



SM ROCHA, LLC

TRAFFIC AND TRANSPORTATION CONSULTANTS

June 8, 2022

Austin Haag
Milhaus
460 Virginia Avenue
Indianapolis, IN 46203

**RE: Fitzsimons Village Apartments / Traffic Generation Analysis
Aurora, Colorado**

Dear Austin,

SM ROCHA, LLC is pleased to provide traffic generation information for the development entitled Fitzsimons Village Apartments. This development is located to the southwest of the intersection of 14th Avenue with N Uvalda Street in Aurora, Colorado.

The intent of this analysis is to present traffic volumes likely generated by the proposed development, provide a traffic volume comparison to previous land use assumptions approved for the development site, and consider potential impacts to the adjacent roadway network.

The following is a summary of analysis results.

Site Description and Access

Land for the development is currently vacant and surrounded by a mix of residential, commercial, hotel, and medical land uses. The proposed development is understood to entail the new construction of a mid-rise apartment building supporting 297 dwelling units.

Existing access to the overall Fitzsimons Village development area is provided at the following locations: three-quarter movement access at E Colfax Avenue and N Uvalda Street, full-movement access at E 14th Avenue and N Victor Street, full-movement access at E 13th Place and N Uvalda Court, full-movement access at E 14th Place and Ursula Street, and full-movement access at E 14th Avenue and Ursula Street.

General site and access locations are shown on Figure 1.

A site plan, as prepared by S.A. Miro Inc., is shown on Figure 2. This plan is provided for illustrative purposes only.

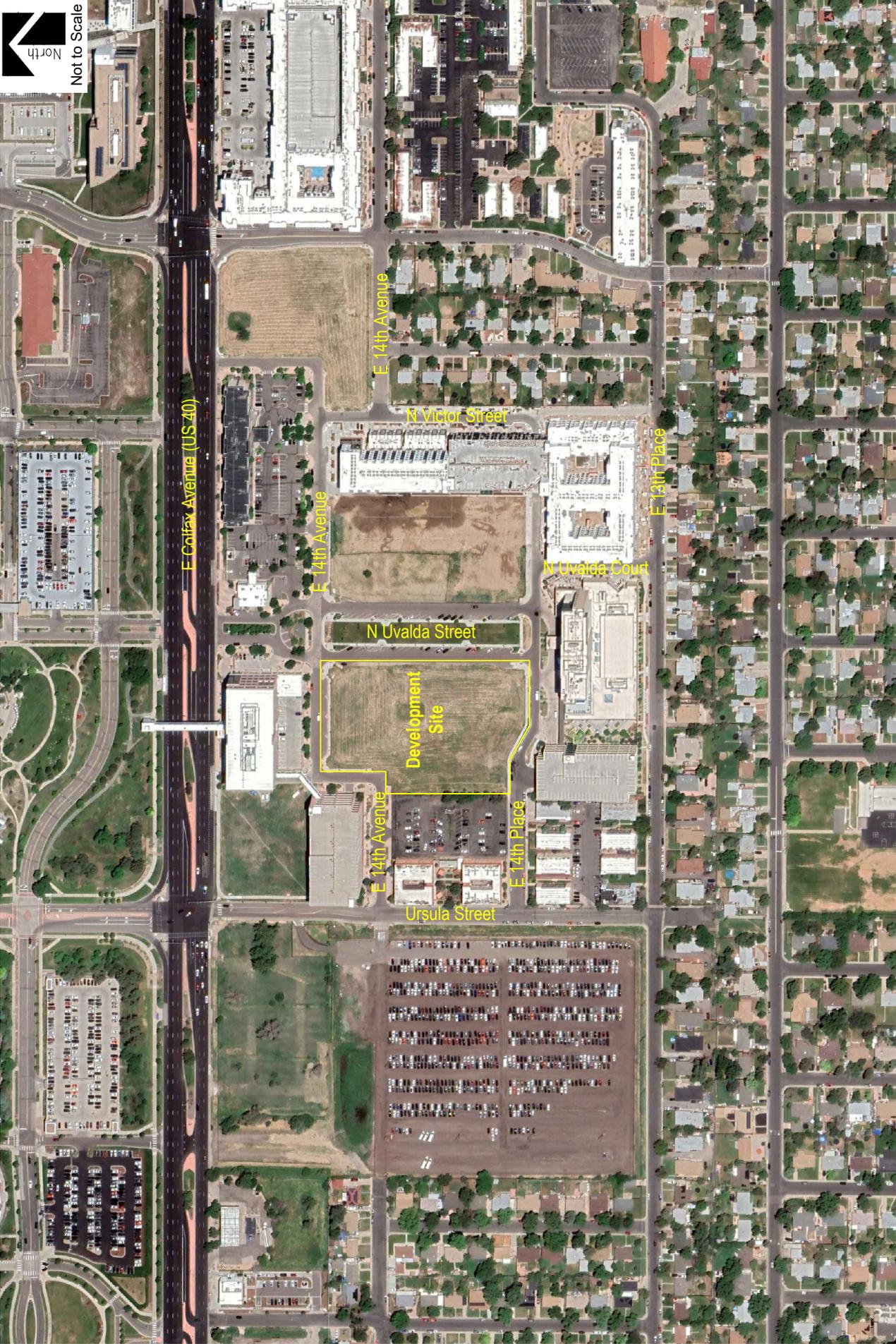


Figure 1
SITE LOCATION

FITZSIMONS VILLAGE APARTMENTS
Traffic Generation Analysis

SM ROCHA, LLC
Traffic and Transportation Consultants





Not to Scale

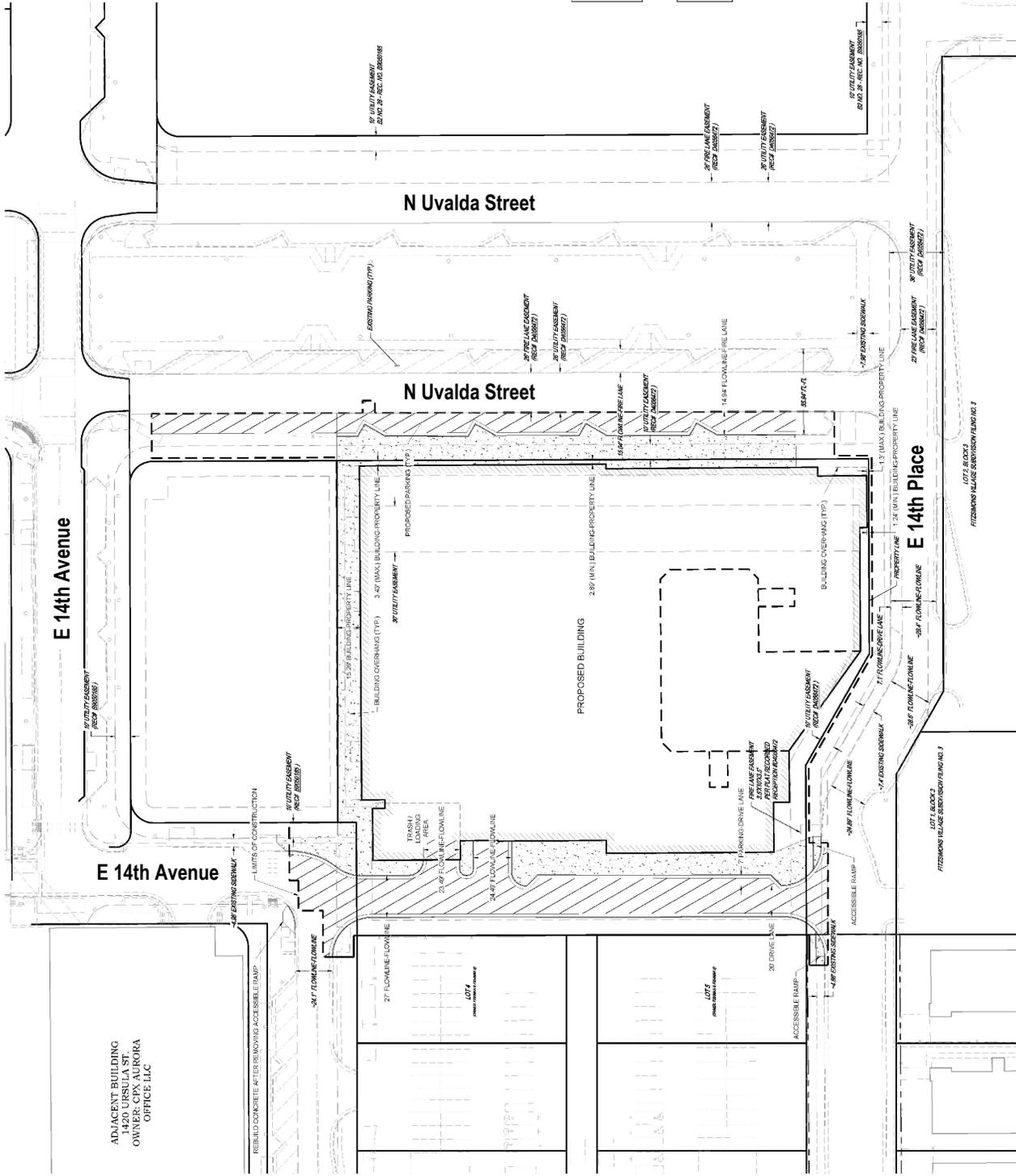


Figure 2
SITE PLAN
June 2022
Page 3



Vehicle Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation Manual, 11th Edition, were applied to the proposed land use in order to estimate the average daily traffic (ADT) and peak hour vehicle trips. A vehicle trip is defined as a one-way vehicle movement from point of origin to point of destination.

The approved traffic study for overall Fitzsimons Village¹ (Zone 3) development used trip generation rates from ITE’s Trip Generation Manual, 7th Edition and included a “Condos/Townhouses” land use in the same development area as currently proposed with this project.

Table 1 presents average trip generation rates for the proposed development area. Use of average trip generation rates presents a conservative analysis. ITE land use code 221 (Multifamily Housing (Mid-Rise)) was used for analysis because of its best fit to the proposed land use.

Table 1 – Trip Generation Rates

ITE CODE	LAND USE	UNIT	TRIP GENERATION RATES						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
221	Multifamily Housing (Mid-Rise)	DU	4.54	0.09	0.28	0.37	0.24	0.15	0.39

Key: DU = Dwelling Units.

Note: All data and calculations above are subject to being rounded to nearest value.

Table 2 summarizes the projected ADT and peak hour traffic volumes likely generated by the land use area proposed and provides comparison to traffic volume estimates for the previously approved land use.

Table 2 – Trip Generation Summary

ITE CODE	LAND USE	SIZE	TOTAL TRIPS GENERATED						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
<u>Site Development - Previously Assumed¹</u>									
230	Condos/Townhomes	385 DU	2,260	29	141	170	134	66	200
<i>Previously Assumed Total:</i>			<i>2,260</i>	<i>29</i>	<i>141</i>	<i>170</i>	<i>134</i>	<i>66</i>	<i>200</i>
<u>Site Development - Proposed</u>									
221	Multifamily Housing (Mid-Rise)	297 DU	1,348	25	85	110	71	45	116
<i>Proposed Total:</i>			<i>1,348</i>	<i>25</i>	<i>85</i>	<i>110</i>	<i>71</i>	<i>45</i>	<i>116</i>
<i>Difference Total:</i>			<i>-912</i>	<i>-4</i>	<i>-56</i>	<i>-60</i>	<i>-63</i>	<i>-21</i>	<i>-84</i>

Key: DU = Dwelling Units.

¹ = Trip generation rates referenced from Fitzsimons Village TIS pursuant to ITE’s Trip Generation Manual 7th Ed.

Note: All data and calculations above are subject to being rounded to nearest value.

¹ Fitzsimons Village Traffic Impact Study, Felsburg Holt & Ullevig, September 2007.

As Table 2 shows, the proposed development area has the potential to generate approximately 1,348 daily trips with 110 of those occurring during the morning peak hour and 116 during the afternoon peak hour. Table 2 further shows how proposed development traffic volumes do not exceed those approved in the Fitzsimons Village traffic study.

Adjustments to Trip Generation Rates

A development of this type is not likely to attract trips from within area land uses nor pass-by or diverted link trips from the adjacent roadway system, therefore no trip reduction was taken in this analysis.

Vehicle Trip Generation Comparison & Development Impacts

As Table 2 shows, the proposed development does not exceed traffic volumes approved for the area in comparison to previously projected volumes of the overall development area. These volumes are not likely to negatively impact operations of N Uvalda Street nor other adjacent roadways or intersections.

Conclusion

This analysis assessed traffic generation for the Fitzsimons Village Apartments development, provided a traffic volume comparison to previous land use assumptions approved for the development site, and considered potential impacts to the adjacent roadway network.

It is our professional opinion that the proposed site-generated traffic is expected to create no negative impact to traffic operations for the surrounding roadway network and proposed site access and is in compliance with the Fitzsimons Village traffic impact study.

We trust that our findings will assist in the planning and approval of the Fitzsimons Village Apartments development. Please contact us should further assistance be needed.

Sincerely,

SM ROCHA, LLC
Traffic and Transportation Consultants



Stephen Simon, EIT
Traffic Engineer



Fred Lantz, PE
Traffic Engineer