Comments: 02/10/2021 By: Kyle Morris (BHI)

Checked By: Brianna Medema

1. Provide additional discussion on why the site trip distribution changes at the south and west extents. Is this because of the Telluride St connection? Adjacent developments? Both? NEATS Data?

The trip distribution to the south was previously increased to account for the proposed connection of 37th Avenue to Airport Boulevard. As this connection has not been approved, a second scenario in the revised study has been prepared in the 2040 condition without the increased trip distribution to south which does not include the proposed 37th Avenue Traffic Impact Sconnection to the Airport Boulevard.

2. Provide site circulation plan in the appendix.

A site circulation plan has been provided in the revised traffic study.

- 3. Provide recommendations for stop control at internal intersections. Stop control recommendations have been provided at the major internal intersections in the revised study.
- 4. State the roadway classifications within the Existing Roadway Network section.

Roadway classifications have been provided the revised study.

5. Access spacing along arterials is a minimum of 300 feet. It appears that the Right-out access, as proposed, is too close to the full movement access on Salida.

Salida Street is classified as a collector roadway in the NEATS Refresh. According to the City of Aurora Roadway Design and Construction Specifications, access points shall be no closer than 150 feet to collector Flats on intersections. The north access along Salida Street is proposed to be located approximately 170 feet north of the existing RTD Station North Access/South Project Access, and the project is proposing to restrict this access to right-out movements only to reduce conflict points at this intersection. This access is critical for the circulation of the leasing office area of the multifamily complex. It is respectfully requested that the City of Aurora allow this right-out only access at the currently proposed location.

5. Include interior intersection control and site plan.

A site circulation plan has been provided in the revised traffic study. Further, stop control recommendations have been provided at the major internal intersections in the revised study.

6. Provide discussion and recommendations for functional intersection connecting to existing 40th Access (previously proposed offset and alignment is not acceptable).

This access was previously accepted with the adjacent Building 22 & 23 Project. The south leg of the northeast internal access intersection is sightly offset to the west and this is due to constraints with the property line of the adjacent development to the east. The currently proposed alignment of the south leg of this internal intersection has been moved east and is located as far to the east as possible.

7. See comments throughout.

Thank you for review of the Flats on the A at Gateway Park traffic study. Please see individual responses throughout this document.

Aurora,

Prepared for:

Sand Creek

Gateway Am

## TRAFFIC IMPACT STUDY

# Flats on the A at Gateway park

Aurora, Colorado

### Prepared for

#### SAND CREEK METROPOLITAN DISTRICT

And Gateway Amenities, LLC 100 St. Paul Street Suite 300 Denver, CO 80206

Prepared by
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#### 3.0 EXISTING AND FUTURE CONDITIONS

# 3.1 Existing Study Area

The existing site is comprised of vacant land. Gateway Park Buildings 21-25 are located to the east and southeast of the Project while the Park N Ride for the RTD at Gateway Park Station is located to the west immediately across Salida Street. The future "DEN60" project currently under the planning phases will be located to the north of the Project. The United Natural Foods (unfi) and Goldbug facilities are located northeast of the project. Commercial uses exist in the extended area to the southeast. The Denver International Airport ("DEN") and Gateway Park Parcel TIC 2 projects are currently in the planning stages and are located southwest of the Project. The land uses and roadway network surrounding the site are shown in the aerial of Figure 2.

### 3.2 Existing Roadway Network

E. 40th Avenue provides two through lanes eastbound and westbound with a 40 mile per hour posted speed limit and a raised median. Salida Street provides two lanes of travel in each direction and extends from E. 40th Avenue to Tower Road. Salida Street has a 40 mile per hour posted speed limit and a raised median. State the roadway

The E. 40th Avenue and Salida Street intersection is a three-legged and signalized with protected/permissive left turn phasing on the westbound consists of one through lane and a shared through/right consists of dual left turn lanes and two through lanes. The collector roadway for turn lanes and an exclusive right turn lane. It is antici converted to a four-leg intersection with development dbased on the NEATS extension of future Telluride Street north of the present inter Refresh. It should be

The South RTD/Buildings 22/23 Driveway and Salida Streclassifies 40th Avenue as stop control along the eastbound and westbound approach a major arterial in the approaches of this intersection provide a left turn lane and NEATS Refresh.

Roadway classifications broach have been provided the proach revised study and are a ual left Salida Street and a minor will be arterial for 40th Avenue ing an noted that the Enhanced 2040 model alternative

classifications.

butside lane being a shared through/right turn lane. The eastbound and westbound approaches consist of a single lane for shared movements. The intersection lane configuration and control for the

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study area key intersections are shown in Figure 3.

d with

bound



