



Aurora: 64th Avenue Multimodal Transportation and Urban Design Study



12.2020



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Developer Stakeholder Partners

RIDA High Point Land, LLC
 Painted Prairie Owner, LLC
 Westside Investment Partners, Inc.
 Gaylord Rockies Resort and Convention Center

Jurisdictional Stakeholder Partners

Denver International Airport
 City and County of Denver

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**Purpose and Need of the 64th Avenue Multimodal
 Transportation and Urban Design Study:**

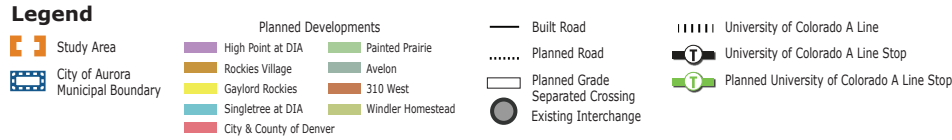
This study provides a stakeholder-focused vision and corresponding guidance for future development. Report findings and conclusions will serve as a guide for the delivery of multimodal infrastructure in the study area as development occurs.



Project Background, Purpose, and Goals

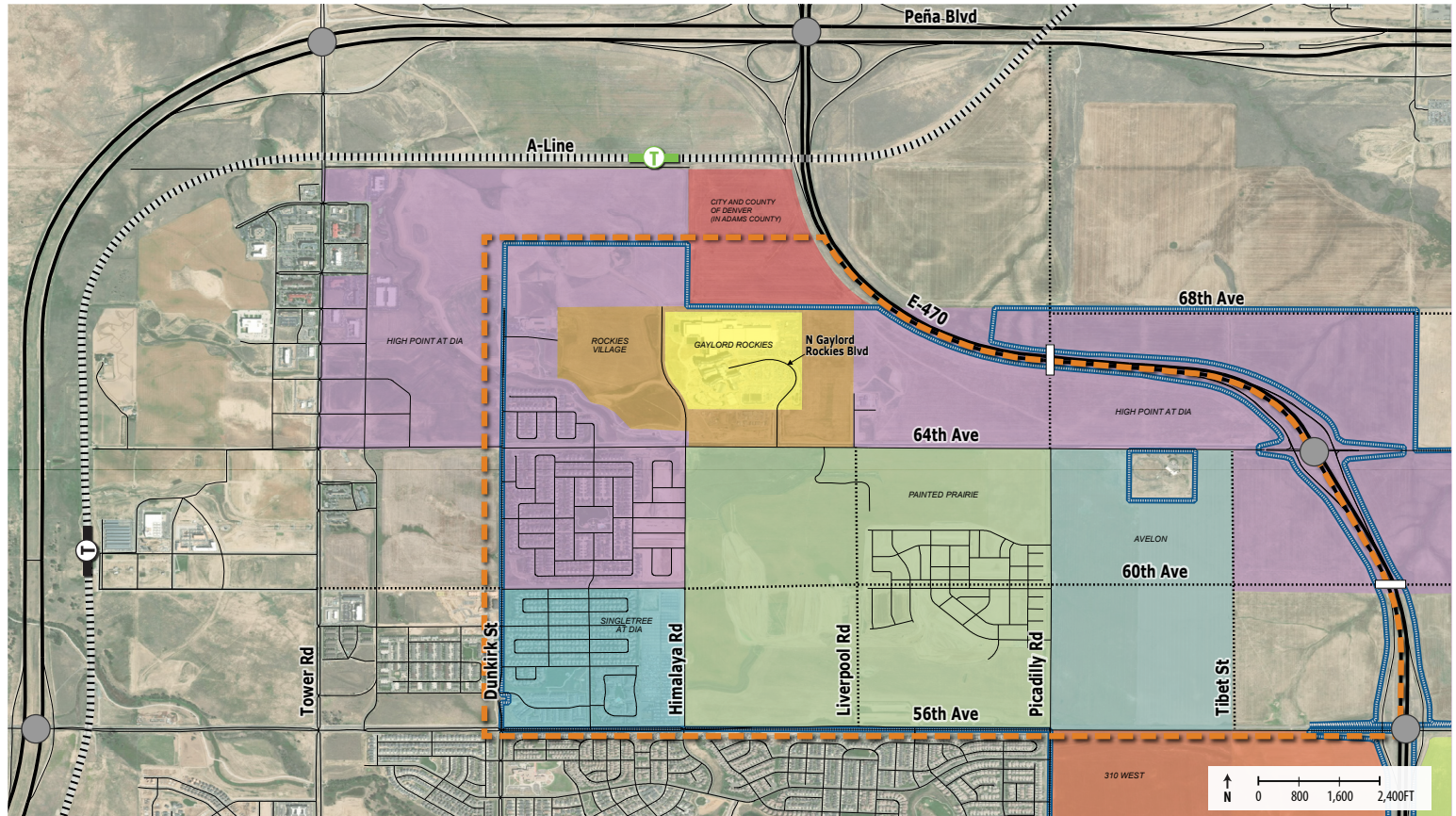
Context of the Study Area

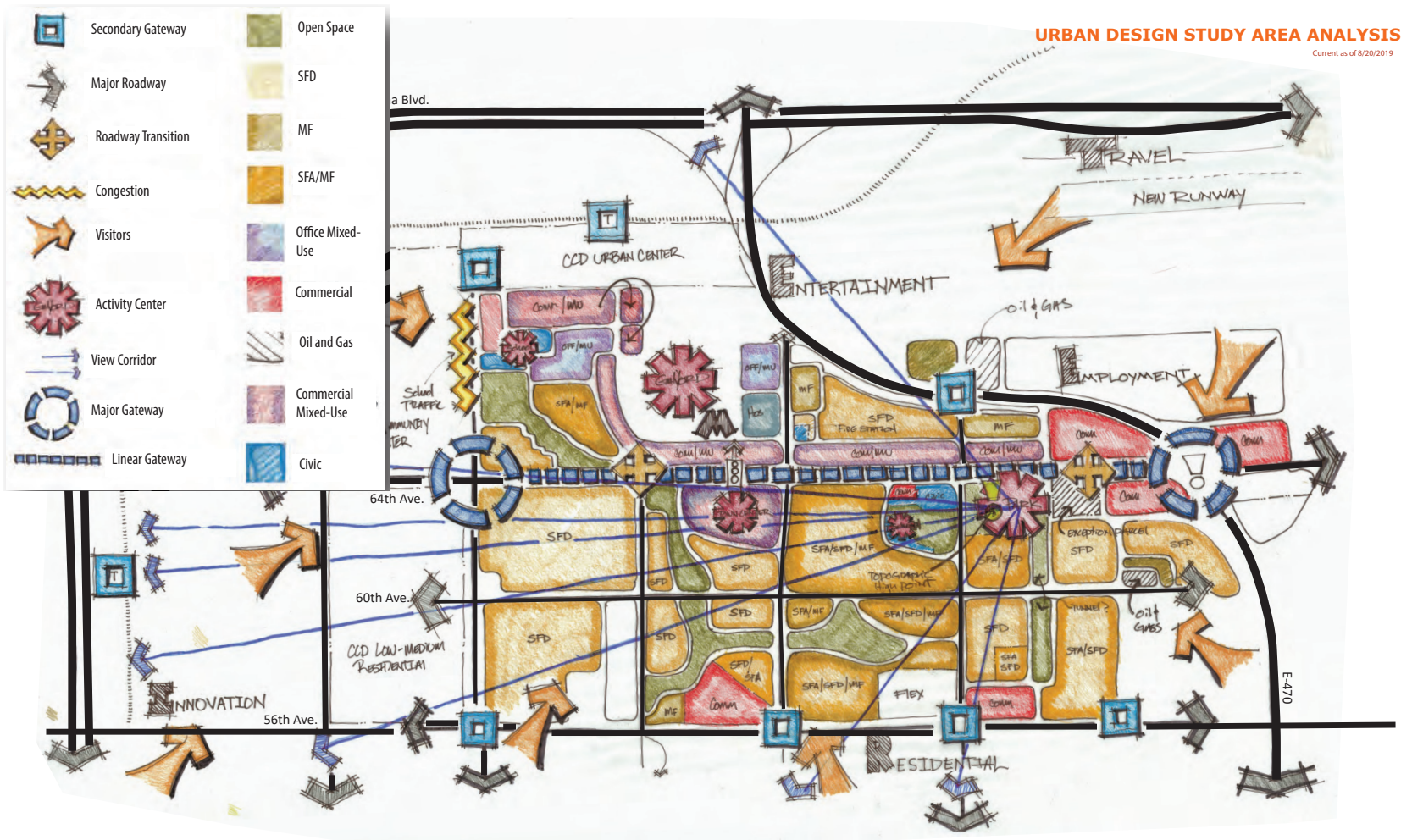
A substantial amount of the City of Aurora's (City) future growth is projected to occur in the eastern, currently less developed portions of the city. The 64th Avenue Multimodal Transportation and Urban Design Study (Study) examined a portion of this future growth area in northeast Aurora. The study area is bounded by Himalaya Road on the west, the Aurora city limits to the north, E-470 on the east, and 56th Avenue on the south. The study area is in close proximity to Denver International Airport (DEN) and includes the Gaylord Rockies Resort and Convention Center, a major regional and national destination. This mix of regional destinations and future development create the unique opportunity for 64th to serve as a new urban center and main street in northeast Aurora. A future main street that incorporates multimodal and place making elements would assist in the realization of an urban center that is economically competitive and resilient; a positive outcome for City of Aurora, its citizens, area stakeholders, and future developments.



Study Area Map

Current as of 8/15/2019





The study area's unique mix of existing destinations and planned future mixed-use development offers the City of Aurora the opportunity to create a new and unique urban center and main street in northeast Aurora along 64th Avenue. In order to realize this future opportunity, the City identified the following stakeholder, transportation, and urban design goals to guide the project:

- Establish a transportation framework that complements and supports development including the creation of a multimodal transportation network for the 64th Avenue area
- Embark on a stakeholder engagement process to identify, evaluate, and implement mutually beneficial solutions for stakeholders
- Identify an overarching transportation and supportive urban design vision that provides specificity regarding transportation improvements and future development to realize a future 64th Avenue main street.

With these goals in mind the City began the study process by reviewing past plans and examining their applicability to the area's existing and future transportation network, development patterns, and stakeholder needs.



Original Concepts and a New Vision

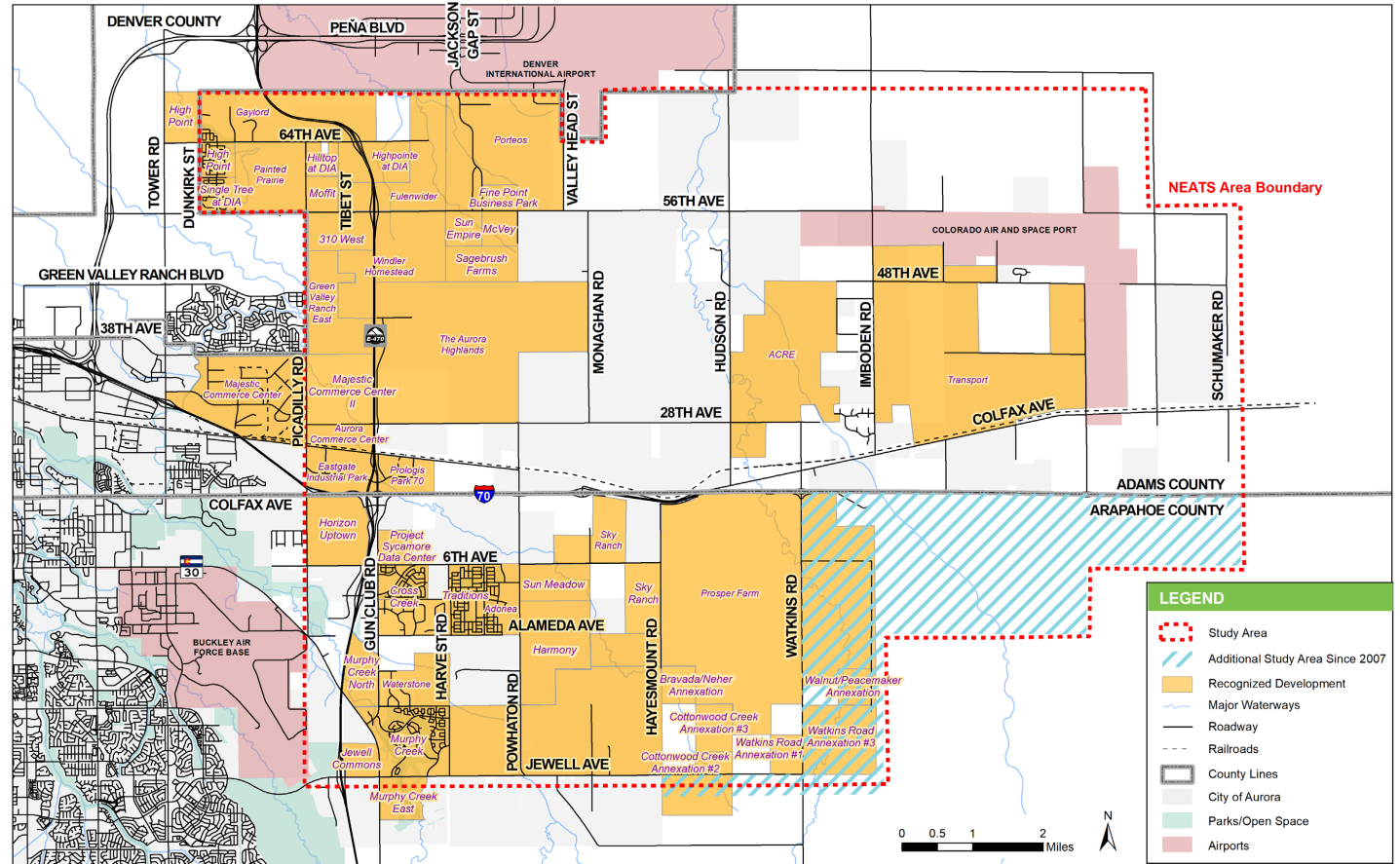
A number of existing plans and processes formed the foundation and starting point for the Study. It was critical for the team to understand past findings and the needs of diverse stakeholders in the area in order to identify mutually beneficial transportation and place making solutions along 64th Avenue.

Northeast Area Transportation Study Refresh (NEATS 2018)

The City uses the NEATS Refresh to provide insight into systems-level multimodal transportation facility needs now and into the future. NEATS recommendations were created to support Aurora's comprehensive planning efforts to identify both land use change and corresponding transportation system's needs. NEATS findings, especially those applicable to multimodal travel and future facilities included:

- Recommendations for arterial and collector street facilities related to projected future development in the area
- Recommendations for a six lane, major arterial section for 64th Avenue (Dunkirk – Piccadilly).

NEATS recommendation of a six lane arterial for 64th avenue was a major consideration for this study. Traditionally it has been difficult to create main streets and unique urban places along roadways with more than four lanes due to the speed and volumes of vehicular traffic. Comfortable bike and pedestrian circulation along these wide, large roadways is also problematic due to the high traffic volumes and higher travel speeds. It should be noted that based on NEATS recommendations, the northern half of 64th Avenue in its six-lane configuration had already been constructed through the study area when this study process was initiated.



NEATS study area with planned developments



Aurora Places (2018)

Along with NEATS Refresh, the Aurora Places Comprehensive Planning process and resulting document identified a number of applicable place types in the study area. This important planning process defines much of the study area as an Urban District place type. More specifically it identified the area along 64th Avenue between approximately Himalaya Road and E-470 as an urban, mixed use district that includes a strong hospitality, entertainment, and retail focus based on proximity to the Gaylord Rockies Resort and Convention Center, DEN, and adjacent residential populations.



EPS Economic Study / Northeast Aurora Development Coordination (2018-19)

In October of 2018 the City of Aurora and their consultant, Environmental Planning Systems (EPS) presented to study area stakeholders the findings of a targeted economic study for Northeast Aurora. The catalyst for this study was to establish an understanding of how the City of Aurora could fully leverage the economic benefits presented by Gaylord Rockies, knowing that infrastructure investments made today will have lasting implications far into the future. Getting it right the first time is imperative for all stakeholders.

Study findings and recommended actions included the following:

- *The area is capable of supporting a substantial amount of commercial capacity, but has the flexibility to add more residential units*
- *The City needs to define an overarching vision for the area*
- *The City should focus on creating quality residential products that incorporate a variety of housing types and units*
- *The City will need to be patient regarding the development of commercial uses in the area and to focus on key nodes and corridors as places for economic activity and residential density*
- *The area would benefit from the creation of a unified urban design framework and connected street network*
- *Develop a transportation system rich in bicycle, pedestrian, and transit modes to create an activated urban area that attracts office and commercial development*
- *Identify an entertainment district that complements Gaylord Rockies Resort and Convention Center*
- *Work with surrounding land owners and stakeholders to align visions and to understand specific needs.*

In February of 2019 EPS presented final study findings and recommendation to the City of Aurora Council Planning and Economic Development (PED) Committee. In March of 2019, additional economic findings specific to Northeast Aurora were presented to key stakeholders at the Northeast Aurora Development Coordination Meeting. During this meeting a number of strategies, concepts, and follow-up actions were identified and presented. These included:

- *Concepts showing a 4 lane main street rather than a 6 lane arterial, with a focus on 64th Avenue from E-470 to Himalaya.*
- *The desire to create and augment 64th Avenue as a destination that included place making elements and a complementary 4-lane street section.*

This comprehensive economic study and follow-on recommendations set the stage for a reexamination of the study area's transportation and development visions, and new engagements with stakeholders served as an impetus for the inception of this 64th Avenue Multimodal Transportation and Urban Design Study.

Existing and Future Conditions

Stakeholder support and involvement was a vital component of the Study. To facilitate coordination, the Study team examined current development plans and conducted one-on-one stakeholder interviews.

Existing Development Plans

An analysis of existing private development plans was used to identify the future street network (at full build-out) and to understand land use and site designs in the area. Five key stakeholders and/or development plans in various stages of entitlement were identified in the study area:

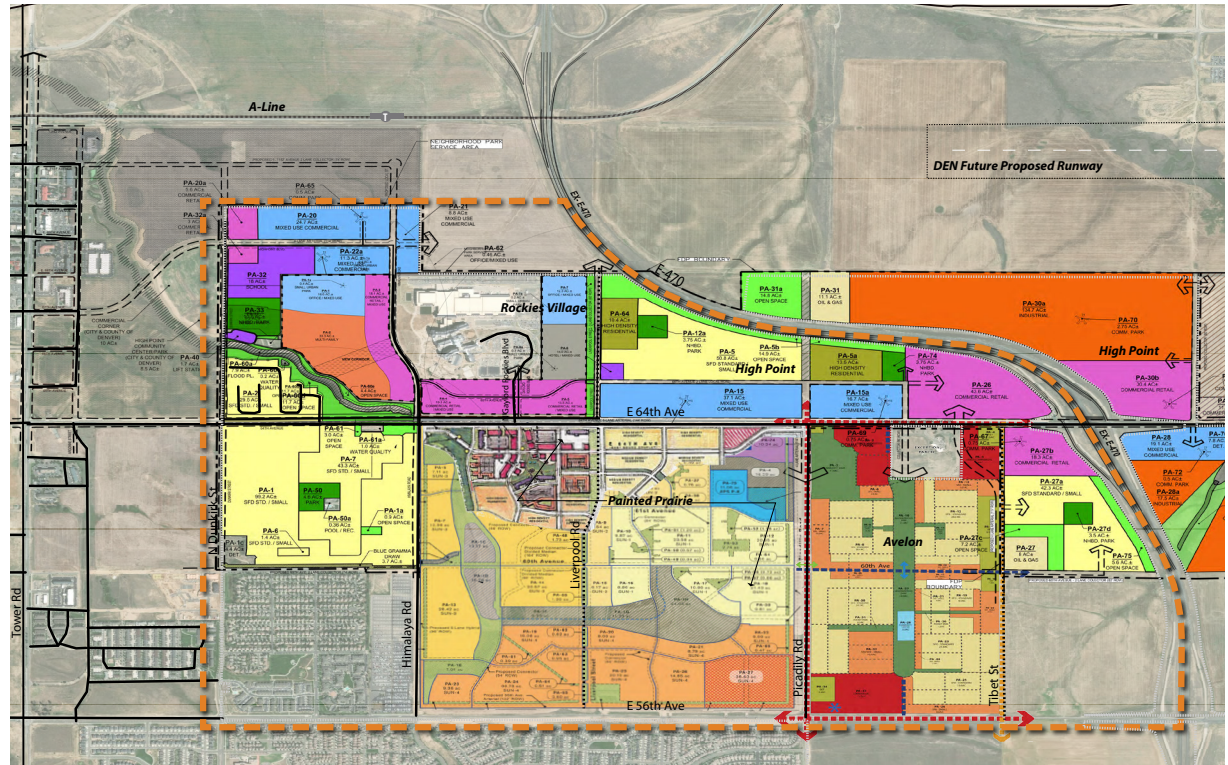
- Highpoint at DIA
- Rockies Village
- Gaylord Rockies
- Painted Prairie
- Avelon

The Study team used these examinations to understand the complete picture of the future Development finding that:

- Each development is at different stages of entitlement, design and construction
- All the developments incorporated components and outcomes of Aurora Places and reflected the findings and guidance of NEATS.

One-on-one interviews with each of the stakeholders and/or developers were conducted both in-person as well as over the phone. Points of convergence from across these conversations included:

- The importance of efficient traffic movement along 64th Avenue and convenient access between E-470 and Tower Road
- That improvements need to be mutually beneficial
- The importance of timing and efficiency in reaching a Study conclusion and mutually supportive transportation system layout
- A desire to create a unique place along the 64th Avenue corridor to leverage the activity of the Gaylord Rockies Resort and Convention



Future Development in the Study Area

Center and the need to spread this activity across 64th and through the study area to create an active place

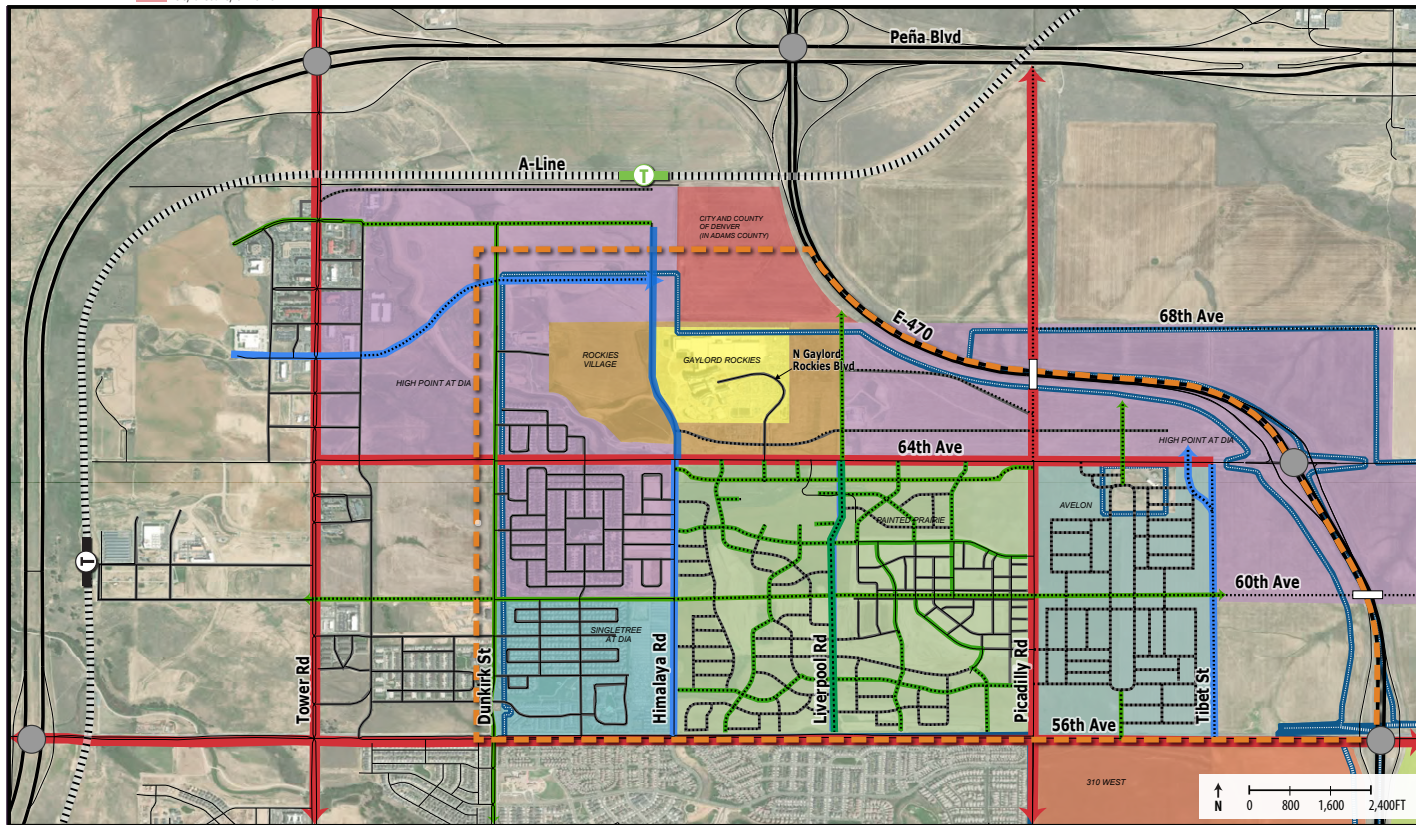
- A strong desire for clarity from the City regarding the 64th Avenue cross section and minimizing changes made mid- process that often result in additional costs borne by developers.

Points of divergence included:

- Varying levels of awareness of the study, other development's plans, and the overarching vision for 64th Avenue
- Differing preferences regarding a six lane section and four lane

section and the ability to serve traffic, provide a suitable environment for bicycles and pedestrians, and to fully support place making along 64th Avenue.

Interviews with private developers and stakeholders and an examination of their needs formed a foundational starting point for more detailed analysis and created an understanding of the diverse study needs.



Future roadway network

Multimodal Transportation Network

Also important during the existing conditions analysis was the identification of the future multimodal transportation network in the study area. To do so, the project team identified existing vehicular, pedestrian, transit, and bicycle connections and then layered on proposed vehicular, pedestrian, transit, and bicycle transportation facilities and resulting connections. The Active Transportation and Transit network Map on page 8 represents the most current system plan, which shall be used to guide future bike, pedestrian and transit improvements for the study area.

It will be important for future bicycle and pedestrian facilities along 64th Avenue to connect with the existing and planned bicycle and pedestrian network in the study area. A number of developments have planned and designed an integrated system of on-street and off-street pedestrian and bicycle facilities. The future success of 64th, and the

important role bikes and pedestrians play in street activation is dependent on making these logical connections safe, easy, and recognizable to visitors, residents, and employees alike. Safe and convenient crossing of 64th Avenue at intersections and mid-block locations is a critical design consideration. Especially, appropriately designed mid-block crossings with pedestrian crossing signals, such as RFB (Rapid Flashing Beacon) or HAWK (High-Intensity Activated Crosswalk) should be provided at a spacing not more than 1/8 of a mile from nearby signalized intersections or other mid-block crossings. Of particular importance was recognizing the opportunity to connect the future main street to the Highline Canal regional trail, which is located at the intersection of Himalaya Road and 64th Avenue. This regional trail provides north-south pedestrian and bicycle connections between Highpoint DIA, Painted Prairie, Rockies Village, and Gaylord Rockies.

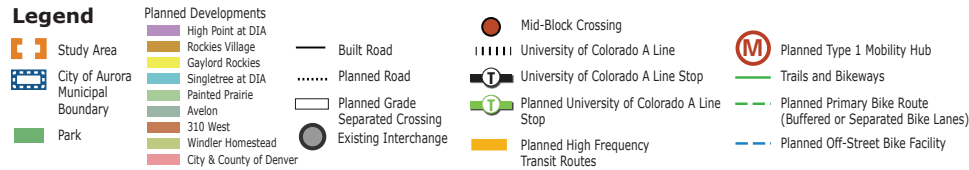
Also important was connecting the future main street to existing and planned RTD A-Line stations including the already built 62nd Avenue / Pena Boulevard Station and a planned station just north and west of Gaylord Rockies at Himalaya Street and 72nd Avenue. Planned future high frequency transit routes were also identified by NEATS along 64th Avenue, 56th Avenue, and Picadilly Road. Future mobility hubs were identified in NEATS in the general areas of 64th and Himalaya Road and at 56th Avenue and Picadilly Road.



Of equal importance to active transportation and transit is vehicular traffic operations, including traffic level of service, safety, development access, and circulation. The study sought to provide a complete streets framework to realize a 64th Avenue main street that can meet the needs of all user types. To understand current and future traffic conditions in the study area the team conducted detailed multimodal traffic analyses for 64th Avenue based on forecast future volumes from each of the development's traffic impact studies and their proposed street networks.

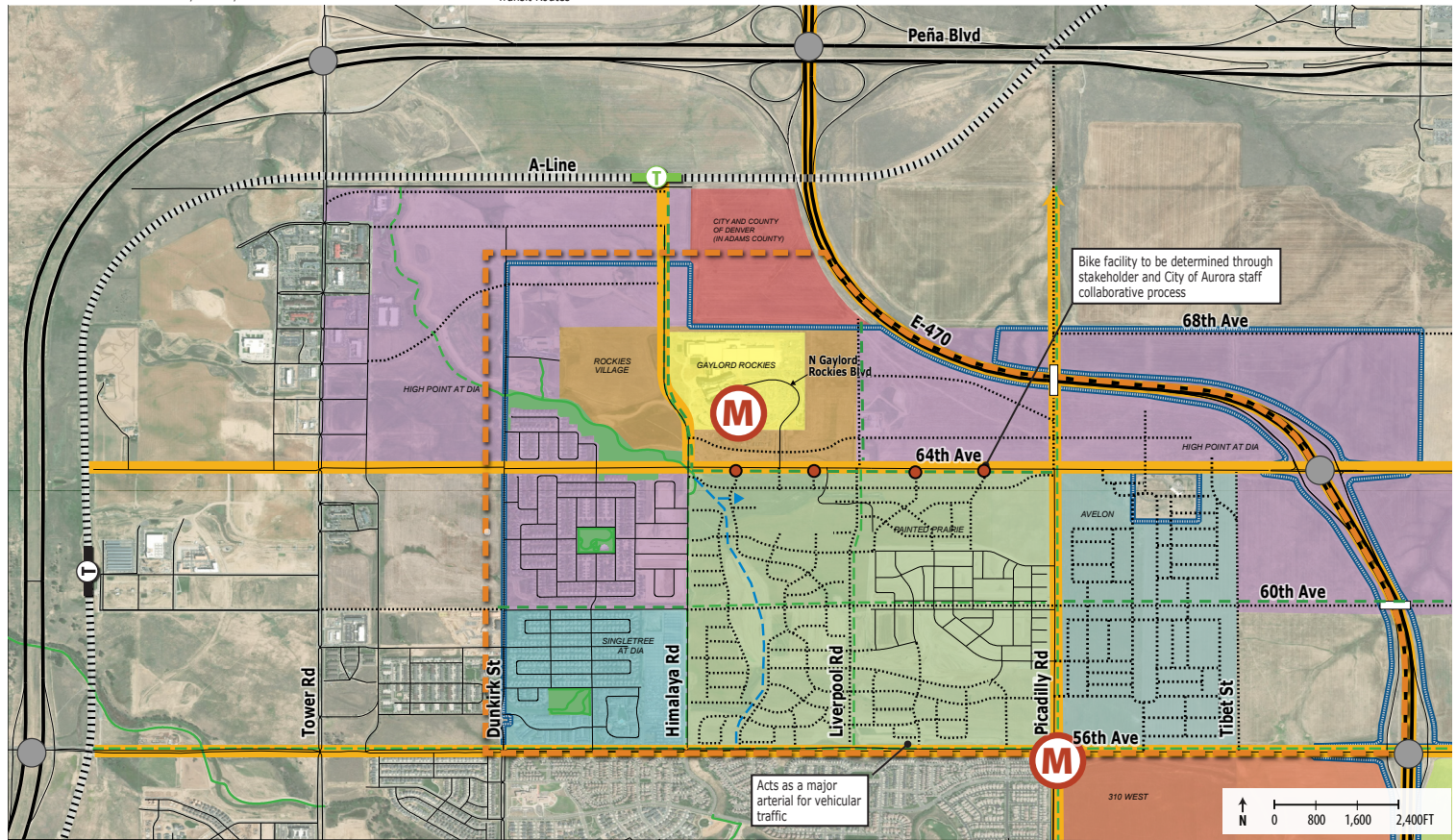
Using future forecast 2040/Build-out traffic volumes, the team conducted automobile Level of Service (LOS) analysis along 64th at Dunkirk Street, Himalaya Road, Gaylord Rockies Boulevard, Liverpool Road, Piccadilly Road, and Tibet Street with the following assumptions:

- 64th Avenue as a four-lane roadway west of Picadilly Road and a 6-lane roadway east of Picadilly Road
- No exclusive right turn lanes between Himalaya and Picadilly
- On-street parking provided along 64th Avenue throughout the four-lane section between Himalaya and Picadilly
- Appropriate pedestrian intersection crossing times and design treatments such as curb extensions, etc.



Active Transportation and Transit

Current as of 8/20/2019



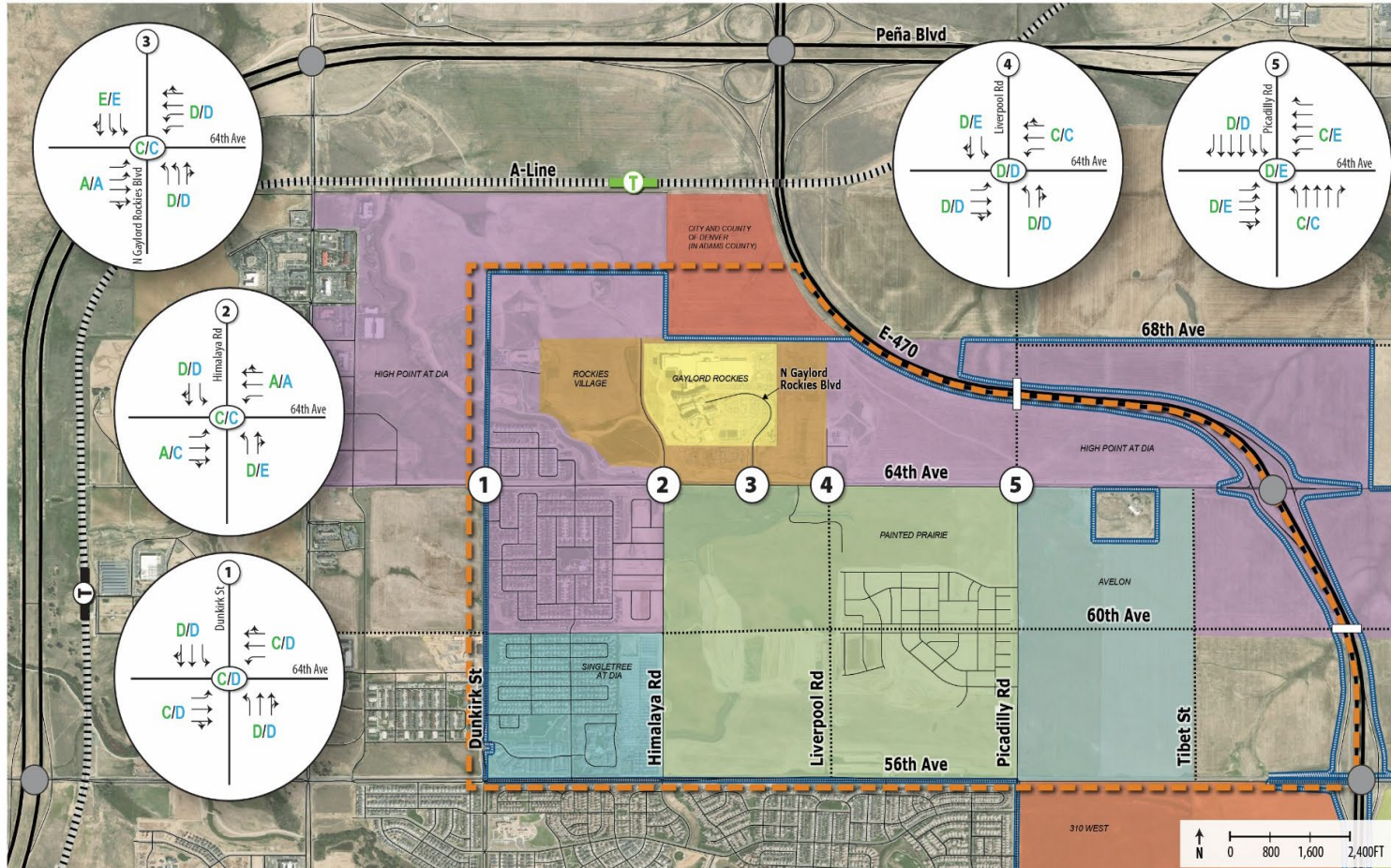
Current and Future Transit and Active Transportation with planned developments



- Legend**
- Study Area
 - City of Aurora Municipal Boundary
 - Planned Developments**
 - High Point at DIA
 - Rockies Village
 - Gaylord Rockies
 - Singletree at DIA
 - Painted Prairie
 - Avelon
 - 310 West
 - Windler Homestead
 - City & County of Denver
 - Built Road
 - Planned Road
 - Planned Grade
 - Separated Crossing
 - Existing Interchange
 - University of Colorado A Line
 - University of Colorado A Line Stop
 - Planned University of Colorado A Line Stop
 - AM/PM Peak Hour Level of Service (LOS)

Buildout Intersection Laneage and Level of Service (LOS)

Current as of 8/19/2019



Level of Service Assessment

The analysis findings concluded that the four-lane cross section could accommodate future build out traffic volumes providing LOS D or better at all examined intersections except for a LOS E for the PM peak hour at Picadilly Road for east and west movements. Note that LOS D (City Standard) represents an acceptable peak hour traffic condition within the City of Aurora.

After completion of existing conditions analysis the study team was able to move forward with the development of Preliminary Urban Design and Multimodal Transportation Visions with a thorough foundation and understanding of completed studies, future development plans, and the perspectives of stakeholder. A key finding was that a four-lane road section for 64th Avenue with accompanying pedestrian and bicycle facilities was a realistic possibility along 64th Avenue



Preliminary Transportation and Urban Design Visions

Based on an analysis of existing conditions, past plans, and new developments, the project team developed a number of overarching principles to guide the development of transportation and urban design alternatives and solutions for 64th Avenue. These included:

- *An understanding that 64th Avenue and the surrounding district is key to the city's economic future.*
- *That a four-lane section is a primary and essential component of creating a great place in this area That great places provide better economic returns, and that the right steps taken today will lead to a special place in the future.*
- *A main street and associated network will better serve and connect developments using multiple modes of travel.*
- *A four-4-lane section better supports the vision of the City and supports existing and future land uses, while allowing for the inclusion of on-street parking, active ground floor uses, amenity zones, enhanced medians, and generous bike and pedestrian facilities*

Stakeholder Meeting #1

Using these foundational perspectives the study team embarked on the development of concepts and more detailed analysis of the four-4-lane section. During this project phase it was critical to engage with stakeholders in a collaborative meeting environment. Within this meeting, existing conditions analysis as well as overarching principles were presented to participants for discussion. Participating members included in-person and telephone participants from:

- *Developers/Representatives from Painted Prairie*
- *Developers/Representatives from Rockies Village (RIDA)*
- *Developers from Highpoint at DIA*
- *Representatives from Denver International Airport*
- *Gaylord Rockies Resort and Convention Center*
- *Avelon representatives*
- *Representatives of multiple City of Aurora departments. Including:*
- *Public Works*
- *Planning and Development Services*
- *City Manager's Office*
- *Parks, Recreation, and Open Space (PROS)*



Colfax & I-225

- » Six-lanes with dedicated turn lanes
- » Large intersections difficult for pedestrians / active transportation
- » +/- 220' building to building
- » 74' building height (3:1)
- » 60'-75' Buildings now (meets the standard now)
- » Amenity zone separation
- » Vertical street elements
- » Institutional uses / lack of active ground floors

Improvements:

- » Street Parking
- » Street Median with Vertical Elements
- » Right-sized quasi public or public spaces provide relief and interest
- » Reduction in lanes / turn lanes / speeds

Example of Precedent Main Street Presented to Stakeholders

During the meeting, the study team presented a number of items for consideration and discussion, with the overall goal of creating a unified, high-level vision for 64th Avenue. Discussion Included:

- *Confirmation of existing conditions analysis findings, the future as-planned multimodal street network, preliminary traffic LOS results, and a synopsis of past studies and processes relevant to the Study*
- *A visual preference activity that looked at comparable new and historic main streets in the region that could be used as references for establishing the corridor vision*
- *An examination of what urban design elements compose a main street and the supportive strategies that should be considered to realize unique places along 64th Avenue.*

A critical element of the meeting was the importance of looking at both transportation and land use /urban design in unison. The development and urban design impacts of a six-lane roadway vs. a four-lane roadway are very different and often result in very different development outcomes. Reaction to the over-arching vision varied across participants and groups. Some were supportive of a new four-lane sections, some were in opposition to changing the six-lane sections, and some participants reserved judgment for later. Four major concerns and perspectives regarding a change from the six-lane section were heard:

- *Vehicular Level of Service at intersections and access to Gaylord Rockies was a major concern. Participants did not want vehicular access, including coach buses, to the facility drastically impacted as it is the major economic generator in the area*
- *Create a Distinctive District was also a desire by many in attendance. The group felt that the area did have the opportunity to leverage the Gaylord Rockies Resort and Convention Center and its activity to create a new urban center along 64th Avenue.*
- *Cost is a major factor. Developer stakeholders and the City of Aurora had already spent and dedicated a large amount of funds for the design and construction of the northern half of 64th Avenue. Irrigation systems, pavement, utilities, sidewalk, medians, and corresponding right of way (ROW) dedications had already been completed. Additional land or cost requests from the City could be cost-prohibitive for developer stakeholders*

- *Timing was also a major stakeholder concern. Each of the developments surrounding 64th Avenue was at a different stage of development and entitlement. Specificity regarding the final built condition was needed so engineering and planning tasks for impacted developments could integrate a possible new roadway configuration as soon as possible.*

After completion of urban design and multimodal vision development the study team moved forward with the development of conceptual details and concepts relative to existing conditions findings and the perspectives of stakeholders. Detailed notes from Stakeholder Meeting 1 may be found in Appendix A.

Develop and Detail Selected Concept

Using the outcomes of the visioning process, the study team embarked on detailed investigations to understand how the four-lane roadway could be implemented in the study area and to identify strategies that could meet the diverse needs of area stakeholders.

Recognizing Stakeholder Input

An important first step was recognizing and then incorporating feedback captured at the first Stakeholder meeting in the creation of concepts. Critical elements identified for incorporation are shown below and relative to the stakeholder feedback.

Concern: Level of Service / Access to Gaylord Rockies

- *Develop a hierarchy of intersections: (Himalaya Vehicular), (Gaylord Multimodal), (Liverpool Multimodal) and (Picadilly Vehicular)*
- *Identify a complementary roadway network that provides optional routes in the project area to disperse future traffic volumes at full build out (beyond 2040)*
- *Develop pedestrian, transit, bike, scooter, and shared mobility options to reduce reliance on vehicular travel*
- *It should be noted that the remaining and planned unbuilt three lanes of the six-lane section may not be triggered by traffic volumes for an undetermined period of time as noted in the vehicle LOS analysis. Analysis also found that the four-lane section would be able to meet vehicular capacity needs in short to mid-term time frames and could most likely supported traffic volumes to 2040 and beyond.*

Concern: Creating a Distinctive District

- *Develop a hierarchy of intersections: (Himalaya Vehicular), (Gaylord Multimodal), (Liverpool Multimodal) and (Picadilly Vehicular)*
- *Identify a complementary roadway network that provides multiple*

alternative routes in the project area to disperse future traffic volumes at full build out (beyond 2040)

- *Develop pedestrian, transit, bike, scooter, and shared mobility options to reduce reliance on vehicular travel*
- *Additional three lanes of the six-lane section may not be triggered by volumes for a long time. The four-lane section would be able to carry more vehicular capacity in the short to mid-term time frame.*
- *Identify areas where additional residential density and mixed use development could occur.*

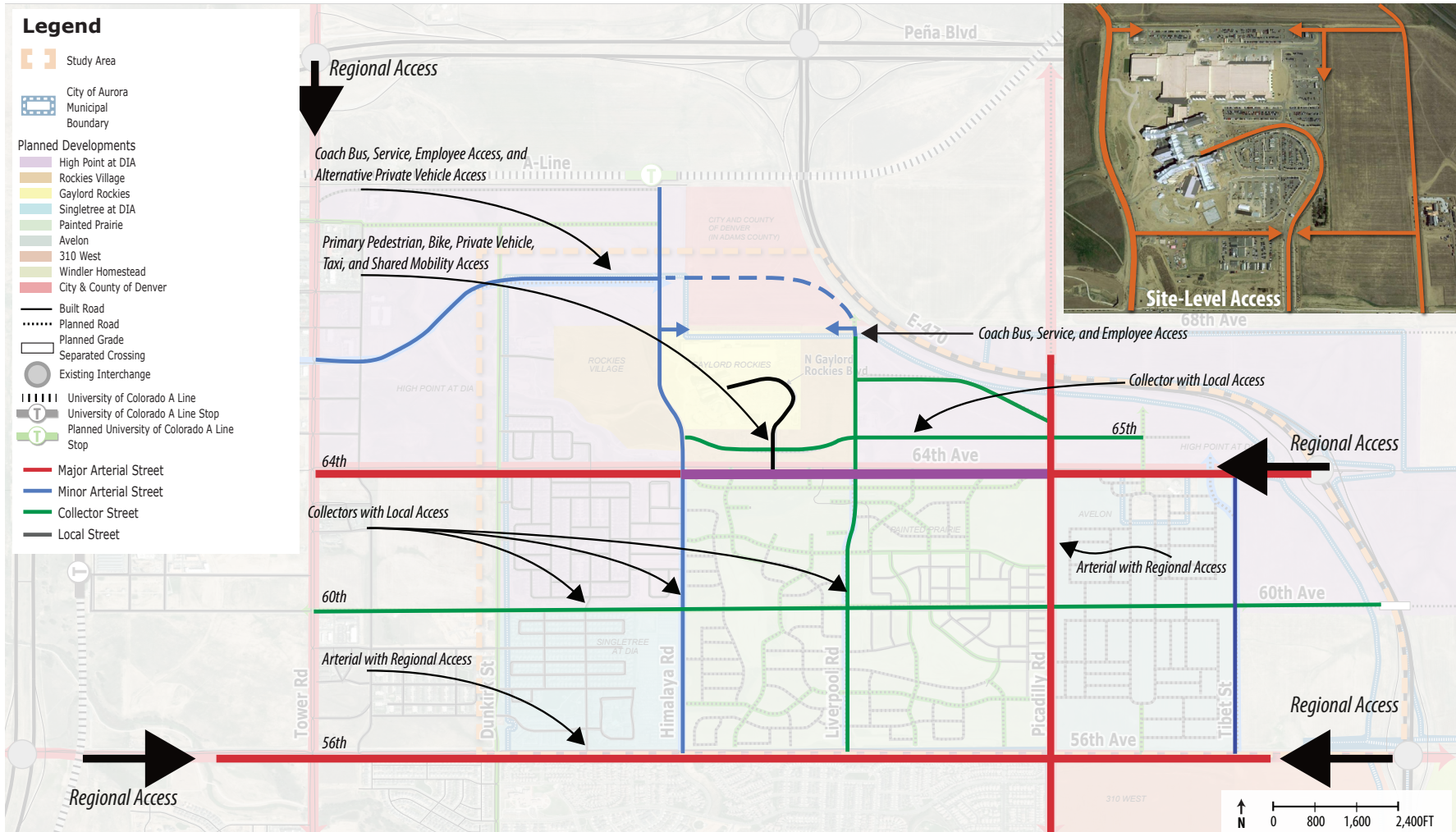
Concern: Cost

- *Utilize existing/built three-lane northern section by preserving paving, northern curb lines, utilities, and the northern median curb line*
- *Look to preserve existing landscaping and irrigation systems installed in the enhanced median and tree lawns to the maximum extent practical*
- *Identify additional public and private funding sources as well as roles and responsibilities to realize the enhanced four-lane section in an equitable manner.*

Concern: Timely Decision

- *Reach resolution regarding the new street section as soon as possible*
- *Engage in further discussions with stakeholders to capture new needs and ideas relative to development and their association with 64th Avenue.*

These elements were important foundations for the project team to begin the development of detailed concepts for 64th Avenue and the study area, recognizing the needs and perspectives of important stakeholders.



Complementary Street Network for 64th Avenue

This graphic shows how the study area, when completely built-out (2040+) provides multiple vehicular connections to access Gaylord Rockies using a mature street network. In its current built configuration, Gaylord Rockies Boulevard is the primary access point for visitors and has been improved with extensive landscaping to provide a visual entry experience. A four-lane, rather than a six-lane configuration might impact this access point and its functionality. The study team also recognized the effort and money used to construct the unique entry experience at Gaylord Rockies Boulevard and conceptually designed the intersection to reflect this as Gaylord Rockies primary access point by using curb radii that meet the needs of large coach buses. When the study area's full street network is completed (full build-out of developments and street infrastructure) multiple access points will be available, alleviating possible congestion issues at this intersection by providing optional access points for visitors and employees.



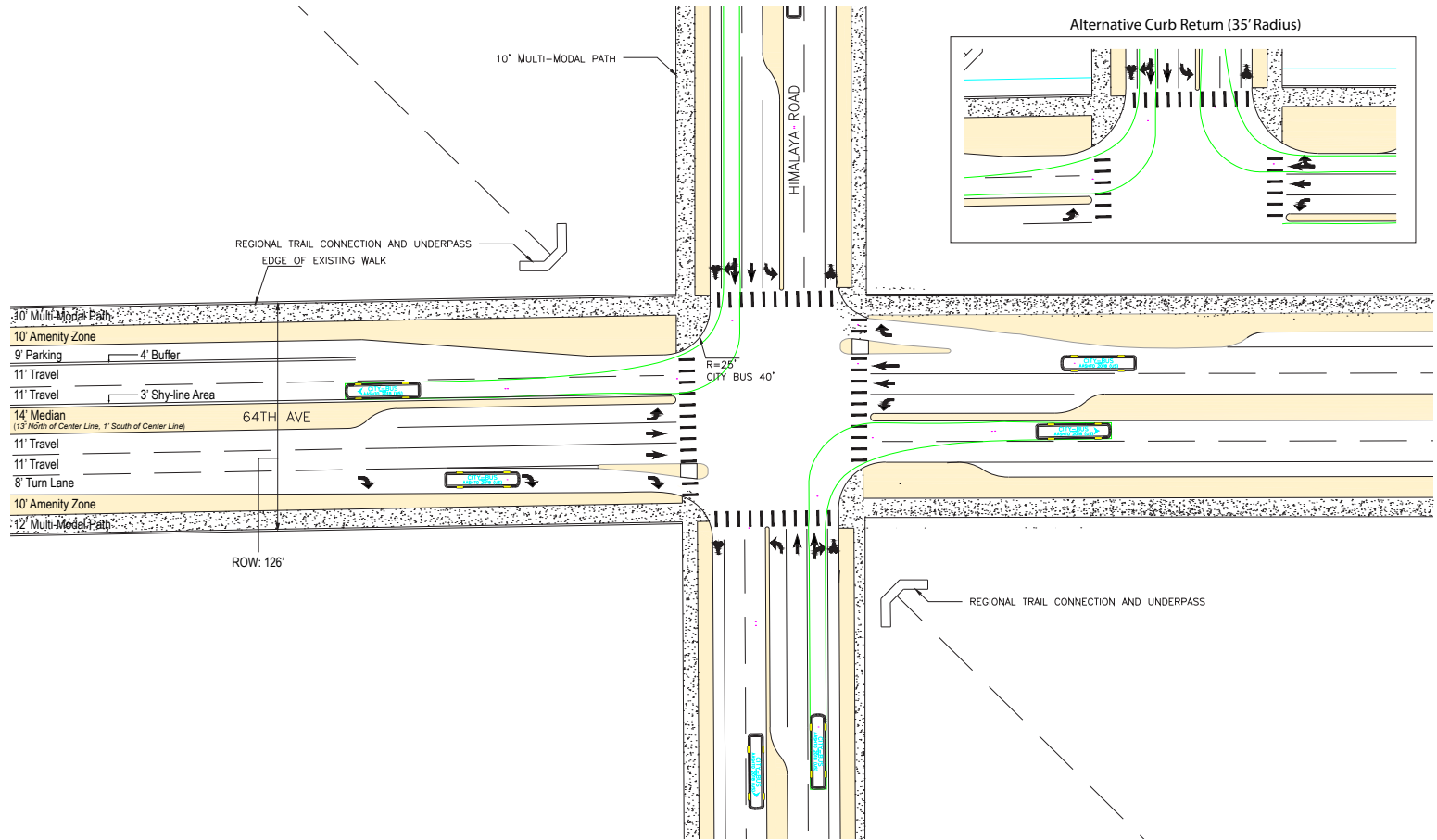
Conceptual Intersection Layouts

Using information developed during previous phases and stakeholder input, the Study team identified a hierarchy of intersections along 64th Avenue by defining their primary purpose:

- *Himalaya-Vehicular*
- *Gaylord Rockies Boulevard - All Multimodal (Vehicular, Bike, and Pedestrian)*
- *Liverpool - All Multimodal (Vehicular, Bike, and Pedestrian)*
- *Picadilly-Vehicular*

Once the purpose of the intersections had been defined the team developed a number of high-level concepts for each of the intersections using four-lane configurations. Design considerations for intersection analysis included:

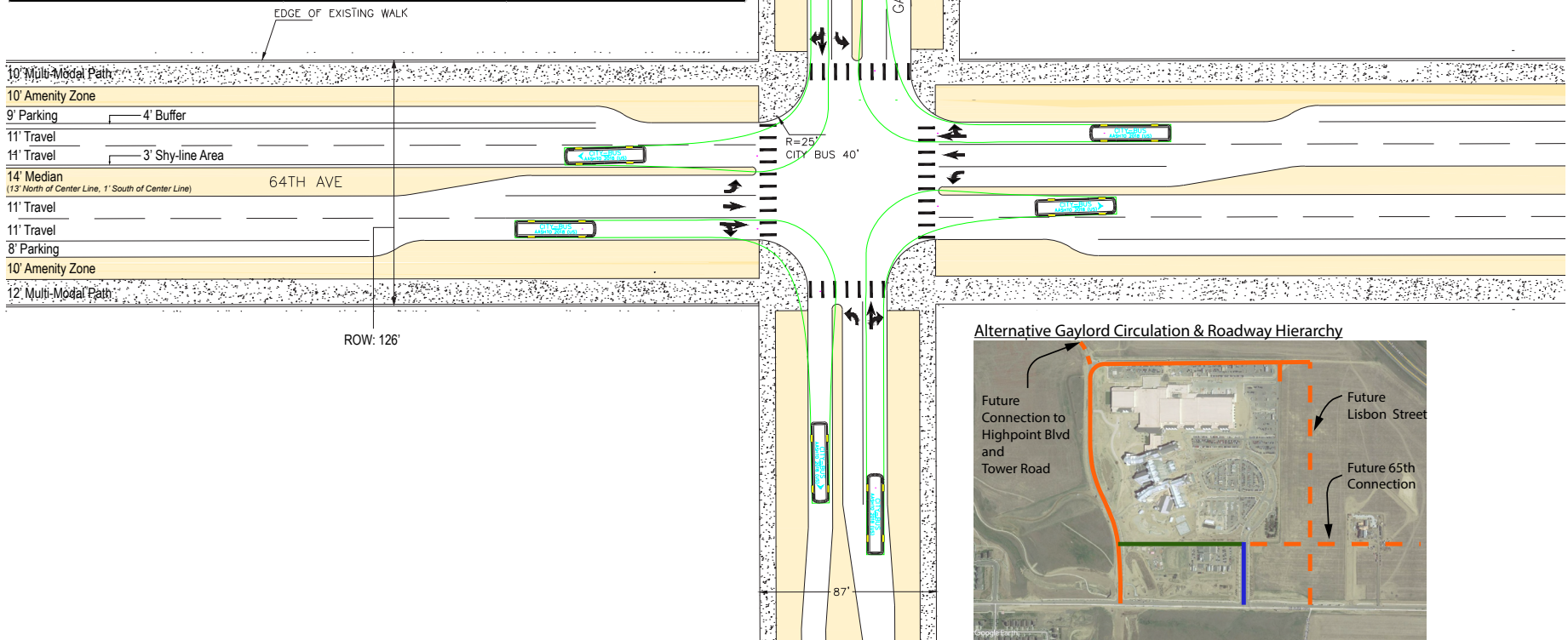
- *A wide, detached multi-modal path on both north and south sides of the street*
- *An amenity zone between the sidewalk and the street on both the north and south sides*
- *On-street parking on both sides*
- *A total of four thru travel lanes*
- *Single left turn lanes*
- *Pedestrian bulb-outs at each intersection to reduce crossing distances.*



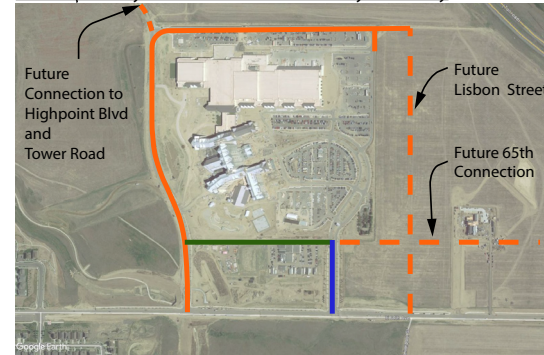
Himalaya Street Intersection Concept:

This intersection is located at the western terminus of the study area and will transition the existing six-lane section found to the west to the proposed four-lane section to the east. In order to accommodate multiple vehicular types, the intersection is shown with both 25' and 35' turning radii which model the large turning radii associated with large coach buses as well as large tractor-trailers accessing Gaylord Rockies. This intersection will also assist in providing an additional access point via Himalaya Road north of 64th Avenue for Gaylord Rockies employees who park just north of the facility, helping to ease pressure on the existing Gaylord Rockies Boulevard intersection.

	Balanced Multimodal Section	Previously Planned (Revised)
Minimize Crossing Distance	Prioritized	Non-Prioritized
Bike and Pedestrian Adaption	Prioritized	Non-Prioritized
Bus and Truck Movements	Non-Prioritized	Prioritized
Pedestrian Scale	Prioritized	Non-Prioritized
Placemaking	Prioritized	Non-Prioritized
Adaptability	Non-Prioritized	Prioritized
Congruence with S. Side (PP)	Prioritized	Non-Prioritized
Pedestrian Level of Service	C	E
Bicycle Level of Service	A	A
Vehicular Level of Service	Neutral	Neutral



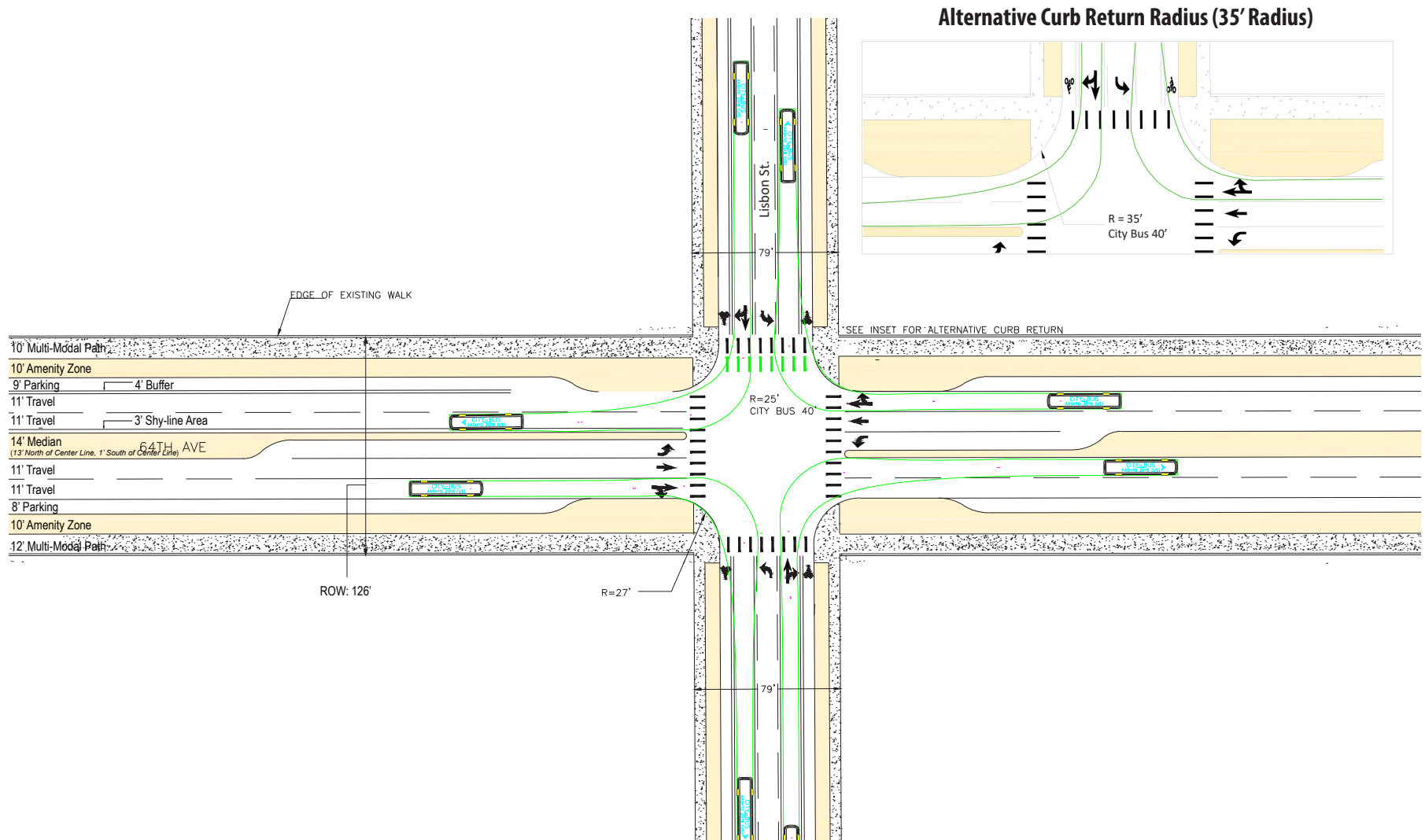
Alternative Gaylord Circulation & Roadway Hierarchy



Gaylord Rockies Boulevard Intersection Concept

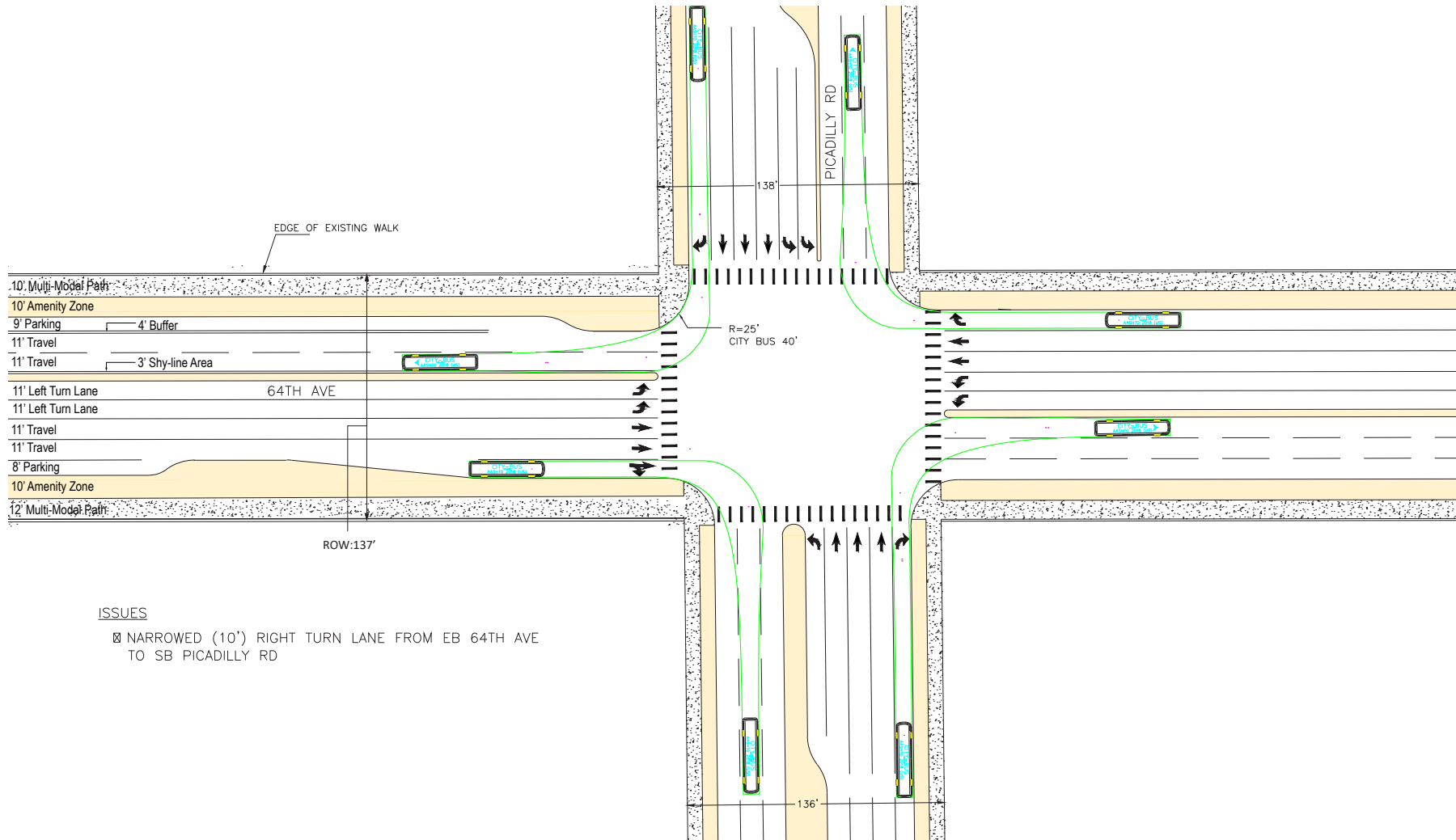
This existing intersection serves as the primary access point for Gaylord Rockies today and encompasses a number of high-quality amenities within an entrance experience. The design is currently improved by Gaylord Rockies and will include new landscaping, lighting, and monumentation. The study team understood this is a critical component of Gaylord Rockies facility to accommodate large coach buses and vehicles. Also important to Gaylord Rockies was the creation of easy to access bicycle and pedestrian facilities for guests to access future activities located along and across a 64th Avenue main street. This intersection also serves to connect Gaylord Rockies to future planned mixed use and commercial development in the Painted Prairie development on the south side of 64th Avenue.





Lisbon Street (previously designated as Liverpool Road) Intersection Concept:

This future intersection is located just east of Gaylord Rockies Boulevard and also provides access to both the Painted Prairie Development (south of 64th) and to Gaylord Rockies (north of 64th). This intersection also provides important access to the new City of Aurora Fire Station, located north of the intersection. This configuration shows both 25' and 35' turning radii, alluding to the importance of accommodating bus, truck, vehicular traffic, pedestrians, and bicycles.



Picadilly Road Intersection Concept:

This intersection forms the eastern boundary of the proposed four-lane section for 64th Avenue and is the closest of the four intersections to E-470. As such, this intersection serves to transition from the six lanes found to the east to the proposed four lanes moving to the west. Due to this condition the intersection is primarily focused on vehicular movement and includes double left turn lanes in the eastbound, southbound, and westbound directions. Allowances, such as bulb-outs and signal priority for pedestrian and bike safety should be considered where possible to facilitate better movements for these modes.



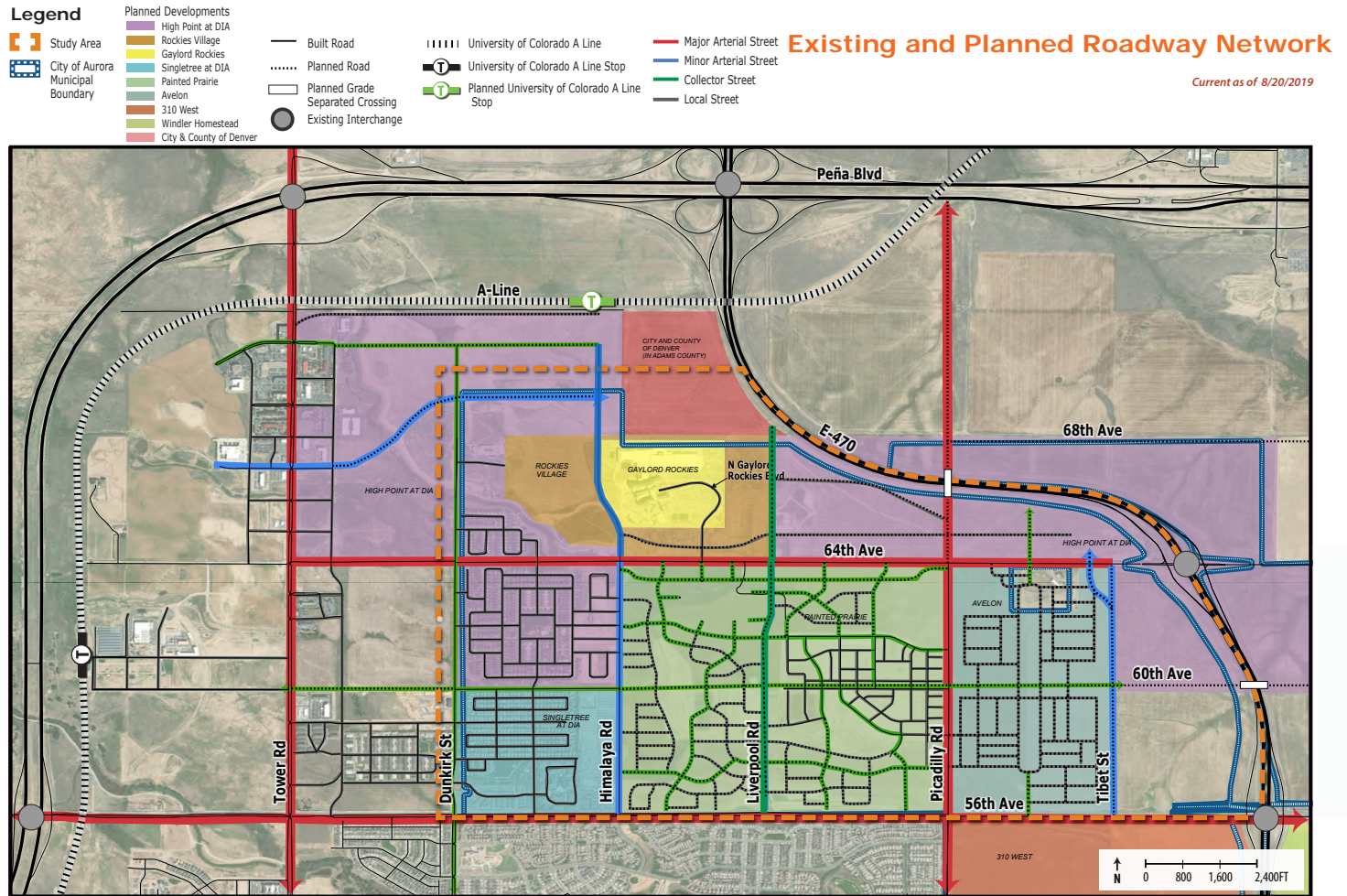
Traffic and Intersections Operations Analysis

After laying out each intersection, the study team analyzed intersection vehicular level of service (LOS). LOS analysis was conducted considering the overarching design parameters and also integrated the specific conceptual intersection designs. This analysis was then compared to the results of prior LOS analysis to determine probable changes as a result of going from six lanes to four lanes. Below is a comparison illustrating the change in LOS when new intersection inputs are applied.

	Himalaya Road	Gaylord Rockies	Liverpool Road	Picadilly Road
LOS 1 ^a	C/C	C/C	C/D	C/E
LOS 2 ^b	C/C	C/C	D/D	D/D

^a Previous Analysis
^b New Analysis
 X/X= AM/PM Peak Hours

Comparative analysis illustrates that intersections are either maintaining the vehicular functionality of the original six-lane section or meet LOS D, the City of Aurora’s minimum standard. Further, the analysis shows that the inclusion of improved pedestrian and bicycle facilities will have a minimal and acceptable impact on vehicular functionality along a four-lane 64th Avenue.



It is also important to note that not all future traffic will be using 64th Avenue. A more advanced and complete street network in the area will offer alternative access points as well as alternative corridors for travel. Alternatives will disperse volumes during peak hours and offer travelers route choice. Specific alternative collector and arterial routes that are comparable to 64th Avenue include both 60th Avenue (which will traverse E-470) as well as 56th Avenue.

56th Avenue specifically offers greater regional vehicular connections as it has interchanges with both E-470 as well as Pena Boulevard. Alternative routes within a mature street network will also offer additional on-street bicycle and pedestrian connections for residents, workers, and visitors, lessening the need for 64th Avenue to carry bicycle and pedestrian movements. Painted Prairie has designed its east-west street just south of 64th to function as a multi-modal boulevard that will accommodate bikes on a wide and dedicated bicycle facility. This street will terminate at one of the community’s central open space areas located near 64th and Picadilly.



Active Transportation Level of Traffic Stress (LTS)

The user experience of cyclists and pedestrian is also critical. Logical and safe facilities that provide routes for users to 64th Avenue will assist in creating an active multimodal environment that will assist in activating the main street environment. The study team sought to measure how proposed intersections functioned using a bike and pedestrian level of service analysis developed by the Oregon Department of Transportation.

Inputs of the Pedestrian LTS included:

- *Intersection lane configurations*
- *Median refuge presence and width*
- *Corner refuge islands*
- *Type (painted/curbed pedestrian islands)*
- *Channelized right turn lane traffic control and design (high or low speed)*
- *Curb ramp design/condition*
- *Effective corner radius*
- *Total signal cycle length and number of phases*
- *Left and right turn signal phasing type*
- *Right turn on red and permissive left turn presence*
- *Pedestrian signal types and phasing*
- *Crosswalk markings*

Inputs of the Bicycle LTS included:

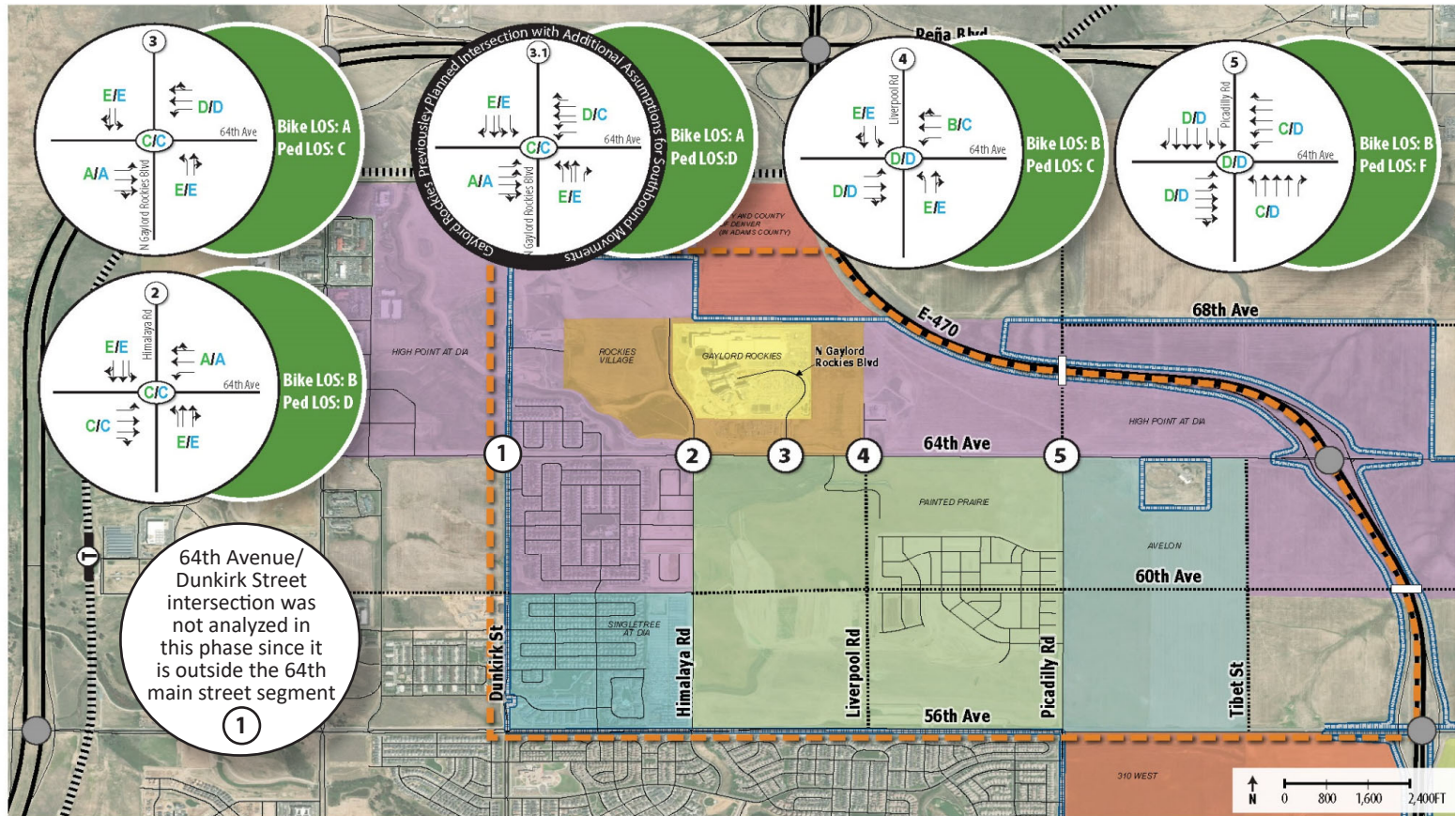
- *Intersection lane configurations*
- *Curb lane width*
- *Posted speed limit*
- *Approach and departure leg bicycle facility type*
- *Right turn lane/bike lane approach configuration*
- *Right turn lane volume*
- *Right turn lane length*
- *Buffer width at intersection*
- *Stop bar location*
- *Shared lane markings, conflict area paint, and turn box presence*
- *Left turn signal phasing*
- *Right-turn-on-red presence*

Using these parameters the study team examined the bike and pedestrian functionality of each of the revised intersection layouts. Findings are depicted in the table below:

	Himalaya Road	Gaylord Rockies Boulevard	Liverpool Road	Picadilly Road
Bicycle LOS	B	A	B	B
Pedestrian LOS	D	C	C	F

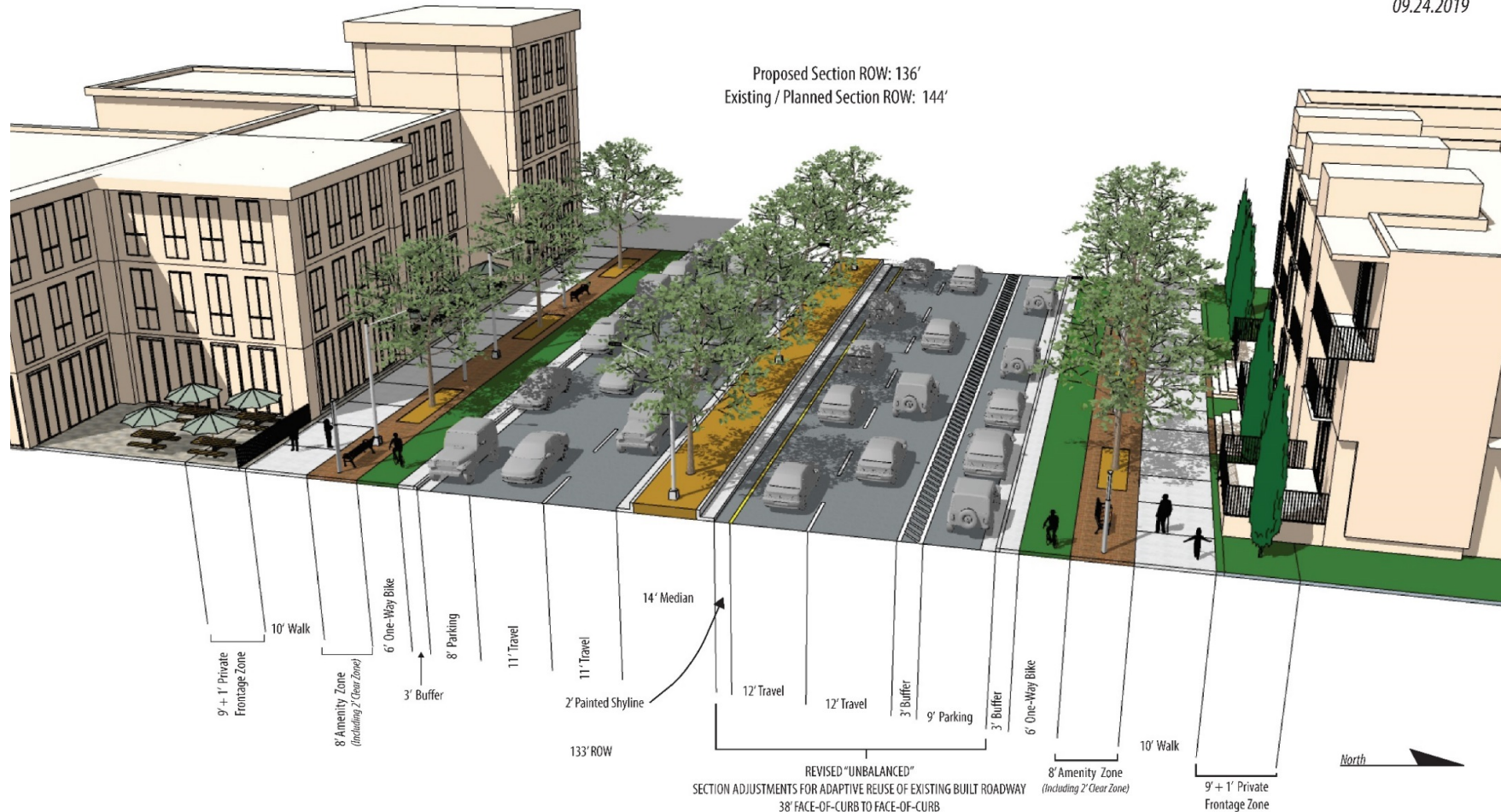
Note: In the final phases of the project bike lanes along the 4-lane 64th Avenue section were removed. Instead, bike lanes will be accommodated one block south of 64th Avenue within the Painted Prairie development within a generous bike boulevard that will terminate at one of the development's premier open spaces.

Results of this analysis were in-line with the study team's previously developed intersection hierarchy, showing a vehicular focus at Himalaya Street and Picadilly Road and the inclusion of bike and pedestrian treatments at Gaylord Rockies Boulevard and Liverpool Road to facilitate better movements. Elements shown to the right will work in combination with a mature and advanced multimodal street network to activate a 64th Avenue main street.



- Dedicated bicycle facilities, crossings, and signals
- On-street parking
- Mid-block crossings
- Pedestrian bulb-outs that shorten crossing distances
- An amenity zone that may include street furniture, and amenities such as benches, lighting, bicycle parking, trees, utility poles, and other place making elements; and should be contextually sensitive to land use
- Enhanced medians with elevated level of finish and vertical features to create place and slow drivers

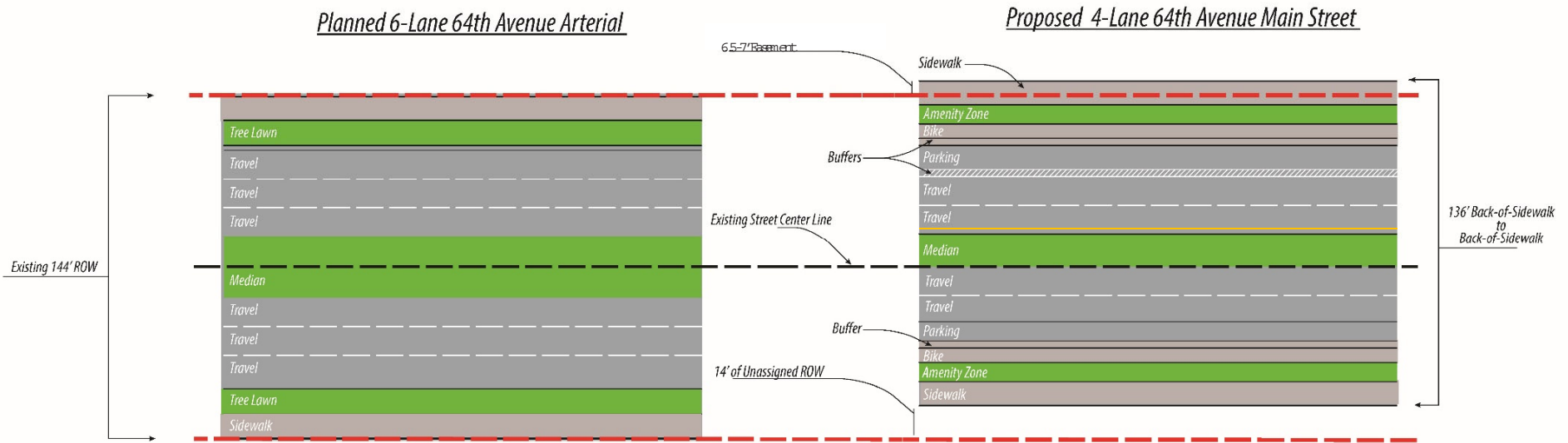




Adaptive Re-use of Existing Infrastructure

Another important element to both the City of Aurora as well as development stakeholders is cost, and more specifically the use, and re-use of existing 64th Avenue infrastructure already funded, designed, and constructed. 64th Avenue's north side (1/2 of the roadway) throughout the study area has already been constructed in three-lanes of its currently-as-designed six-lane configuration. This temporary use is currently functioning as a two-lane roadway with a center turn lane. To minimize costs, construction impacts, and to promote sustainability the study team identified strategies that looked to preserve pavement, landscaping, utilities, and curbs for the future four-lane roadway to minimize cost.

This graphic presents an early concept of an adaptive re-use concept for 64th throughout the study area. It suggests the preservation of the northern curb line, the existing pavement, re-use of the northern median curb, and preserving installed underground facilities. This concept would require the construction of an unbalanced street section that incorporates reduced lane and parking widths on the south side of the street and preserves the curb to median width of the current built configuration on the north side.

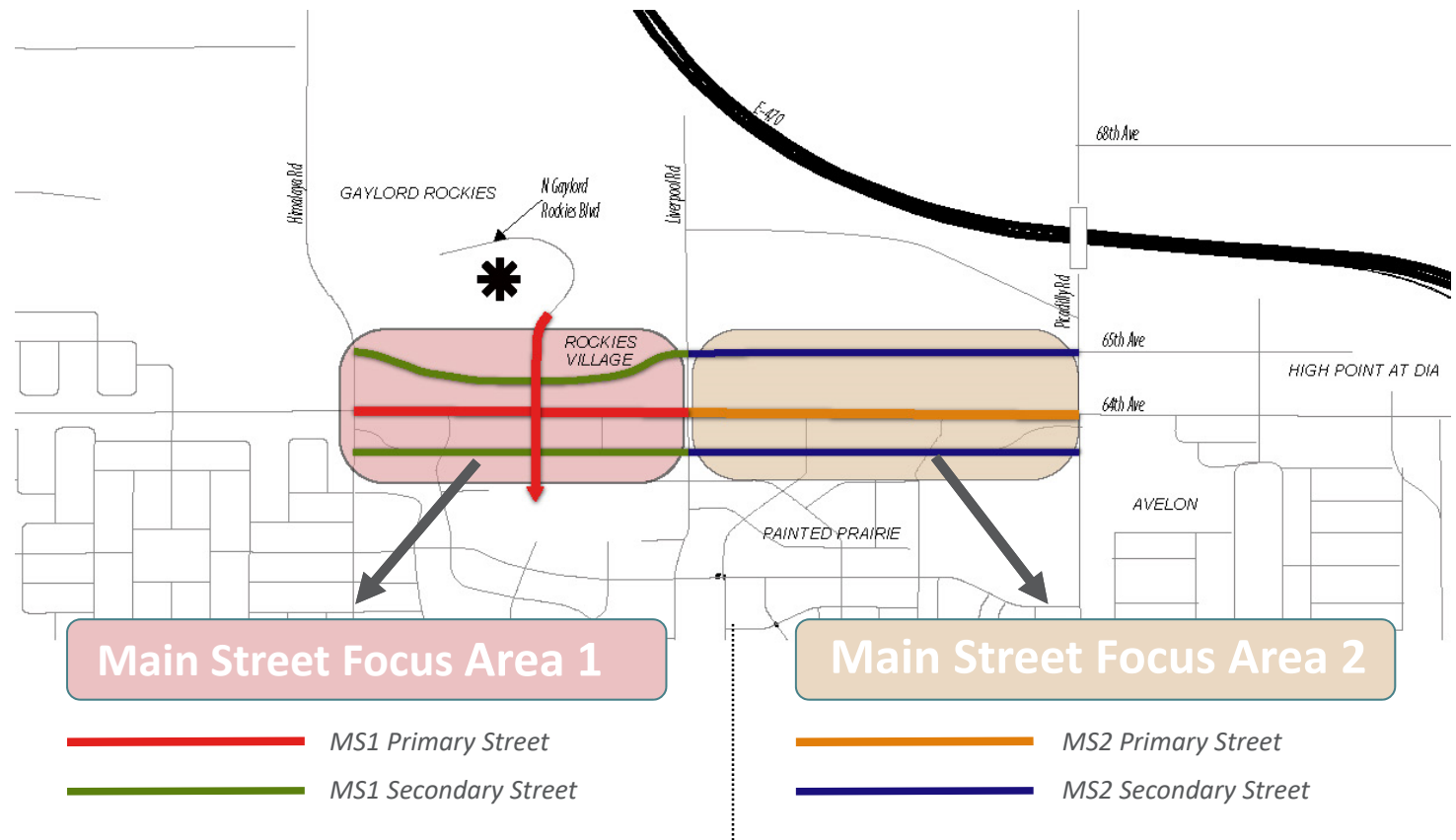


One of the major concerns heard at the first stakeholder meeting was reticence regarding additional property impacts related to the new four-lane proposed section. The above graphic illustrates how these impacts would change between the four and six lane configurations. In this configuration the new four-lane section would require an additional 5-to-7 feet of ROW along the north side of the roadway to accommodate the sidewalk, amenity zone, and the new bike facility. On the south side of the facility, 14' of ROW previously needed for the six-lane configuration would be unassigned and/or returned to the property owners due to the less number of travel lanes.

Urban Design Concepts

In addition to studying the differing impacts of the various roadway configurations, the study team developed a number of high-level urban design and land use concepts that would work in cooperation with transportation improvements to realize a new urban center along the 64th Avenue main street environment.

Two focus areas were identified within the larger 64th Avenue study area. Within each of these focus areas, primary and secondary streets were identified to organize the application of contextual and supportive urban design elements to create a unique place. Central to this concept was the development of building forms and street environments that invoke a sense of urban hierarchy, focusing activity and attention to the intersection of 64th Avenue and Gaylord Rockies Boulevard. Below are descriptions of the specific features found within each focus area and their respective primary and secondary streets.

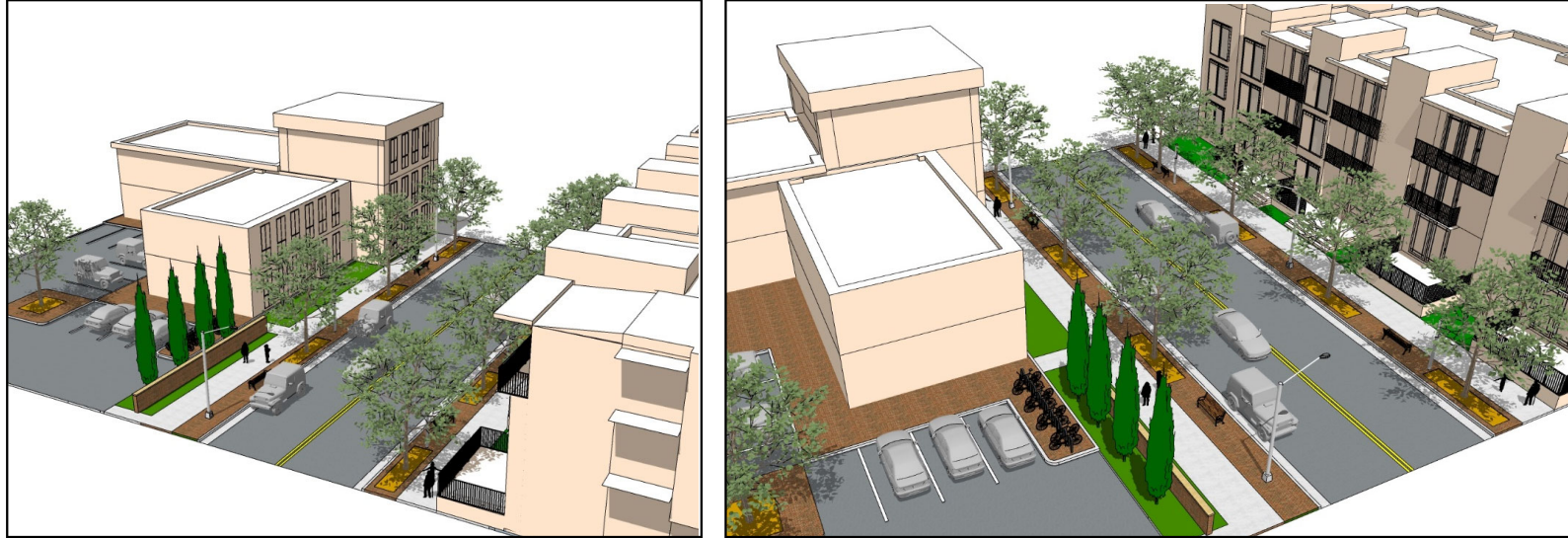




Main Street Focus Area 1 Primary Street

Within this focus area, urban design elements include:

- The most intense urban-scale built environment found in the study area with higher height allowances and densities
- It should be the distinctive Aurora place in the region and serve visitors, residents, and employees alike
- Encompasses a mix of uses including; office, multi-family residential, town-homes, and commercial uses that address the street and/or public spaces
- A unique streetscape finish that incorporates a unified aesthetic to build a district brand that contributes to place making
- Off-street parking is located to the rear of structures and away from the street
- Heavily programmed public, quasi-public, and appropriately sized open spaces throughout
- An amenity zone that may include street furniture, and amenities such as benches, lighting, bicycle parking, trees, utility poles, and place making elements; and should be contextually sensitive to land use



Main Street Focus Area 1 Secondary Street

Within this focus area, urban design elements include:

- Less intense urban scale built environment relative to building heights
- A distinctive Aurora place that serves visitors, residents, and employees
- Mixed use, office, residential, and commercial uses that address the street.
- PAD sites address the street and incorporate a higher level of architectural finish and parking should be located away/ screened from the street
- Enhanced streetscape that incorporates a unified aesthetic
- Off-street parking located to the rear, where parking meets the street it is well-screened
- Passive and programed public / quasi-public spaces
- An amenity zone that may include street furniture, and amenities such as benches, lighting, bicycle parking, trees, utility poles, and other place making elements; and should be contextually sensitive



Main Street Focus Area 2 Primary Street

Within this focus area, urban design elements include:

- The second most intense urban scale built environment in the study area
- Distinctive Aurora place that serves visitors, residents, and employees
- Mixed use, office, residential, and commercial that address the street. PAD sites must address the street and incorporate a higher level of finish
- Enhanced streetscape that incorporates a unified aesthetic to build the areas brand
- Off-street parking located to the rear, where parking meets the street it is well-screened
- Passive and programed public, quasi-public spaces, and open spaces
- An amenity zone that includes street furniture, and amenities such as benches, lighting, bicycle parking, trees, utility poles, and other place making elements; and should be contextually sensitive to land use



Main Street Focus Area 2 Secondary Street

Within this focus area, urban design elements include:

- The least intense urban scale built environment
- Incorporates horizontal and vertical mixed use, office, multiple residential typologies, and commercial uses that address the street
- All PAD sites address the street and incorporate a higher level of finish
- Enhanced streetscape that incorporates a unified aesthetic and brand
- Off-street parking is well-screened and is best located away from the street
- Includes flexible infrastructure design that is easily re-purposed during later re-development phases. This includes the development of parking lot configurations that include curb and gutter, have detached sidewalks, tree lawns, are sized and placed to accommodate a future block pattern, and internal streets that incorporate city street standard curb to curb widths, and follow city standards for the placement of utilities in this future ROW

After completion, concepts were presented by the Study team to stakeholder for consideration and evaluation within Stakeholder Meeting 2. The following section presents stakeholder feedback and the corresponding actions the study team took to address feedback.

Present Detailed 64th Avenue Main Street Concept and Corresponding Adjustments to Final Configuration

Presentation of Concepts to Stakeholders

In Stakeholder Meeting 2, the study team worked with stakeholders to review more detailed transportation and urban design concepts developed after Stakeholder Meeting 1 and to capture feedback for further refinement of concepts to meet stakeholder needs. Goals of the Second Stakeholder Meeting included:

- A review of the proposed four-lane concept, intersection design, area-wide street network, urban design vision and framework, and potential roles and responsibilities for the construction of the future four-lane section
- Stakeholder discussion regarding preferred alternatives and implementation
- The meeting was conducted as a two hour meeting (brief re-cap of the previous Stakeholder Workshop and then a presentation of concepts)

Meeting participants attended both in-person as well as remotely. The meeting started with a review of stakeholder concerns from the last meeting and corresponding actions the study team took in response. The presentation reviewed economic studies conducted by CBRE which stated that new urban places are in demand. The CBRE study stated:

- The New City / urban places are in demand and include a mix of uses and have opportunities to Live, Work, Play
- These places are accessible and pedestrian friendly and include a combined parking, multimodal, and transit oriented development perspective
- These places are desired by an educated workforce

- That the Denver metro area consistently scores well as compared to rest of the nation and Aurora has opportunities to attract office users / investors in this area if the right policies are implemented

These elements, and the ability to create a unique place will provide for lasting economic benefits for all stakeholder along 64th Avenue, creating lasting and sustainable economic development into the future.

Outcomes and Stakeholder Input Received and Corresponding Actions:

Concepts, including the proposed street section, urban design concepts, and ROW impacts were presented to stakeholders for consideration. Below is a description of specific stakeholder feedback and the corresponding actions the study team took to address this important feedback. Feedback was gathered from the stakeholder meeting, as well as additional communications that occurred after the meeting. These include official letters of commitment and specific terms for implementation of the new four-lane section. Notes from Stakeholder Meeting 2 can be found in Appendix B.

What We Heard: Stakeholders did not want to reroute bus access away from Gaylord Rockies Boulevard. It has been designed to be a grand entrance to the facility for visitors. A lot of money and time has been spent to design and construct this entry experience and buses are the primary mode of arrival for important visitors.

Corresponding Actions: The study team clarified that the concept was not to move buses away from this intersection. The study team would like to make the intersection more manageable for pedestrians and bicyclists. The team heard in Stakeholder interviews that guests at Gaylord Rockies would like more activities to visit outside of the facility. Better pedestrian and bike features at this intersection will help facilitate movements to and from the hotel. Additionally, in the future a mature roadway network will provide multiple access points to Gaylord Rockies Boulevard. In response

to this feedback the team incorporated the following elements into the conceptual intersection layouts:

- Curb radii shown in the intersection concept have the ability to accommodate the large coach buses using this access point
- Inclusion of roll-over curbs at the intersection to allow larger vehicles access should be considered
- The identification of intersection hierarchy outlining which modes are prioritized at each intersection. For Gaylord Rockies Boulevard; application of a balanced design approach to address the needs of all modes and all users.

What We Heard: Where there were two lanes of access into Gaylord Rockies, there is now a proposal to take away a left turn lane (eastbound 64th Avenue) into Gaylord Rockies (this isn't currently a double left turn lane, but was in the full six-lane plan for 64th Avenue).

Corresponding Actions: Modeling showed that single left and right in the 2040+ build-out scenario will accommodate traffic well considering the future full build-out of a mature roadway network. This will allow for appropriate vehicular, bicycle, and pedestrian movements at the intersection.

What We Heard: Where are the existing street lights in the cross section?

Corresponding Actions: The elements that hold the street light (caisson) could remain, hardscaping could be constructed, and then street lights could be reset. The major cost is the roadway itself, so minimizing roadway reconstruction was important. The storm sewer would also be able to remain, which is the next most expensive item. The least expensive to replace or reset are the sidewalks and street lights. After further investigation it was determined that because the north sides sidewalk, amenity zone, and curb-to-curb width is being preserved the street lights will be able to stay in place.

What We Heard: The new street section would require an additional 7 feet of land either in ROW or easements along the north side of the roadway. If this was extrapolated over a mile this would result in the loss of 0.85 acres of land for Rockies Village and its developers. This is a substantial impact and not in the interests of Rockies Village.

Corresponding Actions: The Study team recognized that this is a substantial impact and worked with all stakeholders to develop a new cross section that minimally impacted ROW on the north side of the roadway. This new section now shows a narrower cross section and includes:

- The removal of dedicated bicycle facilities along 64th Avenue in recognition that Painted Prairie will be developing a bike boulevard one block south of 64th Avenue to serve this mode through the study area.
- The inclusion of multi-modal paths instead of sidewalks along the 64th Avenue Main Street; allowing for bike, scooter, and pedestrian movements along a 64th main street. The northern sidewalk will match its built existing condition and will be 10 feet in width. The new, unconstructed southern sidewalk will be wider at 12 feet.
- The existing 1 foot sidewalk easement found in the six-lane configuration is now 0.5' foot maintenance zone in the four-lane configuration and is within both ROW boundaries. This will allow the City to perform sidewalk maintenance when required.
- The effects of this change on the south side of 64th results in 18 feet of the previous six-lane ROW "returning" to Painted Prairie for development.
- The new ROW width within this concept is 126 feet as compared to the 144 feet of ROW of the previous six-lane section, substantially reducing impacts on both the north and south sides of 64th Avenue.
- These changes were reflected in two revised exhibits shown on this page and the following page

What We Heard: Operations and maintenance of both medians and amenity areas will be expensive. Additionally, the City has stated that medians in

the area will be built using standard xeric landscaping practices. This configuration works well in other areas of the City. However, an elevated level of finish should be used along the 64th main street section. Will the City provide continuing maintenance in this area if an elevated finish is executed?

Corresponding Actions: It is our understanding that the existing median currently has irrigation and landscape improvements. Additional landscape improvements and maintenance responsibility should be coordinated with the City of Aurora's Parks, Recreation and Open Space Department (PROS).

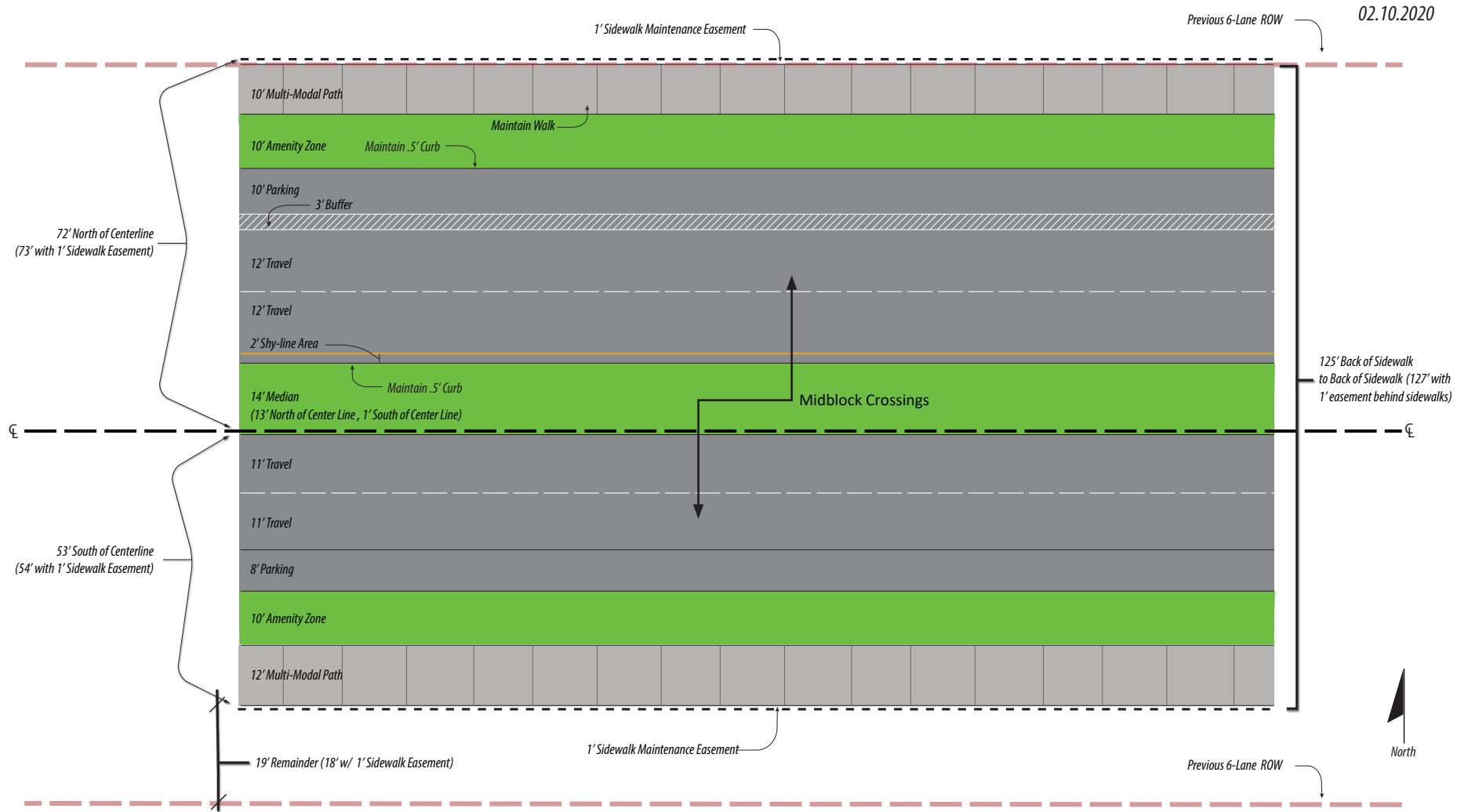
What We Heard: Stakeholders were not interested in additional architectural and urban design requirements throughout the study area.

Corresponding Actions: There will be no additional design criteria for developments along 64th Avenue and individual FDP design guidelines will stand on their own. However, stakeholders are encouraged to have buildings address the public realm and street along 64th Avenue, particularly at the intersection of 64th Avenue and Gaylord Rockies Boulevard.

What We Heard: Stakeholders were supportive of replacing the northernmost westbound travel lane with a parallel parking lane and associated landscaping bulb-outs and/or pedestrian refuges. Provided: a) any costs are borne by the City, and, b) the City, at its expense, converts the parking lane back to a drive lane when such lane is needed to support the traffic demands and flows.

Corresponding Actions: The city concurs with this. The city is developing design specifications for implementing improvements such as curb extensions in the northernmost westbound travel lane to create a parallel parking lane and reduce pedestrian crossing distance at intersections.

At the conclusion of the study Stakeholders submitted a term-letter to the City of Aurora for consideration regarding commitments to specific design changes and the roles and responsibilities for both stakeholders and the City of Aurora. The City of Aurora followed up with a letter in response. Changes to the cross-sections based on this input is documented on the following pages. The final stakeholder letter can be found in Appendix C, and the final City of Aurora Response can be found in Appendix D of this document.

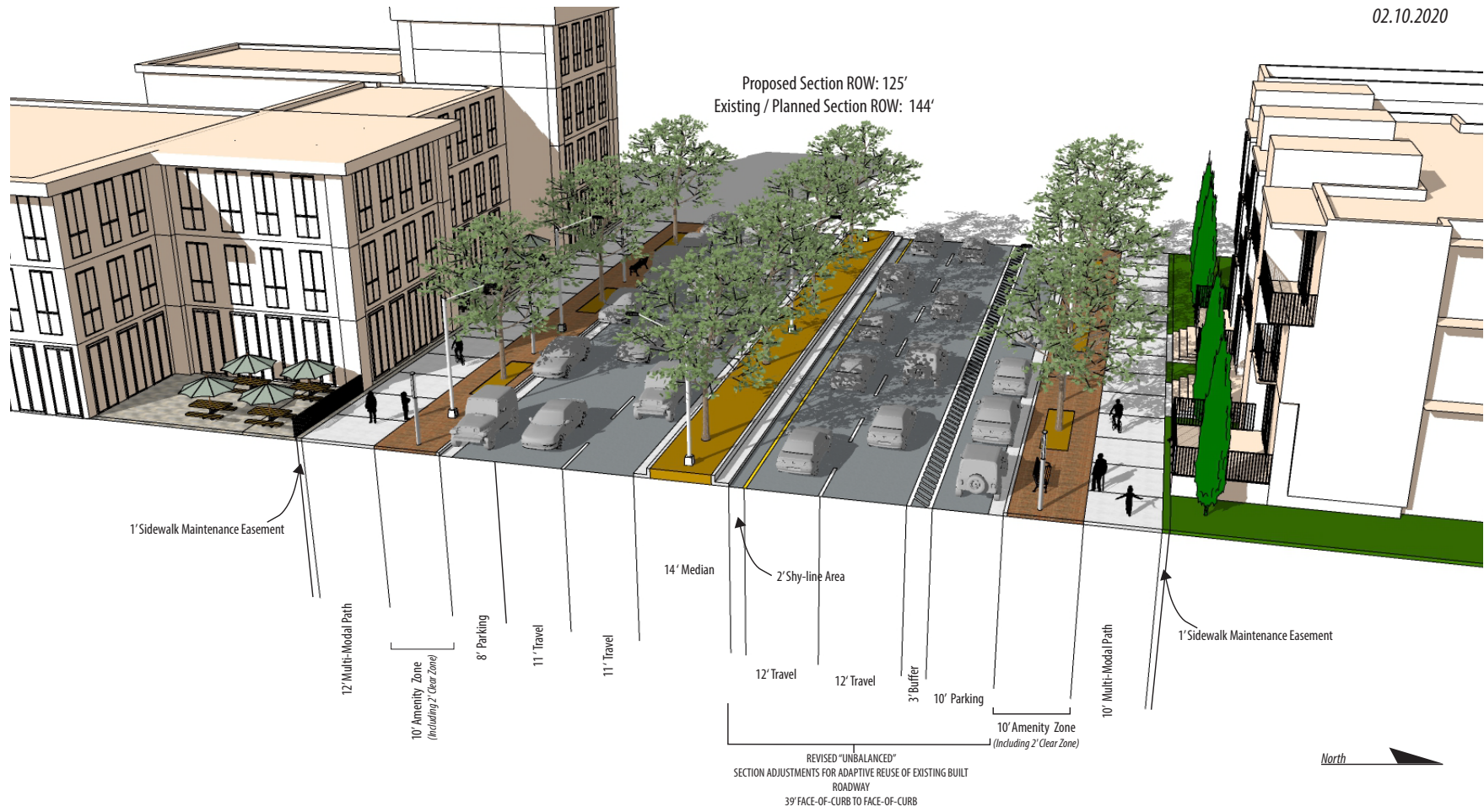


02.10.2020

Interim Configuration: 64th Avenue ROW configuration
(changes based on Stakeholder feedback)

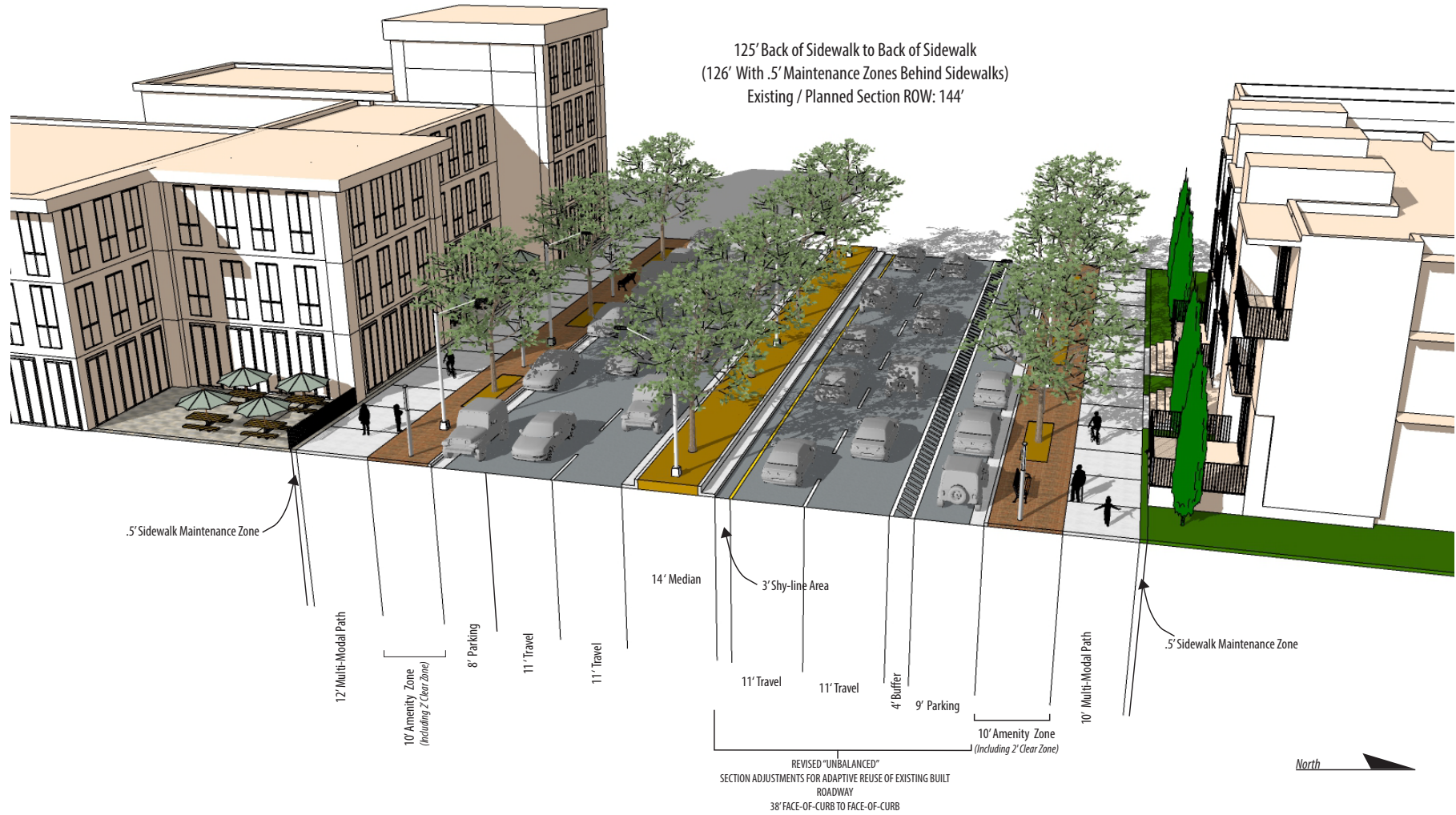


02.10.2020



Interim Configuration: 64th Avenue street section configuration (changes based on Stakeholder feedback)

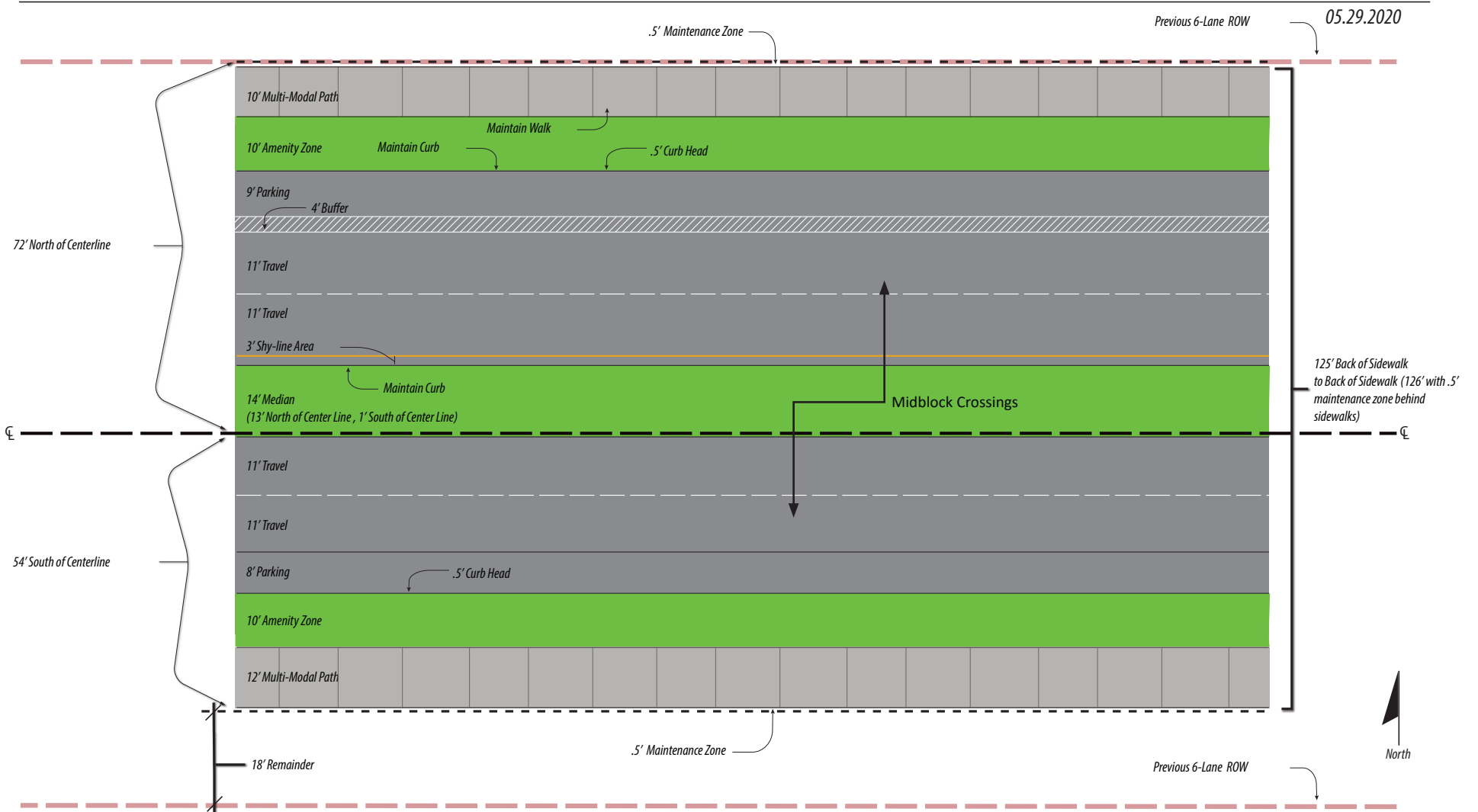




Final Plan and Next steps

Extensive correspondence and communication followed the development of the interim-configurations shown on previous pages. Based on this additional correspondence a final recommended four-lane section was selected for 64th Avenue within the Study area. Additionally, the City of Aurora and stakeholders agreed upon implementation roles and responsibilities as well as formalized design commitments. Design commitments are outlined in Appendix E: Design Specification for 64th Avenue Cross-section and 64th and Himalaya. This page and the next illustrate the final agreed upon configuration for 64th Avenue.

64th Avenue Final Agreed Upon Configuration



Appendix A

Stakeholder Meeting #1: Notes



Meeting Notes

PROJECT:	64 th Avenue Multimodal Transportation and Urban Design Study, Dunkirk Street to E-470
PURPOSE:	Stakeholder Workshop #1
DATE HELD:	August 20, 2019
LOCATION:	City of Aurora, Aurora Room
ATTENDING:	<u>City of Aurora</u> : Huiliang Liu, Tom Worker-Braddock, Mac Callison, Cesarina Dancy, Mindy Parnes, Sarah Weider, George Adams, Victor Rachael, Curt Bish <u>David Evans and Associates</u> : Will Wagenlander, Leah Langerman, Hannah Polow <u>Stakeholders</u> : Chris Fellows, Joe Ferris (Painted Prairie); Rita Connerly (RIDA Development); Stephan Meier (Gaylord Rockies); Jason Monforton (Avelon); Kevin Smith (High Point); Tim Hester, Jeannette Hilaire (DEN Airport)
COPIES:	TT Members, Stakeholders

Summary of Discussion:

1. A PowerPoint presentation was used to review the study process, existing study area context, and introduce the visioning and alternatives development process. (see handout) Additional discussion beyond the information on the slides is included in these notes.
 - ACTION: Send the PowerPoint presentation to attendees.
2. Project History
 - Portions of this area of the city have been identified as regional activity center/urban district. This is an important mixed use commercial center documented in multiple city planning documents since 2009.
 - The city has received many rezoning requests for this area, so they hired EPS to do a high-level economic analysis. In October 2018, a preliminary meeting was held to present their findings.
 - In February 2019 the same presentation was made to City Council’s Planning and Economic Development Committee.
 - In March 2019, stakeholders attended a Northeast Aurora Development Coordination meeting. Discussed the desire for placemaking along 64th.
 - This current study began in late July 2019.
 - The city believes 64th Avenue and the surrounding district is key to the city’s economic future. A main street will better serve and connect developments. A four lane section is recommended along some portion of this study corridor as a primary component of creating Great Places. The city would like to gather stakeholder input to determine where the four lane section should be placed, and which specific design elements should be included.
 - Leah Langerman had stakeholders check their calendars to determine best date for the next stakeholder workshop. Per stakeholders’ availability, the next Workshop will be held September 25, 1 – 3 PM at the City of Aurora’s Aurora Room.
 - ACTION: Send appointment for September 25th stakeholder workshop.



3. Introductory Comments

- Chris: Stakeholders won't know the plan and be able to move forward until late November or early December? That would cost Painted Prairie millions of dollars. Can't wait that long.
 - » Rita and Kevin concurred.
- Jason: The sooner we can understand what the decision will be, the better.

4. Study Area Context

- Jason: Is there any concern that the city strenuously fought for a 6 lane arterial at one point, and then now is moving toward four lanes? It seems this change in position will fuel future battles regarding other roadways when the city fights for large facilities being dedicated.
 - » Will: Despite what happened in the future, we are focusing on creating place with the opportunity here. We have heard there is a desire from all stakeholders to create something special, and that may mean doing something different.
 - » Mindy: The city has always put six lane arterials on section lines. Now looking at it differently to create place.
 - » Mac: In the regional network, 56th has connectivity across Pena Boulevard. 64th is a shorter segment that stops at Tower Road. Since completing NEATS, development plans are more defined, and the opening of Gaylord brought an entertainment theme. It became clear that this could be a distinctly different place in the region.
- Traffic
 - » Stephan: It seems four lanes may not be sufficient for the future. Lots of growth is projected in the area.
 - » Rita: It seems that TIS findings could collectively be combined to determine if four lanes will be functional. Everyone here wants to elevate this area and make unique places, but to focus on 64th Avenue and not let the developments' land planners be creative is inhibiting the creation of unique spaces. Should be talking about how to make planning processes better and outside the box, instead of talking about six versus four lanes. This is frankly a waste of city resources.
 - Will: Need to consider all modes of travel.
 - Rita: The school north of 64th is a charter school. Schools south of 64th will be Aurora Public Schools. Consider where the kids will be coming from.
 - Mindy: Schools will not allow kids to cross six lanes on foot.
 - » Volumes for the buildout condition indicate a four lane roadway west of Picadilly, and a six lane roadway east of Picadilly. Buildout is defined as beyond 2040, including the maximum land use if all developments in and outside the area build to their full potential and the planned regional roadway network included in the DRCOG's 2040 Regional Transportation Plan is in place.
 - » The four lane section could accommodate buildout traffic volumes providing level of service (LOS) D or better for most intersection operations. LOS D is city standard and represents acceptable level of service.



- » The initial analysis didn't consider right turn lanes, so there are some modifications that could be done to improve LOS.
- » Jason: If you used our TISs, does that mean the city is comfortable with what we have submitted? It seems to be dramatically different than other projections we've seen.
 - Will: Using the best available information requires some assumptions.
 - Chris: This study takes into account traffic counts that were submitted by developers, which are higher than counts used for NEATS. So, if the NEATS counts were used, the levels of service would actually get better. Painted Prairie looked at the differences for us and it wasn't drastically different.
- Active Transportation
 - » The map is a composition of the current development plans.
 - » NEATS Refresh recommended a cross section that incorporates a bicycle facility. The city is firmly in support of active transportation along 64th.
 - » Rita: Are you assuming the platform for the new rail station will be accessible for DEN and Aurora?
 - Tim: The airport is prohibited from funding the 72nd/Himalaya future station. The intent is that if it goes in, it would support all jurisdictions.
 - Mac: The station could support this area without having to double track the entire route. The A Line is far surpassing ridership today. This is a great location to serve as a portal into this study area.
 - » Mindy: The High Line is a major trail connection that could go through this area. Originally there was a High Point Blvd trail that would go through the northern portion of the study area. After Gaylord was located, the trail is now only planned for a portion on the west side. Need to find a different way to connect to the High Line on the south side of 64th.
- Urban Design Context
 - » Gateways to the area on either end of 64th, DEN to the north, and a variety of mixed uses (innovation, employment, hospitality, retail, residential, commercial) begin to create a unique corridor.
 - » Main Street typologies, including examples of new and legacy main streets were discussed. Some examples such as Belmar are located just off of the arterials, but were planned to pull people into the development. Examples on arterials are often retrofits that involve a combination of traffic movement (in some cases a state highway) and elements to create comfortable places for pedestrians, retail, restaurants, etc.
 - » Should consider ways to connect the developments along this study area with microtransit. The study area has Easy Mile's autonomous shuttle in close proximity. An example was shown of a St. Louis main street with a streetcar. Heard during a stakeholder interview that consideration of people movers is important.
- Stakeholder Interview Findings
 - » Aurora's infrastructure is funded through development fees.



- » Stephan: 90% of Gaylord traffic is coming from Tower Road. Most people avoid the E-470 toll. Most customers are coming from the west and south unless from the airport. Already have more than 1,000 employees and a busy 500,000 square foot conference center (very comparable size to Denver's convention center). Have 1,500 rooms and that currently isn't enough. Expanding to add 300 more rooms soon. Some Gaylords have 300,000+ visitors in a 50-day timespan over the holidays. Expecting an additional 5,000 cars to come from Tower over a 2-3 hour time period each day this holiday season for special events. Would embrace and look forward to 64th to widen to minimum of four lanes and preferably six as soon as humanly possible. The new A Line station would be fantastic for the area, and would ideally have a bus that could bring guests and employees to the Gaylord.
 - High Point Blvd would be a great way to get employees to access from the back of the hotel.
 - Kevin: High Point Blvd is under construction. Himalaya is built on the east side. Looking at completing the loop, but not sure how that can be paid for.
 - Will: This study can help address concerns by looking at other routes that could be mutually beneficial to stakeholders, in addition to 64th.
 - Mac: In the future, Jackson Gap will have an interchange with Peña, and extend south with a more formal arterial connection to Harvest Road south of the airport, which makes direct connection to 64th, 56th, etc.
 - Tim: Jackson Gap is now a two lane arterial but Harvest is expected to be six lanes. Denver is figuring out how to make the connection between those facilities.

5. Visual Preference Activity

- Rita: If you are supportive of status quo, keeping NEATS without amendment, and keeping a 6 lane arterial, it is difficult to vote, since the options don't reflect these types of facilities. Highlands Ranch town center is a desired example (six lanes with commercial on both sides).
- Will pointed out that the most reflective example of 6 lane arterial would be Broadway.

6. Collaborative Visioning Discussion

- Thoughts Regarding Four Lanes versus Six Lanes
 - » Jason: Worst case shown is LOS E and we should assume worst case will occur. This seems like it will cause visitors to avoid the area.
 - George: There is good and bad congestion. We want to accommodate traffic and are comfortable with some congestion, but do not want to create gridlock conditions.
 - Victor: Have done one round of review on the traffic model. LOS forecasts may change with further refinements. LOS listed is for peak hours. Accommodating pedestrian crossing times creates some delays for vehicular traffic.
 - Mac: LOS D may be for only a very short amount of time. There are gradations within LOS's.
 - » Chris: A six lane main street doesn't exist. You can do placemaking with nodes of activity, but that isn't a main street.
 - Stephan: If a six lane arterial main street doesn't exist, there's a reason.



- » Chris: A one-way couplet can slow traffic (University/Josephine in Denver noted as an example). Design details are very important.
- » Chris: DEN and Gaylord are huge drivers for this area. Keep in mind what is creating the demand and what kind of demand they are serving. Maybe 64th shouldn't be a main street, because I'm not sure it can carry the traffic without a couplet situation.
- » Will: A four lane section can accommodate a main street, with the elements that prioritize other modes and place.
- » Rita: To create a main street, buildings have to front main street. RIDA bought their property to support the principal asset – the Gaylord. That support doesn't lend itself to buildings facing 64th. Have height limitations and view corridors preservation requirements. We think that 64th is sized appropriately at six lanes to get traffic in and out of Gaylord. To go to four lanes would require some analysis and I am not prepared to say if RIDA agrees with that yet.
- » Stephan: Lost business reports show that 130,000 rooms in group sales were lost for 2020 based on the comment that there is nothing to do in the area. We feel very strongly that Rockies Village will be very helpful to address this.
- » Chris: If we don't have a couplet, but 64th is four lane, we'll do some main street, but it will be on the south leg of Gaylord Rockies Blvd. If we have a couplet, we would put main street elements on three frontages, including 64th. That gives extra economic development to the city. People are coming to this area because of the airport and Gaylord, not a main street.
- » Kevin: Actively in discussions to get 64th to Jackson Gap opened, which will change travel patterns and give more options to get to Gaylord. High Point recently spent over \$20M on the north half of 64th Avenue. High Point feels like they have done what they were asked to do. Who will pay to implement this new strategy? High Point is here to help, but timing is the largest concern. It is a lot of frontage. Maybe could make 64th look and feel like main street, but put the true main streets on offshoots or parallel streets. There will be challenges with having all of that traffic on four lanes. Supportive of being partners with all and creating a win-win.
- Pedestrian Accommodations
 - » Chris: We need an environment where people feel like they can walk from Gaylord to Painted Prairie. It is very important to make sure pedestrians can cross 64th.
 - » Stephan: Gaylord doesn't have enough space to feed all of their guests within the property. We receive constant complaints that guests don't have enough to do. It would be fantastic to have safe, friendly pedestrian crossings.
 - » Tom: It sounds like most of the Gaylord visitors don't have access to their own transportation, so having pedestrian-friendly accommodations would be very important. Small amount of traffic on a six lane roadway will cause traffic to drive even faster, therefore having an impact on the feel of the corridor and how comfortable it is for pedestrians. Do you want to create a place for people to move through or a place for people to be?
 - Stephan: A place to go to, rather than to go through.
 - » Chris: Lower design speed streets are more inviting to pedestrians. I prefer a four lane road to a six lane road, to promote pedestrian crossings from Gaylord into Painted Prairie.



- » Gaylord: Gaylord DC was placed in National Harbor before that area was developed. Now it is very vibrant.
- » Chris: We have exciting hotels that will probably come to Painted Prairie. The pedestrian accommodations will be helpful for those people.
- » Kevin: Trying to urbanize 65th Avenue. Maybe connect main streets on the north and south of 65th with pedestrian bridges, but these are expensive.
- » Agreement by group: Pedestrian movement across 64th is extremely important (especially at Gaylord Rockies Blvd), and only facilitated comfortably in a four lane condition.
- Parking
 - » Rita: The city often comments more parking is needed on the site, even though it already looks like a big parking lot.
 - » Chris: Structured parking is the only way to create a pedestrian-friendly environment. We think we have the value of property to support structured parking.
 - » George: Maybe we should consider small-scale districts for parking. Can Rockies Village and Gaylord share parking?
 - » Stephan: Gaylord charges \$29 per day for self-parking, \$39 for valet. Right now, the overwhelming majority of guests are not happy to pay this for unprotected, uncovered parking in an area with nothing else to drive to.
- Transition Points
 - » Chris: Based on the traffic study, it seems Picadilly is the evident transition point. Painted Prairie is comfortable with this point.
 - » Jason: Need to be careful how this is designed. It has to be done right and intentionally.
 - » Kevin: From Tower to Himalaya is already six lanes. Seems like the logical transition would be at Gaylord Rockies Blvd.
 - » Tom: Could extend six lanes just east of Himalaya, so people could get through intersection before the lane drops.
 - » Mindy: It seems framing the entry of Gaylord is very important, since it is set back.
 - » Jason: If it is important for people to get out of Gaylord for big event ends, then is it most important to keep Himalaya to Gaylord Rockies Blvd as six lanes?
 - Huiliang: The volume between Himalaya and Gaylord Rockies Blvd is 21,000, which is very comfortable for a four lane section.
 - Tom: 65th Avenue may divert some traffic too.
 - Mac: In Fitzsimons, the location of structured parking determines where the traffic loading is. Point loading going to the event is more concentrated in time, but dispersing occurs at different times.
 - Stephan: During the holiday season, we anticipate people will come at various times, but leave all at once (Cirque show and ice show will create at least 3,000 cars all leaving within 20 minutes of each other).



- Victor: If an event permit is pulled, police can override a traffic signal. The traffic signal currently runs on demand. As the area builds out, it will be more difficult to let this run on demand since it will need to be coordinated with other signals.
- » Huiliang: Need to consider working together with Denver to set the standard, so 64th doesn't go from 6 to 4 to 6 in a short area.
- » Chris: 6 to 4 to 6 makes no sense. But 6 to couplet to 6 makes sense. This would give a Cherry Creek feel, helping to bring in vertical development.
- » Stephan: Cherry Creek's JW Marriott is the highest growth hotel in Denver because they have a desirable active neighborhood.
- » *ACTION: Confirm Denver's laneage plans for their portion of 64th.*
- » George: Does walkable development justify any premiums or translate to higher sales prices for residential?
 - Chris: Residents are nice to have and will fill in gaps, but have very little effect overall. Mostly catering to airport and Gaylord needs.
 - Kevin: Walkability to town center and Rockies Village is important.
- » Chris: A couplet would have to be one-way in this case. It helps avoid left turn movements, which can help ensure lower speeds.

■ Medians

- » The city is xeriscaping medians now. If there is a desire to have landscaped/enhanced medians, there would need to be a BID or district to facilitate the enhancements and maintenance.
- » Chris: Aurora has never had a "place". You can't find a xeriscaped median that doesn't look horrible. This is a gateway to a billion dollars of economic development and city wants it to be their focal point. To not have the city support more than xeriscaped median is grotesque.
- » Stephan: The Gaylord recently approved \$3.5 M of landscaping to be put in this fall and next spring. Recognized the need to have more greenery and landscaping.
- » Mindy: There are great low water use plants that can be used to xeriscape. Xeriscape doesn't mean zero-scape.
- » Chris: Trees won't grow without irrigation. This is a harsher climate than Denver has. This area needs a coniferous pallet because deciduous trees don't look nice eight months of the year.
- » Kevin: PROS takes over six lane arterial medians after a year of installation. It seems the city would want to take over responsibility of maintaining this to avoid a hodge podge.

■ Bike Facilities and Active Transportation Across 64th

- » Chris: Painted Prairie has provided an important link north-south through the High Line Canal and another parallel to Picadilly, but we don't think 64th is the right place for bikes. Providing alternative routes for bikes would also help reduce the profile of 64th.
- » Tom: Bike sharing, scooters, e-bikes, etc. give a lot of people, even visitors, a way to travel through the area. People will ride where it feels safe. If they don't have a dedicated facility, they will be on sidewalks.



- » Stephan: Guests commonly request bikes as an amenity. They don't arrive by bike, but once they are there, they want to ride a bike. The Gaylord owns 12 bikes and rents them out for free. The demand has been so great they are doubling the amount of bikes available. People will take bikes and e-scooters to get to neighboring places.
- » Mindy: The bikeway in Atlanta is 100% biking and walking. High Line has potential to be that.
- » Huiliang: It is important to have a safe convenient way for people to move through this "golden mile" because it is too long of a distance for people to walk.
- » Hannah: Pedestrian level of comfort increases when the facility is dedicated and separated from vehicles.
- » Mac: Need to think about the opportunity for people to connect along 64th, even with smaller districts and nodes to the north and south.
- » Kevin: A bike facility on 64th should probably cross over on E-470 bridge. Parks are being planned to be robust. Don't think a bike lane on street would be used. High Points's intention is to have the bike network connectivity. A trail is planned along 470. Internally to all these sites it seems trail networks are planned.

7. Closing Statements

- Chris: There is huge benefit to a one way couplet, but I won't fall on the sword over it. Timing and a quick decision is most important – can't wait until November for determination. Literally in purgatory now. Quick determination on something is more important than waiting longer for the perfect solution.
- Kevin: High Point will support a couplet provided it can be proven to work.
- Tim: If looking at mix of land use, DEN would like to reduce residential components. Excited for this study and area.
- Stephan: This process has been rewarding and knowing the Gaylord has added value for developers is fantastic. Thank you for allowing us to participate.
- Jason: There is a lot of support for activity and commercial that will help Gaylord. It seems silly not to capitalize on any opportunity to support Gaylord. Anything that supports this we'll be in favor of.

8. Next Steps

- Develop alternatives, screen them, and present them at the next stakeholder meeting on September 25th.

Appendix B

Stakeholder Meeting #2: Notes



Meeting Notes

PROJECT:	64 th Avenue Multimodal Transportation and Urban Design Study, Dunkirk Street to E-470
PURPOSE:	Stakeholder Meeting #2
DATE HELD:	September 25, 2019
LOCATION:	City of Aurora, 1 st Floor Aurora Room
ATTENDING:	<p><u>City of Aurora:</u> Huiliang Liu, Tom Worker-Braddock, Mac Callison, George Adams, Daniel Krzyzanowski, Carly Campuzano, Anna Bunce, Victor Rachael, Chad Giron, Mindy Parnes, Jason Batchelor, Cesarina Dancy</p> <p><u>Stakeholders:</u> Chris Fellows (Painted Prairie); Rita Connerly (Rockies Village – RIDA); Tim Hester, Jeannette Hillaire, Lisa Nguyen (DEN Airport)</p> <p>Via phone: Ashley Homrighaus (Rockies Village – RIDA); Mark Witkiewicz (High Point) <i>Mark only for 20 minutes</i></p> <p><u>David Evans and Associates:</u> Will Wagenlander, Leah Langerman, Hannah Polow, Matt Buster</p>
COPIES:	Stakeholders

Summary of Discussion:

- Following introductions, Jason Batchelor introduced today’s meeting and announced that the city has made a decision about the cross section that will drive plans moving forward.
 - At the first stakeholder meeting, we heard that all stakeholders are interested in making places, there was agreement from most on a cross section less than six lanes, and the need for a timely decision by the city was emphasized.
 - Tried to balance a variety of competing needs – move vehicles, move people who walk or bike, connect places, and make a unique place.
 - Some existing FDP’s and area plans will likely need to be adjusted. A decision on the high-level alignment, concept, and necessary ROW has been made and will be shared today. Amending NEATS isn’t required.
 - Jason and the City Manager’s office have made the decision to move forward with the four-lane concept as will be presented today. The design and implementation details will be discussed today, additional coordination with stakeholders will occur, and the details will be finalized at a later date.
- Will facilitated the discussion and used a PowerPoint presentation [*sent to stakeholders on 9/30/19*] to recap the first stakeholder workshop and review the proposed four-lane concept, including related urban design, area-wide street network, intersection concepts, and adaptive reuse of existing roadway elements.
 - Question from Rita: Are you thinking of rerouting bus service to Gaylord?
 - » Planning for a network of access to Gaylord Rockies, the city is suggesting use of Himalaya/65th and Liverpool/65th in conjunction with the existing Gaylord Rockies Blvd other streets. This would not preclude use of Gaylord Rockies Blvd, which will continue to be used in addition to the additional access points.



- » Ashley – RIDA is not interested in rerouting Gaylord bus access. They’ve designed Gaylord Rockies Blvd to best accommodate guests in a certain way. She wants to be sure we aren’t planning to change this design.
- » George and Will - This will provide additional access and looks into the future.
- » Mindy – Himalaya is used by hotel staff and for conference center deliveries.
- » Ashley – It is an important distinction that Himalaya is serving back of house, not attendees and guests.
- » Will – Himalaya will be useful in the future as the A Line station is built to the north.
- Question from Rita: Is Gaylord Rockies Blvd changing from the already agreed upon plan?
 - » Rita – Want to make sure we aren’t making any changes to Gaylord Rockies Blvd ROW.
 - » Huiliang – The current roadway configuration for Gaylord Rockies Boulevard, north of 64th Avenue is what is being shown on the intersection concept.
 - » Will – The only change to the intersection configuration is removal of 64th Avenue eastbound double left turns.
 - » Rita – Stephan had told us that all the traffic was coming from this direction (from the west).
 - » Will – The modeling showed that a single left in the 2040+ build-out scenario accommodate traffic well considering the full buildout roadway network.
 - » Mac – Gaylord currently has only this one point of access. There is a change planned in the future with a 64th Avenue connection at Jackson Gap, which will provide another point of access and further distribute traffic.
 - » George – This concept provides options and helps with loading.
 - » Rita – Where we had two lanes of access into Gaylord Rockies, now you are proposing taking away a left turn lane (eastbound 64th Avenue) into Gaylord Rockies (this isn’t currently a double left turn lane, but was in the plan).
 - » Mindy – This won’t impact traffic negatively and won’t impact RIDA’s cost.
- Chris – If you only need one left turn at Gaylord Rockies Blvd, why do you need two at Picadilly on the west side?
 - » Will – That is to balance and line up lanes across the intersection, because this is where the transition from four to six lanes will occur.
 - » Jeanette – Picadilly extension will have an underpass under Pena and this ultimate Picadilly connection is in DEN plans. Mac noted it is also in Adams County plans. This will be a regional roadway connection in the future.
- Hannah provided an overview of bike and pedestrian LOS and showed examples. These facilities were designed for the “interested but concerned” rider type, who would require more protection and a comfortable, lower stress area to bicycle.
- Question from Rita: Where are the existing street lights in the cross section?
 - » Will and Matt – The elements that hold the street light (caisson) could remain, hardscaping could be constructed, then street lights could be reset. The most major cost is the roadway itself, so it made



sense to keep that where it was. The storm sewer would also be able to remain, which is the next most expensive item. The least expensive to replace or reset are the sidewalk and street lights.

» *ACTION: Look at location of light poles and determine where they would fall in the ultimate cross section and if they can be reset.*

■ Proposed Cross Section and Difference from Previous Plans

» The south side of 64th would have 14 feet of unassigned (*or developable land*) ROW. On the north side, a 6.5 – 7-foot easement would be needed, which is not additional ROW.

» Rita - “Easement” means the city can do what they want with the property. The master agreement needs to state that Rockies Village can do what they want with the easement area.

» Chris – Earlier cross section shows 133 feet overall width, but the other number states 136 feet.

– Will – The 133 was an error that will be removed.

» Chris – I checked the math and don’t get to 136’ ROW with the dimensions listed.

– Will – 136 isn’t ROW, but instead it includes back of sidewalk to back of sidewalk. Then 6 feet of sidewalk would be within easement, and the one extra foot is for construction and maintenance of sidewalk.

3. Responsibilities

■ The north sidewalk was already an “ask” from Rockies Village, so the north sidewalk would be reconstructed by the city.

■ The amenity zone and bike lane on the north side would be the responsibility of Rockies Village.

■ On the south, the south median curb line would be removed and reconstructed. The city recognizes that half the median was the responsibility of Painted Prairie.

■ Chris – Would the median be hardscape with trees?

» Victor – Typically the city would take on xeriscape and any betterments in the median would be responsibility of a BID or developer.

» Matt – This area lends itself to design guidelines.

■ Rita – You’re asking for an additional seven feet, for a mile, which is \$900 K worth of land or 20 acres roughly ($5280 * 7 / 43560 = 0.85 \text{ acre}$). We have already given dedication for six lanes, but now you are asking for six lanes plus more.

» Matt – Multimodal facilities bring value to commercial development.

» Rita – That value isn’t equal to commercial square footage.

» George – What was the plan for that additional seven feet? Was it going to be landscaping or used for building setbacks?

» Victor - Now there will be a one-foot set back from back of sidewalk.

■ Chris – What is the 14’ of “unassigned ROW”?

» Matt – This is not necessarily dedicated ROW from Painted Prairie to the city. This would be Painted Prairie’s, but the city wants to see something interesting in this space.



- RIDA doesn't support four lane versus six lane. I came here today out of courtesy, and what I'm seeing here is even more detrimental to us. I have concerns about the current flow of traffic, speed of traffic, schedule, amendment of the code (parking), and other things. The city has already told us we don't have enough parking.
 - » Matt – What does the current plan show regarding setback? If you had expected more set back than this will require, this plan may not be as detrimental as you initially thought. There is potentially more developable land under this plan.
 - » Will – It will be helpful to understand what the six feet was originally going to be used for.
 - » *ACTION: The city will investigate already-planned easements that may have already been encumbered.*
 - » *ACTION: George – It would be helpful for City/DEA team and RIDA designers to meet. RIDA will confer internally and will get back to the city on this request.*
 - » Mindy – The city will never require more parking, and developers can count the on-street parking on 64th Avenue toward required parking. The city is open to reviewing earlier parking comments and reviewing this as a different place.
- Will – What do developers need from the city in order to move forward with this section?
 - » Chris – O&M (cost of water, tap, trees in median), 14' unassigned ROW - what can be done with this? The urban design standard discussion worries me more than the street cross section. Painted Prairie is planning residential from Liverpool east. We wouldn't want to front residential on 64th because it couldn't be sold. From Liverpool east this plan doesn't work with Painted Prairie's urban design plans.
 - » Will asked if a boulevard condition could work on the south side of 64th. Chris said no.
 - » Chris – There was a meeting in March 2019 and I predicted this unassigned ROW and now it is coming true.
 - » Chris – Would like to front to side streets.
 - Will – It is important that some of the buildings are fronted onto 64th, which would also capture trips from Gaylord.
 - Chris – This new plan doesn't change our thoughts. We still don't want to front to 64th.
 - » *ACTION: Mac – We will change "unassigned ROW" to "developable land".*
- Chris – We have a better chance to get peds to cross 64th with this design. This particular point is in everyone's best interest. Peds won't cross 10 lanes.
- Rita – You have reduced the number of turn lanes into Gaylord Rockies, by not having a lane (dedicated westbound turn lane on 64th Avenue). Have you taken into account that the LRT station will be on Himalaya? (*Gaylord Rockies Blvd's existing four lane ingress/egress cross section is unchanged and intersection LOS analysis confirms acceptable operations thru the future year buildout time horizon*).
 - » Mac – Yes. That A Line station design would allow for access from both sides, including the Aurora side, and it would not be a park-n-Ride.

Appendix C

Stakeholder Letter

To: George Adams, Mindy Parnes, Victor Rachael, Mac Callison, Jason Batchelor, Jim Twombly, and Jacob Cox

From: 64th Ave. Stakeholders Coalition (All property owners affected by proposed changes to 64th Ave. between Himalaya and Picadilly – RIDA High Point Land, LLC, Painted Prairie Owner, LLC., Highpoint, LLC)

RE: Proposed changes to and redesign of 64th Ave. between Himalaya and Picadilly.

Dear City Officials and Staff,

The 64th Ave. Stakeholders (Stakeholders) wish to express their consensus on matters regarding discussions around the potential redesign of 64th Ave.

- I. Schedule. Any redesign of 64th, amendment to City policy, or amendment to the City's transportation plans will not delay the processing of any applications, or development, by the Stakeholders.
- II. Retain Existing Capital Improvements from centerline of median north. Any redesign or reconstruction needs to retain the existing capital improvements including, but not limited to pavement, curb, gutter, striping, landscaping, tree lawn, sidewalk, utilities, fiber, conduit, and lighting, unless altered by the City at its sole cost.
- III. No Additional Property Interests. Any redesign of 64th Avenue shall not require any additional easements or right-of-way from the property owners on the north side of 64th Avenue.
- IV. Acceptable Northern Redesign. The City's redesign of 64th may include replacing the northernmost westbound travel lane with a parallel parking lane with landscaping bulb outs and pedestrian refuge "bulb-outs" at the intersections; provided, a) any costs are borne by the City, and, b) the City, at its expense, converts the parking lane back to a drive lane when such lane is needed to support the traffic demands and flows to or from the Gaylord Rockies Resort and Rockies Village. (See attached proposed 64th Ave. plan for reference)
- V. Acceptable Southern Redesign. The south side of 64th may have narrower travel lanes (11') than the north side and the parallel parking isle will be a typical width (8'-9') not the larger width of lane 3 on the north side. The tree lawn on the south side will be 10' wide, the same as the north, but the sidewalk/trail will be 12' rather than the 10' on the north side. Again, for reference, please see the attached proposed 64th Ave. plan.
- VI. Median. The median will be 14' in width.
- VII. No Enhanced Architectural Requirements. There shall be no additional design criteria to the developments along 64th. The individual FDP design guidelines will stand on their own.
- VIII. Landscaping and Irrigation. If the City wants 64th Avenue to have a median, and to have the 10' tree lawns on each side of the street, for the aesthetic enhancements they could provide, these areas need landscaping treatments which include trees. That in turn will require irrigation, as trees will either not survive or at best will not thrive in this harsh micro-climate, without irrigation. While some xeriscape treatments can be executed and result in a pleasing

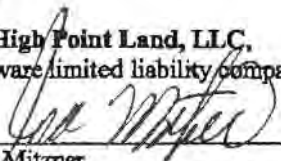
and beautiful manner, and be done using greatly reduced amounts of water, they virtually all require some irrigation. Completely non-irrigated planting zones will not be aesthetically pleasing enough for the environment and the desired outcome. The Stakeholders will need to have the right to design or approve the design and palette of landscape materials. It is the Stakeholders position that the City should provide the water tap at no cost to the Stakeholders, as well as the ongoing service charges relating to the use of water in the median and tree lawns. The party or parties who will be responsible for maintenance of those zones should be discussed and agreed upon, as the typical City - PROS maintained zones are not acceptable for creating a world class destination.

- IX. Expiration of Warranty. If the City alters any existing improvements during the applicable warranty period, the existing warranty is void and the Stakeholders shall not be responsible for the costs to repair or replace the improvements.

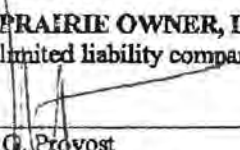
The forgoing represents the consensus of the Stakeholder group. Please let us know if these concessions by the Stakeholders are acceptable to the City.

Signed:

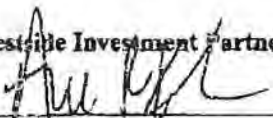
RIDA High Point Land, LLC,
A Delaware limited liability company


By: Ira Mitzner
Authorized Signator

PAINTED PRAIRIE OWNER, LLC,
a Delaware limited liability company


By: Donald G. Provost
Title: Authorized Signatory

Westside Investment Partners, Inc.


By: Andy Klein

Appendix D

City of Aurora Response Letter



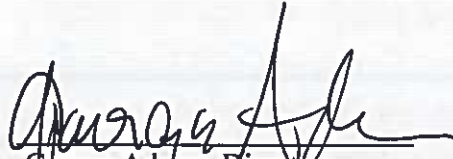
April 6, 2020

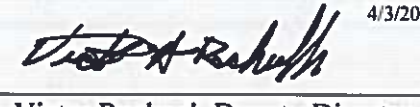
64th Avenue Stakeholder Coalition

Thank you for your letter regarding proposed changes to and redesign of 64th Avenue between Himalaya and Picadilly delivered to the city of Aurora on February 5, 2020. Please find the city's response to your letter below.

- I. Schedule - The city concurs with this item.
- II. Retain Existing Capital Improvements from centerline of median north – The city concurs with this item.
- III. No additional property interests - The city concurs with this item.
- IV. Acceptable Northern Redesign - The city concurs with this item. The city is developing design specifications for implementing improvements such as curb extensions that will be applicable in the northernmost westbound travel lane to create a parallel parking lane and reduce pedestrian crossing distance at intersections. In regard to this redesign the city's responsibilities extend from the northern curb of the existing median to the curb of the existing northern portion of the street section. We will keep you informed and coordinate with the stakeholders as this process evolves.
- V. Acceptable Southern Redesign – The city concurs with this item.
- VI. Median - The city concurs with this item.
- VII. No Enhanced Architectural Requirements - The city concurs with this item.
- VIII. Landscaping and Irrigation – The existing median has irrigation and completed landscape improvements. Median maintenance is scheduled to be assumed by the City starting Fall 2020. Additional median landscape improvements and associated maintenance responsibility should be coordinated with the city's Parks, Recreation and Open Space Department (PROS).

- IX. Expiration of Warranty - The city concurs with this item. However, any items identified as a warranty issue prior to the City starting work shall be rectified by the appropriate development party.


George Adams, Director
Planning and Development
Services Department


Victor Rachael, Deputy Director
Public Works Department

4/3/2020

Appendix E

**Design Specifications for 64th
Avenue**

64th Avenue Cross-section and intersection design specifications for 64th Avenue/Himalaya Road:

1. Starting point of the four-lane section at Himalaya Road
 - a. The four-lane section will start at west of Himalaya Road. Specifically, the 3-lane EB 64th Avenue will transition to two through lanes, one exclusive left turn lane and one exclusive right turn lane west of the 64th/Himalaya intersection
 - b. The EB 64th Avenue will have 2 receiving through lanes east of the 64th/Himalaya intersection
 - c. The WB 64th Avenue will have two receiving lanes west of the 64th/Himalaya intersection and they will transition to three through lanes further west
2. Intersection design for Himalaya and 64th Avenue
 - a. An exclusive right turn lane is needed for the WB to NB turning movement based on the existing and future volumes
 - b. A “pork-chop” design should be used for both the WB to NB and EB to SB right turn lanes. Pedestrian safety measures should be considered in the design of the pork-chop, such as adequate and appropriate turning angle for drivers to see crossing pedestrians better, and sufficient storage space for a vehicle yielding to pedestrians without blocking the through movements, etc.
 - c. Single left turn lane should be provided for all four directions
3. The median will remain as 14'
4. The northern half should be depicted as 38' face of curb to face of curb
5. Streetscape design
 - d. Regular 5' by 10' tree openings/cutouts should be provided for the amenity zone
 - e. Specific design for the median should be discussed between developers and PROS later