

March 3, 2023

Debbie Bickmire
City of Aurora
Planning Division
15151 E. Alameda Parkway, Ste. 2300
Aurora, CO 80012

RE: Response to Comments
The Aurora Highlands North – Area A – Site Plan
Application Number: DA-2062-31
Case Numbers: 2022-4027-00

Dear Debbie:

PLANNING DEPARTMENT COMMENTS

1. Community Questions, Comments and Concerns

Comment

1A. Written comments were received from six outside agencies during the first review. They can be found within or attached to this letter. Please respond to their comments within the response letter for your next submission. Xcel Energy has provided an updated letter with this review. Please respond to their comments, as well.

Response: Acknowledged.

2. Completeness and Clarity of Application

Comment

2A. Revise the Letter of Introduction to include a small map that illustrates all of the referenced Planning Areas and streets.

Response: A map has been included at the end of the letter of introduction.

Comment

2B. The presentation several weeks ago represented a pedestrian-oriented, urban character for the mixed-use development surrounding Main Street. Is the section for Main Street appropriate for the area north of 42nd.

Response: Yes, this section is still appropriate north of 42.

Comment

2C. The proposed alleys are narrow with 8' utility easements on both sides. The utility easements

ultimately function as the building setback. The building setback for homes with access from alleys is 3' or 18', but nothing in between. The reason for this is to prevent illegal parking in the alley/adjacent to garages.

Response: The easements have been revised to be 3' into the lots and 5' into the alleys.

Comment

2D. Provide a table that includes the minimum lot dimensions and area for each lot type. Include how many lots are included in each category.

Response: Table with minimum lot dimensions, area, and setbacks has been added to Sheet 3. Quantity of each category of lots is included in the Lot Tracking Chart on Sheet 5.

Comment

2E. Show the zone districts for all areas surrounding the proposed site plan and include the uses for each Planning Area as identified in the FDP.

Response: Zoning labels have been added throughout the site plan.

Comment

2F. List all property owners on the cover sheet.

Response: The owners information has been moved to the cover.

Comment

2G. Move the Legal Description to the second sheet and put all owner signature blocks on the cover sheet.

Response: Blocks have been moved to the correct locations.

Comment

2H. The Legal Description includes 119 acres while the Site Data states 146 acres. Please update the legal description or provide an explanation.

Response: The legal description refers to planning areas east of Denali Blvd. A new description for planning area 4 is required. Ponds are being added to boundary. Roundabout will also be affecting boundary.

Comment

2I. Revise the lot counts on the cover sheet and Sheet 5 to be consistent.

Response: The lot counts have been revised accordingly.

Comment

2J. Lots located on a curve must have a minimum 35' frontage.

Response: All front -loaded lots have a minimum 35' width at the front lot line.

Comment

2K. Advisory comment: the addition of notes discussing engineering standards related to cul-de-sac length, radii, and intersection design are merely stating the design intent. The expectation is the design will meet all design standards at the time of subdivision plat and civil plans. Confirm with Public Works the information can be shown once and deleted from all other sheets. Edit the notes as shown on the redlines.

Response: Acknowledged.

Comment

2L. Remove references of individual builders.

Response: Builder names have been removed.

Comment

2M. Label all streets, right-of-way, and street classification on all sheets, including landscape plans.

Response: All relevant labels have been added to sheets throughout the plan set.

Comment

2N. It would be helpful to identify the applicable Planning Areas on each site plan sheet.

Response: Planning area labels have been added to the key map to clarify.

Comment

2O. Show/label sidewalks included in the adjacent right-of-way.

Response: All sidewalks included have been labelled and dimensioned.

Comment

2P. Show and label all mail kiosks and include details.

Response: All mail kiosks are now shown and labeled. Mail Kiosk details and enlargements have been included.

Comment

2Q. Why are two different light types proposed? Include details for all proposed light fixtures.

Response: Type SL1 will be used on the internal local streets. Type SL2 will be used on the external arterial and collector streets.

Comment

2R. Label the number of parking spaces in PA-4 and include typical dimensions. Will any accessible spaces be provided?

Response: Stalls have been shown and accessible spaces have been included.

Comment

2S. Label and dimension all sidewalks.

Response: All sidewalks labeled and dimensioned.

Comment

2T. Label all tracts (horizontally is preferred) and include the area of each.

Response: All tracts and their areas have been labeled.

Comment

2U. Make sure all existing and proposed easements are labeled and clearly visible. Increase font sizes and darken labels.

Response: Easements labeled. Previously difficult to see labels have been updated.

Comment

2V. Revise or provide lot dimensions as noted on the redlines.

Response: Lot dimensions have been updated.

Comment

2W. Sidewalks are required in all intervening tracts necessary for mitigating block length.

Response: All intervening tracts now have sidewalks.

Comment

2X. Please be advised, a 20' buffer is required from the back of the sidewalk to adjacent lots. Make sure all turn and auxiliary lanes are addressed.

Response: 20' buffer zone is provided to all lots except for some alley-loaded lots, which this 20' buffer zone requirement does not apply to.

Comment

2Y. Ensure all symbols are included in the legend.

Response: Items commented upon did not belong on site plan and have therefore been removed.

Comment

2Z. Fix overwrites and ghosting (duplicated) labels.

Response: Label duplicates have been removed.

Comment

2AA. Address all comments and notations in the redlines.

Response: Acknowledged.

3. Landscaping Issues

Comment

3A. General comment: fonts are too small to read. Increase size so plans are readable at 11 x 17.

Response: Comments that were called out as being hard to read have been updated to improve legibility.

Comment

3B. Repeat comment: Provide landscape requirements for front yards based on the width of lot frontage.

Response: Landscape requirements for front yards based on lot widths have been provided on a separate sheet.

Comment

3C. Open space landscape is required around detention ponds, outside the flood elevation. When and by whom will that be provided? You may be required to show the landscape and note that it will be installed at the time of adjacent development.

Response: Open space landscape around detention ponds and outside flood elevation has been provided in this submittal.

Comment

3D. Numerous streets are deficient in street trees, while other segments are over-planted. Please provide notes to explain deficient areas. Please note, trees should be setback a minimum of 50'

from all stop signs. Show the locations of all stop signs on the landscape plans.

Response: Street tree quantities have been revised to meet City requirements where possible. Due to service utility locations and driveway access to units, some streets will remain deficient as it is not possible to meet the requirements per City of Aurora regulations (i.e., 50' from stops signs, 8' from utilities, etc.)

Comment

3E. Label existing and proposed easements and show adjacent right-of-way.

Response: Easements have been labelled throughout plans.

Comment

3F. Include street names, right-of-way width, and classification on all landscape sheets.

Response: All street names, right-of-way widths, and classifications have been added.

Comment

3G. Show the high-water elevation for all detention ponds and label the elevation.

Response: High water elevation contours and labels have been added to grading plan.

Comment

3H. Show, label, and dimension all proposed buffers. Ensure all landscape is evenly distributed.

Response: Proposed buffers are shown, labeled and dimensioned. Landscape is evenly distributed per each tract.

Comment

3I. Street trees are required to be 2.5-inch calipers. Please revise the Plant Schedule accordingly.

Response: Street tree calipers have been revised to reflect 2.5-inch calipers size.

Comment

3J. Label all tracts and include the area of each.

Response: All tracts are labeled with their respective names and areas.

Comment

3K. Revise the Plant Schedule to increase the size of the symbol boxes.

Response: Plant schedule has been revised so that symbols match the scale shown in plan.

Comment

3L. Revise the scale of symbols in the Legend so they more closely resemble the linework on the plans.

Response: Scale of symbols in the legend have been revised to more closely resemble the linework on the plans.

Comment

3M. Revise the sheet references for details.

Response: Sheet references for details have been revised.

Comment

3N. Revise fence locations along the side of residential lots. The fence should not be any closer to the sidewalk than the front of the adjacent house.

Response: The plan has been revised to eliminate all side yard fences within the front setback.

Comment

3O. Columns are required on fences adjacent to collectors and arterials.

Response: Columns have been added along walls and collectors at every other lot corner and the ends of the fence or wall.

Comment

3P. Identify the minimum spacing of fence columns.

Response: The minimum spacing for columns is every other rear lot corner.

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

4. Civil Engineering

Comment

4A. The typical section for a two-lane collector does not match the COA standard section. Parking is not included on collector roadways.

Response: Fultondale is the exception with parking to match the approved section from Filing 3. A 14' shared use walk is included on the west side.

Comment

4B. The extension of Fultondale would likely be required to 48th Avenue, not just the adjacent planning area, with the PA-12 or PA-13 improvements.

Response: Comment noted. PA-12 and PA-13 do not generate enough traffic to require the additional 48th Avenue connection.

Comment

4C. Streetlights are to be offset and not directly opposite.

Response: Streetlights have been revised to be offset and not directly opposite.

Comment

4D. Add streetlights on the east side of Coolidge Street.

Response: Streetlights added on the east side of Coolidge.

Comment

4E. Pedestrian lights do not replace streetlights. Streetlights are required.

Response: Pedestrian lights no longer replace streetlights.

Comment

4F. Head-in parking is not permitted on public streets. If Duquesne Street is intended to be private, all the interior streets are required to be private.

Response: Duquesne Street as well it's connecting road, 47th Place, are private.

Comment

4G. A variance is required, as well as a license agreement, for the island(s).

Response: Noted that license agreement will be submitted concurrently with construction drawings.

Comment

4H. Show/label the 100-year water surface elevation, and slopes (min 2% pond bottom) and indicate the direction of emergency overflow for all ponds.

Response: 100-year water surface elevations have been added. Emergency overflow rip-rap is labeled.

Comment

4I. Street slopes less than 0.8% are not recommended.

Response: Street slope has been adjusted to meet requirements.

Comment

4J. Maximum 3% slope for 125' from arterial roadways.

Response: Street slopes have been adjusted.

Comment

4K. Contours (noted on Sheet 41) do not match up with the street sections.

Response: Street contours have been corrected.

Comment

4L. Label slopes in all tracts. A minimum of 2% is required for all non-paved areas.

Response: Slope labels have been added in the tracts.

Comment

4M. The minimum slope for streets is 0.5%.

Response: Street slope has been adjusted to meet requirements.

Comment

4N. Additional inlets are required as noted on the redlines. Per Section 4.03.3 of the Roadway manual, at a street intersection where two streets slope down to the intersection an inlet shall be placed on the through street's uphill point of curb return and on the intersecting street's uphill point of curb return.

Response: Additional inlets have been placed in the referenced intersections.

Comment

4O. A railing is required when a sidewalk is adjacent to a 3:1 slope.

Response: Slope is being revised to be below 3:1 threshold.

Comment

4P. A cross pan is not permitted on a street with a storm sewer.

Response: Linework has been fixed.

5. Transportation Planning

Comment

5A. Bike lanes are required on all collectors.

Response: Bike lanes are either included within the street section or within the 14' shared use path.

6. Traffic Engineering

Traffic Impact Study

Comment

6A. The added explanations throughout have greatly helped to address my previous comments, thank you for including them.

Response: Acknowledged.

Comment

6B. Notice a moderately significant change in 48th Ave. ADTs (as well as other streets in the subarea) between the 1st referral and the second. Any explanation as to the nature of that change would be appreciated.

Response: Per your initial comment dated 05/04/22 regarding to incorporate the adjacent TISs, we revised our background volumes based on the recommended studies, such as TAH F4&5, CSP#1 and Windler. For this purpose, we used the traffic counts on these studies to obtain the turning movement percentages at each approach. For the next step we used the FHU background traffic ADT on each leg of the intersection and applied the percentages obtained in the step one to distribute the background traffic at each intersection. The method of obtaining the background traffic, calculations and excerpts of aforementioned studies were included in the appendices (Please check Page 41-47 of this document). Moreover, these background volumes were refined once more based on the new information on Powhatan Road. We have added more explanation on how we obtained the background volumes in the end of this document as well as in the appendix A of the new submittal.

Comment

6C. Signal warrant studies are needed for those intersections that are projected to be signalized. I can't find them in the appendices with the rest of the warrant studies.

Response: Signal warrants report is added to the appendix C and Appendix D. Please check the end of the new submittal for signal warrants report for Intersection #12, #16 and #5. Please note that Int #16 control type is borrowed from TAH F1,2, and PA 21, and 38

Comment

6D. See comments throughout the report.

Response: Acknowledged.

Site Plan

Comment

6E. Previous signal escrow notes within Aurora Highlands have referenced the metro district as the responsible party for payment. Is this applicable to this area as well?

Response: Yes, the metro district will be responsible for a portion of the costs.

Comment

6F. Highlight the extent of 48th Ave. construction to be in place prior to PA-6.

Response: The intention of the phasing plans is to show necessary improvements needed for each area, regardless of the sequence of construction. Current phasing plan shows roadways to be

constructed for the two necessary points of access to planning area.

Comment

6G. Add a note on Sheet 12 that the Fultondale extension will tie into the existing roadway.

Response: Note has been added.

Comment

6H. Show signal easements at tie-in corners at Main St. and 48th Avenue.

Response: Signal easements will be determined when the equipment is designed and the individual plats are created.

Comment

6I. Note the storage lane lengths on Main Street to confirm compliance with the TIS.

Response: Storage lane length label added to Main Street.

Comment

6J. Note the taper rate/length for all tapers (in as much as they impact the right-of-way).

Response: Taper rate/lengths have been added wherever right-of-way is affected.

Comment

6K. Show full intersections, especially at full movement access to ensure things align.

Response: The viewports have been extended north to show the north side of 48th.

Comment

6L. Show storage lengths and tapers on Denali Boulevard and Fultondale Street.

Response: Storage length and taper labels have been added.

Comment

6M. Coolidge St. provides an adequate parallel route for a bike facility (given traffic volumes on Denali are too high to support on-street bike lanes), and with no homes fronting, may be a good candidate to convert on-street parking spaces to a painted bike lane.

Response: Bike lanes will be added to Coolidge Street. Separate section has been created to detail this street.

Comment

6N. A signal is projected at Fultondale and 48th Avenue. Provide signal easements.

Response: Signal easements will be determined when the equipment is designed and the individual plats are created.

Comment

6O. 4-lane minor arterial approaches to roundabouts will need to be designed with entry angles that accommodate the higher Main St traffic volumes and speeds, likely with a larger inside circle diameter. Check against FHWA's Roundabout Guide for design criteria.

Response: The roundabout geometry has been modified. 46th has been revised to a 2 lane collector.

Comment

6P. Is 46th Avenue a 4-lane arterial? The TIS notes it as a 2-lane roadway.

Response: 46th Avenue has been revised to be a 2-lane roadway.

Comment

6Q. Delete head-in parking stalls on Duquesne Street.

Response: Duquesne Street is a private road with the intention of head-in parking.

Comment

6R. The intersection of Denali Blvd. and 46th Ave. still has some pending comments on the TIS review, and it may be all-way stop-controlled. However, if it isn't, reference FHWA Guide for Uncontrolled Crossing Locations. It makes more sense for curb ramps on the north side of this intersection, with the center median acting as a ped refuge. Also, if uncontrolled, would need to add an RRFB at the north crossing location. Add a painted crosswalk and stop bar on the west side of the intersection.

Response: 46th will be a stop condition. A painted crosswalk and stop bar was added to the west side of the intersection. The crossing of Denali will be on the south side.

Comment

6S. Add a painted crosswalk as noted on the redlines.

Response: Crosswalks added at indicated locations.

Comment

6T. Show mail kiosk locations for review.

Response: Mail kiosks have been added to site plans.

Comment

6U. Show intersection storage and taper rates/lengths.

Response: Intersection storage and taper length labels added.

Comment

6V. Show sight triangles as noted on the plans. A sight triangle easement may be required for Lot 16 as noted on Sheet 24.

Response: Sight triangles have been added throughout site except for 48th Avenue, which will contain sight triangles on it's respective plans.

Comment

6W. Needed signal easements at signalized locations.

Response: Signal easements will be determined when the equipment is designed and the individual plats are created.

Comment

6X. Address comments on the turning template exhibit.

Response: No comments were included on the turning template exhibit.

7. Fire/Life Safety

Comment

7A. Show the 42nd Ave. to 48th Ave. connection with the PA-4 off-site improvements.

Response: Full connection between 42nd and 48th Avenues are now being shown.

Comment

7B. It appears that 47th Ave. should be included in the PA-5A phase of construction.

Response: 47th Ave. is within the boundaries of PA-5A area being constructed so it isn't showing as an off-site improvement.

Comment

7C. The construction of Fultondale is identified in PA5B phasing.

Response: Correct.

Comment

7D. Remove the comment noted on Sheet 6.

Response: Comment removed.

Comment

7E. The alleyways shown on Sheets 17 and 23 do not allow for the 150' hose to reach from an approved fire apparatus road. The width of the alleyways must be increased to a minimum width of 23', allowing for 29' turning radii.

Response: Included with the submittal is a hose pull exhibit.

Comment

7F. The location of fire hydrants along 48th Avenue must be known in order to assist with the placement of the fire hydrants for this site. Please work with "by others" to ensure fire spacing along 48th Avenue, spaced on average 500'; arranged on an alternating basis. See examples in blue.

Response: The fire hydrants in 48th have been brought in.

Comment

7G. Revise fire hydrant locations per comments on the redlines.

Response: Fire hydrant locations have been revised.

8. Aurora Water

Comment

8A. There is a lot in PA-12 that appears to encroach into the sanitary sewer utility easement. Fences encroaching into utility easements would need to be covered under a license agreement.

Response: The lot has been revised to eliminate this conflict.

Comment

8B. Provide a turn-around on the maintenance access to the outlet structure for Pond 8521.

Response: Hammerheads have been added.

Comment

8C. The existing stub from the 24" water main in 48th Avenue is 12".

Response: This portion has been revised to be 12".

Comment

8D. Provide a hammerhead turn-around at Pond 8522.

Response: The path has been revised to provide a loop.

Comment

8E. Maintenance access is required to all manholes.

Response: Maintenance will be provided within the easements.

Comment

8F. Drainage easements and I&M plans are needed for stormwater ponds.

Response: Easements will be recorded and I&M plans will be submitted with CD's.

9. PROS

Comment

9A. Provide a separate high-level sheet that has all the highlighted areas for open space credit. Since this plan incorporates several planning areas, identifying where all the requested open spaces are and how they connect and meet open space requirements is difficult to determine.

Response: Sheet added as requested.

Comment

9B. On the fencing plan, please ensure all tracts requested for open space credit have the split rail fence adjacent.

Response: All tracts requested for open space credit have adjacent split rail fences.

10. Real Property

Comment

10A. Revise the Basis of Bearings per the comments.

Response: Basis of Bearings have been revised.

Comment

10B. Label the Point of Beginning and show all exterior bearings and distances.

Response: Exterior bearings and distances have been labelled.

Comment

10C. Label blocks and tracts.

Response: All blocks and tracts have been labeled.

Comment

10D. Label existing and proposed easements.

Response: Easements have been labeled.

Comment

10E. Provide the recording information for adjacent rights-of-way.

Response: Recording numbers have been added.

Comment

10F. Manhole locations may interfere with road centerline monuments.

Response: Acknowledged. Manhole rims will be rotated to avoid conflicts with monument locations.

Comment

10G. Label all tracts.

Response: Tracts have been labeled.

Comment

10H. A license agreement will be required for any portion of the monument within a proposed easement. Contact Grace Gray at ggray@auroragov.org to start the License Agreement. It can take 6-8 weeks to finalize and can hold up the recordation of the Site Plan.

Response: Understood, license agreement application will be submitted as soon as possible.

11. Public Art

Comment

11A. All Site Plans must be consistent with the approved Public Art Plan.

Response: Acknowledged.

12. Xcel Energy

Comment

12A. See attached comment letter.

Response: Acknowledged.

13. DEN Planning + Design

Comment

13A. See attached comment letter.

Response: Acknowledged.

14. Adams County Planning and Development

Comment

14A. Thank you for including Adams County in the review for Project Number: 1608536. We have no comment on the subject referral.

Response: Acknowledged.

15. Mile High Flood District (MHFD)

Comment

15A. The MHFD has no comments for this planning & development services submittal. We will review the engineering/public works submittal to ensure the accuracy of the regional hydrology submitted for any MEP features associated with this project. We appreciate this opportunity to review. Please don't hesitate to reach out to me with any questions or concerns.

Response: Acknowledged.

16. Regional Transportation District

Comment

16A. RTD has no comments on the proposed application.

Response: Acknowledged.

17. Aurora Public Schools (APS)

Comment

17A. APS agreed to apply the school land dedication requirement for the purpose of calculating cash-in-lieu of land as site plans are approved for the Aurora Highlands. The district will request cash-in-lieu of land when the balance of the obligation from approved site plans exceeds the acreage of school sites to be dedicated. In accordance with Section 4.3.18 of the Unified Development Ordinance, the school obligation for the residential units in the currently approved site plans does not exceed the total planned school land dedication for the overall development.

Response: Acknowledged.

Comment

17B. The site plan appears to show a landscape buffer between the school/ park and the residential lots to the north. Who will be responsible for the maintenance of this area? The concrete walk between residential lots 24 and 25 appears to terminate at the school site. Should this concrete walk connect to the pedestrian path planned for the park site?

Response: The walk location has been revised to connect to the planned school access point and the street to the east. This area will be maintained by the Metro District.

DENVER INTERNATIONAL AIRPORT

Comment

1. The property is located south of DEN, within the 55 DNL and will be subject to overflights. A White Paper on Noise DNL is attached, for reference.

Response: Acknowledged.

Comment

2. The proposed development is in the **'10,000' Critical Area for Wildlife-Attractant' Separation Area** for the final build-out of future DEN Runways, as defined by the Federal Aviation Administration (FAA) and within. The USDA Wildlife Biologist assigned to DEN, assist in implementing DEN's Wildlife Hazard Management Plan (Benjamin.J.Massey@usda.gov). They have requested coordination as this project progresses. USDA and DEN will provide assistance with the requirements outlined in the current version of FAA Advisory Circular 150/520033C (see attached). DEN also requests that the landscape plan include maintenance of trees and grasses to reduce attractants for wildlife such as raptor species, blackbirds/starlings, and geese. Fruit-producing trees and shrubs should be avoided. Water quality ponds/detention structures must be designed to meet a 40-hour drain time following a 100-year event.

Response: Acknowledged.

Comment

3. The site is found within/under the navigable airspace associated with DEN, as promulgated and regulated by the Federal Aviation Administration (FAA) under 14 CFR Part 77, Objects Affecting the

Navigable Airspace. Based on Part 77 and the development site location, the proponent is required to file notice with the FAA, via the FAA Form 7460-1 process (Notice of Proposed Construction or Alteration), of any structure or temporary construction equipment (e.g., cranes) that penetrate Part 77 surfaces. The FAA website from which the need for the 7460 process can be determined (“Notice Criteria Tool”) and/or the filing can be initiated is: <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>.

Response: Acknowledged.

XCEL ENERGY

Comment

1. Public Service Company of Colorado’s (PSCo) Right of Way & Permits Referral Desk acknowledges the easement changes for dry utilities within The Aurora Highlands North A and reminds the property owner/developer/contractor to complete the application process for any new natural gas or electric service, or modification to existing facilities via xcelenergy.com/InstallAndConnect.

If additional easements need to be acquired by separate PSCo document, a Right-of-Way Agent will need to be contacted.

Response: Acknowledged.

Comment

2. Public Service Company of Colorado’s (PSCo) Right of Way & Permits Referral Desk has reviewed the site plan for **The Aurora Highlands North** and requests that the 6’ D.U.E. as shown on the TYPICAL 40’ x 120’ SINGLE FAMILY ATTACHED/DUPLEX section is increased by 1-2 feet given it includes drainage facilities, and, that natural gas requires a 6-foot easement width. The property owner/developer/contractor must complete the application process for any new natural gas or electric service, or modification to existing facilities via xcelenergy.com/InstallAndConnect. 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 document for new facilities, the Designer must contact a Right-of-Way and Permits Agent.

Response: Acknowledged.

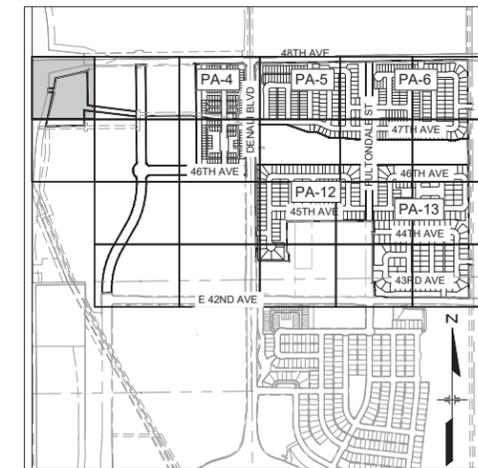
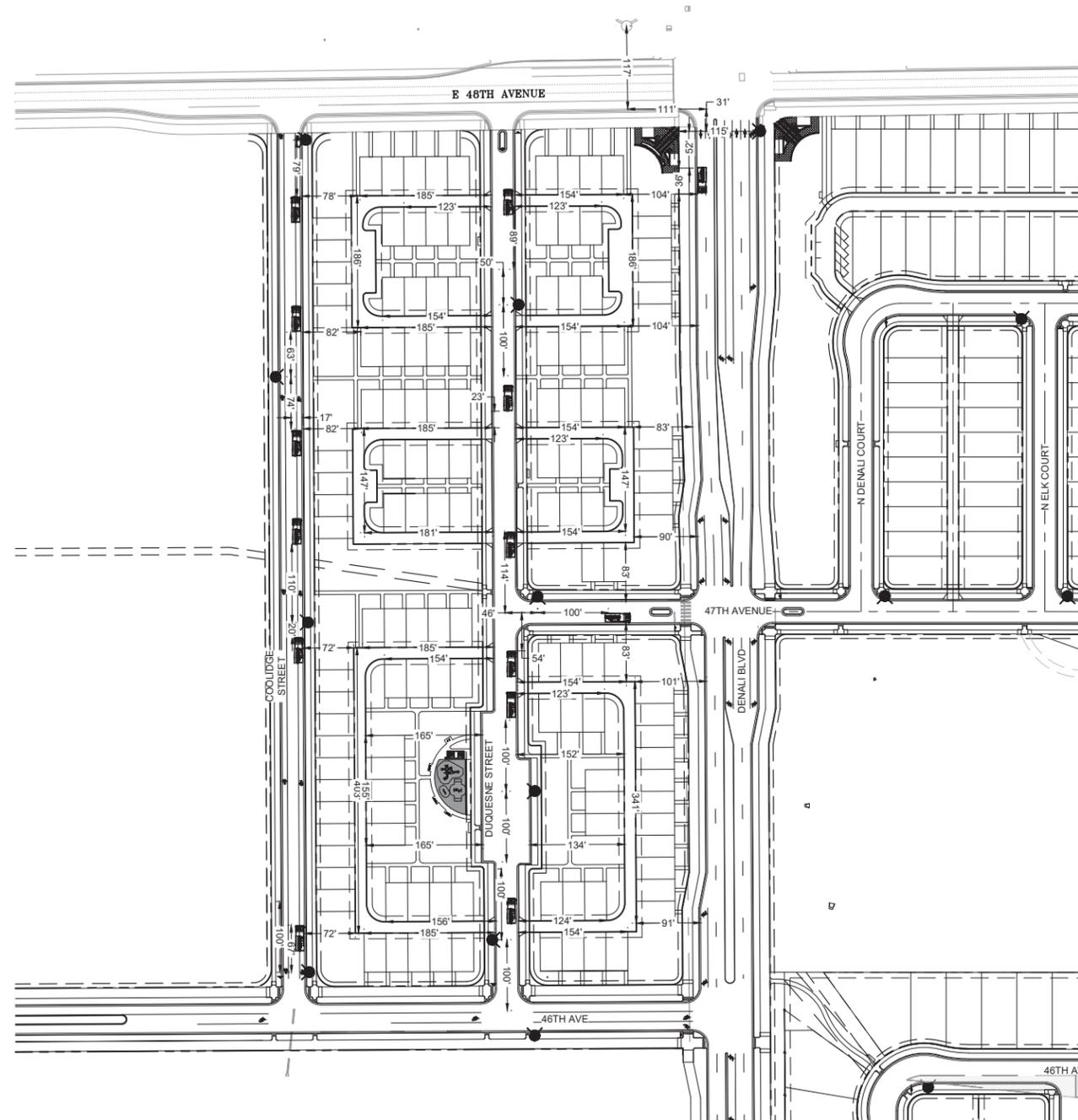
Sincerely,

MATRIX DESIGN GROUP, INC.



Jeff Killion, PE
Associate Vice President

cc: 21.1229.001



LEGEND

-  PROPOSED RIGHT-OF-WAY
-  PROPOSED CENTERLINE
-  PROPOSED EASEMENT
-  RIGHT SIGHT TRIANGLE
-  LEFT SIGHT TRIANGLE
-  SITE LIMITS
-  4' METAL SCREEN FENCE (DETAIL 07 / SHEET 70)
-  6' MASONRY WALL (DETAIL 08 / SHEET 70)
-  4' SPLIT RAIL FENCE (DETAIL 06 / SHEET 70)
-  PROPOSED FIRE HYDRANT
-  PROPOSED PEDESTRIAN LIGHT (30' TAPERED POLE)
-  PROPOSED PUBLIC STREET LIGHT (20' TAPERED POLE)
-  U.E. UTILITY EASEMENT
-  G.E. GAS EASEMENT
-  LOT NUMBER
-  BLOCK NUMBER
-  PROPOSED STOP SIGN (R1-1)
-  PROPOSED STREET SIGN (D3-1)

NOTES:

1. TANGENT LENGTHS AND CURVE RADI INFORMATION PROVIDED ONLY TO INDICATE MINIMUM DESIGN CRITERIA IS MET. BEARINGS AND DISTANCES, AND FULL CURVE INFORMATION WILL BE PROVIDED ON PLAT.
2. CURB CORNERS 20' RADIUS UNLESS NOTED OTHERWISE.
3. ALL CUL-DE-SACS ARE TO BE LESS THAN 500' IN LENGTH. IF ANY CUL-DE-SAC EXCEEDS 500', A SECONDARY EMERGENCY ACCESS WILL BE PROVIDED.
4. ALL ROADWAY INTERSECTIONS SHALL BE AT 90 DEGREES, +/- 5 DEGREES.
5. ALL CURB RETURN RADII WILL ADHERE TO THE MINIMUMS AS DEFINED IN CITY OF AURORA ROADWAY DESIGN AND CONSTRUCTION SPECIFICATIONS TABLE 4.04.5.03.
6. ANY LOCAL ROADWAY WITH A CENTERLINE RADIUS LESS THAN 250' SHALL PROVIDE ADDITIONAL PAVEMENT WIDTH AS DEFINED IN CITY OF AURORA ROADWAY DESIGN AND CONSTRUCTION SPECIFICATIONS FIGURE 4.04.5.04.1.
7. PUBLIC ACCESS EASEMENTS TO BE PROVIDED AT TIME OF PLAT FOR ALL PRIVATE ROADWAYS.
8. PLACEMENT OF INDIVIDUAL STREET LIGHTS ON THIS PLAN ARE CONCEPTUAL. FINAL STREET LIGHT LOCATIONS WILL BE DETERMINED VIA PHOTOMETRIC ANALYSIS SUBMITTED WITH THE LIGHTING PLAN SUBMITTED WITH CIVIL PLANS.



THE AURORA HIGHLANDS NORTH - AREA A SITE PLAN

TITLE: SITE PLAN

DATE: MARCH 9, 2022

PREPARED BY:



Excellence by Design

707 17th Street, Suite 3150

Denver, Colorado 80202

P 303.572.0200

www.matrixdesigngroup.com



NOT FOR CONSTRUCTION

SHEET: 15 OF 95