



## MEMORANDUM

**TO:** Kevin Roth, PE, LEED AP, Roth Lang Engineering Group

**FROM:** Christopher J. Fasching, PE, PTOE

**DATE:** February 15, 2021

**SUBJECT:** Fitzsimons East Block Development Proposal – CDOT Access Permits  
FHU Project Number 120459-01

### INTRODUCTION

This memorandum provides information on the proposed Fitzsimons Village East Block development proposal within the context of approved CDOT access permits that apply to all of Fitzsimons Village. The East Block parcel is located along the east side of the north-south parkway road that leads to the existing Hyatt Regency facility. The parcel is approximately 2.6 acres in size, and the specific development proposal includes 375 multi-family units with 9285 square feet of first-floor commercial space.

This parcel is one of many within the Fitzsimons Village master plan. At the time that the Fitzsimons Village master plan was approved, the developer made application to CDOT for access points onto Colfax Avenue. That process entailed closing 15 curb-cuts to uses that existed at the time (2008) in lieu of two direct access points to serve Fitzsimons Village. Each action required a separate application and permit issuance of CDOT.

### COLFAX ACCESS DRIVES

There are two direct Fitzsimons Village accesses onto Colfax Avenue that are the subject of this memo. One is a three-quarter movement access located approximately 725 feet east of Ursula Street, and one is right-in/right-out only access that exists approximately 315 feet west of Xanadu Street. These are CDOT access permit number 608003 and 608002, respectively, and both were issued in 2008 within the context of serving the larger Fitzsimons Village master plan. A traffic impact study, prepared by Felsburg Holt & Ullevig, served as the basis in establishing the daily traffic limits illustrated on the access permits. Both access permits are attached.

Assessing the Colfax Avenue access permits, in relation to the East Block development proposal, requires one to assess the entirety of Fitzsimons Village (which the permits are intended to serve) with respect to development and trip generation. At the time the permits were issued, the overall Fitzsimons Village traffic impact study showed that the entire master plan would generate 19,540 trips per day (not including pass-by and internal trip-making effects). The three-quarter movement access permit onto Colfax is shown to accommodate up to 12,900 vehicles per day, and the right-in-/right-out access permit onto Colfax is shown to accommodate 1500 vehicles per day for a mix of uses. Both of these are based on the 19,540 trips per day of total trip generation, realizing that access points onto other adjacent roadways also serve a portion of the Fitzsimons Village traffic (including 13<sup>th</sup> Place, Ursula Street, and Xanadu Street).

With this context, a key consideration in assessing the permits pertains to comparing the totality of Fitzsimons Village, then and now, recognizing the East Block development proposal. **Table I** was

assembled as a means of illustrating the comparison, as well as serving as a tool to track Fitzsimons Village development realizing that there are still some vacant parcels.

**Table 1. Fitzsimons Village Land use and Trip Generation Comparison**

Land Use Type	2007 Fitzsimons Village Traffic Study (Basis for Access Permits)		Actual and Proposed Land Uses		
	LU Quantity	Daily Trips	LU Quantity	Daily Trips	Notes
<b>Office</b>	531.5 KSF		126.5 KSF (Medical Office)	4402	Top five floors plus all but 20 KSF of the first floor
			208 KSF	2026	Proposal for Fitzsimons Village Office
<b>Subtotals</b>	531.5 K SF	5850	334.5 KSF	6428	
<b>Retail</b>	136.9 KSF	5880	20 KSF	755	Estimate of existing Children's Hospital office building
			4.4 KSF	166	Existing Bank
			12 KSF	453	Proposal for Fitzsimons Village Office
<b>Subtotals</b>	136.9 KSF	5880	45.7 KSF	1725	
<b>MF Units</b>	795 DU's	4660	363 DU's	1975	Legacy Proposal
			375 DU's	2040	Proposal for East Block
<b>Subtotals</b>	795 DU's	4660	738 DU's	4057	
<b>Hotels</b>	385 Rooms	3150	156 Rooms	1304	Springhill Suites
			249 Rooms	2082	Hyatt Regency
<b>Subtotals</b>	385 Rooms	3150	405 Rooms	3386	
<b>Grand Totals</b>		<b>19,540 (I) (Basis for Colfax Access Permits)</b>		<b>15,553 (I)</b>	
<b>Vacant Developable Ground</b>	-		5.5 Acres	TBD	Additional uses will eventually develop

(I) Total trip generation prior to adjustments for pass-by and internal trip-making.

Several Fitzsimons Village parcels contain active development, one is under construction, another has submitted a development application to Aurora for consideration, and the East Block would be the next parcel to submit an application to Aurora for consideration. In addition, there are still several other vacant parcels within Fitzsimons Village totaling approximately 5.5 acres. Since the original approval, Fitzsimons Village land use quantities have been tweaked and shifted within the master plan.

82 percent of the Fitzsimons Village acreage is developed, under construction, or is under consideration for development, all of which is captured on the right side of **Table I**. While the acreage is 82 percent “claimed”, the base 2007 trip generation, which served as the basis for the access permits (left side of Table I), is only 80 percent consumed (15,553 trips versus 19,540 in the 2007 traffic study). In other words, 20 percent of the Fitzsimons Village trip generation “budget” is still available, and only 18 percent of the acreage remains.

As such:

- The proposed East Block development fits within the context of Fitzsimons Village master plan with respect to the access permits issued onto Colfax
- Fitzsimons Village development is tracking slightly below the limits of the Colfax Avenue access permits that directly serve the site.
- CDOT typically allows a 20 percent leeway in access usage compare to limits established on the permit. This affords an even greater amount of “cushion” to accommodate future development within Fitzsimons Village and not trigger the need for updated permits.

## **CIRCULATION**

The multifamily building is proposed to be served with a 442-space parking structure, primarily for the residential uses. The commercial uses are most likely to leverage the intended 46 spaces on the street. Two access drives are proposed into the structure; one onto the north-south Uvalda street and one onto the east-west 14<sup>th</sup> Place. Both streets are private and will not be dedicated city right of way.

Both structure access points are proposed to serve two-way traffic. The peak hours could see a flow rate of 75 to 100 vehicles per hour at each access, or roughly one vehicle every 40 seconds on average. This a flow that can be easily be accommodated from a capacity standpoint. The access onto Uvalda Street, however, should be signed to restrict left turn movements. This road will be one-way northbound, so the restriction would help enforce this notion for those exiting the structure onto Uvalda Street.

## **SUMMARY**

The Fitzsimons East Block development will not trigger the need for new access permits onto Colfax Avenue. The permits that have been issued will be adequate, and they are will likely be adequate in accommodating additional development yet to be formally planned within Fitzsimons Village. Upon additional development, a check should be conducted to ensure that the totality of Fitzsimons Village remains within the realm (or no more than 20 percent above) of the issued access permits onto Colfax Avenue. This analysis suggests that Fitzsimons Village development is aligning with the trip generation estimated in 2007, thereby validating the access permits that issued in 2008.

Vehicular circulation will be focused on two access points into/out of the parking structure, which should be able to accommodate demand. Signing is needed for the Uvalda Street access to enforce the one-way northbound flow; no left out signing is needed at that exit.