



May 24, 2024

Mr. Sal Perdomo
Director of Acquisition and Development
Titan Development
6300 Riverside Plaza, Suite 200
Albuquerque, New Mexico 87120

Re: Titan-Zeiler Warehouse Project
Johnstown, Colorado

Dear Mr. Perdomo:

I have completed my traffic analysis of the rezoning for the proposed Titan-Zeiler Warehouse Project. The attached Figure 1 depicts the location of the proposed warehouse project with respect to the surrounding area. The site is bounded by Highplains Boulevard on the west, the Great Western Rail Line on the north, agricultural land on the east, and East County Road 20C on the south. The proposed warehouse project is located on 39.16 acres of land.

The current zoning is PUD-MU, Planned Unit Development-Mixed-Use District. The purpose of this zoning is created to "allow the integration of residential, commercial, and industrial development within an area so as to facilitate the formation of a self-sustaining project." The proposed Titan-Zeiler Warehouse Project will be zoned I-1

For the purposes of this analysis, it has been assumed that the site will contain 120 single-family detached housing and 250 apartments. This density is similar to the existing residential development located on the west side of Highplains Boulevard. The proposed zoning for the site is I-1. The size of the proposed Titan-Zeiler Warehouse Project will be 550,000 square feet. The land use category that is being used for this analysis is Land Use Category 154 – High-Cube Transload and Short-Term Storage Warehouse. This land use category is defined as a "building that typically has at least 200,000 gross square feet of floor area." The primary use is "for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw material) prior to their distribution to retail locations or other warehouses."

With the site being located directly south of the Great Western Rail Line, a development like the Titan-Zeiler Warehouse Project is a logical use of the land. There may be an opportunity for building a rail spur into the site which would be used to deliver finished products to the site rather than trucking the finished products into the site.

Trip Generation Comparison

The existing zoning could contain 120 single-family detached housing units and 250 apartments. The proposed Titan-Zeiler Warehouse Project will contain 550,000 square feet of warehouse space. The amount of traffic that will be generated by the proposed warehouse project has been estimated based upon trip generation rates published by the Institute of T

Transportation Engineers (ITE) in the 11th Edition, 2021, of *Trip Generation*. The results are shown in Table 1, giving the average number

Table 1
Estimated Vehicle Trip Generation
Weekday Daily

ITE Category		Quantity		Average Weekday (1)	
				Trip Rate	Vehicle Trips
Current Zoning					
210	Single-Family Detached Housing	120	DU (2)	9.43	1,132
220	Multi-Family (Low Rise)	250	DU (2)	4.54	1,135
				Total	2,267
Proposed New Zoning					
154	High-Cube Transload and Short-Term Storage Warehouse	550	KSF (3)	1.40	770
				Difference	(1,497)

AM Peak-Hour

ITE Category		Quantity		AM Peak-Hour			
				Trip Rate		Vehicle Trips	
				In	Out	In	Out
Current Zoning							
210	Single-Family Detached Housing	120	DU (32)	0.18	0.52	22	62
220	Multi-Family (Low Rise)	250	DU (2)	0.09	0.28	23	70
					Total	45	132
Proposed Zoning							
154	High-Cube Transload and Short-Term Storage Warehouse	550	KSF (3)	0.06	0.02	33	11
				Difference		(12)	(121)
						(133)	

PM Peak-Hour

ITE Category		Quantity		PM Peak-Hour			
				Trip Rate		Vehicle Trips	
				In	Out	In	Out
Current Zoning							
210	Single-Family Detached Housing	120	DU (2)	0.59	0.35	71	42
220	Multi-Family (Low Rise)	250	DU (2)	0.24	0.15	60	38
						131	80
Proposed Zoning							
154	High-Cube Transload and Short-Term Storage Warehouse	550	KSF (3)	0.03	0.07	16	39
				Difference		(115)	(41)
						(156)	

- (1) Source: "Trip Generation," Institute of Transportation Engineers, 11th Edition, 2021
- (2) DU = Dwelling Unit
- (3) KSF = 1,000 Square Feet

of weekday daily, morning and evening peak-hour trips expected to be generated by the proposed warehouse project.

As illustrated in Table 1, on an average weekday the proposed residential development at full build out will generate approximately 2,267 daily vehicle-trips with 1,134 vehicles entering and 1,133 vehicles leaving the site on a typical weekday. Of these, approximately 177 vehicle-trips will occur during the AM peak-hour, with 45 vehicles entering and 132 vehicles exiting the site and approximately 211 vehicle-trips will occur during the PM peak-hour, with 131 vehicles entering and 80 vehicles exiting the site.

For the proposed Titan-Zeiler Warehouse Project at full build out will generate approximately 770 daily vehicle-trips with 385 vehicles entering and 385 vehicles leaving the site on a typical weekday. Of these, approximately 44 vehicle-trips will occur during the AM peak-hour, with 33 vehicles entering and 11 vehicles exiting the site and approximately 55 vehicle-trips will occur during the PM peak-hour, with 16 vehicles entering and 39 vehicles exiting the site.

The proposed Titan-Zeiler Warehouse Project will generate 1,497 fewer daily vehicle-trips, 133 fewer vehicle-trips in the AM peak-hour, and 156 fewer vehicle-trips in the PM peak-hour.

If the site was to contain a large community center with about 150,000 square feet of floor space, the estimated daily trip generation is about 5,550 vehicle-trips. This level of development would place a heavy burden on Highplains Boulevard. It is highly unlikely that a commercial development of this size would be built on this site due to the presence of the commercial activity between I-25 and Highplains Boulevard and the south side of US 34.

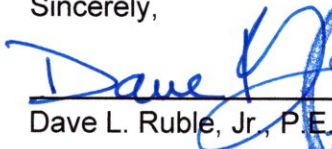
Conclusions

The proposed Titan-Zeiler Warehouse Project will have the least of the traffic impacts when compared to the types of activities that are permitted under PUD-MU zoning. The proposed warehouse project is consistent with the land use activity north of the Great Western Rail Line.

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This completes my traffic analysis of the proposed rezoning of the 39.16 acre site from PUD-MU to I-1. Please feel free to contact me if you need anything else for this project.

Sincerely,


Dave L. Ruble, Jr., P.E.



dlr/bar

Enclosure:

Figure 1 – Vicinity Map

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Approximate Scale
Scale 1" = 765 feet



Figure 1
Vicinity Map