Responses to comments are provided in blue

Re: **Second Submission Review –** Nick's Convenience – Jackson Gap at Porteos – Site Plan and Plat Application
Number: **DA-1903-35**
Case Numbers: **2023-6040-00, 2023-3038-00**

Second Submission Review

PLANNING DEPARTMENT COMMENTS

1. Community Questions, Comments, and Concerns

1A. There are no community comments on this first review cycle.
Comment noted.

2. Completeness and Clarity of the Application

2A. There were no more completeness or clarity comments on this application.
Comment noted.

3. **Zoning and Land Use Comments**

3A. There were no more zoning or land use comments on this review.
Comment noted.

4. Streets and Pedestrian Issues

4A. There were no more streets or pedestrian issues on this review.
Comment noted.

5. Parking Issues

5A. There were no parking issues identified on this review.
Comment noted.

6. Architectural and Urban Design Issues

[Site Plan Page 9 & Color Elevations Page 2]

6A. A roof form or height variation is required for roofs, including canopy roofs. Variation is required every 60 ft, so this will only be needed on the front and rear elevations. The added cornice, while appreciated, does not vary along the length of the canopy.
The canopy has been revised to include a 2 foot high raised portion in the center of the canopy.

7. Signage Issues

7A. There were no more signage comments on this review.
Comment noted.

8. **Landscaping Issues** (Kelly Bish / 303-739-7189 / kbish@auroragov.org / Comments in bright teal)

[Site Plan Page 2]

8A. Call out/label the retaining walls.
The retaining walls have been labeled.

[Site Plan Page 3]

8B. Provide spot elevations for the top and bottom of wall.
Label added for screen wall with height above finish grade. More information is provided on the Landscape Plans.

[Site Plan Page 5]

8C. There are too many of the same shrub being proposed. Select a different shrub for some of the locations. There are a lot of Broom and Snowberry.
An additional shrub species has been added.

8D. The City Landscape Notes appear on this sheet and sheet 5. Only one set is necessary.
The notes were added as requested in the last round of comments. They have now been removed from this sheet.

8E. Provide a variety for the Chokeberry.
Chokeberry has been removed.

8F. Add the five required landscape notes as found in The Landscape Reference Manual found on line.
The notes have been added.

8G. No more than 40% of the total shrub requirement may be specified as ornamental grasses. This quantity exceeds the maximum permitted by code. No more than five percent may be provided as perennials.
The plan has been revised to show only shrubs. Please note, Arctostaphylos uva-ursi is a shrub, not a perennial.

8H. There are Oregon Grape Holly proposed on the west side of the building and they tend to like some shade in hotter climates. This will receive a lot of direct sunlight on hot summer days.
These shrubs will be shaded from the west, south, and east, as well as by the ornamental trees planted among them, so we need something that can accept the sun that this area will get while the trees are young as well as the shade that will come at maturity. We have switched these plants out to another shrub also known for that ability. These have been replaced by Arctostaphylos.

8I. What is the dark line and can it be turned off?
The dark line has been removed.

8J. Provide color and different texture around the sign. Code requires the entrances to have enhanced landscaping which is typically tied to the signage. Refer to Section 146-4.7.5. L. Site Entryways and Intersections.
The planting has been revised as requested. Please note, the code section language does not require planting at the signage, only at entries and intersections, which had already been provided.

8K. Place the taller plant material in the back and the shorter plant material in the front. See landscape plan for reference.
The shrubs have been relocated as requested.

8L. Provide a taller plant along the exterior of the trash enclosure to supplement the concrete masonry unit wall that is proposed. Preferably evergreen plantings.
Evergreens have been added as requested.

8M. Update the ornamental grass quantity.
The calamagrostis has been removed.

8N. The landscape buffer should be measured just to the curb line of the development and NOT internal to the site.
The buffer line has been moved as requested. Please note, this comment is requiring a different approach from that required by the code, which reads:

b. The required depth of a street frontage landscape buffer is measured inward from the back of sidewalk or from a public or private right-of-way when a sidewalk is not present. On private streets with no right-of-way line, the street frontage buffer depth shall be measured inward from the back of the sidewalk or if no sidewalk exists, the buffer is measured from the back of the nearest curb line. See Figure 4.7-13.

[Site Plan Page 6]
8O. Update the landscape tables per the comments provided.
The landscape tables have been updated.

[Site Plan Page 7]

8P. Provide a more definitive detail of the proposed walls. Provide material, height, and color. Will it match the aesthetic/masonry treatment proposed for the building?
The details have been revised.

9.**Addressing** (Phil Turner / 303-739-7357 / pcturner@auroragov.org)
9A. There were no more comments from Addressing on this review.
Comment noted.

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

10. **Civil Engineering** (Julie Bingham / 303-739-7403 / jbingham@auroragov.org / Comments in green)
[Site Plan Page 1]
10A. Please add the following note: "The Infrastructure Site Plan (ISP) and civil plans for the associated infrastructure must be approved prior to the issuance of building permits. Construction shown on the civil plans for the ISP for associated infrastructure must be initially accepted by the City prior to the issuance of Temporary Certificate of Occupancy (TCO) or Certificate of Occupancy (CO) per the approved Public Improvement Plan.".
The note has been added as requested.

[Site Plan Page 3]
10B. Remove cross pans from the site plan submittal. They will be reviewed/approved as part of the civil plans.
Comment noted and completed.

10C. Provide a typical section for the wall. Identify the max height and material. Walls over 30" require hand railing. Label added for screen wall with height above finish grade. More information provided on landscape plans.
A 1'-8" max height retaining wall is called out and labeled at this location. Additional information is provided on the Landscape Plans.

11. **Traffic Engineering** (Dean Kaiser / 303-739-7584 / djkaiser@auroragov.org / Comments in amber)
[Site Plan Page 2]
11A. Add key note #13 to the crosswalk.
Added as requested.

11B. Need R3-5b, RIGHT TURN ONLY sign (will try and get it on the RSN 1726166 Porteos PA-9A-9C Civils which are currently in review). [2 comments]
Added as requested.

11C. Add "& Street Name Sign".
Added as requested.

11D. Repeat comment, intersection sight triangles required and need to be illustrated on landscaping plan as well. [2 comments]
Added as requested.

[Site Plan Page 5]
11E. Show intersection sight triangles. [2 comments]
Added as requested.

[Traffic Analysis Page 1]
11F. Minor edit needed for Trip Gen tables, also need graphic figure of trip distribution and site trips on roadway network.
Comment acknowledged. Individual responses provided to comments below.

[Traffic Analysis Page 4]
11G. Add note that this was for a 3,500 sf convenience store, ITE subcategory 2-4k facility.
Note added.

11H. Add note that this is for the proposed 6,200 sf convenience story, ITE subcategory 5.5-10k facility.
Note added.

[Traffic Analysis Page 5]
11I. Reviewed, accept values as presented.
Comment acknowledged.

[Traffic Analysis Page 6]
11J. Provide a graphic figure depicting trip distribution and trip assignment from the site onto the roadway network around the intersection of 64th & Jackson Gap as well as the site accesses.
Site generated trip distribution/assignment figure added.

[Truck Route Exhibit]
11K. Need to illustrate EB right turn in from 64th Ave.
The truck route has been revised as requested.

11L. Is gas tanker truck the same size and wheelbase as a WB-50? If not, need to provide its template as well.
The WB-50 is industry standard for tanker trucks.

12. **Fire / Life Safety** (Stephen Kirchner / 303-739-7489 / stkirchn@auroragov.org / Comments in blue)
[Site Plan Page 2]
12A. Add fire lane sign here.
Added as requested.

12B. Rotate all fire lane signs according to information provided.
Completed.

12C. Per drawing below, there is an existing hydrant on this side approximately 150' to the north of this intersection.
The existing hydrant has been noted on the plans.

[Site Plan Page 3]
12D. Provide transverse and longitudinal spot elevations in accessible route.
Additional grade labels have been added along the accessible route.

[Site Plan Page 4]
12E. Combine label to Fire Lane, Access and Utility Easement. [2 comments]
These are two separate easements of different widths that are being processed as separate documents by the overall Porteos developer. Labels and widths reflect documents that have been through several rounds of review with the City and are near being finalized.

[Site Plan Page 5]
12F. Label Emergency Shutoff switches. Make sure access to switches is not obstructed by landscape.
The Emergency Fuel Shutoff switches have been labeled as requested.

[Site Plan Page 10]
12G. Show accessible route on photometric plan.
The accessible route has been added to the Photometric Plan as requested.

13. **Aurora Water** (Daniel Pershing / 303-739-7646 / ddpershi@aurorgov.org/ Comments in red)
[Site Plan Page 1]
13A. The site plan will not be approved by Aurora Water until the preliminary drainage report is approved.
Comment noted.

[Site Plan Page 4]
13B. Please label and dimension 10 ft water easements covering the meter and hydrant

Completed.

13C. This manhole creates an acute angle for the inlet to the west. Please update the configuration to a 90-degree angle within this manhole.
This has been realigned with an additional manhole.

14. **TAPS/Aurora Water** (Diana Porter / 303-739-7395 / dsporter@auroragov.org)
14A. Unpaid tap fees totaling $2,034.40 are due prior to mylar recordation.
Comment noted.

15. **Land Development Services** (Maurice Brooks / 303-739-7294 / mbrooks@auroragov.org / Comments in magenta)
15A. Comments from Land Development Review are forthcoming. Please reach out to the reviewer directly for updates.
Comment noted.

16. **Xcel Energy** (Donna George / 303-571-3306 / donna.l.george@xcelenergy.com)
16A. There were no more comments from Xcel Energy on this review.
Comment noted.

17. **Denver International Airport** (Brodie Ayers / 303-342-2804 / brodie.ayers@flydenver.com) [Repeated Comments]
17A. The proposed development is within the "10,000' Critical Area for Wildlife-Attractant Separation Area" for the final build-out of future DEN Runways, as defined by the Federal Aviation Administration (FAA). The USDA Wildlife Biologist assigned to DEN assist in implementing DEN's Wildlife Hazard Management Plan and have requested coordination as this project progresses. USDA and DEN will provide assistance with the requirements outlined in the current version of FAA Advisory Circular 150/5200-33C (see link below). DEN also requests that the landscape plan include maintenance of trees and grasses to reduce attractants for wildlife such as raptor species, blackbirds/starlings, and geese. Fruit-producing trees and shrubs should be avoided. Water quality ponds/detention structures must be designed to meet a 40-hour drain time following a 100-year event. https://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.current/documentnumber/150_5200-33.
Comment noted. The site has been designed to comply with the requirements identified.

17B. The site is found within/under the navigable airspace associated with DEN, as promulgated and regulated by the Federal Aviation Administration (FAA) under 14 CFR Part 77, Objects Affecting the Navigable Airspace. Based on Part 77 and the development site location, the proponent is required to file notice with the FAA, via the FAA Form 7460-1 process (Notice of Proposed Construction or Alteration), of any structure or temporary construction equipment (e.g., cranes) that penetrate Part 77 surfaces. The FAA website from which the need for the 7460 process can be determined ("Notice Criteria Tool") and/or the filing can be initiated is: https://oeaaa.faa.gov/oeaaa/external/portal.jsp.
Comment noted. The required FAA forms will be submitted as required.

SITE PLAN - NICK'S CONVENIENCE

LOT 1, BLOCK 1, PORTEOS PA-9A SUBDIVISION FILING NO. 1
LOCATED IN A PORTION OF THE NORTH ONE-HALF OF SECTION 8,
TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE 6th P.M.
CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

LEGAL DESCRIPTION

A PART OF UNPLATTED LAND, SITUATED IN THE NORTHWEST 1/4 OF SECTION 8, TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE 42' CENTERLINE RANGE POINT LOCATED IN EAST 64TH AVENUE AND JACKSON GAP STREET; THENCE S49°52'37"E A DISTANCE OF 87.35 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF EAST 64TH AVENUE AS DESCRIBED IN SPECIAL WARRANTY DEED RECORDED IN THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE UNDER RECEPTION NUMBER 2019000043876 AND THE POINT OF BEGINNING;

THENCE S89°47'23"E CONTIGUOUS WITH SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 235.00 FEET;

THENCE S00°12'37"W DEPARTING SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 275.02 FEET;

THENCE N89°47'23"W A DISTANCE OF 260.00 FEET TO THE EAST RIGHT-OF-WAY LINE OF JACKSON GAP STREET AS DESCRIBED IN PORTEOS SUBDIVISION FILING NO. 1 IN SAID RECORDS UNDER RECEPTION NUMBER 2013000094501;

THENCE N00°12'37"E CONTIGUOUS WITH SAID EAST RIGHT-OF-WAY LINE A DISTANCE OF 250.02 FEET TO A TANGENT 25.00 FOOT RADIUS CURVE WHOSE CHORD BEARS N45°12'47"E A DISTANCE OF 35.36 FEET;

THENCE NORTHEASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 90°00'00", AN ARC DISTANCE OF 39.27 FEET TO THE POINT OF BEGINNING.

PARCEL CONTAINS (71,371 SQUARE FEET) 1.63845 ACRES, MORE OR LESS.

PARCEL TO BE PLATTED AS LOT 1, BLOCK 1, PORTEOS PA-9A SUBDIVISION FILING NO.1.

CITY CONTACT

CITY MANAGER'S OFFICE:
OFFICE OF DEVELOPMENT ASSISTANCE
JAZMINE MARTE
(303) 739-7585

PLANNING:
ZONING AND PLAN REVIEW
ERIK GATES
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LANDSCAPE DESIGN
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REAL PROPERTY DIVISION
MAURICE BROOKS
(303) 739-7294

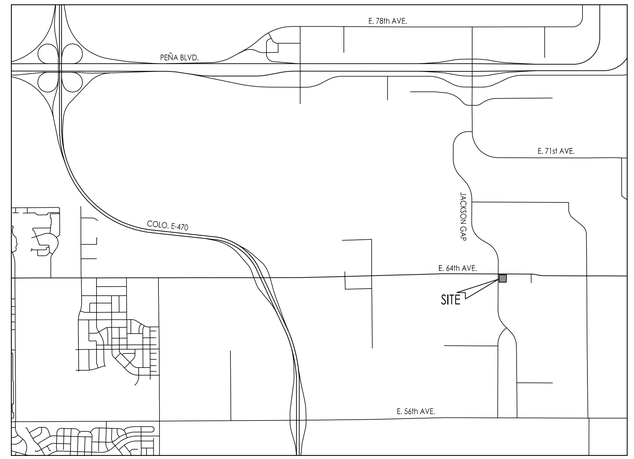
OIL AND GAS DIVISION
JEFFREY MOORE
(303) 739-7676

CITY OF AURORA SITE PLAN NOTES

1. THE DEVELOPER, HIS SUCCESSORS AND ASSIGNS, INCLUDING THE HOMEOWNERS OR MERCHANTS ASSOCIATION, SHALL BE RESPONSIBLE FOR INSTALLATION, MAINTENANCE AND REPLACEMENT OF ALL FIRE LANE SIGNS AS REQUIRED BY THE CITY OF AURORA.
2. ALL SIGNS MUST CONFORM TO THE CITY OF AURORA SIGN CODE.
3. RIGHT OF WAY FOR INGRESS AND EGRESS FOR SERVICE AND EMERGENCY VEHICLES IS GRANTED OVER, ACROSS, ON AND THROUGH ANY AND ALL PRIVATE ROADS AND WAYS NOW OR HEREAFTER ESTABLISHED ON THE DESCRIBED PROPERTY, AND THE SAME ARE HEREBY DESIGNATED AS "SERVICE/EMERGENCY AND UTILITY EASEMENTS" AND SHALL BE POSTED "NO PARKING - FIRE LANE."
4. ACCESSIBLE EXTERIOR ROUTES SHALL BE PROVIDED FROM PUBLIC TRANSPORTATION STOPS, ACCESSIBLE PARKING AND ACCESSIBLE PASSENGER LOADING ZONES AND PUBLIC SIDEWALKS TO 60 OF THE ACCESSIBLE BUILDING ENTRANCES THEY SERVE. THE ACCESSIBLE ROUTE BETWEEN ACCESSIBLE PARKING AND ACCESSIBLE BUILDING ENTRANCES SHALL BE THE MOST PRACTICAL DIRECT ROUTE. THE ACCESSIBLE ROUTE MUST BE LOCATED WITHIN A SIDEWALK, NO SLOPE ALONG THIS ROUTE MAY EXCEED 1:20 WITHOUT PROVIDING A RAMP WITH A MAXIMUM SLOPE OF 1:12 AND HANDRAILS. CROSSWALKS ALONG THIS ROUTE SHALL BE WIDE ENOUGH TO WHOLLY CONTAIN THE CURB RAMP WITH A MINIMUM WIDTH OF 36" AND SHALL BE PAINTED WITH WHITE STRIPES. THE CITY OF AURORA ENFORCES HANDICAPPED ACCESSIBILITY REQUIREMENTS BASED ON THE 2021 INTERNATIONAL BUILDING CODE, CHAPTER 11, AND THE INTERNATIONAL CODE COUNCIL (ICC) A117.1–2017.
5. THE APPLICANT HAS THE OBLIGATION TO COMPLY WITH ALL APPLICABLE REQUIREMENTS OF THE AMERICAN WITH DISABILITIES ACT.
6. THE DEVELOPER, HIS SUCCESSORS AND ASSIGNS, SHALL BE RESPONSIBLE FOR INSTALLATION, MAINTENANCE AND REPLACEMENT OF ALL LANDSCAPING MATERIALS SHOWN OR INDICATED ON THE APPROVED SITE PLAN OR LANDSCAPE PLAN ON FILE IN THE PLANNING DEPARTMENT. ALL LANDSCAPING WILL BE INSTALLED PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY.
7. ALL CROSSINGS OR ENCROACHMENTS BY PRIVATE LANDSCAPE IRRIGATION LINES OR SYSTEMS AND/OR PRIVATE UTILITIES INTO EASEMENTS AND STREET RIGHTS-OF-WAY OWNED BY THE CITY OF AURORA ARE ACKNOWLEDGED BY THE UNDERSIGNED AS BEING SUBJECT TO CITY OF AURORA'S USE AND OCCUPANCY OF THE SAID EASEMENTS OR RIGHTS-OF-WAY. THE UNDERSIGNED, THEIR SUCCESSORS AND ASSIGNS, HEREBY AGREE TO INDEMNIFY THE CITY OF AURORA FOR ANY LOSS, DAMAGE OR REPAIR TO CITY FACILITIES THAT MAY RESULT FROM THE INSTALLATION, OPERATION OR MAINTENANCE OF SAID PRIVATE IRRIGATION LINES OR SYSTEMS AND/OR PRIVATE UTILITIES.
8. THE APPROVAL OF THIS DOCUMENT DOES NOT CONSTITUTE FINAL APPROVAL OF GRADING, DRAINAGE, UTILITY, PUBLIC IMPROVEMENTS AND BUILDING PLANS. CONSTRUCTION PLANS MUST BE REVIEWED AND APPROVED BY THE APPROPRIATE AGENCY PRIOR TO THE ISSUANCE OF BUILDING PERMITS.
9. ALL BUILDING ADDRESS NUMBERS SHALL COMPLY WITH THE AURORA CITY CODE, SECTION 126, ARTICLE VII - NUMBERING OF BUILDINGS.
10. ALL ROOFTOP MECHANICAL EQUIPMENT AND VENTS GREATER THAN EIGHT (8) INCHES IN DIAMETER MUST BE SCREENED. SCREENING MAY BE DONE EITHER WITH AN EXTENDED PARAPET WALL OR A FREESTANDING SCREEN WALL. SCREENS SHALL BE AT LEAST AS HIGH AS THE EQUIPMENT THEY HIDE. IF EQUIPMENT IS VISIBLE BECAUSE SCREENS DON'T MEET THIS MINIMUM HEIGHT REQUIREMENT, THE DIRECTOR OF PLANNING MAY REQUIRE CONSTRUCTION MODIFICATIONS PRIOR TO THE ISSUANCE OF A PERMANENT CERTIFICATE OF OCCUPANCY.
11. NOTWITHSTANDING ANY SURFACE IMPROVEMENTS, LANDSCAPING, PLANTING OR CHANGES SHOWN IN THESE SITE OR CONSTRUCTION PLANS, OR ACTUALLY CONSTRUCTED OR PUT IN PLACE, ALL UTILITY EASEMENTS MUST REMAIN UNOBSTRUCTED AND FULLY ACCESSIBLE ALONG THEIR ENTIRE LENGTH TO ALLOW FOR ADEQUATE MAINTENANCE EQUIPMENT. ADDITIONALLY, NO INSTALLATION, PLANTING, CHANGE IN THE SURFACE, ETC., SHALL INTERFERE WITH THE OPERATION OF THE UTILITY LINES PLACED WITHIN THE EASEMENT. BY SUBMITTING THESE SITE OR CONSTRUCTION PLANS FOR APPROVAL, THE LANDOWNER RECOGNIZES AND ACCEPTS THE TERMS, CONDITIONS AND REQUIREMENTS OF THIS NOTE.
12. ALL INTERESTED PARTIES ARE HEREBY ALERTED THAT THIS SITE PLAN IS SUBJECT TO ADMINISTRATIVE CHANGES AND AS SHOWN ON THE ORIGINAL SITE PLAN ON FILE IN THE AURORA CITY PLANNING OFFICE AT THE MUNICIPAL BUILDING. A COPY OF THE OFFICIAL CURRENT PLAN MAY BE PURCHASED THERE. LIKEWISE, SITE PLANS ARE REQUIRED TO AGREE WITH THE APPROVED SUBDIVISION PLAT OF RECORD AT THE TIME OF A BUILDING PERMIT; AND IF NOT, MUST BE AMENDED TO AGREE WITH THE PLAT AS NEEDED, OR VICE VERSA.
13. ERRORS IN APPROVED SITE PLANS RESULTING FROM COMPUTATIONS OR INCONSISTENCIES IN THE DRAWINGS MADE BY THE APPLICANT ARE THE RESPONSIBILITY OF THE PROPERTY OWNER OF RECORD, WHERE FOUND, THE CURRENT MINIMUM CODE REQUIREMENTS WILL APPLY AT THE TIME OF BUILDING PERMIT. PLEASE BE SURE THAT ALL PLAN COMPUTATIONS ARE CORRECT.
14. ALL REPRESENTATIONS AND COMMITMENTS MADE BY APPLICANTS AND PROPERTY OWNERS AT PUBLIC HEARINGS REGARDING THIS PLAN ARE BINDING UPON THE APPLICANT, PROPERTY OWNER, AND ITS HEIRS, SUCCESSORS, AND ASSIGNS.
15. ARCHITECTURAL FEATURES, SUCH AS BAY WINDOWS, FIREPLACES, ROOF OVERHANGS, GUTTERS, EAVES, FOUNDATIONS, FOOTINGS, CANTILEVERED WALLS, ETC. ARE NOT ALLOWED TO ENCROACH INTO ANY EASEMENT OR FIRE LANE.
16. THE VENDOR OF ANY FUTURE SALE OF THE REAL PROPERTY SHALL PROVIDE THE REQUIRED NOTICE PER CITY CODE SECTION 146-1587(C) TO BE RECORDED WITH THE COUNTY CLERK AND RECORDER AND SHALL PROVIDE SUCH NOTICE TO EACH PROSPECTIVE PURCHASER OF ANY AND ALL SAID PROPERTY. SEE EXHIBIT C4 UNDER THE AIRPORT RELATED LAND USE RESTRICTIONS SECTION OF THIS GUIDEBOOK.
17. ALL CROSSINGS OR ENCROACHMENTS INTO EASEMENTS AND RIGHTS-OF-WAY OWNED BY THE CITY OF AURORA ("CITY") IDENTIFIED AS BEING PRIVATELY-OWNED AND MAINTAINED HEREIN ARE ACKNOWLEDGED BY THE UNDERSIGNED AS BEING SUBJECT TO CITY'S USE AND OCCUPANCY OF SAID EASEMENTS OR RIGHTS-OF-WAY. THE UNDERSIGNED, ITS SUCCESSORS AND ASSIGNS, FURTHER AGREES TO REMOVE, REPAIR, REPLACE, RELOCATE, MODIFY, OR OTHERWISE ADJUST SAID CROSSINGS OR ENCROACHMENTS UPON REQUEST FROM THE CITY AND AT NO EXPENSE TO THE CITY. THE CITY RESERVES THE RIGHT TO MAKE FULL USE OF THE EASEMENTS AND RIGHTS-OF-WAY AS MAY BE NECESSARY OR CONVENIENT AND THE CITY RETAINS ALL RIGHTS TO OPERATE, MAINTAIN, INSTALL, REPAIR, REMOVE OR RELOCATE ANY CITY FACILITIES LOCATED WITHIN SAID EASEMENTS AND RIGHTS-OF-WAY AT ANY TIME AND IN SUCH A MANNER AS IT DEEMS NECESSARY OR CONVENIENT.
18. ATTENTION BUILDING DIVISION: PER ARTICLE XI, C.O.A. BUILDING AND ZONING CODE, SECTION 22–425 THROUGH 22–434, AN ACOUSTIC ANALYSIS, PREPARED BY ACOUSTIC EXPERT THAT WILL IDENTIFY BUILDING FEATURES NECESSARY TO ACCOMPLISH EXTERIOR NOISE REDUCTION TO ACHIEVE INTERIOR NOISE LEVELS NOT EXCEEDING 60 UNDER WORSE-CASE NOISE CONDITIONS.
19. THE STREETLIGHT OR PEDESTRIAN LIGHT INSTALLATION WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE DESIGNED, FUNDED, AND CONSTRUCTED BY THE DEVELOPER/OWNER. OWNERSHIP AND MAINTENANCE OF THE STREET/PEDESTRIAN LIGHTS SHALL BE THE RESPONSIBILITY OF THE CITY OF AURORA ONCE THEY HAVE BEEN ACCEPTED. STREET LIGHT AND/OR PEDESTRIAN PHOTOMETRICS PLANS SHALL BE PREPARED AND SUBMITTED TO THE CITY FOR REVIEW AND APPROVAL AND SHALL BECOME A PART OF THE APPROVED CIVIL CONSTRUCTION PLANS FOR THE PROJECT. AN ELECTRICAL PLAN SHOWING SITE LOCATION OF LIGHTS, ELECTRICAL ONE LINE AND GROUNDING DETAILS SHALL BE SUBMITTING TO THE PERMIT CENTER FOR REVIEW BY THE BUILDING DEPARTMENT. THE OWNER IS RESPONSIBLE FOR OBTAINING AN ADDRESS FOR THE METER(S) FROM THE PLANNING DEPARTMENT. A BUILDING PERMIT FOR THE METER AND A PUBLIC INSPECTIONS PERMIT FOR THE STREET LIGHTS ARE REQUIRED. CERTIFICATE OF OCCUPANCIES WILL NOT BE ISSUED UNTIL THE STREET AND/OR PEDESTRIAN LIGHTING PLANS ARE APPROVED, CONSTRUCTED, AND INITIALLY ACCEPTED.
20. JACKSON GAP INVESTMENTS INC., 6180 S. OAK HILL WAY, AURORA, CO 80016, SHALL BE RESPONSIBLE FOR PAYMENT OF 25% OF THE TRAFFIC SIGNALIZATION COSTS FOR THE INTERSECTION OF 64TH AVENUE AND JACKSON GAP STREET, IF AND WHEN TRAFFIC SIGNAL WARRANTS ARE SATISFIED. TRAFFIC SIGNAL WARRANTS TO CONSIDER SHALL BE AS DESCRIBED IN THE MOST RECENTLY ADOPTED VERSION OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, AS OF THE DATE OR DATES OF ANY SUCH WARRANT STUDIES. FOR WARRANT PURPOSES, THE MINOR STREET APPROACH TRAFFIC SHALL TYPICALLY BE COMPRISED OF ALL THROUGH AND LEFT-TURN MOVEMENT AND 50% OF RIGHT TURN MOVEMENTS UNLESS OTHERWISE DETERMINED BY THE TRAFFIC ENGINEER. PURSUANT TO 147-37.5 OF CITY CODE, THE PERCENTAGE OF THE TRAFFIC SIGNALIZATION COSTS IDENTIFIED ABOVE SHALL BE PAID TO THE CITY BY THE APPLICANT / OWNER, TO BE HELD IN ESCROW FOR SUCH PURPOSE. PRIOR TO THE ISSUANCE OF A BUILDING PERMIT FOR THE RELATED DEVELOPMENT OR AS OTHERWISE REQUIRED BY CITY CODE, THE PERCENTAGE ABOVE WILL BE APPLIED TO THE ENTIRE TRAFFIC SIGNALIZATION COST AS ESTIMATED AT THE TIME OF THE ESCROW DEPOSIT TO CALCULATE SPECIFIC DOLLAR FUNDING REQUIREMENT.
21. ALL PROPOSED LANDSCAPING WITHIN THE SIGHT TRIANGLE SHALL BE IN COMPLIANCE WITH COA ROADWAY SPECIFICATIONS, SECTION 4.04.2.10.

PROJECT BASIS OF BEARING

BEARINGS ARE BASED ON THE 42' RANGE LINE IN JACKSON GAP STREET, BETWEEN EAST 64TH AVENUE AND APPROXIMATELY EAST 60TH AVENUE, AS SHOWN ON THE PLAT OF PORTEOS SUBDIVISION FILING NO. 1 RECORDED ON NOVEMBER 1, 2013 IN THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE UNDER RECEPTION NUMBER 2013000094501 AND IS ASSUMED TO BEAR N00°12'37"E 1328.19 FEET AND BOUNDED BY A FOUND 2-1/2" ALUMINUM CAP IN RANGE BOX STAMPED "PLS 23899" AT THE NORTH END AND BY A FOUND 2-1/2" ALUMINUM CAP IN RANGE BOX STAMPED "PLS 23899" AT THE SOUTH END.



VICINITY MAP
1" = ONE-HALF MILE

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10. PHOTOMETRICS

The site plan will not be approved by Aurora Water until the preliminary drainage report is approved.

Comment Noted

DEVELOPMENT TEAM

OWNER/DEVELOPER:
JACKSON GAP INVESTMENTS INC.
6180 S. OAK HILL WAY
AURORA, CO 80016
(303) 895-1639
MOHINDER (NICK) SANDHU

ARCHITECT:
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LANDSCAPE ARCHITECT:
EVERGREEN DESIGN GROUP, INC.
1755 TELSTAR DR., SUITE 300
COLORADO SPRINGS, COLORADO 80920
(800) 680-6630
LISA CUTSHAW, PLA

SURVEYOR:
ENGINEERING SERVICE COMPANY
14190 E. EVANS AVENUE
AURORA, COLORADO 80014
(303) 337-1393
JUSTIN CONNER, PLS

AMENDMENTS

Completed

Please add the following note:
"The Infrastructure Site Plan (ISP) and civil plans for the associated infrastructure must be approved prior to the issuance of building permits. Construction shown on the civil plans for the ISP for associated infrastructure must be initially accepted by the City prior to the issuance of Temporary Certificate of Occupancy (TCO) or Certificate of Occupancy (CO) per the approved Public Improvement Plan."

DATA BLOCK

LAND AREA WITHIN PROPERTY LINES	71,370 S.F. [1.638 ACRE]
NUMBER OF BUILDINGS	1
BUILDING [CANOPY] HEIGHT	24'-11" [19'-5"]
TOTAL BUILDING COVERAGE AND GFA	6,212 S.F. (8.7%) [4,284 S.F. (6.0%)]
HARD SURFACE AREA	36,572 S.F. (51.3%)
LANDSCAPE AREA	19,136 S.F. (26.8%)
SIDEWALKS AND PATIOS	5,166 S.F. (7.2%)
PRESENT ZONING CLASSIFICATION	AD SUBAREA C
IBC CONSTRUCTION TYPE	VB
OCCUPANY TYPE	M
MAXIMUM PERMITTED/ALLOWABLE SIGN AREA	200 S.F.
PROPOSED TOTAL SIGN AREA	200 S.F.
PROPOSED NUMBER OF SIGNS	5
PARKING SPACES REQUIRED	16
PARKING SPACES PROVIDED	21
ACCESSIBLE SPACES REQUIRED	1
ACCESSIBLE SPACES PROVIDED	1
VAN ACCESSIBLE SPACES PROVIDED	1
LOADING SPACES REQUIRED	N/A
LOADING SPACES PROVIDED	0

SIGNATURE BLOCK

THIS SITE PLAN AND ANY AMENDMENTS HERETO, UPON APPROVAL BY THE CITY OF AURORA AND RECORDING, SHALL BE BINDING UPON THE APPLICANTS THEREFORE, THEIR SUCCESSORS AND ASSIGNS. THIS PLAN SHALL LIMIT AND CONTROL THE ISSUANCE AND VALIDITY OF ALL BUILDING PERMITS, AND SHALL RESTRICT AND LIMIT THE CONSTRUCTION, LOCATION, USE, OCCUPANCY AND OPERATION OF ALL LAND AND STRUCTURES WITHIN THIS PLAN TO ALL CONDITIONS, REQUIREMENTS, LOCATIONS AND LIMITATIONS SET FORTH HEREIN. ABANDONMENT, WITHDRAWAL OR AMENDMENT OF THIS PLAN MAY BE PERMITTED ONLY UPON APPROVAL OF THE CITY OF AURORA.

IN WITNESS THEREOF _____ HAS CAUSED THESE
(CORPORATION, COMPANY, OR INDIVIDUAL)

PRESENT TO BE EXECUTED THIS _____ DAY OF _____ AD, _____

BY: _____
(PRINCIPALS OR OWNERS)

CORPORATE SEAL

STATE OF COLORADO)

COUNTY OF _____

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____ AD, _____

BY: _____
(PRINCIPALS OR OWNERS)

WITNESS MY HAND AND OFFICIAL SEAL

_____
(NOTARY PUBLIC)

NOTARY SEAL

MY COMMISSION EXPIRES _____
NOTARY BUSINESS ADDRESS: _____

CITY OF AURORA APPROVAL

CITY ATTORNEY: _____ DATE: _____

PLANNING DIRECTOR: _____ DATE: _____

DATABASE APPROVAL: _____

RECORDER'S CERTIFICATION

ACCEPTED FOR FILING IN THE OFFICE OF THE CLERK AND RECORDER OF _____

COLORADO AT _____ O'CLOCK M, THIS _____ DAY OF _____ AD, _____

CLERK AND RECORDER: _____ DEPUTY: _____

NICK'S CONVENIENCE - JACKSON GAP (#1682725)

THE DIMENSION GROUP
ARCHITECTURE· CIVIL ENGINEERING ·MEP ENGINEERING
5600 S Quebec St., Ste. 205B, Greenwood Village, CO 80111
TEL: 720-536-3180 www.dimensionsgrp.com

ALL IN ONE

DATE	DESCRIPTION
07/14/2023	INITIAL SUBMITTAL
10/06/2023	RESPONSE TO COMMENTS UPDATE

drawn by JDT
designed by JDT
approved by –
project no. –

COVER SHEET

NICK'S CONVENIENCE
xxxxxx E. 64th AVENUE
AURORA, COLORADO

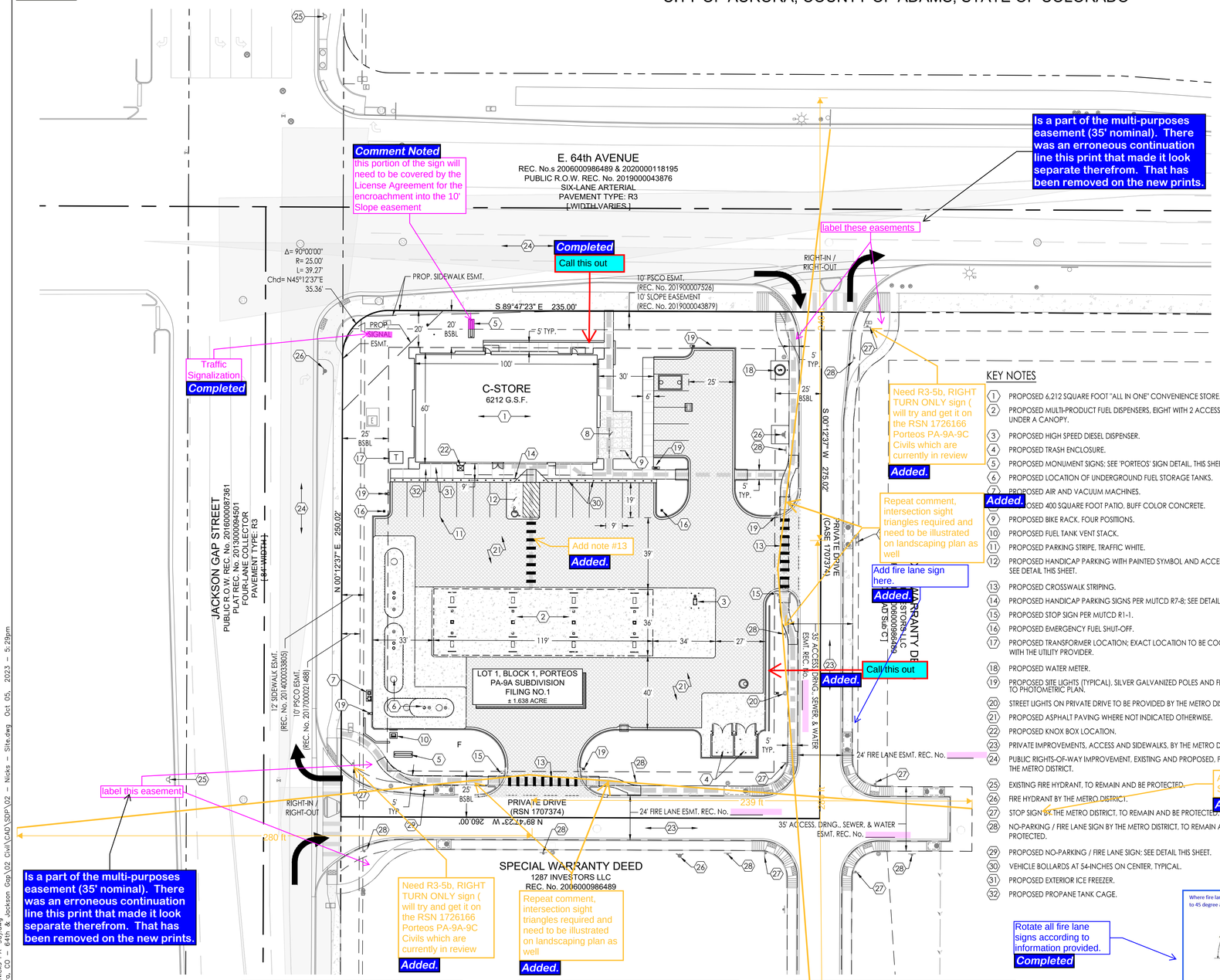
SHEET 1 OF 10

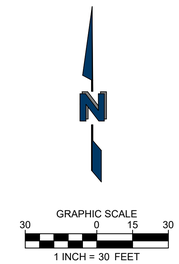
[ent 24x36TB (Nicks PA-9a).dwg
Drawing name: L:\Nicks Investments\C22-126 – Aurora, CO – 64th & Jackson Gap\02 Civil\CAD\SDP\01 – Nicks – Cover.dwg Oct 05, 2023 – 4:56pm

SITE PLAN - NICK'S CONVENIENCE

LOT 1, BLOCK 1, PORTEOS PA-9A SUBDIVISION FILING NO. 1
LOCATED IN A PORTION OF THE NORTH ONE-HALF OF SECTION 8,
TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE 6th P.M.
CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

Per drawing below, there is an existing hydrant on this side approximately 150' to the north of this intersection.
Illustrated.





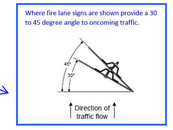
LEGEND

- PARCEL BOUNDARY
- ADJACENT PROPERTY
- SECTION LINE
- EASEMENT LINE
- ADA PATH OF TRAVEL
- PUBLIC STREET STRIPING
- PROPOSED SITE STRIPING
- PUBLIC REGULATORY SIGNS
- STREET LIGHTING/BY-OTHERS
- PROPOSED SITE LIGHTING
- PROPOSED KNOX BOX
- EMERGENCY FUEL SHUT-OFF
- CURB & GUTTER EXISTING/BY-OTHERS
- PROPOSED CURB & GUTTER
- SIDEWALK EXISTING / BY-OTHERS
- PROPOSED SIDEWALK
- PROPOSED ASPHALT PAVING
- PROPOSED CONCRETE PAVING
- SITE TRIANGLES
- BUILDING SETBACK LINE
- ADA PATH

KEY NOTES

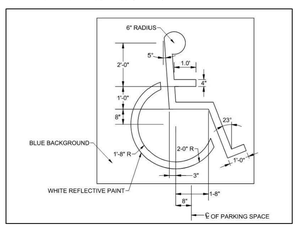
1. PROPOSED 6,212 SQUARE FOOT "ALL IN ONE" CONVENIENCE STORE.
2. PROPOSED MULTI-PRODUCT FUEL DISPENSERS, EIGHT WITH 2 ACCESS POINTS EACH, UNDER A CANOPY.
3. PROPOSED HIGH SPEED DIESEL DISPENSER.
4. PROPOSED TRASH ENCLOSURE.
5. PROPOSED MONUMENT SIGNS; SEE 'PORTEOS' SIGN DETAIL, THIS SHEET.
6. PROPOSED LOCATION OF UNDERGROUND FUEL STORAGE TANKS.
7. PROPOSED AIR AND VACUUM MACHINES.
8. PROPOSED 400 SQUARE FOOT PATIO, BUFF COLOR CONCRETE.
9. PROPOSED BIKE RACK, FOUR POSITIONS.
10. PROPOSED FUEL TANK VENT STACK.
11. PROPOSED PARKING STRIPE, TRAFFIC WHITE.
12. PROPOSED HANDICAP PARKING WITH PAINTED SYMBOL AND ACCESS STRIPING; SEE DETAIL THIS SHEET.
13. PROPOSED CROSSWALK STRIPING.
14. PROPOSED HANDICAP PARKING SIGNS PER MUTCD R7-8; SEE DETAIL THIS SHEET.
15. PROPOSED STOP SIGN PER MUTCD R1-1.
16. PROPOSED EMERGENCY FUEL SHUT-OFF.
17. PROPOSED TRANSFORMER LOCATION; EXACT LOCATION TO BE COORDINATED WITH THE UTILITY PROVIDER.
18. PROPOSED WATER METER.
19. PROPOSED SITE LIGHTS (TYPICAL), SILVER GALVANIZED POLES AND FIXTURES; REFER TO PHOTOMETRIC PLAN.
20. STREET LIGHTS ON PRIVATE DRIVE TO BE PROVIDED BY THE METRO DISTRICT.
21. PROPOSED ASPHALT PAVING WHERE NOT INDICATED OTHERWISE.
22. PROPOSED KNOX BOX LOCATION.
23. PRIVATE IMPROVEMENTS, ACCESS AND SIDEWALKS, BY THE METRO DISTRICT.
24. PUBLIC RIGHTS-OF-WAY IMPROVEMENT, EXISTING AND PROPOSED, PROVIDED BY THE METRO DISTRICT.
25. EXISTING FIRE HYDRANT, TO REMAIN AND BE PROTECTED.
26. FIRE HYDRANT BY THE METRO DISTRICT.
27. STOP SIGN BY THE METRO DISTRICT, TO REMAIN AND BE PROTECTED.
28. NO-PARKING / FIRE LANE SIGN BY THE METRO DISTRICT, TO REMAIN AND BE PROTECTED.
29. PROPOSED NO-PARKING / FIRE LANE SIGN; SEE DETAIL THIS SHEET.
30. VEHICLE BOLLARDS AT 54-INCHES ON CENTER, TYPICAL.
31. PROPOSED EXTERIOR ICE FREEZER.
32. PROPOSED PROPANE TANK CAGE.

Rotate all fire lane signs according to information provided.
Completed

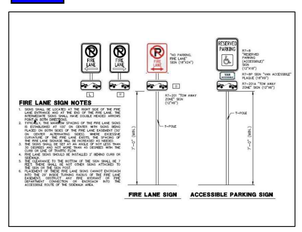


GENERAL NOTES

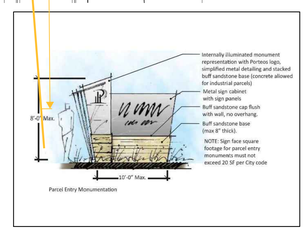
1. ACCORDING TO FEMA FLOOD MAP 08001C0665J, WITH EFFECTIVE DATE OF FEBRUARY 17, 2017, THE SITE IS IN FLOOD ZONE X DEFINED AS AREAS WITH A 0.2% ANNUAL CHANCE FLOOD HAZARD.
2. CURBS ARE 6-INCH VERTICAL UNLESS NOTED OTHERWISE.
3. REGULATORY SIGNS WILL BE COMPLIANT WITH THE CURRENT EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND CITY OF AURORA STANDARDS AS APPLICABLE.
4. THE METRO DISTRICT IS RESPONSIBLE FOR SIGNING AND STRIPING ALL PUBLIC STREETS FRONTING THE PROPERTY AND THE INSTALLATION OF PUBLIC UTILITY IMPROVEMENTS SERVICING THE SAME. THE DEVELOPMENT MAY NOT BE ISSUED A CERTIFICATE OF OCCUPANCY UNTIL PUBLIC IMPROVEMENTS ARE COMPLETED.
5. THE DEVELOPER IS RESPONSIBLE FOR SIGNING AND STRIPING ALL PUBLIC STREETS. THE DEVELOPER IS REQUIRED TO PLACE TRAFFIC CONTROL, STREET NAME, AND GUIDE SIGNS ON ALL PUBLIC STREETS AND PRIVATE STREETS APPROACHING AN INTERSECTION WITH A PUBLIC STREET. SIGNS SHALL BE FURNISHED AND INSTALLED PER THE MOST CURRENT EDITIONS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND CITY STANDARDS, AND SHOWN ON THE SIGNING AND STRIPING PLAN FOR THE DEVELOPMENT.
6. PROPOSED STREET LIGHT LOCATIONS ARE CONCEPTUAL. FINAL LOCATIONS WILL BE DETERMINED WITH PHOTOMETRIC ANALYSIS SUBMITTED WITH THE STREET LIGHTING PLANS IN THE CIVIL PLAN SUBMITTAL.



PAINTED HANDICAP SYMBOL



PARKING CONTROL SIGNS



PORTEOS PARCEL ENTRY SIGN

NICK'S CONVENIENCE - JACKSON GAP (#1682725)

THE DIMENSION GROUP
ARCHITECTURE· CIVIL ENGINEERING ·MEP ENGINEERING
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TEL: 720-536-3160 www.dimensiongrp.com

ALL IN ONE

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10/06/2023	RESPONSE TO COMMENTS UPDATE

drawn by JDT
designed by JDT
approved by –
project no. –

SITE PLAN

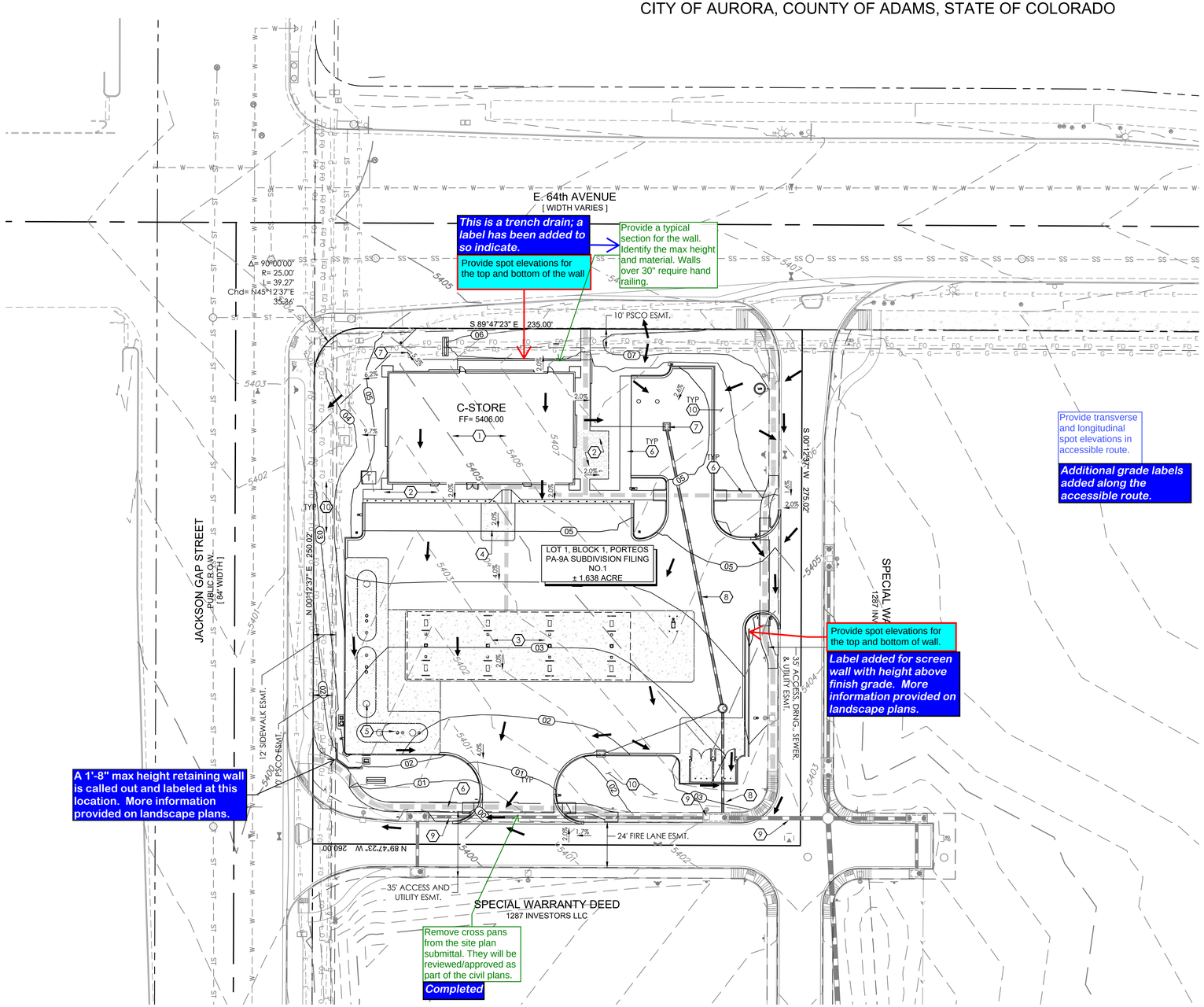
NICK'S CONVENIENCE
xxxxx E. 64th AVENUE
AURORA, COLORADO

SHEET 02 OF 10

[C-Base.dwg] [V-Base (Porteos).dwg] [ent 24x36TB (Nicks PA-9a).dwg]
Drawing name: L:\Nicks Investments\C22-126 - Aurora, CO - 64th & Jackson Gap\02 Civil\CAD\SDP\02 - Nicks - Site.dwg Oct 05, 2023 - 5:29pm

SITE PLAN - NICK'S CONVENIENCE

LOT 1, BLOCK 1, PORTEOS PA-9A SUBDIVISION FILING NO. 1
LOCATED IN A PORTION OF THE NORTH ONE-HALF OF SECTION 8,
TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE 6th P.M.
CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO



GRAPHIC SCALE
30 0 15 30
1 INCH = 30 FEET

LEGEND

- PARCEL BOUNDARY
- ADJACENT PROPERTY
- SECTION LINE
- EASEMENT LINE
- EXISTING/METRO PROVIDED MAJOR CONTOUR
- EXISTING/METRO PROVIDED MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PROPOSED CONCRETE PAVING
- ADA PATH
- DOWN GRADIENT

KEY NOTES

1. PROPOSED 6,000 SQUARE FOOT "ALL IN ONE" CONVENIENCE STORE. REFER TO SITE SPECIFIC GEOTECHNICAL ANALYSIS FOR SELECT FILL, SUBGRADE PREPARATION, AND FOUNDATION DESIGN REQUIREMENTS.
2. BUILDING ADJACENT SIDEWALK AND PATIO, NO GRADES GREATER THAN 2% IN ANY DIRECTION EXCEPT WITHIN CURB RAMP.
3. EIGHT (8) MULTI-PRODUCT FUEL DISPENSERS UNDER A CANOPY AND ONE (1) HIGH SPEED DIESEL DISPENSER EXTERIOR TO; NO GRADES GREATER THAN 2% IN ANY DIRECTION.
4. HANDICAP PARKING AREA; NO GRADES GREATER THAN 2% IN ANY DIRECTION.
5. CONCRETE PAVING OVER FUEL STORAGE TANKS CONSTRUCTED AT NO GRADES GREATER THAN 2% IN ANY DIRECTION.
6. PROPOSED PERIPHERAL SIDEWALKS CONSTRUCTED AT LESS THAN OR EQUAL TO 5% LONGITUDINAL GRADE AND 2% CROSS SLOPE.
7. PROPOSED AREA INLET.
8. PROPOSED STORM DRAIN PIPING GREATER THAN OR EQUAL TO 12-INCHES DIAMETER.
9. STORM DRAIN IMPROVEMENTS PROVIDED BY THE METRO DISTRICT AND DESIGNATED AS COLLECTION POINTS FOR RUNOFF FROM THE PROPOSED SITE.
   PROPOSED TRASH ENCLOSURE.
10. LANDSCAPE AREAS NOT TO EXCEED 4 HORIZONTAL TO 1 VERTICAL.

PROJECT BENCHMARK

COA ID: 3565055W002
ELEVATION US FEET: 5406.213
DESCRIPTION: NGS MONUMENT LYNNE (PID = DH9171), THE MARK IS A PUNCH HOLE, TOP CENTER ON A 21.0 FT LONG STAINLESS STEEL ROD DRIVEN TO REFUSAL, ENCASED IN A 3.0 FT LONG GREASED SLEEVE, ENCLOSED IN A 6-INCH PVC PIPE WITH LOGO LID, SURROUNDED BY A CONCRETE COLLAR FLUSH WITH THE GROUND. TO REACH THE STATION EXIT PENA BOULEVARD GOING NORTH AT JACKSON GAP RD. SOUTH ON JACKSON GAP RD 0.8 MI TO A POINT, (JACKSON GAP TURNS INTO 71ST AVE AT THE CURVE). DRIVE SOUTH THRU THE FIELD 0.3 MI TO THE STATION. IT IS27.7 FT NORTH OF A GAS LINE MARKER, 14.8 FT NORTHWEST OF A MANHOLE, 11.6 FT WEST SOUTHWEST OF A VENT PIPE. (COA PUBLISHED DATE 09/05/07).

GRADING NOTES

1. ALL CUT, FILL, IMPORT, COMPACTION, FOUNDATION, OR OTHER SUBGRADE PREPARATION SHALL COMPLY WITH THE RECOMMENCATIONS OF THE GEOTECHNICAL ENGINEERING REPORT PREPARED SPECIFICALLY FOR THIS SITE WORK.
2. PROPOSED CONTOUR ELEVATION LABELS HAVE BEEN TRUNCATED; ADD 5400 TO SHOWN VALUE TO GET CORRECT NAVD 88 ELEVATION.
3. PROPOSED STORM DRAINS ARE PRIVATE AND SHALL BE MAINTAINED BY THE PROPERTY OWNER.
4. CONTOURS SHOWN ARE FOR FINISHED PAVING, SIDEWALK, SLAB, OR GROUND.
5. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING HIS OWN ESTIMATE OF EARTHWORK QUANTITIES.
6. THE MAXIMUM PERMISSIBLE LONGITUDINAL GRADE FOR FIRE LANES IS 10%. THE MAXIMUM TRANSVERSE GRADE FOR A FIRE LANE IS FOUR PERCENT WITH A RESULTANT MAXIMUM SLOPE OF TEN PERCENT.
7. MINIMUM SLOPE ON UNPAVED AREAS IS 2%, MINIMUM SLOPE ON ASPHALT IS 1%, AND MINIMUM SLOPE ON CONCRETE IS 0.5%.
8. THE SLOPE AWAY FROM THE BUILDING SHALL HAVE A MINIMUM GRADE OF FIVE (5) PERCENT FOR THE FIRST TEN FEET OR TO THE PROPERTY LINE, WHICHEVER OCCURS FIRST, THEN A MINIMUM OF TWO (2) PERCENT UNTIL THE SLOPE REACHES THE SWALE AROUND THE BUILDING. IF PHYSICAL OBSTRUCTIONS OR LOT LINES PROHIBIT THE TEN FEET OF HORIZONTAL DISTANCE, A FIVE (5) PERCENT SLOPE SHALL BE PROVIDED TO AN APPROVED ALTERNATIVE METHOD OF DIVERTING STORM RUNOFF AWAY FROM THE FOUNDATION. IMPERVIOUS SURFACES WITHIN TEN FEET OF THE BUILDING FOUNDATION SHALL BE SLOPED A MINIMUM OF TWO (2) PERCENT AWAY FROM THE BUILDING.
9. ELEVATIONS LISTED HAVE BEEN TRUNCATED. TO ADJUST THE ELEVATIONS, ADD 5000'.

NICK'S CONVENIENCE - JACKSON GAP (#1682725)

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drawn by JDT
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approved by –
project no. –

GRADING PLAN

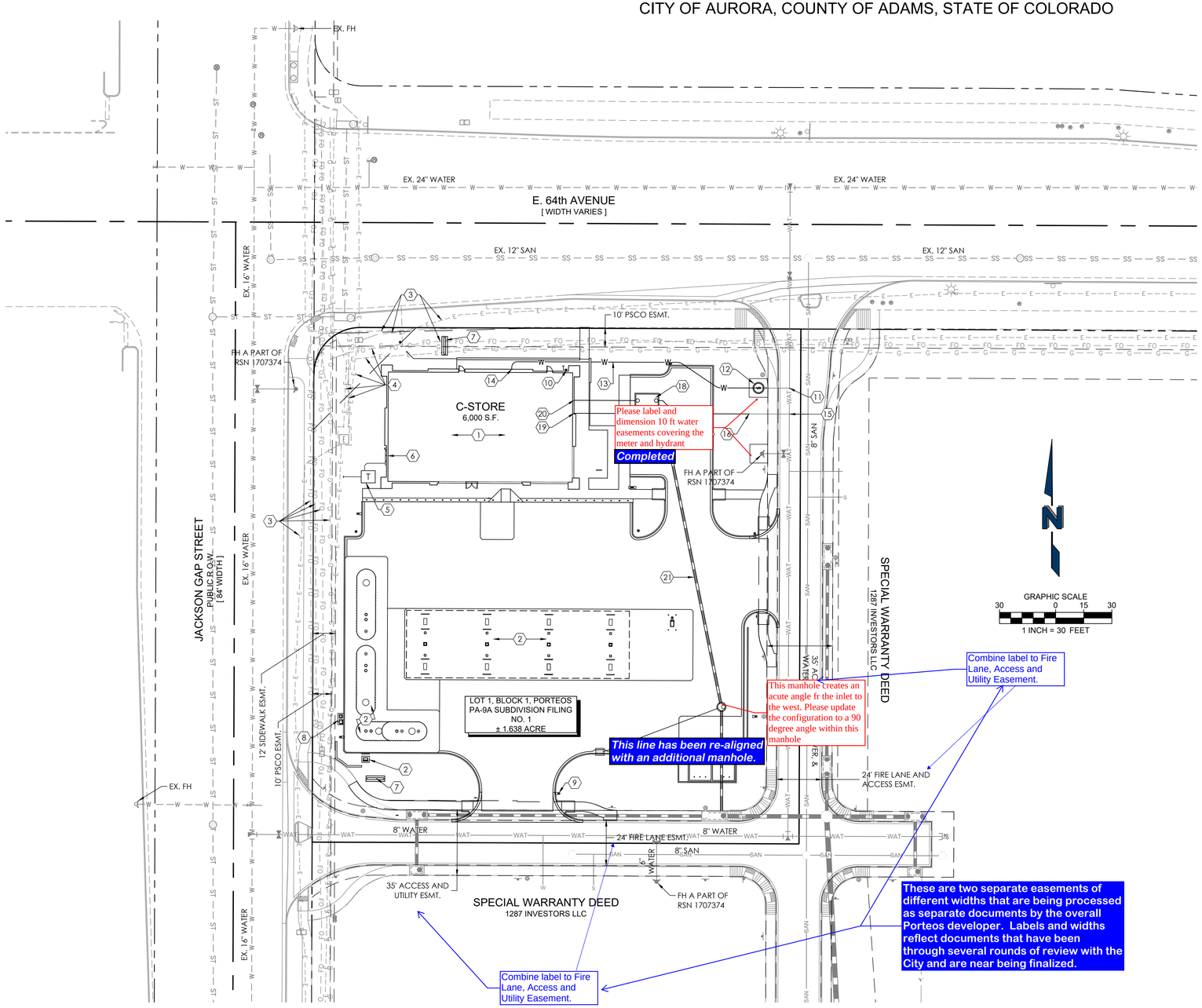
NICK'S CONVENIENCE
xxxxxx E. 64th AVENUE
AURORA, COLORADO

SHEET 3 OF 10

[C-Base.dwg] [V-Base (Porteos).dwg] [3-Base.dwg] [ent 24x36TB (Nicks PA-9a).dwg
Drawing name: L:\Nicks Investments\C22-126 - Aurora, CO - 64th & Jackson Gap\02 Civil\CAD\SDP\03 - Nicks - Grading.dwg Oct 05, 2023 - 6:25pm

SITE PLAN - NICK'S CONVENIENCE

LOT 1, BLOCK 1, PORTEOS PA-9A SUBDIVISION FILING NO. 1
LOCATED IN A PORTION OF THE NORTH ONE-HALF OF SECTION 8,
TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE 6th P.M.
CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO



LEGEND

PARCEL BOUNDARY	AURORA WATER PROVIDED WATER LINE
ADJACENT PROPERTY	AURORA WATER PROVIDED SANITARY LINE
SECTION LINE	AURORA WATER PROVIDED STORM LINE
EASEMENT LINE	PROPOSED WATER SERVICE
EXISTING ELECTRIC LINE	PROPOSED SANITARY SERVICE
EXISTING GAS LINE	
EXISTING FIBRE OPTIC LINE	
EXISTING WATER LINE	
EXISTING SANITARY LINE	
EXISTING STORM LINE	

KEY NOTES

1. PROPOSED 6,000 SQUARE FOOT "ALL IN ONE" CONVENIENCE STORE. INTERNAL UTILITIES TO BE PROVIDED WITH BUILDING PLANS SUBMITTAL.
2. PROPOSED FUELING FACILITIES. UTILITIES TO BE PROVIDED WITH SEPARATE BUILDING PLANS SUBMITTALS.
3. EXISTING DRY UTILITIES IN EASEMENTS OR PUBLIC RIGHT-OF-WAY TO REMAIN AND BE PROTECTED THROUGHOUT CONSTRUCTION.
4. EXISTING DRY UTILITIES ON PRIVATE PROPERTY TO BE RELOCATED AS NECESSARY. OWNER TO COORDINATE WITH THE APPROPRIATE PROVIDER.
5. PROPOSED TRANSFORMER LOCATION; PRIMARY AND SECONDARY POWER SERVICE TO BE COORDINATED WITH THE UTILITY PROVIDER. COMMUNICATIONS TO CO-TRENCH OR, IF NECESSARY, COORDINATED SEPARATELY.
6. PROPOSED LOCATION OF BUILDING MOUNTED PRIMARY DISCONNECT, C/T, AND ELECTRIC METER.
7. PROPOSED MONUMENT SIGNS, POWER AND COMMUNICATIONS TO BE PROVIDED WITH BUILDING PLANS SUBMITTAL.
8. PROPOSED AIR AND VACUUM SERVICE, POWER TO BE PROVIDED WITH BUILDING PLANS SUBMITTAL.
9. PROPOSED SITE LIGHTING, POWER PLAN TO BE PART OF BUILDING PLANS SUBMITTAL.
10. PROPOSED LOCATION GAS SERVICE METER; SERVICE LINES TO BE COORDINATED WITH THE UTILITY PROVIDER.
11. AURORA WATER PROVIDED 1.5-INCH DIAMETER WATER SERVICE TAP, STUB-IN, AND CORPORATION STOP.
12. PROPOSED LOCATION OF 1.5-INCH WATER METER AND METER PIT.
13. PROPOSED ROUTING OF 2-INCH (UP-SIZED) WATER SERVICE.
14. WATER SERVICE POINT OF ENTRY TO THE BUILDING, BACKFLOW TO BE PROVIDED INTERNALLY AND DEMONSTRATED IN THE BUILDING PLANS SUBMITTAL.
15. PROVIDED, PORTEOS PA-9A ISP, 6-INCH DIAMETER SANITARY SEWER SERVICE TEE AND STUB-IN.
16. PROVIDED, PORTEOS PA-9A ISP, STUB-IN LOCATION AND SITE CONNECTION TO SANITARY SEWER SERVICE.
17. PROPOSED ON-SITE D3034 PVC SANITARY SEWER SERVICE ROUTING.
18. PROPOSED GREASE INTERCEPTOR; TO BE SIZED AS A PART OF THE BUILDING PLANS SUBMITTAL.
19. DOMESTIC EFFLUENT POINT OF DEPARTURE FROM THE BUILDING; EXACT LOCATION AND ELEVATION TO BE DEMONSTRATED IN THE BUILDING PLANS SUBMITTAL.
20. KITCHEN EFFLUENT POINT OF DEPARTURE FROM THE BUILDING; EXACT LOCATION AND ELEVATION TO BE DEMONSTRATED IN THE BUILDING PLANS SUBMITTAL.
21. PROPOSED STORM DRAINS, REFER TO SHEET 3 FOR INFORMATION.

UTILITY NOTES

1. EXISTING ABOVE GROUND UTILITIES ARE ILLUSTRATED BASED ON INFORMATION SHOWN ON A SURVEY OF THE PROPERTY EXECUTED BY OTHERS. UNDERGROUND UTILITIES ARE ILLUSTRATED BASED ON THE SURVEY, BY OTHERS, OF SURFACE FEATURES AND RECORD DATA AND SHOULD NOT BE RELIED UPON AS COMPLETE OR EXACT.
2. PROPOSED DRY UTILITY INFORMATION SHOWN ON THESE PLANS (GAS, ELECTRIC, CABLE, PHONE, FIBER, ETC.) IS SHOWN FOR INFORMATION ONLY. FINAL LOCATIONS TO BE COORDINATED WITH THE PROVIDING UTILITY COMPANIES PRIOR TO INSTALLATION.
3. WHEN WATER AND SEWER LINES ARE INSTALLED IN PROXIMITY TO ONE ANOTHER, SUCH INSTALLATION SHALL BE IN STRICT ACCORDANCE WITH THE RULES AND REGULATIONS OF THE JURISDICTIONAL AUTHORITY. SPECIAL ATTENTION IS CALLED TO REQUIREMENTS FOR BOTH LATERAL AND VERTICAL SEPARATION BETWEEN WATER AND SEWER FACILITIES.
4. WET UTILITY IMPROVEMENTS ARE TO BE INSTALLED IN ACCORDANCE WITH THE STANDARDS, SPECIFICATIONS AND DETAILS FOR WATER AND SEWER CONSTRUCTION OF THE APPROPRIATE AUTHORITY HAVING JURISDICTION LOCAL TO THE PROJECT SITE. THIS INCLUDES, BUT IS NOT LIMITED TO:
   - 4.1. WATER AND SANITARY SEWER MATERIALS.
   - 4.2. TRENCH SUBGRADE, BACKFILL, COMPACTION, AND TESTING REQUIREMENTS.
     - 4.2.1. REFER, ALSO, TO THE GEOTECHNICAL INVESTIGATION SPECIFIC TO THE SITE.
   - 4.3. WATER AND SANITARY SEWER DISINFECTING AND TESTING REQUIREMENTS.
   - 4.4. MINIMUM AND MAXIMUM COVER CONSTRAINTS.
   - 4.5. CATHODIC PROTECTION REQUIREMENTS.
5. PROPOSED 8" WATER AND SEWER LINES WITHIN PRIVATE DRIVES SHALL BE CONSTRUCTED UNDER RSN#1707374.

NICK'S CONVENIENCE - JACKSON GAP (#1682725)

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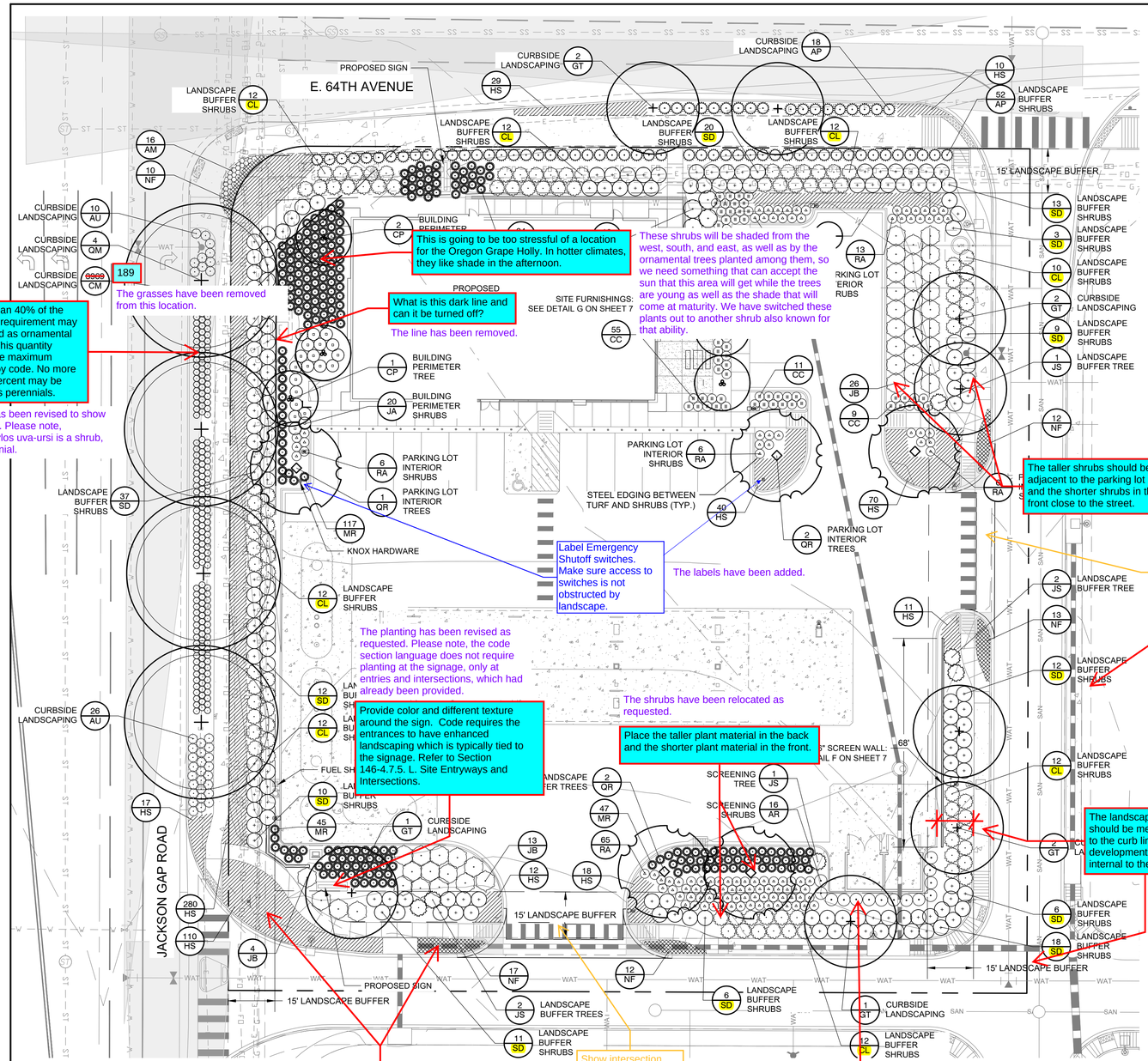
UTILITY PLAN

NICK'S CONVENIENCE
xxxxxx E. 64th AVENUE
AURORA, COLORADO

SHEET 4 OF 10

[C-Base.dwg] [V-Base (Porteos).dwg] [ent 24x36TB (Nicks PA-9a).dwg
Drawing name: L:\Nicks Investments\C22-126 - Aurora, CO - 64th & Jackson Gap\02 Civil\CAD\SDP\04 - Nicks - Utility.dwg Oct 05, 2023 - 6:28pm



There is too much of the same shrub being used on this landscape plan. Select a different shrub for some of these locations. There is a lot of Broom and Snowberry being used.

An additional shrub species has been added to the list and took the place of multiple clusters of Symphoricarpos and Cytisus.

These notes appear here and on Sheet 5. Only one set is necessary.

The notes were added as requested in the last round of comments. They have now been removed from this sheet.

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5600 S Quebec St., Ste. 205B, Greenwood Village, CO 80111
TEL: 720-536-3160 www.dimensiongrp.com

ALL IN ONE

CITY LANDSCAPE NOTES

- THE LANDSCAPE PLAN MUST REFLECT THE LOCATION OF ALL FIRE HYDRANTS, KNOX HARDWARE, AND FIRE DEPARTMENT CONNECTIONS TO ENSURE THAT THESE DEVICES ARE NOT PHYSICALLY OR VISUALLY OBSTRUCTED FROM RESPONDING FIRE CREWS. THE SEPARATION REQUIREMENTS FROM FIRE DEPARTMENT CONNECTIONS AND FIRE HYDRANTS MUST MEET BOTH FIRE LIFE SAFETY (TYPICALLY 5 FEET AND NO MATERIAL GREATER THAN 2 FEET IN HEIGHT) AND LANDSCAPING REQUIREMENTS. LANDSCAPING MATERIAL CANNOT BE OMITTED OR REDUCED BASED ON THE INSTALLATION OF FIRE HYDRANT(S) WITHIN A PARKING LOT ISLAND OR PLANT BED. IT IS RECOMMENDED THAT THE ISLAND OR PLANT BED BE CONSTRUCTED LARGE ENOUGH TO ADEQUATELY ACCOMMODATE BOTH LANDSCAPING MATERIAL AND FIRE HYDRANTS IN ORDER TO COMPLY WITH ALL CITY STANDARDS.
- AN 5-FOOT CLEAR SPACE SHALL BE MAINTAINED AROUND THE CIRCUMFERENCE OF FIRE HYDRANTS.
- LANDSCAPING MATERIAL SHOWN WITHIN THE SITE PLAN CANNOT ENCROACH INTO ROADWAYS THAT ARE DEDICATED (OR DESIGNATED) AS FIRE LANE EASEMENTS (OR CORRIDORS).

PLANT SCHEDULE

SYMBOL	KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	NATIVE	WATER USE	NOTES
			TREES						
	CP	5	CRATAEGUS PHAENOPYRUM 'PRINCETON SENTRY'	PRINCETON SENTRY HAWTHORN	MIN. 6'-8' HT.	PER PLAN	YES	VERY LOW	MULTI-STEM; 3 CANES MIN.
	GT	8	GLEDITSIA TRIACANTHOS 'SKYMASTER'	SKYMASTER HONEY LOCUST	MIN. 2.5" CAL.	PER PLAN	YES	VERY LOW	
			OPULORUM 'WICHITA BLUE'	WICHITA BLUE JUNIPER	MIN. 6' HT.	PER PLAN	YES	VERY LOW	
	QM	4	QUERCUS MACROCARPA	BUR OAK	MIN. 2.5" CAL.	PER PLAN	YES	VERY LOW	
	QR	5	QUERCUS RUBRA	NORTHERN RED OAK	MIN. 2" CAL.	PER PLAN	YES	LOW TO MEDIUM	
			SHRUBS						
				PANCHITA MANZANITA	5 GAL.	4' O.C.			
				CHOKEBERRY	5 GAL.	4' O.C.		MEDIUM	
				ARK KNIGHT SPIREA	5 GAL.	3' O.C.	YES	LOW TO MEDIUM	
	CL	94	CYTISUS X 'LILAC TIME'	LILAC TIME SCOTCH BROOM	5 GAL.	5' O.C.	NO	VERY LOW	
	JA	20	JAMESIA AMERICANA	WAXFLOWER	5 GAL.	4' O.C.	YES	LOW TO MEDIUM	
	JB	43	JUNIPERUS SABINA 'BUFFALO'	BUFFALO JUNIPER	5 GAL.	6' O.C.	YES	VERY LOW	
	MR	243	MAHONIA REPENS	CREEPING OREGON GRAPE	5 GAL.	3' O.C.	YES	VERY LOW TO LOW	
	RA	108	RHUS AROMATICA GRO-LOW	GRO LOW SUMAC	5 GAL.	3' O.C.	YES	LOW TO MEDIUM	
							NO	MEDIUM	
							NO	VERY LOW	
	AM	16	ACHILLEA 'MOONSHINE'	MOONSHINE YARROW	1 GAL.	24" O.C.	YES	VERY LOW	
	AU	36	ARCTOSTAPHYLOS UVA URSI	BEARBERRY	1 GAL.	3' O.C.	YES	VERY LOW TO LOW	
	CM	3969	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER;	KARL FOERSTER FEATHER REED GRASS	5 GAL.	2' O.C.	NO	LOW	
	HS	657	HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	5 GAL.	30" O.C.	NO	VERY LOW	
	NF	64	NEPETA FAASSENII 'WALKERS LOW'	WALKERS LOW CATMINT	1 GAL	30" O.C.	NO	VERY LOW	

No more than 40% of the total shrub requirement may be specified as ornamental grasses. This quantity exceeds the maximum permitted by code. No more than five percent may be provided as perennials.

The plan has been revised to show only shrubs. Please note, Arctostaphylos uva-ursi is a shrub, not a perennial.

The grasses have been removed from this location.

This is going to be too stressful of a location for the Oregon Grape Holly. In hotter climates, they like shade in the afternoon.

These shrubs will be shaded from the west, south, and east, as well as by the ornamental trees planted among them, so we need something that can accept the sun that this area will get while the trees are young as well as the shade that will come at maturity. We have switched these plants out to another shrub also known for that ability.

What is this dark line and can it be turned off?

The line has been removed.

The taller shrubs should be adjacent to the parking lot and the shorter shrubs in the front close to the street.

The shrubs have been relocated as requested.

Show intersection sight triangles

The sight triangles have been added as requested.

What variety?

The species would be fine without specifying a named variety, but this plant has been removed from the schedule due to another comment.

Label Emergency Shutoff switches. Make sure access to switches is not obstructed by landscape.

The labels have been added.

Again, too many of the exact same shrub

An additional shrub species has been added to the list and took the place of multiple clusters of Symphoricarpos and Cytisus.

The planting has been revised as requested. Please note, the code section language does not require planting at the signage, only at entries and intersections, which had already been provided.

Provide color and different texture around the sign. Code requires the entrances to have enhanced landscaping which is typically tied to the signage. Refer to Section 146-4.7.5. L. Site Entryways and Intersections.

The shrubs have been relocated as requested.

Place the taller plant material in the back and the shorter plant material in the front.

The landscape buffer should be measured just to the curb line of the development and NOT internal to the site.

The buffer line has been moved as requested. Please note, this comment is requiring a different approach from that required by the code, which reads:

b. The required depth of a street frontage landscape buffer is measured inward from the back of sidewalk or from a public or private right-of-way when a sidewalk is not present. On private streets with no right-of-way line, the street frontage buffer depth shall be measured inward from the back of the sidewalk or if no sidewalk exists, the buffer is measured from the back of the nearest curb line. See Figure 4.7-13.

The curbside landscape cannot be all perennials and ornamental grasses. Add this area to the landscape tables.

The plan has been revised.

Show intersection sight triangles

The sight triangles have been added as requested.

Provide a taller plant along here to supplement the concrete masonry unit wall that is proposed. Preferably evergreen plantings.

Evergreens have been added as requested.

Update the grass quantity.

The calamagrostis has been removed.

Add the five required landscape notes as found in The Landscape Reference Manual found on line.

Completed

ON CONCEPT

MATIC IRRIGATION SYSTEM SHAL HE TIME OF FINAL INSPECTION. THE ENTIRE IRRIGATION SYSTEM SHALL BE ED BY A LICENSED AND QUALIFIEI

GATION SYSTEM WILL OPERATE ON POTABLE WATER, AND THE SYSTEM WILL HAVE APP REVENTION DEVICES INSTALLED TO PREVENT INATION OF THE POTABLE SOURCE.

PLANTED AREAS SHALL BE DRIP IRRIGATED. SODDED AND SEEDED AREAS SHAL RAY OR ROTOR HEADS AT 100% HEAD-TO-HEAD

4. ALL PLANTS SHARING SIMILAR HYDROZONE CHARACTERISTICS SHALL BE PLACED ON A VALVE SPECIFIC TO THAT HYDROZONE.

5. THE IRRIGATION SYSTEM SHALL BE DESIGNED AND INSTALLED, TO THE MAXIMUM EXTENT POSSIBLE, TO CONSERVE WATER BY USING THE FOLLOWING DEVICES AND SYSTEMS: MATCHED PRECIPITATION RATE TECHNOLOGY ON ROTOR AND SPRAY HEADS (WHEREVER POSSIBLE), RAIN SENSORS, AND MULTI-PROGRAM COMPUTERIZED IRRIGATION CONTROLLERS FEATURING SENSORY INPUT CAPABILITIES.

ROOT BARRIERS

THE CONTRACTOR SHALL INSTALL ROOT BARRIERS NEAR ALL NEWLY-PLANTED TREES THAT ARE LOCATED WITHIN FIVE (5) FEET OF PAVING OR CURBS. ROOT BARRIERS SHALL BE "CENTURY" OR "DEEP-ROOT" 24" DEEP PANELS (OR EQUAL). BARRIERS SHALL BE LOCATED IMMEDIATELY ADJACENT TO HARDSCAPE. INSTALL PANELS PER MANUFACTURER'S RECOMMENDATIONS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR USE ROOT BARRIERS OF A TYPE THAT COMPLETELY ENCIRCLE THE ROOTBALL.

MULCHES

AFTER ALL PLANTING IS COMPLETE, CONTRACTOR SHALL INSTALL 3" THICK LAYER OF 1-1/2" SHREDDED WOOD MULCH, NATURAL (UNDYED), OVER LANDSCAPE FABRIC IN ALL PLANTING AREAS (EXCEPT FOR TURF AND SEEDED AREAS). CONTRACTOR SHALL SUBMIT SAMPLES OF ALL MULCHES TO LANDSCAPE ARCHITECT AND OWNER FOR APPROVAL PRIOR TO CONSTRUCTION. ABSOLUTELY NO EXPOSED GROUND SHALL BE LEFT SHOWING ANYWHERE ON THE PROJECT AFTER MULCH HAS BEEN INSTALLED (SUBJECT TO THE CONDITIONS AND REQUIREMENTS OF THE "GENERAL GRADING AND PLANTING NOTES" AND SPECIFICATIONS).

SEE SHEET 6 FOR LANDSCAPE CALCULATIONS

DESCRIPTION	DATE
NOT FOR CONSTRUCTION	01/16/2023
	10/04/2023

drawn by	LC
designed by	LC
approved by	LC/RM
project no.	–

LANDSCAPE PLANTING PLAN

NICK'S CONVENIENCE
xxxxxx E. 64th AVENUE
AURORA, COLORADO

SHEET 5 OF 10

NICK'S CONVENIENCE - JACKSON GAP (#1682725)

NON-RESIDENTIAL BUILDING ELEVATION LANDSCAPING INFORMATION

ELEVATION	LENGTH	TREE EQUIVALENT REQUIRED (1 PER 40 LF)	TREES PROVIDED	SHRUBS PROVIDED (10 SHRUBS PER TREE EQUIVALENT
NORTH	100 LF	3	0	30
EAST	60 LF	2	2	0
SOUTH	100 LF	3	2	10
WEST	60 LF	2	2	0

NOTE: ON THE NORTH SIDE OF THE BUILDING, WE ASK TO COUNT THE SHRUBS THAT ARE PART OF THE DOUBLE-ROW, TRIANGULARLY SPACED HEDGE TOWARD THE BUILDING ELEVATION LANDSCAPING. THIS IS BECAUSE THE HEDGE TAKES UP MOST OF THE SPACE AVAILABLE, AND WE CAN'T PLANT THE THREE REQUIRED TREES BECAUSE OF THE PRESENCE OF A GAS LINE.

CITY LANDSCAPE NOTES

- THE LANDSCAPE PLAN MUST REFLECT THE LOCATION OF ALL FIRE HYDRANTS, KNOX HARDWARE, AND FIRE DEPARTMENT CONNECTIONS TO ENSURE THAT THESE DEVICES ARE NOT PHYSICALLY OR VISUALLY OBSTRUCTED FROM RESPONDING FIRE CREWS. THE SEPARATION REQUIREMENTS FROM FIRE DEPARTMENT CONNECTIONS AND FIRE HYDRANTS MUST MEET BOTH FIRE LIFE SAFETY (TYPICALLY 5 FEET AND NO MATERIAL GREATER THAN 2 FEET IN HEIGHT) AND LANDSCAPING REQUIREMENTS. LANDSCAPING MATERIAL CANNOT BE OMITTED OR REDUCED BASED ON THE INSTALLATION OF FIRE HYDRANT(S) WITHIN A PARKING LOT ISLAND OR PLANT BED. IT IS RECOMMENDED THAT THE ISLAND OR PLANT BED BE CONSTRUCTED LARGE ENOUGH TO ADEQUATELY ACCOMMODATE BOTH LANDSCAPING MATERIAL AND FIRE HYDRANTS IN ORDER TO COMPLY WITH ALL CITY STANDARDS.
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- LANDSCAPING MATERIAL SHOWN WITHIN THE SITE PLAN CANNOT ENCROACH INTO ROADWAYS THAT ARE DEDICATED (OR DESIGNATED) AS FIRE LANE EASEMENTS (OR CORRIDORS).

LANDSCAPE CALCULATIONS

TOTAL LANDSCAPE AREA PROVIDED: 21,852 SF (INCLUDES ALL PLANTED AREAS SHOWN ON PLAN)
% TURF: 0% (MAX 33% OF TOTAL LANDSCAPE AREA)

CURBSIDE LANDSCAPING, JACKSON GAP ROAD, DETACHED SIDEWALK:
FRONTAGE LENGTH: 165 LF
PLA ~~1,378 SF~~ 1,670
STI 4 STREET TREES (1 PER 40 LF)
4 STREET TREES
SH ~~34~~ 42 SHRUBS (1 PER 40 SF)
SHRUBS PROVIDED: 45 SHRUBS

The plan and requirements have been updated. The actual area per CAD take-off is 1,663 sf.

The current design includes 189 ornamental grasses and some perennials and no shrubs. Please update the landscape plan to reflect the correct plant material per code.

This is inaccurate. Arctostaphylos uva-ursi is a shrub, not a perennial. The plan has been revised to remove all ornamental grasses from this bed and provide only shrubs, including Arctostaphylos uva-ursi. The shrubs have to be able to withstand the initial level of sun they will be exposed to as well as the shade that will come as the trees mature. They also have to be short enough to allow for visibility in the sight triangle.

CURBSIDE LANDSCAPING, E 64TH AVENUE, DETACHED SIDEWALK:
FRONTAGE LENGTH: 81 LF
PLA ~~380~~ 581 SF
STR 2 STREET TREES (1 PER 40 LF)
2 STREET TREES
SHR ~~10~~ 14 SHRUBS (1 PER 40 SF)
SHRUBS PROVIDED: 18 SHRUBS

The plan and requirements have been updated. The actual area per CAD take-off is 567 sf.

CURBSIDE LANDSCAPING, EAST PROPERTY LINE, ATTACHED SIDEWALK:
FRONTAGE LENGTH: 121 LF
STREET TREES REQUIRED: 3 STREET TREES (1 PER 40 LF)
STREET TREES PROVIDED: 3 STREETS

This is not attached the entire length.

The plan and calculations have been revised.

CURBSIDE LANDSCAPING, SOUTH PROPERTY LINE, ATTACHED SIDEWALK:
FRONTAGE LENGTH: 77 LF
STREET TREES REQUIRED: 2 TREES (1 PER 40 LF)
STREET TREES PROVIDED: 2 TREES

STREET FRONTAGE LANDSCAPE BUFFER, S N GAP ROAD, 15' WIDTH
FRONTAGE LENGTH: ~~165 LF~~ 199'
TREES ~~4~~ 5 TREES (1 PER 40 LF)
TR 0 TREES - SEE EQUIVALENTS
SHRUB EQUIVALENTS PROVIDED: ~~80~~ 50 SHRUBS (10 5-GAL SHRUBS PER TREE)
SHRUBS REQUIRED: ~~42~~ 50 SHRUBS (10 PER 40 LF)
SHRUBS PROVIDED: 43 SHRUBS

The plan and requirements have been updated.

NOTE:
1. *A DOUBLE ROW HEDGE WITH TRIANGULAR PLANTING WAS PROVIDED, WHICH ALLOWED THE WIDTH OF THE BUFFER TO BE REDUCED FROM 20' TO 15'.*
2. *SHRUB EQUIVALENTS ARE PROVIDED IN LIEU OF TREES DUE TO THE PRESENCE OF GAS LINES AND WET UTILITIES IN THE BUFFER.*

STREET FRONTAGE LANDSCAPE BUFFER, E. 64TH AVENUE
FRONTAGE LENGTH: 200 LF
TREES REQUIRED: 5 TREES (1 PER 40 LF)
TREES PROVIDED: 0 TREES - SEE EQUIVALENTS
SHRUB EQUIVALENTS PROVIDED: 71 SHRUBS (10 5-GAL SHRUBS PER TREE)
SHRUBS REQUIRED: 50 SHRUBS (10 PER 40 LF)
SHRUBS PROVIDED: 50 SHRUBS

NOTE:
1. *A DOUBLE ROW HEDGE WITH TRIANGULAR PLANTING WAS PROVIDED, WHICH ALLOWED THE WIDTH OF THE BUFFER TO BE REDUCED FROM 20' TO 15'.*
2. *SHRUB EQUIVALENTS ARE PROVIDED IN LIEU OF TREES DUE TO THE PRESENCE OF GAS LINES AND WET UTILITIES IN THE BUFFER.*

STREET FRONTAGE LANDSCAPE BUFFER, EAST PROPERTY LINE (PRIVATE DRIVE)
FRONTAGE LENGTH: 149 LF
TREES REQUIRED: 4 TREES (1 PER 40 LF)
4 TREES (INCLUDING THE EVERGREEN TREES)
EVERGREEN TREES PR 3 EVERGREEN TREES
SHRUBS REQUIRED: 15 SHRUBS (5 PER 40 LF)
SHRUBS PROVIDED: 52 SHRUBS
NOTE: A DOUBLE ROW HEDGE WITH TRIANGULAR PLANTING WAS PROVIDED, WHICH ALLOWED THE WIDTH OF THE BUFFER TO BE REDUCED FROM 20' TO 15'.

The requirement has been updated.

Update this requirement

Why is this 5 shrubs per 40lf? This is a street frontage buffer and the requirement is 1 tree and 10 shrubs per 40 lf. The UDO does not distinguish buffer requirements between private streets vs. public.

The requirement has been updated.

STREET FRONTAGE LANDSCAPE BUFFER, SOUTH PROPERTY LINE (PRIVATE DRIVE)
FRONTAGE LENGTH: 143 LF
TREES REQUIRED: 4 TREES (1 PER 40 LF)
TREES PROVIDED: 4 TREES (INCLUDING THE EVERGREEN TREES)
EVERGREEN TREES PROVIDED: 2 EVERGREEN TREES
SHRUBS REQUIRED: 10 SHRUBS (10 PER 40 LF)
SHRUBS PROVIDED: 47 SHRUBS
NOTE: A DOUBLE ROW HEDGE WITH TRIANGULAR PLANTING WAS PROVIDED, WHICH ALLOWED THE WIDTH OF THE BUFFER TO BE REDUCED FROM 20' TO 15'.

BUILDING PERIMETER LANDSCAPING
SEE TABLE TITLED "NON-RESIDENTIAL BUILDING ELEVATION LANDSCAPING INFORMATION", THIS SHEET

PARKING LOT PERIMETER SCREENING
SCREENING IS PROVIDED BY THE HEDGE INCLUDED IN THE STREET FRONTAGE LANDSCAPE BUFFERS.

SCREENING OF DUMPSTER ENCLOSURE
LENGTH OF ENCLOSURE: 55 LF
TREES REQUIRED: 1 TREES (1 PER 40 LF)
TREES PROVIDED: 1 TREES
SHRUBS REQUIRED: 14 SHRUBS (10 PER 40 LF)
SHRUBS PROVIDED: 14 SHRUBS

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ALL IN ONE

NOT FOR CONSTRUCTION

DATE	
01/16/2023	–
10/04/2023	–

drawn by LC
designed by LC
approved by LC/RM
project no. –

LANDSCAPE NOTES

NICK'S CONVENIENCE
xxxxxx E. 64th AVENUE
AURORA, COLORADO

SHEET 6 OF 10

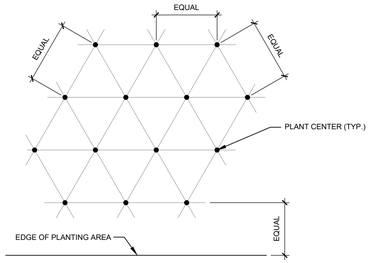
Provide a more definitive detail of the proposed walls. Provide material, height and color. Will it match the aesthetic/masonry treatment proposed for the building??

The details have been revised.

Decorative concrete masonry units to be used in retaining and screen walls

F SCREEN WALL - CONCEPT IMAGES
SCALE: NTS

G SITE FURNISHINGS - CONCEPT IMAGES
SCALE: NTS



NOTE: ALL PLANTS SHALL BE PLANTED AT EQUAL TRIANGULAR SPACING (EXCEPT WHERE SHOWN ON PLANS AS INFORMAL GROUPINGS). REFER TO PLANT LEGEND FOR SPACING DISTANCE BETWEEN PLANTS.

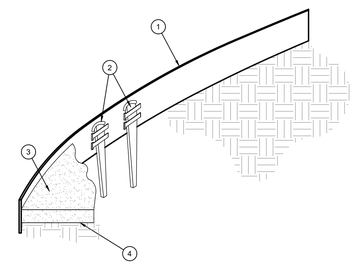
1) STEP 1: DETERMINE TOTAL PLANTS FOR THE AREA WITH THE FOLLOWING FORMULA:
TOTAL AREA / AREA DIVIDER = TOTAL PLANTS

PLANT SPACING	AREA DIVIDER	PLANT SPACING	AREA DIVIDER
6"	0.22	18"	1.95
8"	0.39	24"	3.46
10"	0.60	30"	5.41
12"	0.87	36"	7.79
15"	1.35		

2) STEP 2: SUBTRACT THE ROW (S) OF PLANTS THAT WOULD OCCUR AT THE EDGE OF THE PLANTED AREA WITH THE FOLLOWING FORMULA: TOTAL PERIMETER LENGTH / PLANT SPACING = TOTAL PLANT SUBTRACTION

EXAMPLE: PLANTS AT 18" O.C. IN 100 SF PLANTING AREA, 40 LF PERIMETER
STEP 1: 100 SF/1.95 = 51 PLANTS
STEP 2: 51 PLANTS - (40 LF / 1.95 = 21 PLANTS) = 30 PLANTS TOTAL

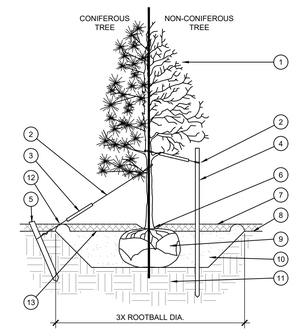
C PLANT SPACING
SCALE: NTS



1. ROLLED-TOP STEEL EDGING PER PLANS.
2. TAPERED STEEL STAKES.
3. MULCH, TYPE AND DEPTH PER PLANS.
4. FINISH GRADE.

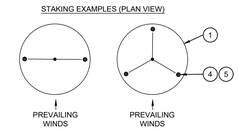
NOTES:
1) INSTALL EDGING SO THAT STAKES WILL BE ON INSIDE OF PLANTING BED.
2) BOTTOM OF EDGING SHALL BE BURIED A MINIMUM OF 1" BELOW FINISH GRADE.
3) TOP OF MULCH SHALL BE 1" LOWER THAN TOP OF EDGING.

D STEEL EDGING
SCALE: NOT TO SCALE



1. TREE CANOPY.
2. CINCH-TIES (24" BOX/2" CAL. TREES AND SMALLER) OR 12 GAUGE GALVANIZED WIRE WITH NYLON TREE STRAPS AT TREE AND STAKE (36" BOX/2.5" CAL. TREES AND LARGER). SECURE TIES OR STRAPS TO TRUNK JUST ABOVE LOWEST MAJOR BRANCHES.
3. 24" X 3/4" P.V.C. MARKERS OVER WIRES.
4. GREEN STEEL T-POSTS. EXTEND POSTS 12" MIN. INTO UNDISTURBED SOIL.
5. PRESSURE-TREATED WOOD DEADMAN, TWO PER TREE (MIN.). BURY OUTSIDE OF PLANTING PIT AND 18" MIN. INTO UNDISTURBED SOIL.
6. TRUNK FLARE.
7. MULCH, TYPE AND DEPTH PER PLANS. DO NOT PLACE MULCH WITHIN 6" OF TRUNK.
8. FINISH GRADE.
9. ROOT BALL.
10. BACKFILL. AMEND AND FERTILIZE ONLY AS RECOMMENDED IN SOIL FERTILITY ANALYSIS.
11. UNDISTURBED NATIVE SOIL.
12. 4" HIGH EARTHEN WATERING BASIN.
13. FINISH GRADE.

STAKING EXAMPLES (PLAN VIEW)

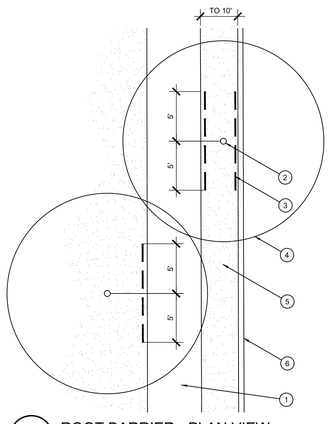


NOTES:
1. SCARIFY SIDES OF PLANTING PIT PRIOR TO SETTING TREE.
2. REMOVE EXCESS SOIL APPLIED ON TOP OF THE ROOTBALL THAT COVERS THE ROOT FLARE. THE PLANTING HOLE DEPTH SHALL BE SUCH THAT THE ROOTBALL RESTS ON UNDISTURBED SOIL, AND THE ROOT FLARE IS 2"-4" ABOVE FINISH GRADE.
3. FOR B&B TREES, CUT OFF BOTTOM 1/3 OF WIRE BASKET BEFORE PLACING TREE IN HOLE, CUT OFF AND REMOVE REMAINDER OF BASKET AFTER TREE IS SET IN HOLE. REMOVE ALL NYLON TIES, TWINE, ROPE, AND OTHER PACKING MATERIAL. REMOVE AS MUCH BURLAP FROM AROUND ROOTBALL AS IS PRACTICAL.
4. REMOVE ALL NURSERY STAKES AFTER PLANTING.
5. FOR TREES 36" BOX/2.5" CAL. AND LARGER, USE THREE STAKES OR DEADMEN (AS APPROPRIATE), SPACED EVENLY AROUND TREE.
6. STAKING SHALL BE TIGHT ENOUGH TO PREVENT TRUNK FROM BENDING, BUT LOOSE ENOUGH TO ALLOW SOME TRUNK MOVEMENT IN WIND.

A TREE PLANTING
SCALE: NOT TO SCALE

OPEN LANDSCAPE

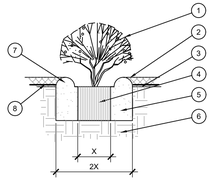
PARKWAY OR ISLAND



1. TYPICAL WALKWAY OR PAVING
2. TREE TRUNK
3. LINEAR ROOT BARRIER MATERIAL. SEE PLANTING NOTES FOR TYPE AND MANUFACTURER. INSTALL PER MANUFACTURER'S SPECIFICATIONS.
4. TREE CANOPY
5. TYPICAL PLANTING AREA
6. TYPICAL CURB AND GUTTER

NOTES:
1) INSTALL ROOT BARRIERS NEAR ALL NEWLY-PLANTED TREES THAT ARE LOCATED WITHIN FIVE (5) FEET OF PAVING OR CURBS.
2) BARRIERS SHALL BE LOCATED IMMEDIATELY ADJACENT TO HARDSCAPE. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR USE ROOT BARRIERS OF A TYPE THAT COMPLETELY ENCIRCLE THE ROOTBALL.

E ROOT BARRIER - PLAN VIEW
SCALE: NOT TO SCALE



1. SHRUB, PERENNIAL, OR ORNAMENTAL GRASS.
2. MULCH, TYPE AND DEPTH PER PLANS. PLACE NO MORE THAN 1" OF MULCH WITHIN 6" OF PLANT CENTER.
3. FINISH GRADE.
4. ROOT BALL.
5. BACKFILL. AMEND AND FERTILIZE ONLY AS RECOMMENDED IN SOIL FERTILITY ANALYSIS.
6. UNDISTURBED NATIVE SOIL.
7. 3" HIGH EARTHEN WATERING BASIN.
8. WEED FABRIC UNDER MULCH.

B SHRUB AND PERENNIAL PLANTING
SCALE: NTS

NICK'S CONVENIENCE - JACKSON GAP (#1682725)

EVERGREEN DESIGN GROUP
(800) 680-6630
1600 Broadway, Suite 1600
Denver, CO 80202
www.EvergreenDesignGroup.com

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5600 S Quebec St., Ste. 205B, Greenwood Village, CO 80111
TEL: 720-536-3160 www.dimensiongrp.com

ALL IN ONE

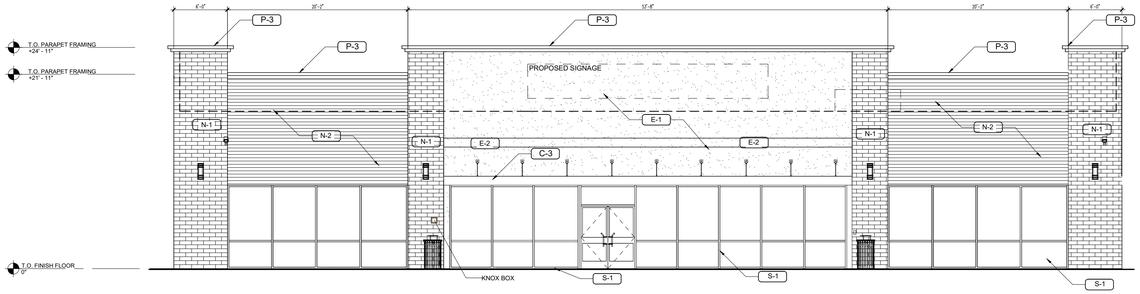
DATE	DESCRIPTION
01/16/2023	NOT FOR CONSTRUCTION
10/04/2023	-

drawn by	LC
designed by	LC
approved by	LC/RM
project no.	–

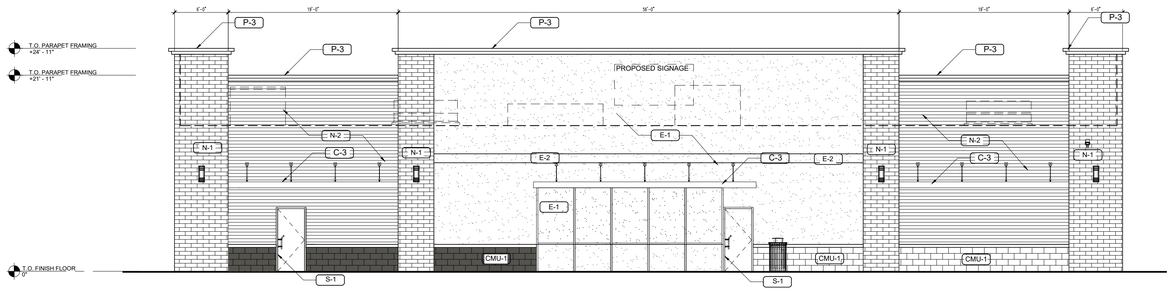
LANDSCAPE SPECIFICATIONS & DETAILS

NICK'S CONVENIENCE
xxxxxx E. 64th AVENUE
AURORA, COLORADO

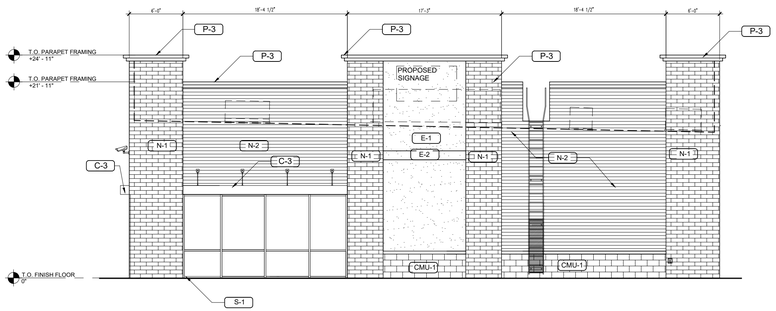
SHEET 7 OF 10



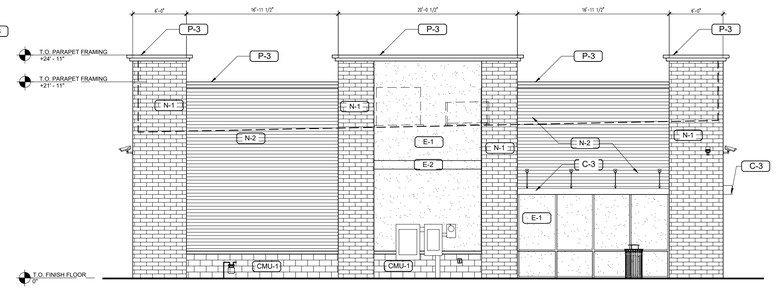
1 ELEVATION - SOUTH
1/4" = 1'-0"



3 ELEVATION - NORTH
1/4" = 1'-0"



2 ELEVATION - EAST
1/4" = 1'-0"



4 ELEVATION - WEST
1/4" = 1'-0"

EXTERIOR MATERIALS SCHEDULE
(NOT ALL MATERIALS IN SCHEDULE ARE USED)

NO.	MATERIAL	MANUF.-COLOR
N-1	HANDCRAFTED VENEER STONE	STONE STYLER - PA MASONRY
N-2	FIBERON COMPOSITE WOOD PANELING	FIBERON - MORA
CMU-1	SPLIT-FACE CONCRETE MASONRY UNIT	BASALITE - SPLIT FACE - EBONY
E-1	THREE COAT STUCCO SYSTEM	THREE COAT STUCCO SYSTEM - STAINLESS
E-2	THREE COAT STUCCO SYSTEM	THREE COAT STUCCO SYSTEM - FLINT
S-1	ALUMINUM STOREFRONT GLAZING	METAL ACCENTS - SW 7675 'SEAL SKIN'
P-3	PREFINISHED PARAPET CAP	20 GA. PREFINISHED METAL CAP- DARK BRONZE
C-1	PREFINISHED ALUMINUM CANOPY	MAPES LUMISHADE CANOPY - ALUMINUM - BAKED ENAMEL W/ REAR GUTTER CONNECTIONS
C-2	FUELING CANOPY	20 GA. PREFINISHED METAL - DARK BRONZE

Table 4.8-8
Façade Character Elements for Four-Sided Building Design

BUILDING FACE	Mixed-Use and Multifamily Residential Districts: PRIMARY FAÇADE	SECONDARY FAÇADE	MINOR FAÇADE
Massing			
General	3	2	1
Wall off-set (min. 3 ft.)	X	X	X
Wall/parapet height change (min. 3 ft.)	X	X	X
Roof form change			
Upper floor stepback			
Wall notch (min. 12 in.)	X	X	X
Materials			
General	2	2	1
Change in material	X	X	X
Change in color	X	X	X
Change in texture	X	X	X
Use of masonry (min. 40% of façade)			
Use of panelized materials (min. 40% of façade)			
Variety of window sizes			
Transparency and glazing (min 70% transparent glass)			
Human Scale			
General	3	2	1
Architectural detailing	X	X	X
Display cases on ground floor (for mixed-use)			
Building-mounted lighting fixtures	X	X	X
Awnings or shutters	X	X	X
Entry definition (pronounced massing/roof form, stoop, porch, etc.)	X	X	X
Building corner enhancements	X	X	X
Wall art			
Balconies			
Landscape wall/decorative screen for vines			

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NICK'S CONVENIENCE STORE
AURORA, COLORADO

64TH & JACKSON GAP | Aurora, CO
NEW GROUND-UP CONVENIENCE STORE W/ MOTOR VEHICLE FUEL DISPENSING
CITY & COUNTY OF AURORA | STATE OF COLORADO
EXTERIOR ELEVATIONS

PROJECT NUMBER
C22-126

DRAWING ISSUANCE
10.10.2023

DRAWN BY: XX
CHECKED BY: XX

DRAWING REVISIONS

NO.	DESCRIPTION	DATE

DRAWING SEAL
PRELIMINARY DRAWINGS
DESIGN/DEVELOPMENT
NOT FOR CONSTRUCTION
10.10.2023

DRAWING TITLE
EXTERIOR ELEVATIONS

DRAWING NUMBER
8

EXTERIOR MATERIALS SCHEDULE
(NOT ALL MATERIALS IN SCHEDULE ARE USED)

N0.	MATERIAL	MANUF.-COLOR
N-1	HANDCRAFTED VENEER STONE	STONE STYLER - PA MASONRY
N-2	FIBERON COMPOSITE WOOD PANELING	FIBERON - MORA
CMU-1	SPLIT-FACE CONCRETE MASONRY UNIT	BASALITE - SPLIT FACE - EBONY
E-1	THREE COAT STUCCO SYSTEM	THREE COAT STUCCO SYSTEM - STAINLESS
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S-1	ALUMINUM STOREFRONT GLAZING	METAL ACCENTS - SW 7675 'SEAL SKIN'
P-3	PREFINISHED PARAPET CAP	20 GA. PREFINISHED METAL CAP- DARK BRONZE
C-1	PREFINISHED ALUMINUM CANOPY	MAPES LUMISHADE CANOPY - ALUMINUM - BAKED ENAMEL W/ REAR GUTTER CONNECTIONS
C-2	FUELING CANOPY	20 GA. PREFINISHED METAL - DARK BRONZE

A roof form or height variation is required for roofs, including canopy roofs. Variation is required every 60 ft, so this will only be needed on the front and rear elevations. The added cornice, while appreciated, does not vary along the length of the canopy.

The canopy has been revised to include a 2 foot high raised portion in the center of the canopy

Table 4.8-8
Façade Character Elements for Four-Sided Building Design

	Mixed-Use and Multifamily Residential Districts		
BUILDING FACE	PRIMARY FAÇADE	SECONDARY FAÇADE	MINOR FAÇADE
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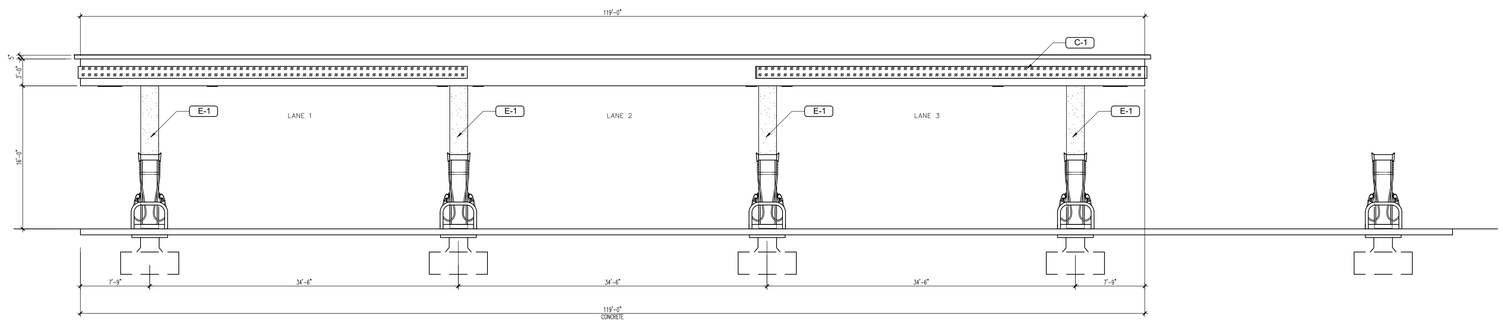
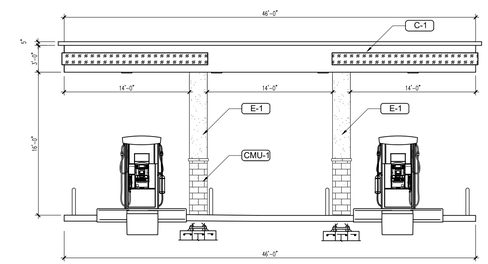
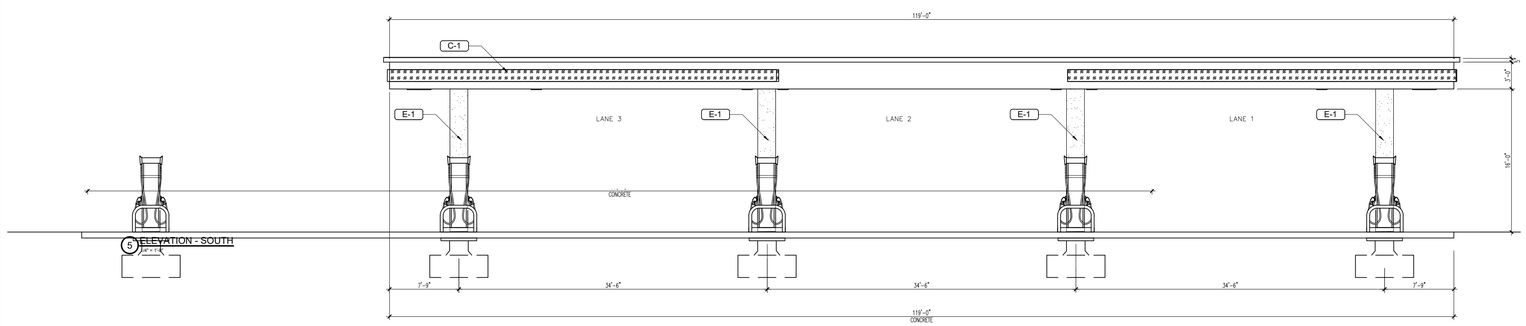
General	3	2	1
Wall off-set (min. 3 ft.)	X	X	X
Wall/parapet height change (min. 3 ft.)	X	X	X
Roof form change			
Upper floor stepback			
Wall notch (min. 12 in.)	X	X	X
Materials			
General	2	2	1
Change in material	X	X	X
Change in color	X	X	X
Change in texture	X	X	X
Use of masonry (min. 40% of façade)			
Use of panelized materials (min. 40% of façade)			
Variety of window sizes			
Transparency and glazing (min 70% transparent glass)			
Human Scale			
General	3	2	1
Architectural detailing	X	X	X
Display cases on ground floor (for mixed-use)			
Building-mounted lighting fixtures	X	X	X
Awnings or shutters	X	X	X
Entry definition (pronounced massing/roof form, stoop, porch, etc.)	X	X	X
Building corner enhancements	X	X	X
Wall art			
Balconies			
Landscape wall/decorative screen for vines			



5 ELEVATION - SOUTH
1/8" = 1'-0"

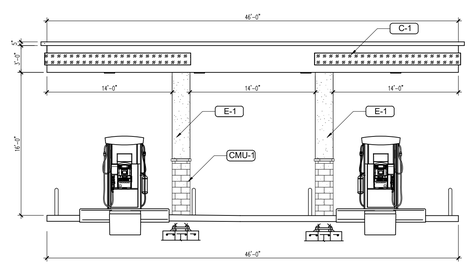


6 ELEVATION - EAST
1/8" = 1'-0"

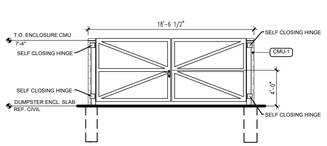


5 ELEVATION - SOUTH
1/8" = 1'-0"

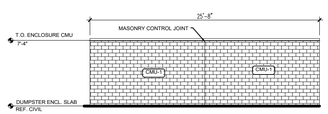
7 ELEVATION - NORTH
1/8" = 1'-0"



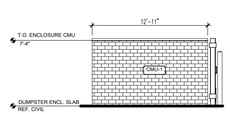
8 ELEVATION - WEST
1/8" = 1'-0"



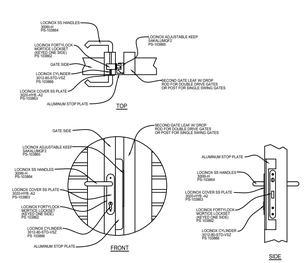
9 FRONT DUMPSTER ENCL. ELEVATION
3/8" = 1'-0"



10 REAR DUMPSTER ENCL. ELEVATION
3/8" = 1'-0"



11 SIDE DUMPSTER ENCL. ELEVATION
3/8" = 1'-0"



12 SELF CLOSING LATCH DETAIL
NTS

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TEL: 214-343-9400 www.dimensiongrp.com

NICK'S CONVENIENCE STORE
AURORA, COLORADO
64TH & JACKSON GAP | Aurora, CO
NEW GROUND-UP CONVENIENCE STORE W/ MOTOR VEHICLE FUEL DISPENSING
CITY & COUNTY OF AURORA | STATE OF COLORADO
EXTERIOR ELEVATIONS

PROJECT NUMBER
C22-126

DRAWING ISSUANCE
10.10.2023

DRAWN BY: XX
CHECKED BY: XX

DRAWING REVISIONS

NO.	DESCRIPTION	DATE

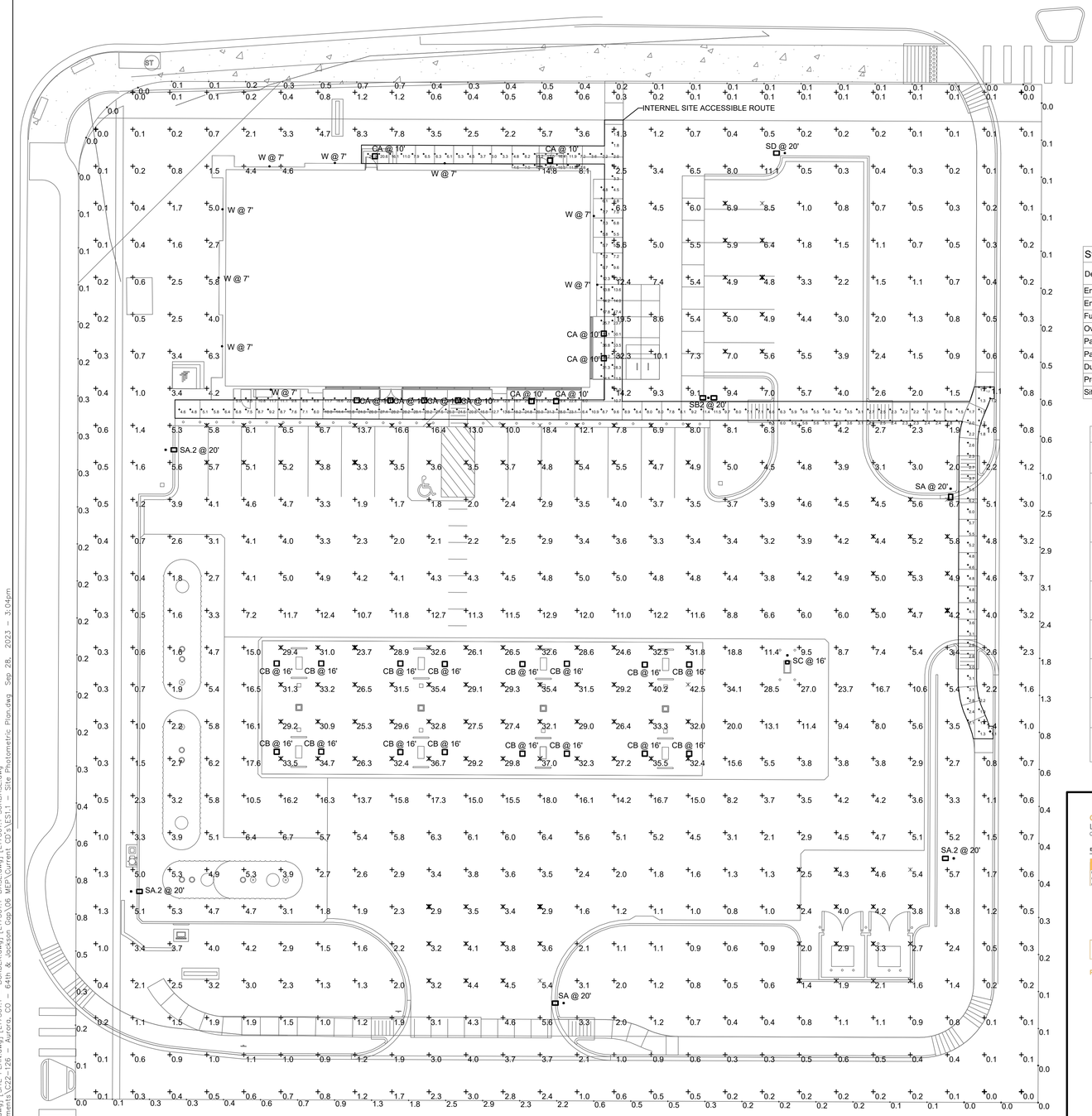
DRAWING SEAL
PRELIMINARY DRAWINGS
DESIGN DEVELOPMENT
NOT FOR CONSTRUCTION
10.10.2023

DRAWING TITLE
EXTERIOR ELEVATIONS

DRAWING NUMBER
9

SITE PLAN - NICK'S CONVENIENCE

LOT 1, PORTEOS PA-9A SUBDIVISION
LOCATED IN A PORTION OF THE NORTH ONE-HALF OF SECTION 8,
TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE 6th P.M.
CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

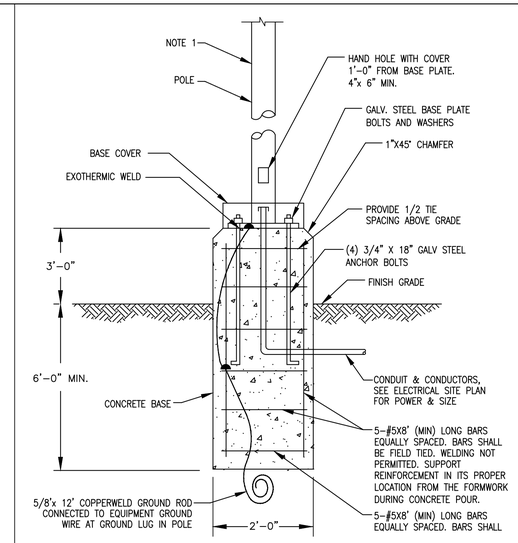


Show accessible route on photometric plan.

Completed

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Entrance East		5.1 fc	6.7 fc	4.2 fc	1.6:1	1.2:1
Entrance South		3.7 fc	5.4 fc	2.9 fc	1.9:1	1.3:1
Fuel Canopy		31.0 fc	42.5 fc	23.7 fc	1.8:1	1.3:1
Overall Area		5.9 fc	42.5 fc	0.0 fc	N/A	N/A
Parking Building		7.5 fc	18.4 fc	3.3 fc	5.6:1	2.3:1
Parking North		6.0 fc	8.5 fc	4.8 fc	1.8:1	1.3:1
Dumpster		3.1 fc	5.4 fc	1.4 fc	3.9:1	2.2:1
Property Line		0.6 fc	3.1 fc	0.0 fc	N/A	N/A
Site Accessible route		11.1 fc	36.8 fc	1.1 fc	33.5:1	10.1:1

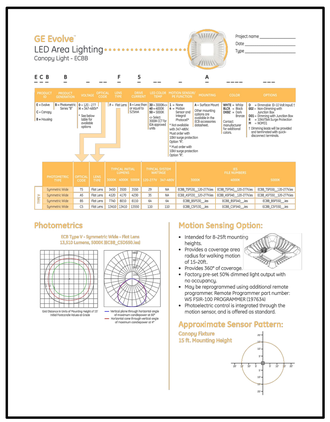
Schedule										
Symbol	Label	QTY	Catalog Number	Description	Lamp	Number Lamps	Lumens per Lamp	LLF	Wattage	Height
	CB	16	ECBB_C5F540_____	EVOLVE LED CANOPY LIGHT - ECBB	LED	1	13409	1	110	16'
	SA.2	3	DSX2 LED P1 40K TFTM MVOLT HS	DSX2 LED P1 40K TFTM MVOLT with houseside shield	LED	1	14797	1	140	3' Base 17' Pole 20" Total
	SB2	1	DSX2 LED P1 40K TFTM MVOLT	DSX2 LED P1 40K TFTM MVOLT	LED	1	18951	1	280	3' Base 17' Pole 20" Total
	SA	2	DSX2 LED P1 40K TFTM MVOLT	DSX2 LED P1 40K TFTM MVOLT	LED	1	18951	1	140	3' Base 17' Pole 20" Total
	SC	1	DSX1 LED P9 40K T1S MVOLT	DSX1 LED P9 40K T1S MVOLT	LED	1	27550	1	241	16' Pole 16' Total
	SD	1	DSX2 LED P1 40K RCCO MVOLT	DSX2 LED P9 40K RCCO MVOLT	LED	1	11562	1	140	3' Base 17' Pole 20" Total
	CA	10	ECBB_A5F540_____-120-277V	EVOLVE LED CANOPY LIGHT - ECBB	LED	1	4170	1	35	10'
	W	9	GCS-A01-740-T3M	Geoform Wall Sconce - cylinder, 20 LED's, 4000K CCT, TYPE T3M OPTIC, 70CRI	(1) LDGN66 Reduced Pixelated Array(s) DRIVEN AT 317mA	1	1756	1	10.2	7'

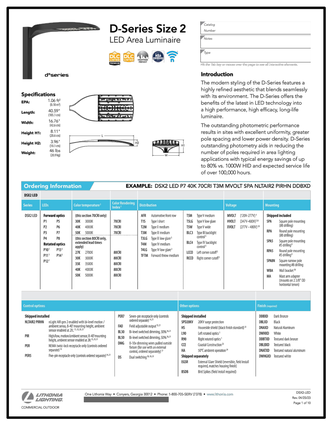


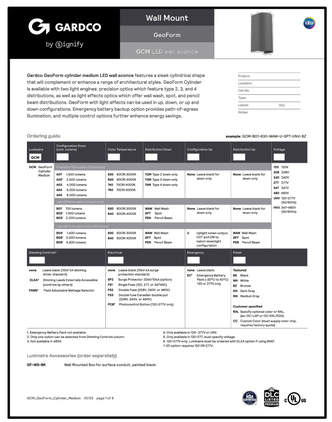
GENERAL NOTE: IF MANUFACTURER SPECIFICATIONS FOR LIGHT POLE BASES ARE DIFFERENT THAN THOSE REPRESENTED HERE, THE GREATER REQUIREMENT IS TO BE FURNISHED.

NOTE 1: FOR TOTAL HEIGHT OF POLE FROM GROUND REFER TO PHOTOMETRIC SCHEDULE.

LIGHT POLE BASE DETAIL
SCALE: N.T.S.
2







SITE PHOTOMETRIC PLAN
SCALE: 1/16"=1'-0"
1

NICK'S CONVENIENCE - JACKSON GAP (#1682725)

THE DIMENSION GROUP
ARCHITECTURE· CIVIL ENGINEERING ·MEP ENGINEERING
5600 S Quebec St., Ste. 205B, Greenwood Village, CO 80111
TEL: 720-536-3160 www.dimensiongrp.com

All IN ONE

DESCRIPTION	DATE
	10/06/2023

drawn by	CR
designed by	CR
approved by	AH
project no.	C22-126

PHOTOMETRIC PLAN

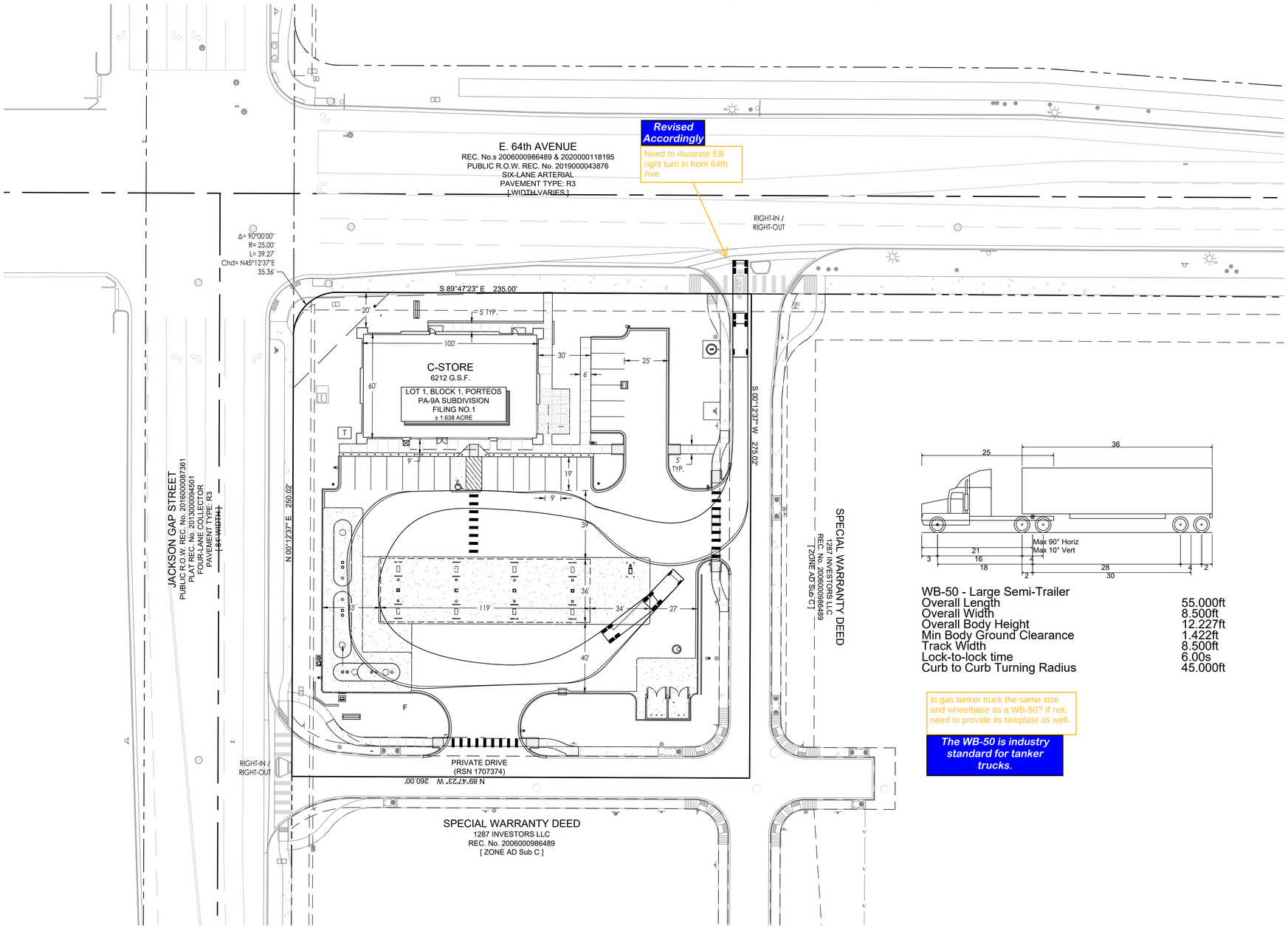
NICK'S CONVENIENCE
xxxxxx E. 64th AVENUE
AURORA, COLORADO

SHEET
10
OF 10

[ent: 24x36TB (Nicks PA-9a).dwg] [SITE PLAN.dwg] [L17301.1 - BORDER.dwg] [L17301.1-BASE.dwg] [L17301.1-SURBASE.dwg]
Drawing name: L:\Nicks Investments\C22-126 - 64th & Jackson Gap\06 MEP\Current CD's\ES1-1 - Site Photometric Plan.dwg Sep 28, 2023 - 3:04pm

SITE PLAN - NICK'S CONVENIENCE

LOT 1, BLOCK 1, PORTEOS PA-9A SUBDIVISION FILING NO. 1
LOCATED IN A PORTION OF THE NORTH ONE-HALF OF SECTION 8,
TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE 6th P.M.
CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO



WB-50 - Large Semi-Trailer	
Overall Length	55.000ft
Overall Width	8.500ft
Overall Body Height	12.227ft
Min Body Ground Clearance	1.422ft
Track Width	8.500ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	45.000ft

Is gas tanker truck the same size and wheelbase as a WB-50? If not, need to provide its template as well.

The WB-50 is industry standard for tanker trucks.

GRAPHIC SCALE
30 0 15 30
1 INCH = 30 FEET

LEGEND

- PARCEL BOUNDARY
- ADJACENT PROPERTY
- SECTION LINE
- EASEMENT LINE
- ADA PATH OF TRAVEL
- PUBLIC STREET STRIPING
- PROPOSED SITE STRIPING
- PUBLIC REGULATORY SIGNS
- STREET LIGHTING/BY-OTHERS
- PROPOSED SITE LIGHTING
- PROPOSED KNOX BOX
- EMERGENCY FUEL SHUT-OFF
- CURB & GUTTER EXISTING/BY-OTHERS
- PROPOSED CURB & GUTTER
- SIDEWALK EXISTING / BY-OTHERS
- PROPOSED SIDEWALK
- PROPOSED ASPHALT PAVING
- PROPOSED CONCRETE PAVING
- SITE TRIANGLES
- BUILDING SETBACK LINE
- ADA PATH

NICK'S CONVENIENCE - JACKSON GAP (#1682725)

THE DIMENSION GROUP
ARCHITECTURE· CIVIL ENGINEERING ·MEP ENGINEERING
5600 S Quebec St., Ste. 205B, Greenwood Village, CO 80111
TEL: 720-536-3160 www.dimensiongrp.com

ALL IN ONE

DATE	DESCRIPTION
07/14/2023	INITIAL SUBMITTAL
10/06/2023	RESPONSE TO COMMENTS UPDATE

drawn by JDT
designed by JDT
approved by –
project no. –

TRUCK MANEUVER EXHIBIT

NICK'S CONVENIENCE
xxxxxx E. 64th AVENUE
AURORA, COLORADO

SHEET
1 OF 1

[C-Base.dwg] [V-Base (Porteos).dwg] [ent 24x36TB (Nicks PA-9a).dwg] [wb-50 circulation of C-Base (2023-06-06).dwg
Drawing name: L:\Nicks Investments\C22-126 - Aurora, CO - 64th & Jackson Gap\02 Civil\CAD\SDP\Truck Exhibit.dwg Oct 05, 2023 - 5:39pm

SM ROCHA, LLC
TRAFFIC AND TRANSPORTATION CONSULTANTS

SMR Response
12/07/2023

2023-10-25 (DJK)
Minor edit needed for Trip Gen tables, also need graphic figure of trip distribution and site trips on roadway network.

Comment acknowledged. Individual responses provided to comments below.

October 5, 2023

Steve Cromer
The Dimension Group
5600 S Quebec Street, Suite 205B
Greenwood Village, Colorado 80111

RE: Nick's Convenience – Jackson Gap
Traffic Generation Comparison and Impact Analysis
Aurora, Colorado

Dear Steve,

SM ROCHA, LLC is pleased to provide traffic generation information for the development entitled Nick's Convenience – Jackson Gap. This development is located on the southeast corner of Jackson Gap Street and E 64th Avenue in Aurora, Colorado.

This information has been revised to address City Staff review comments dated August 22, 2023, regarding referenced traffic studies, traffic generation comparison, and pass-by rates.

The intent of this analysis is to present traffic volumes likely generated by the proposed development, provide a traffic volume comparison to previous land use assumptions approved for the development site within the Porteos PA 9A/9C Transportation Impact Study[1], and consider potential impacts to the adjacent roadway network. This analysis is also provided to include an updated traffic signal warrant analysis at the intersection of Jackson Gap Street and E 64th Avenue.

The following is a summary of analysis results.

Site Description and Access

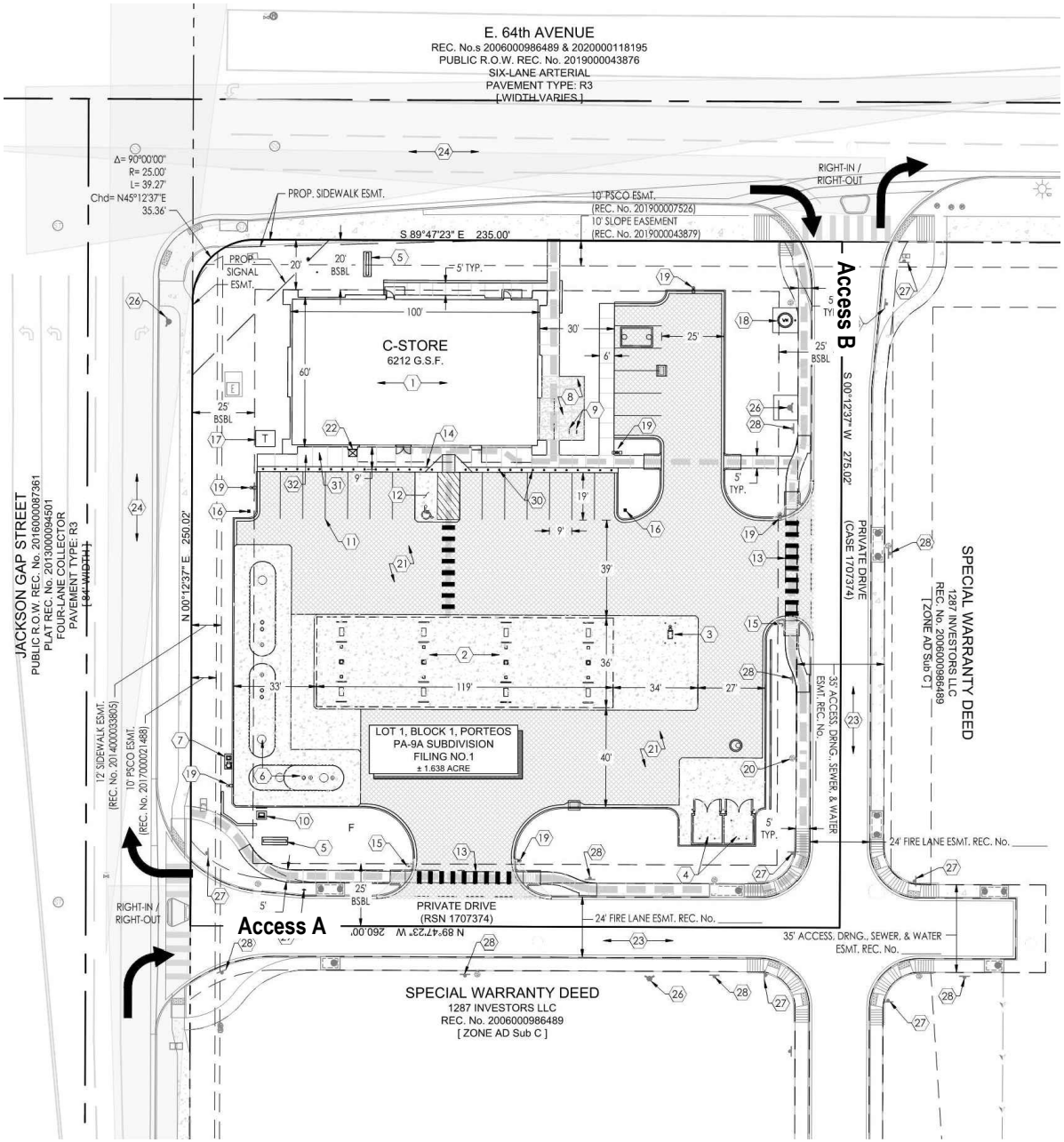
Land for the development is currently vacant and surrounded by open space and a mix of commercial and industrial land uses. The proposed development is understood to entail the new construction of an approximate 6,200-square foot gas station convenience store supporting 16 fueling positions.

Proposed access to the development is provided at the following locations: one right-in / right-out access onto Jackson Gap Street (referred to as Access A) and one right-in / right-out access onto E 64th Avenue (referred to as Access B). Access A and Access B will operate as shared access drives with future commercial developments within the overall area.

General site and access locations are shown on Figure 1. A site plan, as prepared by The Dimension Group, is shown on Figure 2. This plan is provided for illustrative purposes only.

[1] [1] Porteos PA 9A/9C in Aurora: Transportation Impact Study, Felsburg Holt & Ullevig, February 2023.

North
Not to Scale
E 65th Avenue
E 64th Avenue
Development Site
Jackson Gap Street


E. 64th AVENUE
REC. No.s 2006000986489 & 2020000118195
PUBLIC R.O.W. REC. No. 2019000043876
SIX-LANE ARTERIAL
PAVEMENT TYPE: R3
[WIDTH VARIES]
JACKSON GAP STREET
PUBLIC R.O.W. REC. No. 2016000087361
PLAT REC. No. 2013000094501
FOUR-LANE COLLECTOR
PAVEMENT TYPE: R3
[84' WIDTH]
C-STORE
6212 G.S.F.
LOT 1, BLOCK 1, PORTEOS
PA-9A SUBDIVISION
FILING NO.1
± 1.638 ACRE
Access A
Access B
PRIVATE DRIVE
(RSN 1707374)
PRIVATE DRIVE
(CASE 1707374)
SPECIAL WARRANTY DEED
1287 INVESTORS LLC
REC. No. 2006000986489
[ZONE AD Sub C]
RIGHT-IN / RIGHT-OUT
PROP. SIGNAL ESMT.
PROP. SIDEWALK ESMT.
10' PSCO ESMT.
(REC. No. 2019000007526)
10' SLOPE EASEMENT
(REC. No. 2019000043879)
12' SIDEWALK ESMT.
(REC. No. 2014000033805)
10' PSCO ESMT.
(REC. No. 2017000021488)
35' ACCESS. DRNG., SEWER, & WATER ESMT. REC. No.
24' FIRE LANE ESMT. REC. No.
S 89°47'23" E 235.00'
N 89°47'23" W 260.00'
N 00°12'37" E 250.02'
S 00°12'37" W 275.02'
Δ= 90°00'00"
R= 25.00'
L= 39.27'
Chd= N45°12'37"E
35.36'
North
Not to Scale

Vehicle Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation Manual, 11th Edition, were applied to the proposed land use in order to estimate the average daily traffic (ADT) and peak hour vehicle trips. A vehicle trip is defined as a one-way vehicle movement from point of origin to point of destination.

Table 1 presents average trip generation rates for the development area proposed. Use of average trip generation rates presents a conservative analysis. ITE land use code 945 (Convenience Store / Gas Station) was used for analysis because of its best fit to the proposed land use.

Table 1 – Trip Generation Rates

			TRIP GENERATION RATES						
ITE			24	AM PEAK HOUR			PM PEAK HOUR		
CODE	LAND USE	UNIT	HOUR	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
945	Convenience Store/Gas Station	VFP	345.75	15.80	15.80	31.60	13.45	13.45	26.90

Key: VFP = Vehicle Fueling Positions.
Note: All data and calculations above are subject to being rounded to nearest value.

Table 2 summarizes the projected ADT and peak hour traffic volumes likely generated by the land use area proposed and provides comparison to traffic volume estimates of the previously approved land use.

Add note that this was for a 3,500 sf convenience store, ITE subcategory 2-4k facility

Note added.

Table 2 – Trip Generation Summary

				TOTAL TRIPS GENERATED						
				24	AM PEAK HOUR			PM PEAK HOUR		
	LAND USE	SIZE		HOUR	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
Site Development - Previously Approved										
945	Convenience Store/Gas Station	16	VFP	3,383	128	129	257	147	148	295
	Previously Approved Total:			*3,383*	*128*	*129*	*257*	*147*	*148*	*295*
Site Development - Proposed										
945	Convenience Store/Gas Station	16	VFP	5,532	253	253	506	215	215	430
	Proposed Total:			*5,532*	*253*	*253*	*506*	*215*	*215*	*430*
	Difference Total:			***2,149***	***125***	***124***	***249***	***68***	***67***	***135***

Key: VFP = Vehicle Fueling Positions.
Note: All data and calculations above are subject to being rounded to nearest value.

Add note that this is for the proposed 6,200 sf convenience story, ITE subcategory 5.5-10k facility

proposed development area has the potential to generate approximately 5,532 those occurring during the morning peak hour and 430 during the afternoon

Note added.

Adjustments to Trip Generation Rates

A development of this type is likely to attract pass-by trips from the adjacent roadway system. ITE defines a pass-by trip as an intermediate stop on the way from an origin to a primary trip destination without a route diversion. Due to this behavior, pass-by trips are not considered as "new" traffic generated by the development since the trips are already present on the roadway network enroute to their primary destination.

Pass-by trips are especially common to service stations with convenience store land uses given the convenience provided by these businesses on the way to another primary destination such as a place of work or home. For example, published ITE pass-by and diverted link trip data from ITE's Trip Generation Handbook, 3rd Edition, indicates an average trip generation reduction rate of 62 percent during the AM peak traffic hour and 56 percent during the PM peak traffic hour as typical to convenience store / gas station land uses.

Reviewed, accept values as presented

Upon consideration of the proposed land us ursuant to ITE average data to the proposed land use in order to accou pass-by trip generation. ITE average pass-by trip percentages used are presented in Table 3. It is noted that the approved Porteos PA 9A/9C traffic study did not apply reductions due to pass-by trips. However, pass-by rates were applied to the previously approved trip generation in order to provide for a more accurate comparison.

Comment acknowledged.

Table 3 illustrates projected ADT, AM Peak Hour, and PM Peak Hour traffic volumes likely generated by the proposed development upon build-out with reductions applied due to pass-by trips. Average daily (24-Hour) pass-by trip percentages were estimated as the average between the AM and PM peak hour rates indicated by ITE.

Table 3 – Trip Generation Summary with Reductions

			TOTAL NEW TRIPS GENERATED						
ITE			24	AM PEAK HOUR			PM PEAK HOUR		
CODE	LAND USE	SIZE	HOUR	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
Site Development - Previously Approved									
		Pass-By Trip Reduction:	*59%*	*62%*	*62%*	*62%*	*56%*	*56%*	*56%*
945	Convenience Store/Gas Station	16 VFP	1,387	49	49	98	65	65	130
		Previously Approved Total:	*1,387*	*49*	*49*	*98*	*65*	*65*	*130*
Site Development - Proposed									
		Pass-By Trip Reduction:	*59%*	*62%*	*62%*	*62%*	*56%*	*56%*	*56%*
945	Convenience Store/Gas Station	16 VFP	2,268	96	96	192	95	95	189
		Proposed Total:	*2,268*	*96*	*96*	*192*	*95*	*95*	*189*
		Difference Total:	***881***	***47***	***47***	***94***	***30***	***30***	***60***

Key: VFP = Vehicle Fueling Positions.
Note: All data and calculations above are subject to being rounded to nearest value.

Upon build-out and with consideration for pass-by trip reductions, Table 3 illustrates that the proposed development has the potential to generate approximately 2,268 daily trips with 192 of those occurring during the morning peak hour and 189 during the afternoon peak hour. Compared to the previously approved land use, this represents a potential increase in site traffic generation of approximately 881 new daily trips with 94 of those occurring during the morning peak hour and 60 during the afternoon peak hour.

It is noted that the proposed development accommodates an approximate 6,200 square foot convenience store, compared to the previously approved 3,500 square foot development. ITE trip generation rates consider both vehicle fueling positions and square-footage of the development, therefore gas station/convenience store developments with the same amount of vehicle fueling positions will likely experience different site-generated trip rates if the convenience stores have different footprints. As a result, the proposed convenience store/gas station is expected to generate more trips than that previously approved.

agreed

Comment acknowledged.

Trip Generation Distribution and Assignment

Overall directional distribution of site-generated traffic was determined based on existing area land uses, the site location within the City, and the available roadway network. Site-generated traffic is anticipated to be distributed through each proposed access. Distribution along Jackson Gap Street is general and assumed to be 50 percent to/from the north and 15 percent to/from the south. Distribution along E 64th Avenue is assumed to be 30 percent to/from the west and 5 percent to/from the east. Additional pass-by trip distribution is assumed to include vehicle routes heading east along E 64th Avenue and north along Jackson Gap Street. Distribution percentages utilized for pass-by trips are anticipated to be 50 percent from the west and the south.

Traffic assignment is how the site-generated and distributed trips are expected to be loaded on the roadway network. Applying assumed trip distribution patterns to site-generated traffic provides the peak hour trip volume assignments for the proposed accesses. These volumes are then divided further upon travel through adjacent roadways serving the overall development area. Table 4 below uses the difference in trip generation volumes from Table 3 and denotes projected traffic volumes at each proposed access and the adjacent intersection.

It is to be noted that the overall site-generated trip assignments shown in Table 4 represent the combination of both primary trip generation and pass-by trips. Due to the application of pass-by trips, some negative site-generated trips are shown at the study intersections. These negative trips are the result of redistributing existing through volumes along Jackson Gap Street and E 64th Avenue to site-generated ingress volumes.

Provide a graphic figure depicting trip distribution and trip assignment from the site onto the roadway network around the intersection of 64th & Jackson Gap as well as the site accesses.

Site generated trip distribution/assignment figure added.

Table 4 – Site Generated Trip Assignment

DEVELOPMENT ACCESS TURNING MOVEMENTS	AM PEAK HOUR		PM PEAK HOUR	
	Inbound Volume	Outbound Volume	Inbound Volume	Outbound Volume
Access A / Jackson Gap Street				
Westbound Right	-	61	-	34
Northbound Through	-39	-	-19	-
Northbound Right	53	-	27	-
Southbound Through	7	7	4	5
Access B / E 64th Avenue				
Eastbound Through	-39	-	-19	-
Eastbound Right	72	-	41	-
Westbound Through	-	21	-	14
Northbound Right	-	63	-	33
E 64th Avenue / Jackson Gap Street				
Eastbound Through	12	-	8	-
Eastbound Right	2	-	1	-
Westbound Left	3	7	2	5
Westbound Through	-	7	-	5
Westbound Right	-	7	-	4
Northbound Left	-	7	-	5
Northbound Through	-	16	-	10
Southbound Left	21	-	14	-
Southbound Through	2	-	1	-

Development Impacts

As Tables 3 and 4 show, there is an increase in peak hour traffic volumes anticipated for the proposed development. These volumes are expected to have a potential impact for when signalization at the intersection of Jackson Gap Street and E 64th Avenue may be warranted.

Total Traffic Signal Warrant – Year 2025

For purposes of this study, it is anticipated that development construction would be completed by end of Year 2025. In order to conduct a signal warrant analysis for Year 2025 total traffic conditions, traffic volumes were obtained from the Porteos PA 9A/9C Transportation Impact Study. Short-term total volumes were obtained from the reference study which also account for projected trips from future developments in the area. These volumes were then added to the site-generated trips for this development in order to project Year 2025 total traffic volumes for the Jackson Gap Street and E 64th Avenue intersection.

These total volumes were then used to conduct a signal warrant analysis for the Jackson Gap Street and E 64th Avenue intersection in order to review potential for traffic signal control. Analysis results conclude that the intersection was found to be above the minimum vehicle volumes required to meet Warrant 3 – Peak Hour, from the Manual on Uniform Traffic Control Devices (MUTCD)[2], for the installation of a traffic signal. Warrant study worksheets are provided for reference in Attachment A.

Warrant 3 is intended for use at locations where traffic conditions are such that for a minimum of one hour on an average day, the minor-street (E 64th Avenue) traffic suffers undue delay when entering or crossing the major street (Jackson Gap Street). This assumption provides for a conservative analysis. Said intersection should be monitored further by City Staff as area development occurs to determine when signalization installation is appropriate.

[2] Manual on Uniform Traffic Control Devices, 2009 Edition, Federal Highway Administration, May 2012.

Conclusion

This analysis assessed traffic generation for the Nick's Convenience – Jackson Gap development, provided a traffic volume comparison to previous land use assumptions approved for the development site, and considered potential impacts to the adjacent roadway network.

It is our professional opinion that the proposed site-generated traffic is expected to create minimal negative impact to traffic operations for the surrounding roadway network and proposed site accesses, as well as at the Jackson Gap Street intersection with E 64th Avenue. Signal warrant analysis concludes that a traffic signal is warranted at the Jackson Gap Street and E 64th Avenue intersection under projected Year 2025 total traffic conditions.

We trust that our findings will assist in the planning and approval of the Nick's Convenience - Jackson Gap development. Please contact us should further assistance be needed.

Sincerely,

SM ROCHA, LLC
Traffic and Transportation Consultants

Megan Bock, EIT
Traffic Engineer

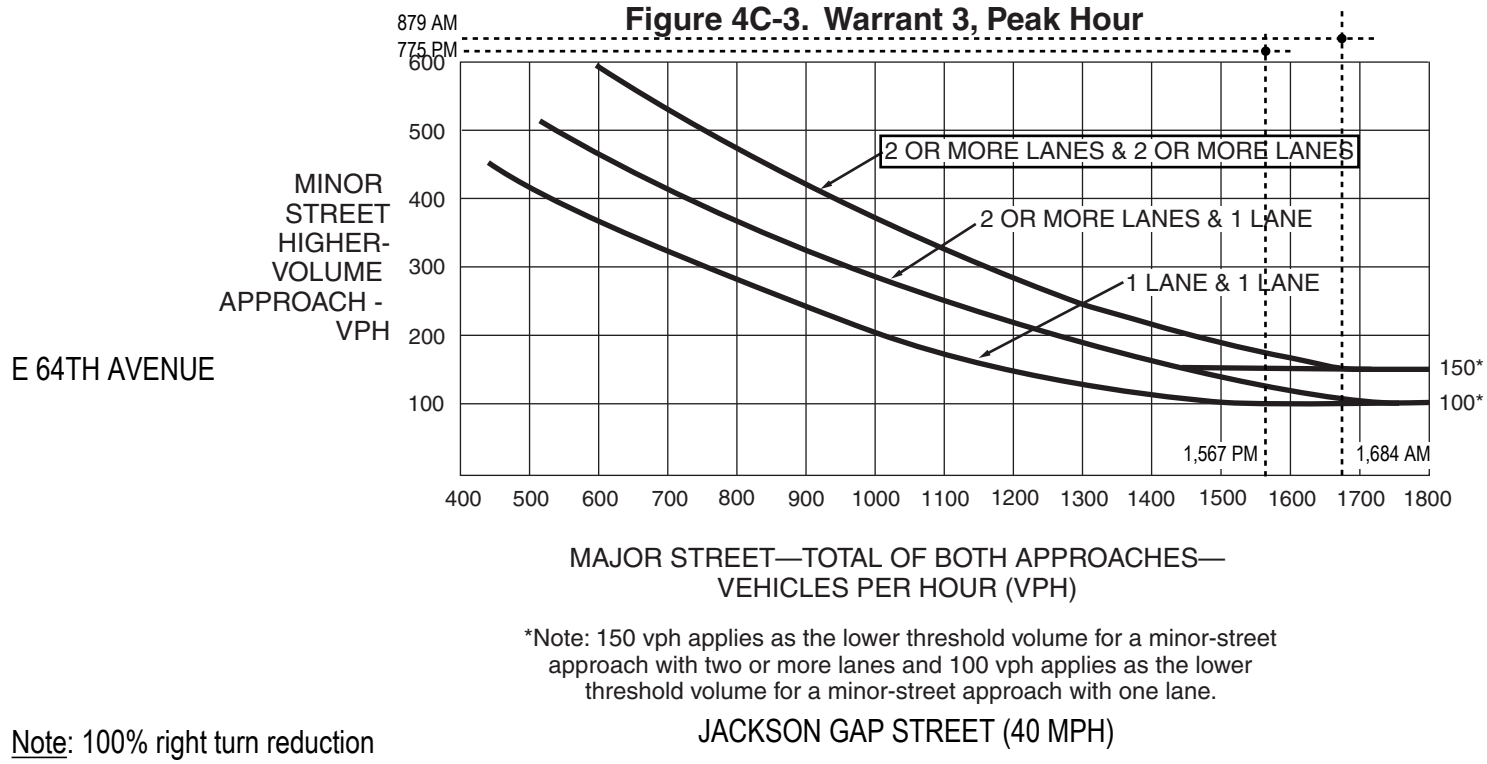
COLORADO REGISTERED
FREDERICK C. LANTZ
23410
10/05/2023
PROFESSIONAL ENGINEER

Fred Lantz, PE
Traffic Engineer

ATTACHMENT A

Warrant Analysis Forms

Figure 4C-3. Warrant 3, Peak Hour



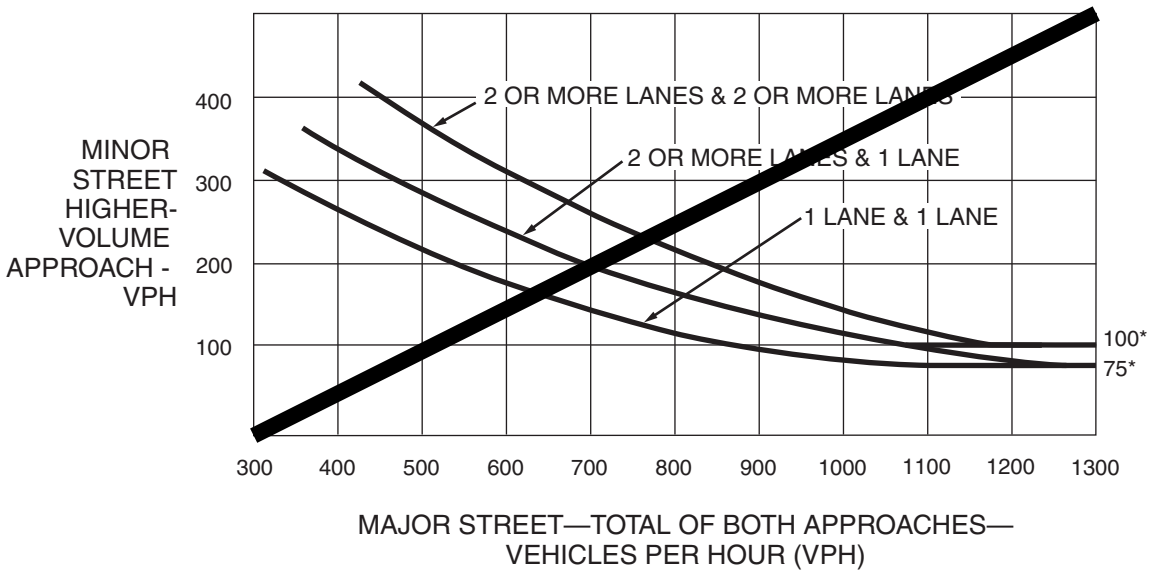
*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

JACKSON GAP STREET (40 MPH)

Note: 100% right turn reduction applied along Jackson Gap Street.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.