

October 21, 2022

City of Aurora
Stephen Rodriguez, Planning Supervisor
15151 E. Alameda Parkway, Suite 5200
Aurora, Colorado 80012

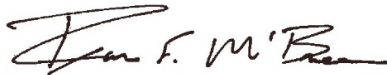
Re: 14th & Ursula Mixed-Use (DA-1279-53 / 2022-4021-00) / 1st Review Comment Response

Dear Mr. Rodriguez:

Thank you for taking the time to review our second submission for the 14th & Ursula Mixed-Use at Fitzsimons Village along with City staff and providing valuable feedback, which was received on September 27, 2022. Comment responses have been addressed on the following pages.

Please feel free to contact me directly should you have any other comments, questions and/or special requests for additional information. We look forward to working with you to make this project a success.

Sincerely,
Norris Design



Ryan McBreen
Principal

Second Submission Review

SUMMARY OF KEY COMMENTS FROM ALL DEPARTMENTS

- See various Planning comments (see Item 2)
- Adjustments (see Item 4) See attachment.
- See Engineering comments regarding drainage, labeling and street lights. (see Item 9)
- Contact Traffic Engineering directly for redlines/comments. (see Item 10)
- See the numerous Life Safety comments and redlines. (see Item 11)
- Review Aurora Water comment redlines regarding meters and fire suppression. (see Item 13)
- See comments from Real Property regarding encroachments and easements. (see Item 14)
- See comments from Xcel Energy. (see Item 15)
- See comments from CDOT **(REPEAT COMMENT)** (see Item 16)
- Respond to all other comments on the site plan and drawings.

PLANNING DEPARTMENT COMMENTS

1. Community Questions, Comments, and Concerns

1A. Registered neighborhood organizations and adjacent property owners were notified of the Site Plan application.

No comments were received.

Response: Comment noted, thank you.

1B. Outside referral agency comments were received and are included at the end of this letter.

Response: Comment noted, thank you.

2. Completeness and Clarity of the Application

2A. A revised TIS was not resubmitted and SP comments from Traffic were not addressed. See Item 11A.

Response: Revised TIS has been included with this submittal.

2B. **(REPEAT COMMENT)** Amend the data block per redline comments. Include the on-site open space calculation and percentage for the overall site. A minimum of 20% is required. Balconies and rooftop “outdoor spaces” may count toward the requirement as well as common gathering areas such as plazas and courtyards. Useable green spaces, outdoor swimming pools, and dog parks also count toward the requirement.

Response: Data table has been updated to show 29% of the site is open space.

2D. Please add the number of proposed “compact” parking spaces to the data table. Compact stalls or spaces are not permitted in the UDO and will likely require an adjustment.

Response: Compact parking spaces have been removed from the project.

2E. Revise the Letter of Introduction Adjustment section to include only the UDO code section for Building Length and the request, and the UDO section pertaining to parking space stall dimensions and how many compact spaces are requested. Do not reference the street cross-section modification as this is being addressed through the Minor Amendment process.

Response: Compact parking spaces have been removed from the project and the updated Letter of Introduction has been included.

2F. Site Plan Sheet 3 - Focus on the subject area. Do not show as much of the surrounding area/development and eliminate the contour lines. Include the urban hardscape, paving types, reference to landscape beds, ADA ramps, bike racks, stop signs, street furniture, access, turning movements, and other items. See the attached example for guidance and replace Sheet 3 in your resubmittal.

Response: Site Plan Sheet has been updated per comments.

3. Zoning and Land Use Issues

3A. Please add a linear building length dimension to the Site Plan sheet.

Response: Linear length has been added to the Site Plan sheet.

3B. Scott Bauman, COA Parking Mobility Management provided the following comments: The use and reliance of on-street public parking for residential, tenant, or visitor parking should not be relied upon to meet, replace, or augment a building or facilities off-street parking supply requirements/needs as specified by zoning code. While public roadways may contain accessible on-street vehicle parking accommodations, this unstable public on-street parking supply should always be considered unpredictable in-availability, unreliable in-use, and feasibly unsustainable for long-term access as on-street parking resources may be modified, restricted, or entirely eliminated at any time, at the city's sole discretion.

Response: Comment noted; City Code does permit counting on-street parking.

4. Adjustments

4A. Staff is continuing to assess the adjustment request, specifically, Building Length - *Each multifamily dwelling unit structure shall be accessed from a public or private street meeting the Aurora Roadway Design and Construction Specifications Manual. All buildings require at least one main pedestrian or dwelling unit entry with frontage and direct access onto the street and result in no single portion of horizontal façade greater than 150 feet without an entry. The maximum building length of any multifamily or mixed-use building shall be a. 600 feet in Subareas A.*

Response: Please refer to elevations for requested overall and building dimensions. Overall building length is under 600ft. With this UDO ordinance in mind, the façade of the structure has intentionally been designed to provide a break in material and fenestration pattern at the mid-point of the longest elevation fronting Uvalda.

4B. North and West Elevation – Please identify the location of the main pedestrian entrance or dwelling unit and dimension the distance from the end of the façade to the entry or entries. This will allow staff to determine if the building design meets the recently amended UDO regarding building length.

Response: Please refer to elevations for requested dimensions. Overall building length is under 600ft. A break in material and fenestration pattern is also provided to break down scale of structure.

4C. Identify the number of proposed compact parking spaces and adjust the data table to reflect the compact parking space count in the overall count. Staff will determine the applicability of an adjustment.

Response: Compact parking spaces have been removed from the project.

5. Parking

5A. The proposal requires 296 spaces (MF units), 60 spaces (guest parking), and 25 spaces (retail), for a total of 381 parking spaces required to serve the development. Required accessible spaces are provided and are in your parking data. The *Shared Parking Reduction* multiplier reduces your parking to 318 spaces. Considering 47 onstreet (non-garage) spaces that can count toward the required parking, the remaining parking to meet the reduced amount of 318 spaces is 271 spaces. The parking garage provides for 471 spaces, resulting in an excess of 200 spaces. The staff understands that the 200 excess are planned to be provided for use with the future office building planned to the north of this project. Staff recommends placing a note under the data table referencing that the excess spaces will be used by the future office building tenants per an executed Shared

Parking agreement. Shared Parking for the future office building will be required to be approved as part of the future Office Building Site Plan.

Response: *Please see updated data table with current parking calculations summarizing planned parking on Sheet 2. Requested note has been relocated from exterior illustrations sheet to Sheet 2, below the parking data block.*

5B. The “compact” parking space issue will be addressed in the resubmittal based on the information received with the resubmittal.

Response: *Compact spaced have been removed.*

6. Architectural and Urban Design Issues

6A. No further comments.

Response: *Comment noted, thank you.*

7. Addressing (Phil Turner / 303-739-7271 / pcturner@auroragov.org)

7A. **(REPEAT COMMENT)** Please submit 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:

- Parcels
- Street lines
- Building footprints (If available)

Response: *When no further comments are received by COA, a .SHP or a .DWG file will be provided.*

7B. 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:

<http://tinyurl.com/AuroraCAD> or by contacting CADGIS@auroragov.org.

Response: *Noted. When no further comments are received by COA, a .SHP or a .DWG file will be provided.*

8. Landscaping Issues (Tammy Cook / tcCook@auroragov.org / Comments in bright teal)

8A. No further comments.

Response: *Comment noted, thank you.*

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

9. Civil Engineering (Kristin Tanabe / 303-739-7306 / ktanabe@auroragov.org / Comments in green)

9A. Cover sheet – The site plan will not be approved by Public Works until the preliminary drainage report/letter is approved.

Response: *Comment noted, thank you.*

9B. Sheet 3 – Don’t need to show contours on the Site Plan.

Response: *Contours have been removed from the Site Plan.*

9C. It’s nearly impossible to see any detail at this scale, especially when printed. consider using 1”=20’ scale like the landscape sheets. This acts more like an overall exhibit rather than a site plan. Same request for the grading plan.

Response: *Site Plan, Grading and Utility Plans are updated to 20 scale.*

9D. Label retaining wall. Indicate material and max height or height range. Railing is required on all walls over 30"

Response: Retaining wall labeled. Railing is not provided as no pedestrian access is provided above the wall.

9E. Sheet 4 - The previous comment was to indicate required street lights, not pedestrian lights that are on the street. What is now being labeled as a street light is still a pedestrian light. Street lights are required on private streets.

Response: Street lighting labels have been clarified to label the three existing street lights and proposed pedestrian lights separately. Existing street lights were previously installed per requirements.

9F. Indicate maximum height and provide additional wall elevations.

Response: Maximum height provided, and additional spot elevations added.

10. Traffic Engineering (Sylvia Lopo / slopo@auroragov.org / Comments in orange)

10A. Previous comments were not addressed in the TIS and Site Plan. Comments and redlines were sent via email on 7/29 to Ryan McBreen and Halie McCarter. **Please upload the revised TIS in the next resubmittal and incorporate the Site Plan redline modifications into the revised Site Plan set and comment response letter.**

Response: Revised TIS is included with this application.

11. Fire / Life Safety (William Polk/ 303-739-7371 / wpolk@auroragov.org) See blue comments

Site Plan Comments:

Sheet 1

- Second request: Show both van-accessible and accessible parking spaces within the data block.

Response: Please see updated data table with current parking calculations summarizing accessible parking spaces by parking facility on Sheet 2.

- For every six or fraction of six accessible parking spaces, at least one shall be a van-accessible parking space.

Response: Please see updated data table with current parking calculations summarizing accessible parking spaces by parking facility on Sheet 2.

- Identify the "required" and "provided" Van Accessible and Accessible parking spaces.

Response: Please see updated data table with current parking calculations summarizing accessible parking spaces by parking facility on Sheet 2.

- Make sure to delineate the location of said accessible spaces, which means that each parking facility shall have the required minimum amount of accessible and van accessible spaces (garage/on-site). See the example below

Response: Please see updated data table with current parking calculations summarizing accessible parking spaces by parking facility on Sheet 2.

- **Facility 1 – Retail/Visitor On-grade Parking**
- **Facility 2 – Visitor Garage Parking (Levels B-1)**
- **Facility 3 – Office Garage Parking (Levels 1-4)**
- **Facility 4 – Resident Parking (Levels 4-8).**

Please note that van accessible parking for the garage has been provided at the lowest level of the garage. Standard accessible parking requirements have been met at each facility level.

Sheet 3

- Additional information is required for the proposed generator. Please keep in mind that chemical storage shall be protected in accordance with IFC, Chapter 50 Hazardous Materials, Chapter 57 Flammable and Combustible Liquids, and other applicable codes such as NFPA standards. Also, appropriate chemical signage will be required to be submitted to the sign package (hazard placards, NFPA 704).
Response: The generator is planned to be powered by natural gas, provided underground from Xcel energy utilities. No further information is needed, per 10/07/2022 phone correspondence with reviewer William Polk.
- Outdoor Storage of flammable and combustible liquids in containers shall show compliance NFPA 30 Outdoor Storage requirements. Identify the liquid class, proposed max quantity, and separation distance from the property line, streets/public ways, and other liquid containers. NFPA 30
Response: The generator is planned to be powered by natural gas, provided underground from Xcel energy utilities. No further information is needed, per 10/07/2022 phone correspondence with reviewer William Polk.
- Call out all fire-related and accessible signage.
Response: Signage and Striping Plan has been provided. Please refer to floor plans and elevations for locations of building related signage.
- The cover sheet indicates on-street accessible parking. Show all required van accessible and accessible parking spaces to include accessible aisles that serve as the transition to the sidewalk.
Response: Signage and Striping Plan has been provided.
- "SIGNAGE AND STRIPING" package shall be included for approval with the Site Plan, and shall include fire lane and handicapped parking signs, sign details, handicapped parking stall details, and locations for all. Sign package shall include all signs as required by other City of Aurora departments.
Response: Signage and Striping Plan has been provided.
- "SIGNAGE AND STRIPING" package shall include the following:
 - Handicapped accessible parking signs, including post.
 - Handicap accessible curb ramp detail.
 - Plan view of detectable warning and well.
 - Side cross-section views of detectable warning, well, curb and gutter.
 - Front section views of detectable warning, well, curb and gutter.
 - Dome and detectable warning details. Note: The top diameter of the truncated domes shall be 50% to 65% of the base diameter.
 - Handicap accessible parking layout. Provide a symbol and label for the location of the handicap accessible sign with this layout. Ensure the sign is back far enough not to be within the curb "roll-over" area.
Response: Signage and Striping Plan has been provided.

Sheet 4

- All roadway and intersection changes and improvements must be approved by Engineering. Please verify that any proposed changes meet the COA Roadway minimum standards. If any deviations are proposed, the deviations shall be meet COA standards and provided in a detailed form.
Response: The preferred alignment of the west road and revision to the intersection were coordinated with COA April 2022 with Stephen Gomez. Roadway design was further coordinated with COA Engineering and Planning October 2022.

- Typically, interior fire sprinkler systems have a single FDC. Does this FDC serve a separate fire sprinkler system? More information is required to outline how this project will be projected by NFPA 13 fire sprinkler systems.

Response: The previously planned redundant FDC at the Southeast entrance to the Apartment Building has been removed. No further information is needed, per 10/07/2022 phone correspondence with reviewer William Polk.

Sheet 16

- Please confirm that Planning has approved the use of on-street parking to be used to meet the building code accessible parking requirements and the overall reduction of accessible parking spaces requirements.

Response: Per email with Stephen Rodriguez on September 29th, City Code does permit counting on-street parking in overall parking count.

Sheet 18

- Additional signage is required. See example. Also, call out the location of all signage. All fire lanes and accessible signage require a graphic tow-away sign. Please refer to other departments to determine specific requirements, such as Traffic.

Response: Signage and Striping Plan has been provided. Signage details provided on sheet are for signage related to building only. Refer to Civil plans for additional information on site signage.

- Provide a spot detail showing the Fire Riser Room exterior door and the FDC location to ensure there are no visual or physical obstructions blocking access to fire elements or hindering responses from first responders.

Response: Please refer to landscape plan enlargement on Sheet 14 (L-302). There is a sidewalk connection providing access to this area. Please also reference 3-dimensional drawing 05/Sheet 19.

- Provide a scalable measure showing the height of this element.

Response: Please reference updated North Elevation drawing on Sheet 19 for requested dimension of garage mechanical ventilation shaft, stair and elevator over-runs. Please refer to code summary for proposed and allowable building heights.

- Additionally, provide a code analysis on how this site arrived at the indicated height.

Response: Please reference code summary provided on updated Sheet 17, adjacent to 3-dimensional exterior illustrations.

- Please show the measurement from the highest occupied floor located above the lowest level of fire department vehicle access.

Response: Please reference North Elevation, detail on Sheet 19. The highest occupied floor above the lowest level of fire department vehicle access is 74'-6" to the Apartment portion of the structure. The highest garage level is 81'-7". The garage portion of the structure is planned to be high-rise. The apartment portion is below the 75ft threshold, therefore is not planned to be high-rise.

12. PROS (Curtis Bish 303-739-7131 / cbish@auroragov.org)

12A. No further comments.

Response: Comment noted, thank you.

13. Aurora Water (Ninah Khanzadeh / nkhanzad@auroragov.org / Comments in red)

13A. Page 4 – According to AW records, there is a 30" proposed public storm sewer running north-south- refer to EDN 210069. Why is this being shown as proposed here on this plan?

Response: The 30" public storm line was never constructed; thus we need to add a storm line here.

13B. Note that a bypass line will be required for 4" water meters. Refer to Aurora Water standards. Detail will need to be included in the CPs.

Response: Comment noted, thank you.

13C. Note that no obstructions, shrubs, trees, roof overhangs, etc will be permitted to be within the pocket utility easement.

Response: Comment noted, thank you.

13D. Why not make this a 6" line vs. needing an increaser?

Response: Intent is to pay for a 4" meter instead of 6" meter.

13E. This area is very cluttered. Is there a fire suppression line going through here? Show and label. An additional blowup of this area may be needed.

Response: Yes, fire line is to be installed in this area. Blowup of area provided.

13F. Clarify, is this water, sanitary, or storm?

Response: This was for storm, which has been reconfigured to a trench drain.

13G. Clarify, is this meant to be a fire suppression line? If not, flows need to go through water meter.

Response: No, this is for the domestic water line.

13H. The retaining wall cannot reside near this 12" PVC.

Response: This 12" PVC line (and area inlets) has been reconfigured to a trench drain.

14. Real Property (Kalan Falbo / kfalbo@auroragov.org / Maurice Brooks / mbrooks@auroragov.org / Comments in magenta)

14A. Site Plan: See site plan for comments. Go to this link for the Real Property web page document links:

- <https://auroragov.org/cms/One.aspx?portalId=16242704&pageId=16509313>

Response: Comment noted, thank you.

14B. Contact Andy Niquette at easementrelease@auroragov.org for easement release.

Response: This has been completed, waiting until no further comments from COA before proceeding with easement releases.

15. Xcel Energy (Donna George / 303-571-3306 / donna.l.george@xcelenergy.com)

15A. Organization: Xcel Energy/PSCo Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk acknowledges the comment response for **14th and Ursula Mixed-Use at Fitzsimons Village** and reminds the property owner/developer/contractor to 1) complete the application process for any new natural gas or electric service or modification to existing facilities via xcelenergy.com/InstallAndConnect; and, 2) have the Designer contact a Right-of-Way and Permits Agent for additional easements that may need to be acquired by separate document for new facilities.

Response: Comment noted, thank you.

16. **Colorado Department of Transportation** (Steve Loeffler / steven.loeffler@state.co.us / 303.757.9891
16A. The comment response stated that the comments from CDOT Traffic were noted. No other response was received.
Previous comments still apply.
Response: Traffic comments have been included with this application.



SM ROCHA LLC
TRAFFIC ANALYSIS

June 8, 2022

Austin Haag
Milhaus
460 Virginia Avenue
Indianapolis, IN 46203

Provide discussion on pedestrian circulation and connectivity per pre-app comments. The master TIS for Fitzsimons Village was updated in 2014. Use the latest master TIS to complete trip generation comparison. The 2014 master TIS update assumed 492 apartments for Phase 2, which includes the parcel being analyzed and the parcel on the east side of Uvalda St. Phase 3 (adjacent to Victor St) assumed an additional 160 apartments, resulting in a total of 652 apartments for the entire development. Provide a comparison showing the number of units that have already been approved or under construction and what the total units will be with this development. Refer to the attached excerpt from the 2014 master TIS for more information. Master TIS shows the need for dual NB and WB lefts at Colfax and Ursula. Provide an analysis for whether these improvements are needed with this development. A full detailed TIS may be required pending the trip generation comparison and analysis of Colfax and Ursula.

RE: Fitzsimons Village Apartments / Traffic Generation Analysis

SM ROCHA LLC
COMMENT RESPONSE

1. Analysis updated to include pedestrian circulation and connectivity discussion.
2. Original comparison was done according to City pre-app notes which identified the 2007 version of the TIS as the basis for comparisons. Trip generation comparison updated to reference latest available master TIS.
3. Additional analysis requested is beyond the requirements detailed in City pre-app notes. The need for dual left turn lanes is noted to be provided as a possible mitigation measure upon full site area build-out (Phase 3) and therefore is expected to be considered upon Phase 3 development. Assuming trip generation from the proposed development (Phase 2) is within reasonable limits from that established in the master study, it is not expected that this development alone would trigger the need for dual lefts. Additionally, Ursula St does not currently provide width for receiving lanes from WB dual lefts, nor does the SB through align with the north leg. It is anticipated that as Phase 3 development occurs on the SW and SE corners of the intersection, updated analysis will be needed to confirm the need for dual lefts, as well as, to coordinate applicable ROW needs with the City.

The following is a summary of analysis results.

Site Description and Access

Land for the development is currently vacant and surrounded by a mix of residential, commercial, hotel, and medical land uses. The proposed development is understood to entail the new construction of a mid-rise apartment building supporting 297 dwelling units.

Existing access to the overall Fitzsimons Village development area is provided at the following locations: three-quarter movement access at E Colfax Avenue and N Uvalda Street, full-movement access at E 14th Avenue and N Victor Street, full-movement access at E 13th Place and N Uvalda Court, full-movement access at E 14th Place and Ursula Street, and full-movement access at E 14th Avenue and Ursula Street.

General site and access locations are shown on Figure 1.

A site plan, as prepared by S.A. Miro Inc., is shown on Figure 2. This plan is provided for illustrative purposes only.

Site plan identifies 296

Noted. Report updated to correspond with latest available unit count information.



Not to Scale

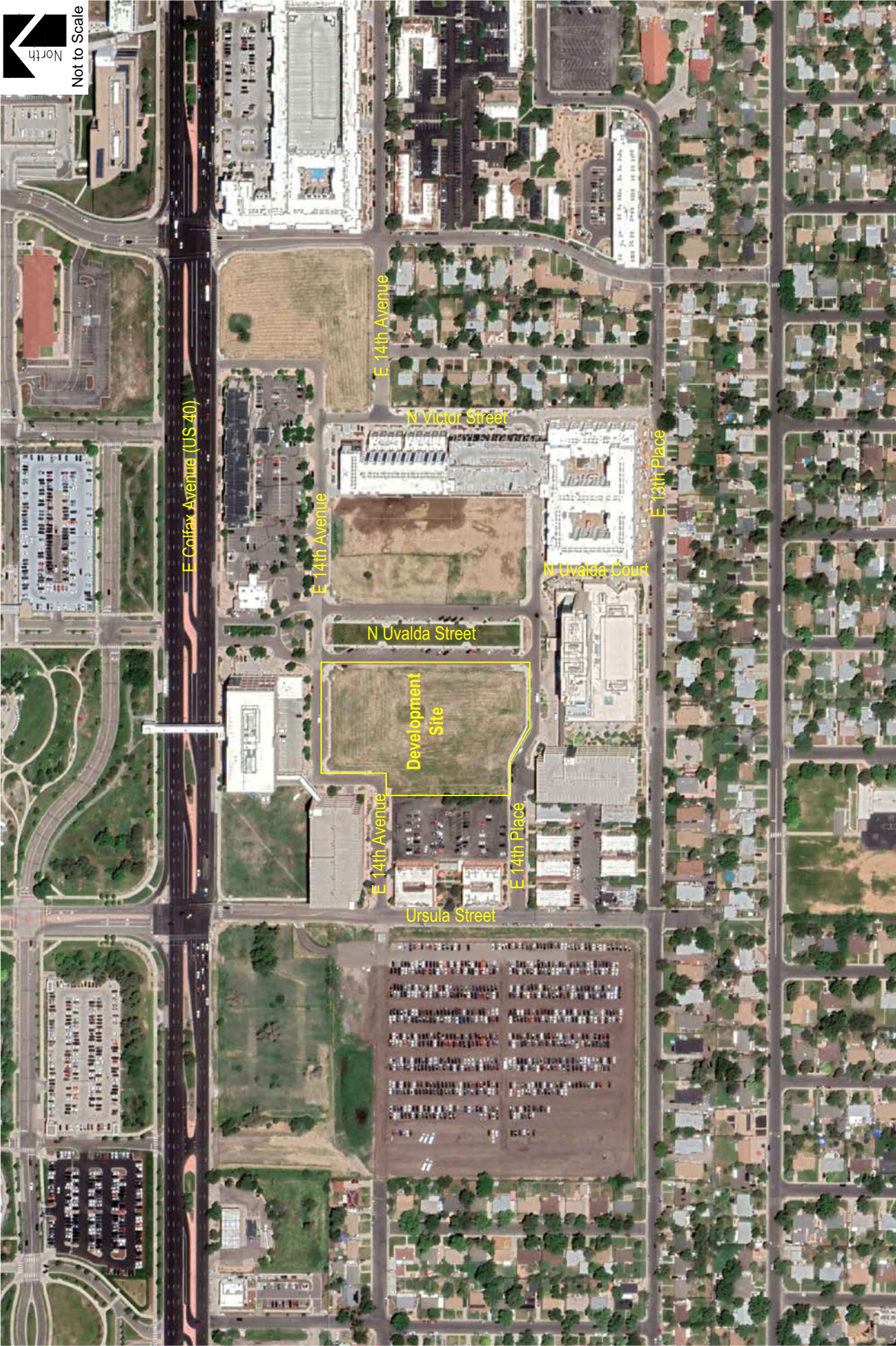


Figure 1
SITE LOCATION



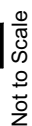
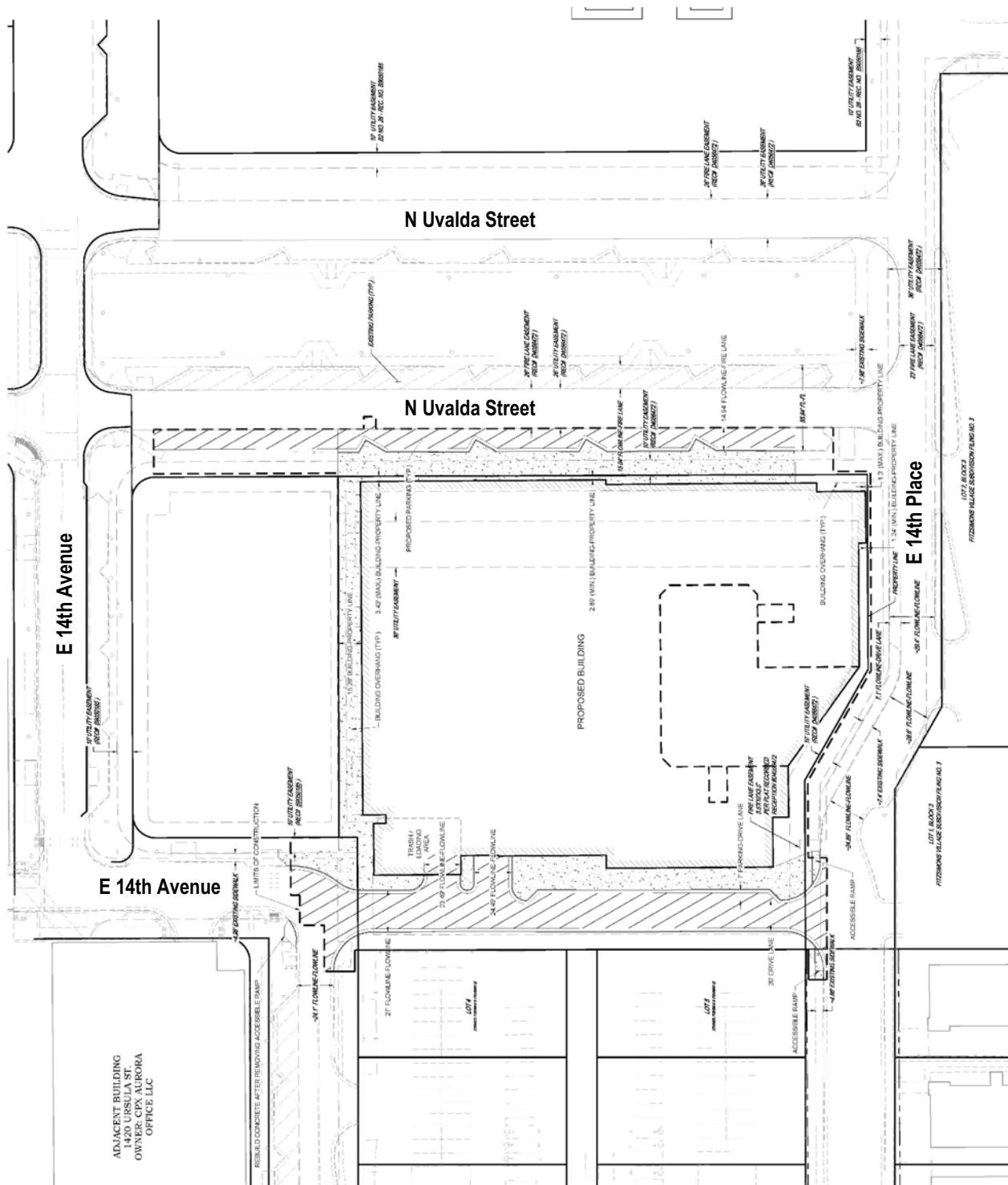


Figure 2 SITE PLAN

June 2022
Page 3



FITZSIMONS VILLAGE APARTMENTS

Traffic Generation Analysis

SM ROCHA, LLC
Traffic and Transportation Consultants



Vehicle Trip Generation

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

The approved traffic study for overall Fitzsimons Village¹ (Zone 3) development used trip generation rates from ITE's Trip Generation Manual, 7th Edition and included a "Condos/Townhouses" land use in the same development area as currently proposed with this project.

Table 1 presents average trip generation rates for the proposed development area. Use of average trip generation rates presents a conservative analysis. ITE land use code 221 (Multifamily Housing (Mid-Rise)) was used for analysis because of its best fit to the proposed land use.

Table 1 – Trip Generation Rates

ITE CODELAND USEUNIT			TRIP GENERATION RATES						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
221	Multifamily Housing (Mid-Rise)	DU	4.54	0.09	0.28	0.37	0.24	0.15	0.39

Key: DU = Dwelling Units.

Note: All data and calculations above are subject to being rounded to nearest value.

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

Table 2 – Trip Generation Summary

ITE CODELAND USESIZE				TOTAL TRIPS GENERATED						
				24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
					ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
<u>Site Development - Previously Assumed¹</u>										
230	Condos/Townhomes	385	DU	2,260	29	141	170	134	66	200
Previously Assumed Total:				2,260	29	141	170	134	66	200
<u>Site Development - Proposed</u>										
221	Multifamily Housing (Mid-Rise)	297	DU	1,348	25	85	110	71	45	116
Proposed Total:				1,348	25	85	110	71	45	116
Difference Total:				-912	-4	-56	-60	-63	There was	

Key: DU = Dwelling Units.

¹ = Trip generation rates referenced from Fitzsimons Village TIS pursuant to ITE's Trip Generation Manual, 7th Ed.

Note: All data and calculations above are subject to being rounded to nearest value.

¹ Fitzsimons Village Traffic Impact Study, Felsburg Holt & Ullevig, September 2007.

There was an update to the master TIS in 2014. Please use the latest master TIS for comparison

Analysis updated per latest master TIS.

As Table 2 shows, the proposed development area has the potential to generate approximately 1,348 daily trips with 110 of those occurring during the morning peak hour and 116 during the afternoon peak hour. Table 2 further shows how proposed development traffic volumes do not exceed those approved in the Fitzsimons Village traffic study.

Adjustments to Trip Generation Rates

A development of this type is not likely to attract trips from within area land uses nor pass-by or diverted link trips from the adjacent roadway system, therefore no trip reduction was taken in this analysis.

Vehicle Trip Generation Comparison & Development Impacts

As Table 2 shows, the proposed development does not exceed traffic volumes approved for the area in comparison to previously projected volumes of the overall development area. These volumes are not likely to negatively impact operations of N Uvalda Street nor other adjacent roadways or intersections.

Conclusion

This analysis assessed traffic generation for the Fitzsimons Village Apartments development, provided a traffic volume comparison to previous land use assumptions approved for the development site, and considered potential impacts to the adjacent roadway network.

It is our professional opinion that the proposed site-generated traffic is expected to create no negative impact to traffic operations for the surrounding roadway network and proposed site access and is in compliance with the Fitzsimons Village traffic impact study.

We trust that our findings will assist in the planning and approval of the Fitzsimons Village Apartments development. Please contact us should further assistance be needed.

Sincerely,

SM ROCHA, LLC
Traffic and Transportation Consultants



Stephen Simon, EIT
Traffic Engineer



Fred Lantz, PE
Traffic Engineer

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.

2. "ACCESSIBLE EXTERIOR ROUTES" SHALL BE PROVIDED FROM PUBLIC TRANSPORTATION STOPS, ACCESSIBLE PARKING AND ACCESSIBLE PASSENGER LOADING ZONES AND PUBLIC SIDEWALKS TO 60% OF THE ACCESSIBLE BUILDING ENTRANCES THEY SERVE. THE ACCESSIBLE ROUTE BETWEEN ACCESSIBLE PARKING AND ACCESSIBLE BUILDING ENTRANCES SHALL BE THE MOST PRACTICAL DIRECT ROUTE. THE ACCESSIBLE ROUTE MUST BE LOCATED WITHIN A SIDEWALK. NO SLOPE ALONG THIS ROUTE MAY EXCEED 1:20 WITHOUT PROVIDING A RAMP WITH A MAXIMUM SLOPE OF 1:12 AND HANDRAILS. CROSSWALKS ALONG THIS ROUTE SHALL BE WIDE ENOUGH TO WHOLLY CONTAIN THE CURB RAMP WITH A MINIMUM WIDTH OF 36" AND SHALL BE PAINTED WITH WHITE STRIPES. THE CITY OF AURORA ENFORCES HANDICAPPED ACCESSIBILITY REQUIREMENTS BASED ON THE 2015 INTERNATIONAL BUILDING CODE, CHAPTER 11, AND THE INTERNATIONAL CODE COUNCIL (ICC) A117.1-2009.

3. THE SITE PLAN COVER SHEET MUST REFLECT AN "IMPLEMENTATION PLAN" FOR ALL MULTI-FAMILY PROJECTS. PER HOUSE BILL 03-1221, SECTION 9-5-106, THE BUILDER OF ANY PROJECT REGULATED BY THIS ARTICLE SHALL CREATE AN IMPLEMENTATION PLAN THAT GUARANTEES THE TIMELY AND EVENLY PHASED DELIVERY OF THE REQUIRED NUMBER OF ACCESSIBLE UNITS. SUCH PLAN SHALL CLEARLY SPECIFY THE NUMBER AND TYPE OF UNITS REQUIRED AND THE ORDER IN WHICH THEY ARE TO BE COMPLETED. SUCH IMPLEMENTATION PLAN SHALL BE SUBJECT TO APPROVAL BY THE ENTITY WITH ENFORCEMENT AUTHORITY IN SUCH PROJECT'S JURISDICTION. THE IMPLEMENTATION PLAN SHALL NOT BE APPROVED IF MORE THAN THIRTY PERCENT OF THE PROJECT IS INTENDED TO BE COMPLETED WITHOUT PROVIDING A PORTION OF ACCESSIBLE UNITS REQUIRED BY SECTION 9-5-105; EXCEPT THAT, IF AN UNDUE HARDSHIP CAN BE DEMONSTRATED, OR OTHER GUARANTEES PROVIDED ARE DEEMED SUFFICIENT, THE JURISDICTION HAVING RESPONSIBILITY FOR ENFORCEMENT MAY GRANT EXCEPTIONS TO THIS REQUIREMENT. THE IMPLEMENTATION PLAN SHALL BE APPROVED BY THE GOVERNMENTAL UNIT RESPONSIBLE FOR ENFORCEMENT BEFORE A BUILDING PERMIT IS ISSUED.

4. THE DEVELOPER, HIS SUCCESSORS AND ASSIGNS, SHALL BE RESPONSIBLE FOR INSTALLATION, MAINTENANCE AND REPLACEMENT OF ALL LANDSCAPING MATERIALS SHOWN OR INDICATED ON THE APPROVED SITE PLAN OR LANDSCAPE PLAN ON FILE IN THE PLANNING DEPARTMENT. ALL LANDSCAPING WILL BE INSTALLED PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY.

5. ALL CROSSINGS OR ENCROACHMENTS INTO EASEMENTS AND RIGHTS-OF-WAY OWNED BY THE CITY OF AURORA ("CITY") IDENTIFIED AS BEING PRIVATELY-OWNED AND MAINTAINED HEREIN ARE ACKNOWLEDGED BY THE UNDERSIGNED AS BEING SUBJECT TO CITY'S USE AND OCCUPANCY OF SAID EASEMENTS OR RIGHTS-OF-WAY. THE UNDERSIGNED, ITS SUCCESSORS AND ASSIGNS, FURTHER AGREES TO REMOVE, REPAIR, REPLACE, RELOCATE, MODIFY, OR OTHERWISE ADJUST SAID CROSSINGS OR ENCROACHMENTS UPON REQUEST FROM THE CITY AND AT NO EXPENSE TO THE CITY. THE CITY RESERVES THE RIGHT TO MAKE FULL USE OF THE EASEMENTS AND RIGHTS-OF-WAY AS MAY BE NECESSARY OR CONVENIENT AND THE CITY RETAINS ALL RIGHTS TO OPERATE, MAINTAIN, INSTALL, REPAIR, REMOVE OR RELOCATE ANY CITY FACILITIES LOCATED WITHIN SAID EASEMENTS AND RIGHTS-OF-WAY AT ANY TIME AND IN SUCH A MANNER AS IT DEEMS NECESSARY OR CONVENIENT.

6. THE APPROVAL OF THIS DOCUMENT DOES NOT CONSTITUTE FINAL APPROVAL OF GRADING, DRAINAGE, UTILITY, PUBLIC IMPROVEMENTS AND BUILDING PLANS. CONSTRUCTION PLANS MUST BE REVIEWED AND APPROVED BY THE APPROPRIATE AGENCY PRIOR TO THE ISSUANCE OF BUILDING PERMITS.

7. ALL BUILDING ADDRESS NUMBERS SHALL COMPLY WITH CITY CODE OF THE CITY OF AURORA -VOLUME II - CHAPTER 126 - ARTICLE VII - SECTIONS 126-271 THROUGH 126-278.

8. NOTWITHSTANDING ANY SURFACE IMPROVEMENTS, LANDSCAPING, PLANTING OR CHANGES SHOWN IN THESE SITE OR CONSTRUCTION PLANS, OR ACTUALLY CONSTRUCTED OR PUT IN PLACE, ALL UTILITY EASEMENTS MUST REMAIN UNOBSTRUCTED AND FULLY ACCESSIBLE ALONG THEIR ENTIRE LENGTH TO ALLOW FOR ADEQUATE MAINTENANCE EQUIPMENT. ADDITIONALLY, NO INSTALLATION, PLANTING, CHANGE IN THE SURFACE, ETC., SHALL INTERFERE WITH THE OPERATION OF THE UTILITY LINES PLACED WITHIN THE EASEMENT. BY SUBMITTING THESE SITE OR CONSTRUCTION PLANS FOR APPROVAL, THE LANDOWNER RECOGNIZES AND ACCEPTS THE TERMS, CONDITIONS AND REQUIREMENTS OF THIS NOTE.

9. FINAL GRADE SHALL BE AT LEAST SIX (6) INCHES BELOW ANY EXTERIOR WOOD SIDING ON THE PREMISES.

10. ALL INTERESTED PARTIES ARE HEREBY ALERTED THAT THIS SITE PLAN IS SUBJECT TO ADMINISTRATIVE CHANGES AND AS SHOWN ON THE ORIGINAL SITE PLAN ON FILE IN THE AURORA CITY PLANNING OFFICE AT THE MUNICIPAL BUILDING. A COPY OF THE OFFICIAL CURRENT PLAN MAY BE PURCHASED THERE. LIKEWISE, SITE PLANS ARE REQUIRED TO AGREE WITH THE APPROVED SUBDIVISION PLAT OF RECORD AT THE TIME OF A BUILDING PERMIT; AND IF NOT, MUST BE AMENDED TO AGREE WITH THE PLAT AS NEEDED, OR VICE VERSA.
11. ERRORS IN APPROVED SITE PLANS RESULTING FROM COMPUTATIONS OR INCONSISTENCIES IN THE DRAWINGS MADE BY THE APPLICANT ARE THE RESPONSIBILITY OF THE PROPERTY OWNER OF RECORD. WHERE FOUND, THE CURRENT MINIMUM CODE REQUIREMENTS WILL APPLY AT THE TIME OF BUILDING PERMIT. PLEASE BE SURE THAT ALL PLAN COMPUTATIONS ARE CORRECT.

12. ALL REPRESENTATIONS AND COMMITMENTS MADE BY APPLICANTS AND PROPERTY OWNERS AT PUBLIC HEARINGS REGARDING THIS PLAN ARE BINDING UPON THE APPLICANT, PROPERTY OWNER, AND ITS HEIRS, SUCCESSORS, AND ASSIGNS.

13. THE DEVELOPER, HIS SUCCESSORS AND ASSIGNS, SHALL BE RESPONSIBLE FOR STRIPING, PLACEMENT OF TRAFFIC CONTROL SIGNS AND GUIDE SIGNS ON ALL PUBLIC AND PRIVATE STREETS APPROACHING AN INTERSECTION WITH A PUBLIC STREET.

14. THE 2015 INTERNATIONAL FIRE CODE (IFC), REQUIRES ALL BUILDINGS TO BE ASSESSED FOR ADEQUATE EMERGENCY RESPONDER RADIO COVERAGE (ERRC). AT THE TIME THE STRUCTURE IS AT FINAL FRAME AND FINAL ELECTRICAL INSPECTIONS, THE GENERAL CONTRACTOR (GC) WILL BE REQUIRED TO HIRE AN APPROVED AND QUALIFIED INDEPENDENT 3RD PARTY TO ASSESS THE RADIO FREQUENCY LEVELS WITHIN THE STRUCTURE. ONCE COMPLETED, THE 3RD PARTY WILL PROVIDE THE RESULTS OF THE TEST TO BOTH THE GC AND THE AURORA BUILDING DIVISION AS TO WHETHER THE STRUCTURE PASSED OR FAILED THE PRELIMINARY RADIO SURVEILLANCE. A STRUCTURE THAT HAS PASSED THIS SURVEILLANCE REQUIRES NO FURTHER ACTION BY THE GC. A FAILED RADIO SURVEILLANCE WILL REQUIRE A LICENSED CONTRACTOR TO SUBMIT PLANS TO THE AURORA BUILDING DIVISION TO OBTAIN A BUILDING PERMIT FOR THE INSTALLATION OF AN ERRC SYSTEM PRIOR TO INSTALLATION. THIS ASSESSMENT AND INSTALLATION IS AT THE OWNER OR DEVELOPERS EXPENSE. FUTURE INTERIOR OR EXTERIOR MODIFICATIONS TO THE STRUCTURE AFTER THE ORIGINAL CERTIFICATE OF OCCUPANCY IS ISSUED WILL REQUIRE A REASSESSMENT FOR ADEQUATE RADIO FREQUENCY COVERAGE.

15. A 50' SETBACK WILL BE ESTABLISHED FOR NEW CONSTRUCTION BETWEEN NEAREST EDGES OF ANY NATURAL GAS (EXAMPLE: COLORADO INTERSTATE GAS) OR PETROLEUM (EXAMPLE: PHILLIPS PETROLEUM) EASEMENT TO THE NEAREST EXTERIOR WALL (OR EAVE LINE) OF ANY STRUCTURE WITHIN THE BOUNDARIES OF THIS SITE. REFERENCE THE 2015 INTERNATIONAL FIRE CODE, CHAPTER 53, U.S. DEPARTMENT OF TRANSPORTATION, 10-1-99 EDITION, CFR-49, SECTION 195-210, SUBSECTION (B); NO PIPE LINE MAY BE LOCATED WITHIN 50 FEET OF ANY PRIVATE DWELLING, OR ANY INDUSTRIAL BUILDING, OR PLACE OF PUBLIC ASSEMBLY IN WHICH PERSONS WORK, CONGREGATE, OR ASSEMBLE, UNLESS PROVIDED WITH AT LEAST 12 INCHES OF COVER IN ADDITION TO THAT PRESCRIBED IN CFR-49, SECTION 195-210 AND SECTION 195-248.

16. PER ARTICLE XI, C.O.A. BUILDING AND ZONING CODE, SECTIONS 22-425 THROUGH 22-434, AN ACOUSTIC ANALYSIS, PREPARED BY AN ACOUSTIC EXPERT THAT WILL IDENTIFY BUILDING DESIGN FEATURES NECESSARY TO ACCOMPLISH EXTERIOR NOISE REDUCTION TO ACHIEVE INTERIOR NOISE LEVELS NOT EXCEEDING 55-60 (LDN VALUE TO BE DETERMINED FOR EACH PROJECT) UNDER WORSE-CASE NOISE CONDITIONS.

17. STREET LIGHTS, IF REQUIRED, ARE INSTALLED AND FUNDED BY THE DEVELOPER PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY.

18. ARCHITECTURAL FEATURES (I.E. BAY WINDOWS, FIREPLACES, ROOF OVERHANG, GUTTERS, EAVES, FOUNDATION, FOOTINGS, CANTILEVERED WALLS, ETC.) ARE NOT ALLOWED TO ENCROACH INTO ANY EASEMENT OR FIRE LANE.

19. FIRE LANE AND HANDICAPPED PARKING SIGNS, SIGN DETAILS, HANDICAPPED PARKING STALL DETAILS, AND LOCATIONS SHALL BE SUBMITTED AND APPROVED WITH THE CIVIL PLANS, "SIGNAGE AND STRIPING" PACKAGE. THIS SIGN PACKAGE SHALL INCLUDE ALL OTHER SIGNS AS REQUIRED BY OTHER CITY DEPARTMENTS.

20. IN LOCATIONS WHERE UTILITY EASEMENTS OVERLAP DRAINAGE EASEMENTS, ONLY SUBSURFACE UTILITIES SHALL BE PERMITTED WITHIN THE PORTION OF THE UTILITY EASEMENT THAT OVERLAPS THE DRAINAGE EASEMENT. INSTALLATION OF ABOVE GROUND UTILITIES WITHIN A DRAINAGE EASEMENT REQUIRES PRIOR WRITTEN APPROVAL BY CITY ENGINEER.

21. THE UNDERSIGNED OWNER(S) DOES HEREBY COVENANT AND AGREE THEY SHALL CONSTRUCT AND MAINTAIN THE FIRE LANE EASEMENTS, AS DEDICATED AND SHOWN HEREON, TO THE CITY OF AURORA'S PAVING STANDARDS FOR FIRE LANES. RIGHT OF WAY FOR INGRESS AND EGRESS FOR SERVICE AND EMERGENCY VEHICLES IS GRANTED OVER, ACROSS, ON AND THROUGH ANY AND ALL PRIVATE ROADS AND WAYS NOW OR HEREAFTER ESTABLISHED ON THE DESCRIBED PROPERTY, AND THE SAME ARE HEREBY DESIGNATED AS "SERVICE/EMERGENCY AND UTILITY EASEMENTS". SAID EASEMENTS SHALL BE KEPT FREE AND CLEAR OF ANY SNOW, PARKED VEHICLES, STRUCTURES, FENCES, TREES, SHRUBS, LIGHTS OR ANY OBSTRUCTIONS THAT WOULD ENCROACH INTO THE FIRE LANE PROVIDING THE FREE PASSAGE OF EMERGENCY VEHICLES. SAID OWNER SHALL POST AND MAINTAIN APPROPRIATE SIGNS IN CONSPICUOUS PLACES ALONG SUCH FIRE LANES, STATING "FIRE LANE, NO PARKING". THE LOCAL LAW ENFORCEMENT AGENCY(S) IS HEREBY AUTHORIZED TO ENFORCE PARKING REGULATIONS WITHIN THE FIRE LANES, AND TO CAUSE SUCH FIRE LANES TO BE MAINTAINED FREE AND UNOBSTRUCTED AT ALL TIMES FOR EMERGENCY VEHICLE USE.
22. PARKS, RECREATION IMPROVEMENTS, TRAILS, AND OPEN SPACE AREAS PROVIDED TO SATISFY LAND DEDICATION REQUIREMENTS IN ACCORDANCE WITH APPROVED DEVELOPMENT PLANS OR PROVIDED BY A METROPOLITAN DISTRICT OR OTHER APPROPRIATE JURISDICTION OR OWNERS ASSOCIATION IN ACCORDANCE WITH APPROVED METROPOLITAN DISTRICT SERVICE PLANS SHALL BE OPEN TO THE GENERAL PUBLIC.

23. THIS SHALL CONSTITUTE A CONTRACT THAT SHALL GUARANTEE TO THE GOVERNING BODY THAT BEFORE THE ISSUANCE OF THE FINAL BUILDING PERMIT THE OVERALL SITE WILL MEET THE ACCESSIBILITY REQUIREMENTS OF STATE HOUSE BILL 03-1221. THE SITE PLAN WILL REFLECT THE APPROPRIATE NUMBER OF ACCESSIBILITY POINT VALUE PER DWELLING UNITS FOR PERSONS WITH DISABILITIES, AS PROVIDED IN C.R.S. 9-5-105. ACCESSIBLE UNITS SHALL BE CONSTRUCTED IN SUCH A MANNER AS TO BE EASILY ACCESSIBLE AND ADAPTABLE FOR PERSONS WITH DISABILITIES AND WILL COMPLY WITH THE MOST CURRENT VERSION OF THE AMERICAN NATIONAL STANDARD FOR THE BUILDING AND FACILITIES PROVIDING ACCESSIBILITY AND USABILITY FOR PHYSICALLY HANDICAPPED PEOPLE, PROMULGATED BY THE AMERICAN NATIONAL STANDARD INSTITUTE, COMMONLY CITED AS ICC/ANSI A117.1 - 2009. OWNER OF PROPERTY FOR THE ABOVE PERMIT:
- EMERGENCY INGRESS AND EGRESS - RIGHT-OF-WAY FOR INGRESS AND EGRESS FOR SERVICE AND EMERGENCY VEHICLES IS GRANTED OVER, ACROSS, ON AND THROUGH ANY AND ALL PRIVATE ROADS AND WAYS NOW OR HEREAFTER ESTABLISHED ON THE DESCRIBED PROPERTY, AND THE SAME ARE HEREBY DESIGNATED AS "SERVICE/EMERGENCY AND UTILITY EASEMENTS" AND SHALL BE POSTED "NO PARKING - FIRE LANE". THE DEVELOPER, HIS SUCCESSORS AND ASSIGNS, INCLUDING THE HOMEOWNERS OR MERCHANTS ASSOCIATION SHALL BE RESPONSIBLE FOR INSTALLATION, MAINTENANCE AND REPLACEMENT OF ALL FIRE LANE SIGNS. THE APPLICANT HAS THE OBLIGATION TO COMPLY WITH ALL APPLICABLE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT.
- CHECKED BY: BR
DRAWN BY: GH, WW
- NORRIS DESIGN

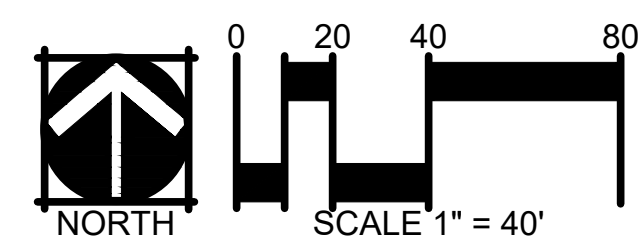
Planning | Landscape Architecture | Branding

1101 Bannock Street
Denver, Colorado 80204
P 303.892.1166
www.norris-design.com
- 14TH & URSULA APARTMENTS

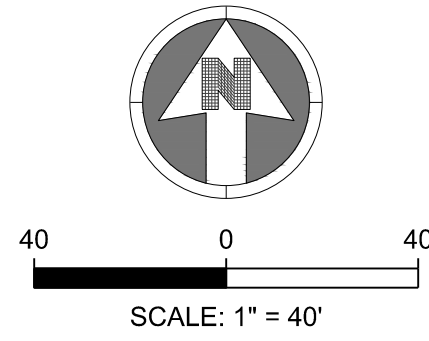
SITE PLAN

AURORA, COLORADO
- APPLICANT
14TH AND URSULA, LLC

460 VIRGINIA AVE
INDIANAPOLIS, INDIANA
317.226.9500
- NOT FOR
CONSTRUCTION
- DATE:
06/14/2022 SP-01
09/02/2022 SP-02
- SHEET TITLE:
- STANDARD
NOTES
- SHEET 2 OF 27



CHECKED BY: BR
DRAWN BY: GH WW



NOTES:

1. ALL PROPOSED STORM DRAINAGE IMPROVEMENTS SHOWN ARE TO BE PRIVATELY MAINTAINED BY 14TH AND URSULA, LLC.
2. PIPING DOWNSTREAM OF WATER METER IS PRIVATE.
3. ALL SANITARY SEWER SERVICES ARE PRIVATE, INCLUDING ALL CLEANOUTS.
4. ALL WATER SERVICES, IRRIGATION LINES, AND FIRE SUPPRESSION LINES TO HAVE BACKFLOW PREVENTERS.

LEGEND:

—•—•—	ADA ROUTE
—5343—	EXISTING MINOR CONTOURS
—5345—	EXISTING MAJOR CONTOURS
—43.50—	EXISTING SPOT ELEVATION
—5343—	PROPOSED MINOR CONTOURS
—5345—	PROPOSED MAJOR CONTOURS
—43.50—	PROPOSED SPOT ELEVATION
—EX E—	EXISTING ELECTRICAL LINE
—EX FO—	EXISTING FIBER OPTIC LINE
—EX G—	EXISTING GAS LINE
—EX T—	EXISTING TELEPHONE LINE
—EX SS—	EXISTING SANITARY LINE
—EX SD—	EXISTING STORM LINE
—EX W—	EXISTING WATER LINE
—	EXISTING EASEMENT
—	EXISTING STORM INLET
—	EXISTING CLEANOUT
—	EXISTING FIRE HYDRANT
—	EXISTING WATER VALVE
—	EXISTING MANHOLES
—E—	PROPOSED ELECTRICAL LINE
—FO—	PROPOSED FIBER OPTIC LINE
—G—	PROPOSED GAS LINE
—T—	PROPOSED TELEPHONE LINE
—SS—	PROPOSED SANITARY LINE
—SD—	PROPOSED STORM LINE
—W—	PROPOSED WATER LINE
—F—	PROPOSED FIRE LINE
—	PROPOSED STORM INLET
—	PROPOSED CLEANOUT
—	PROPOSED FIRE HYDRANT
—	PROPOSED WATER VALVE
—	PROPOSED WATER FITTINGS
—	PROPOSED FDC
—	PROPOSED KNOX BOX
—	PROPOSED MANHOLES
—	PROPOSED PEDESTRIAN LIGHT
—	PROPOSED STREET LIGHT

The previous comment was to indicate required street lights, not pedestrian lights that are on the street. What is now being labeled as a street light is still a pedestrian light. Street lights are required on private streets

Response: Comment has been discussed with Kristin Tanabe. These are private streets and the team will be moving forward with keeping current configuration of street lights.

BASIS OF BEARING:

THE NORTH SECTION LINE OF SECTION 1, T4S, R67W, BETWEEN THE FOUND ROUND HEADED BOLT IN A RANGE BOX AT THE NORTHEAST SECTION CORNER OF SAID SECTION 1 AND A FOUND 3.25" ALUMINUM CAP IN A RANGE BOX AT THE NORTHWEST SECTION CORNER OF SAID SECTION 1 AS SHOWN HEREON. ASSUMED TO BEAR N89°37'49"W

BENCHMARK:

ELEVATIONS ARE BASED ON Z406, A FOUND NGS ENCASED STAINLESS STEEL ROD NEAR THE INTERSECTION OF CHAMBERS RD. AND CHAMBERS CT. ELEVATION= 5419.54 (NAVD88).

14TH & URSULA APARTMENTS
SITE PLAN
AURORA, COLORADO

APPLICANT
14TH AND URSULA, LLC
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INDIANAPOLIS, INDIANA
317.226.9500

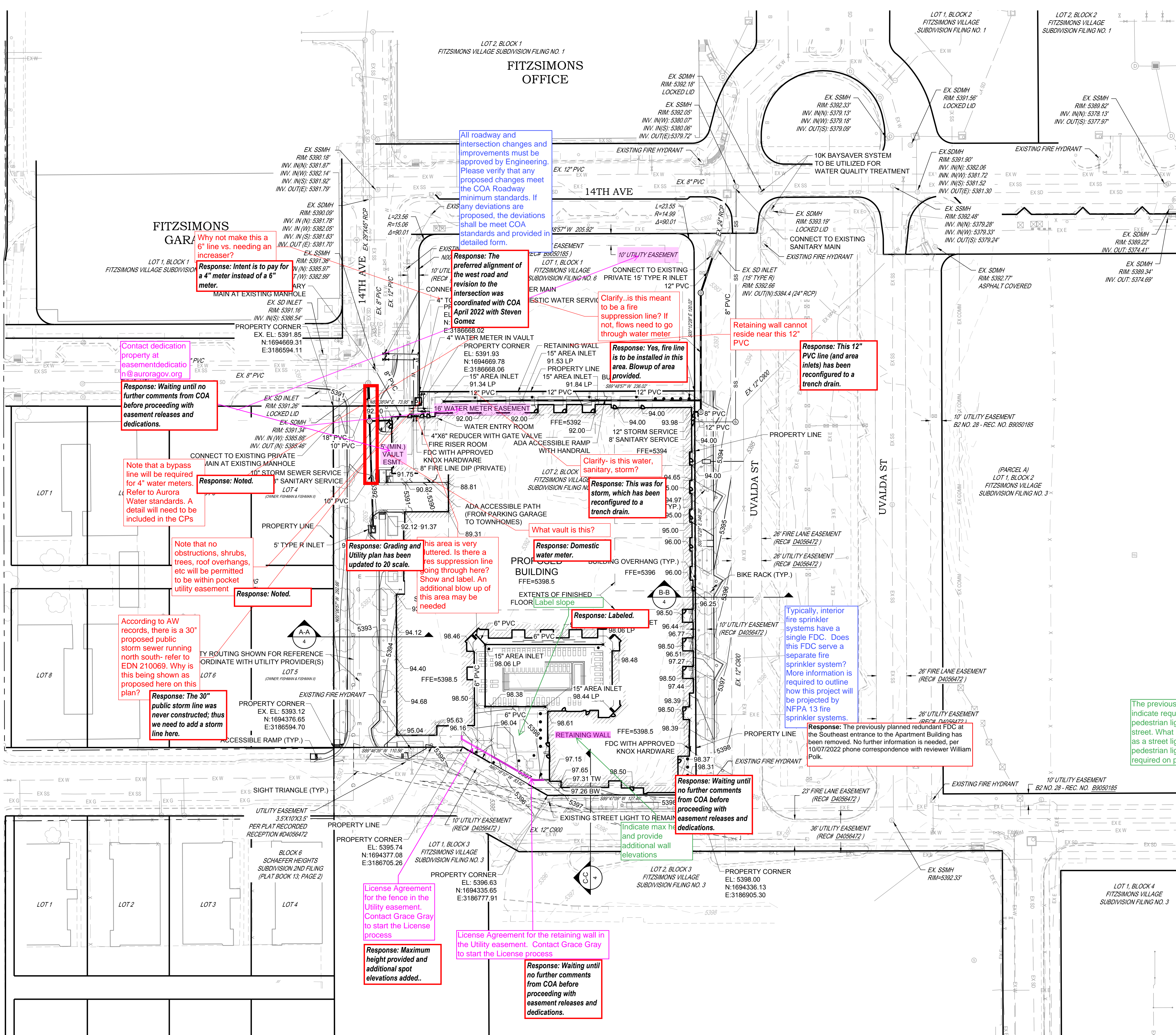
NOT FOR
CONSTRUCTION

DATE:
06/14/2022 SP-01
09/02/2022 SP-02

SHEET TITLE:
GRADING AND
UTILITY PLAN

SHEET 4 OF 27

CHECKED BY: TRR
DRAWN BY: RUH



Why not make this a 6" line vs. needing an increaser?
Response: Intent is to pay for a 4" meter instead of a 6" meter.

Contact dedication property at easement dedication@aurora.gov.org
Response: Waiting until no further comments from COA before proceeding with easement releases and dedications.

Note that a bypass line will be required for 4" water meters. Refer to Aurora Water standards. A detail will need to be included in the CPs
Response: Noted.

Note that no obstructions, shrubs, trees, roof overhangs, etc will be permitted to be within pocket utility easement
Response: Noted.

According to AW records, there is a 30" proposed public storm sewer running north south- refer to EDN 210069. Why is this being shown as proposed here on this plan?
Response: The 30" public storm line was never constructed; thus we need to add a storm line here.

All roadway and intersection changes and improvements must be approved by Engineering. Please verify that any proposed changes meet the COA Roadway minimum standards. If any deviations are proposed, the deviations shall be meet COA standards and provided in detailed form.
Response: The preferred alignment of the west road and revision to the intersection was coordinated with COA April 2022 with Steven Gomez

Clarify...is this meant to be a fire suppression line? If not, flows need to go through water meter
Response: Yes, fire line is to be installed in this area. Blowup of area provided.

Retaining wall cannot reside near this 12" PVC
Response: This 12" PVC line (and area inlets) has been reconfigured to a trench drain.

Clarify- is this water, sanitary, storm?
Response: This was for storm, which has been reconfigured to a trench drain.

What vault is this?
Response: Domestic water meter.

Response: Labeled.

Typically, interior fire sprinkler systems have a single FDC. Does this FDC serve a separate fire sprinkler system? More information is required to outline how this project will be projected by NFPA 13 fire sprinkler systems.
Response: The previously planned redundant FDC at the Southeast entrance to the Apartment Building has been removed. No further information is needed, per 10/07/2022 phone correspondence with reviewer William Polk.

Response: Waiting until no further comments from COA before proceeding with easement releases and dedications.

License Agreement for the fence in the Utility easement. Contact Grace Gray to start the License process
Response: Maximum height provided and additional spot elevations added..

License Agreement for the retaining wall in the Utility easement. Contact Grace Gray to start the License process
Response: Waiting until no further comments from COA before proceeding with easement releases and dedications.

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SITE PLAN
AURORA, COLORADO

APPLICANT
14TH AND URSULA, LLC
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317.226.9500

NOT FOR
CONSTRUCTION

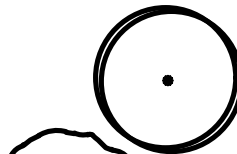



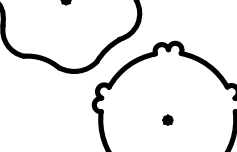



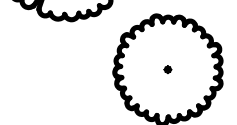


DATE:
06/14/2022 SP-01
09/02/2022 SP-02

SHEET TITLE:
HYDROZONE
MAP


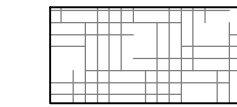

L-103

SHEET 8 OF 27

PLANT SCHEDULE

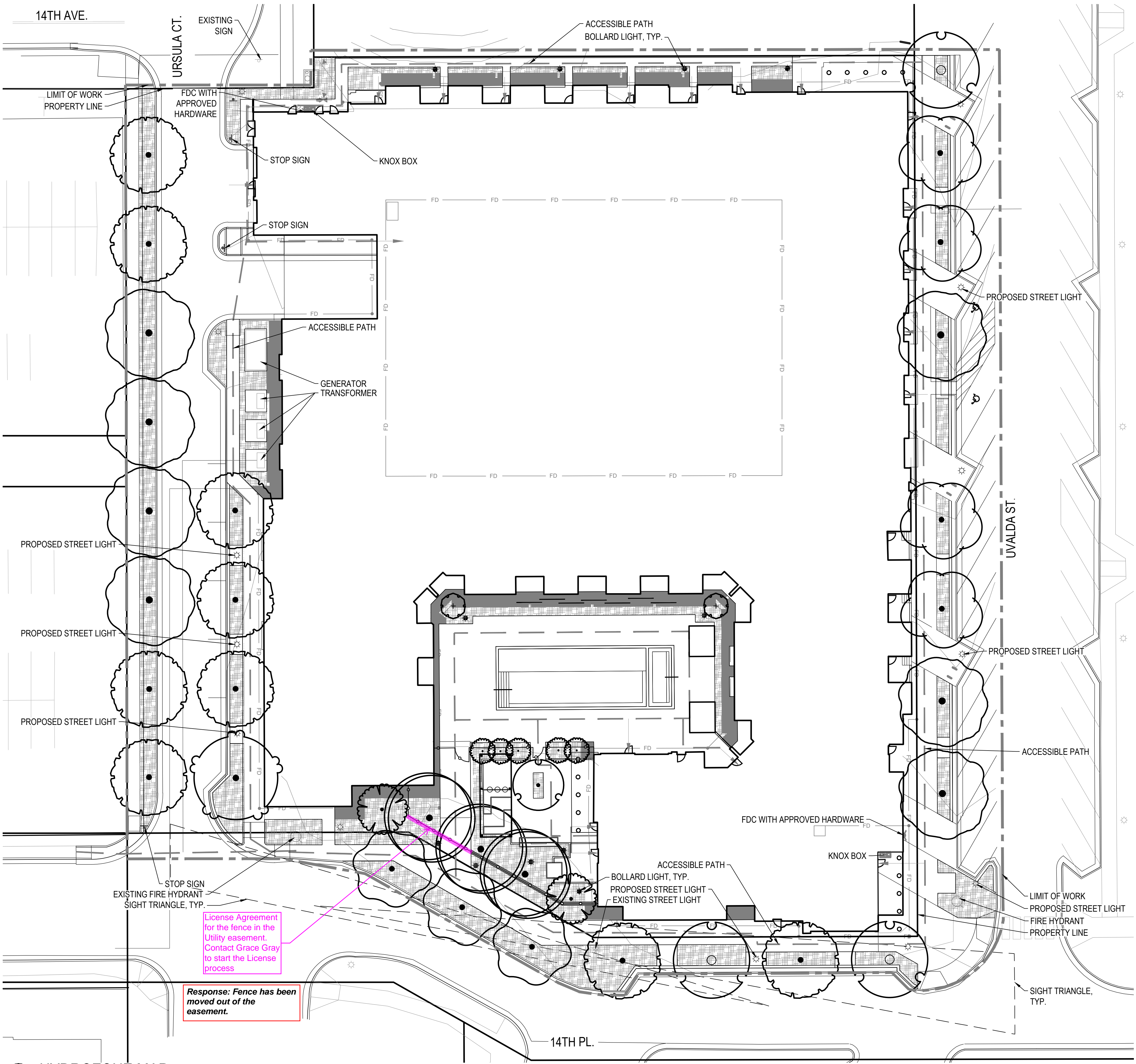
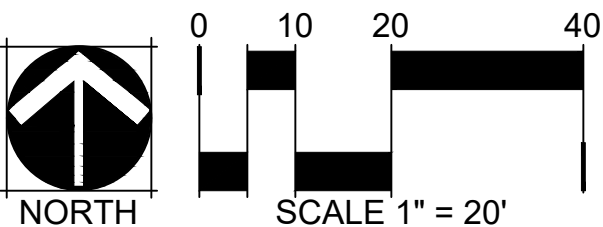
DECIDUOUS CANOPY TREES	CODE	COMMON NAME
	AC GR	GREEN MOUNTAIN SUGAR MAPLE
	CE OC	COMMON HACKBERRY
	GI AU	AUTUMN GOLD GINKGO
	GY DI	KENTUCKY COFFEETREE
	TI RE	REDMOND AMERICAN LINDEN
	TI CO	LITTLELEAF LINDEN
	UL TR	TRIUMPH ELM
EVERGREEN TREES	CODE	COMMON NAME
	PI BA	BAKER COLORADO SPRUCE
ORNAMENTAL TREES	CODE	COMMON NAME
	AC GA	HOT WINGS TATARIAN MAPLE
	AC PP	PATTERN PERFECT TATARIAN MAPLE
	AM AU	AUTUMN BRILLIANCE SERVICEBERRY

HYDROZONE LEGEND

	PROPERTY BOUNDARY
	LOW WATER USE: SHRUB BED
	NON-IRRIGATED LANDSCAPE

HYDROZONE TABLE

TAP: TBD			
WATER USE TYPE	AREA (SF)	PERCENT (%)	
HIGH WATER USE	0 SF	0.00%	
LOW WATER USE	9,381 SF	77.60%	
NON-IRRIGATED LANDSCAPE	2,708 SF	22.40%	
TOTAL:	12,089 SF	100.00%	
	QUANTITY	AREA VALUE (SF)	TOTAL AREA
CANOPY TREES	30	706	21,180 SF
EVERGREEN/ORNAMENTAL TREES	9	177	1,593 SF
TOTAL:			22,773 SF
TOTAL IRRIGATED AREA TAP (TBD)	34,862 SF		



License Agreement
for the fence in the
Utility easement.
Contact Grace Gray
to start the License
process

Response: Fence has been
moved out of the
easement.

2 HYDROZONE MAP

14TH & URSULA APARTMENTS
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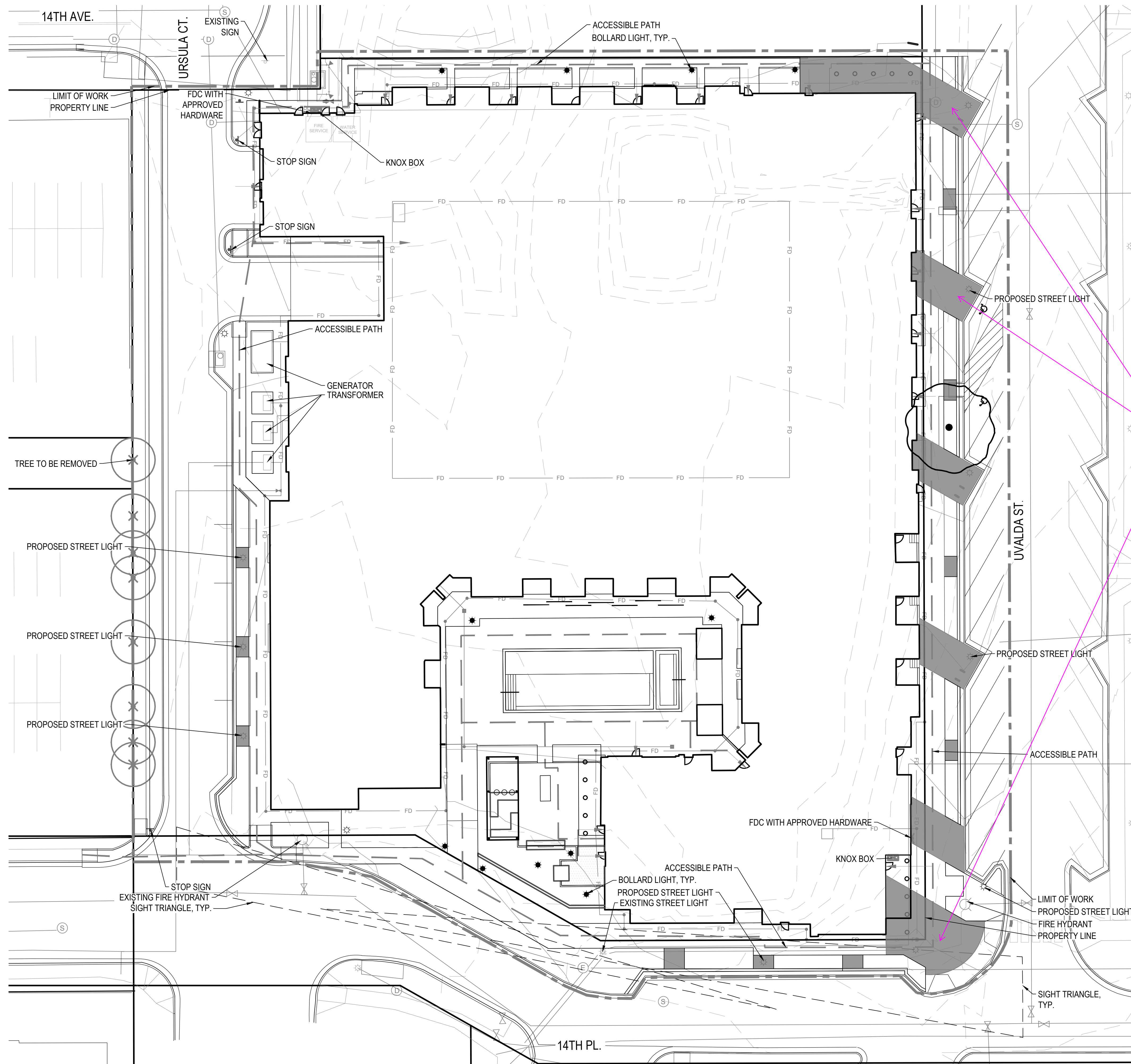
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DATE:
06/14/2022 SP-01
09/02/2022 SP-02

SHEET TITLE:
TREE MITIGATION
MAP

L-104

SHEET 9 OF 27



LEGEND

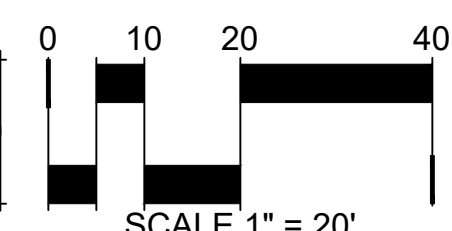
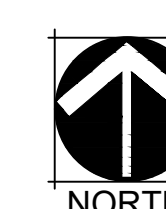
- EXISTING TREE TO BE REMOVED
- PROPERTY LINE
- PROPOSED 5' CONTOUR
- PROPOSED 1' CONTOUR
- EXISTING 1' CONTOUR
- ENHANCED CONCRETE - TERRACOTTA COLORED

TREE MITIGATION NOTES

IF ANY TREES REQUIRE PROTECTION, CITY OF AURORA PARK AND OPEN SPACE DEPARTMENT NOTES AND DETAILS SHALL BE APPLIED.

License Agreement for the Enhanced Concrete-Terracotta colored in the Utility easement and the R.O.W. Contact Grace Gray to start the License process

Response: Street is not public, but understand that a license agreement will be needed for the utility easement; we will be in contact.



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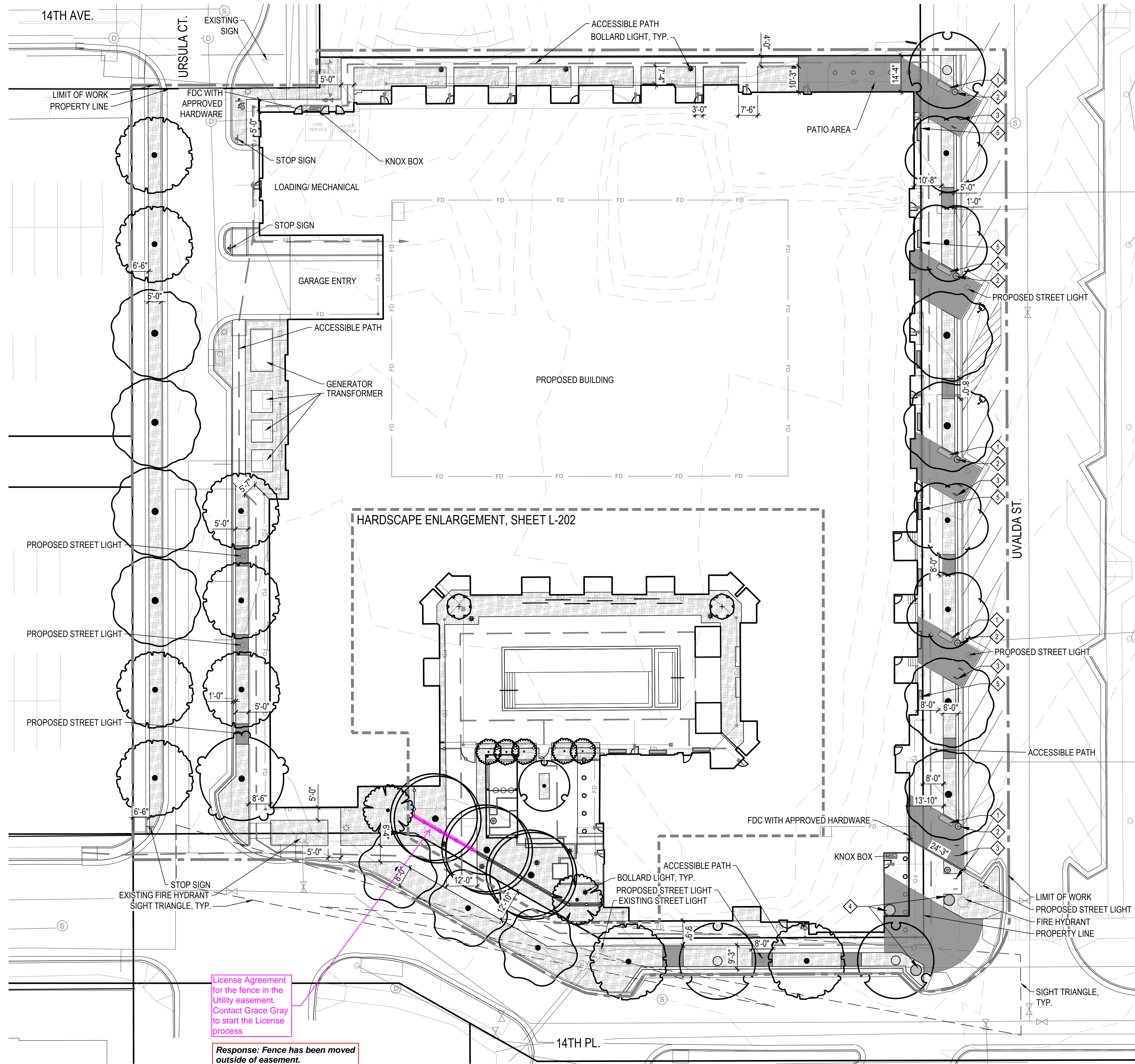
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DATE:
06/14/2022 SP-01
09/02/2022 SP-02

SHEET TITLE:
HARDSCAPE
PLAN

L-201

SHEET 10 OF 27



LEGEND

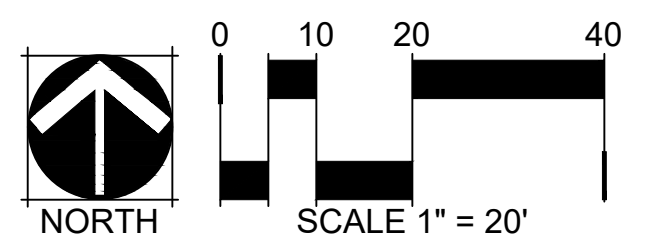
- PROPERTY LINE
- METAL FENCE
- LANDSCAPE BED
- ENHANCED CONCRETE - TERRACOTTA COLORED
- BENCH
- LITTER RECEPTACLE
- BIKE RACK
- PLANTER POT
- PLANTER
- STREET LIGHT
- BOLLARD LIGHT

PLANT SCHEDULE

DECIDUOUS CANOPY TREES	CODE	COMMON NAME
	AC GR	GREEN MOUNTAIN SUGAR MAPLE
	CE OC	COMMON HACKBERRY
	GI AU	AUTUMN GOLD GINKGO
	GY DI	KENTUCKY COFFEETREE
	TI RE	REDMOND AMERICAN LINDEN
	TI CO	LITTLELEAF LINDEN
	UL TR	TRIUMPH ELM
EVERGREEN TREES	CODE	COMMON NAME
	PI BA	BAKER COLORADO SPRUCE
ORNAMENTAL TREES	CODE	COMMON NAME
	AC GA	HOT WINGS TATARIAN MAPLE
	AC PP	PATTERN PERFECT TATARIAN MAPLE
	AM AU	AUTUMN BRILLIANCE SERVICEBERRY

License Agreement
for the fence in the
Utility easement.
Contact Grace Gray
to start the License
process

Response: Fence has been moved
outside of easement.



14TH & URSULA APARTMENTS
SITE PLAN
AURORA, COLORADO

APPLICANT
14TH AND URSULA, LLC
460 VIRGINIA AVE
INDIANAPOLIS, INDIANA
317.226.9500

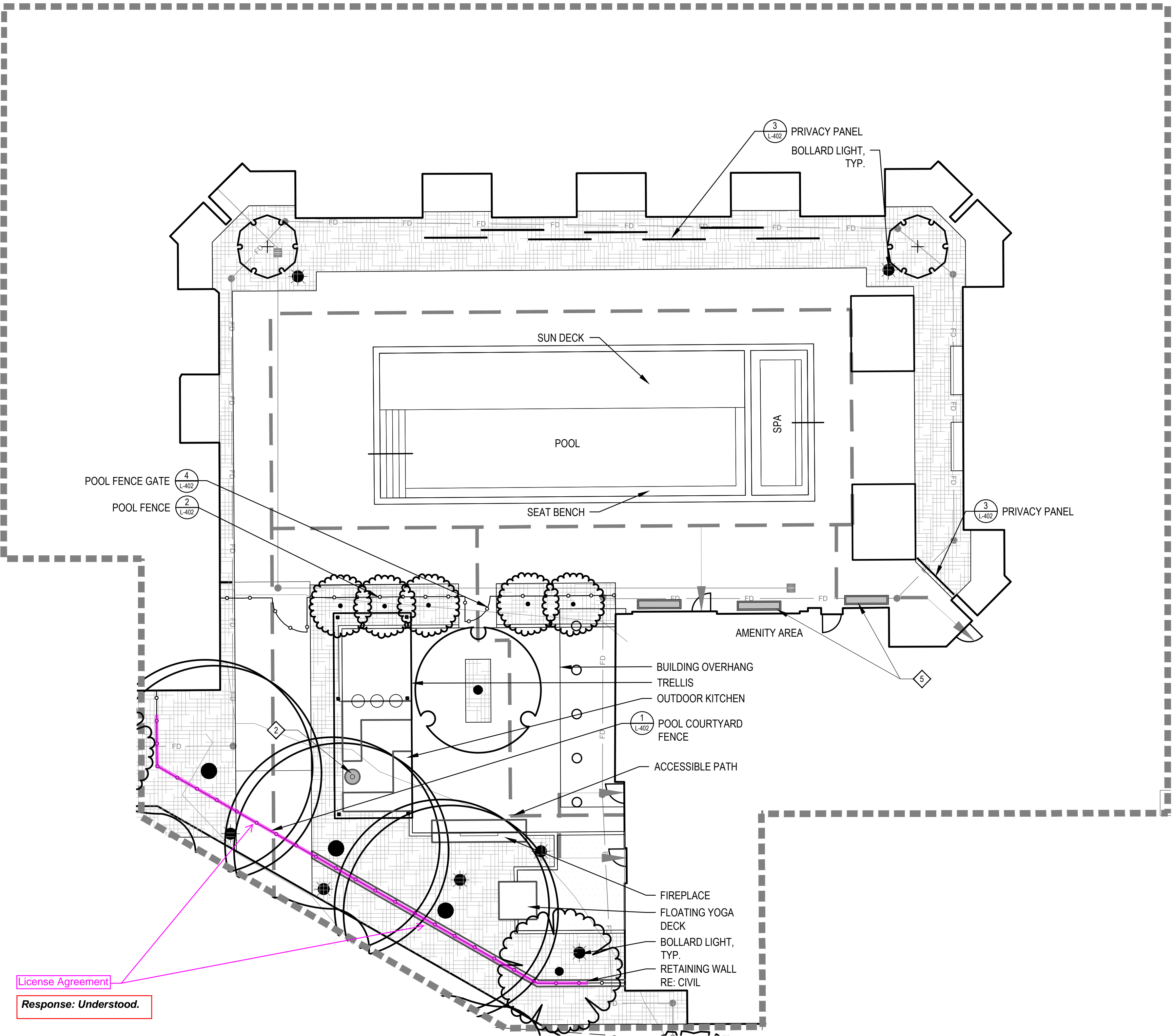
NOT FOR
CONSTRUCTION

DATE:
06/14/2022 SP-01
09/02/2022 SP-02

SHEET TITLE:
HARDSCAPE
ENLARGEMENT

L-202

SHEET 11 OF 27

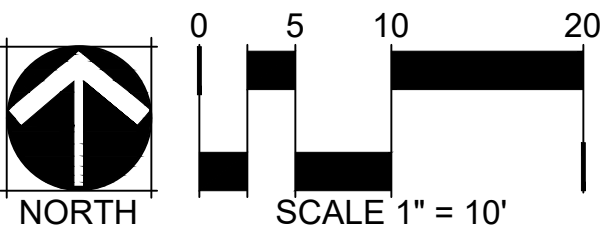


LEGEND

- PROPERTY LINE
- METAL FENCE
- LANDSCAPE BED
- ARTIFICIAL TURF

PLANT SCHEDULE

DECIDUOUS CANOPY TREES	CODE	COMMON NAME
	AC GR	GREEN MOUNTAIN SUGAR MAPLE
	CE OC	COMMON HACKBERRY
	GI AU	AUTUMN GOLD GINKGO
	GY DI	KENTUCKY COFFEETREE
	TI RE	REDMOND AMERICAN LINDEN
	TI CO	LITTLELEAF LINDEN
	UL TR	TRIUMPH ELM
EVERGREEN TREES	CODE	COMMON NAME
	PI BA	BAKER COLORADO SPRUCE
ORNAMENTAL TREES	CODE	COMMON NAME
	AC GA	HOT WINGS TATARIAN MAPLE
	AC PP	PATTERN PERFECT TATARIAN MAPLE
	AM AU	AUTUMN BRILLIANCE SERVICEBERRY



14TH & URSULA APARTMENTS
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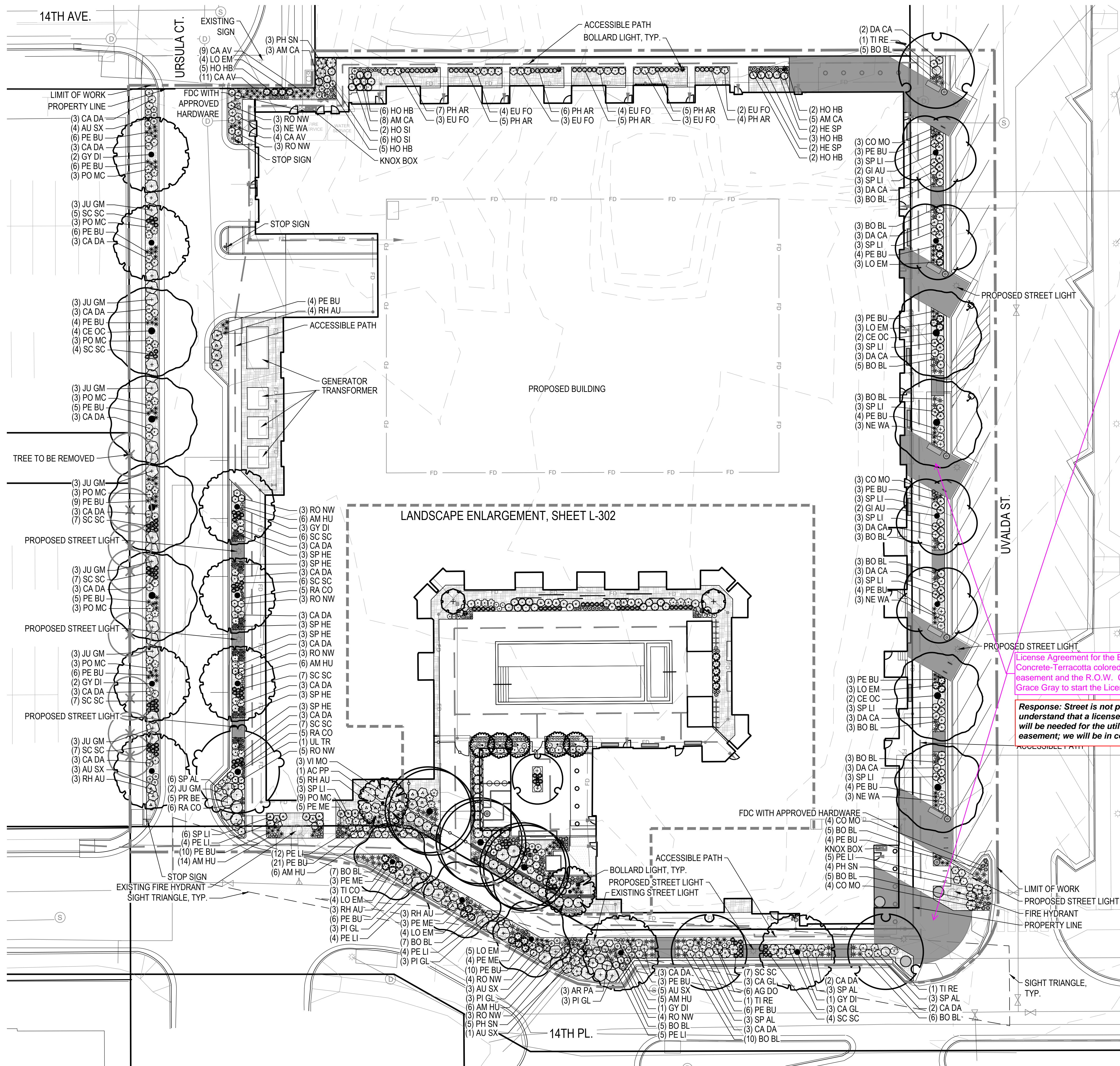
NOT FOR
CONSTRUCTION

DATE:
06/14/2022 SP-01
09/02/2022 SP-02

SHEET TITLE:
LANDSCAPE
PLAN

L-301

SHEET 12 OF 27



LEGEND

- PROPERTY LINE
- METAL FENCE
- LANDSCAPE BED
- ENHANCED CONCRETE - TERRACOTTA COLORED
- BENCH
- LITTER RECEPTACLE
- BIKE RACK
- PLANTER POT
- PLANTER
- STREET LIGHT
- BOLLARD LIGHT

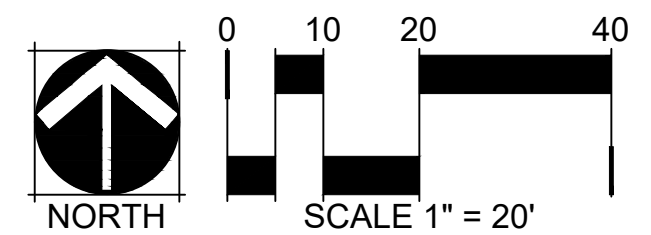
PLANT SCHEDULE

DECIDUOUS CANOPY TREES	COMMON NAME
AC GR	GREEN MOUNTAIN SUGAR MAPLE
CE OC	COMMON HACKBERRY
GI AU	AUTUMN GOLD GINKGO
GY DI	KENTUCKY COFFEETREE
TI RE	REDMOND AMERICAN LINDEN
TI CO	LITTLELEAF LINDEN
UL TR	TRIUMPH ELM
EVERGREEN TREES	COMMON NAME
PI BA	BAKER COLORADO SPRUCE
ORNAMENTAL TREES	COMMON NAME
AC GA	HOT WINGS TATARIAN MAPLE
AC PP	PATTERN PERFECT TATARIAN MAPLE
AM AU	AUTUMN BRILLIANCE SERVICEBERRY
DECIDUOUS SHRUBS	COMMON NAME
AM CA	LEADPLANT
CA GL	GLOBE RUSSIAN PEASHRUB
CA DA	DARK KNIGHT SPIREA
CL TE	SWEET AUTUMN CLEMATIS
DA CA	CAROL MACKIE DAPHNE
EU FO	PURPLE-LEAF WINTERCREEPER
LI LO	LODENSE PRIVET
LO EM	EMERALD MOUND HONEYSUCKLE
PE LI	LITTLE SPIRE RUSSIAN SAGE
PH SN	SNOWBELLE MOCK ORANGE
PO MC	MCKAY'S WHITE BUSH CINQUEFOIL
PR BE	PAWNEE BUTTES SAND CHERRY
RH AU	AUTUMN AMBER SUMAC
RO NW	NEARLY WILD FLORIBUNDA ROSE
SP AL	WHITE JAPANESE SPIREA
SP LI	LITTLE PRINCESS JAPANESE SPIREA
VI MO	MOHICAN VIBURNUM
EVERGREEN SHRUBS	COMMON NAME
AR PA	PANCHITO MANZANITA
JU GM	GREEN MOUND JAPANESE GARDEN JUNIPER
PI GL	DWARF GLOBE BLUE SPRUCE
PI WH	WHITE BUD MUGO PINE
ORNAMENTAL GRASSES	COMMON NAME
BO BL	BLONDE AMBITION BLUE GRAMA
CA AV	AVALANCHE FEATHER REED GRASS
MI MO	MORNING LIGHT MAIDEN GRASS
PE HA	HAMELN FOUNTAIN GRASS
PE BU	LITTLE BUNNY FOUNTAIN GRASS
PH AR	RIBBON GRASS
SC SC	THE BLUES LITTLE BLUESTEM
SP HE	PRAIRIE DROPSEED
PERENNIALS	COMMON NAME
AG DO	DOUBLE BUBBLEMINT HYSSOP
AG BL	BLUE FORTUNE ANISE HYSSOP
AM HU	BLUESTAR
AU SX	BASKET OF GOLD
CO MO	MOONBEAM COREOPSIS
ECH ALB	WHITE CONEFLOWER
HE SP	SPLENDENS CORAL BELLS
HO SI	ELEGANS PLANTAIN LILY
HO HB	HONEYBELLS HOSTA
LI LE	BLUE FLAX
NE WA	WALKER'S LOW CATMINT
PE ME	RED ROCKS PENSTEMON
RA CO	YELLOW PRAIRIE CONEFLOWER

License Agreement for the Enhanced Concrete-Terracotta colored in the Utility easement and the R.O.V. Contact Grace Gray to start the license process

Response: Street is not public, but understand that a license agreement will be needed for the utility easement; we will be in contact.

CHECKED BY: BR, GH, WW
DRAWN BY:



Parking Requirements

Parking Requirements		Stalls
Resident: 1 per dwelling unit		296
Guest: 1 per 5 dwelling units		60
Retail: 2.5 per 1000sf retail		25
Subtotal		381
Shared reduction ratio (subtotal/1.2)		318
Office		200
Total		518
Bicycles (City) : 1 per 5 dwelling units		60
Bicycles (Milhaus) : 1/3 dwelling units		99
Accessible stalls: for 401-500 total stalls		16

Parking Schedule

Parking Level	Dimensions	Stall Type	Count
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Street Parking			
Street Parking	9'-0" x 19'-0"	Typical	38
Street Parking	11'-0" x 19'-0"	Van Accessible	4
			42

Level B			
Level B	9'-0" x 19'-0"	Accessible	1
Level B	8'-0" x 16'-0"	Compact	1
Level B	9'-0" x 19'-0"	Typical	37
Level B	19'-0"	Van Accessible	3
			42

Level 8			
Level 8	9'-0" x 19'-0"	Accessible	1
Level 8	9'-0" x 19'-0"	Typical	10
			11

Level 7			
Level 7	9'-0" x 19'-0"	Accessible	1
Level 7	8'-0" x 16'-0"	Compact	3
Level 7	9'-0" x 19'-0"	Typical	59
			63

Level 6			
Level 6	9'-0" x 19'-0"	Accessible	1
Level 6	8'-0" x 16'-0"	Compact	3
Level 6	9'-0" x 19'-0"	Typical	59
			63

Level 5			
Level 5	9'-0" x 19'-0"	Accessible	1
Level 5	8'-0" x 16'-0"	Compact	3
Level 5	9'-0" x 19'-0"	Typical	59
			63

Level 4			
Level 4	9'-0" x 19'-0"	Accessible	1
Level 4	8'-0" x 16'-0"	Compact	3
Level 4	9'-0" x 19'-0"	Typical	55
			59

Level 3			
Level 3	9'-0" x 19'-0"	Accessible	1
Level 3	8'-0" x 16'-0"	Compact	3
Level 3	9'-0" x 19'-0"	Typical	59
			63

Level 2			
Level 2	9'-0" x 19'-0"	Accessible	1
Level 2	8'-0" x 16'-0"	Compact	3
Level 2	9'-0" x 19'-0"	Typical	59
			63

Level 1			
Level 1	9'-0" x 19'-0"	Accessible	2
Level 1	8'-0" x 16'-0"	Compact	2
Level 1	9'-0" x 19'-0"	Typical	55
			59
Total			528

Accessible Parking Requirements

	Facility 1: On Street	Facility 2: Visitor (Level B-1)	Facility 3: Office (Level 1-4)	Facility 4: Residents (Level 4-8)	Total Stalls
Stalls	42	50	200	239	531
Standard	ADA	ADA + FHA van	ADA	FHA	---
Required accessible	1	1	5	4	11
Required van	1	1	1	1	4
Total required	2	2	6	5	15
Provided accessible	0	1	4	4	9
Provided van	4	3	0**	0***	7
Total provided	4	4	4	4	16
Notes	2 ADA van spaces exist on Uvalde at Uvalde at median green space. 2 additional van spaces to be provided at retail.	*FHA van spaces provided at this level is in addition to all parking in lower deck. Total stalls required in private portion of deck are still provided.	**Van space to be provided at visitor parking in lower deck. Total stalls required in private portion of deck are still provided.	***FHA van space to be provided at visitor parking in lower deck. Total stalls required in private portion of deck are still provided.	Two extra ADA van spaces are existing on Uvalde.

Accessible Residential Dwelling Unit Requirements

Number of units	296
-----------------	-----

Colorado HB 03-1221

Required points	126
Provided points	1196

Provided units	#
Type A	6
Type A multi-story	—
Type B	290
Type B multi-story	—
Type B visitable	—

Reference

Point values	
Type A	6
Type A multi-story	5
Type B	4
Type B multi-story	3
Type B visitable	1

Point requirements (units)	
0-6	0
7-14	6
15-28	12
29-42	18
43-57	24
58-71	30
71-85	36
86-99	42
100-114	48
115-128	54
129-142	60
143-157	66
158-171	72
171-185	78
186-199	84
>199	+6 per 14 units ¹

2021 IBC

Required Type A	6
Required Type B	all remaining

Provided units	#
Type A	6
Type A multi-story	—
Type B	290
Type B multi-story	—
Type B visitable	—

Reference

Refer to section 1107; for R-2 apartments, 1107.6.2.2 requires 2% of the units to be Type A, dispersed among the various unit types. Remaining units must be Type B. Type A applies >20 units; Type B applies >4 units.

Please confirm that Planning has approved the use of on street parking to be used to meet the building code accessible parking requirements and the overall reduction of accessible parking spaces requirements.

Response: Per City Code, on-street parking is permitted.



Entry Illustration from corner of 14th & Uvalda



Retail Illustration from Northeast corner of Uvalda

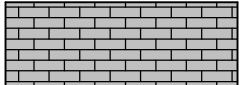

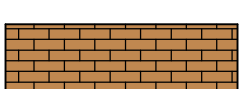




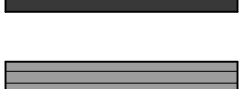










Electric Vehicle Parking

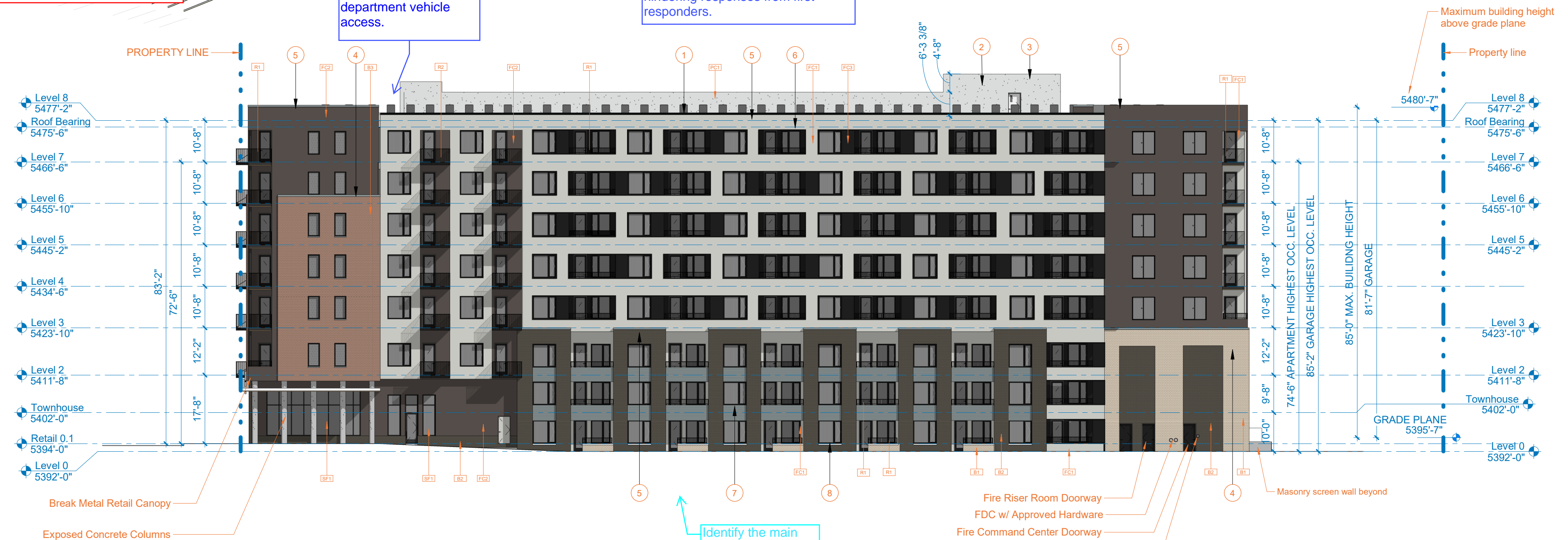
Signage 
1/2" = 1'-0"

3dimensional View - from Northwest Site Plan 03

Keyed Notes - Building Elevation

B1		Modular Field Brick, Running Bond - Color 1 (Light) Summit Brick Co. Thistle Down (751LL)
B2		Modular Field Brick, Running Bond - Color 2 (Dark) Summit Brick Co. Black Pearl Grain (LB826)
B3		Modular Field Brick, Running Bond - Color 3 (Buff) Summit Brick Co. Evening Sage
C1		Cast-in-place Concrete Wall RE: Specifications Smooth natural finish
FC1		Fiber Cement Panel Siding, Light Allura Panel, Smooth Snow
FC2		Fiber Cement Panel Siding, Dark Allura Panel Smooth Bark
FC3		Fiber Cement Panel Siding, Black Allura Panel Smooth Painted TBD (Charcoal Black)
MP1		Horizontal Metal Panel Morin, Matrix MX-1.0, 22 guage Zinc Grey
MP2		Vertical Metal Panel Morin, Matrix MX-1.0, 22 guage Zinc Grey
MP3		Break Metal, Light Grey Morin Zinc Grey
MP4		Break Metal, Black Morin TBD
MP5		Break Metal, Dark Grey Morin Blue Grey
PC1		Precast Concrete RE: Specifications
R1		Pre-fabricated Metal Balcony System - Type 1 Endurable Building Products, alumiLAST Black Powdercoat
R2		Metal Picket Railing - Type 2 Aluminum Picket Black Powdercoat
SF1		Storefront Window and Entry System RE: Specifications for product information Clear Anodized

- 1 Residential A/C condensing unit, typical
- 2 Elevator Over-run Beyond
- 3 Precast Garage Wall Beyond
- 4 Metal Cap Flashing
- 5 Metal Coping - [MP3]
- 6 Fiber Cement Trim - Head, Sill and Jamb
- 6 Metal Surround Flashing - Head, Sill and Jamb
- 7 Metal Sill Flasing
- 8 Cast Stone Sill
- 9 Storefront transom above canopy



Building Elevations - Colored - North 02
1" = 20'-0"



Building Elevations - Colored - West 01
1" = 20'-0"