



ALDRIDGE TRANSPORTATION CONSULTANTS, LLC

Advanced Transportation Planning and Traffic Engineering

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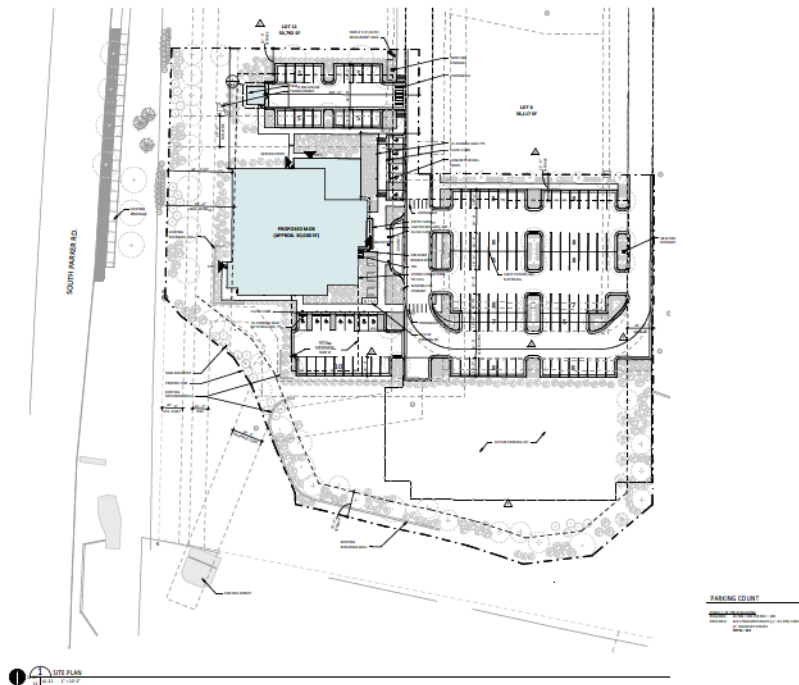
January 3, 2024

Keith Fronczak, AIA | Associate
BOULDER ASSOCIATES
1426 Pearl St Ste 300
Boulder, CO 80302

RE: Letter of Conformance
Parker Pointe

Dear Mr. Fronczak:

Pursuant to your request, I have reviewed the proposed development of a 30,000 square foot Medical Office building and its conformance to the Parker Pointe Traffic Impact Study prepared by this firm dated October 27, 2022 and updated January 12, 2023. The building is proposed to be located in the southern portion of the site. The site plan is shown below.





The trip generation worksheet from the October 2022 study is shown below. It was based on a shopping plaza land use which includes a variety of uses. At that time there no known users.

Trip Generation Worksheet								
ITE CODE	LAND USE	UNIT	QUANTITY	ADT	AM		PM	
					IN	OUT	IN	OUT
821	Shopping Plaza	KSF	70	67.52	1.07	0.66	2.54	2.65
				4726	75	46	178	185
Total Trips				4726	75	46	178	185

The next table shows the reduction in square footage of the shopping plaza with the addition of the square footage for the medical office building.

Trip Generation Worksheet								
ITE CODE	LAND USE	UNIT	QUANTITY	ADT	AM		PM	
					IN	OUT	IN	OUT
821	Shopping Plaza	KSF	40	67.52	1.07	0.66	2.54	2.65
				2701	43	26	102	106
720	Medical Office	KSF	30	36.00	2.45	0.65	1.18	2.75
				1440	98	26	47	110
Total Trips				4141	141	52	149	216

Overall, the daily trip generation is significantly less by approximately 600 trips. In the AM peak hour, the number of trips entering is higher with 66 additional trips and just 6 trips higher for the exiting trips. In the PM peak hour both the entering and existing are less at minus 29 trips entering and 31 trips.

The difference in the AM peak hour trips is too small to be evaluated for any significant change in the level of service (LOS), V/C ratios, and the 95thile queue length for the adjacent streets and



intersections. Same for the PM peak hour. The difference is too small to have a significant improvement in the LOS, V/C ratios, and the 95th percentile queue lengths.

Based on the analysis herein and in my professional opinion the difference in trip generation is not significant and the proposed use of a medical office building is in compliance with the October 27, 2022, Parker Pointe Traffic Impact Study. No changes to the roadway configuration and/or proposed layout of the roadways as presented in the TIS are occasioned by the proposed use of a medical office building.

Should you have any questions or need additional information please call me at 303-703-9112. Thank you for the opportunity to be of service.

Respectfully submitted,
Aldridge Transportation Consultants, LLC

John M.W. Aldridge, P.E.
Principal



ATC is professional service firm specializing in traffic engineering and transportation planning. ATC's principal, John M.W. Aldridge is a Colorado licensed professional engineer. In the past 20 years, ATC has prepared over 1,000 traffic impact studies, designed over 100 traffic signals, and has provided expert witness testimony on engineering design and access issues on multi-million-dollar interchange and highway projects in Kansas and Colorado.