March 4, 2025

Asbury Automotive Group, LLC
2905 Premier Parkway
Suite 300
Duluth, Georgia 30097

Attn: Mr. Brian DePouli
Senior Director of Construction and Facilities

Re: CentreTech Parking Lot
Trip Generation Letter
Aurora, Colorado

Dear Mr. DePouli,

This letter documents the results of a trip generation calculation for the proposed CentreTech Parking Lot project to be located on the northwest corner of the CentreTech Parkway and Airport Boulevard intersection in Aurora, Colorado. The CentreTech Parking Lot will provide additional parking spaces for extra vehicles that cannot be accommodated on the Toyota dealership lots at 444 S Havana Street. The site will only have parking spaces with no permanent structures. The site plan is attached for reference.

Regional access to the CentreTech Parking Lot project will be provided by Interstate 225 and State Highway 30 while primary access to the site is provided by Airport Boulevard. Direct access to the site will be provided by a right-in/right-out access on the north side of CentreTech Parkway approximately 475 feet west of Airport Boulevard (measured center to center).

TRIP GENERATION

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*[1] published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses.

Given the specific nature of this site and not having a land use aligning closely with ITE Trip Generation, Kimley-Horn used user specific data to determine traffic associated with this development. This site-specific use assumed that two (2) vehicle haulers travel to the site per day to deliver or transfer vehicles. Heavy vehicles typically avoid the peak hours; however, to provide a conservative analysis, one (1) hauler was assumed to arrive and depart during the morning peak hour and one (1) hauler would arrive and depart during the afternoon peak hour. In addition, it is anticipated that approximately 20 to 40 vehicles will be retrieved for test drives or for purchase per day. The trip generation was conservatively evaluated assuming only

1 Institute of Transportation Engineers, *Trip Generation Manual*, Eleventh Edition, Washington DC, 2021.

retrieval for test drives as this requires four vehicle trips instead of three vehicle trips. Using the higher limit, one (1) vehicle retrieval from the dealership lot would require a trip to the surplus lot, a trip out of the surplus lot with the test vehicle, a trip back into the surplus lot with the test vehicle, and then a trip out of the lot back to the dealership. A total of four (4) trips is anticipated with each car retrieval. The car dealership operates from 9:00 AM to 6:00 PM, Monday to Saturday. The attached ITE Hourly Trip Distribution of Entering and Exiting Vehicle Trips for Automobile Sales (ITE Land Use Code 840) was utilized to determine the morning and afternoon trip distribution for the vehicle retrieval. The following table summarizes the estimated trip generation for this use:

CentreTech Parking Lot Project Traffic Generation

Use	Weekday Vehicles Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Vehicle Haulers (2)	4	1	1	2	1	1	2
Vehicle Retrievals (40 Retrievals)	160	9	9	18	5	5	10
Total Project Trips	**164**	**10**	**10**	**20**	**6**	**6**	**12**

As shown in the table and based on user specific data, the CentreTech Parking Lot is expected to generate approximately 164 additional weekday daily trips, with 20 of these trips occurring during the morning peak hour and 12 of these trips occurring during the afternoon peak hour. The *City of Aurora Traffic Impact Study Guidelines*, states that a traffic impact study is required if a site is estimated to generate at least 75 trips per hour. Therefore, it is anticipated that a traffic impact study will not be required for this development due to peak hour trips being 20 during the highest peak hour. The proposed project is not anticipated to adversely impact the roadway network adjacent to the property.

CONCLUSIONS AND RECOMMENDATIONS

The proposed CentreTech Parking Lot is anticipated to generate 20 morning peak hour vehicle trips and 12 afternoon peak hour vehicle trips. These volumes are equivalent to one (1) trip every three (3) minutes during the peak hour, on average. With this proposed site being a low trip generator, the adjacent public streets and surrounding area intersections are anticipated to successfully accommodate the CentreTech Surplus Parking Lot project and not require any improvements or modifications. If you have any questions or require anything further, please feel free to call me.

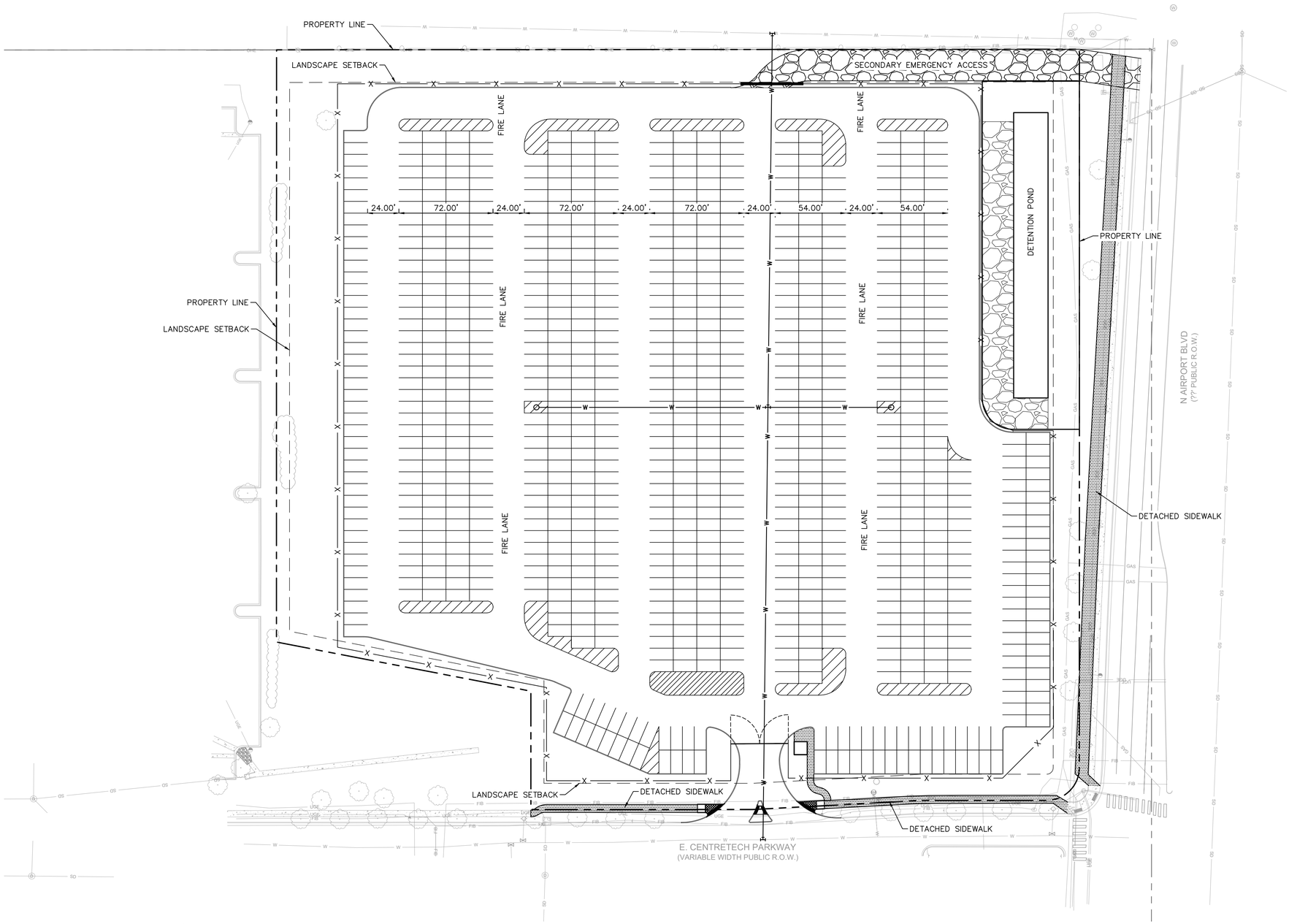
Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Mary Gormley, P.E.
Project Traffic Engineer

COLORADO REGISTERED
MARY GORMLEY
0061101
03/04/2025
PROFESSIONAL ENGINEER

SCHEMATIC SITE LAYOUT



ASBURY CENTRETECH
INVENTORY PARKING LOT

AURORA, COLORADO
February 5, 2024

PARKING PROVIDED
955 SPACES

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

Kimley»Horn
6200 SOUTH SYRACUSE WAY
SUITE 300
GREENWOOD VILLAGE, COLORADO, 80111
303.228.2300

NOTE: THIS PLAN IS CONCEPTUAL IN NATURE

DWG NAME K:\DEN_CIVIL\196113010_CENTRETECH PARKING LOT\CADD\EXHIBITS\PARKING LOT EXHIBIT.DWG
LAST SAVED 4/3/2024 7:51 AM

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use			
Source: ITE *Trip Generation Manual* , 11th Edition			
Land Use Code	840		
Land Use	Automobile Sales (New)		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	6		
	% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	0.0%	0.0%	0.0%
1:00 - 2:00 AM	0.0%	0.0%	0.0%
2:00 - 3:00 AM	0.0%	0.0%	0.0%
3:00 - 4:00 AM	0.0%	0.0%	0.0%
4:00 - 5:00 AM	0.0%	0.0%	0.0%
5:00 - 6:00 AM	0.0%	0.0%	0.0%
6:00 - 7:00 AM	0.7%	1.2%	0.2%
7:00 - 8:00 AM	5.7%	9.0%	2.3%
8:00 - 9:00 AM	8.3%	11.3%	5.3%
9:00 - 10:00 AM	7.5%	8.1%	6.9%
10:00 - 11:00 AM	8.2%	9.2%	7.1%
11:00 - 12:00 PM	8.8%	8.6%	9.0%
12:00 - 1:00 PM	9.4%	8.5%	10.4%
1:00 - 2:00 PM	9.5%	9.5%	9.4%
2:00 - 3:00 PM	10.0%	9.1%	11.0%
3:00 - 4:00 PM	8.3%	6.9%	9.8%
4:00 - 5:00 PM	7.4%	7.3%	7.5%
5:00 - 6:00 PM	8.2%	6.4%	10.0%
6:00 - 7:00 PM	5.0%	3.1%	7.0%
7:00 - 8:00 PM	2.9%	1.8%	4.0%
8:00 - 9:00 PM	0.0%	0.0%	0.0%
9:00 - 10:00 PM	0.0%	0.0%	0.0%
10:00 - 11:00 PM	0.0%	0.0%	0.0%
11:00 - 12:00 AM	0.0%	0.0%	0.0%