



# 3550 CHAMBERS ROAD SITE PLAN

LOCATED IN PART OF NW 1/4 OF SECTION 29, TOWNSHIP 3 SOUTH, RANGE 66, WEST OF THE 6TH P.M.

ARCHITECT / PLANNER



88 Inverness Circle East,  
Bldg. J, Suite 101  
Englewood, Colorado 80112  
T 303.734.1777

Planning & Entitlements  
Landscape Architecture | Visual Media  
Real Estate Advisory  
www.LAIdesigngroup.com

OWNER/CLIENT

3550 CHAMBERS LLC  
Tom Cave, Owners Rep  
8751 E Hampden B-6  
Denver, CO 80231

6TH P.M.

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SITE PLAN  
LOCATED IN PART OF NW 1/4 OF SECTION 29, TOWNSHIP 3 SOUTH, RANGE 66, WEST OF THE 6TH P.M.  
AURORA, COLORADO  
SITE DETAILS

PROFESSIONAL STAMP

PROJECT INFORMATION

PROJECT #: 231063  
DRAWN BY: LAI  
CHECKED BY: LAI

ISSUE RECORD

SHEET NUMBER

**STANDARD**

**LOCAL TYPE 3**

**LOW DENSITY RURAL**

City of Aurora, Colorado  
LOCAL ROADWAY CLASSIFICATIONS AND TYPICAL CROSS SECTIONS  
S1.2

01/31/2023  
DATE

**STANDARD**

**SIX LANE ARTERIAL**  
MEDIAN TURN LANE WIDTH = 11'

City of Aurora, Colorado  
ARTERIAL ROADWAY CLASSIFICATIONS AND TYPICAL CROSS SECTIONS  
S1.4

01/31/2023  
DATE

**STANDARD**

**Detectable Warning Placement Guide & Transition Rate**

City of Aurora, Colorado  
S9.6

01/31/2023  
DATE

**STANDARD**

**SIDEWALK CONSTRUCTION JOINTS**

City of Aurora, Colorado  
S7.3

01/31/2023  
DATE

**STANDARD**

All ADA curb ramp designs shall be done in accordance with Section 4.02.3 of the "Roadway Design and Construction Specifications" of the City of Aurora, latest edition and as outlined below.

These curb ramp standards and the details that follow are general representations, not designed to cover every possible scenario, and many will require modifications to fit actual field conditions. Many applications will be retrofit situations where field conditions may vary. In all cases, the civil plans shall detail site-specific designs, with minimum detailing defined below. It is the responsibility of the design engineer to provide enough detail to construct a compliant ramp taking existing topographical and physical constraints into consideration. The details (S9.1 through S9.6) contained within this guidance show typical examples of the ramp types shown below.

**Definition of Ramp Types:**

- Type 1 - Perpendicular Ramps:** a curb ramp that is aligned so the ramp (8.3% max) is generally perpendicular to the centerline of the roadway. This is the preferred ramp style in the City of Aurora and should be used in ALL new construction.
- Type 2 - Parallel Ramps:** a curb ramp that has two ramps leading to the level landing at the bottom. The ramps (8.3% max) are oriented so the path of travel on the ramp is parallel to the vehicular path of the adjacent street.
- Type 3 - Full Drop Transitions:** ramps that are gradually lowered to meet the grade of the street. These are designed as expanded "diagonal" ramps that extend almost entirely around the curb return. The running slope should be less than 5%. These ramps shall only be used in retrofit scenarios where Type 1 or Type 2 aren't practical.
- Type 4 - Midblock Ramps:** curb ramps that do not occur on a corner of an intersection. An example would be a receiving ramp on the opposite side of a "T" intersection.
- Type 5 - "Diagonal Ramp"** is a singular ramp, centered on the apex of the curb return which directs users into the center of the intersection. This is no longer part of the City standards and will not be permitted in new construction. In retrofit scenarios where obstructions or right-of-way limitations exist they may be approved on a case-by-case basis by the City Engineer.

**Combination Ramps:** any curb ramp that combines attributes of both a parallel ramp and a perpendicular ramp.

**Basic curb ramp components:**

City of Aurora, Colorado  
General Curb Requirements  
S9.0

01/31/2023  
DATE

**STANDARD**

As part of the ramp grading detail designers shall use standard hatching as set forth below to convey the intent of the various parts of the ramp:

**RAMP DESIGN GUIDELINES:**

- Curb ramps shall be equal to the width of the approaching sidewalk/trail or 6-feet, whichever is greater. In retrofit designs, ramps may be reduced to a minimum of 4-feet as approved by the City Engineer.
- Ramps, landings, approaches, and sidewalks shall have minimum slopes of 0.5% in any direction. Where practical, minimum slopes of 1.0% to 1.5% are preferred. All ramps must be graded to have positive drainage to the street. Under no circumstances shall street runoff drain through a curb ramp.
- Landings shall be 2% (design of 1.8% recommended) maximum in any direction. Landings designed at gutter elevation should be avoided as much as practical as they increase ponding and sediment accumulation.
- The longitudinal, finished surface running slope of ramps shall not exceed 8.33% (design of 7.5% recommended).
- Ramp and sidewalk finished surface cross slopes shall not exceed 2% (design of 1.8% recommended).
- The tops of ALL ramps must have a minimum landing area that is the same width as the approaching sidewalk by 5-feet long.
- The cross section of the gutter shall be transitioned from 8.3% to 5% max gutter cross slope in front of the ramp. The transition from the standard gutter cross-section to an accessible slope of 5% shall occur a minimum of 2-feet and a maximum of 6-feet from the outer edges of the ramp.
- The algebraic difference between grade breaks shall not exceed 11%. Exceptions may be granted at the discretion of the City Engineer (and list in variance table per Section 2.03.9) if the design is for a retrofit area or is determined to be infeasible due to existing conditions, and then it must not exceed 13%.
- Curb ramps shall be placed to align with the opposing receiving ramp to the maximum extent feasible. There should be a dedicated ramp for each crossing of an intersection. Where there is a "T" intersection with no pedestrian crossing of the through street, the standard details shall be modified to not include the directional ramp pointed towards the through street.
- Grade breaks at the top and bottom of the ramp shall be perpendicular to the roadway centerline to the maximum extent feasible. Where this can't be achieved, grade breaks shall be radial to the curb return.
- Curb ramps located at intersections with no stop control shall be permitted to have a cross slope equal to the longitudinal slope of the street and have the cross slope transition to the landing in accordance with detail S9.6. All other ADA requirements and conditions must be met.

City of Aurora, Colorado  
General Curb Requirements  
S9.0

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**STANDARD**

- Drainage structures shall not be placed within 5-feet of curb ramps and no closer than 5-feet from the PCR. Location of the ramp shall take precedence over location of drainage structures, traffic signal equipment, and other obstructions; except where existing structures are to remain, as approved by the City Engineer.
- Detectable warning panels shall be installed on each curb ramp where the sidewalk transitions to the street and span the entire width of the ramp in accordance with detail S9.6. The detectable warning surface shall be placed a minimum of 6-inches, but not more than 8', from the flow line. Detectable warning panels placed within the City of Aurora Right-of-Way and/or on City of Aurora Property, shall be per the City of Aurora approved materials list.
- The entire ramp area shall be poured monolithically, 6 inches thick from PCR to PCR and include the curb heads. In cases where it is not practical to complete in one pour, ramp sections shall be dowelled together.
- All radii shall be 2-foot, minimum and as shown on the approved plans.
- A 1/2-inch expansion joint shall be required where the concrete ramp joins any structure, at both PCR's, top of ramps, and at connecting sidewalks.
- Tree lawns shall slope toward the street in accordance with the Roadway Design and Construction Specifications Manual, latest edition.
- All curb ramp joints and grade breaks shall be flush including the joint between the roadway surface and the gutter; there shall be no gutter lips at curb ramps.
- Curb ramps (excluding flared sides) shall be wholly contained within the limits of the crosswalk and/or the pedestrian street crossing they serve.
- Existing crosswalks and median bull noses may require modification to ensure an obstruction free route exists where the ramps are wholly contained within the crosswalk.
- Pedestrian push buttons shall be installed within acceptable ADA reach requirements and in accordance with the MUTCD, latest edition, subject to the direction of the Traffic Engineer or designer.
- The contractor shall verify removal limits of existing ramps and sidewalks are to nearest joint and sufficient to meet these guidelines, provide positive drainage, maintain existing drainage patterns, and avoid ponding.
- In no case shall a curb ramp or full drop direct pedestrians into a cross pan.

City of Aurora, Colorado  
General Curb Requirements  
S9.0

01/31/2023  
DATE

**STANDARD**

**VERTICAL CURB & GUTTER (SPILL)**

**VERTICAL CURB & GUTTER (CATCH)**

**MOUNTABLE CURB AND GUTTER**

**NOTES**

- THREE NO. 4 REBARS SHALL BE USED IN ALL CURB RETURNS WITH 25' OR LARGER RADII. THE REBAR SHALL BE USED FROM BEGINNING TO END OF THE CURB RETURN.
- AT EACH LOW POINT OF EACH MEDIAN CURB, A DRAINAGE SLOT SHALL BE INSTALLED - SEE DRAINAGE SLOT DETAIL ON S2.4.
- SLIP FORM TEMPLATE FOR VERTICAL CURB AND GUTTER SHALL NOT BE ALLOWED FOR POURING STANDARD MEDIAN CURB.
- WHERE CONCRETE PAVEMENT IS USED, PLANS SHOULD SHOW MONOLITHIC CURBS.

City of Aurora, Colorado  
CURB AND GUTTER  
S7.1

01/31/2023  
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AURORA, COLORADO  
SITE DETAILS

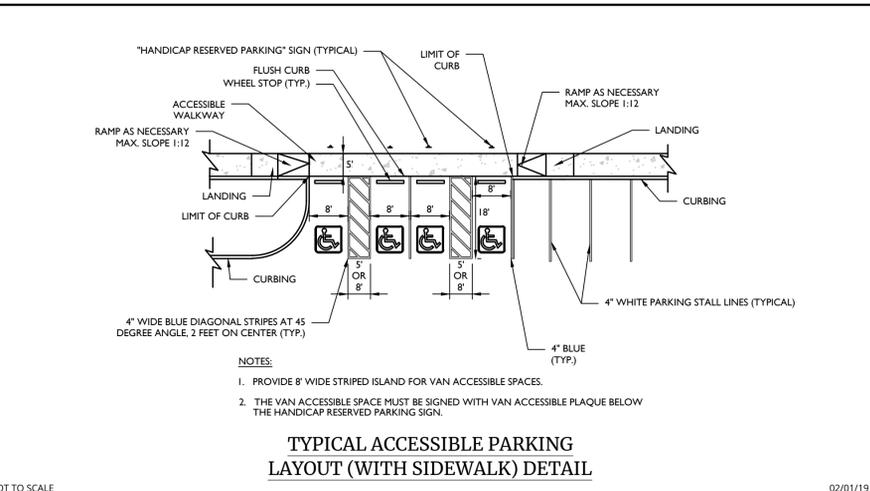
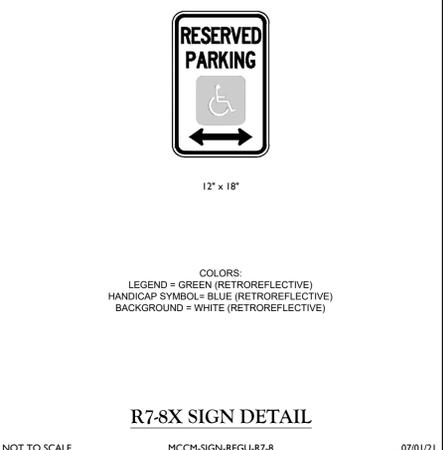
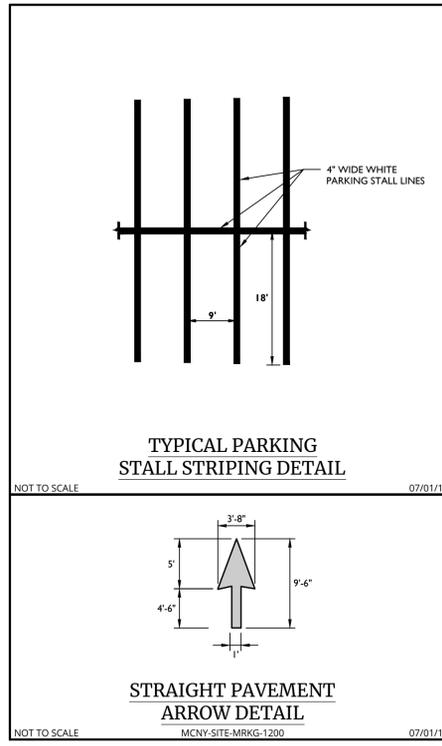
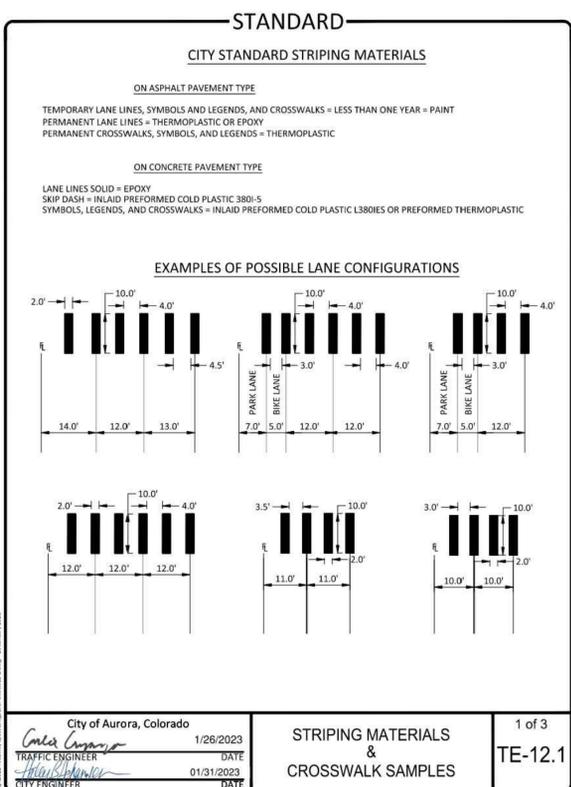
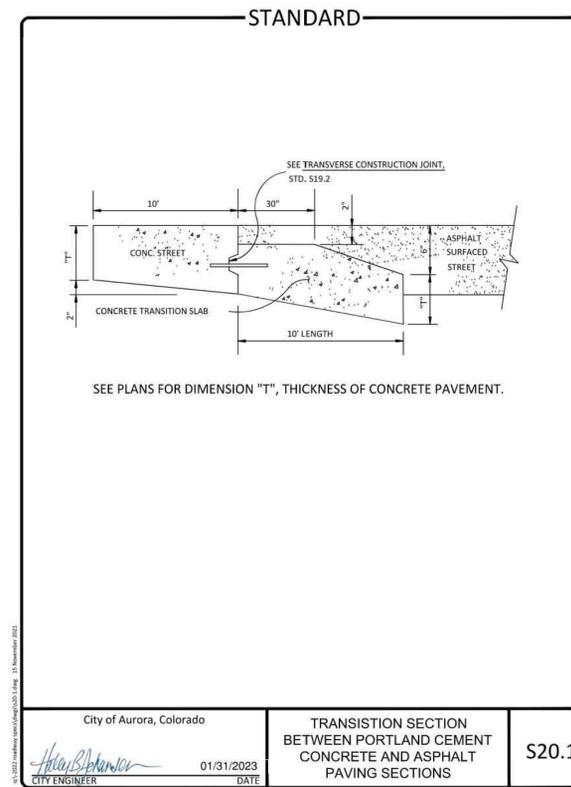
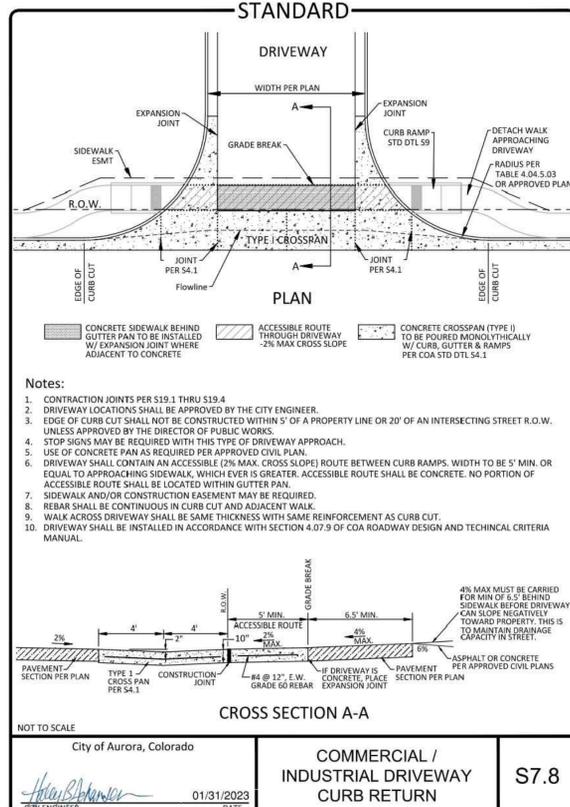
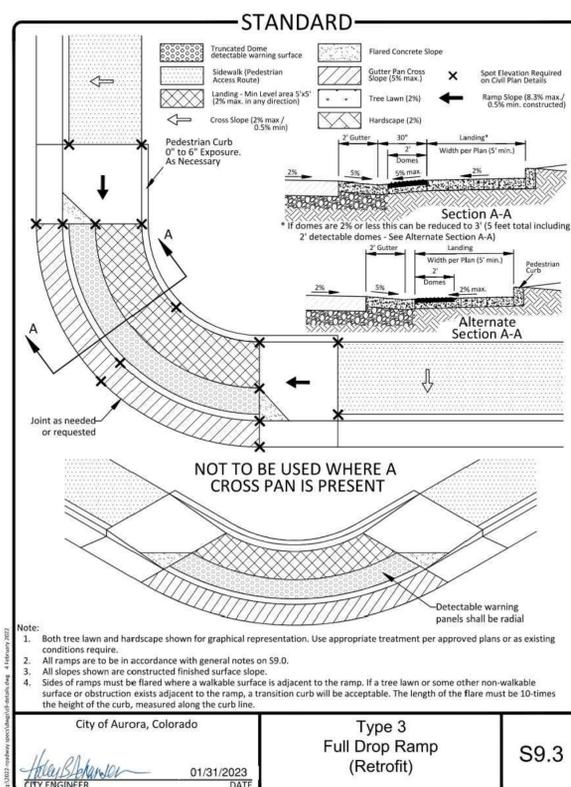
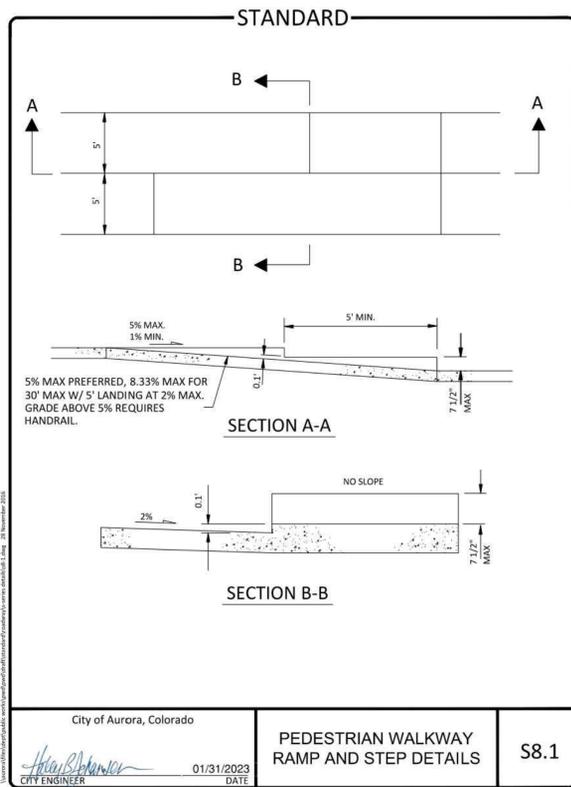
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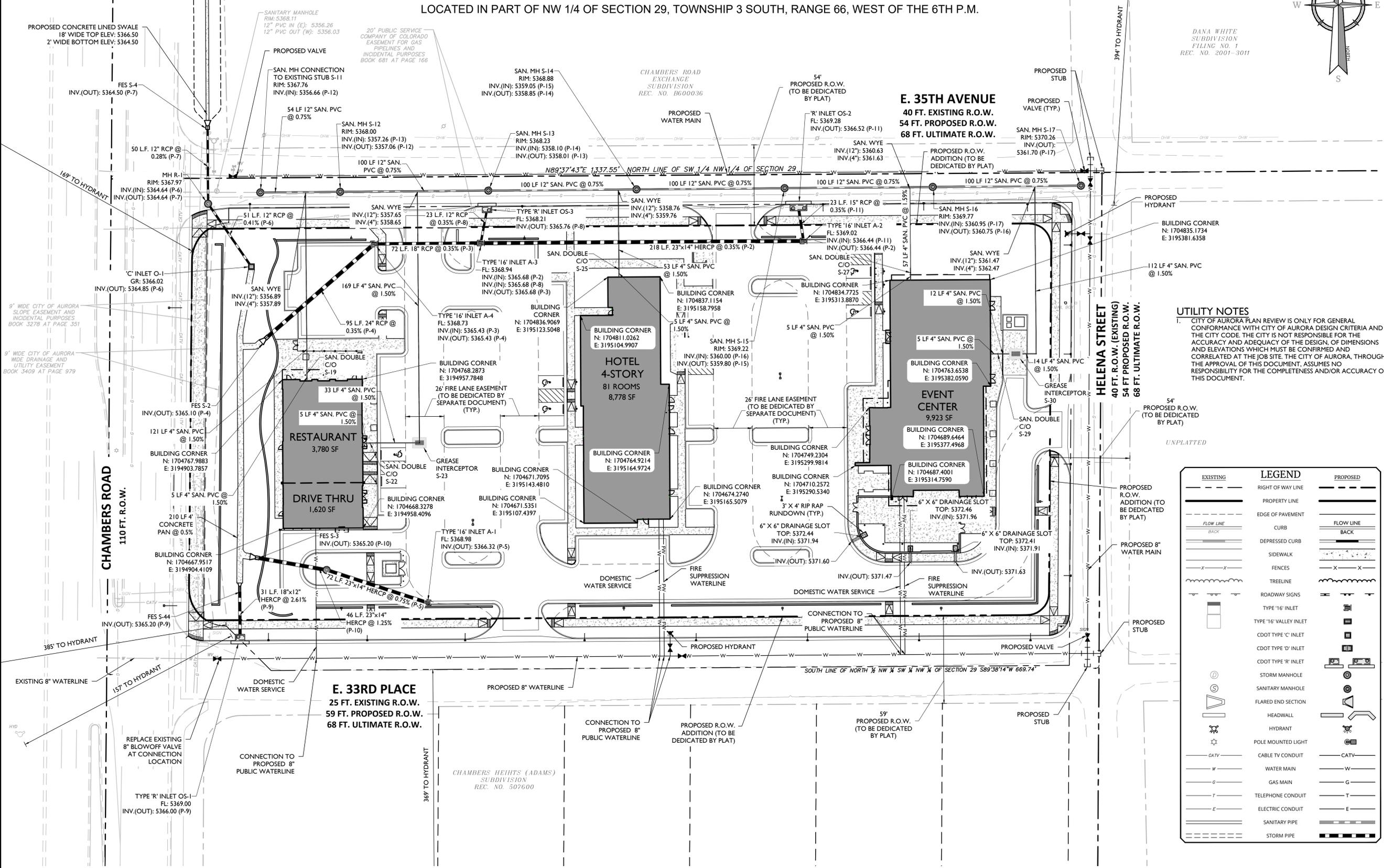
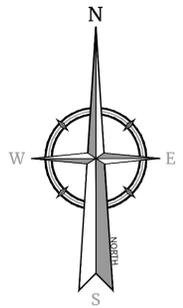


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**UTILITY NOTES**  
1. CITY OF AURORA PLAN REVIEW IS ONLY FOR GENERAL CONFORMANCE WITH CITY OF AURORA DESIGN CRITERIA AND THE CITY CODE. THE CITY IS NOT RESPONSIBLE FOR THE ACCURACY AND ADEQUACY OF THE DESIGN, OF DIMENSIONS AND ELEVATIONS WHICH MUST BE CONFIRMED AND CORRELATED AT THE JOB SITE. THE CITY OF AURORA, THROUGH THE APPROVAL OF THIS DOCUMENT, ASSUMES NO RESPONSIBILITY FOR THE COMPLETENESS AND/OR ACCURACY OF THIS DOCUMENT.

EXISTING	LEGEND	PROPOSED
---	RIGHT OF WAY LINE	---
---	PROPERTY LINE	---
---	EDGE OF PAVEMENT	---
---	CURB	---
---	DEPRESSED CURB	---
---	SIDEWALK	---
---	FENCES	---
---	TREELINE	---
---	ROADWAY SIGNS	---
---	TYPE '16' INLET	---
---	TYPE '16' VALLEY INLET	---
---	CDOT TYPE 'C' INLET	---
---	CDOT TYPE 'D' INLET	---
---	CDOT TYPE 'R' INLET	---
---	STORM MANHOLE	---
---	SANITARY MANHOLE	---
---	FLARED END SECTION	---
---	HEADWALL	---
---	HYDRANT	---
---	POLE MOUNTED LIGHT	---
---	CABLE TV CONDUIT	---
---	WATER MAIN	---
---	GAS MAIN	---
---	TELEPHONE CONDUIT	---
---	ELECTRIC CONDUIT	---
---	SANITARY PIPE	---
---	STORM PIPE	---

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UTILITY PLAN

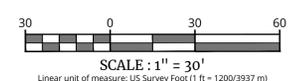
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PROPOSED CONCRETE LINED SWALE  
18' WIDE TOP ELEV. 5366.50  
2' WIDE BOTTOM ELEV. 5364.50

EDGE OF NEW PAVEMENT  
N: 1704903.9704  
E: 3194868.1384

END POND WALL  
N: 1704862.6942  
E: 3194898.8664

CHAMBERS ROAD  
EXCHANGE  
SUBDIVISION  
REC. NO. B600036

BUILDING  
CORNER  
N: 1704837.1154  
E: 3195158.7958

EDGE OF NEW PAVEMENT  
N: 1704907.1990  
E: 3195457.0712

DANA WHITE  
SUBDIVISION  
FILING NO. 1  
REC. NO. 2001-3011

BUILDING CORNER  
N: 1704834.7566  
E: 3195382.2943

**E. 35TH AVENUE**  
40 FT. EXISTING R.O.W.  
54 FT. PROPOSED R.O.W.  
68 FT. ULTIMATE R.O.W.

**HELENA STREET**  
40 FT. R.O.W. (EXISTING)  
54 FT. PROPOSED R.O.W.  
68 FT. ULTIMATE R.O.W.

### SITE PLAN GRADING & UTILITY NOTES

- MINIMUM SLOPE ON UNPAVED AREAS IS 2%. MINIMUM SLOPE ON ASPHALT IS 1%, AND MINIMUM SLOPE ON CONCRETE IS 0.5%.
- THE MAXIMUM SLOPE WITHIN ROW IS 4.1%. THE MAXIMUM SLOPE FOR PROPERTY OUTSIDE OF THE ROW IS 3:1.
- THE SLOPE AWAY FROM THE BUILDING SHALL HAVE A MINIMUM GRADE OF FIVE (5) PERCENT FOR THE FIRST TEN FEET OR TO THE PROPERTY LINE, WHICHEVER OCCURS FIRST, THEN A MINIMUM OF TWO (2) PERCENT UNTIL THE SLOPE REACHES THE SWALE AROUND THE BUILDING. IF PHYSICAL OBSTRUCTIONS OR LOT LINES PROHIBIT THE TEN FEET OF HORIZONTAL DISTANCE, A FIVE (5) PERCENT SLOPE SHALL BE PROVIDED TO AN APPROVED ALTERNATIVE METHOD OF DIVERTING STORM RUNOFF AWAY FROM THE FOUNDATION. IMPERVIOUS SURFACES WITHIN TEN FEET OF THE BUILDING FOUNDATION SHALL BE SLOPED A MINIMUM OF TWO (2) PERCENT AWAY FROM THE BUILDING.
- THE MAXIMUM PERMISSIBLE LONGITUDINAL GRADE FOR FIRE LANES IS 10%. THE MAXIMUM TRANSVERSE GRADE FOR A FIRE LANE IS FOUR PERCENT WITH A RESULTANT MAXIMUM SLOPE OF TEN PERCENT.
- THE RESULTANT GRADE IN ANY DIRECTION WITHIN ACCESSIBLE PARKING AREAS SHALL NOT EXCEED TWO (2) PERCENT.
- THE MAXIMUM CROSS SLOPE IN AN ACCESSIBLE PATH SHALL NOT EXCEED TWO PERCENT. THE MAXIMUM LONGITUDINAL SLOPE IN AN ACCESSIBLE PATH SHALL NOT EXCEED FIVE PERCENT.
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GRADING PLAN

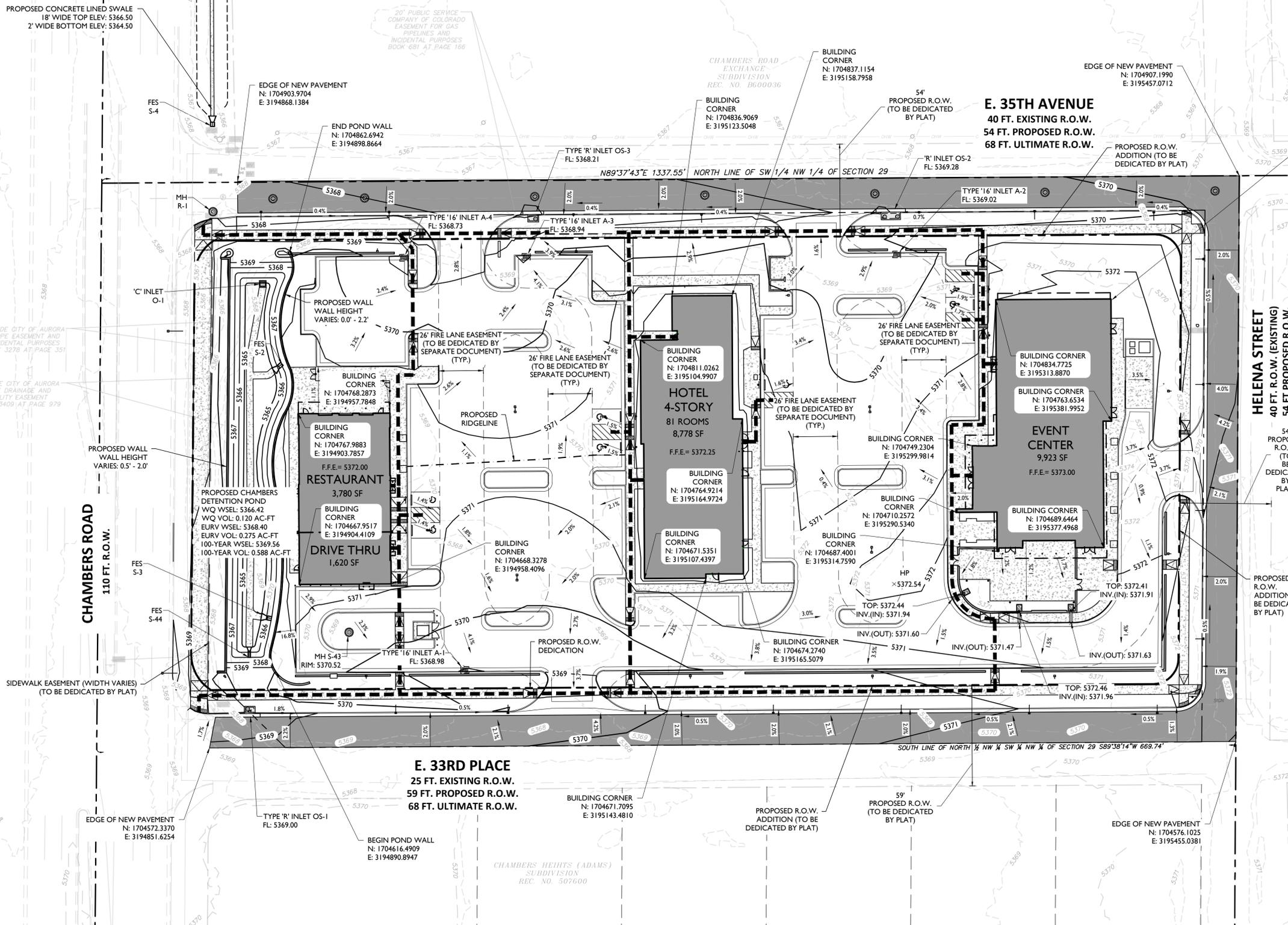
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**E. 33RD PLACE**  
25 FT. EXISTING R.O.W.  
59 FT. PROPOSED R.O.W.  
68 FT. ULTIMATE R.O.W.

BUILDING CORNER  
N: 1704671.7095  
E: 3195143.4810

59'  
PROPOSED R.O.W.  
(TO BE DEDICATED  
BY PLAT)

EDGE OF NEW PAVEMENT  
N: 1704576.1025  
E: 3195455.0381

TYPICAL GEOTECH GRADES  
10% SLOPE FOR 5 FT AWAY FROM  
BUILDING IN LANDSCAPE AREAS  
2% IN HARDSCAPE AREAS

INLET FLOWLINES  
1. INLET FLOWLINE ELEVATIONS  
REFERENCE THE FLOWLINE AT THE  
EDGE OF THE INLET. FLOWLINE  
ELEVATION DOES NOT INCLUDE  
INLET DEPRESSION.

EXISTING	LEGEND	PROPOSED
---	RIGHT OF WAY LINE	---
---	PROPERTY LINE	---
---	EDGE OF PAVEMENT	---
---	CURB	---
---	DEPRESSED CURB	---
---	SIDEWALK	---
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---	STORM MANHOLE	---
---	SANITARY MANHOLE	---
---	FLARED END SECTION	---
---	HEADWALL	---
---	HYDRANT	---
---	POLE MOUNTED LIGHT	---
---	CONTOURS	---
---	SPOT ELEVATION	---
---	DIRECTION OF OVERLAND FLOW	---
---	TOP OF CURB ELEVATION	---
---	FLOW LINE ELEVATION	---
---	TOP OF DEPRESSED CURB ELEVATION	---
---	ADA PATH	---
---	NEW PAVEMENT	---

