



December 14, 2018

Jed Momot  
 NorthPoint Development  
 4825 NW 41<sup>st</sup> Street, Suite 500  
 Riverside, MO 64150

RE: Stafford Business Park  
 Trip Generation and Long-term Background Traffic Letter  
 Project No. 118-444-01

Dear Mr. Momot:

NorthPoint Development is proposing to develop approximately 350 acres primarily in the southwest quadrant of the Picadilly Road and Colfax Avenue intersection in Aurora, Colorado known as the Stafford Business Park. The proposed industrial development would consist of approximately 4.5 million square feet of industrial park, approximately 116,000 square feet of mixed retail including a bank and supermarket, a gas station, and two hotels with a total of 200 rooms.

Trip generation for the site has been performed splitting the industrial park portion of the site into two phases. Phase I of the project is planned to be the first three industrial buildings, totaling approximately 1.6 million square feet, along the property's north edge with access onto the existing Colfax Avenue alignment west of Picadilly Road. This initial phase is projected to generate approximately 4,000 daily trips with approximately 640 occurring in both the AM and PM peak hours. The remaining seven industrial buildings as well as the mixed retail portion of the site are projected to be built in subsequent phases. The total trip generation projections after internal capture and pass-by reductions is approximately 21,200 daily trips with approximately 2,300 and 2,900 occurring in the AM and PM peaks respectively. A breakdown of the sites projected traffic generation can be found in **Table I**.

**Table I. Trip Generation Estimates**

Land Use	ITE code	Quantity	Units	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Industrial Park (Phase 1)	130	1,593	KSF	3,961	516	121	637	134	503	637
Industrial Park (Phase 2)	130	2,952	KSF	5,458	956	225	1181	248	933	1,181
Shopping Center	820	75.6	KSF	4,871	118	72	190	212	230	442
Supermarket	850	34	KSF	3,631	78	52	130	178	171	349
Drive-in Bank	912	6	KSF	614	28	20	48	61	62	123
Hotel	310	200	Rooms	1,672	56	39	95	63	61	124
Gas/Service Station	945	16	Pumps	2,752	82	82	164	112	112	224
<b>Total Trips</b>				<b>22,959</b>	<b>1,834</b>	<b>6,11</b>	<b>2,445</b>	<b>1,008</b>	<b>2,072</b>	<b>3,080</b>
<b>Internal Capture Reduction<sup>1</sup></b>				380	5	5	10	19	19	38
<b>Pass by reduction<sup>2</sup></b>				1,376	41	41	82	56	56	112
<b>Total New External Trips</b>				<b>21,203</b>	<b>1,788</b>	<b>565</b>	<b>2,353</b>	<b>933</b>	<b>1,997</b>	<b>2,930</b>

<sup>1</sup> Daily internal capture is assumed to be 10 times the PM value

<sup>2</sup> Pass by reduction of 50% for C Gas Station are assumed from traffic passing the site along Picadilly Road

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There have been challenges in obtaining traffic count data and future traffic projections associated with the I-70/Picadilly Interchange study that the City of Aurora is conducting at this time. This is critical information as the City review staff will insist that traffic projections in the Stafford study align with their study. The new interchange and the continuity of Picadilly will have a significant impact on area traffic demands, so it is imperative that we align the analyses.

We have struggled obtaining the necessary data, and this delayed our ability to aggressively begin the analysis. As a result, we recently opted to collect our own traffic data in the area which was just completed late last week. We have also recently received word from City staff that they have decided to release long-term traffic projections; we hope to receive this material soon.

CDOT is also a significant stakeholder here. We have approached CDOT to gauge the plan's access scheme onto Colfax, but they have indicated that they would like to hold a dialogue with the City first before talking with us. While we have made progress, there have been obstacles and we continue to navigate these challenges in conducting this study.

We will continue to engage the City and CDOT as we move forward. If you have any questions, please call.

**FELSBURG HOLT & ULLEVIG**



Philip Dunham, PE  
Transportation Engineer