



December 15, 2021

Antonio Benton II, Planner I  
City of Aurora Planning Department  
15151 East Alameda  
Parkway  
Aurora, CO 80012

**Re:        Second Submission Review:**    1900 S Chambers Community Lot 1 - Site Plan Amendment  
          **Application Number:**            DA-2105-01  
          **Case Numbers:**                 2018-6020-03

Dear Mr. Benton:

Please use this cover letter as a guide for the Second Submittal of 1900 S Chambers Community Lot 1 – Site Plan Amendment. The following pages detail the response to your comments, and no major changes have occurred since the previous submittal. If you have any comments or concerns, please give call or email me. I may be reached at 817.687.8846 or [gbogdanoff@pnt-llc.com](mailto:gbogdanoff@pnt-llc.com).

Sincerely,

*Gabriel James Bogdanoff*



## *Second Submission Review*

### **SUMMARY OF KEY ISSUES**

- Update Letter of Introduction to include request and response to minor and major adjustments. (Planning)
  - **Response: The Letter of introduction has been updated to request the adjustments.**
- There is a commercial buffer requirement along the northern property boundary. Specific buffer depth and plant quantities. 50% of the trees must be evergreen and upsized to 3" for deciduous and 8' tall for evergreen. (Landscaping)
  - **Response: Noted. Buffers have been updated.**
- Site Plan won't be approved until the preliminary drainage report is approved. (Civil Engineering)
  - **Response: Noted.**
- The developer is responsible for signing and striping all public streets. (Traffic)
  - **Response: Noted.**
- Address comments regarding the fire lane. (Life Safety)
  - **Response: addressed.**
- Show existing water main easement to confirm private storm only crosses perpendicular to water main. (Aurora Water)
  - **Response: Existing water main easement is the fire, access and utility easement that follows the drive. For this submittal, a portion of that existing easement has been removed, but we have added back a utility and access easement along the existing path to ensure the water line still falls within it. This new easement is now showing on the required plans sheets.**
- There are several easements that need to be released. (Real Property)
  - **Response: Yes. These easements are being updated alongside the plan set submittals.**

### **PLANNING DEPARTMENT COMMENTS**

#### **1. Planning (Antonnio Benton / 303-739-7209 / [abenton@auroragov.org](mailto:abenton@auroragov.org) / Comments in teal)**

- A. In your comment response letter, adequately address all neighborhood comments. Staff will make a determination during the next review whether a neighborhood meeting will be required.  
**- Response: Noted.**
- B. Megan Youngblood, [megan.youngblood@rowcal.com](mailto:megan.youngblood@rowcal.com) / 720-774-4153  
*Comment: I don't think apartments will help add property value to this specific area and we need to keep memory care/elderly facilities available for those who don't have somewhere to go or can't afford a new apartment. Please address this comment in your comment response letter.*  
**- Response: Noted and understood. The plan is to remain as is.**
- C. A 30-foot setback from Chambers Road is required. A 27-foot setback does not meet this requirement. You will need to request a minor adjustment for this deviation from city code. You will need to update the Letter of Introduction detailing how you are meeting the criteria of approval identified in Section 146-5.4.4.3, provide justification of the request, and note of it in the site plan package.  
**- Response: A 27-foot setback from Chambers Road has been included and labeled on the Site Plan. We believe this to be a reasonable compromise from the original 30' setback requirements the city proposed and from which this project had operated from since inception. Additionally, a minor revision is being requested for the variance from code.**
- D. (Repeat Comment) The On-site outdoor space shall be a minimum of 20% of the site. The outdoor space should be usable green spaces for unstructured recreation, playgrounds, outdoor swimming pools, athletic courts, and common gathering spaces such as plazas and courtyards. A significant portion of the outdoor space should be consolidated in a centralized portion of the development. Currently this proposal doesn't meet this requirement. Label the open space so staff can determine if the 20% requirement is being met. Also, call out the dedicated amount of open space in your data table on the cover sheet. If this requirement is not met, a major adjustment with justification will be required.  
**- The new total that we calculated is 20.01 percent open space.**



The first area included according to the UDO is the common gathering space along South Chambers Road. There are benches along the sidewalk (200 foot spacing) with an 8-foot open stretch of green space between the concrete pan and the sidewalk. The UDO states that you can use landscape buffers as green space if they are designated as usable greenspace. With the benches included, this greenspace meets that requirement.

Second, the pathways along the building will count since is adjacent to landscape area, has benches for recreation, and serves as a place for people to walk together towards other larger gathering areas.

Third, the dog park adds another outdoor space used as a common gathering area as well as an amenity to the users.

Fourth, in a central area of the site is a patio space with grills, a fire pit, and outdoor seating that is an excellent place to host events or gatherings of people.

Last, per UDO standards, the balconies attached to every unit for use and access to the outdoors are counted to the open space.

*\*See landscape plan for callouts and boundaries for this requirement\**

- E. The site does not meet the Outdoor Space Credit criteria listed in Section 146-3.3.2.H.7, as it is not within 330 feet of a neighborhood or community park. The property directly south of the site is zone R-1 for single family residential development and thus is not considered a park. Revise the site plan to meet the on-site outdoor space requirement as stated in comment D.
  - *Response: Plan has been updated*
- F. The proposed building length of 257' 5/8" exceeds the maximum building length allowable in Subarea B which is 200 feet. Revise the site plan to meet this requirement. If intend to move forward with the proposed building length you will to request a major adjustment since you are requesting an adjustment to the Development Standards in this UDO. Update your Letter of Introduction to include the request for a major adjustment and your response to criteria for approval identified in Section 146-5.4.4.D.3.
  - *Response: Noted. We will request a major revision for this change and have a defense for this choice in the letter of introduction.*
- G. (Repeat Comment) At least 40 percent of resident parking should be in garages or carports and at least 50 percent of those garages and carports should be attached to a primary residential structure, directly or through a roofed structure with partial sidewalls or without sidewalls, rather than freestanding garages or carports. **Provide an explanation for staff regarding how this is being met and reflect the numbers and percentages in the data block.**
  - *Response: The site is required to have 62 parking spots. We have 63. Of those 63, 12 are for guests and 51 are for the residents (per COA code, Table 4.6-1, section "Dwelling, Co-housing Development"). 40% of the **resident** parking, or 21 spots, must be in a garage. We have 22. Of those required 21 garage spots, 50%, or 12 spots, must be attached to the building. We have 12. So the total parking meets COA standards.*

## **2. Transportation Planning (Tom Worker-Braddock /303-739-7340 / [tworker@auroragov.org](mailto:tworker@auroragov.org))**

- A. Sidewalk as part of designated accessible route required to be 6' or wider per Section 146-4.5.4.E.2.
  - *Response: ADA routes are now 6-ft.*
- B. As this is the main pedestrian connection between the entrance and the adjacent street (with transit stops, etc.), this sidewalk should also be 6' wide minimum.
  - *Response: ADA routes are now 6-ft.*

## **3. Landscaping Issues (Kelly Bish / 303-739-7189 / [kbish@auroragov.org](mailto:kbish@auroragov.org) / Comments in bright teal)**

### **Sheet LP-1**

- A. There is a commercial buffer requirement along the northern property boundary. Specific buffer depth and plant quantities. 50% of the trees must be evergreen and upsized to 3" for deciduous and 8' tall for evergreen.



- Response: The landscape plan and plant list have been updated to show this change.
- B. There is a residential buffer requirement that has specific buffer depth and plant quantities. Refer to the UDO.
  - Response: The landscape plan has been updated to show this change.
- C. Turn the dashed line off within the parking lot.
  - Response: The dashed line for the spill pan has been turned off within the parking lot area.
- D. The plant schedule was enlarged, but please also darken it.
  - Response: The text for the plant list has been changed to be darker.
- E. The screening around the dumpster needs to be more substantial. Ornamental grasses will not provide screening. They often are cut back in the winter, impacted by snow loads and if cut back, are non-existent most of the year.
  - Response: Noted. The grasses have been replaced with emerald green arborvitae to provide the correct amount of screening needed.
- F. 50% of the trees in the street frontage buffer shall be evergreen.
  - Response: The landscape plan has been updated to meet this requirement.
- G. Label the building.
  - Response: The building has now been labeled.

#### Sheet LD-2

- H. The Site Data table information on this sheet and the Cover Sheet do not match.
  - Response: Percentages have been updated to match the cover sheet.
- I. The street perimeter buffer does not meet code. An adjustment must express a hardship and you must provide something to offset or mitigate the adjustment request.
  - Response: The data sheet has been updated to show the correct provided width of 20 feet.
- J. There is not a requirement for a Special Landscape Buffer. Refer to the pre-application review letter.
  - Response: This category has been removed from the data table.
- K. Update the landscape tables per the comments provided.
  - Response: The landscape tables have been updated.
- L. Please ensure all copyright notes are removed from this plan set, typical.
  - Response: All copyright notes have been removed from the sheet.

### **REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES**

#### **4. Civil Engineering** (Julie Bingham /303-739-7304 / [jbingham@auroragov.org](mailto:jbingham@auroragov.org) / Comments in green)

Sheet 1:

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

Sheet 2:

- Response: Noted
- B. Please verify with Real Property that this easement was released with the previous application.
  - Response: As of the last submittal, this easement vacation had not been officially finalized. As of this next submittal, however, the documents have been signed and stamped.
- C. Please label as maintenance path if that is what this is.
  - Response: The maintenance path has been called out.
- D. The fire lane easement radii are minimum 26'. Also please ensure the curb matches this radii.
  - Response: Plan has been updated.

Sheet 3:

- E. Is this the slope along the flowline of the concrete pan?
  - Response: Yes.
- F. Is this a low point?
  - Response: Grading has been updated to fix this area.
- G. Minimum slope on asphalt is 1.0%
  - Response: All slopes are under 1.0% now.
- H. Please call out the maintenance path. The maximum slope along maintenance paths is 10%.
  - Response: Added callout and slope.



- I. Please show all easements on this sheet as well.
    - **Response: Easements are now shown on the grading plan.**
  - J. Please add height range or maximum height to all walls.
    - **Response: Added max height callout.**
- Sheet 6:
- K. Please ensure that all copyright notes are removed from this plan set, typical.
    - **Response: all copyright notes have been removed from the sheet.**

**5. Traffic Engineering** (Carl Harline / 303-739-7336 / [charline@auroragov.org](mailto:charline@auroragov.org) / Comments in orange)

- A. Add note: 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.
  - **Response: Cover sheet has been updated to show this note.**
- B. ADA parking? If so update to conform.
  - **Response: The only ADA garage is the one with the symbol.**
- C. Show and callout ped ramps.
  - **Response: There are no ped. ramps in this location. They are not needed here.**
- D. Provide width.
  - **Response: Added.**
- E. Call out pavement marking.
  - **Response: Refer to sheet callout #19**
- F. Call out ADA parking pavement marking.
  - **Response: Added to wording for sheet callout #3**
- G. Move STOP sign closer to crosswalk. Add NO LEFT TURN sign.
  - **Response: Added to wording for sheet callout #33**
- H. Better orient ped ramps and crosswalk to align to the direction of pedestrian travel. callout ramps.
  - **Response: Updated walk directions.**
- I. Comment on spacing next time.
  - **Response: Noted.**
- J. Add note: All proposed landscaping within the sight triangle shall be in compliance with COA Roadway Specifications, Section 4.04.2.10<sup>2</sup>.
  - **Response: This note has been added to the landscape detail sheet.**

**6. Fire / Life Safety** Life Safety (Ted Caviness/ 303-739-7420/ [tcaviness@auroragov.org](mailto:tcaviness@auroragov.org) / See blue comments)

Sheet SP-1/Site Plan:

- A. See comment related to removing items from the fire lane.
  - **Response: Noted. The fire lane has been reduced to account for this.**

**7. Aurora Water** (Ryan Tigera / (303) 326-8867 / [rtigera@auroragov.org](mailto:rtigera@auroragov.org) / Comments in red)

- A. Show existing water main easement to confirm private storm only crosses perpendicular to water main.
  - **Response: There is now an existing water main easement apart from the 25' easement for utilities, fire lane and access. Since the fire lane had been vacated, there is a new 10' access and utilities easement. Which has been added to this sheet.**
- B. Water meter requires a pocket easement.
  - **Response: Added.**

**8. Real Property** (Maurice Brooks / 303-739-7294 / [mbrooks@auroragov.org](mailto:mbrooks@auroragov.org) / Comments in magenta)

- A. Send the separate documents to Andy Niquette at [releaseeasement@auroragov.org](mailto:releaseeasement@auroragov.org) – there are several easements that need to be released. See all additional redline comments.
  - **Response: Noted. All easement work is being coordinated with Andy Niquette to ensure proper dedications/vacations**





November 4, 2021

Daunte Ruston  
City of Aurora  
15151 East Alameda Parkway  
Aurora, CO 80012

RE: 1900 South Chambers Community, Lot 1

Dear Daunte,

On behalf of Bruckal Development Inc. (The Developer), please find the following plan amendment of **1900 South Chambers Community, Lot 1**. The site is located East of South Chambers Road between East Mexico Avenue and East E to the East.

The proposal anticipates one distinctive development on the West side of the site plan dated 09 January 2020 had four buildings on site, but this amendment other two into one building. Additional parking, an amenity area, and a dog park have been added to replace the buildings that were removed from the plans. It will be a single apartment building, and the residential development will build upon the already existing residential housing to the East and South of the site. The proposed site will benefit the local area by developing the vacant lot and adding landscaping, sidewalk, pedestrian lights, street trees, and other amenities along South Chambers Road to meet the required zoning regulations. The site will be an attractive feature compatible with the surrounding area.

The proposal takes into consideration the existing land and features. The Woodrim Tributary flows along the Eastern property line. The tributary will not undergo modifications in this amendment and will benefit from the integration of a quality housing development.

The proposed site will construct one building. It is approximately 16,300 square-feet and three stories. There are 65 total bedrooms and 49 total units.

The site vehicular access points are proposed as one right-in/ right-out only on northbound South Chambers Road.

The building architecture and materials for the west side commercial buildings will consist of brick veneer, glass windows, hardboard fascia, vinyl shutters, cementitious stucco, and asphalt shingles.

No waivers or variances are needed for this project at this time.

The site conforms to the City of Aurora criteria in Section 146-405(F) of the city code for conditional use approval. The site buildings have been designed to match and complement the surrounding neighborhoods both in scale and choice of materials. The development does not unnecessarily burden city infrastructure including stormwater runoff which is detained on-site. The site was developed to grow the adjacent neighborhoods and benefit the surrounding area.

The proposed building length of 257' 5/8" exceeds the maximum building length allowable in Subarea B which is 200 feet. Revise the site plan to meet this requirement. If intend to move forward with the proposed building length you will to request a major adjustment since you are requesting an adjustment to the Development Standards in this UDO. Update your Letter of Introduction to include the request for a major adjustment and your response to criteria for approval identified in Section 146-5.4.4.D.3.

**Noted. The building foot print has not changed, and we have included a major adjustment request in the updated letter of introduction.**

The site layout has accounted for the City of Aurora requirements and ordinances when designed. The present R-2M zoning requirements for the property have been satisfied.

Project Owner and Team:

- Property Owner: Bruckal Development Inc.  
4500 North 32<sup>nd</sup> Street, Unit 100F Phoenix, AZ 85018  
Contact: Myles Bruckal  
Telephone: (602)510-0381
- Architect: Godden Sudik Architects  
5975 South Quebec Street, Suite 250 Centennial, CO 80111  
Contact: Paul Brady, NCARB, AIA, LEED-AP  
Telephone: (303)803-8897
- Civil Engineer: Point Consulting, LLC  
8460 West Ken Caryl Avenue #101 Littleton, CO 80128  
Contact: Tiffany Watson, P.E.  
Telephone: (720)258-6836
- Surveyor: Point Consulting, LLC  
8460 West Ken Caryl Avenue Littleton #101, CO 80128  
Contact: Cameron Watson, P.L.S.  
Telephone: (720)258-6836
- Landscape Architect: Point Consulting, LLC  
8460 West Ken Caryl Avenue Littleton #101, CO 80128  
Contact: Jim Shipton, R.L.A.

If there are any questions, or need for any additional information, please do not hesitate to call or email. We appreciate your insight and are looking forward to working with you on the success of this project.

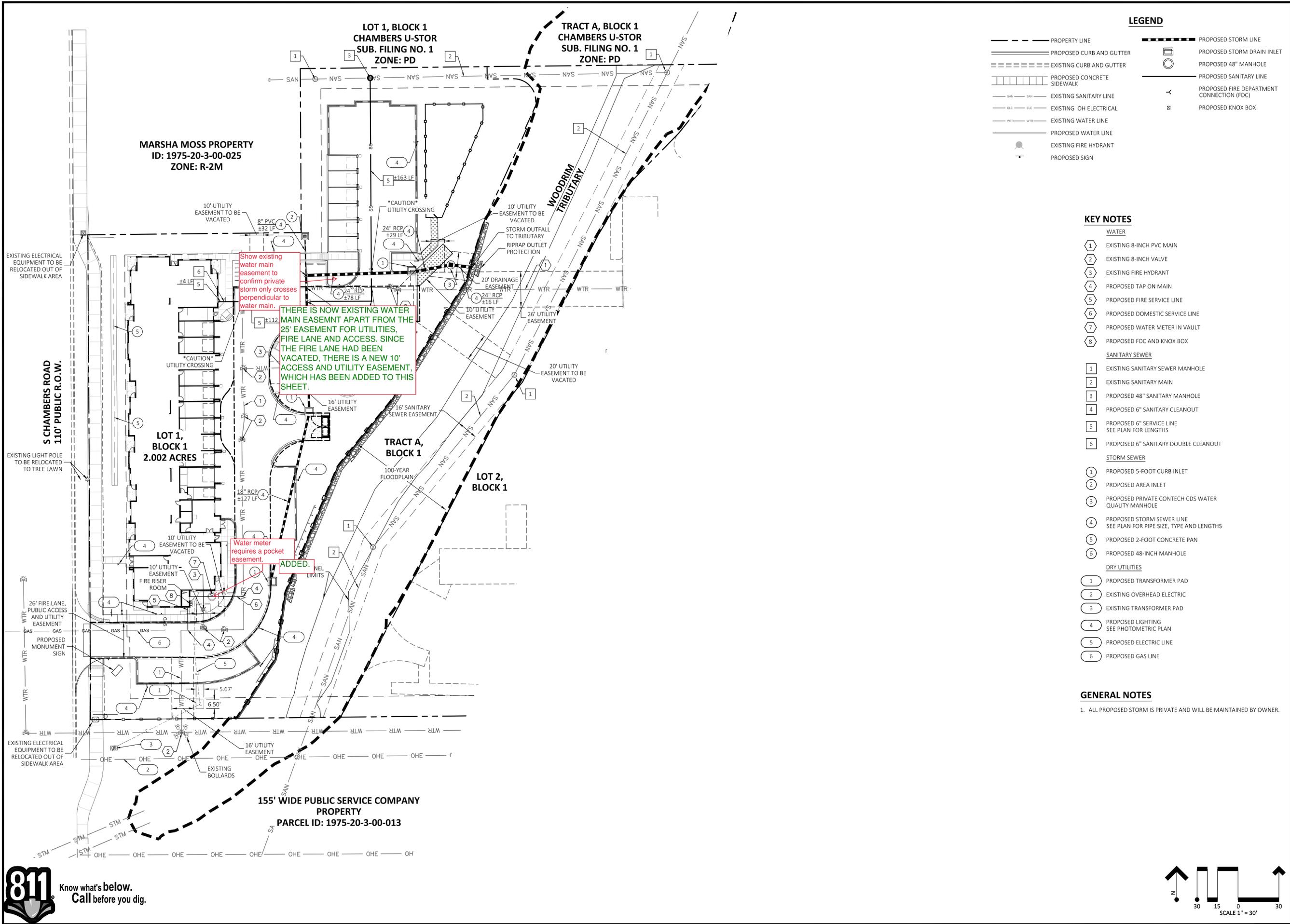
Sincerely,



Tiffany Watson, P.E.  
Point Consulting, LLC







**LEGEND**

- PROPERTY LINE
- PROPOSED CURB AND GUTTER
- EXISTING CURB AND GUTTER
- PROPOSED CONCRETE SIDEWALK
- SAN --- SAN EXISTING SANITARY LINE
- ELE --- ELE EXISTING OH ELECTRICAL
- WTR --- WTR EXISTING WATER LINE
- PROPOSED WATER LINE
- EXISTING FIRE HYDRANT
- PROPOSED SIGN
- PROPOSED STORM LINE
- PROPOSED STORM DRAIN INLET
- PROPOSED 48" MANHOLE
- PROPOSED SANITARY LINE
- PROPOSED FIRE DEPARTMENT CONNECTION (FDC)
- PROPOSED KNOX BOX

**KEY NOTES**

- WATER**
- 1 EXISTING 8-INCH PVC MAIN
  - 2 EXISTING 8-INCH VALVE
  - 3 EXISTING FIRE HYDRANT
  - 4 PROPOSED TAP ON MAIN
  - 5 PROPOSED FIRE SERVICE LINE
  - 6 PROPOSED DOMESTIC SERVICE LINE
  - 7 PROPOSED WATER METER IN VAULT
  - 8 PROPOSED FDC AND KNOX BOX
- SANITARY SEWER**
- 1 EXISTING SANITARY SEWER MANHOLE
  - 2 EXISTING SANITARY MAIN
  - 3 PROPOSED 48" SANITARY MANHOLE
  - 4 PROPOSED 6" SANITARY CLEANOUT
  - 5 PROPOSED 6" SERVICE LINE SEE PLAN FOR LENGTHS
  - 6 PROPOSED 6" SANITARY DOUBLE CLEANOUT
- STORM SEWER**
- 1 PROPOSED 5-FOOT CURB INLET
  - 2 PROPOSED AREA INLET
  - 3 PROPOSED PRIVATE CONTECH CDS WATER QUALITY MANHOLE
  - 4 PROPOSED STORM SEWER LINE SEE PLAN FOR PIPE SIZE, TYPE AND LENGTHS
  - 5 PROPOSED 2-FOOT CONCRETE PAN
  - 6 PROPOSED 48-INCH MANHOLE
- DRY UTILITIES**
- 1 PROPOSED TRANSFORMER PAD
  - 2 EXISTING OVERHEAD ELECTRIC
  - 3 EXISTING TRANSFORMER PAD
  - 4 PROPOSED LIGHTING SEE PHOTOMETRIC PLAN
  - 5 PROPOSED ELECTRIC LINE
  - 6 PROPOSED GAS LINE

**GENERAL NOTES**

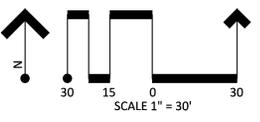
1. ALL PROPOSED STORM IS PRIVATE AND WILL BE MAINTAINED BY OWNER.

**POINT**

POINT CONSULTING, LLC  
 8460 W. KEN CARYL AVE #101  
 LITTLETON, CO 80128  
 720-258-6836  
 www.pnt-llc.com  
 CIVIL ENGINEERING  
 LANDSCAPE ARCHITECTURE  
 LAND SURVEYING

**1900 SOUTH CHAMBERS  
 COMMUNITY LOT 1**  
 AURORA, COLORADO

DATE	DESCRIPTION
09.03.2021	1ST SITE PLAN AMENDMENT SUBMITTAL
11.04.2021	2ND SITE PLAN AMENDMENT SUBMITTAL





**STANDARD LANDSCAPE NOTES:**

- SOIL PREPARATION: MIX THE FOLLOWING SOIL AMENDMENTS AND APPLY TO SOD AND SHRUB BED AREAS.
  - 1.1. ASPEN RICH COMPOST -- FOUR (4) CUBIC YARDS OF ORGANIC MATERIAL PER 1,000 SF OF AREA
  - 1.2. COMMERCIAL FERTILIZER (20-10-5): 10 LBS. PER 1,000 S.F.
  - 1.3. SUPERPHOSPHATE: 10 LBS. PER 1,000 S.F.
- SEE PHOTOMETRIC PLAN FOR INFORMATION REGARDING FREESTANDING LIGHTS.
- SURFACE MATERIALS ARE CITY STANDARD GREY CONCRETE FOR SIDEWALKS, CONCRETE PAVERS FOR PLAZA AREAS, AND DECOMPOSED GRANITE FOR TRAIL PATHWAYS.
- ALL UTILITY EASEMENT SHALL REMAIN UNOBSTRUCTED AND FULLY ACCESSIBLE ALONG THEIR ENTIRE LENGTH FOR MAINTENANCE EQUIPMENT ENTRY.
- 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 AS DELINEATED ON THE PLAN, PRIOR TO ISSUANCE OF CERTIFICATES OF OCCUPANCY.
- ALL LANDSCAPED AREAS AND PLANT MATERIAL, EXCEPT FOR NON-IRRIGATED NATIVE, RESTORATIVE, AND DRY-LAND GRASS 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 PROPOSED LANDSCAPING WITHIN THE SIGHT TRIANGLE SHALL BE IN COMPLIANCE WITH COA ROADWAY SPECIFICATION, SECTION 4.04.2.10'.
- ALL BELGARD CONCRETE PAVER AND WALL PRODUCTS WILL COME FROM SYSTEM PAVERS 412-5999

**GENERAL LANDS**

- SOD: SHALL BE E... DRA, CO 80014. (303)841-7...
- LANDSCAPE EDGING SHALL BE GREEN PAINTED EDGING W/ STAKES - 1/8"X4"X10' PER JENSEN S... HIGHLANDS RANCH, CO 8... (have been updated to show this.
- WOOD MULCH SHALL BE BARK MOUNTAIN MULCH PER JENSEN SALES COMPANY 8980 SOUTH SANTA FE DR, HIGHLANDS RANCH, CO 80125 (303) 791-4250 (MINIMUM 3" DEPTH). SEE LANDSCAPE PLAN FOR LOCATION.
- ROCK MULCH SHALL BE TWO (2) INCH MOUNTAIN COBBLE ROCK PER JENSEN SALES COMPANY 8980 SOUTH SANTA FE DR, HIGHLANDS RANCH, CO 80125 (303) 791-4250 (MINIMUM 3" DEPTH). SEE LANDSCAPE PLAN FOR LOCATION.
- SEE SITE DETAILS SHEET (SD-1) FOR ALL FENCING, RETAINING WALLS, AND SIGNAGE.
- SEE ARCHITECT PLANS FOR TRASH ENCLOSURE DETAILS.
- SEE PHOTOMETRIC PLAN FOR ALL SIGHT LIGHTING.
- PATIO PAVING: SHALL BE BELGARD CONCRETE PRODUCTS (SEE PLAN).
- FIRE HYDRANTS PLACED IN LANDSCAPE ISLANDS MUST MAINTAIN A 3' MINIMUM CLEARANCE TO THE FACE OF ALL ADJACENT CURBS.
- THE SEPARATION REQUIREMENTS FROM FIRE DEPARTMENT CONNECTIONS AND FIRE HYDRANTS MUST MEET BOTH LIFE SAFETY (TYPICALLY 3 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 A FIRE HYDRANT 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.

**SITE DATA - LOT 1**

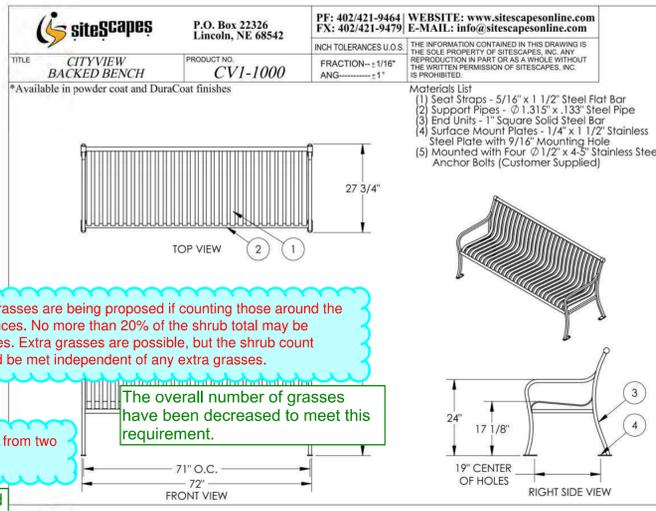
AREA IN S.F.	PERCENTAGE (%)
LOT 1 TOTAL SITE AREA: (2,002 AC)	87,218 100.0%
BUILDING COVERAGE:	15,254 17.5%
HARDSURFACE AREA:	37,762 43.3%
LANDSCAPE AREA	34,202 39.2%
COOL SEASON GRASSES (MAX. 33%)	19,002 21.8%
NON-WATER USING AREA ROCK MULCH	89 0.1%
NON-WATER USING AREA WOOD MULCH	15,111 17.3%

STREET LANDSCAPE SIDE	WIDTH REQ.	WIDTH PROV.	TREES/SHRUBS REQ. (1 T PER 40 LF)	TREES/SHRUBS EXISTING	TREES PROV.	SHRUBS PROV.	GRASS PROV.	PEREN PROV.
CHAMBERS ROAD	10'	10'	8	0	8	0	0	0
STREET PERIMETER BUFFER SIDE	10'	10'	8	0	8	0	0	0
CHAMBERS ROAD	18'	18'	8/80	0/0	8	0	46	45
NON-STREET FRONTAGE BUFFER SIDE	18'	18'	8/80	0/0	8	0	46	45

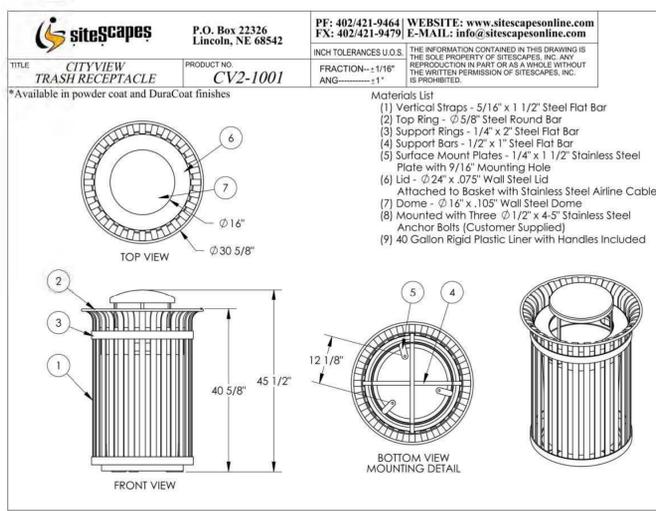
SPECIAL LANDSCAPE BUFFER SIDE	LENGTH	WIDTH REQ.	WIDTH PROV.	TREES/SHRUBS REQ. (1 T/5 S PER 25 LF)	TREES/SHRUBS EXISTING	TREES PROV.	SHRUBS PROV.	GRASS PROV.	PEREN PROV.
NORTH BOUNDARY	39 (303)	25'	25'	21/92	0/0	21	132	0	0
SOUTH BOUNDARY	107	25'	25'	4/17	0/0	6	35	0	12
EAST BOUNDARY	540	25'	25'	22/17	0/0	19	67	30	18

**SITE DATA - LOT 1 - BUILDING PERIMETER LANDSCAPE**

BUILDING	BUILDING PERIMETER LANDSCAPE DESCRIPTION	LENGTH (L.F.)	TOTAL PLANTS REQUIRED	TREES PROVIDED/REQUIRED (5%)	SHRUBS PROVIDED/REQUIRED (15%)	SMALL MED (10%) PROVIDED/REQUIRED (80%)
1	MULTI-FAMILY BUILDING					
	NORTH	63'	16	3/0.8	5/1.0	14/13
	SOUTH	64'	16	2/0.8	8/1.0	14/13
	WEST	256'	64	3/3.0	29/9.0	64/51.2
	EAST	81'	20	0/1.0	8/3.0	19/16



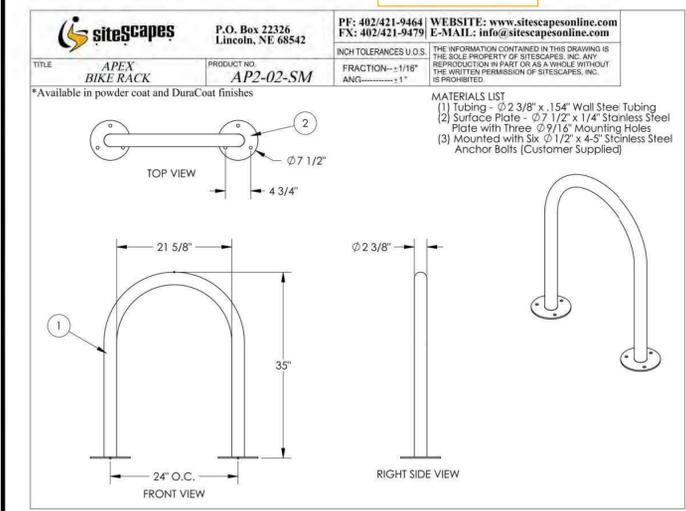
**A SITE SCAPES CITYVIEW BENCH**



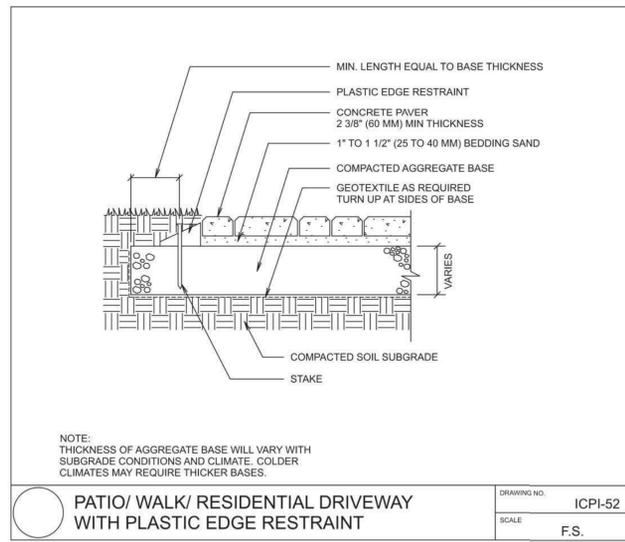
**B SITE SCAPES CITYVIEW TRASH RECEPTACLE**

add note: All proposed landscaping within the sight triangle shall be in compliance with COA Roadway Specifications, Section 4.04.2.10'

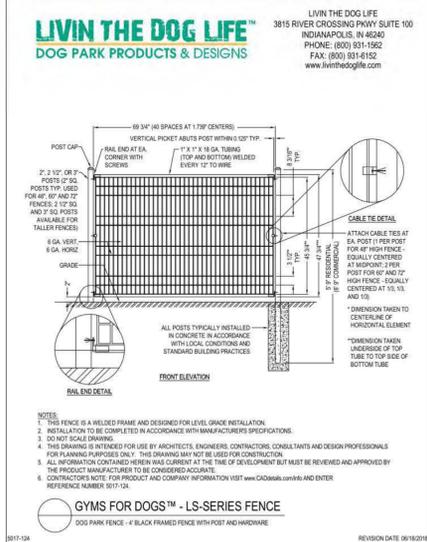
This note has been added to the landscape detail sheet.



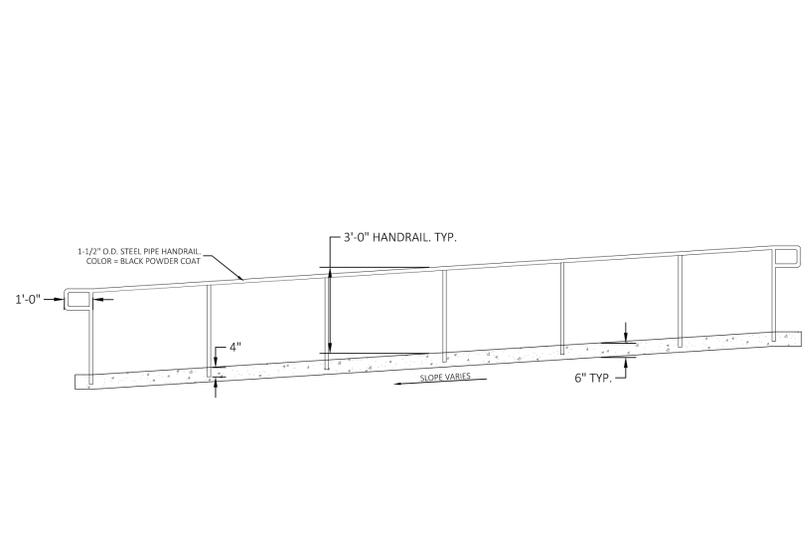
**C SITE SCAPES APEX BIKE RACK**



**D PAVER PATIO EDGING**



**E DOG PARK FENCE**



**F ADA HANDRAIL**

**MASONRY PERCENTAGES**

**AURORA DESIGN STANDARDS REQUIREMENTS FOR MASONRY:**

- MULTI-FAMILY RESIDENTIAL  
EITHER:  
• 60 PERCENT SHALL BE CLAD IN BRICK OR STONE; OR  
• 80 PERCENT SHALL BE CLAD IN STUCCO; OR  
• 80 PERCENT SHALL BE CLAD IN A COMBINATION OF STUCCO AND BRICK, OR STUCCO AND STONE

\*NET FAÇADE AREA MEANS THE TOTAL AREA OF ALL EXTERIOR WALLS FOR ALL STORIES ABOVE GRADE PLANE ON ANY RESIDENTIAL DESIGN PLAN ELEVATIONS, MINUS THE AREA OF ANY WINDOWS, DOORS (INCLUDING GARAGE DOORS), ROOF GABLE ENDS, AND ROOF DORMERS WITH A NET WALL AREA OF LESS THAN 100 SQUARE FEET. FOR PURPOSES OF THIS DEFINITION, "WALLS" SHALL MEAN THE VERTICAL SURFACES OR SURFACES WITHIN 15 DEGREES OF VERTICAL ON A BUILDING'S EXTERIOR, INCLUDING COLUMNS. FOR PURPOSE OF COMPLIANCE WITH THIS SECTION, THE PERCENTAGE OF NET FAÇADE AREA COVERAGE MAY VARY ON EACH ELEVATION SO LONG AS THE TOTAL NET FAÇADE AREA COVERAGE OF ALL ELEVATIONS OF THE STRUCTURE MEETS THE REQUIRED MINIMUM COVERAGE PERCENTAGE.

**PROVIDED MASONRY:**

- EAST ELEVATION:  
MASONRY = 3,770 S.F.  
SIDING = 2,775 S.F.  
TOTAL = 6,545 S.F.  
WEST ELEVATION:  
MASONRY = 3,534 S.F.  
SIDING = 3,361 S.F.  
TOTAL = 6,895 S.F.  
SOUTH ELEVATION:  
MASONRY = 1,938 S.F.  
SIDING = 0 S.F.  
TOTAL = 1,938 S.F.  
NORTH ELEVATION:  
MASONRY = 1,133 S.F.  
SIDING = 701 S.F.  
TOTAL = 1,837 S.F.  
TOTAL BUILDING:  
MASONRY = 10,375 S.F. = 60.3%  
SIDING = 6,840 S.F. = 39.7%  
TOTAL = 17,215 S.F.

# 1900 SOUTH CHAMBERS LOT 1 SITE PLAN

A SUBDIVISION OF A PART OF THE SOUTHWEST ONE-QUARTER OF SECTION 20,  
TOWNSHIP 4 SOUTH, RANGE 66 WEST, OF THE 6TH PRINCIPAL MERIDIAN  
CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

The proposed building length of 257' 5/8" exceeds the maximum building length allowable in Subarea B which is 200 feet. Revise the site plan to meet this requirement. If intend to move forward with the proposed building length you will to request a major adjustment since you are requesting an adjustment to the Development Standards in this UDO. Update your Letter of Introduction to include the request for a major adjustment and your response to criteria for approval identified in Section 146-5.4.4.D.3.

LIFE SAFETY KEY	
<input checked="" type="checkbox"/>	KNOX BOX LOCATION

NOTED. A MAJOR ADJUSTMENT WILL BE REQUESTED IN THIS THIRD UMBMITTAL FOR THE BUILDING LENGTH. THE LETTER OF INTRODUCTION WILL ENGAGE THE CODE TO DEFEND THE NEED FOR AN ADJUSTMENT.



4 WEST ELEVATION  
3/32" = 1'-0"



3 SOUTH ELEVATION  
3/32" = 1'-0"



2 NORTH ELEVATION  
3/32" = 1'-0"

FAÇADE DESIGN REQUIREMENTS PER AURORA BUILDING DESIGN STANDARDS TABLE 4.4-8				
BUILDING FACE	PRIMARY FAÇADE (WEST)	SECONDARY FAÇADE (NS)	MINOR FAÇADE (EAST)	
<b>MASSING (REQ)</b>	3	2	1	
WALL OFFSET (MIN 3')	X	X	X	
WALL/PARAPET HT CHANGE (MIN 3')	X		X	
WALL NOTCH (MIN 12")	X			
ROOF FORM CHANGE		X		
<b>MATLS</b>	2	2	1	
CHANGE IN MATERIAL	X	X	X	
USE OF MASONRY (MIN 40% OF FAÇADE)	X	X	X	
<b>HUMAN SCALE</b>	3	2	1	
ENTRY DEFINITION	X	X	X	
BALCONIES	X	X	X	
AWNINGS OR SHUTTERS	X			



1 EAST ELEVATION  
3/32" = 1'-0"

**Godden|Sudik ARCHITECTS**  
SEE WHAT COULD BE  
303.455.4437  
www.goddensudik.com

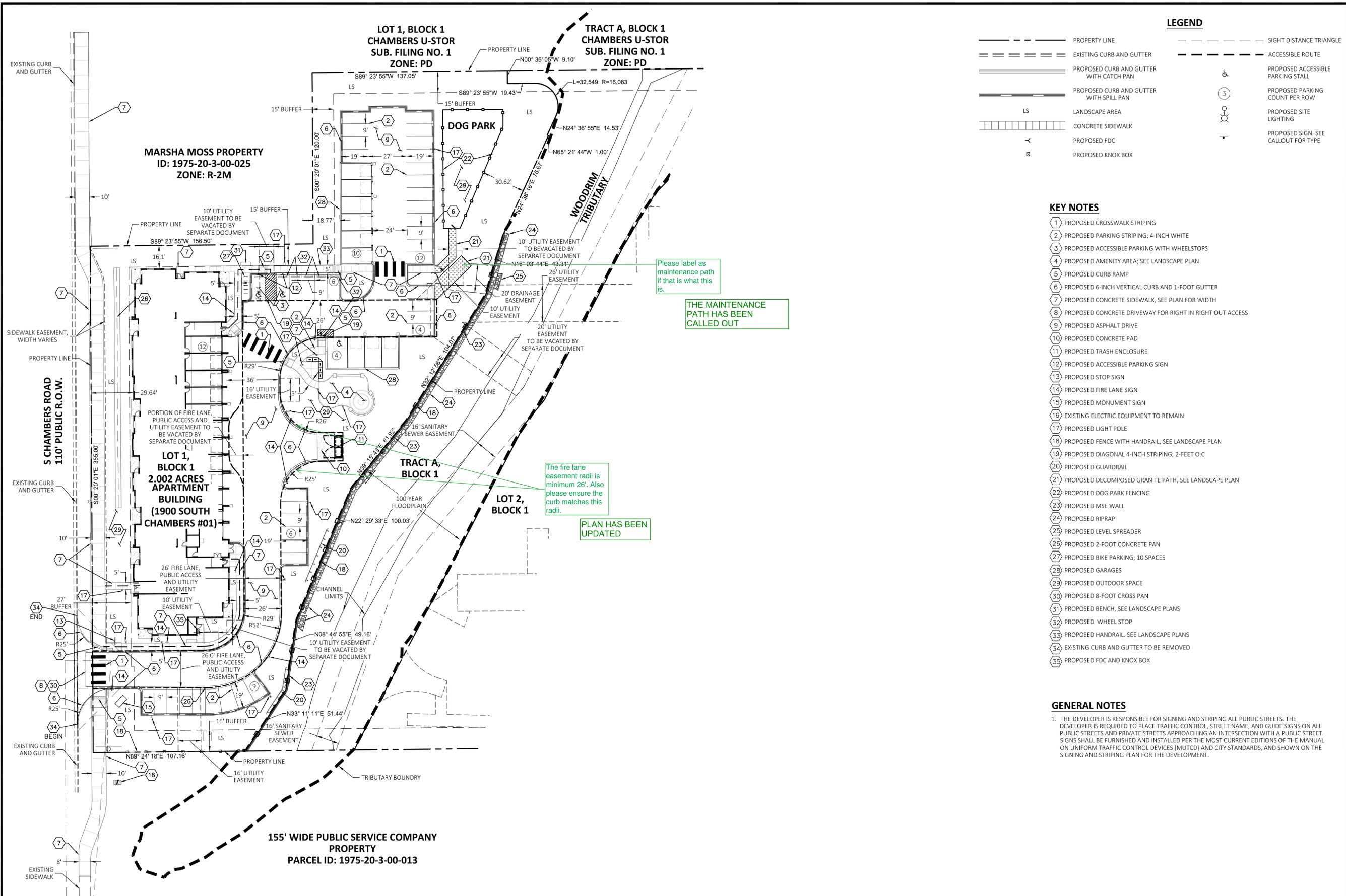
5975 S. Quebec Street  
Suite 250  
Centennial, CO 80111

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SITE PLAN  
1900 SOUTH CHAMBERS  
LOT 1  
AURORA, COLORADO  
JOB NO. 21.048

DESCRIPTION	1ST SITE PLAN AMENDMENT SUBMITTAL 2ND SITE PLAN AMENDMENT SUBMITTAL
DATE	09.03.2021 11.04.2021

**811** Know what's below.  
Call before you dig.



**LEGEND**

---	PROPERTY LINE	- - - -	SIGHT DISTANCE TRIANGLE
====	EXISTING CURB AND GUTTER	- - - - -	ACCESSIBLE ROUTE
=====	PROPOSED CURB AND GUTTER WITH CATCH PAN	⊗	PROPOSED ACCESSIBLE PARKING STALL
=====	PROPOSED CURB AND GUTTER WITH SPILL PAN	⊙	PROPOSED PARKING COUNT PER ROW
LS	LANDSCAPE AREA	⊕	PROPOSED SITE LIGHTING
	CONCRETE SIDEWALK	⊖	PROPOSED SIGN. SEE CALLOUT FOR TYPE
⊕	PROPOSED FDC		
⊖	PROPOSED KNOX BOX		

- KEY NOTES**
- 1 PROPOSED CROSSWALK STRIPING
  - 2 PROPOSED PARKING STRIPING; 4-INCH WHITE
  - 3 PROPOSED ACCESSIBLE PARKING WITH WHEELSTOPS
  - 4 PROPOSED AMENITY AREA; SEE LANDSCAPE PLAN
  - 5 PROPOSED CURB RAMP
  - 6 PROPOSED 6-INCH VERTICAL CURB AND 1-FOOT GUTTER
  - 7 PROPOSED CONCRETE SIDEWALK, SEE PLAN FOR WIDTH
  - 8 PROPOSED CONCRETE DRIVEWAY FOR RIGHT IN RIGHT OUT ACCESS
  - 9 PROPOSED ASPHALT DRIVE
  - 10 PROPOSED CONCRETE PAD
  - 11 PROPOSED TRASH ENCLOSURE
  - 12 PROPOSED ACCESSIBLE PARKING SIGN
  - 13 PROPOSED STOP SIGN
  - 14 PROPOSED FIRE LANE SIGN
  - 15 PROPOSED MONUMENT SIGN
  - 16 EXISTING ELECTRIC EQUIPMENT TO REMAIN
  - 17 PROPOSED LIGHT POLE
  - 18 PROPOSED FENCE WITH HANDRAIL, SEE LANDSCAPE PLAN
  - 19 PROPOSED DIAGONAL 4-INCH STRIPING; 2- FEET O.C
  - 20 PROPOSED GUARDRAIL
  - 21 PROPOSED DECOMPOSED GRANITE PATH, SEE LANDSCAPE PLAN
  - 22 PROPOSED DOG PARK FENCING
  - 23 PROPOSED MSE WALL
  - 24 PROPOSED RIPRAP
  - 25 PROPOSED LEVEL SPREADER
  - 26 PROPOSED 2-FOOT CONCRETE PAN
  - 27 PROPOSED BIKE PARKING; 10 SPACES
  - 28 PROPOSED GARAGES
  - 29 PROPOSED OUTDOOR SPACE
  - 30 PROPOSED 8-FOOT CROSS PAN
  - 31 PROPOSED BENCH, SEE LANDSCAPE PLANS
  - 32 PROPOSED WHEEL STOP
  - 33 PROPOSED HANDRAIL. SEE LANDSCAPE PLANS
  - 34 EXISTING CURB AND GUTTER TO BE REMOVED
  - 35 PROPOSED FDC AND KNOX BOX

**GENERAL NOTES**

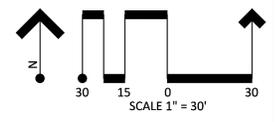
1. THE DEVELOPER IS RESPONSIBLE FOR SIGNING AND STRIPING ALL PUBLIC STREETS. THE DEVELOPER IS REQUIRED TO PLACE TRAFFIC CONTROL, STREET NAME, AND GUIDE SIGNS ON ALL PUBLIC STREETS AND PRIVATE STREETS APPROACHING AN INTERSECTION WITH A PUBLIC STREET. SIGNS SHALL BE FURNISHED AND INSTALLED PER THE MOST 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.

Please label as maintenance path if that is what this is.

THE MAINTENANCE PATH HAS BEEN CALLED OUT

The fire lane easement radii is minimum 26'. Also please ensure the curb matches this radii.

PLAN HAS BEEN UPDATED



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---

**SITE PLAN**

**1900 SOUTH CHAMBERS**

**COMMUNITY LOT 1**

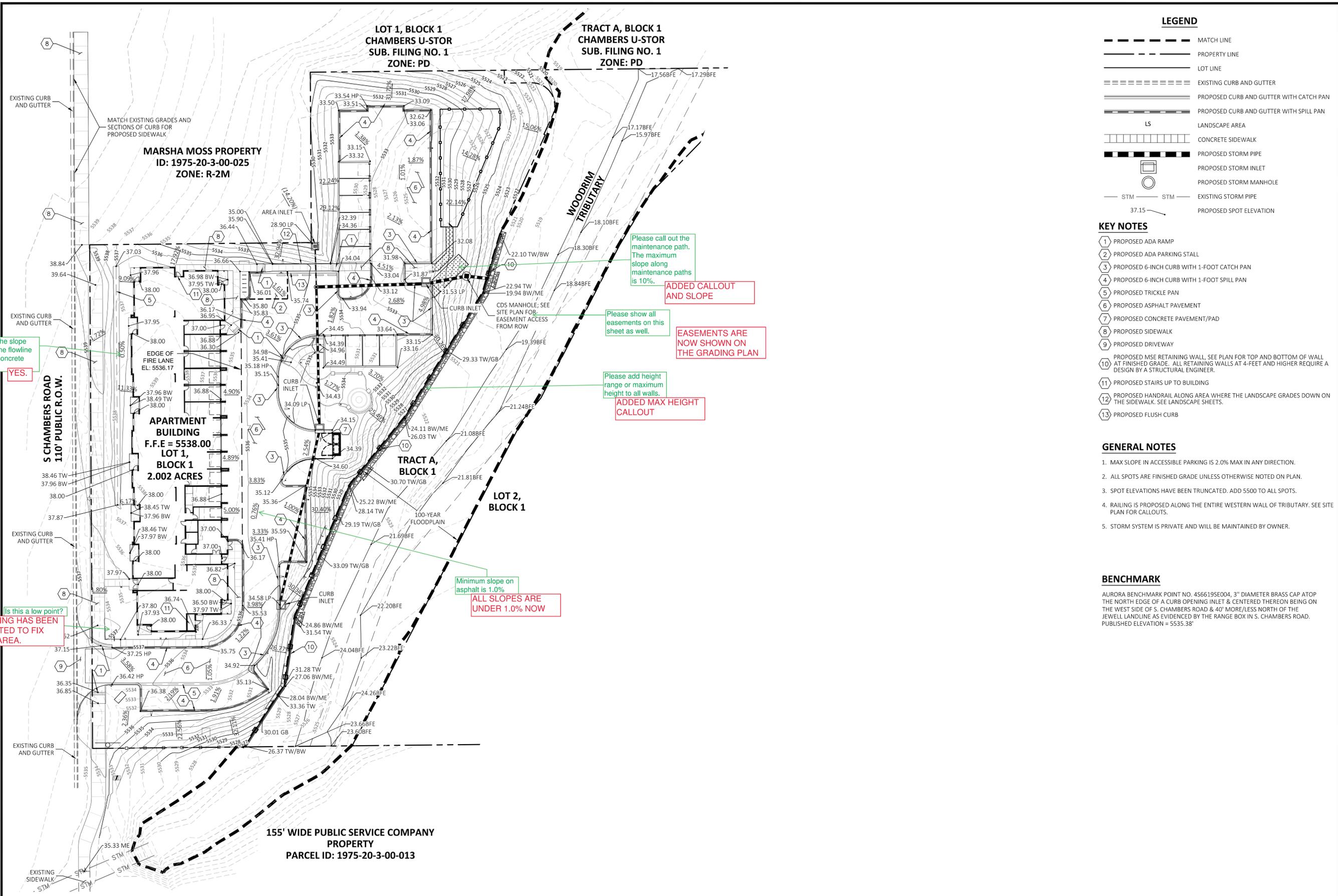
AURORA, COLORADO

JOB NO. 21.048

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DATE	DESCRIPTION	SITE PLAN
09.03.2021	1ST SITE PLAN AMENDMENT SUBMITTAL	
11.04.2021	2ND SITE PLAN AMENDMENT SUBMITTAL	

SP-1 (2 OF 11)



**LEGEND**

- MATCH LINE
- PROPERTY LINE
- LOT LINE
- EXISTING CURB AND GUTTER
- PROPOSED CURB AND GUTTER WITH CATCH PAN
- PROPOSED CURB AND GUTTER WITH SPILL PAN
- LANDSCAPE AREA
- CONCRETE SIDEWALK
- PROPOSED STORM PIPE
- PROPOSED STORM INLET
- PROPOSED STORM MANHOLE
- EXISTING STORM PIPE
- PROPOSED SPOT ELEVATION

**KEY NOTES**

- 1 PROPOSED ADA RAMP
- 2 PROPOSED ADA PARKING STALL
- 3 PROPOSED 6-INCH CURB WITH 1-FOOT CATCH PAN
- 4 PROPOSED 6-INCH CURB WITH 1-FOOT SPILL PAN
- 5 PROPOSED TRICKLE PAN
- 6 PROPOSED ASPHALT PAVEMENT
- 7 PROPOSED CONCRETE PAVEMENT/PAD
- 8 PROPOSED SIDEWALK
- 9 PROPOSED DRIVEWAY
- 10 PROPOSED MSE RETAINING WALL, SEE PLAN FOR TOP AND BOTTOM OF WALL AT FINISHED GRADE. ALL RETAINING WALLS AT 4-FEET AND HIGHER REQUIRE A DESIGN BY A STRUCTURAL ENGINEER.
- 11 PROPOSED STAIRS UP TO BUILDING
- 12 PROPOSED HANDRAIL ALONG AREA WHERE THE LANDSCAPE GRADES DOWN ON THE SIDEWALK. SEE LANDSCAPE SHEETS.
- 13 PROPOSED FLUSH CURB

**GENERAL NOTES**

1. MAX SLOPE IN ACCESSIBLE PARKING IS 2.0% MAX IN ANY DIRECTION.
2. ALL SPOTS ARE FINISHED GRADE UNLESS OTHERWISE NOTED ON PLAN.
3. SPOT ELEVATIONS HAVE BEEN TRUNCATED. ADD 5500 TO ALL SPOTS.
4. RAILING IS PROPOSED ALONG THE ENTIRE WESTERN WALL OF TRIBUTARY. SEE SITE PLAN FOR CALLOUTS.
5. STORM SYSTEM IS PRIVATE AND WILL BE MAINTAINED BY OWNER.

**BENCHMARK**

AURORA BENCHMARK POINT NO. 4566195E004, 3" DIAMETER BRASS CAP ATOP THE NORTH EDGE OF A CURB OPENING INLET & CENTERED THEREON BEING ON THE WEST SIDE OF S. CHAMBERS ROAD & 40' MORE/LESS NORTH OF THE JEWELL LANDLINE AS EVIDENCED BY THE RANGE BOX IN S. CHAMBERS ROAD. PUBLISHED ELEVATION = 5535.38'

**POINT**

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**SITE PLAN**

**1900 SOUTH CHAMBERS**

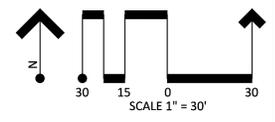
**COMMUNITY LOT 1**

AURORA, COLORADO

JOB NO. 21.048

DATE	DESCRIPTION
09.03.2021	1ST SITE PLAN AMENDMENT SUBMITTAL
11.04.2021	2ND SITE PLAN AMENDMENT SUBMITTAL

GP-1 (3 OF 11)



**STANDARD LANDSCAPE NOTES:**

- SOIL PREPARATION: MIX THE FOLLOWING SOIL AMENDMENTS AND APPLY TO SOD AND SHRUB BED AREAS.
  - 1.1. ASPEN RICH COMPOST -- FOUR (4) CUBIC YARDS OF ORGANIC MATERIAL PER 1,000 SF OF AREA
  - 1.2. COMMERCIAL FERTILIZER (20-10-5): 10 LBS. PER 1,000 S.F.
  - 1.3. SUPERPHOSPHATE: 10 LBS. PER 1,000 S.F.
- SEE PHOTOMETRIC PLAN FOR INFORMATION REGARDING FREESTANDING LIGHTS.
- SURFACE MATERIALS ARE CITY STANDARD GREY CONCRETE FOR SIDEWALKS, CONCRETE PAVERS FOR PLAZA AREAS, AND DECOMPOSED GRANITE FOR TRAIL PATHWAYS.
- ALL UTILITY EASEMENT SHALL REMAIN UNOBSTRUCTED AND FULLY ACCESSIBLE ALONG THEIR ENTIRE LENGTH FOR MAINTENANCE EQUIPMENT ENTRY.
- 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 AS DELINEATED ON THE PLAN, PRIOR TO ISSUANCE OF CERTIFICATES OF OCCUPANCY.
- ALL LANDSCAPED AREAS AND PLANT MATERIAL, EXCEPT FOR NON-IRRIGATED NATIVE, RESTORATIVE, AND DRY-LAND GRASS 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 PROPOSED LANDSCAPING WITHIN THE SIGHT TRIANGLE SHALL BE IN COMPLIANCE WITH COA ROADWAY SPECIFICATION, SECTION 4.04.2.10.
- ALL BELGARD CONCRETE PAVER AND WALL PRODUCTS WILL COME FROM SYSTEM PAVERS 10515 E 40TH AVE UNIT 109 DENVER, CO 80239 (303) 412-5999

**GENERAL LANDSCAPE NOTES:**

- SOD: SHALL BE BUFFALO GRASS SOD PER THE SOD GUY AURORA, CO 80014. (303)841-7575
- LANDSCAPE EDGING SHALL BE GREEN PAINTED EDGING W/ STAKES - 1/8"x4"x10" PER JENSEN SALES COMPANY 8980 SOUTH SANTA FE DR, HIGHLANDS RANCH, CO 80125 (303) 791-4250.
- WOOD MULCH SHALL BE BARK MOUNTAIN MULCH PER JENSEN SALES COMPANY 8980 SOUTH SANTA FE DR, HIGHLANDS RANCH, CO 80125 (303) 791-4250 (MINIMUM 3" DEPTH). SEE LANDSCAPE PLAN FOR LOCATION.
- ROCK MULCH SHALL BE TWO (2) INCH MOUNTAIN COBBLE ROCK PER JENSEN SALES COMPANY 8980 SOUTH SANTA FE DR, HIGHLANDS RANCH, CO 80125 (303) 791-4250 (MINIMUM 3" DEPTH). SEE LANDSCAPE PLAN FOR LOCATION.
- SEE SITE DETAILS SHEET (SD-1) FOR ALL FENCING, RETAINING WALLS, AND SIGNAGE.
- SEE ARCHITECT PLANS FOR TRASH ENCLOSURE DETAILS.
- SEE PHOTOMETRIC PLAN FOR ALL SIGHT LIGHTING.
- PATIO PAVING: SHALL BE BELGARD CONCRETE PRODUCTS (SEE PLAN).
- FIRE HYDRANTS PLACED IN LANDSCAPE ISLANDS MUST MAINTAIN A 3' MINIMUM CLEARANCE TO THE FACE OF ALL ADJACENT CURBS.
- THE SEPARATION REQUIREMENTS FROM FIRE DEPARTMENT CONNECTIONS AND FIRE HYDRANTS MUST MEET BOTH LIFE SAFETY (TYPICALLY 3 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 A FIRE HYDRANT 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.

**SITE DATA - LOT 1**

SITE DATA - LOT 1		AREA IN S.F.	PERCENTAGE (%)
LOT 1 TOTAL SITE AREA: (2,002 AC)		87,218	100.0%
BUILDING COVERAGE:		15,254	17.5%
HARDSURFACE AREA:		37,762	43.3%
LANDSCAPE AREA		34,202	39.2%
COOL SEASON GRASSES (MAX. 33%)		19,002	21.8%
NON-WATER USING AREA ROCK MULCH		89	0.1%
NON-WATER USING AREA WOOD MULCH		15,111	17.3%

STREET LANDSCAPE									
SIDE	ROW AT FL W/O DRIVE ENTRY	WIDTH REQ.	WIDTH PROV.	TREES/SHRUBS REQ. (1 T PER 40 LF)	TREES/SHRUBS EXISTING	TREES PROV.	SHRUBS PROV.	GRASS PROV.	PEREN PROV.
CHAMBERS ROAD	316	10'	10'	8	0	8	0	0	0

STREET PERIMETER BUFFER									
SIDE	LENGTH	WIDTH REQ.	WIDTH PROV.	TREES/SHRUBS REQ. (1 T/ 10 S PER 40 LF)	TREES/SHRUBS EXISTING	TREES PROV.	SHRUBS PROV.	GRASS PROV.	PEREN PROV.
CHAMBERS ROAD	327	20	9	8/80	0/0	10	82	48	45

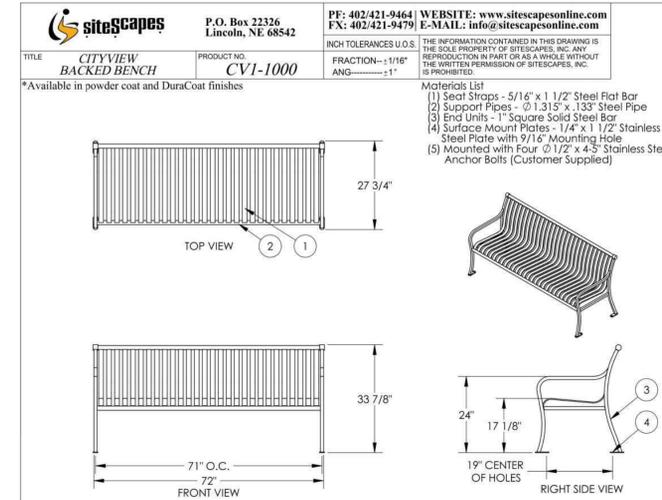
NON-STREET FRONTAGE BUFFER									
SIDE	LENGTH	WIDTH REQ.	WIDTH PROV.	TREES/SHRUBS REQ. (1 T/5 S PER 25 LF)	TREES/SHRUBS EXISTING	TREES PROV.	SHRUBS PROV.	GRASS PROV.	PEREN PROV.
NORTH BOUNDARY	442	10'	15'	21/92	0/0	21	132	0	0

SPECIAL LANDSCAPE BUFFER									
SIDE	LENGTH	WIDTH REQ.	WIDTH PROV.	TREES/SHRUBS REQ. (1 T/5 S PER 25 LF)	TREES/SHRUBS EXISTING	TREES PROV.	SHRUBS PROV.	GRASS PROV.	PEREN PROV.
SOUTH BOUNDARY	107	25'	25'	4/17	0/0	6	35	0	12
EAST BOUNDARY	540	25'	25'	22/17	0/0	19	67	30	18

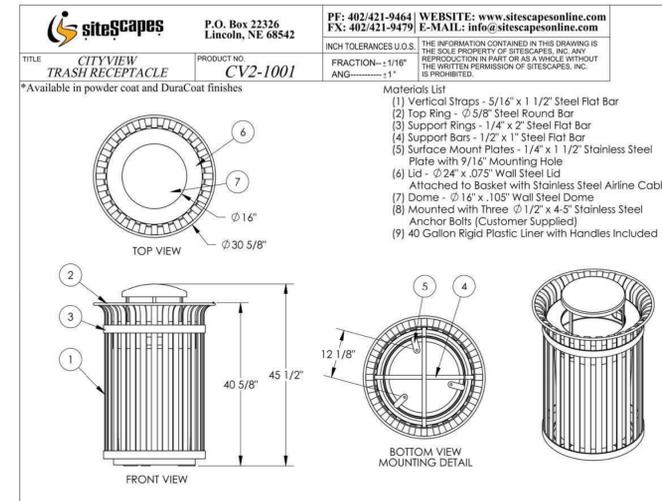
SITE LANDSCAPE DATA				
	TOTAL AREA	LANDSCAPE AREA	PERCENT REQ.	PERCENT PROVIDED.
LOT TOTAL	87,218	34,202	15%	39%

**SITE DATA - LOT 1 - BUILDING PERIMETER LANDSCAPE**

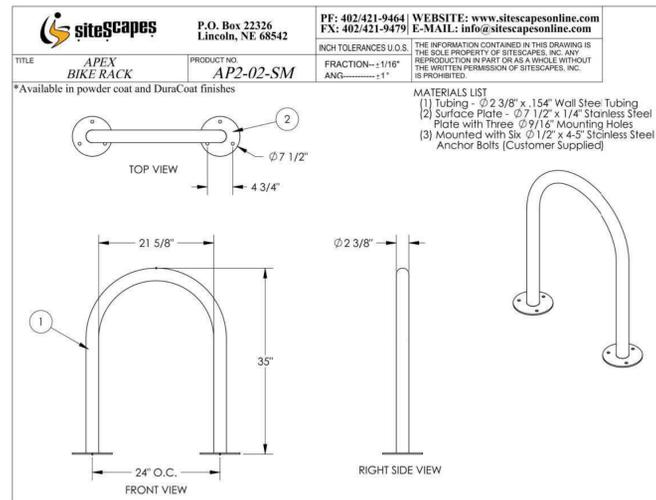
LOT 1 - BUILDING PERIMETER LANDSCAPING (1.25/5 LF)						
BUILDING	BUILDING PERIMETER LANDSCAPE DESCRIPTION	LENGTH (L.F.)	TOTAL PLANTS REQUIRED	TREES PROVIDED/REQUIRED (5%)	TALL SHRUBS PROVIDED/REQUIRED (15%)	MEDIUM/SMALL PROVIDED/REQUIRED (80%)
1	<b>MULTI-FAMILY BUILDING</b>					
	NORTH	63'	16	3/0.8	5/1.0	14/13
	SOUTH	64'	16	2/0.8	8/1.0	14/13
	WEST	256'	64	3/3.0	29/9.0	64/51.2
	EAST	81'	20	0/1.0	8/3.0	19/16



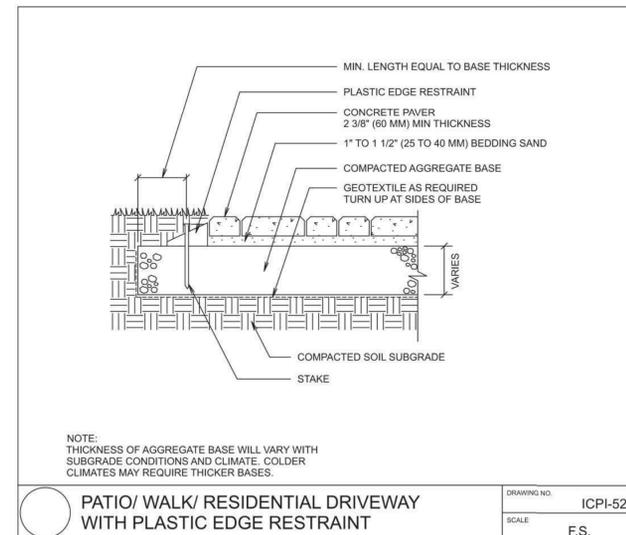
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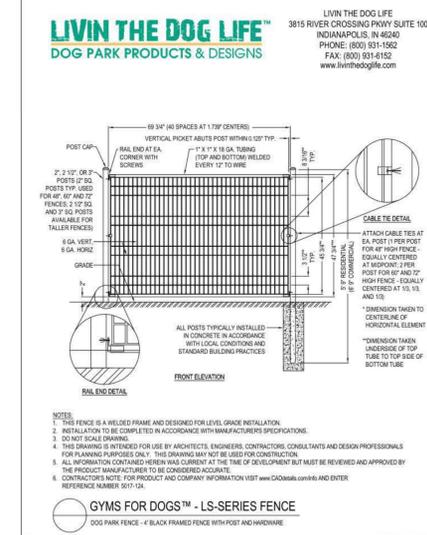
**B SITE SCAPES CITYVIEW TRASH RECEPTACLE**



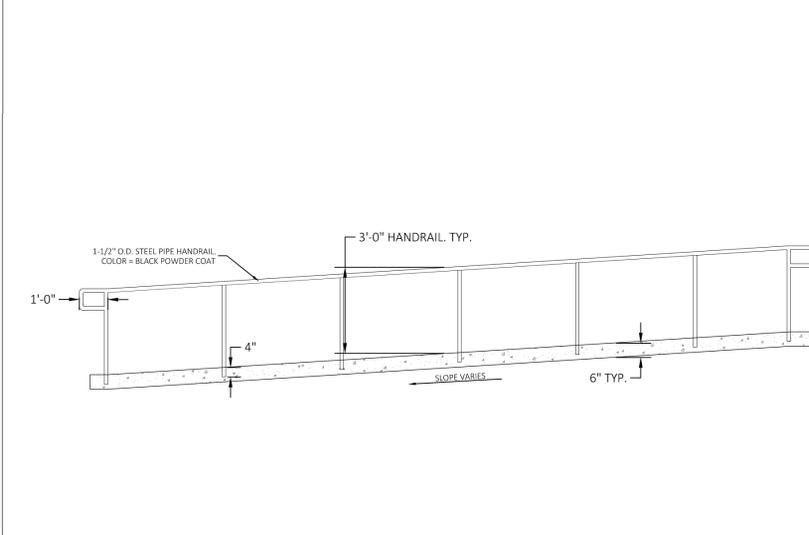
**C SITE SCAPES APEX BIKE RACK**



**D PAVER PATIO EDGING**



**E GYMS FOR DOGS™ - LS-SERIES FENCE**



**F ADA HANDRAIL**

NOT FOR CONSTRUCTION

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SITE PLAN  
 1900 SOUTH CHAMBERS  
 COMMUNITY LOT 1  
 AURORA, COLORADO

DATE	DESCRIPTION
09.03.2021	1ST SITE PLAN AMENDMENT SUBMITTAL
11.04.2021	2ND SITE PLAN AMENDMENT SUBMITTAL

LANDSCAPE NOTES & DETAILS JOB NO. 21.048  
 LD-1 (6 OF 11)

Please ensure all copyright notes are removed from this plan set, typical.

All copyright notes have been removed from the sheet.



November 4, 2021

Steve Gomez  
City of Aurora  
Public Works - Traffic  
15151 E Alameda Pkwy  
Aurora, CO 80012

Re: **1900 S Chambers Road – Traffic Letter  
Aurora, Colorado**

Dear Steve:

## INTRODUCTION

Helena Land Holding is proposing to develop a parcel into 51 multi-family residential units at 1900 South Chambers Road in Aurora, Colorado. This traffic letter, which includes estimated trip generation associated with the project and a traffic operations evaluation of the proposed access to Chambers Road, has been completed to supplement the development application as required by the City of Aurora.

## PROJECT DESCRIPTION

The proposed residential development will include up to 51 attached multi-family dwelling units in a three-story building with an associated off-street surface parking lot. A portion of the parking will be covered. Access for the site will be via a right-in/right-out driveway to Chambers Road. Completion of the project is anticipated by fall 2022.

The 2.0-acre project site for the proposed development is currently vacant and borders the Woodrim Tributary floodway. The site is bound by Chambers Road to the west, the floodway to the east and a single-family house and storage units to the north. and residential uses on all other sides. Chambers Road is lined with a mix of residential and commercial uses in the vicinity of the site.

The site is less than 1,000' south of Mexico Avenue. Chambers Road provides a north-south connection through Aurora, paralleling I-225. Interstate 225 is accessed by Mississippi Avenue north of the site or Iliff Avenue south of the site. A vicinity map is included as **Exhibit 1** and the current site plan is included as **Exhibit 2** at the end of this document. An aerial of the immediate vicinity is included as **Exhibit 3**.

## TRIP GENERATION

The proposed project will include up to 51 residential dwelling units that will be three stories. The *Trip Generation Manual, 10<sup>th</sup> Edition* published by the Institute of Transportation Engineers (ITE) was used to determine the number of trips generated by

comments provided on  
11/22/21 seg

1. Study needs to be  
stamped and signed by a  
registered engineer  
2. See comment below

1. noted.  
2. noted.

the proposed land use. The purpose of the Trip Generation Manual (TGM) is to compile and quantify empirical trip generation rates for specific land uses within the US, UK and Canada. Generally, the Trip Generation Manual is the industry standard accepted reference for estimating trip generation. The proposed attached multifamily housing falls within the TGM land use category 221, “Multifamily Housing (Mid-Rise).” This land use category includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and are three to ten stories tall. The trip generation estimate for the site based on this land use category is shown in the table below.

**Table 1 - Project Trip Generation (unadjusted)**

Land Use	ITE			Daily Trips	AM Peak Hour			PM Peak Hour		
	Code	Size	Units		In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise)	221	51	DU	278	5	13	18	13	9	22

DU = Dwelling Units

As shown in the table above, the project is anticipated to generate 18 AM peak hour trips, 22 PM peak hour trips and 278 average daily trips.

### ***Trip Types***

Nearly all developments are made up of the following six trip types: new (destination) trips, pass-by trips, diverted trips, shared (internal) trips, multi-modal (non-vehicular) trips, and transit-oriented trips. To better understand the trip types available for land access and how they relate to this project, a description of each specific type follows.

**New (Destination) Trips** – These types of trips occur to access a specific land use such as a new retail development or a new residential subdivision. These types of trips will travel to and from the new site and a single other destination such as home or work. This is the only trip type that will result in a net increase in the total amount of traffic within the study area. The reason primarily is that these trips represent planned trips to a specific destination that never took trips to that part of the City prior to the development being constructed and occupied. This project will develop new trips.

**Pass-by Trips** – These trips represent vehicles which currently use adjacent roadways providing primary access to new land uses or projects. These trips, however, have an ultimate destination other than the project in question. They should be viewed as drop-in customers who stop in on their way home from work. A good example is a quick stop at the grocery store to pick up an ingredient for dinner on the way home from work or at a latte stand to grab a coffee on the way to work. This can make this trip pre-determined, but the stop is still on the way by. Another example would be on payday, where an individual generally drives by their bank every day without stopping, except on payday. On that day, this driver would drive into the bank, perform the prerequisite banking and then continue home. In this example, the trip started from work with a destination of home, however on the way, the driver stopped at the grocery store/latte stand and/or bank directly adjacent to their path. Pass-by trips are most always associated with commercial/retail types of developments. Therefore, no pass-by trips are anticipated for this project.

**Diverted (Linked) Trips** - Diverted trips are like pass-by trips, but diverted trips occur from

roadways that do not provide direct access to the site. Instead, one or more streets must be utilized to get to and from the site. For this project, diverted trips could occur from Mexico Avenue, Iliff Avenue, Mississippi Avenue or I-225 or any other street that does not provide direct access for the site. Due to the multiple routes that could be taken and the inability to verify this type of trip, diverted trips were not accounted for within this analysis.

**Shared (Internal) Trips** - Internal trips are the portion of trips generated by a mixed-use development that both begin and end within the development. When estimating trip generation for a development with several uses, each use will generate its own trips. If those trips occur between two of the onsite uses without using the external roadway system, it is considered a shared or internal trip. This trip type reduces the number of new trips generated on the public road system and is most commonly used for commercial or mix-use developments. Determining these trip types is more difficult to quantify and without specific guidance are usually determined by engineering judgment on a project-by-project basis. For this project, the residences are the only use on site and no shared trips will occur.

**Multi-Modal (Non-Vehicular) Trips** - These are non-vehicular trips to and from the site, mostly comprised of pedestrian and bicycle trips. Generally, they are local trips from the surrounding neighborhood or adjacent businesses. If a development is in an area with a high amount of bicycle and pedestrian activity, such as a downtown setting or college campus, a reduction of vehicular trips would be anticipated. Pedestrian and bicycle trips are anticipated to occur with this development, but are not anticipated to comprise a significant portion of the overall trips.

**Transit Trip** - The Denver Metro area is served by Regional Transportation District (RTD) with public bus and light rail. The nearest bus route is along Chambers Road with stops in the vicinity of Mexico Avenue. The nearest light rail station is approximately two miles away at Aurora Metro Center Station along the R-Line. With the proximity of bus stops and a light-rail station, transit is readily available for this site to utilize. This may result in a slight decrease in vehicular trips for the site, but is not anticipated to be significant.

Based on the various trip types listed above, there are not anticipated to be significant numbers of alternate mode trips to and from the site. Therefore, no reduction in trips to the values shown in Table 1 was implemented.

## **TRIP DISTRIBUTION**

As shown on the site plan, the site will be accessed by a single driveway to Chambers Road, which is a north-south major arterial providing connections to other major east-west arterials (Mississippi, Iliff, etc.) in the vicinity of the site. Mississippi Avenue and Iliff Avenue provide the closest connections to Interstate 225, the nearest freeway. Since the site access is proposed to be right-in / right-out, distribution of trips at the driveway will be 100% from the south for ingress and 100% to the north for egress.

Once trips reach other collectors or arterials (Mexico Avenue, Mississippi Avenue, Iliff Avenue), traffic is generally anticipated to distribute similar to existing traffic patterns.

## SITE ACCESS EVALUATION

A traffic operations analysis has been completed for the proposed site driveway to Chambers Road. The following describes the methodology associated with this capacity analysis, the background traffic data collected and the resulting level of service anticipated for the site driveway.

### Analysis Methodology

The analyses described in this report were performed in accordance with the procedures in the *Highway Capacity Manual (HCM) 6<sup>th</sup> edition* and as described below. The analyses were conducted for the AM and PM peak hour traffic conditions. Therefore, during all other times, drivers are most likely to experience traffic conditions better than those described within this document.

Level of Service (LOS) is an empirical premise developed by the transportation profession to quantify driver perception for such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles afforded to drivers who utilize the transportation network. LOS has been defined by the Transportation Research Board in the *Highway Capacity Manual (6<sup>th</sup> Edition)*. This document has quantified level of service into a range from “A” which indicates little, if any, vehicle delay, to “F” which indicates significant vehicle delay and traffic congestion that may lead to system breakdown due to volumes that may far exceed capacity.

The *Highway Capacity Manual* defines the level of service for a signalized intersection as the average delay per vehicle (amount of time a vehicle must spend at the intersection) for the overall intersection. For unsignalized intersections that include both stop-controlled and uncontrolled approaches (known as through/stop controlled), the *Highway Capacity Manual* defines the level of service as the average delay per vehicle for the worst approach, not the overall intersection.

The level of service letter grades as defined by the Transportation Research Board and the associated amount of delay in seconds per vehicle, as well as a brief description of the operating condition, for both signalized and unsignalized intersections are included for reference in **Table 2** on the next page.

**Table 2 – Level of Service Descriptions and Ranges**  
**Unsignalized Intersection Level of Service Criteria**

Level of Service	Delay Range (seconds/vehicle)	Expected Delay to Minor Street Traffic
A	≤ 10	Little or no conflicting traffic for minor street approach.
B	> 10 and ≤ 15	Minor street approach begins to notice absence of available gaps.
C	> 15 and ≤ 25	Minor street approach begins experiencing delays for available gaps.
D	> 25 and ≤ 35	Minor street approach experiences queuing due to a reduction in available gaps.
E	> 35 and ≤ 50	Extensive minor street queuing due to insufficient gaps.
F	> 50	Insufficient gaps of suitable size to allow minor street traffic demand to cross safely through a major traffic stream.

Source: *Highway Capacity Manual (Transportation Research Board, 2000)*.

The City of Aurora has established level of service D as the minimum acceptable intersection operating condition. Analysis results indicating operations worse than the minimum acceptable level were considered for mitigation measures.

### **Traffic Volumes and Peak Hour Operations**

A 24-hour traffic count was collected of Chambers Road along the site frontage by All Traffic Data Inc. under the direction of CivTrans Engineering on Tuesday, September 14, 2021.

The counts were collected during the COVID-19 pandemic, which continues to result in lower traffic volumes as compared to pre-pandemic conditions. Historic counts for the intersection were obtained from the City of Aurora, which shows the AM peak hour traffic volumes are approximately 23% lower than 2018 and PM peak hour traffic volumes are approximately 15% lower than 2018.

There is a certain level of uncertainty with what the future will hold regarding traffic volumes. Traffic may return to a pre-pandemic state or with an increased trend towards telecommuting may have a permanent effect on the commuter traffic going forward. The general traffic engineering industry trend for traffic studies is to apply a pandemic impact factor to existing traffic counts or utilize pre-pandemic data to evaluate current and future conditions assuming traffic volumes will return to a pre-pandemic state. For this evaluation, a pandemic factor of 1.30 was applied to AM counts and a factor of 1.17 was applied to PM counts.

The raw (traffic count), adjusted existing peak hour volumes, project trips and future estimated traffic volumes used for the analysis are shown in **Exhibit 4**. The raw count data is provided in the Technical Appendix.

### **Ambient Traffic Growth**

The Denver Regional Council of Governments (DRCOG) has produced 2015 and 2040 traffic volume models for the Denver metropolitan area, which includes the study area. DRCOG projects a 0.80% annual growth along this segment on Chambers Road. Therefore, an ambient annual growth rate of 1.0% was used for forecasting future background traffic volumes. For year 2023, one year after the completion of the project, a growth factor of 1.02 was applied to the pandemic-adjusted traffic volumes.

### **Level of Service and Traffic Analysis**

The levels of service at the site access driveway intersection were calculated using the methods from the ~~6<sup>th</sup> Edition High Highway Capacity Manual~~ as implemented in Synchro, *Version 10*. The levels of service (LOS) for the site access intersection are summarized on the following table. The “Year 2023 with Project” traffic volumes used for this report are shown on Exhibit 4.

, 6th edition

Updated.

**Table 3 – Year 2023 with Project Levels of Service**

INTERSECTION (U)nsignalized		Overall or Approach	AM Peak		PM Peak	
			Delay (sec)	LOS	Delay (sec)	LOS
Chambers Road & Site Access	U	WB	16.6	C	17.0	C

As shown in the table above, the proposed right-in / right-out site driveway is anticipated to operate at LOS C or better during the AM and PM peak hours, which is an acceptable level. The Synchro output for the level of service output is attached to this letter for reference.

### CONCLUSIONS/RECOMMENDATIONS

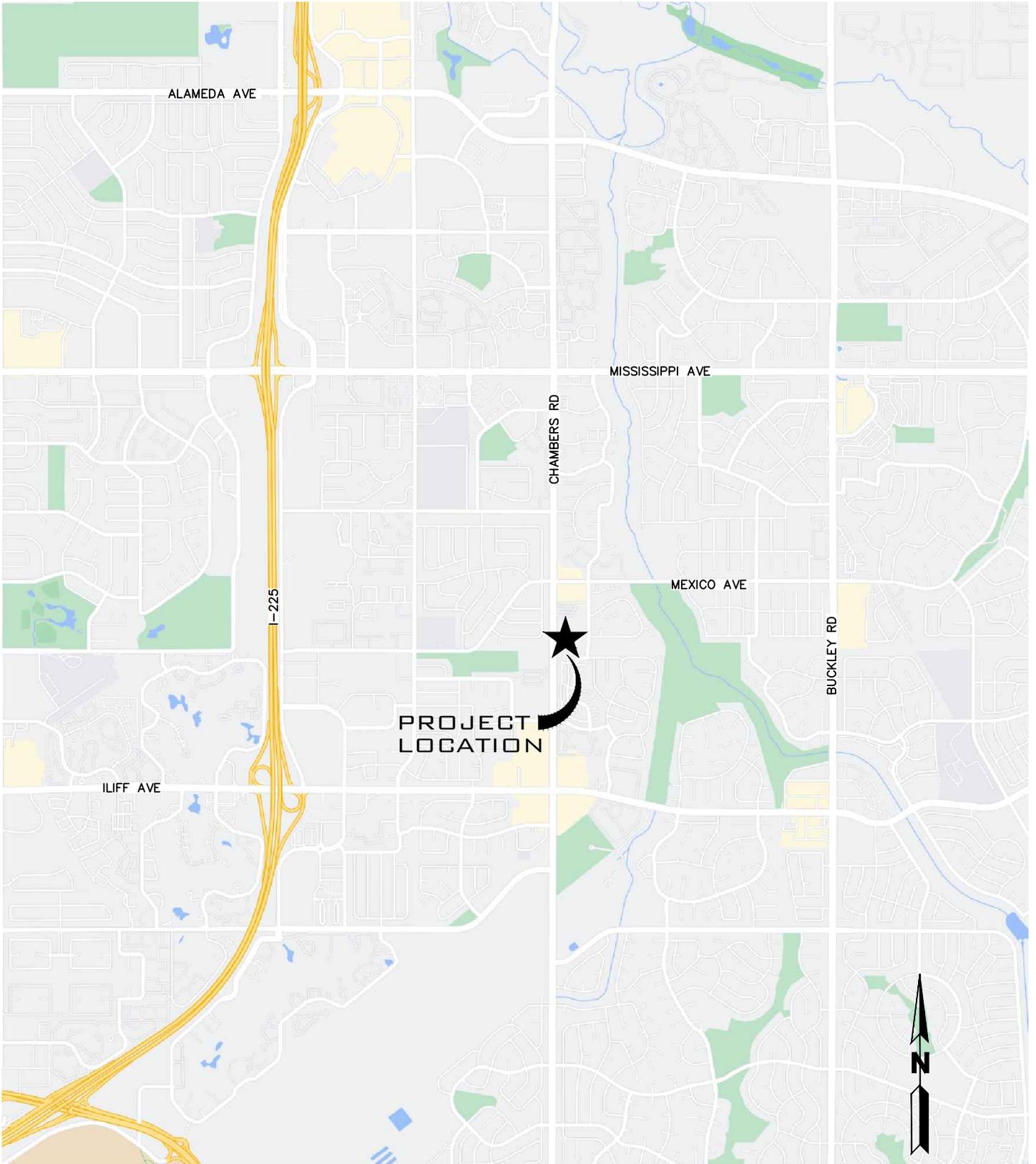
It is anticipated that this project will generate 18 AM peak hour vehicular trips, 22 PM peak hour vehicular trips and 278 ADT. The site is proposing to access Chambers Road with a right-in / right-out driveway. Level of service calculations were conducted for the proposed access, which show the access is anticipated to operate at LOS C or better during peak hours. The City of Aurora has a threshold of LOS D for intersections and approaches before requiring mitigation. Therefore, the site driveway is anticipated to operate at acceptable levels and no roadway improvements are necessary to accommodate the site traffic.

Should you have any questions regarding this document or the information contained herein, please do not hesitate to contact me at 303-653-9200 or via email at [craig@civtrans.com](mailto:craig@civtrans.com).

Sincerely,



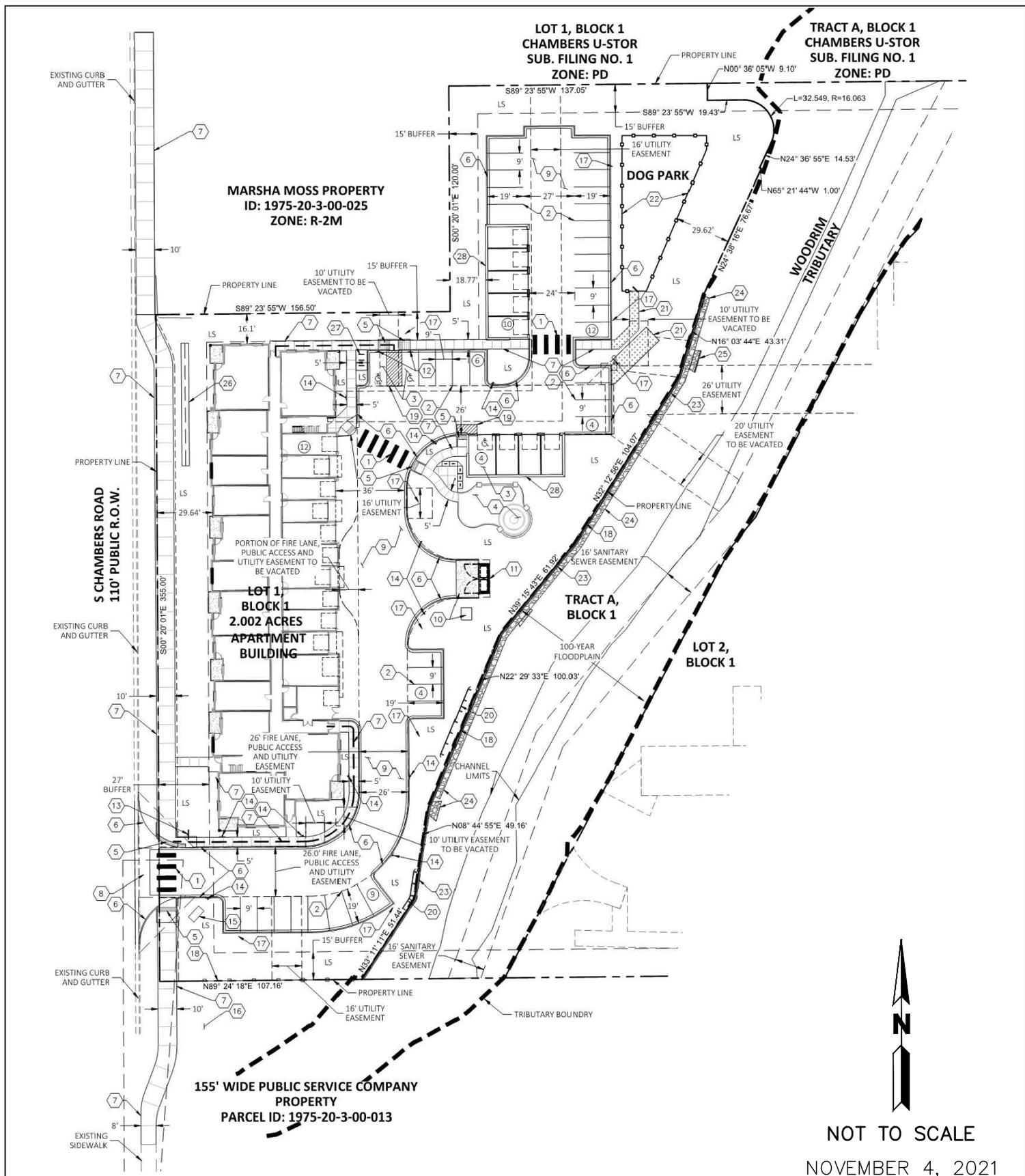
Craig A. MacPhee, PE, PTOE



NOT TO SCALE  
NOVEMBER 4, 2021

**EXHIBIT 1**  
VICINITY MAP

**CivTRANS**  
Engineering Inc.   
P.O. BOX 150335 • LAKEWOOD, CO 80215 • 303-653-9200



NOT TO SCALE

NOVEMBER 4, 2021

\*SITE PLAN PROVIDED BY POINT CONSULTING, LLC

**EXHIBIT 2**  
**CURRENT SITE PLAN**

**CIVTRANS**  
**Engineering Inc.**

P.O. BOX 150335 • LAKEWOOD, CO 80215 • 303-653-9200



NOT TO SCALE  
NOVEMBER 4, 2021

**EXHIBIT 3**  
**SITE AERIAL**

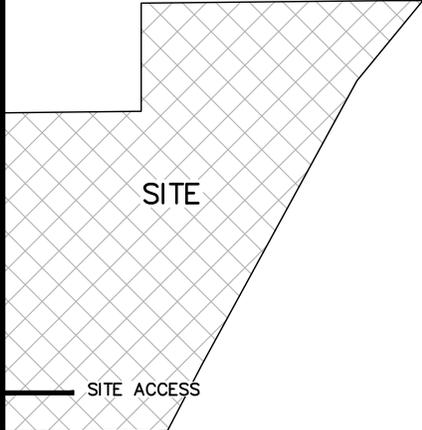
**CIVTRANS**  
Engineering Inc.   
P.O. BOX 150335 • LAKEWOOD, CO 80215 • 303-653-9200

815/1,133  
985/1,199

0/0

0/0

CHAMBERS RD



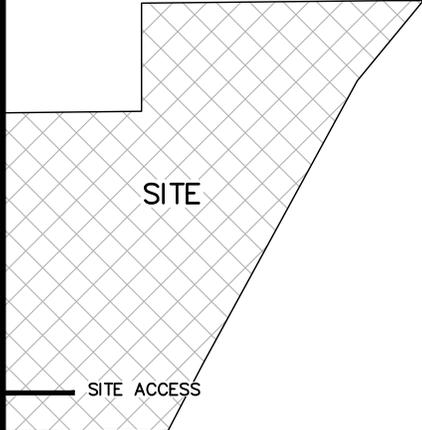
2021 Traffic Count

1,060/1,326  
1,281/1,403

0/0

0/0

CHAMBERS RD



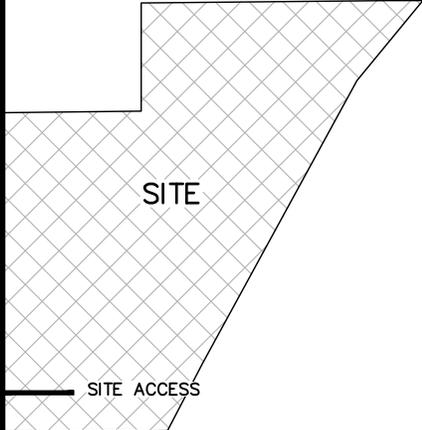
2021 Traffic Volumes (Pandemic Adjusted)

1,081/1,353  
1,307/1,431

0/0

0/0

CHAMBERS RD



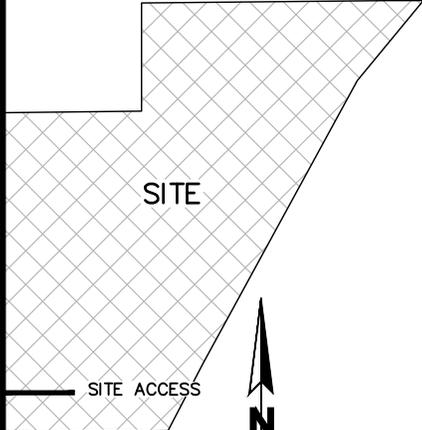
Year 2023 Background Traffic Volumes

1,081/1,353  
1,307/1,431

13/9

5/13

CHAMBERS RD



NOT TO SCALE  
NOVEMBER 4, 2021

Year 2023 Build Traffic Volumes

12/34 - AM Peak Hour/PM Peak Hour

**EXHIBIT 4**  
**TRAFFIC VOLUMES**

**CIVTRANS**  
Engineering Inc.

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		NB	SB	comb	hourly						
9/14/2021	12:00 PM	206	195	401	1643						
9/14/2021	12:15 PM	217	168	385	1641						
9/14/2021	12:30 PM	211	228	439	1682						
9/14/2021	12:45 PM	212	206	418	1642						
9/14/2021	01:00 PM	218	181	399	1630						
9/14/2021	01:15 PM	230	196	426	1604						
9/14/2021	01:30 PM	225	174	399	1602						
9/14/2021	01:45 PM	218	188	406	1661						
9/14/2021	02:00 PM	195	178	373	1736						
9/14/2021	02:15 PM	222	202	424	1809						
9/14/2021	02:30 PM	245	213	458	1891						
9/14/2021	02:45 PM	259	222	481	1947						
9/14/2021	03:00 PM	230	216	446	2011						
9/14/2021	03:15 PM	258	248	506	2085						
9/14/2021	03:30 PM	260	254	514	2109						
9/14/2021	03:45 PM	301	244	545	2130						
9/14/2021	04:00 PM	278	242	520	2166						
9/14/2021	04:15 PM	253	277	530	2220						
9/14/2021	04:30 PM	279	256	535	2283	NB	SB	PHF			
9/14/2021	04:45 PM	298	283	581	2332	1199	1133	0.983			
9/14/2021	05:00 PM	296	278	574	2275						
9/14/2021	05:15 PM	315	278	593	2219						
9/14/2021	05:30 PM	290	294	584	2162						
9/14/2021	05:45 PM	262	262	524	2070						
9/14/2021	06:00 PM	264	254	518	2038						
9/14/2021	06:15 PM	306	230	536	1881						
9/14/2021	06:30 PM	272	220	492	1733						
9/14/2021	06:45 PM	272	220	492	1576						
9/14/2021	07:00 PM	193	168	361	1376						
9/14/2021	07:15 PM	204	184	388	1318						
9/14/2021	07:30 PM	161	174	335	1171						
9/14/2021	07:45 PM	162	130	292	1067						
9/14/2021	08:00 PM	148	155	303	1014						
9/14/2021	08:15 PM	120	121	241	918						
9/14/2021	08:30 PM	116	115	231	867						
9/14/2021	08:45 PM	132	107	239	802						
9/14/2021	09:00 PM	97	110	207	704						
9/14/2021	09:15 PM	90	100	190	622						
9/14/2021	09:30 PM	70	96	166	542						
9/14/2021	09:45 PM	56	85	141	492						
9/14/2021	10:00 PM	55	70	125	433						
9/14/2021	10:15 PM	66	44	110	396						
9/14/2021	10:30 PM	68	48	116	351						
9/14/2021	10:45 PM	46	36	82	286						
9/14/2021	11:00 PM	56	32	88	250						
9/14/2021	11:15 PM	27	38	65							
9/14/2021	11:30 PM	27	24	51							
9/14/2021	11:45 PM	20	26	46							

HCM 6th TWSC  
1: Chambers Road & Site Access

11/04/2021

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗ ↑↑↑	↗ ↑↑↑			↗ ↑↑↑
Traffic Vol, veh/h	0	13	1307	5	0	1081
Future Vol, veh/h	0	13	1307	5	0	1081
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	14	1405	5	0	1162

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	705	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	325	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	325	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	325
HCM Lane V/C Ratio	-	-	0.043
HCM Control Delay (s)	-	-	16.6
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1

HCM 6th TWSC  
1: Chambers Road & Site Access

11/04/2021

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗ ↑↑↑	↑↑↑			↑↑↑
Traffic Vol, veh/h	0	9	1431	13	0	1353
Future Vol, veh/h	0	9	1431	13	0	1353
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	1460	13	0	1381

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	737	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-
Pot Cap-1 Maneuver	0	310	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	310	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	310
HCM Lane V/C Ratio	-	-	0.03
HCM Control Delay (s)	-	-	17
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1