hour trip generation. Table 2 shows the calculated trip generation: 82 daily trip ends, 6 morning peak hour trip ends, and 11 afternoon peak hour trip ends. The change in trip generation will be: 242 less daily trip ends, 23 less morning

peak hour trip ends, and 16 less afternoon peak hour trip ends. The type of traffic will be similar [passenger car] to that of the existing restaurant use. According to the CDOT State Highway Access Code, right-turn deceleration and acceleration lanes are not required on roadways/streets with three or more travel lanes in the direction of the right turn. Therefore, right-turn auxiliary lanes are not required at the South Havana/East Warren intersection or at the South Havana/Site Driveway intersection.

It is concluded that the daily and peak hour trip generation will be less than that of the existing restaurant. It is respectfully requested that no further traffic analyses be required for the proposed King Auto change of use. Do not hesitate to contact me if there are questions or if additional information is required.

TABLE 1 Trip Generation for the Existing Restaurant								
Code	Use	Size	AWDTE		AM Peak Hour		PM Peak Hour	
			Rate	Trip Ends	Rate	Trip Ends	Rate	Trip Ends
932	High-Turnover (Sit-Down) Restaurant	3,031 KSF	107.2	324	9.57	29	9.05	27

TABLE 2 Trip Generation for the King Auto Dealership								
Code	Use	Size	AWDTE		AM Peak Hour		PM Peak Hour	
			Rate	Trip Ends	Rate	Trip Ends	Rate	Trip Ends
841	Automobile Sales (Used)	3,031 KSF	27.06	82	2.13	6	3.75	11

APPENDIX A

Proposed King Auto

Legend



SITE

30

1000 ft



Google Earth

APPENDIX B

