

January 15, 2025

Ani Karabashian  
City of Aurora - Planning Department  
15151 E. Alameda Parkway, Ste. 2300  
Aurora, Colorado 80012

**RE: Application Number: DA-2399-00  
Initial Submission Review: QUIKTRIP 4217 - ISP AND PLAT  
Case Numbers: 2024-6046-00 (ISP) / 2024-3058-00 (PLAT)**

Dear Ani,

Thank you for the comments on December 19, 2024 for the above-mentioned project. To address your comments concisely and simplify your review of the Initial Submission, we have summarized your comments and our responses below.

## COMMENT RESPONSE LETTER: INITIAL SUBMISSION REVIEW

- The estimated Planning & Zoning Commission hearing date is tentatively scheduled for Wednesday, February 26, 2025. Please remember that all abutter notices for public hearings must be sent and the site notices must be posted at least 10 days prior to the hearing date. These notifications are your responsibility, and the lack of proper notification will cause the public hearing date to be postponed. It is important that you obtain an updated list of adjacent property owners from the county before the notices are sent out. Take all necessary steps to ensure an accurate list is obtained.

## CITY OF AURORA

Planner 1: Ani Karabashian / 303-739-7133 / [akarabas@auroragov.org](mailto:akarabas@auroragov.org)

## PLANNING DEPARTMENT COMMENTS

### 1. COMMUNITY QUESTIONS, COMMENTS, AND CONCERNS

#### 2A. Josh Winkler / 3560 Helena St / 720-280-1803 / [jkwinkler@gmail.com](mailto:jkwinkler@gmail.com)

I am generally supportive of the plan as submitted, overall, it appears to be considerate of the Peterson residential rural neighborhood to the east. The entrance to the truck fueling station off of 38th Ave however is concerning. My primary concern is trucks turning east when exiting to cut through the Peterson neighborhood to 32nd Ave to access the warehouses or travel between this truck stop and the Flying J at 32nd and Airport.

The intersection at 38th and Chambers is already quite dangerous and has frequent accidents, including a fatal accident in 2023. To turn onto Eastbound 38th Ave from Chambers vehicles need to turn more than 90 degrees due to the intersection design, semis will almost certainly pull trailers across the Westbound lanes of 38th Ave at the light due to this intersection design. Also, because people exiting I-70 Eastbound and I-225 Northbound primarily turn North on Chambers, at rush hour several cars make u-turns on Chambers at 38th Ave every light cycle because the exit ramp to Chambers Northbound gets backed up to the highway.

- *Response: Acknowledged, for the QuikTrip site, once trucks exit the site, QT does not keep logs as to where their next destinations are. The majority of trucks are expected to access this site and return to Chambers Road. It is understood that the intersection*

*alignment necessitates a greater than 90-degree turn. Analysis has been completed for this interaction to verify that a WB-67 tractor trailer can safely make this maneuver. The City has received your comment about light cycle timing and the City/CDOT will be responsible for any changes at this location.*

## 2. COMPLETENESS AND CLARITY OF THE APPLICATION

**2A.** Advisory Comment: Based on the proposed site plan sent to the City for QuikTrip 4217 (Future Development Lot 1, Block 1), it might be worth exploring switching the location of the proposed convenience store and fuel canopy (in your preliminary site plan design), so that the convenience store is just north of Tract C. The intent is to encourage better pedestrian connectivity between the convenience store and lots 2, 3, and 4 to the south. Staff understands that would impact the design of Lot 1 but wanted to share it as a consideration, considering the sidewalk along the northern portion of the private drive abruptly ends at the southern property line of Lot 1.

- *Response: Acknowledged, 6-ft wide sidewalks have been provided around all proposed lots of the master development to encourage pedestrian circulation of the site. A sidewalk connection to the northern portion of Lot 3 is to be provided with the QuikTrip 4217 development to provide further pedestrian connectivity.*

### Sheet 1 (ISP)

**2B.** Make sure this is the correct signature block. Please use the signature block found on the City's website: [https://www.auroragov.org/business\\_services/development\\_center/development\\_process/forms\\_and\\_applications](https://www.auroragov.org/business_services/development_center/development_process/forms_and_applications). Use the above link and scroll to the bottom of the page, that is where you will find the correct signature block.

- *Response: The signature block has been updated per the link above. The legal description is too long to fit in the allotted location within the signature block, the legal description is to remain on the right side of the sheet for appropriate spacing.*

**2C.** Add scale to key map.

- *Response: Scale has been added to the key map.*

### Sheet 2 (ISP)

**2D.** Update the notes section to the City's most up to date Site Plan Notes. You can find the notes here on the city website:

[https://www.auroragov.org/business\\_services/development\\_center/development\\_process/forms\\_and\\_applications](https://www.auroragov.org/business_services/development_center/development_process/forms_and_applications)

On the webpage, scroll to the bottom to "Site Plan Templates and Miscellaneous Forms" - this is where you will find the most recent Site Plan Notes that need to be added to the plans.

- *Response: Notes have been updated per the link above.*

### Sheet 3 (ISP)

**2E.** Based on the preliminary site plan sent to the City for QuikTrip 4217 (Future Development Lot 1, Block 1) there may be a conflict with the drainage easement on the eastern portion of the property and the proposed truck parking spaces. Please verify with the Aurora Water to see if there would be an issue with the drainage easement encroaching into the proposed truck parking location planned for the future site plan.

- *Response: Per coordination with Aurora Water on 01/09/2025, there are no issues with the drainage easement encroaching into the proposed parking location. Please see the attached Truck Parking Coordination document for further information.*

### 3. STREETS AND PEDESTRIAN COMMENTS

3A. Please clarify if there will be truck specific vehicle access points for Lot 1? Will trucks be prohibited to use the proposed private drives to access Lot 1? Please provide more detail in your Letter of Intent regarding where truck access will be permitted on Lot 1 and if there will be signage to be used to prohibit truck access a specific location.

- *Response: Truck access to Lot 1 will be exclusively from the curb cut provided along E. 38<sup>th</sup> Avenue and will be completed as part of the QuikTrip 4217 project. Clarification of where truck and vehicle accesses are to be located have been provided in the Letter of Intent. Trucks are anticipated to use all access points with the exception of the curb cut directly into Lot 1 from Chambers Road which will not be a truck accessible access point.*

#### Sheet 3

3B. For the street sections for the 'Private Drive Typical Section' and 'Helena Street, E 35th Avenue, and E 38th Avenue' please clarify what the highlighted portion of the street section will be dedicated towards. Will that portion be a planting strip/tree lawn? Please label what will be located in the highlighted sections on the plan.

- *Response: This portion will be planting and has been labeled as "landscape" per COA STD DTL S1.2.*

3C. For the lots 2 block 1, lot 3 block 1, and lot 4 block 1, does the applicant anticipate where the vehicle access points to these lots will be located? Will they be internal to the site via the private drive or off of Chambers, E. 35th Avenue or Helana Street?

- *Response: Vehicle access point for Lots 2,3, and 4 will be the responsibility of the future development and are not outlined as part of this submittal. It is not anticipated that further curb cuts will be made to Chambers or 35<sup>th</sup> Avenue.*

3D. Please review Code Section 146-4.5.4.A on Access and Connectivity for Mixed Use and Special Purpose Districts, specifically when it comes to vehicle movement between the proposed lots along the proposed private drives. Click here to review the code standards and to make sure that the ISP plans will allow conformance to these standards.

- *Response: Code has been reviewed and vehicular movement has been provided along the proposed private lots. Construction of the private drives for each lot will be the responsibility of the future developer and are not outline as part of this submittal.*

### 4. LIGHTING COMMENTS

4A. Please provide more details for the reasoning behind the location of the lighting along the private drive. Why is there only lighting fixtures on the western portion and not the eastern portion of the private drive?

- *Response: Light poles have been added to both sides of the private drive.*

## 5. LANDSCAPING ISSUES

**Kelly Bish / 303-739-7189 / kbish@auroragov.org / Comments in bright teal  
Sheet 5**

- 5A. Is the identified storm line existing or proposed? If proposed, can it be shifted out of the curbside area and into the street so as to not obstruct the installation of the required street trees?
- *Response: This storm line is existing and is to remain in place.*

### **Sheets 7 & 8**

- 5B. Include the 100-year water surface elevations on the proposed ponds.
- *Response: 100-Year water surface elevations have been shown and called out for all proposed ponds.*

### **Sheet 13**

- 5C. Add "Not for Construction" to all the landscape plan sheets.
- *Response: A note stating "Not for Construction" has been added to all landscape sheets*

- 5D. Please move the landscape sheets before the lighting sheets.
- *Response: Landscape Plan Sheets have been moved to be before the lighting sheets.*

- 5E. While a nice tree, the Sweetgum are merely thought of as a potential future tree in the Front Range area. Please select a different species.
- *Response: Fruitless Sweet Gum has been replaced with Little Leaf Linden; a species found on the Aurora approved street tree list.*

- 5F. Add a written scale to all landscape plan sheets where applicable.
- *Response: A written scale has been added to all applicable scales.*

- 5G. Update the landscape requirements table per the comments provided.
- *Response: Landscape requirements table (exterior street amounts & required tree amounts) have been updated per comments provided.*

### **Sheet 14**

- 5H. Include the grading for all the ponds and indicate the 100-year water surface elevation.
- *Response: Grading has been added to all landscape plans and 100-Year surface elevations have been labeled.*

- 5I. Make sure to include any anticipated stop signs and set the first street tree 50' back from the face of the stop sign.
- *Response: Trees have been placed 50' away from intersections and anticipated stop signs. Street trees are placed outside of all sight distance triangles.*

- 5J. Hatch or do something to indicate that the specific sheet number for that sheet is within the key map.
- *Response: A hatch has been added to all key maps to show the current sheet.*

5K. Just an FYI... The curbside for Chambers Road can be all native seed with the required street trees in lieu of the shrubs. Irrigation for establishment of the native seed would need to be by a watering truck. Subsurface irrigation is permitted, however that is generally not a method used for seed establishment. Trees can and should be on drip irrigation. The street tree requirement is not being met. Why are the street trees being included in the curbside area just to the south but not in this curbside? Is it due to the presence of the storm line and underground telephone line? Both exist to the south of here as well, yet the street trees are being included. IF the street trees CAN be located along the back of walk, then the curbside could be all native seed. If the street trees cannot be located behind the back of walk, then tree equivalents for those trees must be provided in the curbside area and the remaining curbside area could be native seed. Three trees required or 30 shrubs.

- *Response: According to 4.7.5.C.2.a.v. One shrub per 40 SF of curbside landscape area is required, therefore mulch is needed in curbside areas and cannot be replaced with native seed.*
- *The three street trees are not provided in this area due to the storm drain and not being able to meet the ten-foot offset required. Due to the location of the property line the street trees cannot be placed behind the back of walk, because QT 4217 Chambers Rd Exchange Subdivision Filing No. 6 is being developed in this area.*
- *Ultimately the three street trees have been placed in the southern curbside landscape area because they are meeting the ten-foot offset distance. Since they are being accounted in this area no shrub equivalents are needed.*

#### Sheet 15

5L. While it is understood that the street tree quantity is being met, instead of grouping them so close together and having a large stretch of missing street trees along Helena Street due to the existing storm line, can they not be located behind the back of walk?

- *Response: The street trees cannot be placed behind the back of walk because this area is beyond the property line. QT 4217 Chambers Rd Exchange Subdivision Filing No. 6 is being developed in this area. There are also several code-required utility easements in this area preventing trees being placed here.*

5M. A specified length of the curbside area can be subtracted from the overall street length ONLY if the street trees can be added to the back of walk for the areas to the north and south of this pond. The area behind the back of walk cannot have street trees as it is the overflow area for the pond.

- *Response: This length remains in the overall street length calculation because the street trees cannot be placed back in the curbside area due to the storm drain. Trees have been placed elsewhere along Helena St, maintaining the required tree count.*

#### Sheet 16

5N. Can the street trees be located along the back of walk due to the presence of the overhead electric line?

- *Response: The required street trees have been added back to E. 35th Ave. R.O.W. Please see code table for updated required tree counts.*

**Sheet 17**

50. Ornamental grasses must be five gallon when used in the curbside area.
- *Response: Ornamental grasses have been changed to 5 GAL. containers.*

**6. ADDRESSING**

**Phil Turner / 303-739-7357 / [pcturner@auroragov.org](mailto:pcturner@auroragov.org)**

- 6A. Please submit a preliminary digital addressing .SHP or a .DWG file as soon as possible. This digital file is used for street naming, addressing and preliminary GIS analysis. Include the following layers as a minimum:
- i. Parcels
  - ii. Street lines
  - iii. Building footprints (if available)

Please ensure that the digital file is provided in a NAD 83 feet, State plane, Central Colorado projection so it will display correctly within our GIS system. Please provide a CAD .dwg file that is a 2013 CAD version. Please eliminate any line work outside of the target area. More information can be found at: <https://auroragov.org/CADtoGISstandards> OR by contacting [CADGIS@auroragov.org](mailto:CADGIS@auroragov.org).

- *Response: A digital addressing file will be provided with the next submittal once lots and tracts have been finalized.*

**REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES**

**7. CIVIL ENGINEERING**

**Sara Siggue / (303) 960-1349 / [ssiggue@auroragov.org](mailto:ssiggue@auroragov.org) / Comments in green**

*Comments below relate to sheets on Infrastructure Site Plan*

**Sheet 2**

- 7A. Add the following note: Prior to final acceptance of public improvements, if the adjacent site is not under construction, the curb cut/curb returns and cross pan must be removed and replaced with sidewalk, landscaping, and curb and gutter at the developer's expense. The developer acknowledges the risk of constructing the curb cut without approved civil plans for the adjacent site showing the curb cut.
- *Response: This note has been added as note #24 on Sheet 2.*

**Sheet 3**

- 7B. This dimension should be 14 per the COA Roadway Manual.
- *Response: This dimension is based on the existing conditions of the roadway which has a varying shoulder width. Per our pre-application meeting, public improvements along Chambers Road are limited to lighting, landscape, and sidewalk improvements. Therefore, this roadway shoulder is not to be revised, and the dimension is to remain as is to reflect the existing conditions.*

- 7C. Please provide the full section of the roadway, including the missing parts, landscaping, and sidewalk.
- *Response: Full section of the roadway has been provided. Please note the landscape dimension is not per COA STD DTL S1.4. We provided approximately 17' of landscape rather than 10' so that the proposed sidewalk could be 0.5' from the property line per COA STD DTL S1.4.*

7D. Label the width of the ROW dedication.

- *Response: The ~4.0' ROW dedication has been labeled.*

## Sheet 4

7E. Label the street classifications for all roadways, typical.

- *Response: Street classifications have been labeled on all sheets.*

7F. Label the proposed curb return radii, typical.

- *Response: Curb return radii have been labeled.*

7G. Label inside and outside turn radius at all fire lane easements that should meet the requirements in Section 4.07.1.01 of the Roadway Manual. (TYP)

- *Response: Fire lane radii have been labeled and designed per Roadway Manual section 5.C.1.A.*

7H. Dimension the curbside landscape.

- *Response: Proposed curbside landscape and abutting sidewalks have been dimensioned.*

7I. Provide ADA compliant curb ramps at the southwest and southeast corners of the intersection of Helena Street and 38th Avenue, per the pre-app note.

- *Response: Per-preapp conversations, the receiving ramps can be deferred as cash in lieu until further sidewalk is constructed. The ramps on the side of the property have been added to the plan.*

7J. Label the lot corner radius, typical.

- *Response: Corner lot radii have been dimensioned.*

7K. Label/dimension the row dedication.

- *Response: There is no ROW dedication along E 38<sup>th</sup> Avenue per the subdivision plat. All other ROW dedications have been dimensioned and called out as "ROW Dedication" on all detailed site plan sheets for further clarity.*

## Sheet 5

7L. Label the proposed curb return radii, typical.

- *Response: Proposed curb returns radii have been labeled on all detailed site plan sheets.*

## Sheet 6

7M. 7M. Label/dimension the ROW dedication.

- *Response: ROW dedication has been dimensioned and labeled.*

## Sheet 7

- 7N.** Please add the following note: "The resultant grade in any direction within accessible parking areas shall not exceed two percent."
- *Response: This note has been added to all grading and utility plan sheets as Note #6.*
- 7O.** Please add the following note: "Detailed layout and design for proposed curb ramps within right of way or along an accessible route will be completed with the civil plans."
- *Response: This note has been added to all grading and utility plan sheets.*
- 7P.** Please ensure the labeling is correct, as it appears to be for a streetlight.
- *Response: Label has been revised to streetlight.*
- 7Q.** Label the access drive slope 4% max when sloping down and 6% when sloping up to public street, per 4.05.4 of the Roadway Manual.
- *Response: Drives have been graded to comply with the 4% maximum sloping down. Slope labels have been added in all drives for further clarity.*
- 7R.** Label the longitudinal roadway slopes, typical.
- *Response: Longitudinal drive and roadway slopes have been added.*

## Sheet 8

- 7S.** The minimum slope for unpaved areas should be 2%.
- Response: The existing slopes along all four property frontages are extremely flat. Adjacent roadway grades range from a minimum of 0% to a maximum of 0.48%. Berms have been added around the future lots to provide enough slope for adequate drainage in unpaved areas (keeping a minimum of 0.5%). Increasing the slopes to 2% would result in increased area being discharged off site which would not be treated. Please see the variance for unpaved areas having a slope of less than 2% which may be found in the PDR for this site.*

## Sheet 9

- 7T.** There are existing overhead utilities along the north side of E 35th Ave, extending along your project frontage that interfere with the required public improvements. It is a project requirement to relocate or underground these existing overhead utilities along the entire property frontage (including but not limited to electric and communication lines) so that they do not conflict with the proposed public improvements (i.e. sidewalk, curb ramps, street trees and landscaping, etc). The coordination, and design and construction costs are the responsibility of this project.
- *Response: Acknowledged, design, coordination, and construction of these overhead utilities will be outlined as part of the construction documents for this site.*

## Sheet 11

- 7U.** Public streets shall have public streetlights in conformance with COA standards.

For each street, identify the following information as part of the site plan submittal in conformance with Section 2.12.0.1 of the Roadway Manual: -

- i. Roadway Classification (typical section name)
- ii. Adjacent Land Use Category (i.e., TOD), as applicable
- iii. Number of lanes
- iv. Back-to-back curb width
- v. Pedestrian Activity Level
- vi. Pavement Type: R3, for all lighting calculations

This information (if it's not already shown) can be added to the street sections provided if desired.

- *Response: Acknowledged, this information has been added to the street sections provided on the overall site plan sheet.*

## Sheet 12

7V. Is this a streetlight? If so, please remove it from the site plan.

- *Response: These are the cut sheets for the private on-site lighting fixtures.*

## 8. TRAFFIC ENGINEERING

**Dean Kaiser / 303-739-1718 / [djkaiser@auroragov.org](mailto:djkaiser@auroragov.org) / Comments in orange**

*Comments below refer to Traffic Impact Study*

### Page 8

8A. Check intersection spacing.

- *Response: Please refer to detailed comment responses on the Traffic Impact Study Comment Response Greenline Document.*

### Page 9

8B. Add noted gated access.

- *Response: Please refer to detailed comment responses on the Traffic Impact Study Comment Response Greenline Document.*

8C. Minor note on trip gen rounding, Table 1.

- *Response: Please refer to detailed comment responses on the Traffic Impact Study Comment Response Greenline Document.*

8D. Figure 6 trip distribution between unsignalized vs signalized intersection usage questioned.

- *Response: Please refer to detailed comment responses on the Traffic Impact Study Comment Response Greenline Document.*

8E. Bust in signalized intersections analyses, timing for both 35th and 38th revised earlier this year, see Exist Analyses in Appendix.

- *Response: Please refer to detailed comment responses on the Traffic Impact Study Comment Response Greenline Document.*

## Page 37

**8F.** Request for Safety analyses along Chambers adjacent to the site frontage and at Chambers & 38th specifically. Not requested in pre-app meeting but instituted for update TIS Guidelines for 2025.

- *Response: Please refer to detailed comment responses on the Traffic Impact Study Comment Response Greenline Document.*

## Sheet 70

**8G.** Comments regarding signalized timing used.

- *Response: Please refer to detailed comment responses on the Traffic Impact Study Comment Response Greenline Document.*

## Sheet 71

**8H.** Updated timing provide for both 35th and 38th Avenues.

- *Response: Please refer to detailed comment responses on the Traffic Impact Study Comment Response Greenline Document.*

*Comments below refer to Infrastructure Site Plan*

## Sheet 2

**8I.** Revise note 19 to say “THE DEVELOPER IS RESPONSIBLE FOR TRAFFIC SIGNAL UPGRADES AT THE INTERSECTION OF CHAMBERS ROAD AND 35TH PLACE. A TRAFFIC SIGNAL PLAN IDENTIFYING UPGRADES TO THE INTERSECTION MUST BE INCLUDED IN THE CIVIL PLAN REVIEW PROCESS AND REVIEWED AND APPROVED BEFORE THE ISSUANCE OF CERTIFICATE OF OCCUPANCY.”

- *Response: All notes have been updated to reflect that latest version of Aurora’s general notes; therefore, no change has been made to the above note.*

## Sheet 5

**8J.** See redline: Must illustrate full intersection for final lane alignments.

- *Response: Viewport has been extended to show the limits of the full intersection.*

## Sheet 6

**8K.** See redline on plan: Must illustrate full intersection for final lane alignments.

- *Response: Viewport has been extended to show the limits of the full intersection. The intersection at Chambers Road and 35<sup>th</sup> Avenue is a right in/ right out intersection. The limits of median have been shown in this location.*

**8L.** Need to add note that signalization upgrades will be prepared and presented by applicant for this intersection upgrade.

- *Response: The above note has been added to all detailed site plans.*

## Sheet 14

**8M.** See redline on plan: Point of Intersection Sight Triangle must be behind crosswalk location.

- *Response: Site triangle has been revised to begin at the vehicle decision point (located behind the crosswalk location).*

## Sheet 15

**8N.** See redline on plan: Point of Intersection Sight Triangle must be behind crosswalk location.

- *Response: Site triangle has been revised to begin at the vehicle decision point (located behind the crosswalk location).*

## Sheet 16

**8O.** See redline on plan: Point of Intersection Sight Triangle must be behind crosswalk location.

- *Response: Site triangle has been revised to begin at the vehicle decision point (located behind the crosswalk location).*

## 9. FIRE / LIFE SAFETY

**Erick Bumpass / 303-739-7627 / ebumpass@auroragov.org / Comments in blue**

*Comments refer to Infrastructure Site Plan*

### Sheet 2

**9A.** Please correct note number 2 to read as follows: ALL BUILDING ADDRESS NUMBERS SHALL COMPLY WITH THE AURORA CITY CODE, SECTION 126, ARTICLE VII - NUMBERING OF BUILDINGS.

- *Response: All notes have been updated to reflect that latest version of Aurora's general notes; therefore, no change has been made to the above note.*

**9B.** Please correct the code reference in not number 4 to the 2021 IBC and the 2017 A117.1 ANSI Standard.

- *Response: All notes have been updated to reflect that latest version of Aurora's general notes; therefore, no change has been made to the above note.*

**9C.** Note #5 can be removed. This site is outside the LDN areas.

- *Response: All notes have been updated to reflect that latest version of Aurora's general notes; therefore, no change has been made to the above note.*

**9D.** Remove notes #8, 9 and 10.

- *Response: All notes have been updated to reflect that latest version of Aurora's general notes; therefore, no change has been made to the above note.*

**9E.** Please remove note #12-Repeated.

- *Response: All notes have been updated to reflect that latest version of Aurora's general notes; therefore, no change has been made to the above note.*

### Sheet #3 Overall Site Plan

**9F.** Please show the location of all existing and proposed water mains and fire hydrants within or abutting the site. The location and bearing of existing fire hydrants located (within 400 feet or

the next existing fire hydrant) outside the plan area shall utilize a fire hydrant symbol with an arrow identifying the distance from the symbol to the existing fire hydrant.

- *Response: Acknowledged, all existing and proposed hydrants have been shown and called out on site per IFC Appendix C. For your awareness, there is only one proposed fire hydrant located along Chambers Road.*

**9G.** Please show hydrant spacing per Appendix C table C102.1 of the 2021 IFC on the Site, Utility and Grading Plans.

- *Response: Acknowledged, please refer to revised Site, Utility and Grading Plans for the proposed hydrant layout including spacing from hydrant to hydrant.*

**9H.** Will the Private drive be built to a City Standard?

- *Response: Since the drive is to be privately owned and maintained, it is not built to a City Standard. Please see the overall site plan for a cross section of this private drive for further details. Asphalt and concrete is anticipated to generally be in conformance with City standards.*

**9I.** If the Private drive is to be a Fire Lane Easement, please address the Dead End and provide the required turn-around per Chapter 5 of the 2021 IFC. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) in length shall be provided with an approved area for turning around fire apparatus.

- *Response: The fire lane easement will be extended through the QuikTrip site to provide continuous fire access throughout the development. At the time that the QuikTrip Site is finalized the easement will be dedicated. As the development will not be built without the QuikTrip store the applicant requests to make this a condition of approval.*

**9J.** Provide required Dead-End Fire Lane Signage for Fire Lane Easement if Private Drive is not being built to a City Standard.

- *Response: This location is not intended to act as a dead end, rather a connection to the proposed drive within the QuikTrip 4217 project. Only fire lane signage (not dead-end fire lane) has been added to this private drive to avoid confusion.*

**9K.** Please show the fire hydrants in the street section (TYP).

- *Response: Fire hydrants have been added to the local type 3 and six lane arterial cross sections per the existing hydrant locations. Hydrants along the proposed private drive will be the responsibility of the future developers and therefore not included on this cross section.*

**9L.** Please include Fire Lane Easement identifications and the width of the FLE as part of the internal Private Drive if not built to a City Standard.

- *Response: Fire lane easement labels and dimension have been included along the proposed private drive and labels have been revised to match the name on the plat.*

**9M.** Existing Easements will need to be released.

- *Response: Acknowledged, please refer to the plat for easements to be vacated.*

## Sheet 4

9N. Please provide a Fire Hydrant Symbol at all existing and proposed Hydrant Locations and provide the Symbol in the Legend. (TYP).

- *Response: Hydrant locations have been identified with the hydrant symbol per survey for this site. The symbol has been added to the grading and utility sheet (not the site plan sheets) for consistency.*

## Sheet #6 Detailed Site Plan

9O. Please provide a Fire Hydrant Symbol at all existing and proposed Hydrant Locations and provide the Symbol in the Legend. (TYP).

- *Response: Hydrant locations have been identified with the hydrant symbol per survey for this site. The symbol has been added to the grading and utility sheet (not the site plan sheets) for consistency.*

## Sheet #9 Grading & Utility Plan

9P. Please provide a Fire Hydrant Symbol at the existing and proposed locations.

- *Response: A Fire Hydrant Symbol has been shown at the existing and proposed hydrant locations.*

## Sheet #10

9Q. Please include Fire Lane, No Parking, and Striping Details with the Sign Package.

- *Response: A Fire Lane Sign detail has been included on the site details sheet.*

9R. Where the Fire Lane Signs are show provide a 30–45-degree angle to oncoming traffic.

- *Response: Fire Lane Signs have been added along the private drive at 45-degree angles at a spacing of 100' apart.*

## 10. AURORA WATER

**Ashley Duncan / 720 859-4319 / aduncan@auroragov.org / Comments in red**

10A. Remaining \$18,931.81 Storm Drain Development Fee. Since the invoice has not been paid, fees are due prior to the second submission. Contact Melody Oestmann at moestman@auroragov.org or (303) 739-7244 for more information on how to pay the remaining fees.

- *Response: Per coordination with Ashely and Melody, this invoice was paid on 12/19/2024.*

10B. In addition, commercial users with meters one and one-half inches and smaller with landscaped areas not served by a separate irrigation system shall be charged an outdoor fee based upon the total landscaped area.

- *Response: Acknowledged.*

## Sheet 1

**10C.** ADVISORY: The site plan will not be approved by Aurora Water until the preliminary drainage report or letter has been approved

- *Response: Acknowledged.*

## Sheet 8

**10D.** There is a water and storm line running east-west approximately here, please add it. There are two hydrants coming from the water line. Also make sure the easement is also shown. You can reach out to [aduncan@auroragov.org](mailto:aduncan@auroragov.org) if you'd like a snapshot of what this area looks like.

- *Response: The water line is to be removed and easement to be vacated. The demolition plan will be outline as part of the construction document package and easements to be vacated may be found in the subdivision plat.*

**10E.** Please change the name of this one to match the name on the plat.

- *Response: The easements have been updated to match the name on the plat.*

**10F.** Please call out the existing sanitary line here.

- *Response: Existing sanitary line and size have been called out.*

**10G.** There is an existing fire hydrant approximately here, please add it.

- *Response: Fire hydrant to be removed, demolition of the hydrant will be detailed as part of the construction document package. Could the City please provide any details of water lines serving this hydrant?*

## Sheet 9 (See redlines on plan)

**10H.** There is an existing fire hydrant approximately here, please add it.

- *Response: Acknowledged, all hydrants that are to remain in place have been called out on the site/ grading & utility plans. For your awareness, there are some existing hydrants that are to be removed which will be outlined as part of the construction documents. Hydrant spacing between existing and proposed hydrants has been designed per IFC Chapter 3.*

**10I.** Please change the name of this one to match the name on the plat.

- *Response: Easement names have been revised on all sheets to match the plat.*

## 11. FORESTRY

**Becky Lamphear / 303-739-7177 / [rlamphea@auroragov.org](mailto:rlamphea@auroragov.org) / Comments in purple**

*Comments refer to Infrastructure Site Plan*

**11A.** The tree mitigation table P. 20 only has the inventory. Update the tree mitigation chart, add the appraisal that includes both the mitigation fee and inches required. You are required to hire a Consulting Arborist to conduct the tree inventory and appraisal.

- *Response: Acknowledged, and arborist is to be sent to site to help provide this appraisal, updates will be made to the tree mitigation plans once the arborist appraisal is complete.*

11B. If payment will be made into the tree planting fund, add another column to the chart indicating the payment amount that will be made. If trees will be planted on the site, please show a symbol indicating trees that are specific to tree mitigation.

- *Response: Acknowledged, updates will be made to the tree mitigation plans once the arborist appraisal is complete.*

11C. Tree mitigation is always above and beyond the Landscape Code requirements. Any tree that is removed from this site will either require replacement within the landscape or be mitigated through payment to the Community Tree Fund. Please contact Aurora Forestry if you have any questions.

- *Response: Acknowledged and thank you for the information, we will contact Aurora Forestry for any questions.*

## 12. LAND DEVELOPMENT SERVICES

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

12A. All new easements to be dedicated by plat. Easement releases to be submitted to [releaseeasements@auroragov.org](mailto:releaseeasements@auroragov.org). Please contact Grace Gray at [ggray@auroragov.org](mailto:ggray@auroragov.org) for further questions.

- *Response: Acknowledged, easements releases shall be sent to the above contact.*

*Comments below refer to the ISP and Plat Plans*

12B. Land Development Services comments will be late due to unforeseen circumstances related to their staff. Staff was unable to provide a timeline for which the comments were to be provided. Please contact Maurice Brooks for questions.

- *Response: Acknowledged, comments will be reviewed once received.*

## 13. XCEL ENERGY PSCO

**Donna George / (303)571-3306 / [ReferralsXcelDistribution@xcelenergy.com](mailto:ReferralsXcelDistribution@xcelenergy.com)**

13A. See Attachment

- *Response: See comment below.*

## PUBLIC SERVICE COMPANY OF COLORADO DBA XCEL ENERGY

**Donna George / 303-571-3306 / [donna.l.george@xcelenergy.com](mailto:donna.l.george@xcelenergy.com)**

Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the infrastructure site plan and plat for QuikTrip 4217 Subdivision F1. Please be aware PSCo owns and operates existing underground electric distribution facilities in several locations within the subject property, including two (2) transformers. PSCo also has existing natural gas distribution facilities within Chambers Road, East 35th Avenue, and Helena Street.

The property owner/developer/contractor must complete the application process for any new natural gas or electric service, or modification to existing facilities including relocation and/or removal via [xcelenergy.com/InstallAndConnect](http://xcelenergy.com/InstallAndConnect). It is then the responsibility of the developer to contact the Designer assigned to the project for approval of design details.

For additional easements that may need to be acquired by separate PSCo document (i.e. transformer/s), the Designer must contact a Right-of-Way Agent.

As a safety precaution, PSCo would like to remind the developer to contact Colorado 811 for utility locates prior to construction.

- *Response: Acknowledged, modification to existing facilities and addition amendments will be coordinated with PSCo once the ISP is approved. A perimeter 10-ft easement has been provided for PSCo's use.*

We appreciate your review and approval of these plans. Please contact me at 303-228-2332 or [coy.williams@kimley-horn.com](mailto:coy.williams@kimley-horn.com) should you have any questions.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Coy Williams, P.E.

Project Manager