

July 7, 2023

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

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

Dear Debbie:

PLANNING DEPARTMENT COMMENTS

1. Completeness and Clarity of Application

Letter of Introduction

Comment

1A. Revise the Letter of Introduction to clarify the status of Planning Area 7. There are trails and landscapes included in this Site Plan. Confirm whether the acreage for PA-7 is included in the legal description and site plan area.

Response: The LOI has been revised to include PA-7.

Comment

1B. All referenced Planning Areas and features referenced in the letter need to be identified on the context map.

Response: Additional labels have been added.

Site Plan

Comment

1C. Include a typical to show how utilities will be provided to alley-loaded and green court lots.

Response: Utilities have been added.

Comment

1D. The 8' utility easement located along the back property line of alley-loaded lots interferes with the 3' or 18' setback requirement. Ensure the proposed builder will be able to meet an 18' rear setback

if the utility easement prevents the 3' rear setback.

Response: 8' easement was not drawn correctly, will be 5' into the alley and 3' into the lot.

Comment

1E. Fultondale is designated as a three-lane collector in a 78' right-of-way in the Master Plan. Why is it proposed as a two-lane collector with on-street parking?

Response: The extension of Fultondale with Area A will just connect the existing roadway adjacent to the school to 48th Avenue. While the PIP noted Fultondale as a 3-lane collector, the portion along the school frontage was approved and constructed with Filing 3. Based on the function and layout of Fultondale between the school and 48th Avenue, there was not a justification to transition from this section to a 3-lane collector with a center turn lane. As discussed, we didn't see any reasoning to provide a dead center turn lane area for the stretch along the open space, so the thru lanes were continued down the center of the roadway, providing on-street parking to allow for access to the open space in this vicinity.

Due to the proximity of 47th Ave, 47th Place, and 48th Avenue, there are consistent left turn lane tapers, essentially functioning as a 3-lane collector. We didn't reclassify the street in this area, but did drop the on-street parking.

Comment

1F. Revise the street sections per the redline comments. Remove references to right-of-way from private streets and alleys.

Response: The typical sections have been updated.

Comment

1G. A standard Green Court open space must have a minimum width of 30 feet or the height of the tallest residential building facing the Green Court open space, whichever is greater. If no more than six dwelling units face the Green Court open space, and none of the dwelling units are more than three stories in height, the Director may approve a maximum of one Green Court open space within each platted block with a minimum width of 20 feet for any portion fronted by one- or two-story dwelling units and a minimum width of 30 feet for any portion that is fronted by three-story dwelling units. Please review the widths of the green courts in PA-4 for compliance. Will any of the proposed homes be 3 stories?

Response: The Cityscape homes are three story homes with a roof-top deck. The height of the building parapet (excluding the stair tower) is approximately 37'. The stair tower adds another approximately 6' to the building height. The width of the green courts has been increased to 38' lot line to lot line. Building face to building face is greater than that. There is one unit where the green court is less than 38' in width, however, the building face to building face dimension is greater than 38'. This is a very popular, and higher density product, that expands desirable housing opportunity at Aurora Highlands and increases commercial viability in the urban core.

Comment

1H. The Green Court open space area should be designed to accommodate foot traffic and play areas. Sidewalks should be located to accommodate pedestrian access while maximizing the use of the Green Court open space. Please review the sidewalk locations and try to reposition them to create

usable play areas.

Response: The provided lawns provide the necessary play area.

Comment

1I. Relocate the Context Map (Sheet 14) to be in front of the Site Plan Tracking Charts (Sheet 5).

Response: The context map has been moved to sheet 5.

Comment

1J. Planning Area 7 is shown as an open space included with this Site Plan on Sheet 6. Revise references to clarify if PA-7 is included in this Site Plan and whether further improvements will be needed per a future Site Plan.

Response: PA-7 is included with this site plan and will not need a separate site plan.

Comment

1K. Detention ponds should have a tract designation.

Response: The detention pond in PA-7 has been designated as tract A.

Comment

1L. Make sure all streets are labeled on the Phasing Plans.

Response: The street label sizes have been increased.

Comment

1M. Enlarge the Legend and symbol boxes on Sheet 5.

Response: Revised as requested.

Comment

1N. Revise the Context Map per the redlines. Many unrequested changes were made following the last review.

Response: The context map has been revised.

Comment

1O. Please add Sheet numbers to the Key Map, as well as a scale.

Response: Sheet numbers and scale have been added to the key maps.

Comment

1P. Repeat comment: Provide the dimensions of parking spaces. They must be a 9' x 19' minimum.

Response: Parking spaces have been updated to 9'x19' and dimensions have been added.

Comment

1Q. Review leader line locations and labels. They appear to be off.

Response: Leader line locations and labels have been updated.

Comment

1R. Fix overwrites and cut-off labels on all sheets. Comments are made throughout the plans, however, many are not noted.

Response: Overwrites and cut-off labels have been updated.

Comment

1S. The proposed Village Monument signs along 48th Avenue differ from the locations provided in the Master Plan.

Response: Label was incorrect. Changed label from "Village Monument" to "Secondary Entry Monument"

Comment

1T. Provide a detail for entry medians. Include any/all signage details.

Response: Additional signage has been provided at the entry medians.

Comment

1U. Add the dimensions for the diagonal parking shown on Sheet 19.

Response: Dimensions for the diagonal parking shown on Sheet 19 have been updated.

Comment

1V. Resolve conflicts of streetlights, stop signs, and hydrants.

Response: A lot of shifting items around has occurred.

Comment

1W. The sidewalks on Duquesne Street do not match the street section.

Response: The sidewalks have been revised to 5.5'.

Comment

1X. Provide parking islands for rows of parking that exceed 15 spaces. Each island shall be a minimum of 9' wide x 20' long and include 1 tree and 6 shrubs. Provide terminal landscape islands at the end of all rows of parking.

Response: Parking islands have been added to break up the long rows of parking.

Comment

1Y. Add scale ratios on all sheets.

Response: The scale ratios have been added.

Comment

1Z. Not all comments are included in this letter. Please address all comments and notations in the redlines.

Response: The redline comments have been addressed.

2. Landscaping Issues

Comment

2A. Please provide an overall key map of the site and identify the Planning Areas and tracts with the area (SF).

Response: Overall key map with areas has been added

Comment

2B. The typicals for the front yard landscape requirements do not consistently meet the plant quantity requirements. The shrub requirement must be adjusted if grass is used.

Response: Typical lot plans have been updated

Comment

2C. Each lot landscape typical should look different to represent the diversity requirement. Add more plant symbols and change typical layouts.

Response: Typical lot plans have been updated

Comment

2D. The duplex typical landscape only shows one driveway attached to one unit. Revise to accurately reflect driveways for each unit and list the plant requirements for each separate lot.

Response: Typical lot plans have been updated

Comment

2E. Show where/how the 180 square feet of open space will be provided on small lots. Landscape placement cannot prevent the space from being usable.

Response: Typical lot plans have been updated

Comment

2F. For Green Court Dwellings on lots smaller than 4,000 square feet or less than 50 feet in width, as described in Section 146-4.2.3.B, the Planning Director may approve crediting Green Court open space landscaping towards required front yard landscaping, based on the degree of tract landscaping provided.

Response: Noted

Comment

2G. Alley-loaded small lots fronting public or private streets are required to provide a front landscape on the individual lot, not in a tract in front of the lot.

Response: Typical lot plans have been updated

Comment

2H. Accurately show side yard landscape requirements of 1 tree and 10 shrubs per 40 linear feet.

Response: Side lots updated to meet requirement

Comment

2I. The comment response that trees cannot be provided per the requirements requires further discussion. There are discrepancies between your measurements and mine, as well as similar frontages that have inconsistent tree counts (example on Sheet 69). Please schedule a time to discuss how you're measuring and what constraints you're running into.

Response: Trees updated where feasible. There are still a small number of conflicts due to a combination of constraints (stop sign setback, utilities, driveways, lights). We can schedule a time to discuss if still necessary.

Comment

2J. Vary the street tree species more. Develop a pattern. Some locations have a continuous run of a dozen trees; others change every other tree. Remove duplicate notes on Sheet 63 and rearrange notes so the plant list is not partially obscured.

Response: Updated trees to have more variation

Comment

2K. Label existing and proposed easements. Easements should be shown as a dashed line. Check leader lines to make sure they are accurate.

Response: Easement labels added

Comment

2L. Include street names, right-of-way width, and classification on all landscape sheets. See redlines.

Response: Labels added to sheets.

Comment

2M. Show the high-water elevation for all detention ponds and label the elevation.

Response: High-water elevation added to plans

Comment

2N. Show, label, and dimension all proposed buffers.

Response: Buffers have been labeled.

Comment

2O. Landscape symbols are too small and light to be easily read. Revise the Plant Schedule(s) to increase the size of the symbols and symbol boxes.

Response: Plant schedule symbols enlarged.

Comment

2P. Label all tracts and include the area (sf) of each on all landscape sheets.

Response: All tracts have been labeled.

Comment

2Q. Revise the sheet references for the NAC enlargements and add a Key Map to show the NAC location with the enlargement.

Response: NAC key maps added.

Comment

2R. Provide the open space landscape of 1 tree and 10 shrubs per 4,000 sf in PA-6 Tract C.

Response: Open space shrubs updated

Comment

2S. Label the adjacent regional trail and add references to the design sheets on Sheet 83.

Response: Regional trail label with references added

Comment

2T. Details are provided for two different shade structures. Recently a different shade structure was provided, so please make sure you include the appropriate detail(s).

Response: Shade structure detail updated per new design.

Comment

2U. Revise the fence symbols. They are obscured by the limits of work linework or just blend into other

linework. The limits of the work boundary should be screened. Make sure the linework is scaled to be consistent with the linework on the plans. Color is also acceptable.

Response: Fence symbols updated

Comment

2V. Fences along the side of a residential lot should not be any closer to the sidewalk than the front of the adjacent house (typically 18' or 20'). Add a note to clarify setbacks and revise the graphics to match.

Response: Fences revised and note added.

Comment

2W. Columns are required on fences adjacent to collectors and arterials. Show general locations (they are very hard to see) and add a note regarding the minimum spacing.

Response: Column locations and note added.

Comment

2X. Masonry fences may not be used in intervening open spaces where there are trail connections.

Response: Open spaces are void of any masonry fences

Comment

2Y. Include all fence notes instead of referencing the Master Plan.

Response: Fence notes have been added

Comment

2Z. Include detail(s) of any proposed retaining walls and add notes on the plans.

Response: No retaining walls have been added

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

3. Civil Engineering

Comment

3A. Revise the Two-Lane Collector: Center Turn Lane section for the following:

- Modify FL to FL to 40'
- Collector rights-of-way are 80'
- A sidewalk easement is required for the path outside of the right-of-way.

Response: The street has been revised to 40' FL-FL and the ROW has been reduced to 80' with sidewalk easements.

Comment

3B. Delete the Two-Lane Collector: Raised Median section. Roadways on approach to intersections do not require typical sections.

Response: The raised median typical section has been removed.

Comment

3C. A 0.8% minimum slope is encouraged to minimize maintenance and icing per Section 4.05.1 of the COA Roadway Design & Construction Specifications. Review highlighted areas on the redlines.

Response: The slopes have been revised.

Comment

3D. Check the directional flow arrow noted on Sheet 43.

Response: The flow arrow has been corrected.

Comment

3E. Add the missing existing and proposed contours on Sheet 44.

Response: Printing problem has been fixed.

Comment

3F. 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: Inlets were at that intersection they just didn't print. Visibility has been corrected.

Comment

3G. Please remove the Public Street Light foundation detail from Site Plan and only reference the detail number.

Response: The foundation detail has been removed.

4. Traffic Engineering

Traffic Impact Study

Comment

4A. The Traffic Impact Study (TIS) has been approved.

Response: Acknowledged.

Site Plan

Comment

4B. Per previous comment, and in response to that comment: Signal easements need to be in place at the site planning level due to their impact on site design elements. Given these signals will not be designed for some time in the future when warrants are met, an appropriate corner clip of 75' from point of intersection of flowlines is required. Review all intersections in this Site Plan that are identified as signalized in the TIS (Figure 14) and show signal easements for all corners as applicable. This comment will only appear on Sheet 17, but it is anticipated that all intersections will be addressed accordingly in the next submittal.

Response: A 75' Signal Easement has been added to all signalized intersections along 48th Ave in Area A.

Comment

4C. Previous comment from 2nd Referral: 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. Design criteria will also need to meet Roadway Manual 4.04.6. Addressing the issues at this

roundabout will likely impact right-of-way as shown here. Interim efforts to review the design may be necessary and will be supported prior to the next submittal.

Response: The roundabout design has been revised and was sent in to Carl for review out of cycle.

Comment

5D. The storage lengths do not match the TIS recommendations. At Main Street and 48th Avenue, the TIS recommends only 270'. Where was 404' was recommended? Where was this length determined? See additional comments throughout the Site Plan.

Response: The storage lengths have been updated to reflect the latest TIS storage length and taper length information.

Comment

5E. Main Street is a 4-lane minor arterial, and per Table 4.04.4.1 has a design speed of 50 mph. Per CDOT SHAC, which COA adopts for the purpose of higher volume/speed arterials and taper rate for decel lanes is 15:1 for 50

Response: Taper lengths have been updated to meet minimum 15:1 taper and Total Required Taper Lengths.

Comment

5F. Sidewalk easements for corners with monuments. This may impact decisions on design.

Response: Acknowledged.

Comment

5G. Revise the bend in the turn lane/alignment on Denali at 47th Place.

Response: The bend in the turn lane/alignment has been removed on Denali at 47th Place.

Comment

5H. Adjust tapers per comments on the redlines.

Response: Tapers have been adjusted per comments and latest TIS.

Comment

5I. T-intersections should have only one set of curb ramps, the "right" side of T. Remove set(s) on the "left" side unless otherwise noted. See comments throughout the redlines.

Response: T-intersections have been revised to have the ramps on the right side unless there is trail on the left or conflict on the right.

Comment

5J. Review the angle of parking in PA-5.1 to conform to the direction of travel.

Response: Angle of parking has been switched to conform to the direction of travel.

Comment

5K. Label the storage length on Fultondale. Be consistent with the TIS.

Response: Storage lengths on Fultondale have been added to the plans consistent with the latest TIS.

Comment

5L. Locate mail kiosks no further than 50' from a curb ramp.

Response: The mail kiosks have been modified.

Comment

5M. Add/revise signage per redline comments.

Response: Street signs have been modified and added.

Comment

5N. The raised median in the section of 46th Avenue isn't part of the operational design of the roundabout and wouldn't be supported as a continuous element beyond the splitter island needs of the roundabout. See Roadway Manual 4.04.6.

Response: The raised median has been reduced.

Comment

5O. Duquesne Street changed from a public to a private roadway between iterations. Due to the connectivity of this road within the neighborhood, this needs to be a public road.

Response: This road is staying private per discussions with staff.

Comment

5P. Head-in parking is not allowed on public roads. It is possible to explore the use of an angled parking section (S1.13) for this use, otherwise, parallel parking on the standard local street section will be required on Duquesne Street.

Response: Road is staying private.

Comment

5Q. There is an exception to the "right side" rule for curb ramps. See Sheet 25, place one on the "left" side at Flat Rock Ct. to align with the trail connection to the park.

Response: Ramps have been moved to left side of this intersection.

Comment

5R. Ensure lots will have driveway access at "T" intersections.

Response: The location of the ramps have been switched to allow for more driveway flexibility at some of the T intersections.

Comment

5S. Nearly all stop signs will have street name signs at one corner for each intersection. Please identify where the street name signs will be.

Response: The street name signs have been shown.

Comment

5T. Ramps are needed to cross Fultondale at 44th Avenue. This project will have to add a receiving ramp to the west side.

Response: Ramp has been added on the west side.

Comment

5U. The median at 45th Place is more like a linear park than a median. Who is maintaining? City streets cannot maintain this area.

Response: The metro district will maintain the 45th Place median.

Comment

5V. Background layers have barricades and striping at Main Street and 42nd Avenue that will not be in place once this project is complete. Revise background layers to show the completed project.

Response: The barricades and striping have been frozen.

6. Fire/Life Safety

Comment

6A. Provide a Bronto turn template that travels through the proposed alleyways.

Response: A turn template has been provided to William Polk for review.

Comment

6B. Thank you for providing the hose pull exhibit. However, it's not intuitive to pull a fire hose across a residential property and then across a street to reach a structure. See the comment on Sheet 66 and provide and detail/elevation that shows the access path.

Response: The alleys have been increased to 23' wide.

Comment

6C. Revise fire hydrant locations per comments on the redlines.

Response: Fire hydrant locations have been updated.

Comment

6D. Add the note provided on Sheet 2.

Response: Requested note has been added.

Comment

6E. No parking signs may be required to allow fire apparatus to maneuver into and through the alleyways. IFC 503

Response: Acknowledged.

7. Aurora Water

Comment

7A. The water meter configurations in PA-4 and the long service lines through the green courts will not be permitted. This does not meet Aurora Water standards. All single-family attached products must have frontage to water and sewer mains for service. All water meters must have individual connections to the main. Water mains are not permitted on green courts. Find a way to serve from the alley. A 26' utility easement is required for a water and sanitary sewer main. Water meters must be in a pocket utility easement in a landscaped area.

Response: The manifold design has been revised to have individual connections for the north portion of PA-4, the south portion has a water line added to the alley.

Comment

7B. Water meters and service lines are to be a minimum of 5' from property lines per Aurora Water's spec book. A 10' utility easement is required for the water meters.

Response: The lots in question are duplexes and the water needs to be close to the center property line. The meters will be in the ROW and will not need easements.

Comment

7C. Pond maintenance access must be 10' with 1' shoulders.

Response: Pond maintenance access has been updated to 12' total width.

Comment

7D. The abandoned sanitary sewer is to be removed.

Response: Note has been added to remove the sewer.

Comment

7E. An all-weather surface access road is required for all manholes. Vehicle turnarounds will be needed where there is no drive-through option.

Response: Access roads have been added with hammer heads at the dead ends.

Comment

7F. Label the 100-year wsel on all ponds.

Response: The WSELs have been labeled.

Comment

7G. Vehicle maintenance access is required to the top of the outlet structures, above the 100-year wsel.

Response: The access paths for the WQCV outlet structures cannot be above the 100-year WSEL as discussed on during our meeting.

Comment

7H. Provide a detail of the storm connections to the manhole for the location noted on Sheet 47.

Response: The geometry has been revised.

Comment

7I. Provide a water main in the alley to serve the lots noted on Sheet 48. All lots require frontage to public water mains for service. The proposed service runs are too lengthy and will be costly to repair and may have pressure losses. A 26' utility easement is required for two public mains.

Response: Due to the fire department requirements the south portion of PA-4 has been revised to a 23' paved alley with water in it.

Comment

7J. All lots should have frontage to water and sewer mains. Individual service tap connections are required for all water meters. Proposed service lines cannot be located under driveways and sidewalks. Service lines must be in a utility easement or tract to allow for maintenance repair.

Response: The alleys in this location have been revised.

Comment

7K. Water meters shall be in a landscaped area.

Response: The alleys in this location have been revised.

Comment

7L. Note the storm line to be removed on Sheet 48.

Response: Note has been added.

Comment

7M. A drainage easement (16') is required for the storm line noted on Sheet 49. Tract maintenance is to be the responsibility of the Metro District.

Response: A 16' drainage easement has been added.

Comment

7N. Maintenance access must be above the 100-year wsel.

Response: The maintenance access to the water quality structures will be below the 100-wsel.

Comment

7O. Provide a vehicle turn-around at the bottom of the ponds.

Response: Maintenance turnarounds have been added to locations that have over 100' of dead-end length. For reference fire trucks don't need a turn around until the dead-end length exceeds 150'.

Comment

7P. Provide a manhole at the end of the run noted on Sheet 61.

Response: Manhole has been added.

Comment

7Q. Trees are not permitted in utility easements.

Response: Tree locations have been revised.

8. PROS

Comment

Sheet 6: Several areas are not eligible for open space, please update per the comments.

Response: These areas have been removed from the dedication.

Comment

Sheet 68: Entry monuments are not permitted as open space per the PROS manual. Remove this corner from the dedication

Response: This has been removed from the dedication.

Comment

Sheet 73:

- Label trail slope, note this must be under 5% longitudinal and 2% cross for ADA
- Identify width of trail and note if 30' per local trail requirements
- Call out if connector is for maintenance purposes as it currently dead ends.

Response: Trail slope, width, and maintenance label added.

Comment

Sheet 74:

- Based on the SWMP there is significant grading happening in this area which makes it unsuited for the trail and open space that was anticipated here. Please verify that the grading will be modified to allow for the trail corridor.

- Call out trail slopes. This seems steep. Note that there is a 5% max unless additional accommodation is made per the Accessibility Board Outdoor Recreation requirements.

Response: Trail slopes labeled and grading confirmed.

Comment

Sheet 77: Label width of tract

Response: Tract width labeled.

Comment

Sheet 82: This is adjacent to a roadway and does not seem to have a purpose. PROS suggests shifting these amenities over to the west to the wider open space area to create a safer condition or remove altogether.

Response: Amenities have been removed here.

Comment

Sheet 86: Playgrounds are required to be 50' from private property lines. Given the small space here, PROS advises keeping one element such as the swing set and benches for a simple pocket park to reduce noise and increase distance between active park amenities and private homes.

Response: Play equipment removed and swings maintained.

Comment

Sheet 87: PROS would suggest removing the number of playgrounds that you propose within the service radiuses which overlap. Given this one is just north of the future neighborhood park and is between the other playground NAC's provided, consider removing the playground elements and putting a pickleball or basketball court to create some diversity in the open spaces. 4 playgrounds in close proximity is not required.

Response: Playground elements have been replaced with a half-court basketball court.

Comment

Sheet 89: Homes should have the open space split rail fencing adjacent to pocket parks.

Response: Fencing updated to split rail.

Comment

Sheet 90: Per code, lots adjacent to open space should have open style fencing. Please transition the masonry wall to the split rail.

Response: Fencing updated to split rail.

Comment

Sheet 91: Per code, lots adjacent to open space should have open style. Transition masonry wall to open space. *Note, it's unclear what is shown here as it looks like the split line may be overlapping the lot line. Please make symbology more clear if already providing.*

Response: Fencing updated to split rail.

Comment

Sheet 93: PROS strongly encourages including some inclusive play features in the mix. Note this is not required within open space and pocket parks, only within neighborhood parks.

Response: Acknowledged

9. Real Property

Comment

9A. Clarify the Basis of Bearings per the comments.

Response: The monuments are found and not being set so the rebar is not described.

Comment

9B. Label the bearings and distances per the redline comments.

Response: The bearings and distances have been added to the phasing index.

Comment

9C. See the example of logical block numbering on Sheet 15. Label all blocks.

Response: The lots and blocks have been revised.

Comment

9D. Review leader lines. Some do not appear to be pointing to an easement.

Response: Leader lines have been adjusted to point to an easement(s).

Comment

9E. If the relocation of the sign results in its being within any easement a license agreement may be required.

Response: Acknowledged.

Comment

9F. Clarify the Main Street right-of-way dimensions per the comments on Sheet 17.

Response: Main Street right-of-way now called out as "Varies" and two dimensions have been added to show the 114' width and 128' width ROW.

Comment

9G. Ensure existing and proposed easements are labeled and dimensioned.

Response: Easements have been dimensioned.

Comment

9E. Add the Note provided on Sheet 3.

Response: Note provided on Sheet 3 has been added to the plans, Sheet 3.

Comment

9F. Add the reception number for the existing Denali Blvd. right-of-way.

Response: Reception number for the existing Denali Blvd right-of-way has been added to the beneath the ROW dimension line.

Comment

9G. Remove right-of-way references from private streets and drives.

Response: ROW has been removed from the private streets.

Comment

9H. Use a different symbol to number parking spaces.

Response: A hexagon symbol is now used to show number of parking spaces.

Comment

9I. Review the overlap of gas and utility easements on Sheet 18. Gas easements must be exclusive.

Response: Gas easement and utility easements are now exclusive to one another and do not overlap.

Comment

9J. If 47th Place and Duquesne Street are private, they should be labeled as tracts.

Response: Tract labels were added.

Comment

9K. Label detention pond tract(s).

Response: PA-7 has been designated as tract A for PA-7.

Comment

9L. Add labels or make sure all linework is included in the Legend.

Response: Additional labels have been added for the riprap rundowns.

Comment

9M. Label and dimension walk/trails.

Response: Labels added.

Comment

9N. Confirm that no manhole conflicts with Road Center Line Control Monument Locations.

Response: Manholes have been adjusted so the lid provides separation from the range box location at the centerline intersection.

Comment

9O. Address all comments, edits and notations on the redlines.

Response: Redline comments have been addressed.

Comment

9P. Contact Andy Niquette at releaseeasements@auroragov.org for the easement dedication/vacations.

Response: Acknowledged.

Comment

9Q. A license agreement will be required for any portion of the monument within the 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: Monuments are setback outside of the easements.

Sincerely,

MATRIX DESIGN GROUP, INC.



Jeff Killion, PE
Associate Vice President

cc: 21.1229.001