



October 22, 2021

Mr. Matt Hardman, PE
Project Manager
ARCO/Murray
999 18th Street, Suite S2110
Denver, CO 80202

**Re: Western Industrial Contractors
Traffic Conformance for Porteos PA 3-10 and 3-12
FHU Project No. 121308-01**

Dear Mr. Hardman:

This letter provides traffic impact information for the proposed Western Industrial Contractors (WIC) site within the context of the Porteos PA-3 traffic impact study prepared by Felsburg Holt & Ullevig (FHU) in May 2020. WIC is proposing to occupy the northeast portion of PA-3. **Figure 1** shows the current site plan for the WIC site, and it covers the far eastern portion of PA 3-10 (approximately 1.7 acres) and the northern portion of PA 3-12 (approximately 7 acres), per the overall PA-3 parcel. The east-west roadway along the southern side of WIC will shift slightly south to accommodate their site, which is also planned to include a 136.9 thousand square foot (KSF) light industrial building of which approximately 31 KSF will be used as office space.

The WIC site will displace approximately 1.7 acres of the PA 3-10 parcel, equating to approximately 30 percent of that parcel. The master plan traffic study included a total of 282 hotel rooms for Parcel 3-10; proportioning the acreage loss due to WIC would suggest that 198 hotel rooms would be possible on the remainder of Parcel 3-10.

With respect to PA 3-12, the WIC site would still leave approximately 6.6 acres available for other development. Approximately 2.5 acres of this 6.6 acres in PA 3-12 has been dedicated to a future fire station, leaving 4.1 acres to be developed as the previously planned office uses. Applying a 0.3 Floor Area Ratio, a total of 53.6 KSF of office space within PA 3-12 is possible (beyond the WIC site plan and fire station areas). PA 3-10 and 3-12 could now collectively accommodate 282 hotel rooms, 84.6 KSF of office space (which includes the 31 KSF associated with WIC), and the 105.9 KSF Light Industrial facility for WIC.

Table 1 shows the estimated trip generation for the current proposed WIC industrial building, and it provides a trip generation comparison with the uses it is anticipated to replace.

Table I. PA 3-10 and 3-12 Trip Generation Comparison

| Land Use (Trip Generation Category) | Quantity | Daily Vehicle Trips | AM Peak Hour Trips | | | PM Peak Hour Trips | | |
|---|-----------|---------------------------|--------------------|-----------------|------------------|--------------------|-----------------|------------------|
| | | | In | Out | Total | In | Out | Total |
| PA 3-10 and PA 3-12 with WIC Proposal | | | | | | | | |
| Light Industrial (#110) | 105.9 KSF | 525 | 65 | 9 | 74 | 9 | 58 | 67 |
| Hotel (#310) | 198 Rooms | 1,655 | 55 | 38 | 93 | 61 | 58 | 119 |
| Office (#710) | 84.6 KSF | 824 | 84 | 15 | 99 | 16 | 82 | 98 |
| Total | | 3,004 | 204 | 62 | 266 | 86 | 198 | 284 |
| PA 3-10 and PA 3-12 as Analyzed in the 2020 Porteos PA 3 TIS | | | | | | | | |
| Hotel (#310) | 287 Rooms | 2,399 ¹ | 80 ¹ | 55 ¹ | 135 ¹ | 88 ¹ | 84 ¹ | 172 ¹ |
| Office (#710) | 161.3 KSF | 1,568 | 161 | 26 | 187 | 29 | 156 | 185 |
| Total | | 3,967 | 241 | 81 | 322 | 117 | 240 | 357 |

1. Trip estimates are correct per trip generation rates shown in ITE. The trip estimates shown in the overall Jackson Gap Commercial Traffic Impact Study of 2020 are higher due to the per-employee rates being applied, rather than the per-room rates, thereby rendering that overall study a bit conservative.

Findings

The study resulted in the following conclusions:

- The revised PA 3-10 and PA 3-12 parcels, resulting from the WIC site, will generate less traffic as compared to that under the previous proposal. These decreases are approximately 960 daily trips and 55 to 75 trips in the peak hours.
- Reductions in trip making potential equate to a roughly 25 percent decrease in daily traffic and 18 to 20 percent during the peak hours for PA 3-10 and 3-12. When combined with the remainder of PA-3 planned land uses, the decrease amounts to 5 to 7 percent fewer trips.

Summary

In summary, the proposed WIC site does not change or increase the traffic impact of the approved Porteos PA-3 traffic study of 2020. No modifications to the findings and recommendations of the PA-3 master study are anticipated, and the proposed development should not have any negative impacts as it relates to projected operations that have previously been presented.

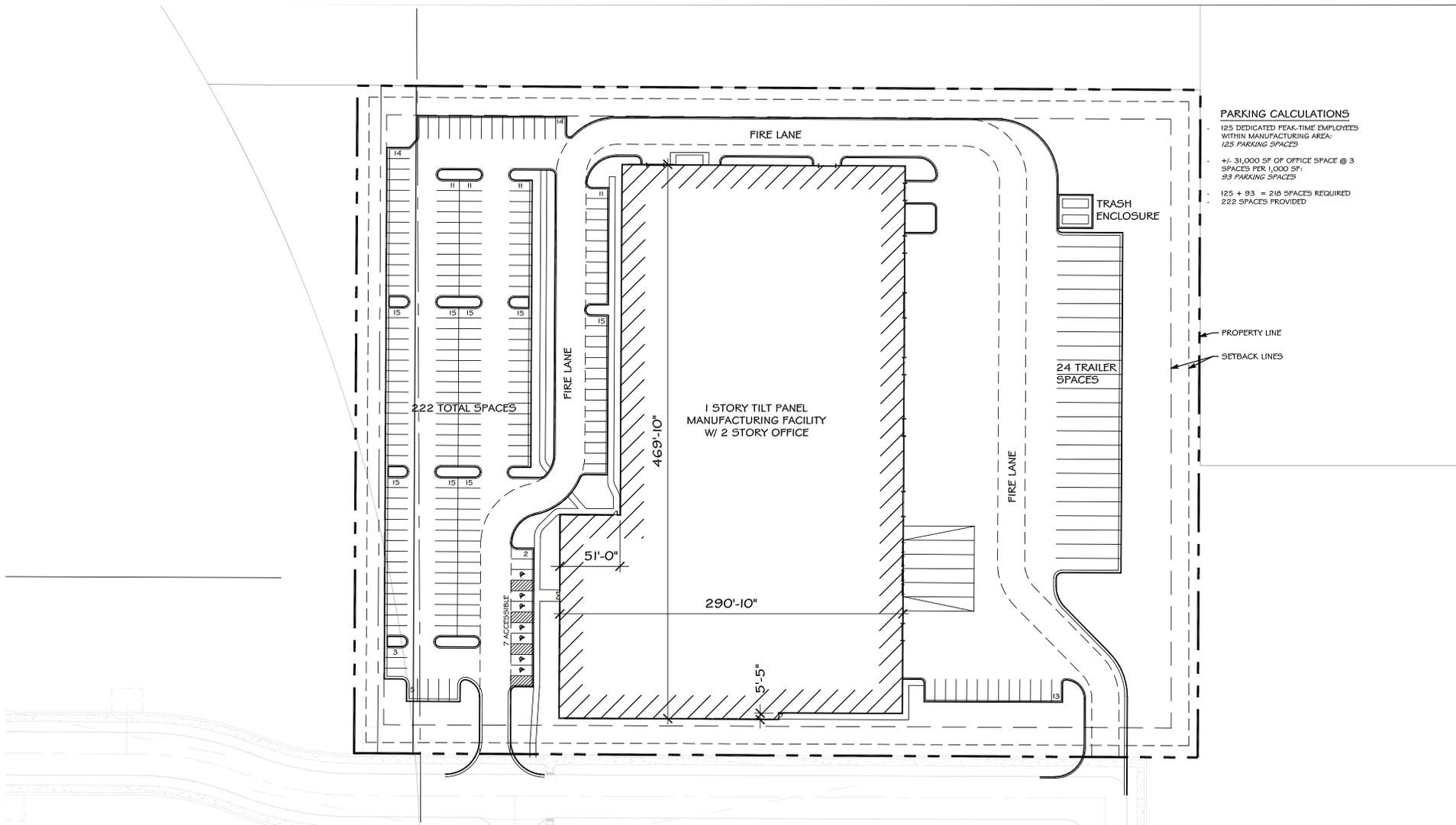
Please let me know if you have any questions about this letter or need any additional information.

Sincerely,

FELSBURG HOLT & ULLEVIG

Christopher J. Fasching, PE, PTOE
 Principal

Attachment



PARKING CALCULATIONS

- 125 DEDICATED PEAK-TIME EMPLOYEES WITHIN MANUFACTURING AREA: 125 PARKING SPACES
- +1,31,000 SF OF OFFICE SPACE @ 3 SPACES PER 1,000 SF: 93 PARKING SPACES
- 125 + 93 = 218 SPACES REQUIRED
- 222 SPACES PROVIDED