

August 28, 2019

City of Aurora – Planning Department
Stephen Rodriguez
15151 E. Alameda Pkwy
Aurora CO 80012

Re: **Initial Submission Review – Porteos** (Infrastructure CSP)
Application Number: **DA-1903-13**
Case Number(s): **2019-6032-00**

Dear Mr. Rodriguez:

Thank you for your comments for the Porteos Phase 5 Infrastructure CSP Initial Review, which we received on August 1, 2019. We have addressed both the written and redline comments in the following pages. The below items have been included with the resubmittal.

- ISP
- PIP
- Response to Comment Letter (including all response to redlines)
- Master Utility Letter
- Traffic Letter
- Real Property Dedication Documents

Please feel free to reach out with any questions or concerns by phone at 303.892.1166 or by email at lveilehr@norris-design.com

Sincerely,
Norris Design



Leanne Vielehr
Senior Associate

Initial Submission Review

PLANNING DEPARTMENT COMMENTS

1. Community Questions Comments and Concerns

1A. Referrals were sent to abutting property owners and outside agencies and comment. No comments were received to date.

Response: Comment noted, thank you.

2. Completeness and Clarity of the Application

2A. The application as submitted is complete.

Response: Comment noted, thank you.

3. Landscape Design Issues

Reviewed by: Kelly K. Bish / kbish@auroragov.org / 303-739-7189 / PDF comment color is bright teal.

Sheet 7

- Update the Standard Right of Way Table per the comment.

Response: Standard Right of Way Table has been updated.

Sheet 9

- Turn the mulch hatch off as it makes it difficult to read the actual plant material. Handle the mulch treatment with a note.

Response: Mulch hatch has been turned off.

- Please include the landscaping for the south side of the street so that a comprehensive review can be done that includes both sides to ensure a uniform streetscape.

Response: The landscape on the south side of the street has been add for a comprehensive review

- Include the streetscape associated with JAG. It should be grayed back and a note added to the plan that states that the streetscape to be installed by the adjoining property owner.

Response: The streetscape has been added.

- Change some of the tree species comments.

Response: Tree species have been changed.

Sheet 10

- Change some of tree species per the comments.

Response: Tree species have been changed.

Sheet 11

- The landscape plans prepared for Powhaton Road south of 60th Avenue have a 3' rock strip along the entire face of the road and not just in front of the shrub beds. Please replicate along Powhaton from 60th to 64th.

Response: The 3' cobble strip has been changed to match the rest of the streetscape

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

4. Engineering (Public Works)

Reviewed by: Kristin Tanabe 303-739-7306 / ktanabe@auroragov.org

4A. ISP Sheet 1 - The site plan will not be approved by public works until the preliminary drainage letter/report is approved.

Response: Acknowledged.

4B. please remove AutoCad SHX text items in the comment section. Please flatten to reduce select-ability of the items.

Response: SHX text removed.

4C. Sheet 3 – Dimension existing sidewalk.

Response: Existing sidewalk has been dimensioned

4D. Sheet 5 – 10' sidewalk typical.

Response: Cross sections have been updated.

4E. PIP Amendment Page 1 - Why only on the south side? Removing bike lanes and providing multi-use sidewalks requires 10' minimum width.

Response: Updated ROW includes 10' sidewalks on both sides.

4F. Sheet 1 – 108" with the additional sidewalk width.

Response: ROW has been updated to 108'.

4G. This should be 10' as well.

Response: Walk has been resized to 10'.

4H. 106'? Isn't the section carried through?

Response: 108' section is carried through. Label has been adjusted.

5. Traffic Engineering

Reviewed by: Brianna Medema 303-739-7336 / bmedema@auroragov.org

5A. Traffic Impact memo – See the numerous redlines in the Traffic memo.

Response: Volumes have been adjusted using the 3 PCE per HV per the SHAC for the purposes of sizing storage lengths in Table 1.

Traffic forecasts are based on the Porteos master traffic study and adjusted where appropriate based on better known land uses (JAG, Karcher, etc.), hence the word “blended”.

COA TIS guidelines indicate that cycle lengths of 90 seconds should be the baseline and increased until an acceptable level of service can be achieved. Cycle lengths of 120 seconds have been used throughout in the memo.

Peak Hour Factors have been reduced back to 0.92 for all peak hour analysis.

In the Porteos master traffic study it was assumed that 64th would continue to the east in a meaningful manner beyond Porteos. At this time developers have indicated that this is no longer anticipated and thereby eliminates some background traffic that was previously included. In addition trip generation of sites within Porteos are lower than the initial estimates presented in the master traffic study.

Figure ES-3 in the NEATS Refresh indicates 64th Avenue as a 6-lane cross section east of Harvest Road to Powhaton Road, and a 4-lane cross section east of Powhaton Road. The volumes along 64th Avenue shown in this memo are lower than initial estimates in the Porteos master traffic study due in part to the lack of connectivity to the east, however they do fall in line with 2040 daily traffic numbers presented on Figure ES-2 of the NEATS Refresh. These volumes support the construction of a 4-lane cross section between Harvest

Road and Powhaton Road, and a 2-lane cross sections east of Powhaton Road based on volume thresholds presented in Table 2 of the NEATS Refresh which indicate they would operate at LOS C or better with the reduced cross sections.

Queue length tables have an added column to separate out 95% queuing recommendations and SHAC recommendations.

Volumes along Jackson Gap are not anticipated to be significant and were in fact is not modeled in the NEATS Refresh south of 64th Avenue (Harvest Road was). Heavy left turn movements are not anticipated since Harvest Road will serve the bulk of north/south traffic as it is designated as a major arterial roadway and provides more direct connections to the adjacent roadway network.

5B. PIP Amendment – See redlines regarding NEATS, Traffic memo and crossings.
Response: Acknowledged.

5C. ISP Sheet 1 - Add note " Traffic Signal Escrow will apply at multiple locations and will be applied per percentage of land area per Planning Area and will comply with the adopted Traffic Signal Escrow Code."
Response: Noted added.

5D. Proposed laneages do not match NEATS. Ensure proposed laneages match NEATS and Traffic Memo auxiliary lane recommendations to CDOT SHAC. Provide dimensions for all auxiliary lanes.
Response: Laneage now matches traffic study.

5E. Sheet 3 - Reduced section is not supported by Traffic Engineering. Per NEATS two through lanes are needed in each direction to Powhaton Rd.
Response: The road has been dimensioned to accommodate the traffic study. The road is sized to allow for two through lanes each direction. Dimensions and linework will be provided with the civil plans.

5F. Left turn pocket looks like it needs to be longer.
Response: The road has been dimensioned to accommodate the traffic study. The road is sized to allow for two through lanes each direction. Dimensions and linework will be provided with the civil plans.

5G. Dimension all turn lanes. Include taper ratio provided.
Response: The road has been dimensioned to accommodate the traffic study. The road is sized to allow for two through lanes each direction. Dimensions and linework will be provided with the civil plans.

5H. Two through lanes in each direction per NEATS.
Response: The road has been dimensioned to accommodate the traffic study. The road is sized to allow for two through lanes each direction. Dimensions and linework will be provided with the civil plans.

5I. Additional through lane is required in each direction. Update to match NEATS. EB right turn lane needs to be dimensioned and match SHAC recommendations (blue in memo).
Response: The road has been dimensioned to accommodate the traffic study. The road is sized to allow for two through lanes each direction. Dimensions and linework will be provided with the civil plans.

5J. Additional Stripping comments will be coming in Civil Plan review.
Response: Acknowledged. Additional striping details will be added with the civil plans.

5K. Sheet 5 – Turn left sign. Where is this placed?

Response: “Left Lane Must Turn Left” sign is used at approximately station 37+00. Text has been made clearer.

5L. Additional striping plans will be coming in Civil Plan review.

Response: Acknowledged. Additional striping details will be added with the civil plans.

5M. Location of all of this landscaping will change once the NEATS required laneage is included.

Response: Landscape has been updated per NEATS laneage.

5N. PIP Amendment - See the various comments on the PIP regarding reduced laneages, NEATS, turn lanes and additional ROW at intersections per TIS and Traffic memo.

Response: Various comments have been responded to. There is no 4-lane arterial within the project site so the cross section was not updated. Title to the modified 4-lane arterial has been updated. Even though the section is modified, COA standard detail S1.5 states 10' median turn lanes for 4-lane arterials is typical, so that was not adjusted to 14'. Area included with proposed improvements to Powhatan Road has been included in the hatching. Additional requested note has been added.

6. Life Safety

Reviewed by: Mark Apodaca 303-739-7656 / mapodaca@auroragov.org

6A. ISP Sheet 1 – see redline comments regarding site plan notes.

Response: Acknowledged.

6B. Sheet 3 - Show the location of all existing and proposed fire hydrants within or abutting this site. The location and bearing of existing fire hydrants located (within 400') outside the plan area shall utilize a fire hydrant symbol with an arrow identifying the distance from the symbol to the existing fire hydrant. This will ensure proper coordination with fire hydrant spacing.

Response: Hydrant locations have been shown and labeled.

6C. Please add existing fire hydrants to all appropriate legends, Typical.

Response: Legend has been updated to show shaded hydrants as existing.

6D. Please update the scales for this page.

Response: Scales have been updated.

6E. Please label the existing fire hydrants.

Response: Existing hydrants have been labeled.

6F. Sheet 4 – See numerous comments regarding fire hydrant locations.

Response: Hydrants have been updated along the west side of Powhatan Road to meet COA spacing requirements. No hydrants will be placed on the east side of Powhatan Road due to existing utilities, per agreements on Porteos Filing No. 2 COA Approval #217148.

6G. Sheet 5 - See the numerous comments regarding fire hydrants.

Response: Comments have been addressed accordingly.

6H. Sheet 6 - Show the location of all existing and proposed fire hydrants within or abutting this site. The location and bearing of existing fire hydrants located (within 400') outside the plan area shall utilize a fire hydrant symbol with an arrow identifying the distance from the symbol to the existing fire hydrant. This will ensure proper coordination with fire hydrant spacing.

Response: Hydrant locations have been shown and labeled.

6I. PIP Amendment - Provide a detail of the revised 106' Modified 4-Lane Arterial within the civil plan package. (Mike Dean).

Response: Proposed cross section is provided in the attached exhibit. The proposed ROW is 108' with 10' sidewalks on each side.

7. Aurora Water

Reviewed by: Casey Ballard 303-739-7296, cballard@auroragov.org

7A. ISP - Sheet 4 – The 24 -inch main and valves should be on the east/west legs of the cross; the 16-inch main valves are on the north/south legs.

Response: Labels and water linework have been corrected to illustrate such.

7B. Label the existing 24-inch cap.

Response: Label has been corrected.

7C. Access is to be provided to this manhole.

Response: Access road has been added.

7D. Indicate which pressure zones are on which side of the PRV.

Response: Pressure zones have been added.

7E. Is this a proposed inlet?

Response: Error has been removed.

7F. Label the 12-inch gate valve.

Response: Label has been corrected. Water line has been relocated.

Sheet 5

7G. Redirect the gravel path to avoid going over the existing valve.

Response: Sidewalk has been redirected to allow roughly 1' gap between existing valve and proposed walk.

7H. Is this an existing 8-inch valve?

Response: Label has been corrected.

Sheet 6

7I. Plan set for JAG offsite shows this hydrant on the north side of 64th Avenue.

Response: Existing hydrant has been updated to its correct position on the north side.

7J. MU Letter – Missing calculations.

Response: Letter has been revised. There is no user identified for PA-6B so all utilities are to be constructed per the MUS.

8. Real Property

Reviewed by: Maurice Brooks / mbrooks@auroragov.org / 303-739-7294 / PDF comment color is magenta.

8A. See the red line changes on the Site Plan. Submit the separate documents directly to Andy Niquette for the review process. Make sure you submit all the necessary accompanying documents for those dedications: closure sheets, ownership information sheets and Certificate of Taxes Due statements.

Response: Bearings, distances and curve data have been added to the proposed centerlines and ROWs. Reception numbers for dedicated easements have been added where possible. A title for the Porteos has been requested and has not yet been received. Therefore, the information for some easements is not

available at this time. Documents for undedicated easements will be submitted. Other various comments have been addressed accordingly.

9. Xcel Energy

9A. Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the documentation for Porteos Infrastructure Site Plan and has no apparent conflict.

Response: Acknowledged.

The property owner/developer/contractor must complete the application process for any new natural gas or electric service, or modification to existing facilities via xcelenergy.com/InstallAndConnect. The Builder's Call Line is 1-800-628-2121. It is then the responsibility of the developer to contact the Designer assigned to the project for approval of design details. Additional easements may need to be acquired by separate document for new facilities.

Response: Acknowledged.

SLOPE EASEMENT A DESCRIPTION:

A SLOPE EASEMENT SITUATED WITHIN THE NORTHEAST QUARTER OF SECTION 8, TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
 COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 8, TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN AND CONSIDERING THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 8, BEING MONUMENTED ON THE NORTH END BY A FOUND 3-1/4 INCH ALUMINUM CAP SET BY PLS 19607 AND ON THE SOUTH END BY A FOUND 3-1/4 INCH ALUMINUM CAP SET BY PLS 19607, TO BEAR SOUTH 00°19'54" EAST, 2658.06 FEET WITH ALL BEARINGS CONTAINED HEREIN BEING RELATIVE THERETO;
 THENCE SOUTH 28°35'37" WEST, A DISTANCE OF 192.28 FEET TO THE POINT OF BEGINNING;
 THENCE SOUTH 00°19'54" EAST, A DISTANCE OF 288.53 FEET;
 THENCE SOUTH 05°05'43" EAST, A DISTANCE OF 144.50 FEET;
 THENCE SOUTH 00°19'54" EAST, A DISTANCE OF 1659.46 FEET;
 THENCE SOUTH 89°56'59" WEST, A DISTANCE OF 0.88 FEET;
 THENCE NORTH 02°51'00" WEST, A DISTANCE OF 1077.20 FEET;
 THENCE NORTH 01°22'28" EAST, A DISTANCE OF 125.03 FEET;
 THENCE NORTH 03°53'22" EAST, A DISTANCE OF 350.95 FEET;
 THENCE NORTH 05°53'41" WEST, A DISTANCE OF 253.54 FEET;
 THENCE NORTH 00°55'32" WEST, A DISTANCE OF 67.86 FEET;
 THENCE NORTH 05°34'57" EAST, A DISTANCE OF 221.84 FEET;
 THENCE NORTH 89°40'06" EAST, A DISTANCE OF 9.09 FEET TO THE POINT OF BEGINNING.
 SAID PARCEL OF LAND CONTAINING A CALCULATED AREA OF 56,888 SQUARE FEET OR 1.306 ACRES, MORE OR LESS.
 THE LINEAL UNIT USED IN THE PREPARATION OF THIS LEGAL DESCRIPTION IS THE U.S. SURVEY FOOT AS DEFINED BY THE UNITED STATES DEPARTMENT OF COMMERCE, NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY.

SLOPE EASEMENT B DESCRIPTION:

A SLOPE EASEMENT SITUATED WITHIN THE NORTHWEST QUARTER OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
 COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 9, TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN AND CONSIDERING THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 9, BEING MONUMENTED ON THE NORTH END BY A FOUND 3-1/4 INCH ALUMINUM CAP SET BY PLS 19607 AND ON THE SOUTH END BY A FOUND 3-1/4 INCH ALUMINUM CAP SET BY PLS 19607, TO BEAR SOUTH 00°19'54" EAST, 2658.06 FEET WITH ALL BEARINGS CONTAINED HEREIN BEING RELATIVE THERETO;
 THENCE SOUTH 00°19'54" EAST, A DISTANCE OF 168.30 FEET TO THE POINT OF BEGINNING;
 THENCE NORTH 89°40'06" EAST, A DISTANCE OF 27.05 FEET;
 THENCE SOUTH 02°35'10" EAST, A DISTANCE OF 441.29 FEET;
 THENCE SOUTH 00°41'18" EAST, A DISTANCE OF 783.13 FEET;
 THENCE SOUTH 00°57'30" WEST, A DISTANCE OF 868.69 FEET;
 THENCE SOUTH 89°56'59" WEST, A DISTANCE OF 29.74 FEET;
 THENCE NORTH 00°19'54" EAST, A DISTANCE OF 2092.39 FEET TO THE POINT OF BEGINNING.
 SAID PARCEL OF LAND CONTAINING A CALCULATED AREA OF 86,762 SQUARE FEET OR 1.992 ACRES, MORE OR LESS.
 THE LINEAL UNIT USED IN THE PREPARATION OF THIS LEGAL DESCRIPTION IS THE U.S. SURVEY FOOT AS DEFINED BY THE UNITED STATES DEPARTMENT OF COMMERCE, NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY.

UTILITY EASEMENT A DESCRIPTION:

A UTILITY EASEMENT SITUATED WITHIN THE NORTHWEST QUARTER OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
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 THENCE NORTH 00°19'54" WEST, A DISTANCE OF 398.35 FEET TO THE POINT OF BEGINNING;
 THENCE NORTH 00°19'54" WEST, A DISTANCE OF 16.00 FEET;
 THENCE NORTH 89°36'25" EAST, A DISTANCE OF 210.00 FEET;
 THENCE SOUTH 00°19'54" EAST, A DISTANCE OF 16.00 FEET;
 THENCE SOUTH 89°36'25" WEST, A DISTANCE OF 210.00 FEET TO THE POINT OF BEGINNING.
 SAID PARCEL OF LAND CONTAINING A CALCULATED AREA OF 3,360 SQUARE FEET OR 0.077 ACRES, MORE OR LESS.
 THE LINEAL UNIT USED IN THE PREPARATION OF THIS LEGAL DESCRIPTION IS THE U.S. SURVEY FOOT AS DEFINED BY THE UNITED STATES DEPARTMENT OF COMMERCE, NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY.

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 THENCE NORTH 00°19'54" WEST, A DISTANCE OF 398.35 FEET;
 THENCE NORTH 89°40'06" EAST, A DISTANCE OF 210.00 FEET TO THE POINT OF BEGINNING;
 THENCE NORTH 00°19'54" WEST, A DISTANCE OF 16.00 FEET;
 THENCE NORTH 89°36'25" EAST, A DISTANCE OF 91.27 FEET;
 THENCE SOUTH 00°19'54" EAST, A DISTANCE OF 16.00 FEET;
 THENCE SOUTH 89°36'25" WEST, A DISTANCE OF 91.27 FEET TO THE POINT OF BEGINNING.
 SAID PARCEL OF LAND CONTAINING A CALCULATED AREA OF 1,460 SQUARE FEET OR 0.034 ACRES, MORE OR LESS.
 THE LINEAL UNIT USED IN THE PREPARATION OF THIS LEGAL DESCRIPTION IS THE U.S. SURVEY FOOT AS DEFINED BY THE UNITED STATES DEPARTMENT OF COMMERCE, NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY.

UTILITY EASEMENT C DESCRIPTION:

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 THENCE NORTH 00°19'54" WEST, A DISTANCE OF 15.19 FEET TO THE POINT OF BEGINNING;
 THENCE NORTH 00°19'54" WEST, A DISTANCE OF 16.00 FEET;
 THENCE NORTH 89°59'34" EAST, A DISTANCE OF 210.00 FEET;
 THENCE SOUTH 00°19'54" EAST, A DISTANCE OF 16.00 FEET;
 THENCE SOUTH 89°59'34" WEST, A DISTANCE OF 210.00 FEET TO THE POINT OF BEGINNING.
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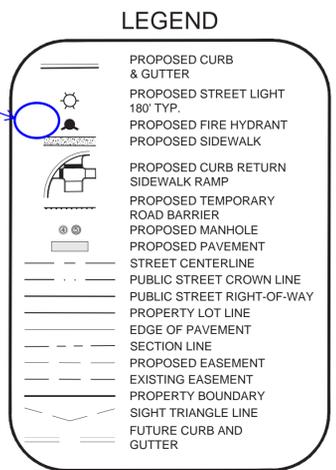
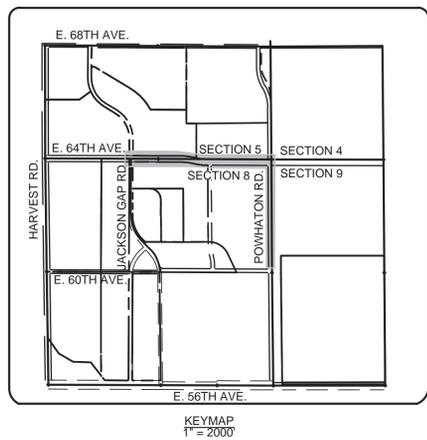
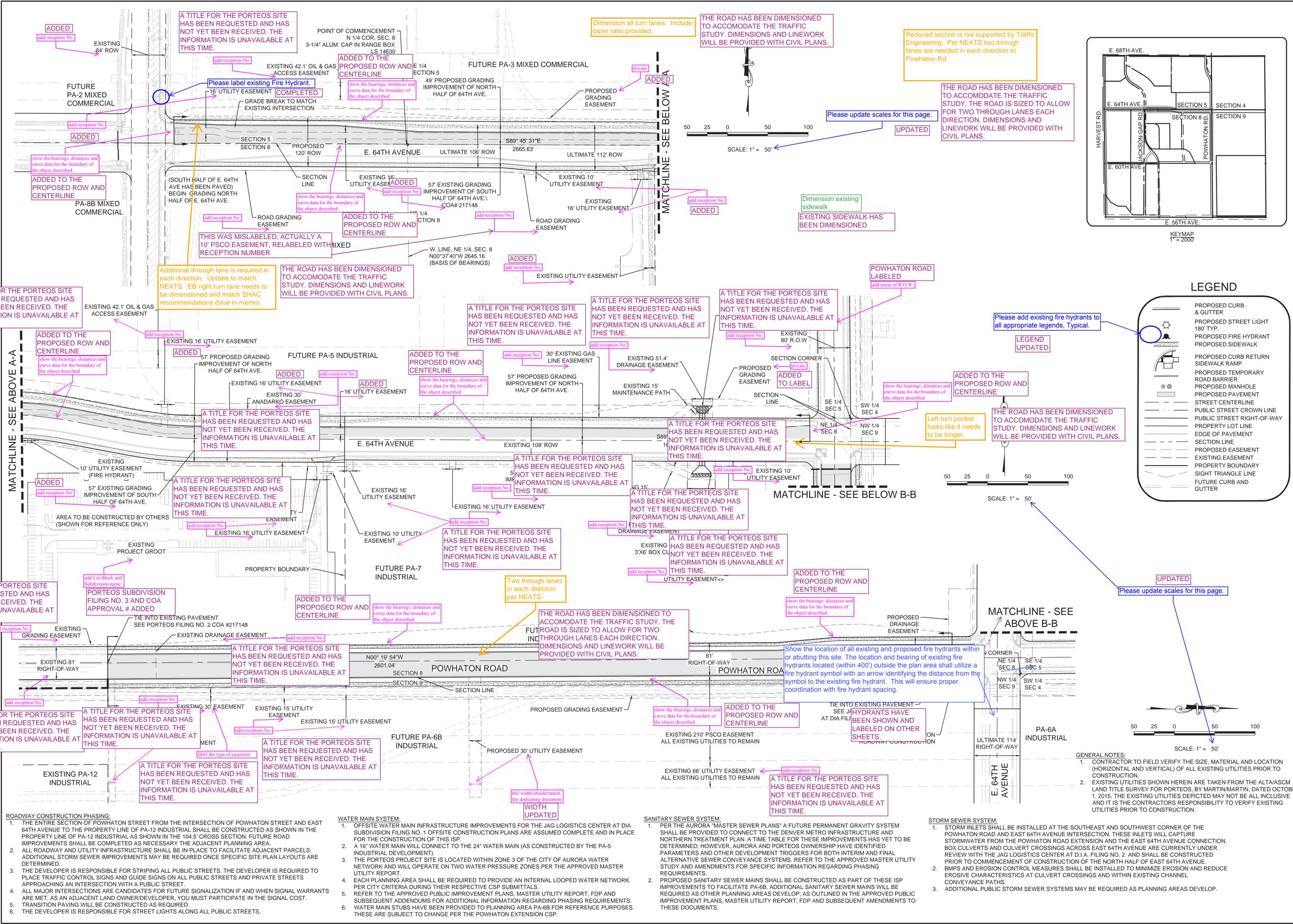
UTILITY EASEMENT D DESCRIPTION:

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 THENCE NORTH 00°19'54" WEST, A DISTANCE OF 14.00 FEET;
 THENCE NORTH 89°40'06" EAST, A DISTANCE OF 210.00 FEET TO THE POINT OF BEGINNING;
 THENCE NORTH 00°19'54" WEST, A DISTANCE OF 16.00 FEET;
 THENCE NORTH 89°59'31" EAST, A DISTANCE OF 71.09 FEET;
 THENCE SOUTH 00°00'14" EAST, A DISTANCE OF 16.00 FEET;
 THENCE SOUTH 89°59'34" WEST, A DISTANCE OF 71.00 FEET;
 SAID PARCEL OF LAND CONTAINING A CALCULATED AREA OF 1,137 SQUARE FEET OR 0.026 ACRES, MORE OR LESS.
 THE LINEAL UNIT USED IN THE PREPARATION OF THIS LEGAL DESCRIPTION IS THE U.S. SURVEY FOOT AS DEFINED BY THE UNITED STATES DEPARTMENT OF COMMERCE, NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY.

Submit the separate documents directly to Andy Niquette for the review process. Make sure you submit all the necessary accompanying documents for those dedications: closure sheets, ownership information sheets and Certificate of Taxes Due statements.

Response: All dedication documents have been included with the resubmittal.

SHEET NUMBER	2	DRAWN BY: KKJS	CHECKED BY: JB	DATE: JULY 3, 2019	SCALE: AS SHOWN	FILE NO: 8130249709	NOTES	PORTEOS - PHASE 5 INFRASTRUCTURE SITE PLAN	ACP DIA 1287 INVESTORS, LLC 4530 E. SHEA BLVD., SUITE 100 PHOENIX, AZ 85028 ATTN: BILL WICHTERMAN P: 602.494.7800	 Norris Design 1101 Bannock Street Denver, CO 80204 P: 303.692.1166 www.norrisdesign.com	Revisions	No.	Date	Appr.	Date
												No.	Date	Appr.	Date



Reduced section is not supported by Traffic Engineering. Per NEATS two through lanes are needed in each direction to Powhatan Rd.

THE ROAD HAS BEEN DIMENSIONED TO ACCOMMODATE THE TRAFFIC STUDY. THE ROAD IS SIZED TO ALLOW FOR TWO THROUGH LANES EACH DIRECTION. DIMENSIONS AND LINWORK WILL BE PROVIDED WITH CIVIL PLANS.

THE ROAD HAS BEEN DIMENSIONED TO ACCOMMODATE THE TRAFFIC STUDY. DIMENSIONS AND LINWORK WILL BE PROVIDED WITH CIVIL PLANS.

Dimension all turn lanes. Include taper ratio provided.

Please update scales for this page.

SCALE: 1" = 50'

EXISTING SIDEWALK HAS BEEN DIMENSIONED

POWATHON ROAD LABELED

Please add existing fire hydrants to all appropriate legends. Typical.

LEGEND UPDATED

Left turn pocket looks like it needs to be longer.

THE ROAD HAS BEEN DIMENSIONED TO ACCOMMODATE THE TRAFFIC STUDY. DIMENSIONS AND LINWORK WILL BE PROVIDED WITH CIVIL PLANS.

SCALE: 1" = 50'

Please update scales for this page.

SCALE: 1" = 50'

- GENERAL NOTES:
- CONTRACTOR TO FIELD VERIFY THE SIZE, MATERIAL AND LOCATION (HORIZONTAL AND VERTICAL) OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.
 - EXISTING UTILITIES SHOWN HEREIN ARE TAKEN FROM THE ALTA/ASCM LAND TITLE SURVEY FOR PORTEOS, BY MARTIN/MARTIN, DATED OCTOBER 1, 2015. THE EXISTING UTILITIES DEPICTED MAY NOT BE ALL INCLUSIVE AND IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY EXISTING UTILITIES PRIOR TO CONSTRUCTION.

- ROADWAY CONSTRUCTION PHASING:
- THE ENTIRE SECTION OF POWATHON STREET FROM THE INTERSECTION OF POWATHON STREET AND EAST 64TH AVENUE TO THE PROPERTY LINE OF PA-12 INDUSTRIAL SHALL BE CONSTRUCTED AS SHOWN IN THE PROPERTY LINE OF PA-12 INDUSTRIAL AS SHOWN IN THE 104.5' CROSS SECTION. FUTURE ROAD IMPROVEMENTS SHALL BE COMPLETED AS NECESSARY THE ADJACENT PLANNING AREA.
 - ALL ROADWAY AND UTILITY INFRASTRUCTURE SHALL BE IN PLACE TO FACILITATE ADJACENT PARCELS. ADDITIONAL STORM SEWER IMPROVEMENTS MAY BE REQUIRED ONCE SPECIFIC SITE PLAN LAYOUTS ARE DETERMINED.
 - THE DEVELOPER IS RESPONSIBLE FOR STRIPING ALL PUBLIC STREETS. THE DEVELOPER IS REQUIRED TO PLACE TRAFFIC CONTROL SIGNS AND GUIDE SIGNS ON ALL PUBLIC STREETS AND PRIVATE STREETS APPROACHING AN INTERSECTION WITH A PUBLIC STREET.
 - ALL MAJOR INTERSECTIONS ARE CANDIDATES FOR FUTURE SIGNALIZATION IF AND WHEN SIGNAL WARRANTS ARE MET. AS AN ADJACENT LAND OWNER/DEVELOPER, YOU MUST PARTICIPATE IN THE SIGNAL COST.
 - TRANSITION PAVING WILL BE CONSTRUCTED AS REQUIRED.
 - THE DEVELOPER IS RESPONSIBLE FOR STREET LIGHTS ALONG ALL PUBLIC STREETS.

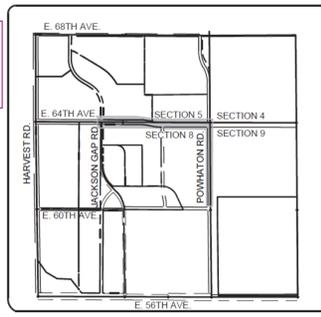
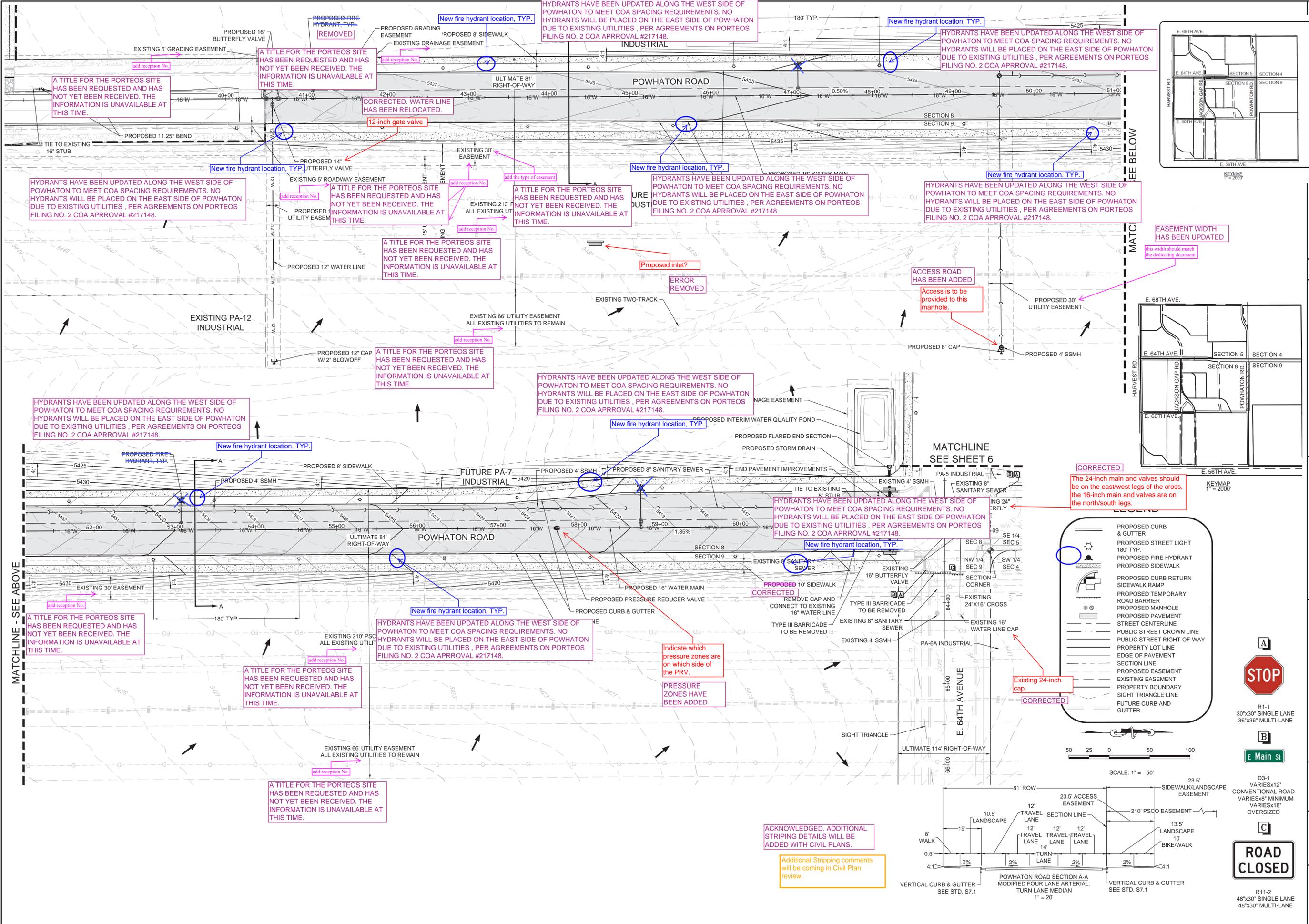
- WATER MAIN SYSTEM:
- OFFSITE WATER MAIN INFRASTRUCTURE IMPROVEMENTS FOR THE JAG LOGISTICS CENTER AT DIA SUBDIVISION FILING NO. 1 OFFSITE CONSTRUCTION PLANS ARE ASSUMED COMPLETE AND IN PLACE FOR THE CONSTRUCTION OF THIS ISP.
 - A 16" WATER MAIN WILL CONNECT TO THE 24" WATER MAIN (AS CONSTRUCTED BY THE PA-5 INDUSTRIAL DEVELOPMENT).
 - THE PORTEOS PROJECT SITE IS LOCATED WITHIN ZONE 3 OF THE CITY OF AURORA WATER NETWORK AND WILL OPERATE ON TWO WATER PRESSURE ZONES PER THE APPROVED MASTER UTILITY REPORT.
 - EACH PLANNING AREA SHALL BE REQUIRED TO PROVIDE AN INTERNAL LOOPED WATER NETWORK PER CITY CRITERIA DURING THEIR RESPECTIVE CSP SUBMITTALS.
 - REFER TO THE APPROVED PUBLIC IMPROVEMENT PLANS, MASTER UTILITY REPORT, FDP AND SUBSEQUENT ADDENDUMS FOR ADDITIONAL INFORMATION REGARDING PHASING REQUIREMENTS.
 - WATER MAIN STUBS HAVE BEEN PROVIDED TO PLANNING AREA PA-6B FOR REFERENCE PURPOSES. THESE ARE SUBJECT TO CHANGE PER THE POWATHON EXTENSION CSP.

- SANITARY SEWER SYSTEM:
- PER THE AURORA "MASTER SEWER PLANS" A FUTURE PERMANENT GRAVITY SYSTEM SHALL BE PROVIDED TO CONNECT TO THE DENVER METRO INFRASTRUCTURE AND NORTHERN TREATMENT PLANT. A TIME TABLE FOR THESE IMPROVEMENTS HAS YET TO BE DETERMINED; HOWEVER, AURORA AND PORTEOS OWNERSHIP HAVE IDENTIFIED PARAMETERS AND OTHER DEVELOPMENT TRIGGERS FOR BOTH INTERIM AND FINAL ALTERNATIVE SEWER CONVEYANCE SYSTEMS. REFER TO THE APPROVED MASTER UTILITY STUDY AND AMENDMENTS FOR SPECIFIC INFORMATION REGARDING PHASING REQUIREMENTS.
 - PROPOSED SANITARY SEWER MAINS SHALL BE CONSTRUCTED AS PART OF THESE ISP IMPROVEMENTS TO FACILITATE PA-6B. ADDITIONAL SANITARY SEWER MAINS WILL BE REQUIRED AS OTHER PLANNING AREAS DEVELOP. AS OUTLINED IN THE APPROVED PUBLIC IMPROVEMENT PLANS, MASTER UTILITY REPORT, FDP AND SUBSEQUENT AMENDMENTS TO THESE DOCUMENTS.

- STORM SEWER SYSTEM:
- STORM INLETS SHALL BE INSTALLED AT THE SOUTHEAST AND SOUTHWEST CORNER OF THE POWATHON ROAD AND EAST 64TH AVENUE INTERSECTION. THESE INLETS WILL CAPTURE STORMWATER FROM THE POWATHON ROAD EXTENSION AND THE EAST 64TH AVENUE CONNECTION. BOX CULVERTS AND CULVERT CROSSINGS ACROSS EAST 64TH AVENUE ARE CURRENTLY UNDER REVIEW WITH THE JAG LOGISTICS CENTER AT D.I.A. FILING NO. 2 AND SHALL BE CONSTRUCTED PRIOR TO COMMENCEMENT OF CONSTRUCTION OF THE NORTH HALF OF EAST 64TH AVENUE.
 - BMPs AND EROSION CONTROL MEASURES SHALL BE INSTALLED TO MINIMIZE EROSION AND REDUCE EROSION CHARACTERISTICS AT CULVERT CROSSINGS AND WITHIN EXISTING CHANNEL CONVEYANCE PATHS.
 - ADDITIONAL PUBLIC STORM SEWER SYSTEMS MAY BE REQUIRED AS PLANNING AREAS DEVELOP.

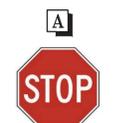
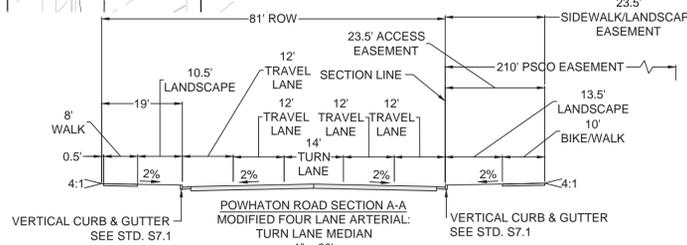
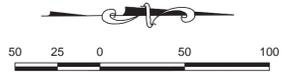
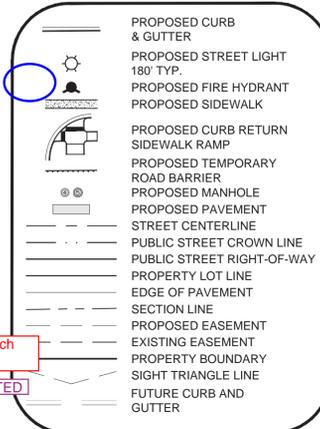
PROJECT: PORTEOS/POWATHON CONNECTION/ENGINEERING/SHEE	DATE: JUNE 2018
DRAWN BY: WSC	CHECKED BY: SJK
SCALE: AS SHOWN	FILE NO: 8130249709
<p>PORTEOS - PHASE 5</p> <p>INFRASTRUCTURE SITE PLAN</p> <p>POWATHON ROAD & E. 64TH AVENUE</p> <p>RIGHT-OF-WAY & EASEMENT EXHIBIT</p>	
<p>CWL</p> <p>CONSULTANTS</p>	
10333 E. Dry Creek Rd., Suite 240, Englewood, CO 80112	Tel: (720) 482-9526 Fax: (720) 482-9546
No.	Revisions
Date	Appr.
Date	Init.
Date	Date

N:\PROJECTS\PORTEOS\POWHATON CONNECTION\ENGINEERING\CONNECTION OVERALL PLAN VIEW - ISP - 3.DWG, JDEF, 7/1/19



EASEMENT WIDTH HAS BEEN UPDATED
(this width should match the dedicating document)

CORRECTED
The 24-inch main and valves should be on the east/west legs of the cross, the 16-inch main and valves are on the north/south legs.



R1-1
30"x30" SINGLE LANE
36"x36" MULTI-LANE

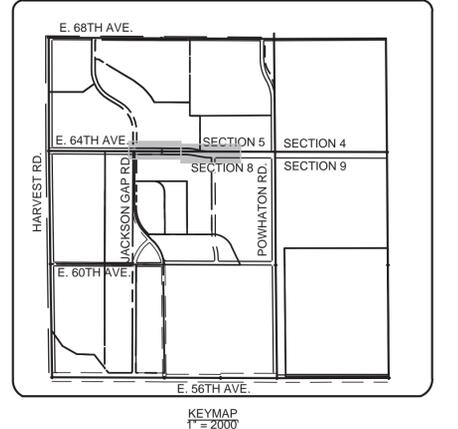
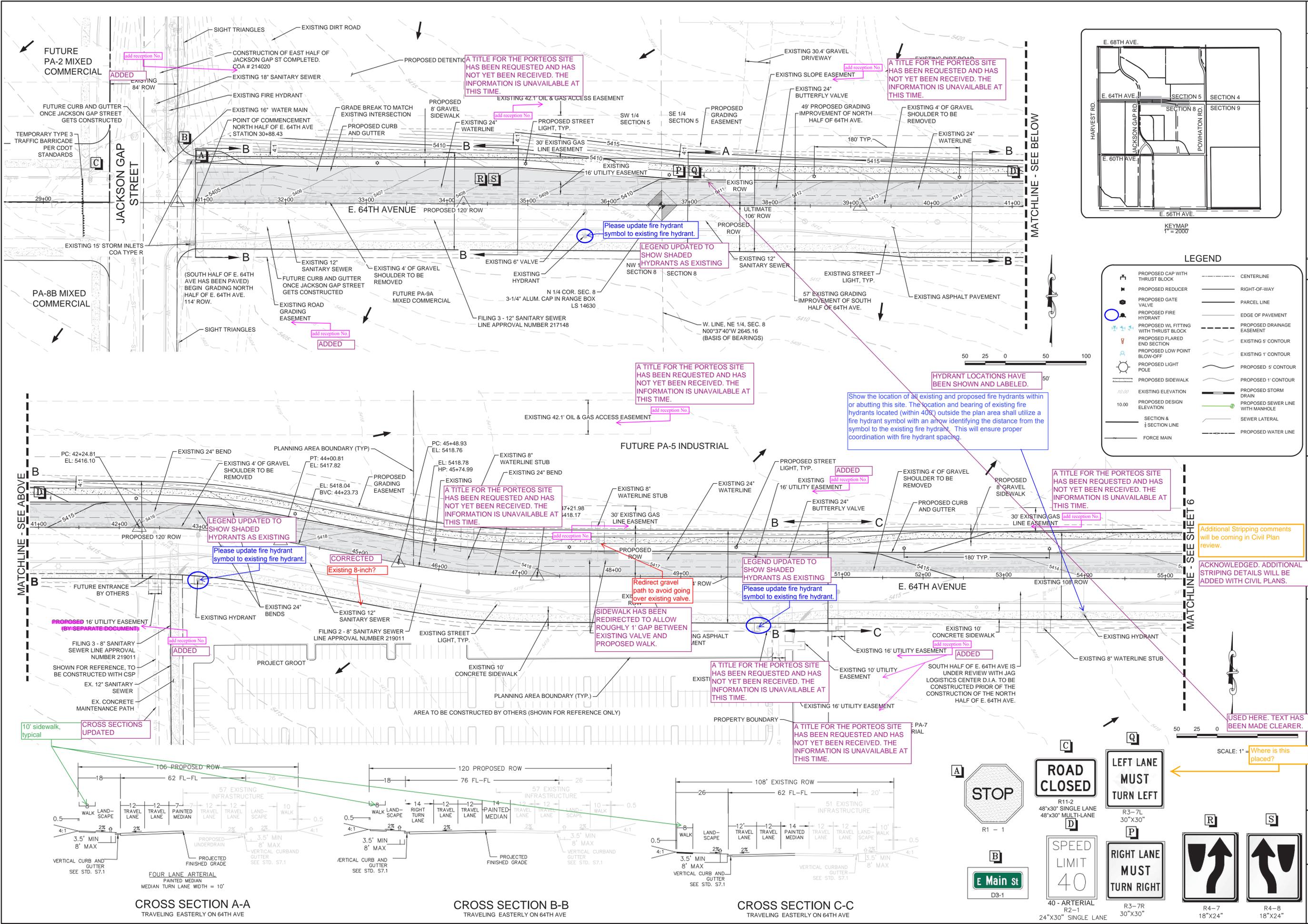


D3-1
VARIESx12"
CONVENTIONAL ROAD
VARIESx8" MINIMUM
VARIESx18"
OVERSIZED



R11-2
48"x30" SINGLE LANE
48"x30" MULTI-LANE

10335 E. Dry Creek Rd. Suite 240 Englewood, CO 80112 Tel: (720) 482-9526 Fax: (720) 482-9546	Revisions	No.	Date	Appr.	Date
CWL CONSULTANTS	PORTEOS - PHASE 5 INFRASTRUCTURE SITE PLAN POWHATON ROAD PLAN VIEW				
	SCALE: AS SHOWN	FILE NO: 8130249709	DRAWN BY: WSC	CHECKED BY: SJK	DATE: JUNE 2019
SHEET NUMBER	4				

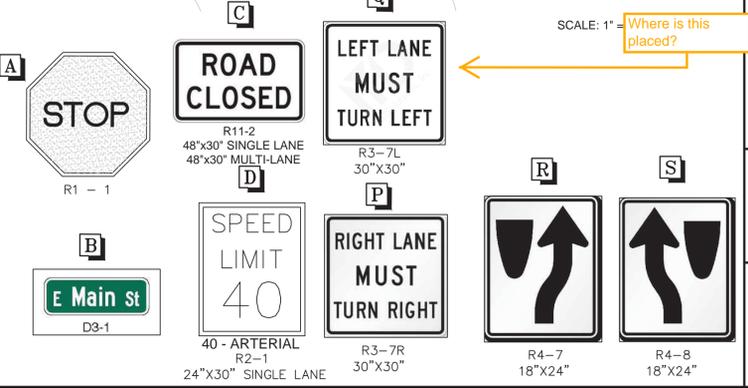
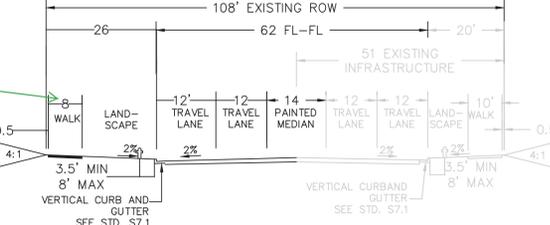
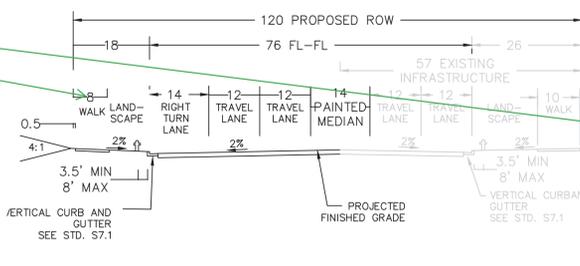
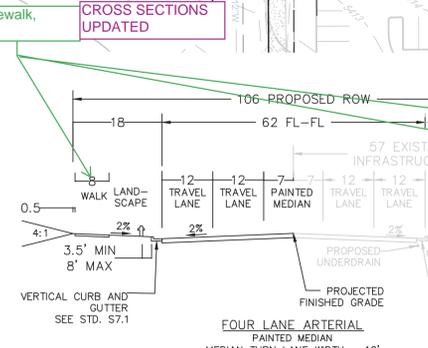


LEGEND

	PROPOSED CAP WITH THRUST BLOCK		CENTERLINE
	PROPOSED REDUCER		RIGHT-OF-WAY
	PROPOSED GATE VALVE		PARCEL LINE
	PROPOSED FIRE HYDRANT		EDGE OF PAVEMENT
	PROPOSED WL FITTING WITH THRUST BLOCK		PROPOSED DRAINAGE EASEMENT
	PROPOSED FLARED END SECTION		EXISTING 1' CONTOUR
	PROPOSED LOW POINT BLOW-OFF		EXISTING 5' CONTOUR
	PROPOSED LIGHT POLE		PROPOSED 5' CONTOUR
	PROPOSED SIDEWALK		PROPOSED 1' CONTOUR
	EXISTING ELEVATION		PROPOSED STORM DRAIN
	PROPOSED DESIGN ELEVATION		PROPOSED SEWER LINE WITH MANHOLE
	FORCE MAIN		SEWER LATERAL
	PROPOSED WATER LINE		

MATCHLINE - SEE ABOVE

MATCHLINE - SEE SHEET 6



10333 E. Dry Creek Rd., Suite 240, Englewood, CO 80112
Tel: (720) 482-9526 Fax: (720) 482-9546

CIVIL CONSULTANTS

PORTEOS - PHASE 5
INFRASTRUCTURE SITE PLAN
E. 64TH AVENUE PLAN VIEW

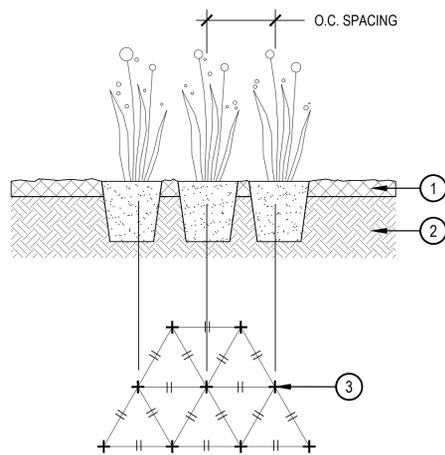
NO.	REVISIONS	DATE	INIT.	APPR.	DATE

SCALE: AS SHOWN
DRAWN BY: JRG
CHECKED BY: SJK
DATE: JUNE 2018
FILE NO: 8130249709

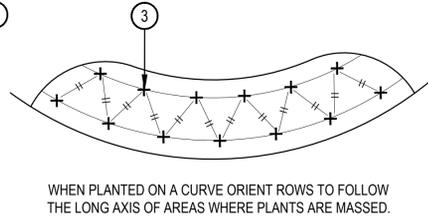
SHEET NUMBER **5**

LANDSCAPE NOTES

- 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 ON FILE IN THE PLANNING DEPARTMENT.
- ALL CROSSINGS OR ENCROACHMENTS BY PRIVATE LANDSCAPE IRRIGATION LINES OR SYSTEMS INTO EASEMENTS AND STREET RIGHTS-OF-WAY OWNED BY THE CITY OF AURORA ARE ACKNOWLEDGED BY THE OWNER AS BEING SUBJECT TO CITY OF AURORA'S USE AND OCCUPANCY OF THE SAID EASEMENTS OR RIGHTS-OF-WAY. THE OWNER, 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.
- ANY MAJOR CHANGES FROM THE APPROVED PLANS, REQUIRED BECAUSE OF VARIATIONS IN THE FIELD CONDITIONS SHALL REQUIRE AN APPROVED AMENDMENT TO THE CSP, PRIOR TO COMMENCING ANY CONSTRUCTION ACTIVITIES THAT WOULD SUPPORT THIS CHANGE.
- IRRIGATION CONTROLLERS SHALL BE EQUIPPED WITH AUTOMATIC RAIN SHUT OFF SENSORS.
- SHRUB BEDS ARE TO BE CONTAINED BY GREEN 1/8" X 4" INTERLOCKING TYPE STEEL EDGER. IT IS NOT REQUIRED WHEN BED IS ADJACENT TO CURBS, WALLS, FENCES, OR WALKS.
- ALL SHRUB BEDS ARE TO BE MULCHED WITH 3" DEPTH, 1 1/2" LOCAL RIVER ROCK MULCH. WEED CONTROL FABRIC IS REQUIRED IN ALL SHRUB BEDS.
- ALL GROUND COVER AND PERENNIAL BEDS ARE TO BE MULCHED WITH 3" DEPTH SHREDDED WOOD BARK MULCH. NO WEED CONTROL FABRIC IS REQUIRED IN GROUND COVER BEDS. ALL SOD AND TURF TYPE SEEDING AREAS ARE TO HAVE SOIL PREPARATION PER CITY OF AURORA, UTILITIES DEPARTMENT, OFFICE OF WATER CONSERVATION, REGULATIONS FOR OBTAINING NEW SOD/SEED PERMITS. (MINIMUM RATE OF 4.0 CU. YDS. OF COMPOST PER 1000 S.F.).
- ALL AREAS TO BE SEEDED WITH DRYLAND GRASSES, NATIVE TYPE GRASSES, NATURALIZED GRASSES, OR RESTORATIVE GRASSES SHALL COMPLY WITH ARTICLE 14 OF THE CITY OF AURORA ZONING CODE, "LANDSCAPE ORDINANCE", SEC. 146-1429. THESE AREAS WILL COMPLY WITH REGULATIONS OUTLINED IN THIS CODE FOR SOIL AMENDMENTS AND IRRIGATION.
- THE COVER CROP SHOWN IN THE SEED MIXTURE MAY BE CHANGED OR RATES ADJUSTED BASED ON THE TIME OF YEAR IN WHICH THE SEEDING IS TO OCCUR.
- CONTRACTOR TO RE-ESTABLISH VEGETATION IN AREAS OF DISTURBANCE.
- A SOILS ANALYSIS SHALL BE PERFORMED, BY AN INDEPENDENT TESTING LABORATORY, FOR ALL AREAS TO BE LANDSCAPED PRIOR TO ISSUING CONSTRUCTION DRAWINGS. THE SOILS ANALYSIS WILL BE USED TO JUSTIFY THE SEEDING RATE, QUANTITY OF COMPOST, NEED FOR IRRIGATION, AND RECOMMENDED AMOUNT OF WATER TO BE APPLIED TO SEEDED AREAS. THE SEED MIXTURE, IRRIGATION SYSTEM, AND COMPOST RATES SHOWN ON PLANS MAY BE MODIFIED TO OPTIMIZE THE PERFORMANCE AND EXPEDITE THE RESTORATION OF THESE AREAS.
- THE DEVELOPER, HIS SUCCESSORS AND ASSIGNS SHALL BE RESPONSIBLE FOR THE ESTABLISHMENT OF DRYLAND GRASSES, NATIVE TYPE GRASSES, NATURALIZED GRASSES, OR RESTORATIVE GRASSES, FOR A PERIOD NOT TO EXCEED THREE FULL GROWING SEASONS. TEMPORARY IRRIGATION SYSTEMS MAY BE NECESSARY TO FACILITATE GERMINATION AND ESTABLISHMENT. THE AREA SHALL BE MAINTAINED AS WEED FREE AS POSSIBLE, DURING THE ENTIRE ESTABLISHMENT PERIOD. MOWING, PULLING, AND CHEMICAL METHODS MAY BE USED TO CONTROL WEEDS AND PREVENT REDEVELOPMENT OF SEED HEADS ON THE WEED PLANT.
- PERFORMANCE OF SEEDED AREAS SHALL BE EVALUATED FOR INITIAL ACCEPTANCE, AT THE END OF THE FIRST FULL GROWING SEASON, BY BOTH THE CITY OF AURORA AND THE DEVELOPER'S REPRESENTATIVE. THE INSPECTION WILL BE DETERMINE COMPLIANCE WITH SUBSECTION C (1 AND 2), OF ARTICLE 14, SECTION 146-1429
- AFTER EACH FULL GROWING SEASON, FOR A PERIOD NOT TO EXCEED THREE YEARS, THE GRASS STAND SHALL BE EVALUATED FOR UNIFORMITY IN APPEARANCE, COVERAGE, AND PRESENCE OF WEEDS. UPON AGREEMENT FROM THE DEVELOPER'S REPRESENTATIVE AND THE CITY AURORA, THE TEMPORARY IRRIGATION SYSTEM WILL BE PERMANENTLY DEACTIVATED OR REMOVED.
- SIX INCHES OF THE ORIGINAL TOP SOIL, SHALL BE SALVAGED FROM THE SITE, PRIOR TO OVERLOT GRADING AND REDISTRIBUTED OVER AREAS TO RECEIVED DRYLAND GRASSES, NATIVE TYPE GRASSES, NATURALIZED GRASSES, OR RESTORATIVE GRASSES, IN ACCORDANCE WITH PART 3 OF SUBSECTION I, OF ARTICLE 14, SECTION 146-1429.
- TREES SHALL NOT BE LOCATED IN DRAINAGE SWALES, OR DRAINAGE AREAS.
- THE DEVELOPER, HIS SUCCESSORS AND ASSIGNS ARE RESPONSIBLE FOR IMPLEMENTING EROSION CONTROL MEASURES ON SEEDED SLOPES EXCEEDING 3:1.
- SIGHT TRIANGLES SHALL REMAIN UNOBSTRUCTED BY PLANT MATERIAL, OR ANY OTHER VISUAL OBSTACLE, OVER 26" IN HEIGHT. VISIBILITY MUST REMAIN 75% OPEN FOR THE VERTICAL AREA FROM 2 TO 3 FEET HEIGHT AS IDENTIFIED IN THE ROADWAY DESIGN & SPECIFICATIONS MANUAL SECTION 4.04.2.10.
- ANY TREE LOCATED WITH IN A SIGHT TRIANGLE MUST BE PRUNED TO PROVIDE NO OBSTRUCTION BELOW 7' IN ACCORDANCE WITH THE SIGHT TRIANGLE DETAIL IN COA ROADWAY DESIGN MANUAL.
- ALL AREAS SHALL BE GRADED TO ACHIEVE POSITIVE DRAINAGE, UNLESS IDENTIFIED AS A DETENTION OR RETENTION POND.
- DO NOT DISTURB THE EXISTING PAVING, LIGHTING, LANDSCAPING, OR IRRIGATION THAT EXISTS ADJACENT TO THE SITE UNLESS OTHERWISE NOTED ON PLAN.
- LANDSCAPE MATERIAL PLACEMENT SHALL NOT BE PLACED OR KEPT NEAR FIRE HYDRANTS, FIRE DEPARTMENT INLET CONNECTIONS OR FIRE PROTECTION CONTROL VALVES IN A MANNER THAT WOULD PREVENT SUCH EQUIPMENT OR FIRE HYDRANTS FROM BEING IMMEDIATELY DISCERNIBLE. THE FIRE DEPARTMENT SHALL NOT BE DETERRED OR HINDERED FROM GAINING IMMEDIATE ACCESS TO FIRE PROTECTION EQUIPMENT OR HYDRANTS.
- A 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).
- ALL LANDSCAPED AREAS AND PLANT MATERIAL, EXCEPT FOR NON-IRRIGATED NATIVE, RESTORATIVE, AND DRYLAND GRASS AREAS THAT COMPLY WITH REQUIREMENTS FOUND IN SEC. 146-1429, MUST BE WATERED BY AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM. IRRIGATION SYSTEM DESIGN, INSTALLATION, OPERATION, AND MAINTENANCE SHALL CONFORM TO REQUIREMENTS FOUND IN THE CITY OF AURORA IRRIGATION ORDINANCE.
- ALL FIRE HYDRANTS SHALL BE LOCATED NOT LESS THAN 3'6" AND NOT MORE THAN 8' MAXIMUM FROM THE BACK OF THE CURB TO THE CENTER OF THE HYDRANT AND SHALL BE UNOBSTRUCTED ON THE STREET SIDE.
- PRIOR TO ISSUANCE OF THE FINAL CERTIFICATE OF OCCUPANCY (CO) FOR PLANNING AREA 12, DEVELOPER WILL COMPLETE INSTALLATION OF THE LANDSCAPING. IF ROADWAY AND HARDSCAPE CONSTRUCTION IS COMPLETED AFTER OCTOBER 15TH, A TEMPORARY CERTIFICATE OF OCCUPANCY (TCO) MAY BE ISSUED, AND THE LANDSCAPING WILL BE REQUIRED TO BE COMPLETED WITHIN 90 DAYS FROM THE FOLLOWING APRIL 15TH.
- ADJUSTMENTS IN THE PLANT MATERIAL LOCATIONS WILL BE NECESSARY TO ACCOMMODATE FUTURE DRIVEWAY/CURB CUTS ASSOCIATED WITH PLANNING AREA 12.
- FIRE HYDRANTS MUST BE PLACED AT LEAST ONE (1) FOOT IN FRONT OR BEHIND A SIDEWALK WHILE STILL MEETING THE MINIMUM BACK OF CURB CLEARANCE REQUIREMENTS.



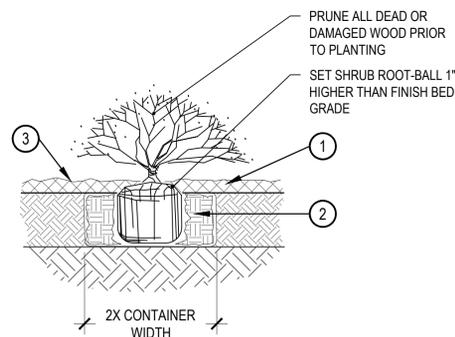
- ① SPECIFIED MULCH
- ② AMENDED PLANTING BED TILLED TO A DEPTH OF 6"
- ③ CENTER OF PLANT



1 PERENNIAL PLANT LAYOUT

SCALE: 1" = 1'-0"

- ① SPECIFIED MULCH
- ② AMENDED SOIL IN PLANTING BED PER SPECIFICATIONS. TILL SOIL TO A DEPTH OF EIGHT INCHES.
- ③ FINISH GRADE (TOP OF MULCH)



- NOTE:
- BROKEN OR CRUMBLING ROOT-BALLS WILL BE REJECTED. CARE SHOULD BE TAKEN NOT TO DAMAGE THE SHRUB OR ROOT-BALL WHEN REMOVING IT FROM ITS CONTAINER
 - ALL JUNIPERS SHOULD BE PLANTED SO THE TOP OF THE ROOT-BALL OCCURS ABOVE THE FINISH GRADE OF THE MULCH LAYER
 - DIG PLANT PIT TWICE AS WIDE AND HIGH AS THE CONTAINER

2 SHRUB PLANTING

SCALE: 1-1/2" = 1'-0"

STANDARD RIGHT OF WAY LANDSCAPE REQUIREMENTS

64TH AVENUE							
BUFFER DESCRIPTION	BUFFER WIDTH	BUFFER LENGTH	BUFFER REDUCTION FEATURES	# OF TREES REQUIRED	# OF TREES PROVIDED	# OF SHRUBS REQUIRED	# OF SHRUBS PROVIDED
STREET FRONTAGE (1 TREE / 40 FT.)	N/A	3,088 L.F.	N/A	77	77	N/A	275 SHRUBS 252 GRASSES TOTAL:527 SHRUBS
POWHATON ROAD							
STREET FRONTAGE (1 TREE / 40 FT.)	N/A	4,597 L.F.	N/A	115	115*	N/A	322 SHRUBS 277 GRASSES TOTAL:599 SHRUBS

*DUE TO THE UTILITY EASEMENTS AND UTILITY ROUTING CONFLICTS, STREET TREES CANNOT BE PLANTED IN SOME AREAS. WHERE POSSIBLE THESE REQUIRED TREES HAVE BEEN RELOCATED TO OTHER AREAS.

NOTE:

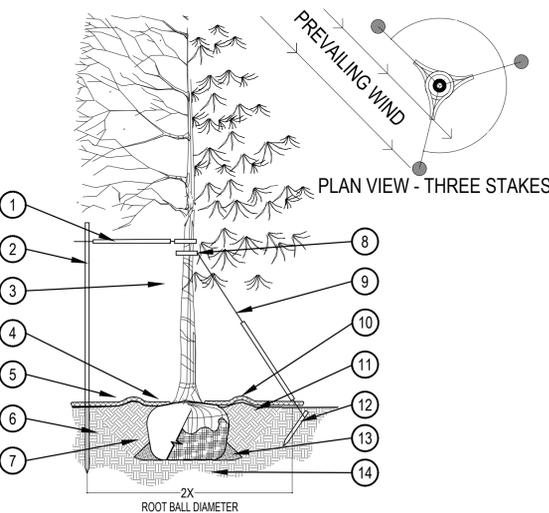
- STREET BUFFER REQUIREMENTS: 1 TREE AND 10 SHRUBS PER 40 LINEAR FEET, WITH 50% OF TREES BEING EVERGREEN, ARE NOT PROVIDED WITH THESE PLANS. STREET BUFFER PLANTINGS WILL BE PROVIDED WITH ON-SITE IMPROVEMENTS OF DEVELOPMENT ADJACENT TO ROADWAY INFRASTRUCTURE IMPROVEMENTS.
- FUTURE DRIVES HAVE BEEN REMOVED FROM THE OVERALL LANDSCAPE CALCULATIONS

NOTES:

- 10 (#5 CONTAINER) SHRUBS EQUALS ONE TREE EQUIVALENT (TE)
- 30 (#1 CONTAINER) GRASSES EQUALS ONE TREE EQUIVALENT (TE)
- 30 (#1 CONTAINER) PERENNIALS EQUALS ONE TREE EQUIVALENT (TE)

WATER USE TABLE

AREA DESCRIPTION	WATER CONSERVING IRRIGATION (NON-SOD)	NON-WATER CONSERVING IRRIGATION (SOD)
STREET FRONTAGE	95,783 S.F.	N/A



PRUNING NOTES:

- ALL PRUNING SHALL COMPLY WITH ANSI A300 STANDARDS.
- DO NOT HEAVILY PRUNE THE TREE AT PLANTING. PRUNE ONLY CROSSOVER LIMBS, CO-DOMINANT LEADERS AND BROKEN BRANCHES. SOME INTERIOR TWIGS AND LATERAL BRANCHES MAY BE PRUNED. HOWEVER, DO NOT REMOVE THE TERMINAL BUDS OF BRANCHES THAT EXTEND TO THE EDGE OF THE CROWN.

STAKING NOTES:

- STAKE TREES PER FOLLOWING SCHEDULE, THEN REMOVE AT END OF FIRST GROWING SEASON.
 - 1-1/2" CALIPER SIZE - MIN. 1 STAKE ON SIDE OF PREVAILING WIND (GENERALLY N.W. SIDE)
 - 1-3/4" - 3" CALIPER SIZE - MIN. 2 STAKES - ONE ON N.W. SIDE, ONE ON S.W. SIDE (OR PREVAILING WIND SIDE AND 180° FROM THAT SIDE)
 - 3" CALIPER SIZE AND LARGER - 3 STAKES PER DIAGRAM
- WIRE OR CABLE SHALL BE MIN. 12 GAUGE, TIGHTEN WIRE OR CABLE ONLY ENOUGH TO KEEP FROM SLIPPING. ALLOW FOR SOME TRUNK MOVEMENT. NYLON STRAPS SHALL BE LONG ENOUGH TO ACCOMMODATE 1-1/2" OF GROWTH AND BUFFER ALL BRANCHES FROM WIRE.

- PLACE MIN. 1/2" PVC PIPE AROUND EACH WIRE. EXPOSED WIRE SHALL BE MAX. 2" EACH SIDE
- 6 FT. UNTREATED WOOD POST (MIN. 1.5" DIAMETER). ALL SHALL BE DRIVEN OUTSIDE ROOTBALL AND IN UNDISTURBED SOIL.
- TREE WRAP TO BE INSTALLED ONLY FROM OCTOBER 1 THROUGH APRIL 30. (DECIDUOUS ONLY)
- PLANT TREE SO THAT FIRST ORDER MAJOR ROOT IS 1'-2" ABOVE FINAL GRADE.
- 3" DEEP MULCH RING PLACED A MINIMUM OF 4 FT. IN DIAMETER. DO NOT PLACE MULCH IN CONTACT WITH TREE TRUNK (FINISHED GRADE REFERENCES TOP OF MULCH).
- 1:1 SLOPE ON SIDES OF PLANTING HOLE.
- REMOVE ALL TWINE, ROPE, BURLAP AND WIRE FROM ENTIRE ROOT BALL AND TRUNK
- GROMMETED NYLON STRAPS
- GALVANIZED WIRE, MIN. 12 GAUGE CABLE - TWIST WIRE ONLY TO KEEP FROM SLIPPING.
- 4-6" HIGH WATER SAUCER IN NON-TURF AREAS.
- BACKFILL WITH BLEND OF EXISTING SOIL AND A MAXIMUM 20% (BY VOLUME) ORGANIC MATERIAL. WATER THOROUGHLY WHEN BACKFILLING
- 2 FT. STEEL T-POST. ALL SHALL BE DRIVEN BELOW GRADE AND OUTSIDE ROOTBALL IN UNDISTURBED SOIL.
- PLACE SOIL AROUND ROOT BALL FIRMLY, DO NOT COMPACT OR TAMP. SETTLE SOIL WITH WATER TO FILL ALL AIR POCKETS.
- PLACE ROOT BALL ON UNDISTURBED SOIL TO PREVENT SETTLEMENT.

3 TREE PLANTING DETAIL

SCALE: 3/16" = 1'-0"

No.	Revisions	Date	Init.	Appr.	Date

Location of all of these landscaping will change once the NEATS required lanage is included.
Response: Landscape has been updated per NEATS.

Change to SKY
Response: Tree species have been updated

Change to ABM
Response: Tree species have been updated

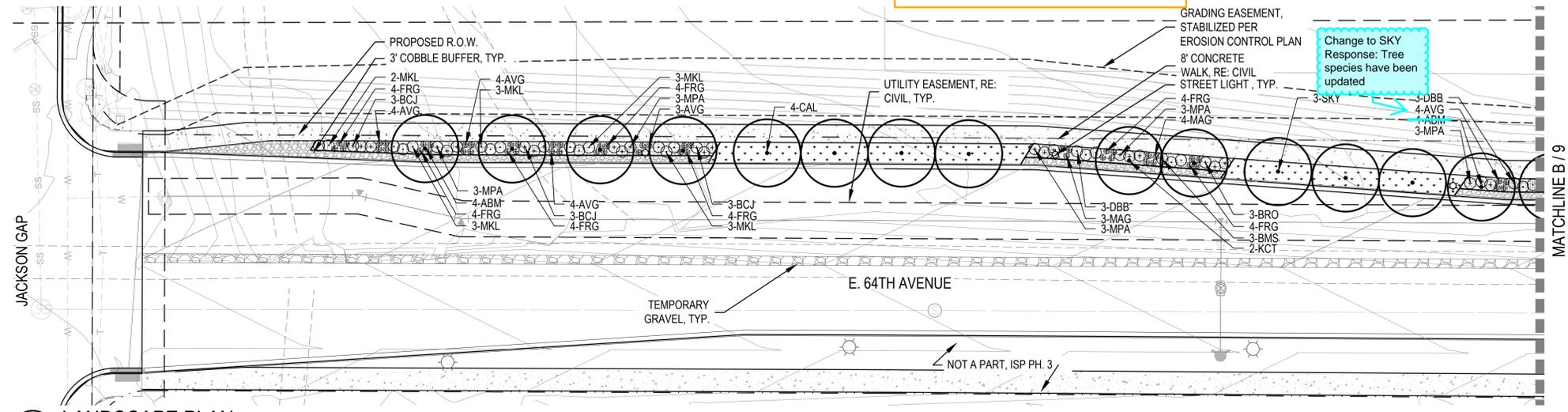
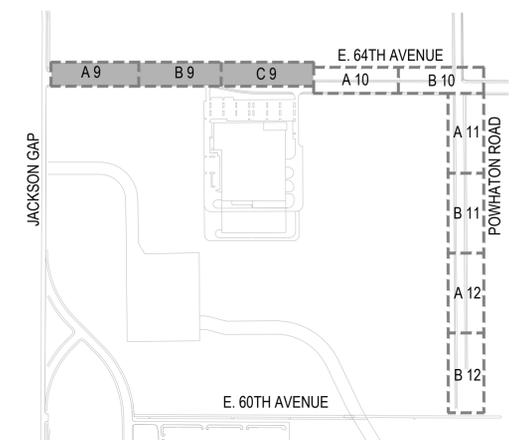
Change to SKY
Response: Tree species have been updated

LEGEND

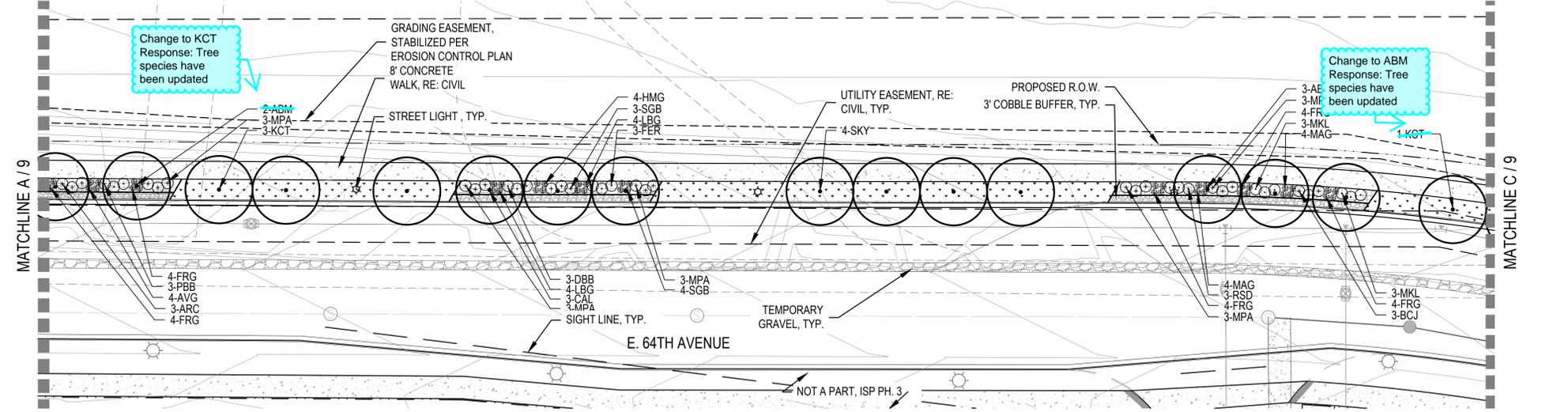
- CANOPY TREE
- DECIDUOUS SHRUBS
- EVERGREEN SHRUBS
- ORNAMENTAL GRASSES
- ENHANCED NATIVE SEED MIX
- 4'-6" ROCK COBBLE
- STEEL EDGER
- STREET LIGHT
- FIRE HYDRANT
- PROPOSED CONTOURS - MAJOR
- PROPOSED CONTOURS - MINOR
- EXISTING CONTOURS

Please refer to Utility sheets for fire life safety comment. Fire hydrant locations shall be located on landscape plans.
Response: Fire hydrant locations are now shown on landscape plan.

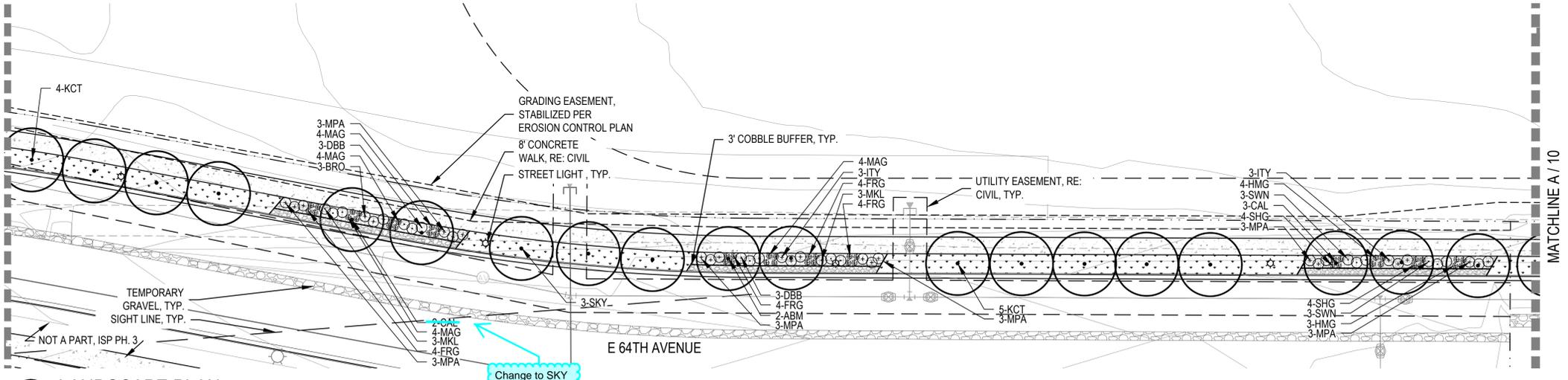
KEY MAP



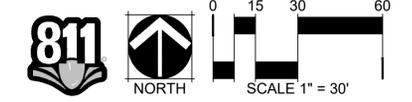
A LANDSCAPE PLAN SCALE: 1" = 30'



B LANDSCAPE PLAN SCALE: 1" = 30'



C LANDSCAPE PLAN SCALE: 1" = 30'



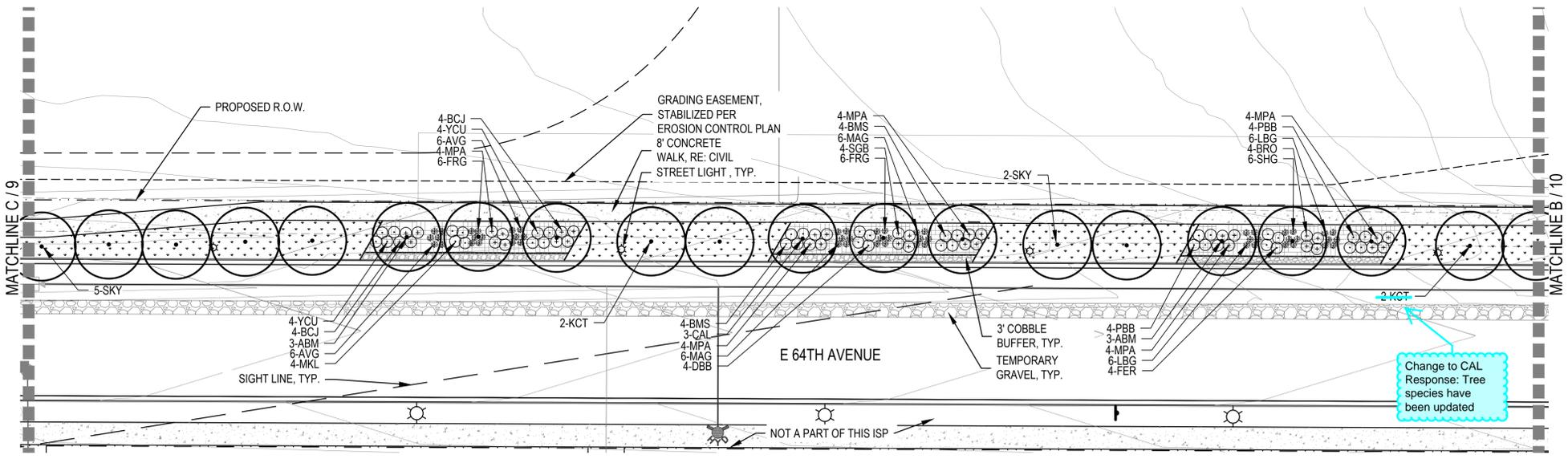
P:\PORTEOS - 0068-01-0000\PORTEOS POWHATON ISP - 0809-01-2057\DRAWINGS\SUBMITTALS\PLAN\PORTEOS\LANDSCAPE_LAND.DWG, KRIERMAN, 7/11/19

SHEET NUMBER	9	
	NO.	REVISIONS
DRAWN BY:	KKJS	DATE:
CHECKED BY:	AB	DATE:
SCALE:	AS SHOWN	FILE NO.:
		8130249709
PORTEOS - PHASE 5 INFRASTRUCTURE SITE PLAN LANDSCAPE PLAN		
ACP DIA 1287 INVESTORS, LLC 4530 E. SHEA BLVD., SUITE 100 PHOENIX, AZ 85028 ATTN: BILL WICHTERMAN P: 602.494.7800		
Norris Design 1101 Bannock Street Denver, CO 80204 P: 303.692.1166 www.norrisdesign.com		
NORRIS DESIGN Planning Landscape Architecture Project Forensics		
No.	Date	Appr.

P:\PORTEOS - 0083-01-0000\PORTEOS POWHATON ISP - 0809-01-2057\DRAWINGS\SUBMITTALS\PLAN\PORTEOS\LANDSCAPE_LAND.DWG, KKIERNAN, 7/11/19

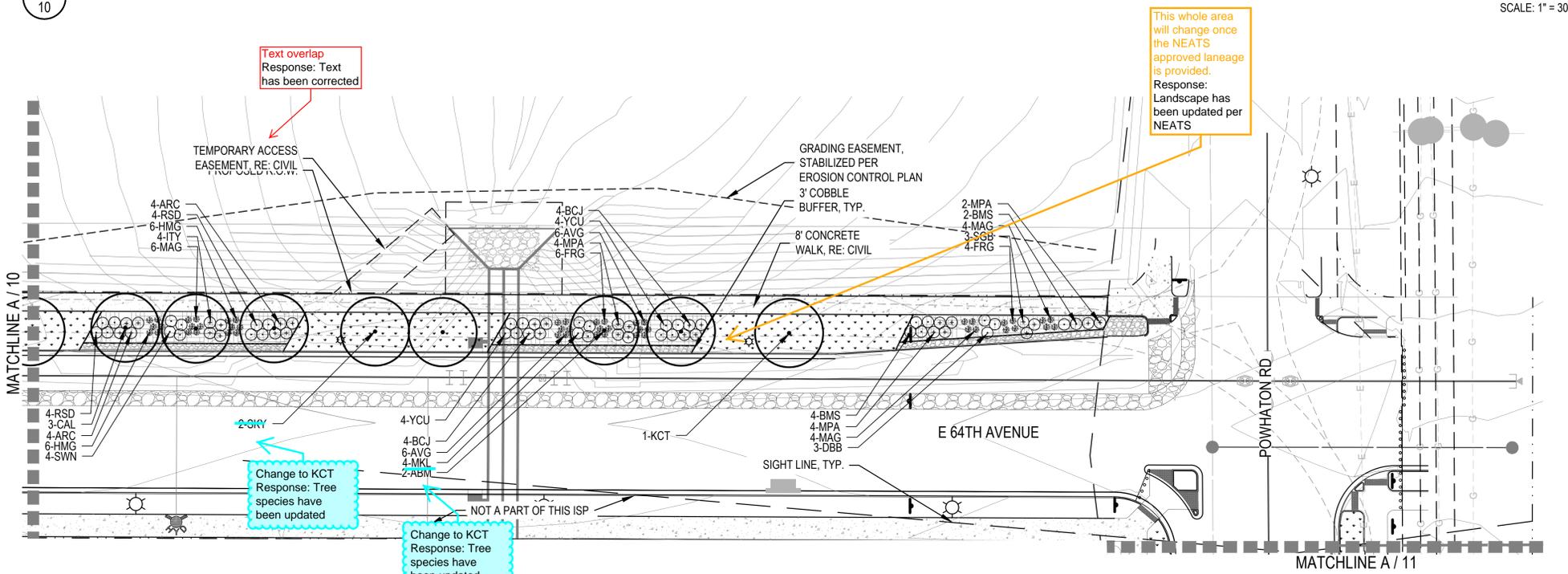
LEGEND

	CANOPY TREE
	DECIDUOUS SHRUBS
	EVERGREEN SHRUBS
	ORNAMENTAL GRASSES
	ENHANCED NATIVE SEED MIX
	4"-6" ROCK COBBLE
	STEEL EDGER
	STREET LIGHT
	FIRE HYDRANT
	PROPOSED CONTOURS - MAJOR
	PROPOSED CONTOURS - MINOR
	EXISTING CONTOURS



A LANDSCAPE PLAN

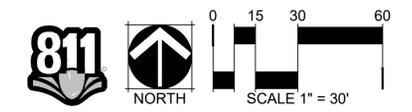
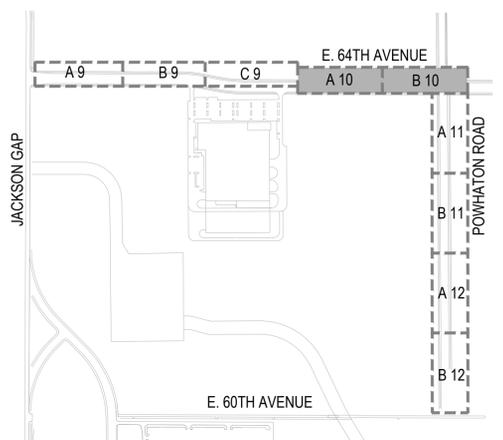
SCALE: 1" = 30'



B LANDSCAPE PLAN

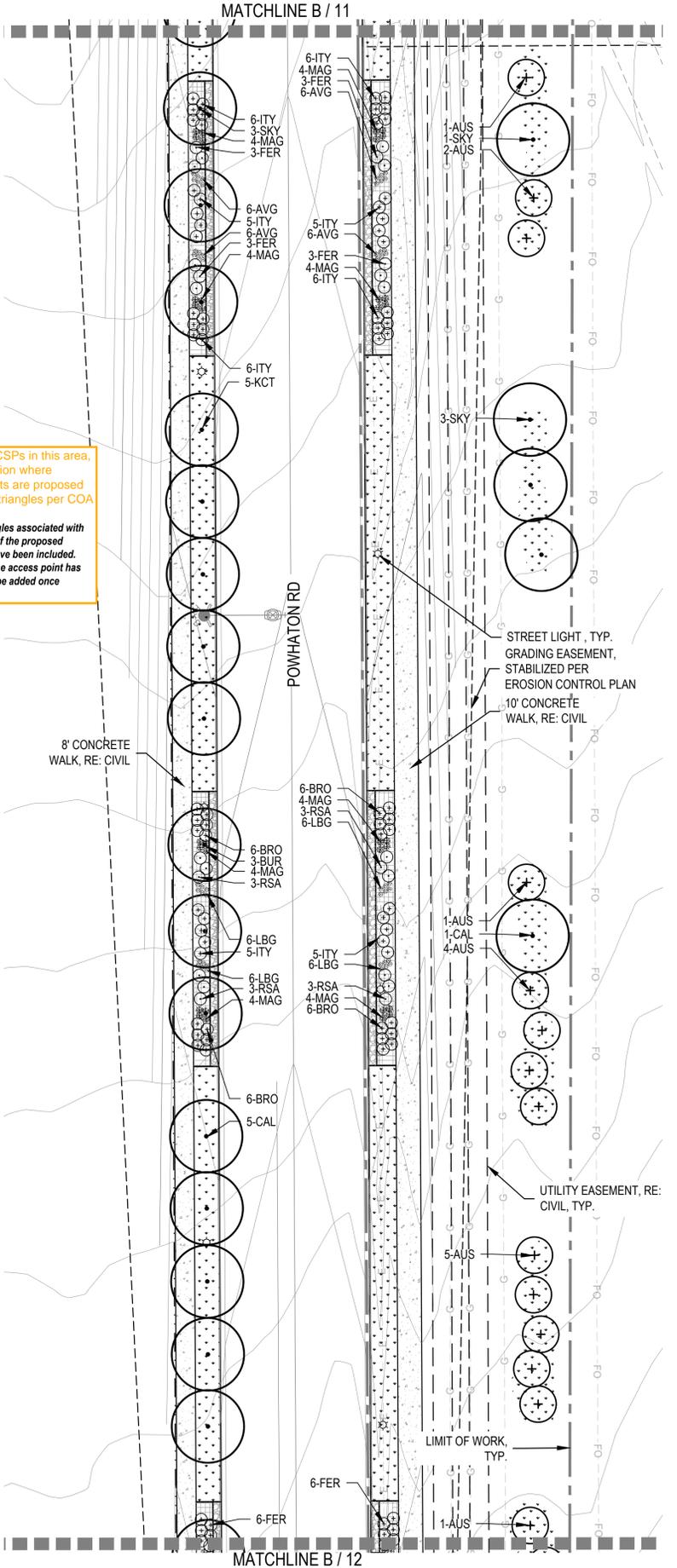
SCALE: 1" = 30'

KEY MAP



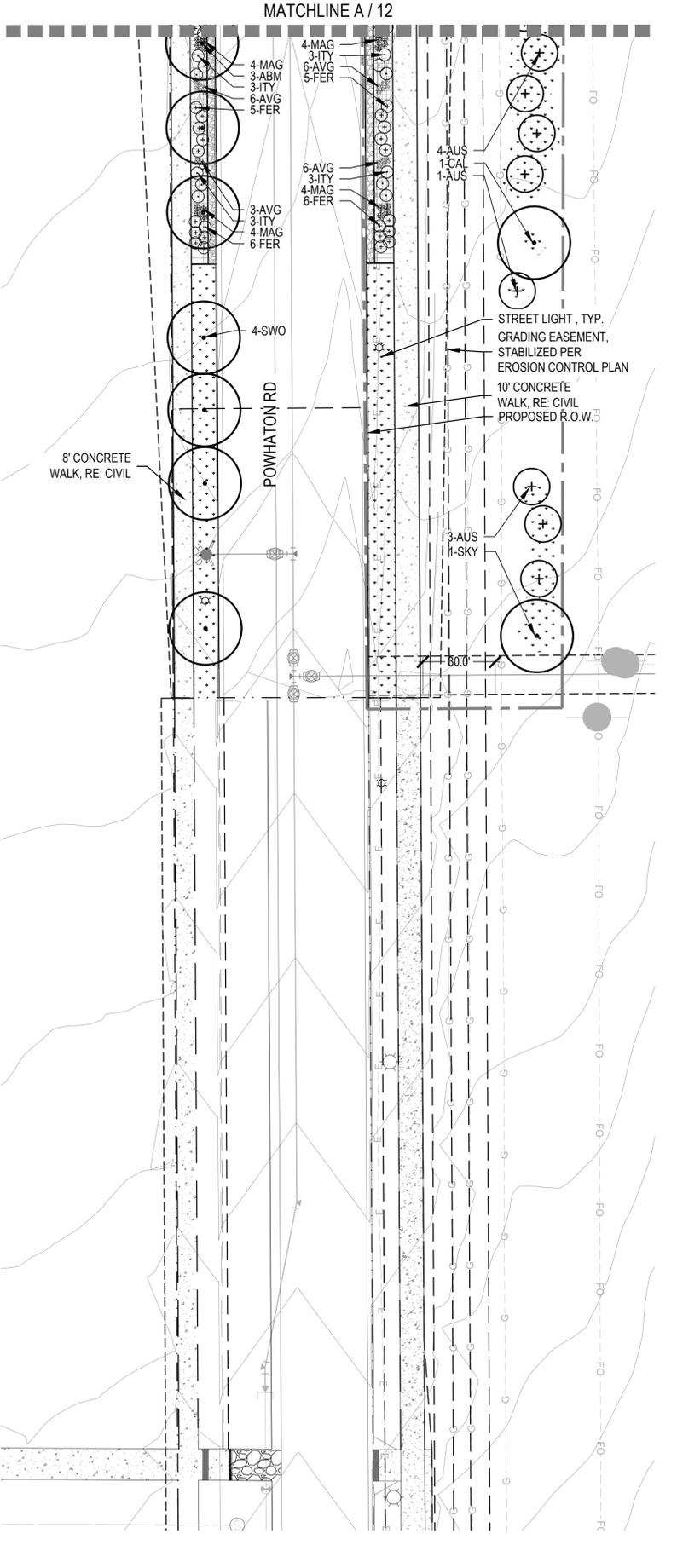
SHEET NUMBER	10		
	DATE:	JULY, 2019	
DRAWN BY:	KK, JS	FILE NO:	8130249709
CHECKED BY:	AS SHOWN	SCALE:	AS SHOWN
PORTEOS - PHASE 5 INFRASTRUCTURE SITE PLAN LANDSCAPE PLAN		ACP DIA 1287 INVESTORS, LLC 4530 E. SHEA BLVD., SUITE 100 PHOENIX, AZ 85028 ATTN: BILL WICHTERMAN P: 602.494.7800	
NORRIS DESIGN Planning Landscape Architecture Project Forester 1101 Bannock Street Denver, CO 80204 P: 303.692.1166 www.norrisdesign.com		Revisions	
No.	Date	Appr.	Date

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A LANDSCAPE PLAN

SCALE: 1" = 30'



B LANDSCAPE PLAN

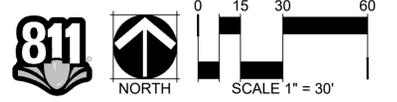
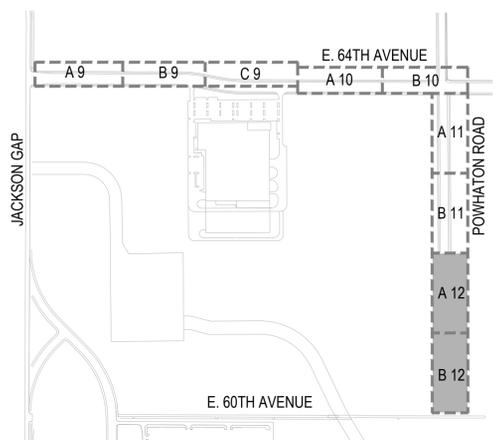
SCALE: 1" = 30'

LEGEND

- CANOPY TREE
- DECIDUOUS SHRUBS
- EVERGREEN SHRUBS
- ORNAMENTAL GRASSES
- ENHANCED NATIVE SEED MIX
- 4'-6" ROCK COBBLE
- STEEL EDGER
- STREET LIGHT
- FIRE HYDRANT
- PROPOSED CONTOURS - MAJOR
- PROPOSED CONTOURS - MINOR
- EXISTING CONTOURS

Location of all of these landscaping will change once the NEATS required laneage is included.
 Response: Landscape has been updated per NEATS laneage.

KEY MAP



No.	Revisions	Date	Appr.	Date

<p>Norris Design 1101 Bannock Street Denver, CO 80204 P: 303.692.1166 www.norrisdesign.com</p>	<p>ACP DIA 1287 INVESTORS, LLC 4530 E. SHEA BLVD., SUITE 100 PHOENIX, AZ 85028 ATTN: BILL WICHTERMAN P: 602.494.7800</p>
	<p>PORTEOS - PHASE 5 INFRASTRUCTURE SITE PLAN LANDSCAPE PLAN</p>
<p>DRAWN BY: K.K.J.S. CHECKED BY: J.B. DATE: JULY 3, 2019</p>	<p>SCALE: AS SHOWN FILE NO: 8130249709</p>
<p>SHEET NUMBER 12</p>	<p> </p>



**CVL
CONSULTANTS**

July 3, 2019

City of Aurora, Public Works
15151 E. Alameda Parkway
Aurora, CO 80012

RE: Porteos – Powhaton Road Extension and North half of East 64th Avenue PIP Amendment Letter

To whom it may concern,

This letter serves as a PIP update for the Porteos development. Due to traffic conditions from industrial development on the Porteos site, the E. 64th Avenue ROW cross section is being revised. The ROW will decrease from a 114' 4-Lane Arterial to a 106' Modified 4-Lane Arterial east of Jackson Gap Street.

The reduction in ROW is due to two factors; the first being the removal of the increased width of the side walk on the south side of the street from 8' to 10'.

This is the only change to the PIP. Please see revised exhibits attached.

Sincerely,
CVL Consultants of Colorado, Inc.

Sarah Kolz
Senior Project Manager

Proposed reduced laneages are not supported by Traffic memo provided. Match previously approved laneages in NEATS, and provide appropriate turn lanes which match CDOT SHAC.

PROPOSED ROW AND LANEAGE HAS BEEN DESIGNED TO BE IN ACCORDANCE WITH THE ASSOCIATED TRAFFIC STUDY. FURTHER INFORMATION AND DETAILS WILL BE PROVIDED WITH THE CIVIL PLANS.

Provide a detail of the revised 106' Modified 4-Lane Arterial within the civil plan package.

PROPOSED CROSS SECTION IS PROVIDED IN THE ATTACHED EXHIBIT. PROPOSED ROW IS 108' WITH 10' WALKS ON EACH SIDE.

Why only on the south side? Removing bike lanes and providing multi-use sidewalks requires 10' minimum width

UPDATED ROW INCLUDES 10' WALKS ON EACH SIDE.



**CVL
CONSULTANTS**

July 3, 2019

City of Aurora, Public Works
15151 E. Alameda Parkway
Aurora, CO 80012

RE: Porteos – Powhaton Road Extension and North half of East 64th Avenue Master Utility Letter

To whom it may concern,

This letter serves as a Master Utility Update for the Porteos – Powhaton Road Extension and North half of East 64th Avenue 249709site which is within the overall Porteos site and is intended to serve the Industrial and PA-6B Industrial site.

Location:

1. E. 64th between Jackson Gap Street and Powhaton Road.
2. Powhaton Road between East 64th Avenue and East 60th Avenue.

This Master Utility Report Amendment Letter is to the overall master utility report for the Porteos site for the individual locations listed above. All utilities within East 64th Avenue are assumed to be existing per Porteos Filing No. 2, Porteos 217130MU1 Logistics Center At DIA Filing No. 1 Offsite Plans.

CORRECTED PER COMMENT

All utilities that are to be constructed will comply with the approved master utility study approved August, 2017, ~~2173130MU1~~. An 8” sanitary sewer line will be used to connect to an existing 8” stub that is located south of the Powhaton Road and East 64th Avenue intersection to a 4’ manhole located approximately 1200 feet South. An 8” sanitary sewer line will be extended East to a proposed 4’ manhole and stub to serve future PA-6B industrial. A 16” water line will tie into an existing cap located South of the Powhaton Road and East 64th Avenue intersection. The cap will be removed, and a pressure reducer valve will be installed approximately 375’ South. The water line will continue South for approximately 2400’ where it will tie into an existing 16” stub installed with Porteos Filing No. 2. There will be a 12’ stub with a 12’ cap and 2” blowoff valve installed that will serve future PA-6B Industrial. Water demands for the site are in direct proportion (per acre) as noted in the approved master utility report per the ‘industrial’ land usage for PA-6B. Please see attached calculations.

Sincerely,

CVL

Sarah
Senior

TEXT CORRECTED. THERE IS NO USER FOR PA-6B AT THIS TIME. ALL UTILITIES WILL BE CONSTRUCTED PER THE APPROVED MUS

Missing calculations.

Change to inch symbol.

CORRECTED PER COMMENT

Include a statement or discussion on the proposed PRV and the pressure zones being delineated.

PRV ZONES HAVE BEEN ADDED