



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 1. 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.

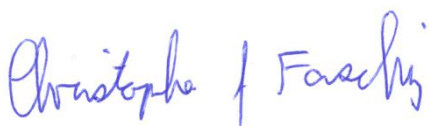
Summary

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

