



Traffic Impact S

Flats on  
Aurora, (

Prepared for:  
Sand Creek I  
Gateway Am

Kimley»

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 connection 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 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 slightly 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.



# T R A F F I C I M P A C T S T U D Y

## **Flats on the A at Gateway park**

Aurora, Colorado

**Prepared for**

**SAND CREEK METROPOLITAN DISTRICT**

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*This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.*

### 3.1 Existing Study Area

### 3.2 Existing Roadway Network

State the roadway classifications.

Roadway classifications have been provided the revised study and are a collector roadway for Salida Street and a minor arterial for 40th Avenue based on the NEATS Refresh. It should be noted that the Enhanced 2040 model alternative classifies 40th Avenue as a major arterial in the NEATS Refresh.

*Kimley-Horn and Associates, Inc.*  
067918024 – Flats on the A at Gateway Park

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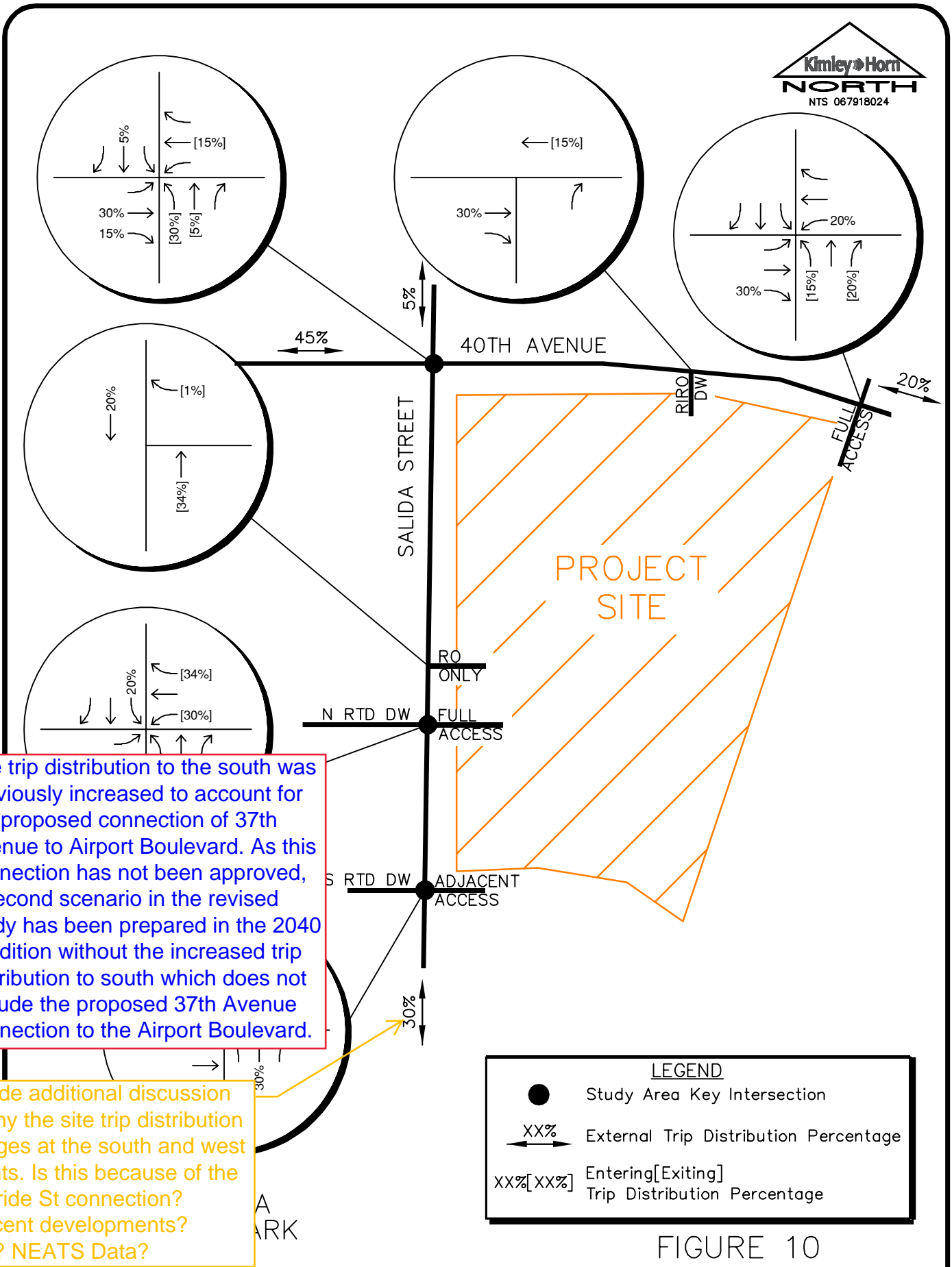
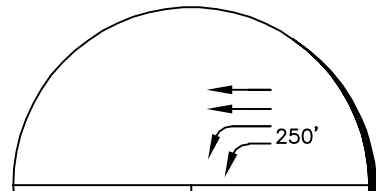
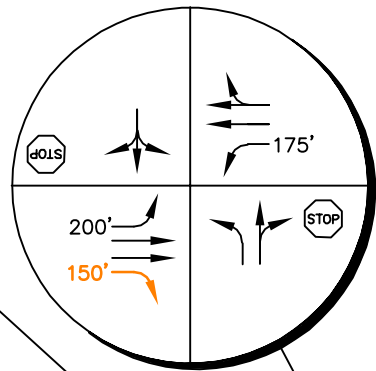
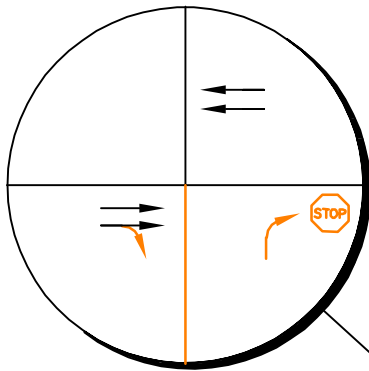


FIGURE 10

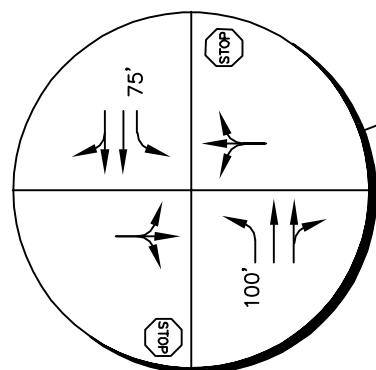
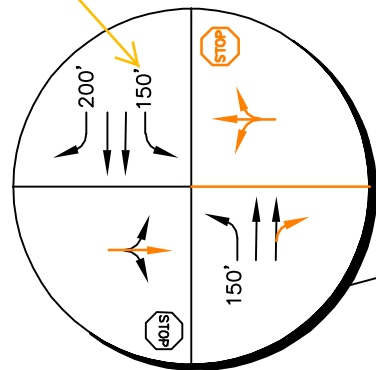
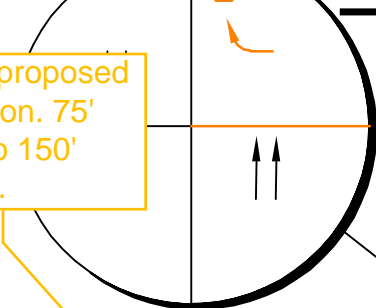
2040 RESIDENTIAL DISTRIBUTION



Existing length and future length recommendations have been modified for the southbound left turn lane at the full movement access along Salida Street.

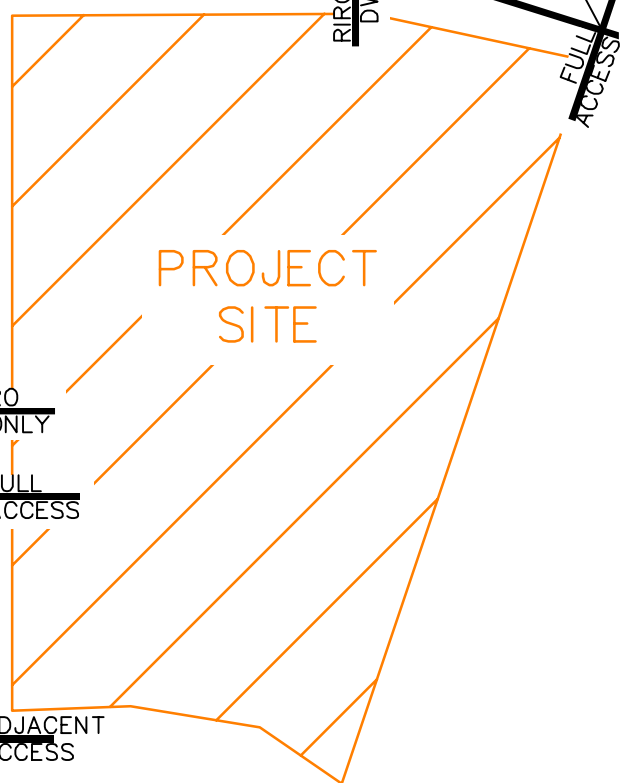


Show as proposed modification. 75' existing to 150' proposed.



40TH AVENUE

SALIDA STREET



FLATS ON THE A  
AT GATEWAY PARK  
2022 RECOMMENDED LANE  
CONFIGURATION AND CONTROL

**LEGEND**

- Study Area Key Intersection
- ⋮ Signalized Intersection
- STOP Stop Controlled Approach
- Improvement
- 100' Turn Lane Length (feet)

FIGURE 16