

MEMORANDUM

To: Dean Kaiser, City of Aurora, Transportation Engineering Department

From: Cassie Slade, PE, PTOE

Date: June 19, 2024

Project: Skydance Relocation of Units (Aurora, Colorado)

Subject: Traffic Analysis Memo (2nd Submittal)

The Fox Tuttle Transportation Group has completed a traffic analysis for relocating 100 units from one planning area to another within the Skydance project. The 152± acres of vacant property are located in the northeast corner of 56th Avenue and Picadilly Road, which is within the center of rapidly growing northern Aurora, Colorado. It is understood that this project will have a mix of land uses including single-family residential, multi-family residential, and commercial. The project area is bounded by Picadilly Road to the west, future Tibet Road alignment to the east, future 60th Avenue alignment to the north, and 56th Avenue to the south, as shown in **Figure 1**. The property will be developed over time with assumed completion within the next 10 years.

This traffic memorandum focuses on the transfer of 100 multi-family units from Planning Areas 11 to Planning Areas 5, 7, and 8, which are located on the east side of the site. The



Figure 1. Vicinity Map

existing and future roadways and intersections have been planned or built to support Skydance traffic including the listed planning areas. The master development includes constructing segments of future roadways 57th Avenue, 60th Avenue, and Tibet Road and widening the adjacent existing roadways as appropriate. The planned internal roadways will provide connectivity for vehicular and multi-modal travel through Skydance.

The purpose of this “traffic memo” is to show any adjustments in the MTS analysis with relocation of units from one area in the property to another and to determine if additional traffic analyses are necessary.

Comparison to the Master Traffic Study

A “Master” traffic impact study¹ (TIS) was previously prepared for the entire Skydance development including Planning Areas 5, 7, 8, and 11, as shown in **Figure 2**. A review of the Skydance TIS shows that Planning Area 11 included 394 multi-family units (mid-rise). Planning Areas 5, 7, and 8 had a total of 300 multi-family units (mid-rise) in the Master TIS. The current plan is to move 100 units from Planning Area 11 to the multi-family area just north. This does not change the overall number of units within Skydance.

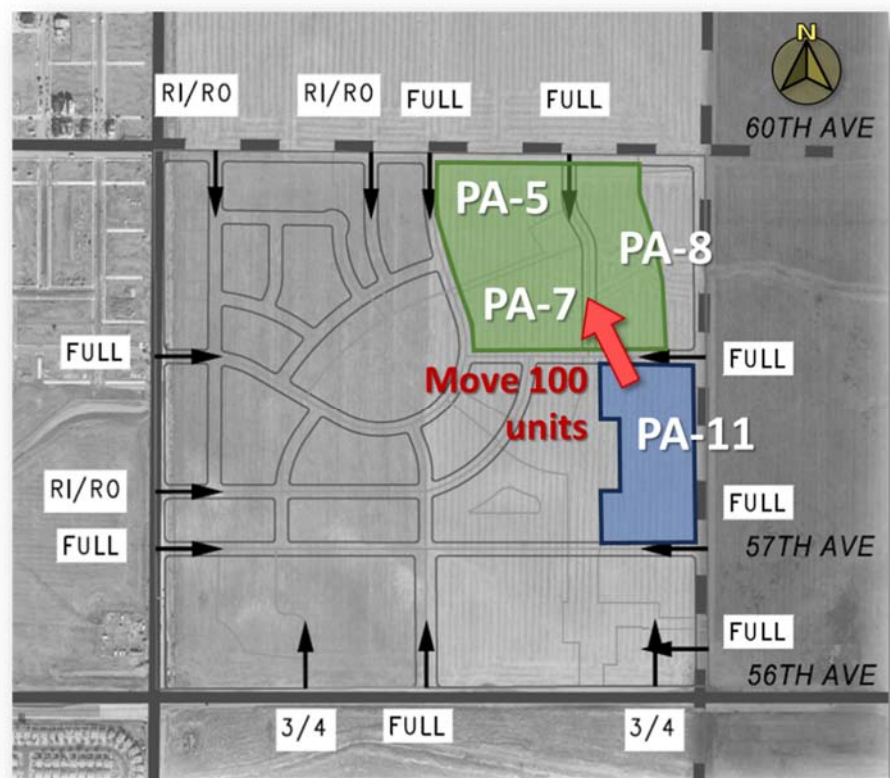


Figure 2. Map from Skydance Master TIS for Proposed Relocation of Multi-Family Units

¹ [Skydance Traffic Impact Study](#). Fox Tuttle Transportation Group, LLC. February 2022.

Trip Generation and Assignment

To establish the volume of trips associated with the proposed Skydance project, the data contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Handbook and Manual* (10th Edition, Year 2017) was applied to the most applicable land use category. Although there is a newer version of the *Trip Generation Manual*, the previous version is the one utilized in the Master Traffic Impact Study and used in this analysis for comparison. It is understood that there has been a slight update to the trip rates in the latest manual; however, the purpose of this memorandum is to show the rerouted trips from one planning area to another and understand if any intersections need additional improvements.

The relocation of 100 units does not impact the total trip generation associated with the subject planning areas. The only impact was shown to be slight adjustments in the trip assignment.

Figure 3 is the key map for the adjacent and internal intersections. **Figure 4** illustrates the anticipated shift in trip volumes throughout the study area with the relocation of 100 multi-family units. It can be seen that trip volumes move from one access intersection to another with slight adjustments in routing through the network. The majority of the shift in peak hour volumes is three (3) vehicles or less, with the direct access intersections having up to seven (7) vehicles redirected internally. **Figure 5** provides the removed trips from Planning Area 11 and throughout the internal and access intersections. **Figure 6** provides the rerouted trips to Planning Areas 5, 7, and 8. The addition of these two figures equates to the volumes shown in **Figure 4**.

Conclusions

It is anticipated that the existing and proposed roadway network, intersections, and accesses can accommodate the relocation of 100 multi-family units from Planning Area 11 to Planning Areas 5, 7, and 8 with the Skydance project. The adjustment does not change the overall trip volume and only slightly shifts the route vehicles take to access the planning area. As noted, the **proposed land use is consistent with the trip generation assumptions, lane configurations, and access needs as presented in the Skydance TIS, and thus the findings and recommendations of that study are still valid.** No additional traffic analysis is necessary to support this project.

I hope that the contents of this memorandum are helpful to you. If you have any questions, please feel free to give me a call.

Sincerely,
FOX TUTTLE TRANSPORTATION GROUP, LLC

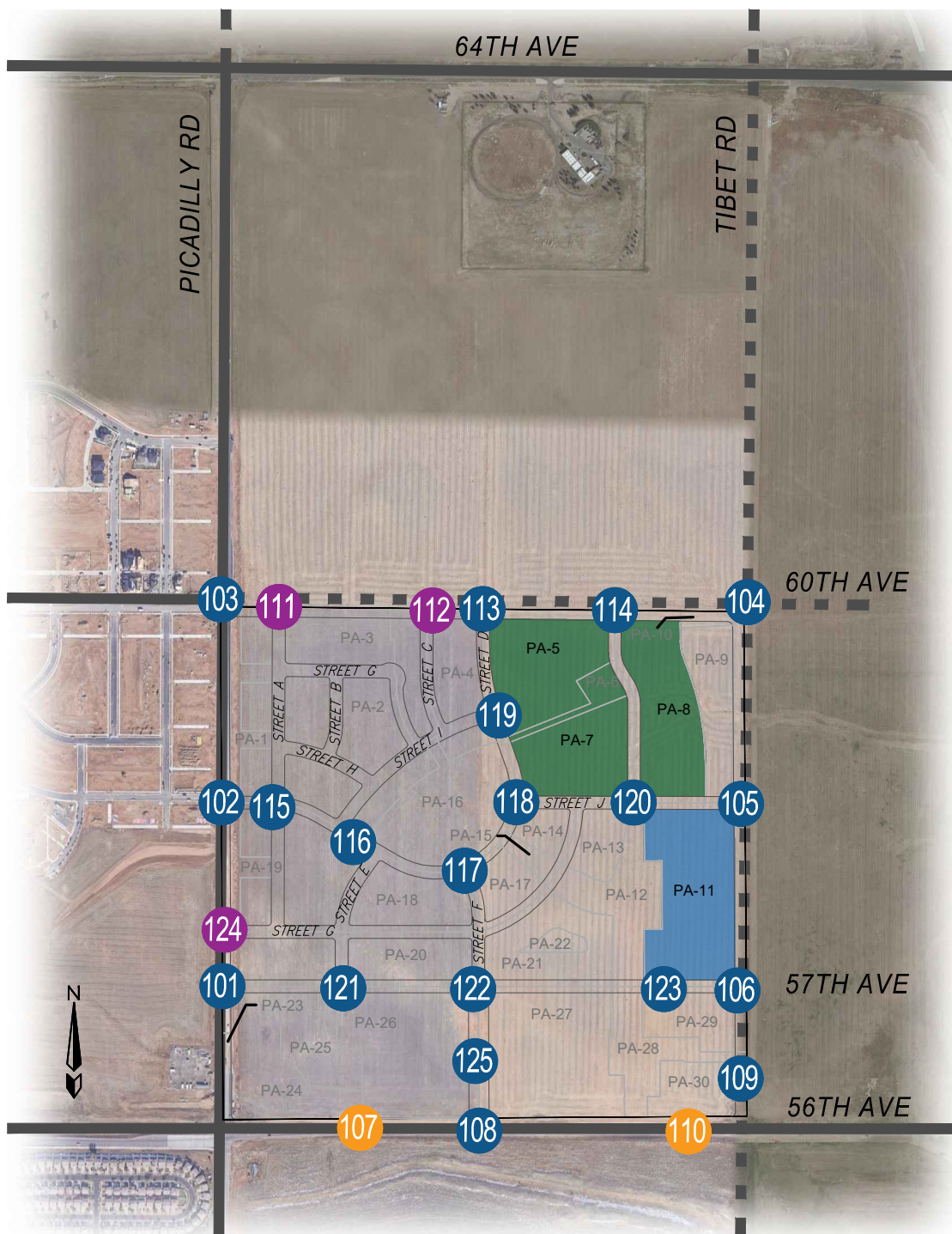


Cassie Slade, P.E., PTOE
Principal



Attachments:

- Figure 3 – Access & Internal Intersections Map*
- Figure 4 – Total Change in Site-Generated Trips for 100 Multi-Family Units*
- Figure 5 – Removal of PA-11 Trips for 100 Multi-Family Units*
- Figure 6 – Rerouted Trips to PA 5/7/8 for 100 Multi-Family Units*



- PA-1 OPEN SPACE
- PA-2 SINGLE FAMILY DETACHED RESIDENTIAL
- PA-3 OPEN SPACE
- PA-4 SINGLE FAMILY DETACHED RESIDENTIAL
- PA-5 MULTI-FAMILY RESIDENTIAL**
- PA-6 PARK
- PA-7 MULTI-FAMILY RESIDENTIAL**
- PA-8 MULTI-FAMILY RESIDENTIAL**
- PA-9 DETENTION
- PA-10 OPEN SPACE
- PA-11 MIXED USE COMMERCIAL**
- PA-12 PARK
- PA-13 SINGLE FAMILY ATTACHED RESIDENTIAL
- PA-14 SINGLE FAMILY ATTACHED RESIDENTIAL
- PA-15 OPEN SPACE
- PA-16 PARK
- PA-17 SINGLE FAMILY ATTACHED RESIDENTIAL
- PA-18 SINGLE FAMILY DETACHED RESIDENTIAL
- PA-19 OPEN SPACE
- PA-20 SINGLE FAMILY ATTACHED RESIDENTIAL
- PA-21 SINGLE FAMILY ATTACHED RESIDENTIAL
- PA-22 OPEN SPACE
- PA-23 OPEN SPACE
- PA-24 DETENTION
- PA-25 DETENTION/ OPEN SPACE
- PA-26 COMMERCIAL
- PA-27 MIXED USE COMMERCIAL
- PA-28 PARK
- PA-29 MIXED USE COMMERCIAL
- PA-30 COMMERCIAL

KEY

- # FULL MOVEMENT INTERSECTION
- # 3/4 MOVEMENT INTERSECTION
- # RI/RO MOVEMENT INTERSECTION

