

## Traffic Impact Study

2024-02-14 (DJK)

Reviewed, comments include

- need for more dialog regarding no indoor seating,
- note opening and closing bell times for Liberty Middle school,
- need for site specific count data, look at possible use of LU 935 for ITE Trip Gen (site specific locations do not correlate well with No Indoor seating),
- any 'no indoor seating' trip gen values available?
- Provide worksheet of turn phasing warrant analyses,
- Signal warrant analysis must indicate what hours used, and how 2040 volumes calculated.

See comments throughout report

## Chick-fil-A Dry C

Aurora, Colorado

Thank you for your review and comments provided to the traffic study.

- Site-specific data for the drive-through only (DTO) site has been provided for Chick-fil-A sites and used in the updated analysis.
- Opening and dismissal bell times for Liberty Middle School have been provided in the revised study.
- Turn phase warrant analyses are now included in the appendices.
- Signal warrant analysis descriptions are also now included more in detail in the appendices.

Prepared for:

**Merrick & Company**

**Kimley»»Horn**

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

**Chick-fil-A Dry Creek and Gartrell**

Aurora, Colorado

**Prepared for  
Merrick & Company**

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February 2024

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## 2.0 INTRODUCTION

Kimley-Horn has prepared this report to document the results of a Traffic Impact Study for a Chick-fil-A redevelopment project proposed to be located on the northwest corner of the Dry Creek Road and Gartrell Road intersection in Aurora, Colorado. A vicinity map illustrating the Chick-fil-A development location is shown in **Figure 1**. A 2,931 square foot Chick-fil-A restaurant is proposed to replace a previous bank that is currently unoccupied. A conceptual site plan is attached in **Appendix F**. It is expected that Chick-fil-A will be completed in the next couple years; therefore, analysis was conducted for the 2025 short-term buildout horizon as well as the 2040 long-term planning horizon.

Provide additional info regarding operations (no indoor seating , some outdoor seating)

The purpose of this traffic study is to identify project traffic generation characteristics to determine potential project traffic related impacts on the local road network and identify mitigation measures required for the identified traffic impacts. The following intersections were incorporated into this traffic study in accordance with the City of Aurora standards and requirements:

Updated with site-specific trip gen from similar CFA sites with drive-through only.

- Dry Creek Road & Hinsdale Avenue (#1)
- Dry Creek Road & Gartrell Road (#2)
- Hinsdale Avenue & Gartrell Road (#3)

In addition, the existing full movement shared access on the east side of Hinsdale Avenue (#4) and the existing right-in/right-out shared access along the west side of Gartrell Road (#5) were evaluated.

Regional access to the Chick-fil-A project will be provided by E-470, Parker Road (SH-83), and Arapahoe Road (SH-88). Primary access will be provided by Gartrell Road and Dry Creek Road. Direct access will be provided by the existing full movement shared access on the east side of Hinsdale Avenue (#4) and the existing right-in/right-out shared access along the west side of Gartrell Road (#5).

### 3.3 Existing Traffic Volumes

Existing turning movement counts were conducted at the Dry Creek Road/Hinsdale Avenue and Dry Creek Road/Gartrell Road intersections on Wednesday, October 4, 2023 in 15-minute intervals from 7:00 AM to 9:00 AM and 3:00 PM to 6:00 PM. The counts at these two intersections included the 3:00 PM to 4:00 PM hour to account for the release time of **Liberty Middle School** located to west along Dry Creek Road. Turning movement counts were collected at the Hinsdale Avenue and Gartrell Road (#3) intersection on Wednesday, January 24, 2024 in 15-minute intervals from 7:00 AM to 9:00 AM and 3:00 PM to 7:00 PM. The count times during the afternoon peak hours at this intersection were expanded to include four hours of PM peak hour data points in the requested signal warrant analysis. Turning movement counts were also collected at the existing shared accesses along Hinsdale Avenue and Gartrell Road on Wednesday, October 4, 2023 during the morning and afternoon peak hours of adjacent street traffic in 15-minute intervals from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. Since these traffic counts were collected on different dates and have slightly different peak hours the traffic volumes were balanced based on the volumes at the Dry Creek Road and Gartrell Road (#1) intersection. The existing study area key intersections balanced traffic volumes are shown in **Figure 3** with count sheets provided in **Appendix A**.

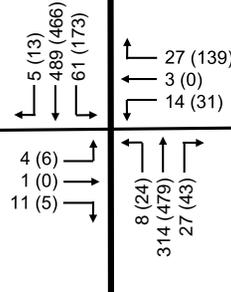
For added clarity, Middle School bell times are 8:50 AM start and 3:45 PM end, coincides with traffic count periods.

### 3.4 Unspecified Development Traffic Growth

To conform to City of Aurora Traffic Impact Study **The bell times have been added in the description of the school.** growth rate was used to estimate future traffic volume conditions for the short-term horizon. This annual growth rate was used to estimate short-term 2025 and long-term 2040 traffic volume projections at the key intersections. The calculated background traffic volumes for 2025 and 2040 are shown in **Figure 4** and **Figure 5**, respectively.

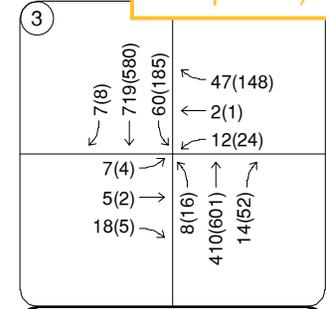


FIGURE 3  
CHICK-FIL-A  
AURORA, COLORADO  
EXISTING TRAFFIC VOLUMES – BALANCED

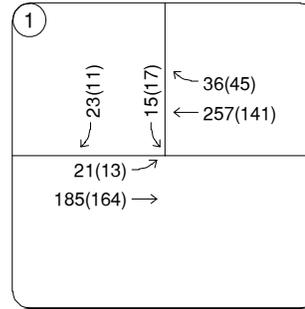


Just a snapshot of June 2023 volumes at Gartrell & Hinsdale (summer vs Jan acceptable)

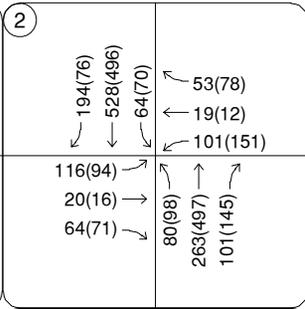
Thank you for providing these for internal comparison purposes.



HINSDALE AVE & GARTRELL RD  
Weds, Jan 24, 2024  
8:00 to 9:00AM  
(3:45 to 4:45PM)



DRY CREEK RD & HINSDALE AVE  
Weds, Oct 4, 2023  
7:45 to 8:45AM  
(4:00 to 5:00PM)



DRY CREEK RD & GARTRELL RD  
Weds, Oct 4, 2023  
7:45 to 8:45AM  
(4:00 to 5:00PM)

That is correct. Our analysis periods we used in the standard analysis results are based on the times that include school periods, though we also included at 3-4PM analysis to provide a basis of comparison.

Peak hours INCLUDED school bell times

**LEGEND**

- (X) Study Area Key Intersection
- XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes
- [XX,X00] Estimated Daily Traffic Volume

**Table 1** summarizes a trip generation comparison for Chick-fil-A Dry Creek and Gartrell between the ITE and the site-specific counts. As shown in **Table 1** and based on ITE Trip Generation calculations, a proposed fast-food restaurant with drive-through of the proposed project size would be anticipated to generate 131 morning peak hour trips and 97 afternoon peak hour trips. Based on the site-specific trip generation rates created based on building area, the morning peak hour trip generation of the four Chick-fil-A sites is approximately 34 percent lower than that reported by the ITE Trip Generation calculations, and 63 percent higher during the afternoon peak hour. The Chick-fil-A site specific counts were used in this analysis.

Presumably all with sit down restaurant? (since sizes all nearly double this new site)

**Table 1 – Chick-fil-A Trip Generation Comparison**

Land Use and Size	Weekday Vehicle Trips					
	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
<b>Existing Chick-Fil-A Counts (User-Specific)</b>						
Chick-fil-A Greeley - 4,950 Square Feet	71	66	137	133	112	245
Chick-fil-A Timnath - 4,760 Square Feet	77	73	150	147	138	285
Chick-fil-A Broomfield - 5,120 Square Feet	39	40	79	61	92	153
Chick-fil-A Parker - 4,460 Square Feet	93	101	194	174	169	343
<b>Proposed Site Trip Generation – 2,931 Square Feet</b>						
ITE Trip Gen - Fast Food Restaurant w/ DT (ITE 934)	67	64	131	50	47	97
User Specific Trip Gen Rates (Four Chick-fil-A Sites)	42	45	87	77	81	158

Provide site specific count sheets in Appendix

Site-specific counts without indoor seating at similar CFA sites are now being used.

ITE 935 has now also been provided for comparison.

**Table 2** provides the site. The trip generation worksheets are included in Appendix B.

LU 935 (see attached ITE Description)	61	68	129	91	88	179
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**Table 2 – Chick-fil-A Traffic Generation**

Chick-fil-A – 2,931 Square Feet	Weekday Vehicle Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Non Pass-By Trips	1,018	21	23	44	35	37	72
Pass-by Trips	1,246	21	22	43	42	44	86
<b>Total Project Trips</b>	<b>2,264</b>	<b>42</b>	<b>45</b>	<b>87</b>	<b>77</b>	<b>81</b>	<b>158</b>

Do not know the correlation between site down restaurants with drive-through and drive-through with no inside seating now...

Site-specific counts without indoor seating at similar CFA sites are now being used. Further, pass-by percentages were updated with LUC 935 (no indoor seating).

# Land Use: 935

## Fast-Food Restaurant with Drive-Through Window and No Indoor Seating

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### Description

This land use includes any fast-food restaurant that provides drive-through service only. The restaurant is typically housed in a very small building. It may provide a limited amount of outside seating at which there usually is no table service. Fast casual restaurant (Land Use 930), high-turnover (sit-down) restaurant (Land Use 932), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window (Land Use 934) are related uses.

### Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

### Source Numbers

404, 713, 720, 886

Did a quick Google search, saw an article from mid 2023 stating CFA only has approx 30 sites in the US that are drive-through only operations, understand that finding most local one to analyze may be difficult. Would owner be able to provide any trip gen/queuing numbers from this specific style to compare to?

At our request, client did provide site-specific CFA data for drive-through only sites with similar building footprint and at least two continuous drive-through lanes.

### 5.3 Left Turning Phasing Warrants & Vehicle Queuing Observations

Per request of the City of Aurora, left turn phasing was analyzed on each approach of the Dry Creek Road and Gartrell Road intersection based on City of Aurora Left Turn Phase Warrants. It is believed that the appropriate sight distance is currently provided on the eastbound, westbound, and southbound approaches at this intersection. However, the southbound left turn vehicles may block a portion of the line of sight for the northbound left turning vehicles. Therefore, protected left turn phasing could be considered on the northbound approach; otherwise, protective-permissive is recommended based on the findings of volume analysis. The speed limit along Gartrell Road is 40 miles per hour, whereas the speed limit along Dry Creek Road is 35 miles per hour; both speed limits are under the 45 mile per hour speed limit shown in the City of Aurora Left Turn Phase Warrants flow chart. The eastbound and westbound approaches provide one through lane in each direction, whereas the northbound and southbound approaches along Gartrell Road provides two through lanes northbound and southbound. The eastbound and westbound left turn volumes are currently both greater than 100 vehicles, therefore protected-permissive left turn phasing is desirable according to the left turn phasing flow chart. Protected-permissive left turn phasing is desirable for the northbound approach based on the left turn volume for the 2025 horizon prior to the addition of project traffic being greater than 100 vehicles. The southbound left turn volume is under 100 vehicles (70 vehicles) during the 2040 horizon with the addition of project traffic, and the southbound left turn volume multiplied by the opposing traffic volume is under 100,000 (59,570) for this same horizon. Therefore, it is recommended that the southbound left turn phasing remain permissive.

Please provide worksheet of 2025 and 2040 values illustrating phase warrant investigation

Updated and provided in appendix as requested.

However, long vehicle queues have been observed on the eastbound approach of Dry Creek Road and Gartrell Road intersection during the morning peak hour aligning with start of Liberty Middle School and then again from 3:45 PM to 4:00 PM coinciding with the release of the school. Protective-permissive left turn phasing reduces vehicles on the eastbound approach but not to the extent that dual left turn lanes have been calculated to reduce queues. Vehicle queues on the eastbound approach of this intersection were observed not clearing each signal cycle coinciding with the school release. The eastbound approach was observed with approximately 36 seconds of green time under permissive left turning phasing during this time. With protective-permissive left turn phasing and 56 seconds of green time on the eastbound approach (33 seconds designated for left turn movements) of this intersection, vehicle queues are calculated to clear each signal cycle in 2040 and observed as such in SimTraffic. With dual left turn lanes on the

As shown in the table above, the dual eastbound left turn lanes at the Dry Creek Road and Gartrell Road (#2) intersection are recommended to be striped to a maximum length of 200 feet. These eastbound dual left turn lanes cannot be extended further due to the intersection to the west. It is believed that these dual eastbound left turn lanes will help to alleviate existing morning peak hour queues and queueing issues observed coinciding with student dismissal at Liberty Middle School starting at approximately 3:50 PM and occurring for approximately 15 minutes. Although, the eastbound right turn queue extends beyond the available storage length at this intersection, it is believed that queues will utilize the adjacent through lane (low vehicle volumes and queue demand in the through lane) and clear each signal cycle while not blocking the adjacent access.

### 5.5 Pedestrian Safety and Traffic Calming

Sidewalks are provided on both sides of Gartrell Road, Hinsdale Avenue, and Dry Creek Road in the site vicinity. Crosswalks are provided on all four legs at the Dry Creek Road and Gartrell Road intersection. Bicycle lanes are currently provided along both sides of Gartrell Road and Dry Creek Road west of Gartrell Road. Public transportation does not currently exist near the project site or in the surrounding area.

### 5.6 Drive Through Queueing Analysis

As provided in the Institute of Transportation Engineers (ITE) Drive-Through Queue Generation, 1<sup>st</sup> Edition, by Mike Spack, P.E., PTOE, the recommended drive through vehicle queue length for fast food restaurants is 240 feet or 12 vehicles, represented by the 85<sup>th</sup> percentile queue. Based on the attached site plan, the queue of cars anticipated to be accommodated specifically within the drive-through lanes from the entry point to the final pickup window is 30 vehicles. Therefore, it is believed that the site has been designed with an appropriate configuration to accommodate the drive-through queueing needs onsite and within the designated drive through area. Applicable documents from the ITE Drive-Through Queue generation is provided in **Appendix E**.

Additionally, a drive-through queueing analysis was conducted at an existing Chick-fil-A site located in Parker, Colorado on Thursday, April 13, 2023 during the afternoon peak period of 5:00 PM to 6:00 PM. During that period, 101 vehicles were observed to be served by the drive-through at this site while the average wait time at the window was approximately 33 seconds. The Chick-fil-A site in Parker operates with **two entry drive-through lanes** with one order location for each lane, while it then merges down to one lane shortly thereafter as there is only one food pickup

window. The proposed site plan for the Dry Creek & Gartrell site has three lanes for ordering while then merging to two lanes after the order boards. Employees will deliver orders to vehicles in the outside pick-up lane. Therefore, the proposed project should have an even more streamlined process for moving vehicles through the designated drive through area as compared to the existing Parker site. The maximum drive-through queue observed to occur at the Parker site was 21 vehicles during the observed peak period. Therefore, it is believed that the Dry Creek & Gartrell site has been designed with an appropriate configuration to accommodate the drive-through queueing needs onsite and within the designated drive through area. Site-specific queueing data is provided in **Appendix E**.

### 5.7 Improvement Summary

Based on the results of the intersection operational and vehicle queuing analysis, intersection recommended improvements and control are shown in **Figure 13**.

Is this 21 total queued in the dual/merged pick-up lanes?

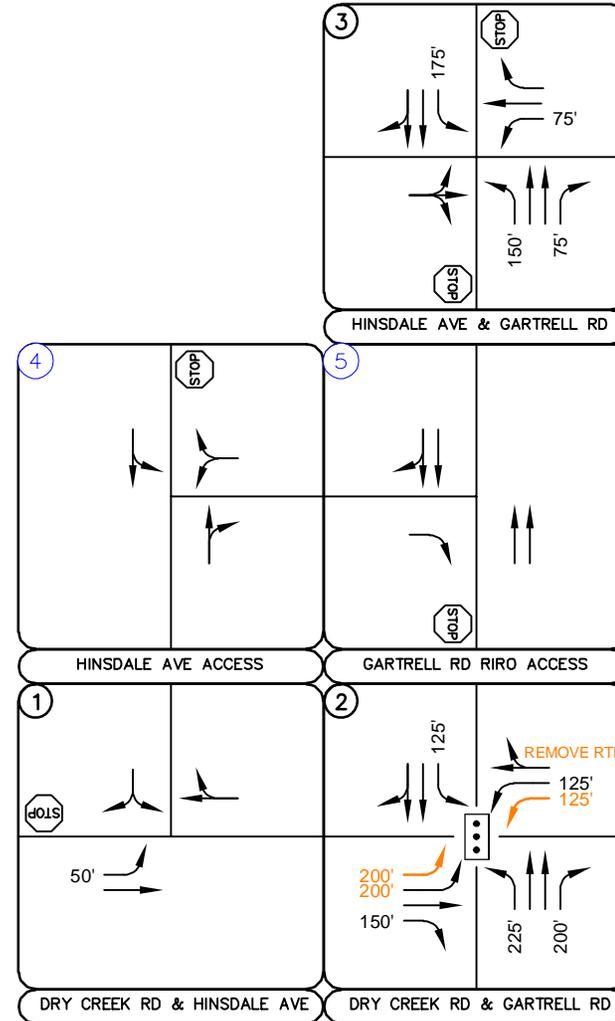
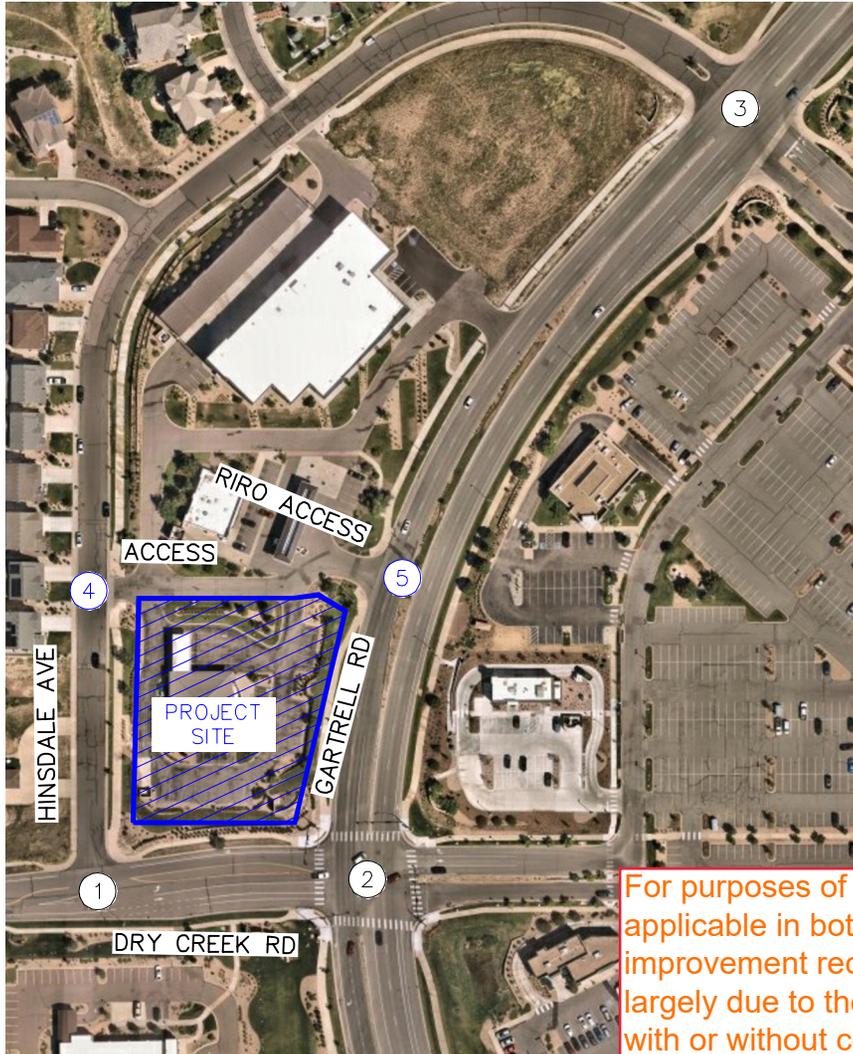
This was total observed from the pickup window to the very back of the queue where two lanes occurred, however, with the updated site-specific data, different results were observed.

No quantification of vehicle storage provide in site, I calculated 28 spaces

With NO expected indoor seating, how do we know if drive-through activity significantly increases over what has been provided in other site reviews? Need more dialog regarding this type of operation and queuing expectations

More detailed clarification of the total spaces available in vehicle queues are now provided.

See site-specific data.



For purposes of this study, it was assumed this was applicable in both the short-term and long-term. The improvement recommended to this intersection is largely due to the school and would be recommended with or without construction of the Chick-fil-A.

FIGURE 13  
 CHICK-FIL-A  
 AURORA, COLORADO  
 RECOMMENDED GEOMETRY AND CONTROL

2025 Build-out or 2040 horizon?

**LEGEND**

- (X) Study Area Key Intersection
- (X) Project Access Intersection
- [Signalized Symbol] Signalized Intersection
- [STOP Symbol] Stop Controlled Approach
- [Orange Arrow] Improvement
- [Turn Lane Symbol] 100' Turn Lane Length (feet)

Project Chick-fil-A Dry Creek & Gartrell - Proposed Use - Site-Specific  
 Subject Trip Generation for Fast-Food Restaurant with Drive-Through Window  
 Designed by TES Date February 05, 2024 Job No. 096206016  
 Checked by \_\_\_\_\_ Date \_\_\_\_\_ Sheet No. \_\_\_\_\_ of \_\_\_\_\_

## TRIP GENERATION MANUAL TECHNIQUES

Site Specific, Average Rates

Independent Variable - 1000 Square Feet (X)

SF = 2,931

X = 2.931

T = Average Vehicle Trip Ends

### Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

Directional Distribution: 50% ent. 50% exit.  
 T = 87 Average Vehicle Trip Ends  
 (T) = 29.53 (X) 42 entering 44 exiting  
 (T) = 29.53 \* (2.9) 42 + 45 = 87

### Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Directional Distribution: 49% ent. 51% exit.  
 T = 158 Average Vehicle Trip Ends  
 (T) = 54.04 (X) 77 entering 81 exiting  
 (T) = 54.04 \* (2.9) 77 + 81 = 158

### Weekday (K-Factor of 0.07 based on ITE 934)

Directional Distribution: 50% ent. 50% exit.  
 T = 2264 Average Vehicle Trip Ends  
 1132 entering 1132 exiting  
 1132 + 1132 = 2264

### Non Pass-By Trip Volumes (Per ITE Trip Generation Manual, 11th Edition)

AM Peak Hour =	50%	Non-Pass By	PM Peak Hour =	45%	Non-Pass By
	IN	Out	Total		
AM Peak	21	23	44		
PM Peak	35	37	72		
Daily	509	509	1018	PM Peak Hour Rate Applied to Daily	

935 Pass by rate of 31% (PM peak) provided in 11th Edition documentation

### Pass-By Trip Volumes (Per Trip Generation Manual, 11th Edition)

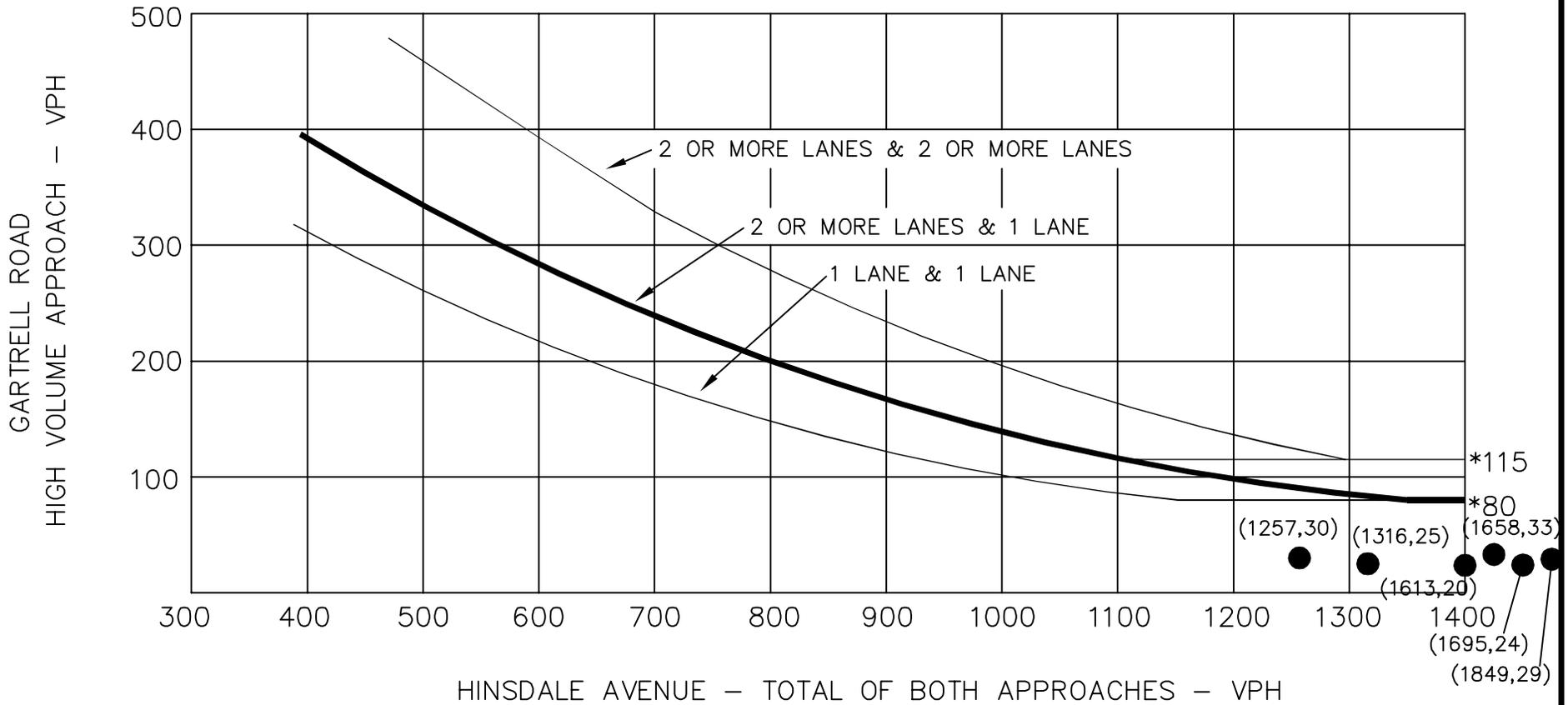
AM Peak Hour =	50%	Pass By	PM Peak Hour =	55%	Pass By
	IN	Out	Total		
AM Peak	21	22	43		
PM Peak	42	44	86		
Daily	623	623	1246	PM Peak Hour Rate Applied to Daily	

Updated for no indoor seating with site-specific data while using the 31% from 11th Edition.

These hours were based on the hourly volumes taken from the existing counts and grown 2% per year plus the site-specific traffic as was shown in the page after this graph. Additional clarification on this graph itself as well as the table of the volumes used on each approach are also attached in the appendix.

Indicate which hours each point are, and were peak hours used or just all hourly volumes grown 2%/year to 2040?

VEHICULAR VOLUME



\* NOTE: 115 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 80 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

HINSDALE AVE & GARTRELL RD  
SIGNAL WARRANT ANALYSIS  
FOUR HOUR VOLUME WARRANT

● 2040 TOTAL TRAFFIC DATA POINT

Source: Manual of Uniform Traffic Control Devices 2009

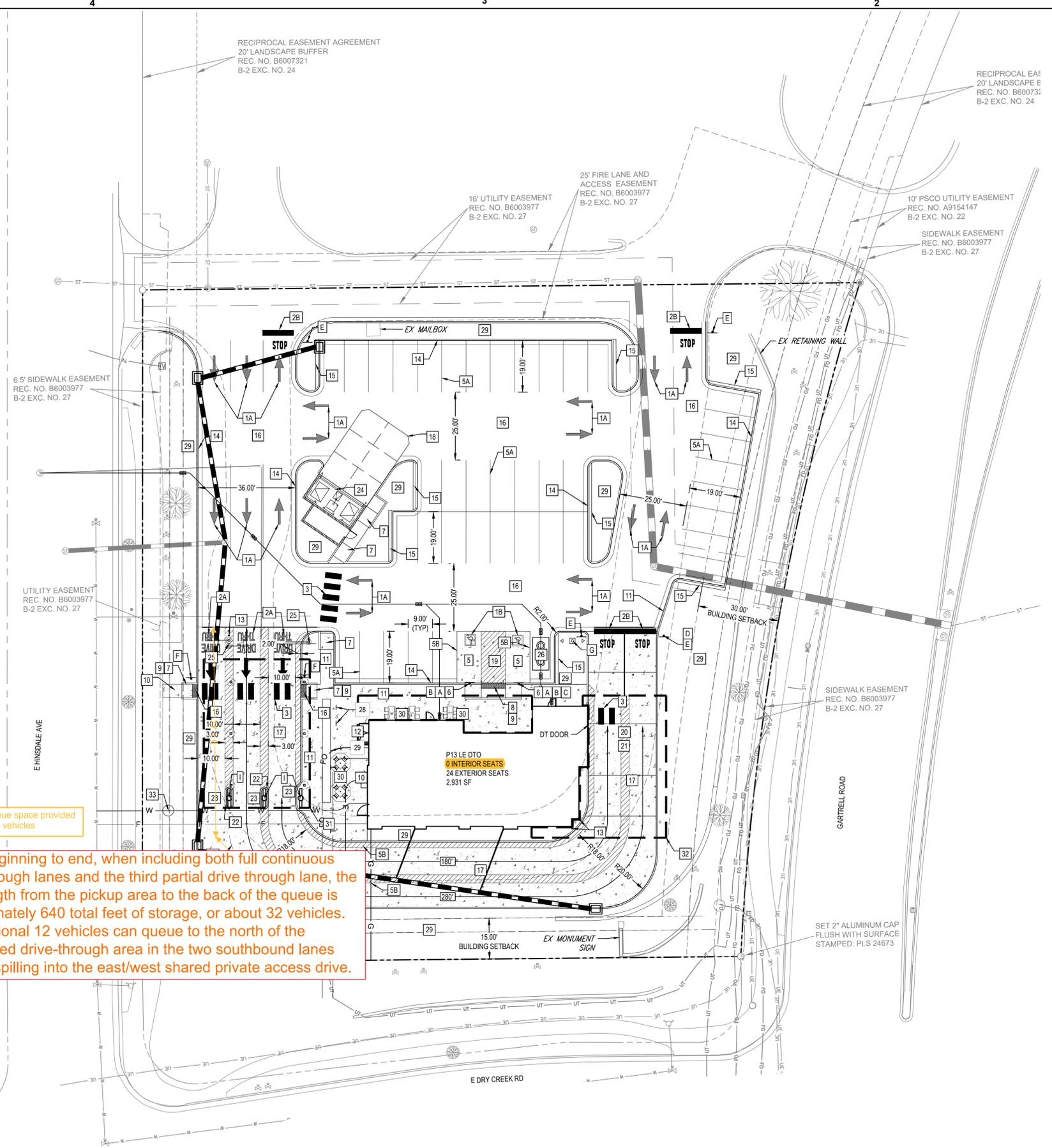


File Path: Q:\DEN\Projects\1567-00 CFA Gartrell\5537\CAD\Drawings\1567 C2.0 Preliminary Site Plan.dwg Last Saved By: CHRISTIAN SCHILDER  
9/22/2023 3:10 PM  
00-LS-0000-A101-SHEET NAME



From beginning to end, when including both full continuous drive through lanes and the third partial drive through lane, the total length from the pickup area to the back of the queue is approximately 640 total feet of storage, or about 32 vehicles. An additional 12 vehicles can queue to the north of the designated drive-through area in the two southbound lanes prior to spilling into the east/west shared private access drive.

Queue space provided - 28 vehicles



SITE PLAN DESIGN NOTES & KEY PLAN

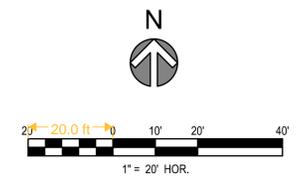
- 1A DIRECTIONAL ARROW (C-400)
- 1B PAINTED HANDICAP PARKING SYMBOL (C-400)
- 2A DRIVE-THRU GRAPHICS (C-400)
- 2B STOP BAR GRAPHIC (C-400)
- 3 CROSSWALK MARKINGS (C-400)
- 4 MULTI-LANE DIRECTIONAL GRAPHICS (C-400)
- 5 STANDARD OR HANDICAP PARKING STALL PER CODE (C-400)
- 5A 4" SOLID WHITE STRIPING
- 5B 4" SOLID YELLOW STRIPING
- 5C 4" SKIP DASH YELLOW STRIPING
- 6 BOLLARD MOUNTED SIGN (C-400)
- 7 RETURNED CURB HANDICAP RAMP (C-400)
- 8 SIDEWALK ACCESSIBLE RAMP (C-400)
- 9 DETECTABLE WARNING DEVICE (C-400)
- 10 CONCRETE SIDEWALK (C-400)
- 11 CONCRETE SIDEWALK w/ CURB & GUTTER (C-400)
- 12 ENTRY DOOR FROST SLAB DETAIL (C-400)
- 13 CONCRETE BOLLARD (C-400)
- 14 CONCRETE CURB & GUTTER (C-400)
- 15 LANDSCAPE & IRRIGATION PROTECTOR (C-400)
- 16 TYPICAL HMAC PAVEMENT SECTION (C-400)
- 17 CONCRETE PAVEMENT DRIVE-THRU LANE (C-400)
- 18 CONCRETE APRON AT TRASH ENCLOSURE (C-400)
- 19 CONCRETE PAVEMENT SECTIONS (C-400)
- 20 DRIVE-THRU PLAN - FLUSH WITH FFE (C-400)
- 21 DRIVE-THRU ISOMETRIC (C-400)
- 22 DRIVE-THRU ORDER POINT ISLAND (C-400)
- 23 MENU BOARD LOOP DETECTION SYSTEM (C-400)
- 24 SCREENED REFUSE ENCLOSURE (REFER TO ARCH PLANS FOR ADDITIONAL DETAILS) (C-400)
- 25 DRIVE-THRU CLEARANCE BAR (REFER TO SIGNAGE PACKAGE)
- 26 GREASE TRAP
- 27 PROPOSED TRANSFORMER
- 28 BIKE RACK
- 29 LANDSCAPED AREA
- 30 TYPICAL LOCATION FOR OUTDOOR TABLES
- 31 FREE-STANDING ORDER POINT CANOPY
- 32 FREE-STANDING OUTSIDE MEAL DELIVERY CANOPY
- 33 WATER METER

SIGN LEGEND

- \*\* CONTRACTOR TO REFER TO THE SIGNAGE PACKAGE FOR PLACEMENT AND SPECIFICATIONS OF ALL SIGNS \*\*
- A HANDICAP PARKING SIGN (SEE SIGNAGE PACKAGE) R7-8; 12" X 18" (TYP.)
  - B HANDICAP PARKING FINE SIGN (SEE SIGNAGE PACKAGE) 6" X 12" (TYP.)
  - C "VAN ACCESSIBLE" SIGN (SEE SIGNAGE PACKAGE) R7-8P; 6" X 12" (TYP.)
  - D "DO NOT ENTER" SIGN (SEE SIGNAGE PACKAGE) R5-1; 24" X 24" (TYP.)
  - E STOP SIGN (SEE SIGNAGE PACKAGE) R1-1; 30" X 30" (TYP.)
  - F CFA PEDESTRIAN CROSSING SIGN (SEE SIGNAGE PACKAGE)
  - G FLAG POLE (SEE SIGNAGE PACKAGE)
  - H CFA MONUMENT OR PYLON SIGN
  - I DIGITAL DRIVE-THRU MENU BOARDS

SITE DATA

PARKING FORMULA:	4 SPACES / 1000 GROSS FLOOR AREA
REQUIRED PARKING SPACES:	41(2,625 S.F. / 1000) = 11
PROVIDED PARKING SPACES:	43
BLDG S.F.:	2,625 S.F.
PARCEL AREA:	1.35 A.C.
REQUIRED BIKE SPACES:	2 (1 SPACE FOR EVERY 25 PARKING SPACES)
PROVIDED BIKE SPACES:	4
PARKING STALL SIZE:	9' X 19'
ACCESS AISLE WIDTH:	25'



Chick-fil-A  
4555 Centerplace Drive  
Greeley, Colorado 80634



**PRELIMINARY SITE PLAN**

**CHICK-FIL-A**  
**GARTRELL**  
7495 S GARTRELL RD  
AURORA, CO 80016

**FSR#5537**

BUILDING TYPE / SIZE: P12 LS LRG  
RELEASE: vX.YY.MM

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

CONSULTANT PROJECT # 65121567  
PRINTED FOR REVIEW  
DATE 7/17/2023  
DRAWN BY ITR/LDV  
SHEET C2.0 SITE PLAN  
SHEET NUMBER