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June 15, 2023

Mr. Aaron Thompson  
Aperio Property Consultants  
4032 Defoe Street  
Strasburg, CO 80136

Re: Golden Commerce Center Project  
Aurora, CO (DBE #230030)

Dear Mr. Thompson:

I have completed the preparation of a traffic conformance letter for the proposed Golden Commerce Center project. The proposed Golden Commerce Center project is located in the City of Aurora. Figure 1 depicts the location of the proposed Golden Commerce Center project. The site is bounded by Smith Road on the north, industrial development on the south, vacant land on the west, and Scranton Street on the east.

#### Introduction

The proposed Golden Commerce Center project is located at the southwest corner of the intersection of Smith Road and Scranton Street in Aurora, Colorado. The site currently has 24,925 square feet of warehouse space. When completed the site will have 10,000 square feet of general light industrial space and 87,120 square feet of warehouse space. Access to the site will be from an existing access (Access A) along Smith Road and an existing access (Access B) along Scranton Street. Both of these accesses are full movement and unsignalized with stop control on the site accesses. Figure 2 depicts the proposed site plan for the proposed Golden Commerce Center site. Figure 2 also depicts where the existing building and proposed expansion are located. This site plan is under review by the City of Aurora and may change as a result of this review. This review is not expected to significantly change the square footage of the proposed expansion.

#### Vehicle Trip Generation Estimates

The amount of traffic that will be generated by the proposed warehouse/industrial project has been estimated based upon trip generation rates published by the Institute of Transportation Engineers (ITE) in the 11<sup>th</sup> Edition, 2021, of *Trip Generation*. The proposed Golden Commerce Center project is expected to have 10,000 square feet of general light industrial space and 87,120 square feet of warehouse space. As can be seen in Table 1, the site, at full build out, is expected to generate 198 daily vehicle-trips with 22 vehicle-trips occurring in the AM peak-hour

(18 vehicles entering and four vehicles leaving the site) and 23 vehicle-trips occurring in the PM peak-hour (five vehicles entering and 18 vehicles leaving the site).

Table 1  
Estimated Vehicle Trip Generation

Weekday Daily

ITE Category	Quantity		Average Weekday (1)	
			Trip Rate	Vehicle Trips
110 General Light Industrial	10.00	KSF (2)	4.87	49
150 Warehouse	87.12	KSF (2)	1.71	149
			Total	198

AM Peak-Hour

ITE Category	Quantity		AM Peak-Hour			
			Trip Rate		Vehicle Trips	
			In	Out	In	Out
110 General Light Industrial	10.00	KSF (2)	0.65	0.09	7	1
150 Warehouse	87.12	KSF (2)	0.13	0.04	11	3
			Total		18	4

PM Peak-Hour

ITE Category	Quantity		PM Peak-Hour			
			Trip Rate		Vehicle Trips	
			In	Out	In	Out
110 General Light Industrial	10.00	KSF (2)	0.09	0.56	1	6
150 Warehouse	87.12	KSF (2)	0.05	0.13	4	12
			Total		5	18

(1) Source: "Trip Generation", Institute of Transportation Engineers, 11<sup>th</sup> Edition, 2021

(2) KSF = 1,000 Square Feet

Circulation Patterns

Traffic accessing the site from the west will use I-70 to Havana Street, south on Havana Street to Smith Road, east on Smith Road to East 33<sup>rd</sup> Avenue, east on East 33<sup>rd</sup> Avenue to Peoria Street. At the intersection of Peoria Street and East 33<sup>rd</sup> Avenue, traffic will have two options, using Smith Road to Access A or using East 33<sup>rd</sup> Avenue to Scranton Street and then north on Scranton Street to Access B. Traffic accessing the site from the south will use Peoria Street to East 33<sup>rd</sup> Avenue. At the intersection of Peoria Street and East 33<sup>rd</sup> Avenue, traffic will have the same options for accessing the site as the traffic accessing the site from the west. Traffic

accessing the site from the east will use Smith Road to Access A. This traffic can also use Scranton to Access B. Which route is used will depend on what part of the site the building is located. Traffic accessing the site from the north will use either Peoria Street or I-70, go south on Peoria Street to East 33<sup>rd</sup> Avenue, At the intersection of Peoria Street and East 33<sup>rd</sup> Avenue, traffic will have the same options for accessing the site as the traffic accessing the site from the either the west or south.

#### Assignment of Site-Generated Traffic

The attached Figure 3 depicts the assignment of site-generated traffic at two intersections along Smith Road (Access A and Scranton Street) and two intersections along Scranton Street (Access B and East 33<sup>rd</sup> Avenue). The assignment of this traffic is based on 35 percent accessing the site from the west using Smith Road, 15 percent from the south using Peoria Street, 25 percent from the east using Smith Road, and 25 percent from the north using Peoria Street. The assignment of site-generated traffic depicted in Figure 3 is not expected to change the existing lane geometry and traffic control.

#### Level of Service and Queue Length Analysis

The small amount of traffic accessing the site from the expansion is not expected to affect the level of service or queue lengths of either the two intersections along Smith Road (Access A and Scranton Street) or the two intersections along Scranton Street (Access B and East 33<sup>rd</sup> Avenue).

#### Conclusion

The traffic impacts from the proposed Golden Commerce Center project are minor and can be accommodated by the existing roadway network.

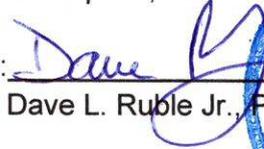
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This completes my traffic conformance letter for the proposed Golden Commerce Center project. Please feel free to call if you need any additional information regarding this project.

Respectfully submitted,

DB Enterprise, LLC

By:

  
Dave L. Ruble Jr., P.E.



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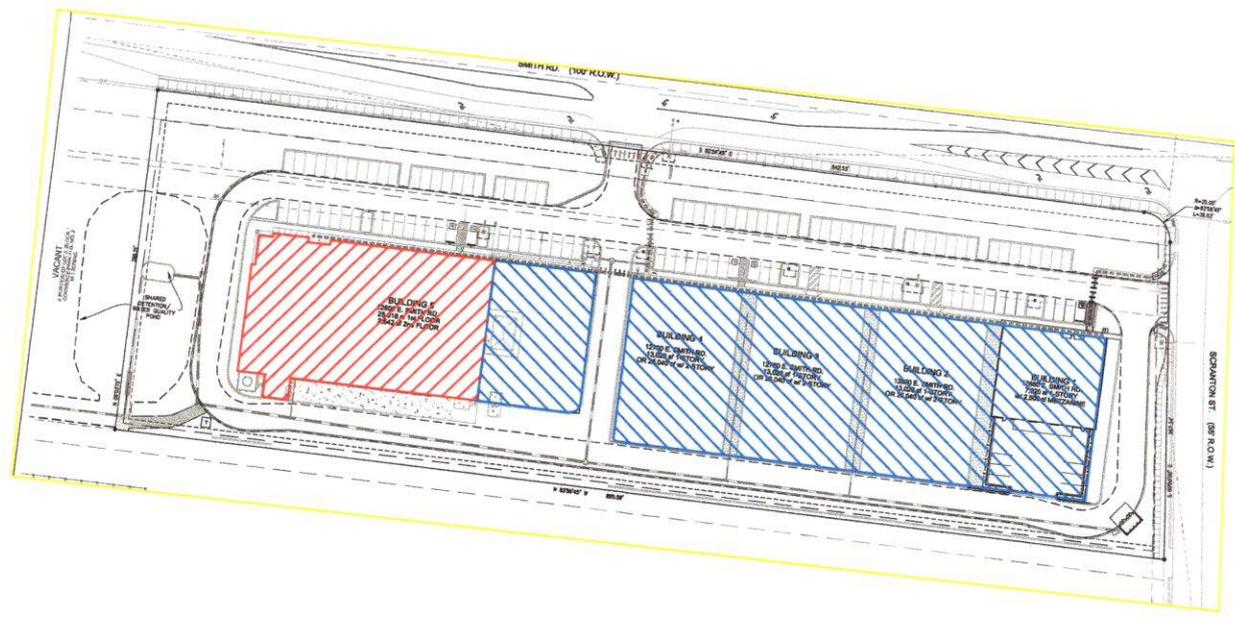
Enclosures:

Figures 1-3

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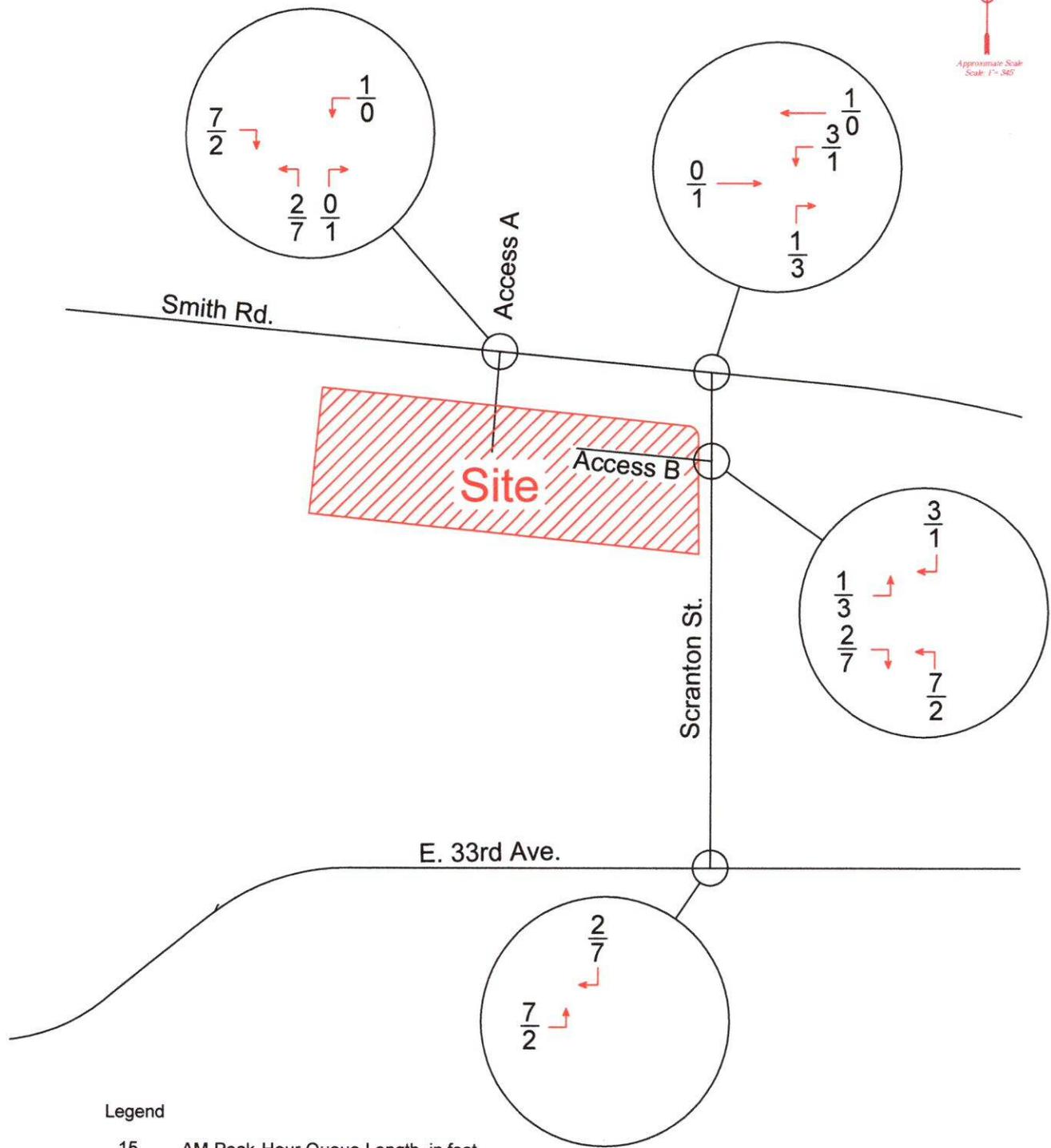


Figure 1  
Vicinity Map



-  Existing Building
-  Proposed Expansion

Figure 2  
Site Plan



Legend

$$\frac{15}{15} = \frac{\text{AM Peak-Hour Queue Length, in feet}}{\text{PM Peak-Hour Queue Length, in feet}}$$

**Figure 3**  
Assignment of  
Site-Generated Traffic