

February 23, 2022

Brit Vigil
City of Aurora, Planning Department
15151 E. Alameda Parkway, 2nd Floor
Aurora, Colorado 80012

Re: Second Submission Review – Forum Vista Creek – Master Plan, Site Plan and Final Plat
Application Number: **DA-2248-01**
Case Numbers: **2021-7009-00; 2021-4025-00; 2021-3051-00**

Dear Ms. Vigil:

Thank you for the comments on the Vista Creek Apartments Pre-Application which we received on January 18, 2022. We have reviewed all the comments and have addressed them in 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 continuing to work with you and your colleagues at the City of Aurora.

Sincerely,
Norris Design



Diana Rael
Principal

Second Submission Review

- **An outstanding balance of \$3,334.00 is due for the public hearing portion of this application required for the adjustment requests. This balance must be paid prior to accepting a 3rd submission.'**
Response: Noted, the fees have been addressed

PLANNING DEPARTMENT COMMENTS

1. **Community Questions, Comments and Concerns**

1A. No additional comments were received from several outside agency groups nor from any adjacent property owners or registered neighborhood organizations.

Response: Comment noted, thank you.

1B. Please verify that E-470 Authority would support an adjustment request to remove the requirement for a sound attenuation wall adjacent to E-470. This would be provided with the adjustment request to the Planning Commissioners and used to further justify this request.

Response: E-470 Authority has been notified and we are in the process of obtaining a study to determine noise levels.

2. **Completeness and Clarity of the Application**

Site Plan

2A. Note: due to the adjustment request, a public hearing fee has been added to the development fee. See the note above.

Response: Noted, the fees have been addressed.

Sheet 2

2B. Please correct the vicinity map to accurately show the property lines.

Response: The vicinity map has been updated to accurately show property lines.

Sheet 3

2C. If there is a sound wall proposed anywhere on the Site Plan, please show the location and provide a detail.

Response: A sound wall is not proposed on the Site Plan.

Sheet 11

2D. All exterior amenities must be shown on a detail sheet. These amenities shall be consistent with the Urban Design Standards within the Master Plan.

Response: All exterior site furnishings details have been added to landscape plans.

Architecture Standards

2E. The Architecture Standards tab was uploaded as a duplicate of Tab 8 Land Use Map and Matrix. Please provide an updated Architecture Standards tab with your next submission.

Response: Noted, this has been corrected in the enclosed submittal.

Landscape Standards

2F. The Landscape Standards tab was uploaded as a duplicate of Tab 8 Land Use Map and Matrix. Please provide an updated Landscape Standards tab with your next submission.

Response: Noted, this has been corrected in the enclosed submittal.

3. Zoning and Land Use Comments

Site Plan

Sheet 3

3A. Include dimensions for separation of buildings. The maximum is 180' along arterials and 45' along the main street.

Response: Dimensions for separation of the buildings have been added along arterials and the main street.

4. Streets and Pedestrian Issues

Site Plan

Sheet 3

4A. Ensure that the walk aligns with the development to the south. It appears to run into angled parking.

Response: The walks have been realigned with the development to the south to connect to the sidewalk.

5. Parking Issues

Site Plan

Sheet 1

5A. Bicycle parking is required for multifamily developments at 5% of the required parking ($385 * 0.05 = 19.25$). Please indicate 19 required bicycle spaces and provide an additional 11 spaces. Update site plan sheets accordingly.

Response: The site provides 7 bike racks (14 spaces) adjacent to the clubhouse and central amenity space. Each building provides additional bike parking interior to the architecture.

5B. Change to the required parking to 385 spaces (1 space per unit [321] + 1 guest space per 5 required spaces [64])

Response: Revised, per comment.

Sheet 3

5C. Bicycle racks should also be shown on this sheet.

Response: Most bicycle racks are internal to the building on the 3rd floor and have been called out with a note. Seven bicycle racks outside of the buildings have been indicated on plan sheets.

Sheet 10

5D. Additional bike racks are required. Include additional spaces near the clubhouse or at either end of the pedestrian main street. Generally, these spaces should be dispersed throughout the development and be accessible to each building, but also adjacent to the walkable main street and focal point.

Response: Additional bike racks have been provided adjacent to the pool and clubhouse. Bike storage facilities are also provided within each of the residential buildings.

5E. Bike racks shown on the landscaping sheets need to be labeled or included in the legend.

Response: Bike racks have been labeled on landscape plans.

6. Architectural and Urban Design Issues

Site Plan

Sheet 13

6A. Only include “Signage” on all sign areas on all elevations.

Response: Dashed areas indicate location where signs will be placed.

6B. If the doors are an entrance to the clubhouse (and not just a service entrance, maintenance entrance, etc.) consider adding an overhang over the doors to enhance a pedestrian entrance to the focal point.

Response: Metal awning has been placed over the north clubhouse entrance and other popular amenity entries.

6C. Remove “Potential” next to the signage. The signage location must be shown on these elevations; however, it may be changed in the future after the plan is recorded if the location does change.

Response: Removed and a dashed area was added to indicate a sign will be placed here.

6D. In all locations throughout the elevations, label the overhang and the materials used for the overhang.

Response: Annotation has been added, indicating materiality and use.

6E. NOTE: the note indicating that the elevations are mirrored is okay; however, please be aware that if a future amendment is requested for one of the mirrored buildings and not for the mirror, then the amended elevation sheets will need to include material call outs and dimensions.

Response: Understood. Thank you for your further explanation.

Sheet 19

6F. Call out the materials on the carports.

Response: Annotation has been added, indicating materiality and use.

Architecture Standards

6G. Architecture Standards were not provided with this review.

Response: This mistake has been corrected.

Sound Attenuation Wall Exhibit

6H. Does this exhibit only show where the wall would be placed if an adjustment request was not granted? The exhibit and this request seem to be contradictory, please clarify the note under the adjustments section on the Site Plan.

Response: The exhibit was intended to demonstrate where the wall would be placed if required, and that natural berming actual results in a higher sound barrier than the wall would. The cover sheet has been updated for clarification.

7. Open Space Issues

7A. Open space issues have been resolved.

Response: Noted, thank you.

8. Landscaping Issues (Kelly Bish / 303-739-7189 / kbish@auroragov.org / Comments in bright teal)

Site Plan Comments

Sheet 6

8A. Please clarify the highlighted City of Aurora Notes per the redlines.

Response: Notes have been revised.

8B. The Notes box is the wrong notes for this development application.

Response: Notes have been revised.

Sheet 8

8C. Where is the masonry wall and retaining wall located on the plan? Are there retaining walls or a 6' high masonry wall?

Response: Linework has been removed from legend. No masonry or retaining walls are currently proposed for the site.

Sheet 9

8D. A complete and final review/approval of the landscape plan will not be completed without Tab 11 Landscape Standards being reviewed and approved. The tab that was uploaded with this submittal is a duplicate of Tab 8 Land Use Standards. Also, Tab 12 (Architecture) is a duplicate of Tab 8.

Response: Noted, that issue is resolved with this submittal.

8E. The highlighted plant is not in the plant schedule.

Response: Plant has been added to schedule.

8F. What does the hatch represent?

Response: Perennial bed, hatch has been added to legend.

8G. Darken the parking spaces.

Response: Parking spaces linework has been darkened.

8H. Add the street name.

Response: Street name has been added to plans.

8I. Is there a fence with columns?

Response: No, removed from legend.

8J. Is there a retaining wall or a 6' tall masonry wall on site?

Response: No, removed from legend.

8K. The Master Plan, Urban Design Standards indicate that enhanced paving will be provided and there does not appear to be any shown. Because the leasing center/clubhouse is supposed to be the focal point, enhanced paving should be part of that. Please see the paving standards cropped from the Urban Design Standards on this sheet.

Response: Enhanced paving hatch has been added to key areas throughout site (northeast amenity space, adjacent to the clubhouse, and at the entries to the central amenity space).

Sheet 10

8L. Add the street name.

Response: Street name has been added.

8M. Please clarify if the area on the redlines is underground detention.

Response: Label has been added identifying underground detention.

8N. Text mask and include the other half of the dimension.

Response: Text has been masked and dimension callout clarified.

8O. Is there a fence with columns?

Response: No, removed from legend.

Sheet 12

8P. Provide a specific model and image/detail for the benches, pedestrian lighting and trash receptacles to comply with the description that is given in the Urban Design Standards tab. The benches are supposed to be accoutrements and are supposed to be colorful.

Response: Specific models and images have been provided for all exterior site furnishings. A green color has been selected to provide pops of color throughout the site in coincidence with the Urban Design Standards.

8Q. Where is the detail for the enhanced paving?

Response: Enhanced paving is proposed to be decorative score joints. Design of scoring will vary depending on the space and be determined prior to construction.

9. **Addressing** (Phil Turner / 303-739-7357 / pcturner@auroragov.org)

9A. Please provide a digital .shp or .dwg file for addressing and other GIS mapping purposes. Include the parcel, street line, easement and building footprint layers at a minimum. Please ensure that the digital file provided in a NAD 83 feet, Stateplane, Central Colorado projection so it will display correctly within our GIS system. Please eliminate any line work outside of the target area. Please contact me if you need additional information about this digital file.

Response: CAD file will be provided once site plan has progressed further in design.

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

10. **Civil Engineering** (Kristin Tanabe / 303-739-7306 / KTanabe@auroragov.org / Comments in green)

Site Plan Comments

Sheet 1

10A. Add the notes per the redlines on this sheet.

Response: Notes have been added on a new "Notes" sheet within the Site Plan set.

10B. The Site Plan will not be approved by Public Works until the preliminary drainage report is approved.

Response: Acknowledged.

Sheet 3

10C. Repeated comment: Show and label the street lights on 6th Ave and Gun Club Rd. Add a note that the street light locations are conceptual. Final street light locations will be determined by photometric analysis provided in the street lighting plan submitted with the civil plans.

Response: Street lights are shown on 6th Ave and Gun Club Road. A note is included in the general notes that street light locations are conceptual. Final street light locations will be determined by photometric analysis provided in the street lighting plan submitted with the civil plans.

10D. Add a receiving ramp in the locations shown.

Response: Receiving ramps have been added in the locations shown.

10E. Turnaround is required for 6th Avenue.

Response: From our coordination with you, we have included a hammerhead turnaround and sufficient extension of 6th Ave for drainage.

10F. Address transitions from the proposed Gun Club improvements to the existing pavement.

Response: Additional extents of Gun Club road have been provided to show a transition from proposed section to existing.

10G. Label drainage easements for underground detention facilities. Additionally, show and label access easements from the drainage easement to the public ROW.

Response: Drainage easements for underground detention facilities have been labeled along with access easements from the drainage easements to the public ROW. Underground detention and easement on southeast part of site have been adjusted to avoid building conflict.

Sheet 4

10H. Indicate easements on the private street section.

Response: Easements have been added on the private street section.

10I. 0.5' is required between the back of walk and the ROW. Please refer to Standard Detail S1.5.

Response: 0.5' has been added between the back of walk and the ROW.

10J. Th Gun Club Rd cross section should be a max 2% cross slope and not nearly 4%.

Response: Gun Club Road cross section has been regraded to have a max 2% cross slope.

10K. The max slope is 4% for fire lanes.

Response: Fire lanes have been regraded to be 4% max.

10L. The minimum slope away from the building is 5% for 10' for landscape areas, and a minimum of 2% for impervious areas.

Response: The site has been regraded with these minimum slopes away from the building.

10M. The maximum slope on site is 3:1, typical.

Response: Acknowledged, 3:1 is the maximum slope on site.

10N. If the slopes will not be labeled on the Site Plan, add a note to indicate the minimum slopes required away from the building.

Response: Slope labels at each building location clutter up the drawing so with a few slopes shown a note has also been added about the minimum slopes.

10O. The minimum slope require for swales is 2% or provide a cross pan.

Response: Acknowledged.

Sheet 21

10P. Label the proposed street lights on 6th Avenue and Gun Club Rd per the COA nomenclature based on street classification.

Response: Street lights on 6th Avenue and Gun Club Road are now identified with a 'SL-4' callout per COA nomenclature.

Sheet 23

10Q. Indicate street light fixtures per the required street classification.

Response: Street lights are per COA classification for the Collector roads.

Final Plat Comments

10R. Why are the proposed easements shown on the Site Plan not dedicated by plat?

Response: The plat will dedicate the easements for the site once the site plan has been further developed and the easements will no longer be in flux.

11. Traffic Engineering (Brianna Medema / 303-739-7336 / bmedema@auroragov.org / Comments in amber)

11A. Please contact Traffic Engineering directly to obtain 2nd review comments.

Response: Traffic Engineering has been contacted and 2nd review comments have been obtained.

12. Fire / Life Safety (Reviewer Name / 303-739-7371 / wpolk@auroragov.org / Comments in blue)

Site Plan Comments

Sheet 1

12A. Show the accessible parking spaces for garage and carport.

Response: Accessible parking spaces for garage and carport are shown on the site plan and in the site data table.

12B. Provide the building height for each building.

Response: All building heights have been added to the data table.

12C. Please complete the implementation plan table (please see the associated redline comment on this sheet). Summarize the accessible unit type, point values and exceptions.

Response: Completed plan is shown on the Cover Sheet.

Sheet 3

12D. Update the fire lane signs.

Response: Fire lane signs have been updated.

12E. Provide a concrete walking surface to and in front of the FDC at the locations shown.

Response: A concrete walking surface to and in front of the FDC has been included.

12F. Provide fire lane sign locations. Please see the Fire Lane notes for spacing.

Response: Fire lane sign locations have been provided based on the notes for spacing.

12G. The fire lane sign must read: Fire Lane Dead Ends in ("X" Distance – please see all redline comments) With Turnaround.

Response: Acknowledged.

12H. Remove the hydrant per the redlines, typical on all sheets.

Response: This hydrant has been removed per the redlines.

12I. Label accessible parking signage, typical.

Response: Accessible parking signage has been labeled.

12J. Please relocate the FDC to the location shown on the redlines.

Response: The FDC has been relocated to the location shown on the redlines.

12K. Provide spot elevations to verify the maximum 2% grade in accessible parking space and aisle, typical.

Response: Spot elevations will be provided on the CDs as part of the detailed grading. A note has been added to specify 2% max grade in the accessible parking space and aisle.

12L. Provide a mountable curb for the median and a note stating that it will support the imposed loads of the fire apparatus up to 85,000 pounds. This note must also be shown on the Civil Plans.

Response: The median has been removed.

Sheet 8

12M. Please show the fire hydrant locations on the landscaping plans.

Response: Fire hydrant locations have been identified on plans, hydrant symbol has also been added to legend.

Sheet 17

12N. Building D please show the location of the FDC, Knox Boxes & Riser Room Door on Elevation Sheets.

- Identify the FDC as a Y symbol and label with the following example: "FDC with approved Knox Caps."
- Identify the Knox Box as an X within a box symbol and label with the following example: "Knox Box with approved hardware."
- Identify the Riser Room Door and label: Rise Room Door.

Response: The location of the FDC, Knox Boxes & Riser Room Door on building D, has been annotated with the requested symbols. For labels / identification each building elevations sheets have a reference legend.

13. Aurora Water (Daniel Pershing / 303-739-7646 / ddpershi@auroragov.org / Comments in red)

Site Plan Comments

Sheet 5

13A. Is the area called out on this sheet an access easement? Please label.

Response: Access and utility easements have been labeled.

13B. Please revise the area shown on the redlines to Drainage Easement as this is private underground detention, typical

Response: This area has been revised to Drainage Easement.

13C. The Master Utility Study (MUS) needs to be approved prior to this Site Plan being approved as this site is included in the Lamar Landing MUS.

Response: This site is not included in the Lamar Landing MUS.

13D. The unit count exceeds that which is shown in the Lamar Landing MUS. This plan needs to show a unit count that matches or is less than what is shown in the proposed MUS.

Response: This site is not included in the Lamar Landing MUS.

14. PROS (Curtis Bish / 303-739-7131 / cbish@auroragov.org / Comments in mauve)

Site Plan Comments

Sheet 3

14A. A sidewalk connection is needed. Please see the redlines for details.

Response: A sidewalk connection has been provided.

Sheet 11

14B. Although the narrative accompanying the resubmittal states that the SUP complies with the minimum size of 10,000 square feet and the SUP setback requirement, more information is needed to verify. Modify the graphic to show the planned footprint of the adjacent buildings (at ground level) as well as the perimeter of the SUP following the 10' setback rule. Also include a note on this sheet which presents the total square feet receiving land dedication credit based on the SUP area boundary.

Response: Area is no longer being considered a Small Urban Park space due to setback and minimum size requirements. Design has been refined accordingly and the space still meets standards for a Neighborhood Connector Trail.

14C. Pedestrian scale lighting should be provided with the SUP.

Response: Pedestrian lighting has been added to plans.

14D. Ensure grades from the edge of the walkway to the game court as well as the perimeter of the game court itself won't preclude access for people with disabilities.

Response: Noted, refer to civil plans for grading information.

14E. Expand the specialty paving.

Response: Area is no longer being considered a Small Urban Park space due to setback and minimum size requirements. Design has been refined accordingly and the space still meets standards for a Neighborhood Connector Trail.

14F. The space shown on the redlines might be better utilized by installing a play sculpture or public art.

Response: Area is no longer being considered a Small Urban Park space due to setback and minimum size requirements. Design has been refined accordingly and the space still meets standards for a Neighborhood Connector Trail.

14G. Add benches per the locations shown.

Response: Area is no longer being considered a Small Urban Park space due to setback and minimum size requirements. Design has been refined accordingly and the space still meets standards for a Neighborhood Connector Trail.

14H. Add additional specialty paving with tree openings.

Response: Area is no longer being considered a Small Urban Park space due to setback and minimum size requirements. Design has been refined accordingly and the space still meets standards for a Neighborhood Connector Trail.

14I. Widen and provide a curvilinear bend rather than a sharp turn.

Response: *Area is no longer being considered a Small Urban Park space due to setback and minimum size requirements. Design has been refined accordingly and the space still meets standards for a Neighborhood Connector Trail.*

14J. Add additional seating, benches, and bicycle racks per the redlines.

Response: *Area is no longer being considered a Small Urban Park space due to setback and minimum size requirements. Design has been refined accordingly and the space still meets standards for a Neighborhood Connector Trail.*

14K. Some tables and seating in the SUP should be specifically designed to accommodate people with disabilities.

Response: *Tables specified for space provide ADA-compliant space at each end. Area is no longer being considered a Small Urban Park space due to setback and minimum size requirements. Design has been refined accordingly and the space still meets standards for a Neighborhood Connector Trail.*

Land Use Map and Matrix Comments

14L. Replace the highlighted area with PA-2.

Response: *The Small Urban Park is removed from this plan, as it cannot meet the 10,000 sf minimum size, given the required 10' setbacks. However, the area still qualifies as a Neighborhood Connector Trail; the area is noted on the map as an open space within PA-1.*

14M. Update line 2 elsewhere as appropriate.

Response: *Line 2 has been updated based on provision of the Neighborhood Connector Trail area and the Public Plaza.*

14N. Replace the highlighted text with 0.23.

Response: *Revised, per comment.*

14O. Revise the highlighted area to 2.41.

Response: *Revised, per comment.*

14P. Revise the highlighted area to 0.88.

Response: *Revised, per comment.*

14Q. Revise the highlighted area to 6.26.

Response: *Revised, per comment.*

Open Space and Circulation Plan

14R. The provision of only 5' wide sidewalks seems inadequate to accommodate north/south bicycle and pedestrian mobility through the site. There should be one well-defined route that is wider for this purpose, which also relates to adjoining development plans.

Response: *The sidewalk along the eastern boundary of the main street has been widened to 8 feet.*

14S. The planning area label should be moved so that it does not obscure the line indicating pedestrian connection.

Response: The Small Urban Park is removed from this plan, as it cannot meet the 10,000 sf minimum size, given the required 10' setbacks. However, the area still qualifies as a Neighborhood Connector Trail; the area is noted on the map as an open space within PA-1.

14T. Add a table which presents the unit counts, projected population, and land dedication acreages, both required and provided.

Response: Table has been added, per comment.

14U. Update the description based on any site design revision to reflect PROS' Site Plan comments as necessary.

Response: Descriptions for both the Public Plaza and Neighborhood Trail Connector area have been added/updated in the table.

14V. Add a line with a space for signature/approval by the Director of Parks, Recreation & Open Space and another for the date.

Response: Added, per comment.

15. Real Property (Maurice Brooks / 303-739-7294 / mbrooks@auroragov.org / Comments in magenta)

Final Plat Comments

15A. Please see the requested documents, comments, edits and corrections as noted on the redlined Plat.

Response: Acknowledged, these comments have been addressed.

15B. The site plan states that the easements will be dedicated by plat, but there are no easements shown on the plat. If the easements are going to be dedicated by separate document, then contact Andy Niquette at dedicationproperty@auroragov.org to start. However, the plat easement dedications will not take any additional time, which could be a factor down the road. Send in the items needed as indicated on the first page of the plat.

Response: The plat will dedicate the easements for the site once the site plan has been further developed and the easements will no longer be in flux.

Send in the updated Title Commitment to be dated within 120 calendar days of the plat approval date.

Send in the closure sheet for the description.

Send in the State Monument Records for the aliquot corners used in the plat.

Send in the Certificate of Taxes Due show they are paid in full up to and through the plat approval date of recording.
Obtained from the County Treasurer's office.

VISTA CREEK SUBDIVISION FILING NO. 1

THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

SHEET 1 OF 2

☐ RECORDER'S CERTIFICATE (no longer required)

As of January 2, 2021, the Arapahoe County Clerk and Recorder will no longer be hand writing the recording information on this recording block. The recording information is contained in the recording sticker on the cover sheet. Provide a 1"x3" rectangle area in the upper right corner of the cover sheet for sticker. Per county attorney, this certificate can be removed.

Response: Added 3"x1" rectangle for the clerk and recorder's information as requested.

LEGAL DESCRIPTION

KNOW ALL PEOPLE BY THESE PRESENTS THAT THE UNDERSIGNED WARRANT IT IS THE OWNER OF A PARCEL OF LAND SITUATED IN THE NORTHEAST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M., COUNTY OF ARAPAHOE, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

City of Aurora.

THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M., COUNTY OF ARAPAHOE, STATE OF COLORADO, EXCEPT THE NORTH 30 FEET THEREOF; AND EXCEPT THE EAST 30 FEET THEREOF; AND EXCEPT THAT PORTION DESCRIBED IN RULE AND ORDER RECORDED MARCH 1, 1999 UNDER RECEPTION NO. A9034383, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 12;
THENCE SOUTH 89 DEGREES 16 MINUTES 37 SECONDS WEST, 663.53 FEET ALONG THE NORTHERLY LINE OF SAID SECTION 12;
THENCE SOUTH 00 DEGREES 20 MINUTES 47 SECONDS EAST, 30.00 FEET, TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 6 AND THE TRUE POINT OF BEGINNING;
THENCE NORTH 89 DEGREES 16 MINUTES 37 SECONDS EAST, 33.41 FEET, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE;

THENCE SOUTH 11 DEGREES 21 MINUTES 09 SECONDS WEST, 164.78 FEET, TO A POINT ON THE WESTERLY LINE OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 12;
THENCE NORTH 00 DEGREES 20 MINUTES 47 SECONDS WEST, 161.13 FEET, ALONG THE WESTERLY LINE OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 12 TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 6 AND THE POINT OF BEGINNING, COUNTY OF ARAPAHOE, STATE OF COLORADO.

CONTAINING A TOTAL OF 397.610 SQUARE FEET OR 9.128 ACRES, MORE OR LESS.

HAVE LAID OUT, PLATTED, AND SUBDIVIDED THE SAME INTO ONE LOT AND ONE BLOCK AS SHOWN ON THIS PLAT UNDER THE NAME AND STYLE OF **VISTA CREEK SUBDIVISION FILING NO. 1**, AND BY THESE PRESENTS DO HEREBY DEDICATE TO THE CITY OF AURORA, COLORADO, FOR THE PERPETUAL USE OF THE PUBLIC, THE STREETS AND EASEMENTS AS SHOWN HEREON AND NOT PREVIOUSLY DEDICATED TO THE PUBLIC.

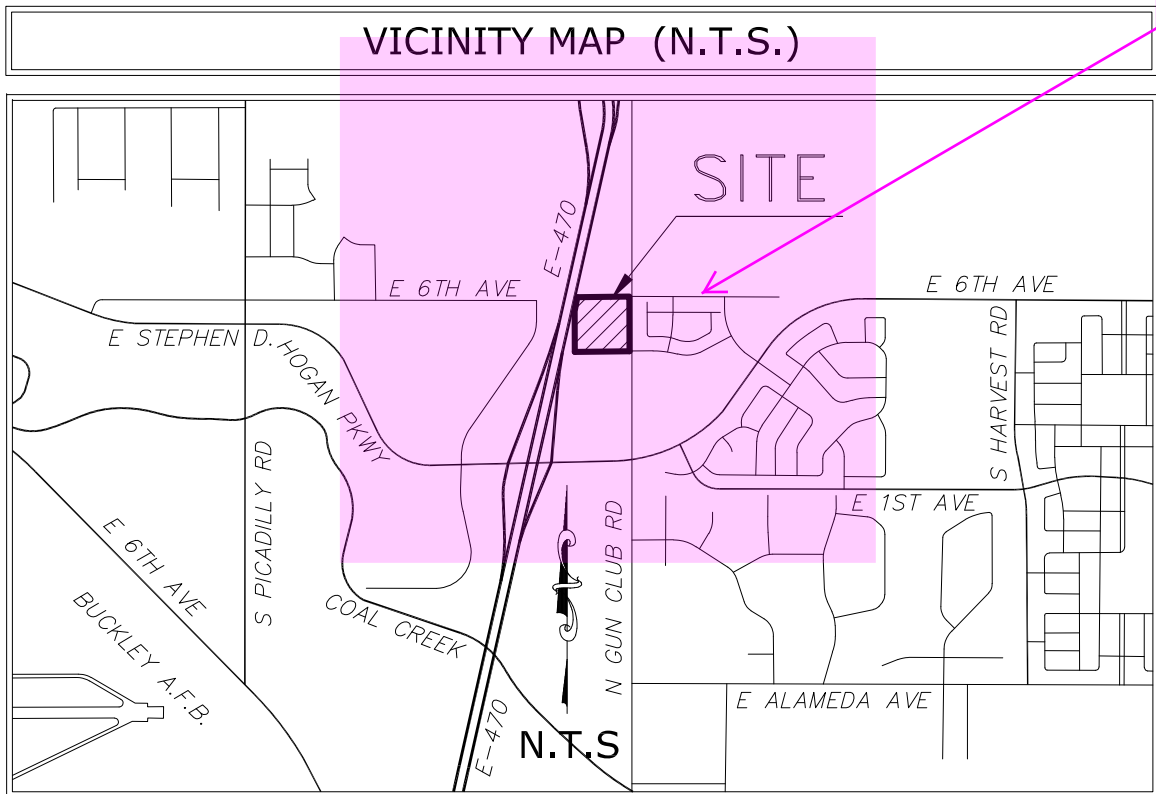
COVENANTS

THE UNDERSIGNED OWNER(S), FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, COVENANT AND AGREE WITH THE CITY OF AURORA;

NO STRUCTURE CONSTRUCTED ON ANY PORTION OF THE PLATTED LAND SHOWN HEREIN SHALL BE OCCUPIED OR USED UNLESS AND UNTIL ALL PUBLIC IMPROVEMENTS, AS DEFINED BY CHAPTER 146 OF THE CITY CODE OF AURORA, COLORADO, ARE IN PLACE AND ACCEPTED BY THE CITY OR CASH FUNDS OR OTHER SECURITY FOR THE SAME ARE ESCROWED WITH THE CITY OF AURORA AND A CERTIFICATE OF OCCUPANCY HAS BEEN ISSUED BY THE CITY.

ALL ELECTRICAL, AND COMMUNITY UTILITY LINES AND SERVICES, AND STREET LIGHTING CIRCUITS, EXCEPT AS PROVIDED IN SECTION 126-505 OF THE CITY CODE AS THE SAME MAY BE AMENDED FROM TIME TO TIME, SHALL BE INSTALLED UNDERGROUND;

ALL CROSSINGS OR ENCROACHMENTS, INCLUDING BUT NOT LIMITED, TO PRIVATE LANDSCAPE IRRIGATION SYSTEMS, UNDERDRAINS, OR PRIVATE UTILITIES INTO EASEMENTS OWNED BY THE CITY OF AURORA ARE ACKNOWLEDGED BY THE UNDERSIGNED AS BEING SUBJECT TO THE CITY OF AURORA'S USE AND OCCUPANCY OF SAID EASEMENTS AND RIGHTS-OF-WAY. THE UNDERSIGNED, THEIR SUCCESSORS AND ASSIGNS, HEREBY AGREE TO INDEMNIFY AND HOLD HARMLESS THE CITY OF AURORA FOR ANY LOSS, DAMAGE, OR REPAIR TO PRIVATE LANDSCAPE IRRIGATION SYSTEMS, UNDERDRAINS, OR PRIVATE UTILITIES THAT MAY RESULT FROM THE CITY OF AURORA'S USE AND OCCUPANCY OR EXERCISE OF ITS RIGHTS IN SAID EASEMENTS AND RIGHTS-OF-WAY. THE UNDERSIGNED, ITS SUCCESSORS AND ASSIGNS, FURTHER AGREES TO REMOVE, REPAIR, REPLACE, RELOCATE, MODIFY, OR OTHERWISE ADJUST SAID PRIVATE LANDSCAPE IRRIGATION SYSTEMS, UNDERDRAINS, PRIVATE DETENTION POND AND DRAINAGE FEATURES, OR PRIVATE UTILITIES UPON REQUEST FROM THE CITY OF AURORA AND AT NO EXPENSE TO THE CITY OF AURORA.



Response: The vicinity map has the major streets labeled to be able to locate the site. Cannot add all of the street names due to the limited scale of the map. No changes made.

NOTES

1) RIGHT-OF-WAY FOR INGRESS AND EGRESS FOR SERVICE AND EMERGENCY VEHICLES IS GRANTED OVER, ACROSS, ON, AND THROUGH ANY AND ALL PRIVATE ROADS, WAYS, AND FIRE LANES NOW OR HEREAFTER ESTABLISHED ON THE DESCRIBED PROPERTY. THE SAME ARE HEREBY DESIGNATED AS FIRE LANES AND EMERGENCY AND SERVICE VEHICLE ROADS, AND SHALL BE POSTED "NO PARKING-FIRE LANE".

2) BEARINGS SHOWN HEREON ARE BASED UPON THE NORTH LINE OF THE NORTHEAST ONE-QUARTER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO, WHICH BEARS SOUTH 89°16'48" WEST BETWEEN THE FOUND MONUMENTS SHOWN HEREON, BEING A FOUND 2 INCH ALUMINUM CAP STAMPED "CITY OF AURORA 2012 PLS 23527" FOR THE NORTHEAST CORNER OF SAID SECTION AND A FOUND 3.25 INCH ALUMINUM CAP STAMPED "LAMP RYNEARSON 2018 PLS 38318" FOR THE NORTH QUARTER CORNER OF SAID SECTION.

3) THE EASEMENT AREA WITHIN EACH LOT IS TO BE CONTINUOUSLY MAINTAINED BY THE OWNER OF THE LOT OR TRACT EXCEPTING THE CITY OF AURORA FROM SUCH RESPONSIBILITY. ANY STRUCTURES INCONSISTENT WITH THE USE GRANTED IN THE EASEMENT ARE PROHIBITED.

4) THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY ALTURA LAND CONSULTANTS, LLC TO DETERMINE RECORD TITLE, EASEMENTS OR RIGHTS-OF-WAY. **TITLE COMMITMENT NO. ABC07058890-2**, WITH AN EFFECTIVE DATE OF **MARCH 15, 2021**, PREPARED BY LAND TITLE GUARANTEE COMPANY WAS RELIED UPON FOR ALL INFORMATION REGARDING TITLE OF RECORD, EASEMENTS OF RECORD AND RIGHTS-OF-WAY.

5) THE LINEAL UNITS OF MEASURE SHOWN ON THIS PLAT ARE BASED UPON THE U.S. SURVEY FOOT.

6) ALL LOTS WITHIN THIS PLAT ARE SUBJECT TO DEVELOPMENT STANDARDS AS ADOPTED BY THE AURORA CITY COUNCIL IN ORDINANCES 96-74 AND 96-75.

7) THE OWNERS OR OCCUPANTS OF THE LANDS HEREIN DESCRIBED SHALL HAVE NO RIGHT OR CAUSE OF ACTION, EITHER IN LAW OR IN EQUITY, FOR DAMAGES OR INJURY TO ANY PERSON OR PROPERTY ARISING OUT OF OR RESULTING DIRECTLY OR INDIRECTLY, FROM THE OVERFLIGHT OF AIRCRAFT OR FOR DAMAGES OR INJURY TO ANY PERSON OR PROPERTY RESULTING FROM ANY NOISE, NUISANCE, VIBRATIONS OF ANY KIND OR DESCRIPTION RESULTING, DIRECTLY OR INDIRECTLY, FROM AIRCRAFT OVERFLIGHTS PROVIDED THAT NOTHING CONTAINED IN THE FORGOING EASEMENT SHALL DIVEST THE OWNERS OR OCCUPANTS, THEIR HEIRS, SUCCESSORS ADMINISTRATORS OR ASSIGNS, OF ANY RIGHT OR CAUSE OF ACTION FOR DAMAGES TO ANY PERSON OR PROPERTY RESULTING FROM THE NEGLIGENT OPERATION OF AIRCRAFT OVERFLIGHTS OVER THE DESCRIBED PREMISES AT ANY ALTITUDE ABOVE GROUND LEVEL.

8) ALL OWNERS OF LOTS ADJACENT TO SOUTH GUN CLUB ROAD SHALL BE REQUIRED TO COMPLY WITH REQUIREMENTS OF THE AURORA CITY CODE THAT MAY RESTRICT THE ABILITY TO BUILD A FENCE ALONG THOSE STREETS OR THE TYPES AND SIZES OF FENCES THAT CAN BE BUILT ALONG THOSE STREETS.

9) NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT, IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

update this title commitment to be within 120 calendar days of the plat approval date

Response: Will update once the information has been received.

add E. 6th Ave.?

Response: Added 6th Ave to the note as requested.

SIGNATURE BLOCKS

OWNER: FDG LONA ASSOCIATES, LLC, A COLORADO LIMITED LIABILITY COMPANY

BY: _____ AS _____

STATE OF _____)

COUNTY OF _____) SS

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 2021, A.D. BY _____ AS _____ OF FDG

LONA ASSOCIATES, LLC, A COLORADO LIMITED LIABILITY COMPANY.

WITNESS MY HAND AND OFFICIAL SEAL:

NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

change

Response: Revised the year as requested.

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY I WAS IN RESPONSIBLE CHARGE OF THE SURVEY WORK USED IN THE PREPARATION OF THIS PLAT; THE POSITIONS OF THE PLATTED POINTS SHOWN HEREON HAVE AN ACCURACY OF NOT LESS THAN ONE (1) FOOT IN TEN THOUSAND (10,000) FEET PRIOR TO ADJUSTMENTS; AND ALL BOUNDARY MONUMENTS AND CONTROL CORNERS SHOWN HEREON WERE IN PLACE AS DESCRIBED ON NOVEMBER 8, 2019.

JESUS A. LUGO, PLS 38081
COLORADO LICENSED PROFESSIONAL LAND SURVEYOR
FOR AND ON BEHALF OF ALTURA LAND CONSULTANTS, LLC

CITY OF AURORA APPROVALS

THE FOREGOING INSTRUMENT IS APPROVED FOR FILING AND CONVEYANCE OF THE STREETS AND EASEMENTS AS SHOWN HEREON AND IS ACCEPTED BY THE CITY OF AURORA, COLORADO, THIS _____ DAY OF _____, 2021, A.D. SUBJECT TO THE CONDITION THAT THE CITY SHALL UNDERTAKE MAINTENANCE OF ANY SUCH STREETS ONLY AFTER CONSTRUCTION HAS BEEN COMPLETED BY THE SUBDIVIDER TO CITY OF AURORA SPECIFICATIONS.

CITY ENGINEER _____ DATE _____

PLANNING DIRECTOR _____ DATE _____

change

Response: Revised the year as requested.

CLERK AND RECORDER'S CERTIFICATE

ACCEPTED FOR FILING IN THE OFFICE OF THE COUNTY CLERK AND RECORDER OF ARAPAHOE COUNTY, COLORADO ON THIS _____ DAY OF _____, 2021 AD AT _____ O'CLOCK ____M.

COUNTY CLERK AND RECORDER _____ DEPUTY _____

BOOK NO. _____

PAGE NO. _____

RECEPTION NO. _____

see upper corner

Response: Removed the clerk and recorder certificate as requested.

PREPARED BY:

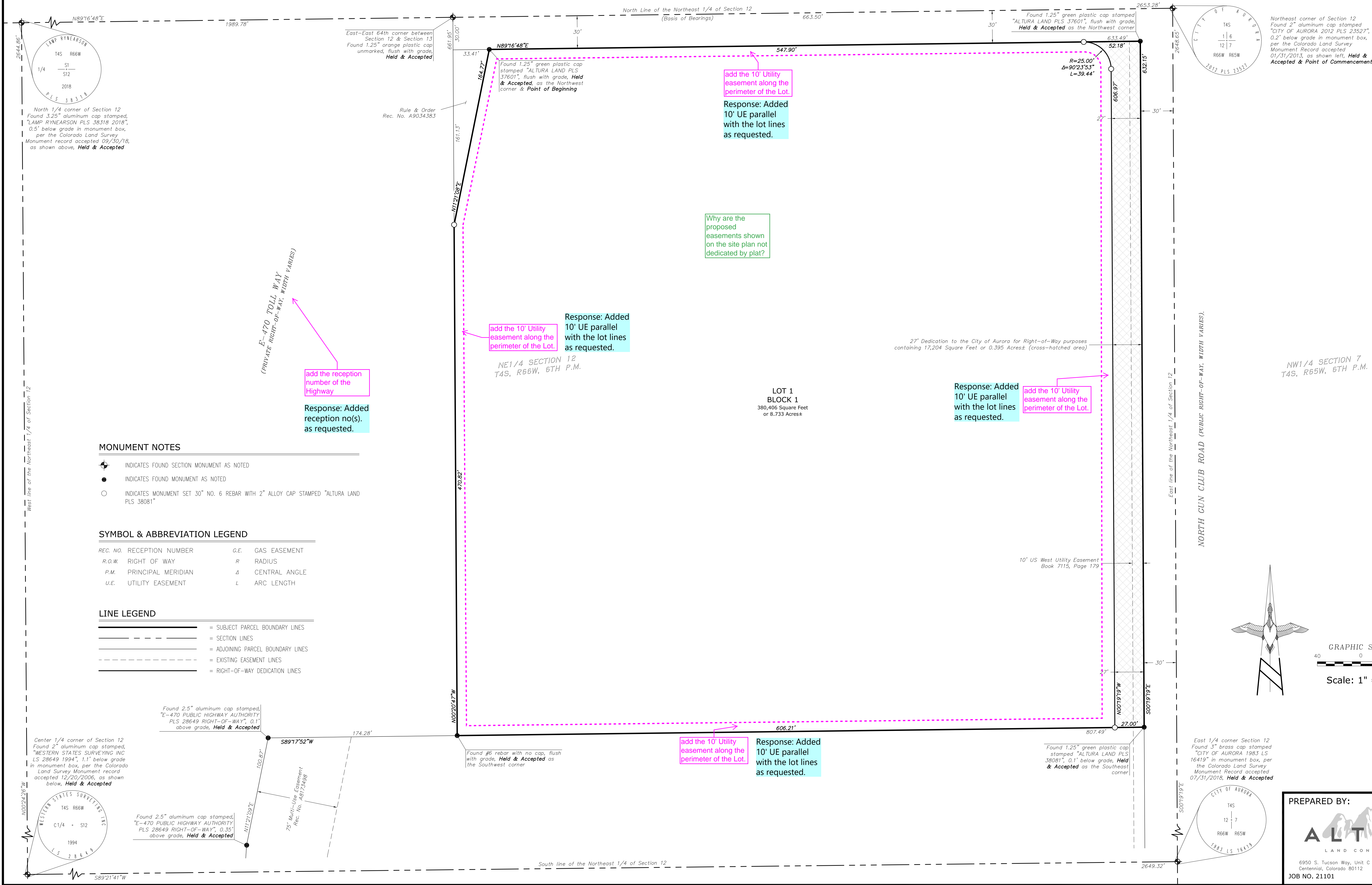
ALTURA
LAND CONSULTANTS

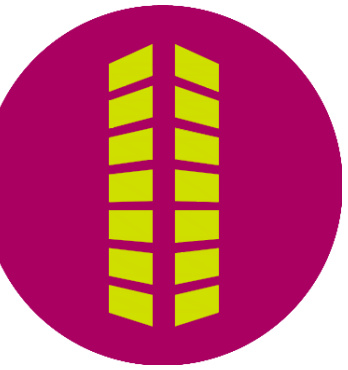
6950 S. Tucson Way, Unit C Phone: (720)488-1303
Centennial, Colorado 80112
JOB NO. 21101 NOVEMBER 30, 2021

VISTA CREEK SUBDIVISION FILING NO. 1

THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

SHEET 2 OF 2





CODES - APARTMENTS BUILDINGS

2015 INTERNATIONAL BUILDING CODE (IBC)
2015 INTERNATIONAL MECHANICAL CODE (IMC)
2015 INTERNATIONAL FIRE CODE (IFC)
2015 INTERNATIONAL PLUMBING CODE (IPC)
2015 INTERNATIONAL ENERGY CONSERVATION CODE (IECC)
2020 NATIONAL ELECTRICAL CODE (NEC)

OCCUPANCY CLASS: R-2 PER SECTION 310.4
CONSTRUCTION CLASSIFICATION: TYPE VA PER SECTION 601
4 STORIES PER TABLE 504.4
60' MAX HEIGHT PER TABLE 504.3
48,000 SF ALLOWABLE AREA PER TABLE 506.2

NOTES:

1. ALL WALL-MOUNTED VENTS AND MECHANICAL TO BE PAINTED TO MATCH FIELD COLOR OR SHIELDED BY A SCREEN WALL TO BE PAINTED TO MATCH THE FIELD COLOR.
2. ALL VISIBLE GUTTERS AND DOWNSPOUTS TO MATCH OR COMPLEMENT FIELD COLOR.
3. BUILDING ADDRESS: BUILDINGS WILL BE LABELED A-D WITH THE CURRENT ADDRESS. ALL BUILDINGS OR STRUCTURES, EXCEPT ACCESSORY BUILDINGS, SHALL DISPLAY THE PROPER BUILDING NUMBER IN THE MANNER PROVIDED IN THIS ARTICLE.
4. APPROVED KNOX HARDWARE IS REQUIRED AT THE MAIN ENTRY OF THE STRUCTURE. AT THE EXTERIOR DOOR OF A FIRE RISER/FIRE PUMP ROOM AND AT THE FIRE DEPARTMENT CONNECTIONS (CAPS/PLUGS).
5. A HEATED FIRE RISER ROOM WITH AN EXTERIOR DOOR IS REQUIRED AND WILL BE PROVIDED. A KNOX BOX WILL BE REQUIRED ON THE RIGHT SIDE OF THE ENTRANCE TO THE FIRE RISER ROOM.

KEY NOTES:

- ⋈ FDC WITH APPROVED KNOX CAPS
- ⋈ KNOX BOX WITH APPROVED HARDWARE
- ⋈ RISER ROOM DOOR

MATERIAL LEGEND

LABEL	MATERIAL	COLOR/STYLE
BR-1	STEEL BALCONY RAILS	SW 7020 BLACK FOX
P-1	SMOOTH VERTICAL CEMENTITIOUS PANEL W/ REVEALS	PURE WHITE
P-2	SMOOTH VERTICAL CEMENTITIOUS PANEL W/ REVEALS	SW 7069 IRON ORE
P-3	SMOOTH VERTICAL CEMENTITIOUS PANEL W/ REVEALS	SLATE
P-4	VINTAGE WOOD SIDING CEMENTITIOUS PANEL	CEDAR
DS-1	GUTTER AND DOWNSPOUT	PAIN TO MATCH ADJACENT WALL
G-1	GLAZING	CLEAR GLAZING
GM-1	GAS METER LOCATION	PAINT TO MATCH C-1
HV-1	MECHANICAL GRILL	PAINT TO MATCH ADJACENT WALL
MTL-1	METAL FASCIA	BLACK
MTL-2	METAL PARAPET TRIM	CHARCOAL GRAY
MTL-3	CORTEN PANEL ***	RUST
PC-1	PRECAST COPING	MEDIUM GRAY
PC-2	PRECAST BASE	MEDIUM GRAY
PC-3	PRECAST HEAD AND SILL	MEDIUM GRAY
SD-1	STEEL SECTIONAL DOOR	WHITE
SS-1	ALUMINUM STOREFRONT	BLACK
SS-2	STANDING SEAM METAL ROOF	GALVALUME
ST-1	ELDORADO LEDGE STONE	GLACIER
ST-2	SPLIT EDGE WAINSCOT SILL	WHITE CLOUD
TR-1	TRIM AND SOFFIT	SW 7069 IRON ORE
TR-2	PREFINISHED FIBER CEMENT CEDAR SOFFIT	MAPLE
TR-3	54 1/2" BELLY BAND	PURE WHITE
WD-1	VINYL WINDOW AND SLIDING DOOR FRAMES	WHITE VINYL

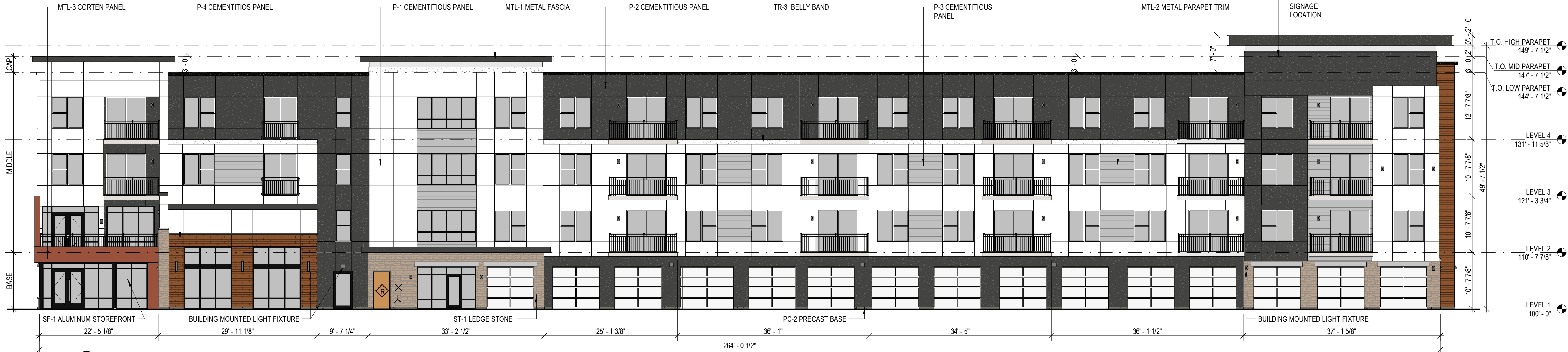
NOTES: *** ACCENT MATERIALS

BUILDING A- MASONRY PERCENTAGE

TOTAL BUILDING-A ELEVATIONS AREA (SF)	32419.69
TOTAL BUILDING ELEVATIONS AREA W/O TRANSPARENCY...	22210.28
TOTAL BUILDING TRANSPARENCY (SF)	10209.41
TOTAL MASONRY (CEMENTITIOUS PANELS & STONE) %	80%
TOTAL MASONRY (CEMENTITIOUS PANELS & STONE) (SF)	17768.22
TOTAL CEMENTITIOUS PANELS %	84%
TOTAL CEMENTITIOUS PANELS (SF)	18636.1
TOTAL STONE %	13%
TOTAL STONE (SF)	2880.85
TOTAL TRANSPARENCY %	31%
	10209.41

Remove potential, typical. The wall signage location must be shown on these elevations. If it changes in the future, we would require a mylar change to update accordingly.

Removed and a dashed area was added to indicate a sign will be placed here



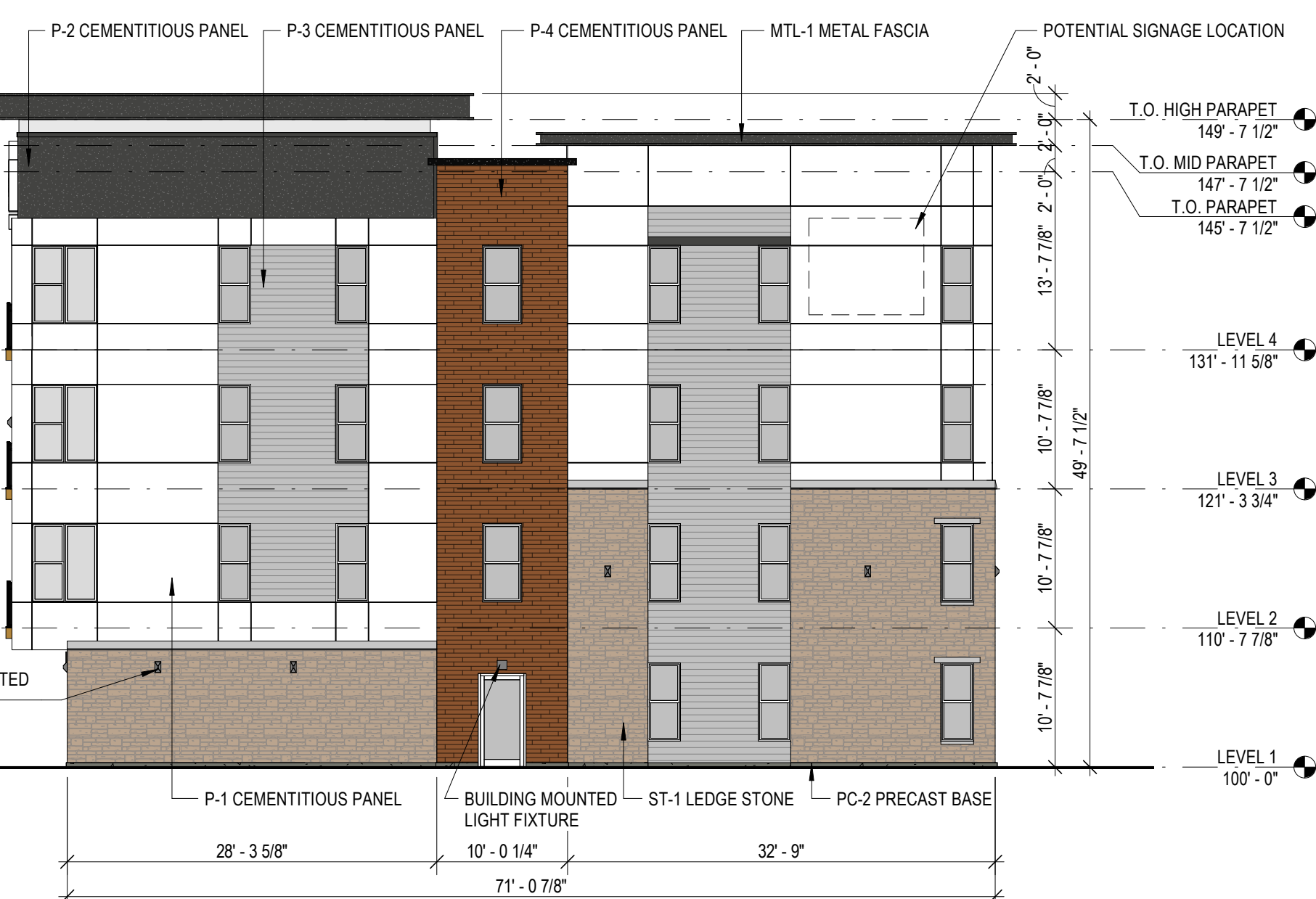
4 BUILDING A - WEST ELEVATION

SCALE: 3/32" = 1'-0"



2 BUILDING A - NORTH ELEVATION

SCALE: 3/32" = 1'-0"



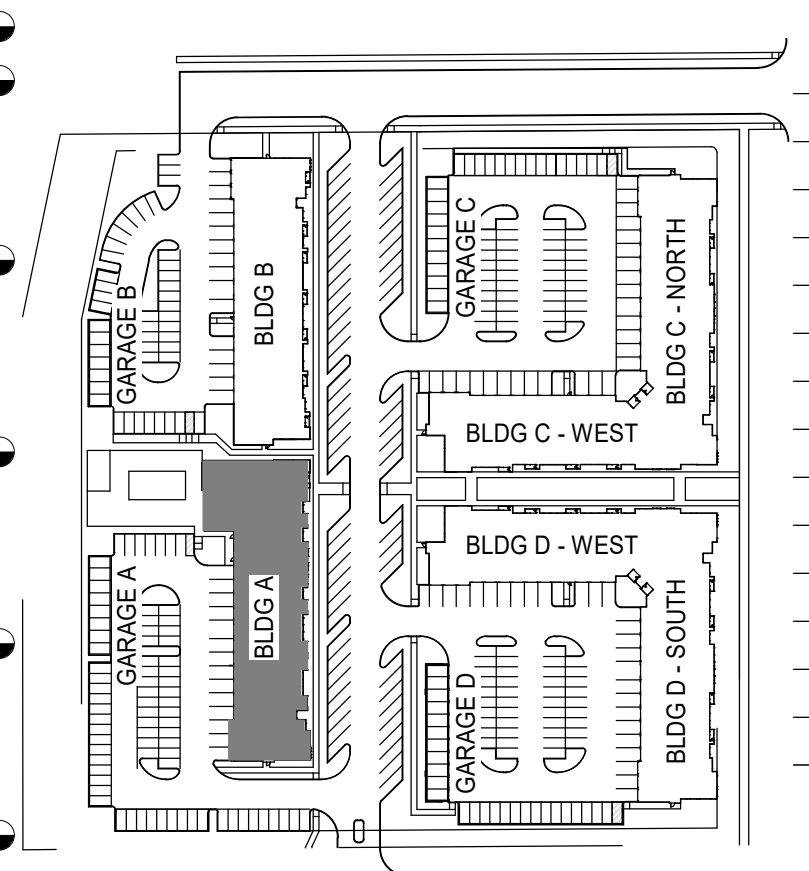
3 BUILDING A - SOUTH ELEVATION

SCALE: 3/32" = 1'-0"

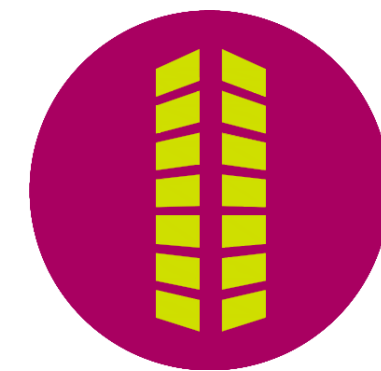


1 BUILDING A - EAST ELEVATION

SCALE: 3/32" = 1'-0"



KEY PLAN



CODES - APARTMENTS BUILDINGS

2015 INTERNATIONAL BUILDING CODE (IBC)
2015 INTERNATIONAL MECHANICAL CODE (IMC)
2015 INTERNATIONAL FIRE CODE (IFC)
2015 INTERNATIONAL PLUMBING CODE (IPC)
2015 INTERNATIONAL ENERGY CONSERVATION CODE (IECC)
2020 NATIONAL ELECTRICAL CODE (NEC)

OCCUPANCY CLASS: R-2 PER SECTION 310.4
CONSTRUCTION CLASSIFICATION: TYPE VA PER SECTION 601
4 STORIES PER TABLE 504.4
60' MAX HEIGHT PER TABLE 504.3
48,000 SF ALLOWABLE AREA PER TABLE 506.2

- NOTES:**
1. ALL WALL-MOUNTED VENTS AND MECHANICAL TO BE PAINTED TO MATCH FIELD COLOR OR SHIELDED BY A SCREEN WALL TO BE PAINTED TO MATCH THE FIELD COLOR.
 2. ALL VISIBLE GUTTERS AND DOWNSPOUTS TO MATCH OR COMPLEMENT FIELD COLOR.
 3. BUILDING ADDRESS: BUILDINGS WILL BE LABELED A-D WITH THE CURRENT ADDRESS. ALL BUILDINGS OR STRUCTURES, EXCEPT ACCESSORY BUILDINGS, SHALL DISPLAY THE PROPER BUILDING NUMBER IN THE MANNER PROVIDED IN THIS ARTICLE.
 4. APPROVED KNOX HARDWARE IS REQUIRED AT THE MAIN ENTRY OF THE STRUCTURE. AT THE EXTERIOR DOOR OF A FIRE RISER/FIRE PUMP ROOM AND AT THE FIRE DEPARTMENT CONNECTIONS (CAPS/PLUGS).
 5. A HEATED FIRE RISER ROOM WITH AN EXTERIOR DOOR IS REQUIRED AND WILL BE PROVIDED. A KNOX BOX WILL BE REQUIRED ON THE RIGHT SIDE OF THE ENTRANCE TO THE FIRE RISER ROOM.

- KEY NOTES:**
- FDC WITH APPROVED KNOX CAPS
 - KNOX BOX WITH APPROVED HARDWARE
 - RISER ROOM DOOR

MATERIAL LEGEND		
LABEL	MATERIAL	COLOR/STYLE
BR-1	STEEL BALCONY RAILS	SW 7020 BLACK FOX
P-1	SMOOTH VERTICAL CEMENTITIOUS PANEL W/ REVEALS	PURE WHITE
P-2	SMOOTH VERTICAL CEMENTITIOUS PANEL W/ REVEALS	SW 7069 IRON ORE
P-3	SMOOTH VERTICAL CEMENTITIOUS PANEL W/ REVEALS	SLATE
P-4	VINTAGEWOOD SIDING CEMENTITIOUS PANEL	CEDAR
DS-1	GUTTER AND DOWNSPOUT	PAINT TO MATCH ADJACENT WALL
G-1	GLAZING	CLEAR GLAZING
GM-1	GAS METER LOCATION	PAINT TO MATCH C-1
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MTL-1	METAL FASCIA	MATTE BLACK
MTL-2	METAL PARAPET TRIM	CHARCOAL GRAY
MTL-3	CORTEN PANEL ***	RUST
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PC-2	PRECAST BASE	MEDIUM GRAY
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SD-1	STEEL SECTIONAL DOOR	WHITE
SS-1	ALUMINUM STOREFRONT	BLACK
SS-1	STANDING SEAM METAL ROOF	GALVALUME
ST-1	ELDORADO LEDGE STONE	GLACIER
ST-2	SPLIT EDGE WAINSCOT SILL	WHITE CLOUD
TR-1	TRIM AND SOFFIT	SW 7069 IRON ORE
TR-2	PREFINISHED FIBER CEMENT CEDAR SOFFIT	MAPLE
TR-3	54 1/2" BELLY BAND	PURE WHITE
WD-1	VINYL WINDOW AND SLIDING DOOR FRAMES	WHITE VINYL

NOTES: *** ACCENT MATERIALS



4 BUILDING C- NORTH ELEVATION 1
SCALE: 3/32" = 1'-0"



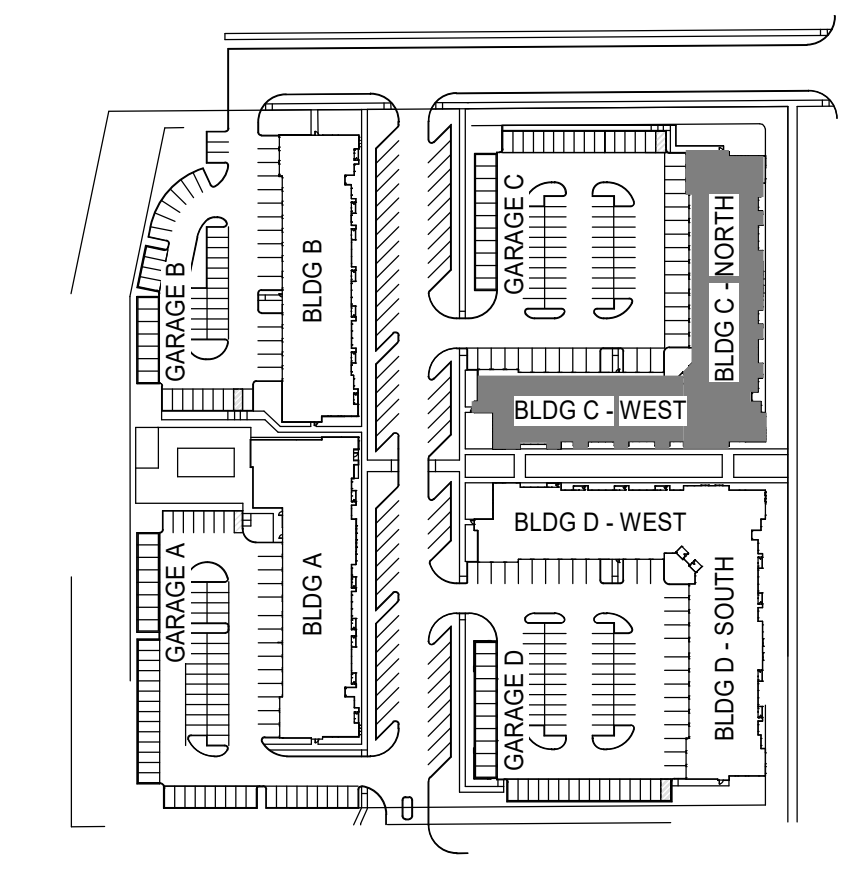
2 BUILDING C- NORTH ELEVATION 2
SCALE: 3/32" = 1'-0"



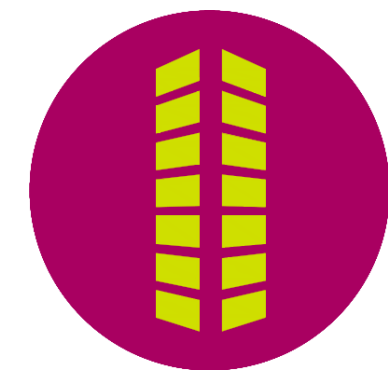
3 BUILDING C- NORTHWEST ELEVATION
SCALE: 3/32" = 1'-0"



1 BUILDING C- EAST ELEVATION
SCALE: 3/32" = 1'-0"



KEY PLAN



CODES - APARTMENTS BUILDINGS
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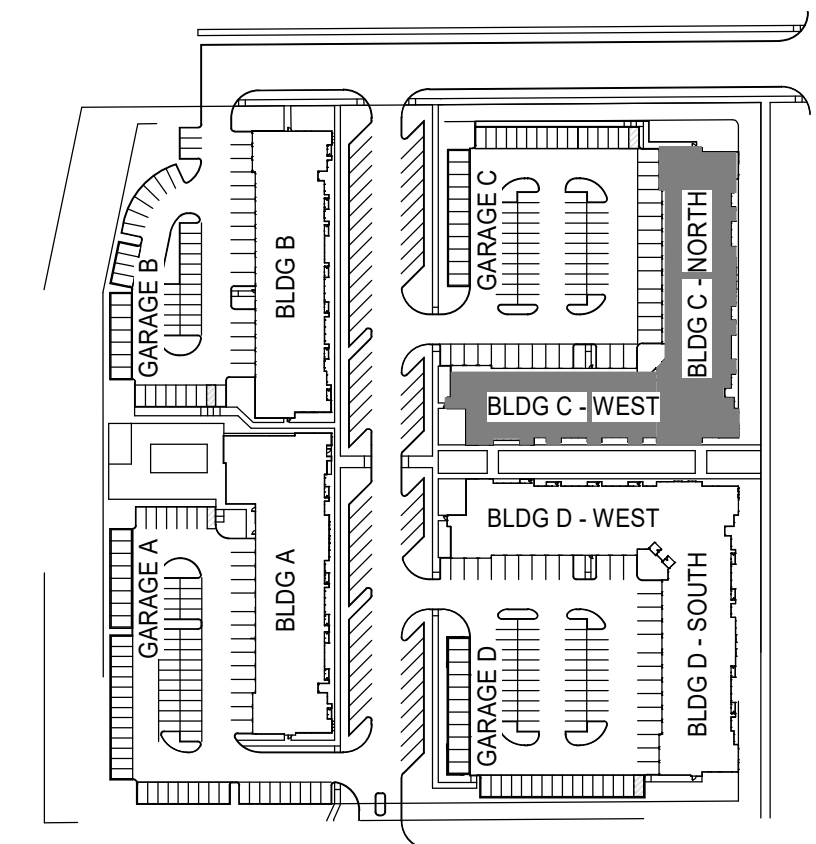
OCCUPANCY CLASS: R-2 PER SECTION 310.4
CONSTRUCTION CLASSIFICATION: TYPE VA PER SECTION 601
4 STORIES PER TABLE 504.4
60' MAX HEIGHT PER TABLE 504.3
48,000 SF ALLOWABLE AREA PER TABLE 506.2

- NOTES:**
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 4. APPROVED KNOX HARDWARE IS REQUIRED AT THE MAIN ENTRY OF THE STRUCTURE, AT THE EXTERIOR DOOR OF A FIRE RISER/FIRE PUMP ROOM AND AT THE FIRE DEPARTMENT CONNECTIONS (CAPS/PLUGS).
 5. A HEATED FIRE RISER ROOM WITH AN EXTERIOR DOOR IS REQUIRED AND WILL BE PROVIDED. A KNOX BOX WILL BE REQUIRED ON THE RIGHT SIDE OF THE ENTRANCE TO THE FIRE RISER ROOM.

- KEY NOTES:**
- FDC WITH APPROVED KNOX CAPS
 - KNOX BOX WITH APPROVED HARDWARE
 - RISER ROOM DOOR

MATERIAL LEGEND		
LABEL	MATERIAL	COLOR/STYLE
BR-1	STEEL BALCONY RAILS	SW 7020 BLACK FOX
P-1	SMOOTH VERTICAL CEMENTITIOUS PANEL W/ REVEALS	PURE WHITE
P-2	SMOOTH VERTICAL CEMENTITIOUS PANEL W/ REVEALS	SW 7069 IRON ORE
P-3	SMOOTH VERTICAL CEMENTITIOUS PANEL W/ REVEALS	SLATE
P-4	VINTAGEWOOD SIDING CEMENTITIOUS PANEL	CEDAR
DS-1	GUTTER AND DOWNSPOUT	PAINT TO MATCH ADJACENT WALL
G-1	GLAZING	CLEAR GLAZING
GM-1	GAS METER LOCATION	PAINT TO MATCH C-1
HV-1	MECHANICAL GRILL	PAINT TO MATCH ADJACENT WALL
MTL-1	METAL FASCIA	MATTE BLACK
MTL-2	METAL PARAPET TRIM	CHARCOAL GRAY
MTL-3	CORTEN PANEL ***	RUST
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PC-2	PRECAST BASE	MEDIUM GRAY
PC-3	PRECAST HEAD AND SILL	MEDIUM GRAY
SD-1	STEEL SECTIONAL DOOR	WHITE
SS-1	ALUMINUM STOREFRONT	BLACK
SS-2	STANDING SEAM METAL ROOF	GALVALUME
ST-1	ELDORADO LEDGE STONE	GLACIER
ST-2	SPLIT EDGE WAINSCOT SILL	WHITE CLOUD
TR-1	TRIM AND SOFFIT	SW 7069 IRON ORE
TR-2	PREFINISHED FIBER CEMENT CEDAR SOFFIT	MAPLE
TR-3	54 1/2" BELLY BAND	PURE WHITE
WD-1	VINYL WINDOW AND SLIDING DOOR FRAMES	WHITE VINYL

NOTES: *** ACCENT MATERIALS



KEY PLAN



2 BUILDING C- WEST ELEVATION 1
SCALE: 3/32" = 1'-0"



3 BUILDING C- WEST ELEVATION 2
SCALE: 3/32" = 1'-0"



1 BUILDING C- SOUTH ELEVATION
SCALE: 3/32" = 1'-0"



LONA | SITE PLAN
6TH AVENUE & GUN CLUB ROAD
AURORA, COLORADO

APPLICANT:
FDG LONA ASSOCIATES, LLC
240 ST PAUL ST.
SUITE. 400
DENVER CO 80206

NOT FOR
CONSTRUCTION

DATE:
01 SP - 09/07/2021
02 SP - 12/08/2021

SHEET TITLE:
BUILDING D -
ELEVATIONS

CODES - APARTMENTS BUILDINGS

2015 INTERNATIONAL BUILDING CODE (IBC)
2015 INTERNATIONAL MECHANICAL CODE (IMC)
2015 INTERNATIONAL FIRE CODE (IFC)
2015 INTERNATIONAL PLUMBING CODE (IPC)
2015 INTERNATIONAL ENERGY CONSERVATION CODE (IECC)
2020 NATIONAL ELECTRICAL CODE (NEC)

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NOTES:

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KEY NOTES:

- FDC WITH APPROVED KNOX CAPS
- KNOX BOX WITH APPROVED HARDWARE
- RISER ROOM DOOR

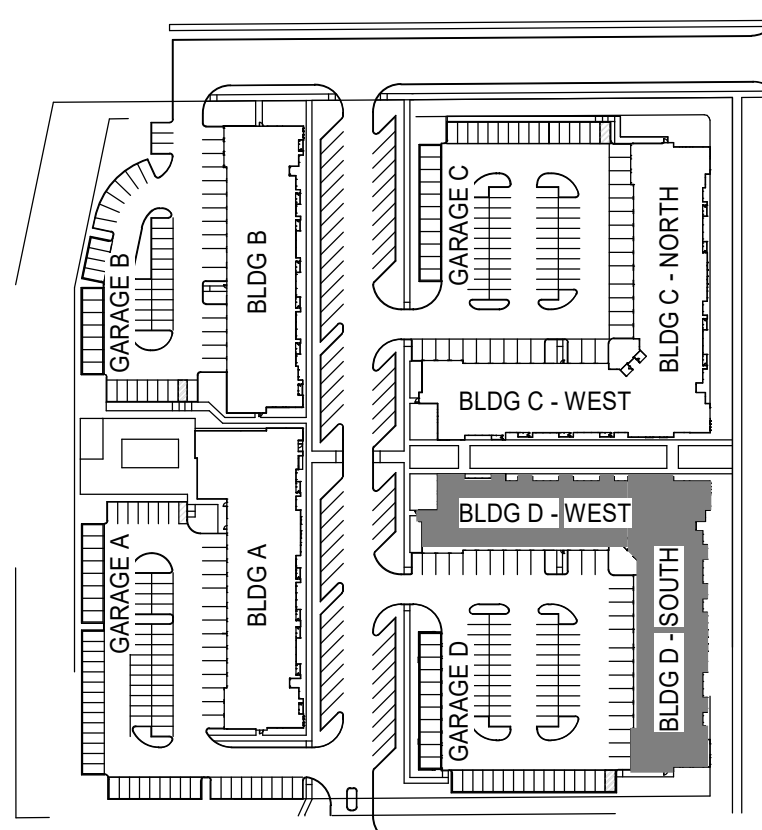
MATERIAL LEGEND		
LABEL	MATERIAL	COLOR/STYLE
BR-1	STEEL BALCONY RAILS	SW 7020 BLACK FOX
P-1	SMOOTH VERTICAL CEMENTITIOUS PANEL W/ REVEALS	PURE WHITE
P-2	SMOOTH VERTICAL CEMENTITIOUS PANEL W/ REVEALS	SW 7069 IRON ORE
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DS-1	GUTTER AND DOWNSPOUT	PAINT TO MATCH ADJACENT WALL
G-1	GLAZING	CLEAR GLAZING
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SS-1	STANDING SEAM METAL ROOF	GALVALUME
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TR-1	TRIM AND SOFFIT	SW 7069 IRON ORE
TR-2	PREFINISHED FIEBER CEMENT CEDAR SOFFIT	MAPLE
TR-3	54 1/2" BELLY BAND	PURE WHITE
WD-1	VINYL WINDOW AND SLIDING DOOR FRAMES	WHITE VINYL
NOTES: *** ACCENT MATERIALS		



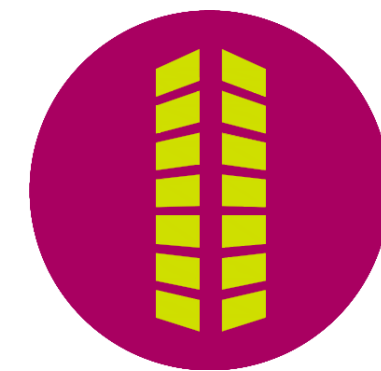
The location of the FDC, Knox Boxes & Riser Room Door on building D, has been annotated with the requested symbols. For labels / identification each building elevations sheets have a reference legend.

Building D please show the location of the FDC, Knox Boxes & Riser Room Door on Elevation Sheets.

- Identify the FDC as a Y symbol and label with the following example: "FDC with approved Knox Caps."
- Identify the Knox Box as an X within a box symbol and label with the following example: "Knox Box with approved hardware."
- Identify the Riser Room Door and label: Rise Room Door.



KEY PLAN



LONA | SITE PLAN
6TH AVENUE & GUN CLUB ROAD
AURORA, COLORADO

APPLICANT:
FDG LONA ASSOCIATES, LLC
240 ST PAUL ST.
SUITE. 400
DENVER CO 80206

NOT FOR
CONSTRUCTION

DATE:
01 SP - 09/07/2021
02 SP - 12/08/2021

SHEET TITLE:
GARAGES- ELEVATIONS

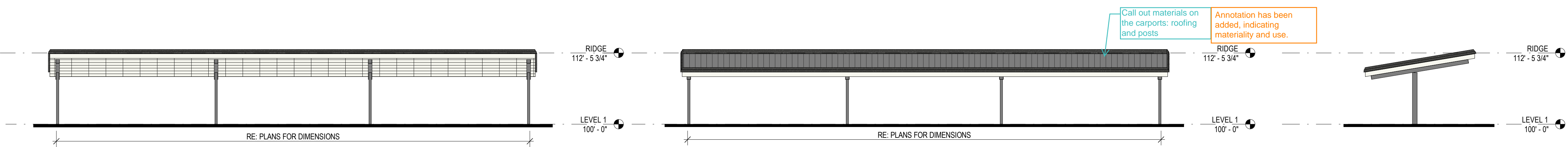
CODES - APARTMENTS BUILDINGS
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2015 INTERNATIONAL FIRE CODE (IFC)
2015 INTERNATIONAL PLUMBING CODE (IPC)
2015 INTERNATIONAL ENERGY CONSERVATION CODE (IECC)
2020 NATIONAL ELECTRICAL CODE (NEC)
OCCUPANCY CLASS: U PER SECTION 310.4
CONSTRUCTION CLASSIFICATION: TYPE VB PER SECTION 601

- NOTES:**
1. ALL WALL-MOUNTED VENTS AND MECHANICAL TO BE PAINTED TO MATCH FIELD COLOR OR SHIELDED BY A SCREEN WALL TO BE PAINTED TO MATCH THE FIELD COLOR.
 2. ALL VISIBLE GUTTERS AND DOWNSPOUTS TO MATCH OR COMPLEMENT FIELD COLOR.
 3. BUILDING ADDRESS: BUILDINGS WILL BE LABELED A-D WITH THE CURRENT ADDRESS. ALL BUILDINGS OR STRUCTURES, EXCEPT ACCESSORY BUILDINGS, SHALL DISPLAY THE PROPER BUILDING NUMBER IN THE MANNER PROVIDED IN THIS ARTICLE.
 4. APPROVED KNOX HARDWARE IS REQUIRED AT THE MAIN ENTRY OF THE STRUCTURE. AT THE EXTERIOR DOOR OF A FIRE RISER/FIRE PUMP ROOM AND AT THE FIRE DEPARTMENT CONNECTIONS (CAPS/PLUGS).
 5. A HEATED FIRE RISER ROOM WITH AN EXTERIOR DOOR IS REQUIRED AND WILL BE PROVIDED. A KNOX BOX WILL BE REQUIRED ON THE RIGHT SIDE OF THE ENTRANCE TO THE FIRE RISER ROOM.

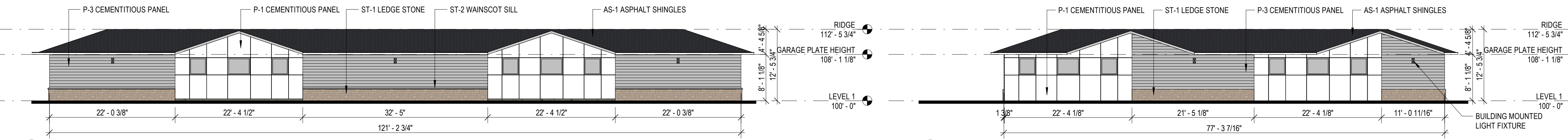
- KEY NOTES:**
- ⋈ FDC WITH APPROVED KNOX CAPS
 - ⋈ KNOX BOX WITH APPROVED HARDWARE
 - ⋈ RISER ROOM DOOR

MATERIAL LEGEND		
LABEL	MATERIAL	COLOR/STYLE
BR-1	STEEL BALCONY RAILS	SW 7020 BLACK FOX
P-1	SMOOTH VERTICAL CEMENTITIOUS PANEL W/ REVEALS	PURE WHITE
P-2	SMOOTH VERTICAL CEMENTITIOUS PANEL W/ REVEALS	SW 7069 IRON ORE
P-3	SMOOTH VERTICAL CEMENTITIOUS PANEL W/ REVEALS	SLATE
P-4	VINTAGEWOOD SIDING CEMENTITIOUS PANEL	CEDAR
DS-1	GUTTER AND DOWNSPOUT	PAINT TO MATCH ADJACENT WALL
G-1	GLAZING	CLEAR GLAZING
GM-1	GAS METER LOCATION	PAINT TO MATCH C-1
HV-1	MECHANICAL GRILL	PAINT TO MATCH ADJACENT WALL
MTL-1	METAL FASCIA	MATTE BLACK
MTL-2	METAL PARAPET TRIM	CHARCOAL GRAY
MTL-3	CORTEN PANEL ***	RUST
PC-1	PRECAST COPING	MEDIUM GRAY
PC-2	PRECAST BASE	MEDIUM GRAY
PC-3	PRECAST HEAD AND SILL	MEDIUM GRAY
SD-1	STEEL SECTIONAL DOOR	WHITE
SS-1	ALUMINUM STOREFRONT	BLACK
SS-2	STANDING SEAM METAL ROOF	GALVALUME
ST-1	ELDORADO LEDGE STONE	GLACIER
ST-2	SPLIT EDGE WAINSCOT SILL	WHITE CLOUD
TR-1	TRIM AND SOFFIT	SW 7069 IRON ORE
TR-2	PREFINISHED FIBER CEMENT CEDAR SOFFIT	MAPLE
TR-3	54 1/2" BELLY BAND	PURE WHITE
WD-1	VINYL WINDOW AND SLIDING DOOR FRAMES	WHITE VINYL

NOTES: *** ACCENT MATERIALS



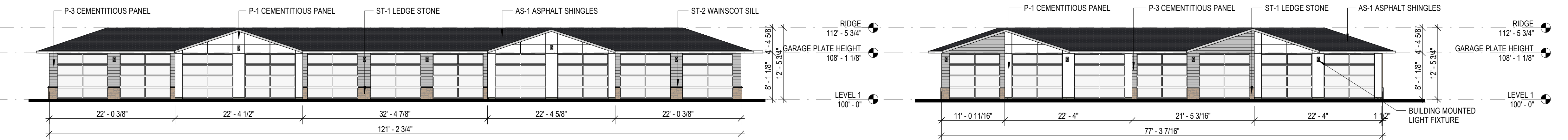
17 CARPORT FRONT ELEVATION SCALE: 3/32" = 1'-0"
18 CARPORT BACK ELEVATION SCALE: 3/32" = 1'-0"
19 CARPORT SIDE ELEVATION SCALE: 3/32" = 1'-0"



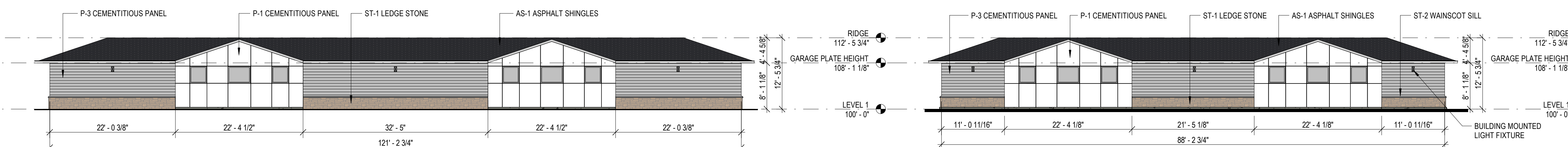
16 GARAGE D- WEST ELEV SCALE: 3/32" = 1'-0"
14 GARAGE D- NORTH ELEV SCALE: 3/32" = 1'-0"
15 GARAGE D- SOUTH ELEV SCALE: 3/32" = 1'-0"



8 GARAGE B- WEST ELEV SCALE: 3/32" = 1'-0"
6 GARAGE B- NORTH ELEV SCALE: 3/32" = 1'-0"
7 GARAGE B- SOUTH ELEV SCALE: 3/32" = 1'-0"



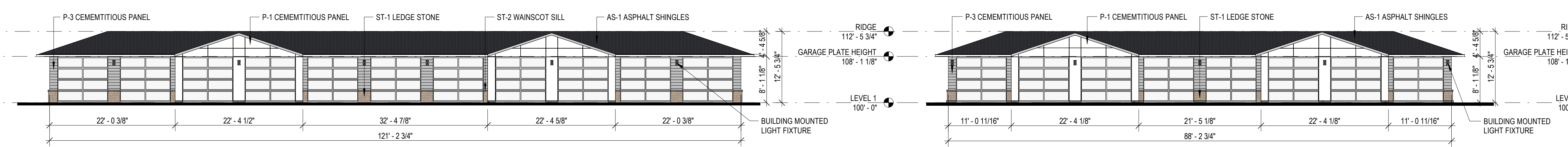
13 GARAGE D- EAST ELEV SCALE: 3/32" = 1'-0"
5 GARAGE B- EAST ELEV SCALE: 3/32" = 1'-0"



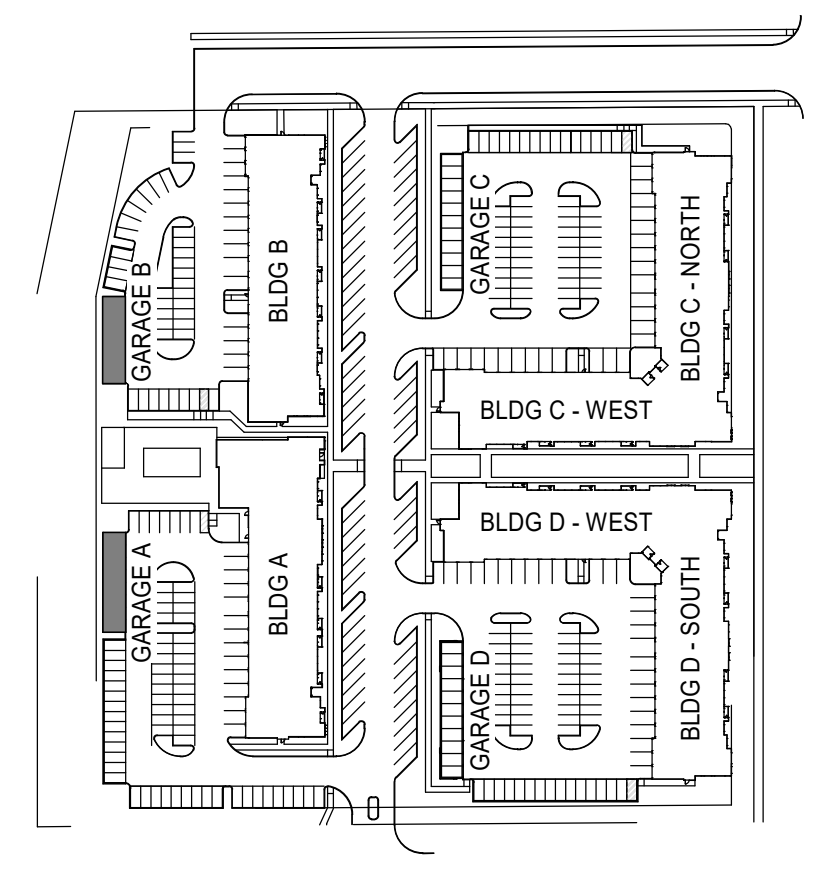
12 GARAGE C- WEST ELEV SCALE: 3/32" = 1'-0"
4 GARAGE A- WEST ELEV SCALE: 3/32" = 1'-0"



10 GARAGE C- NORTH ELEV SCALE: 3/32" = 1'-0"
11 GARAGE C- SOUTH ELEV SCALE: 3/32" = 1'-0"
2 GARAGE A- NORTH ELEV SCALE: 3/32" = 1'-0"
3 GARAGE A- SOUTH ELEV SCALE: 3/32" = 1'-0"



9 GARAGE C- EAST ELEV SCALE: 3/32" = 1'-0"
1 GARAGE A- EAST ELEV SCALE: 3/32" = 1'-0"



KEY PLAN



CODES - APARTMENTS BUILDINGS
2015 INTERNATIONAL BUILDING CODE (IBC)
2015 INTERNATIONAL MECHANICAL CODE (IMC)
2015 INTERNATIONAL FIRE CODE (IFC)
2015 INTERNATIONAL PLUMBING CODE (IPC)
2015 INTERNATIONAL ENERGY CONSERVATION CODE (IECC)
2020 NATIONAL ELECTRICAL CODE (NEC)

OCCUPANCY CLASS: S-1 PER SECTION 310.4
CONSTRUCTION CLASSIFICATION: TYPE VB PER SECTION 601

- NOTES:**
1. ALL WALL-MOUNTED VENTS AND MECHANICAL TO BE PAINTED TO MATCH FIELD COLOR OR SHIELDED BY A SCREEN WALL TO BE PAINTED TO MATCH THE FIELD COLOR.
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NOTES: *** ACCENT MATERIALS

THIS SHEET WAS REMOVED FROM THIS
SUBMTITAL. POOL EQUIPMNT AND
MAINTENANCE COMBINED WITH GARAGES ON
PERVIOUS SHEET - GALLOWAY





Traffic Impact Study

Vista Creek
Aurora, CO

Prepared for:

Forum Real Estate

Kimley-Horn

2nd Referral Comments 1.25.22:

1) A smaller number of reviewer comments remain including:

a) Figure 2 needs to say Figure 2

This figure previously had Figure 2 identified but it was blended in with the document. We have provided this site plan within a Kimley-Horn border with typical Figure annotation in the revised traffic study.

b) Trip Generation Table 1 should include trip rates as well as estimates.

It should be noted that fitted curve equations were appropriately utilized in the traffic study based on the flow chart procedures in ITE Trip Generation. With that being said, average rate information was provided as well but only for informational purposes as the average rates were not used in the analysis.

c) A possible error in Trip Distribution percentages in Figure 8 which would influence trip assignment and LOS.

This is due to 25% of project traffic utilizing the future realigned intersection of Colfax Avenue and Gun Club Road while bypassing the Colfax Avenue and I-70 Frontage Road intersection. Trip distribution Figure 8 has been modified to more effectively identify the trip distribution on the future intersection of Colfax Avenue and Gun Club Road.

d) There remain questions and a lack of clarity about why future traffic on area roadways is projected to be so different from NEATS projections.

Traffic volumes from the Aurora Crossroads traffic study were used as background traffic volumes in 2045 to align more closely to traffic projections in the NEATS study. Based on existing volumes and future development of FDP, Cross Creek, Lamar Landing, Aurora Crossroads, and the current proposal, it is believed that traffic volumes along Gun Club Road will exceed the projections in the NEATS study. However, the traffic volumes along Gun Club Road in the revised traffic study no longer double the NEATS projections. It is agreed that travel patterns will shift with the future extension of 6th Parkway to the east and additional interchange access to I-70 to the northeast. However, it is believed that using the traffic volumes from the Aurora Crossroads study as background traffic is appropriate as this provides a conservative analysis, whereas, reducing traffic volumes along Gun Club Road in 2045 to be less than the 2024 horizon does not seem appropriate.

e) There remains confusion about improvements identified in the report and whether their need is generated by the project or other background considerations.

Additional discussion for project related improvements has been provided in the revised traffic study. Further, the recommended lane configuration and control figures now isolates project related improvements from other improvements in the revised traffic study.

4) See comments throughout and summation at the end.

Thank you for providing comments to the traffic study. Please see individual responses throughout this document.

T R A F F I C I M P A C T S T U D Y

Vista Creek Multi-Family

Aurora, Colorado

Prepared for
Forum Real Estate Group, LLC
4500 Cherry Creek Drive South
Suite 550
Glendale, Colorado 80246

Prepared by
Kimley-Horn and Associates, Inc.
4582 South Ulster Street
Suite 1500
Denver, Colorado 80237
(303) 228-2300



December 2021

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

On the prior page it would be helpful if the graphic stated "Figure 2".

This figure previously had Figure 2 identified but it was blended in with the document. We have provided this site plan within a Kimley-Horn border with typical Figure annotation in the revised traffic study.

3.1 Existing Study Area

The existing site is comprised of vacant land. The project location is mainly surrounded by vacant land with some residential housing to the east. To the south is the proposed Lamar Landing Subdivision and directly to the east are multifamily homes. The project site backs up to E-470 to the west. Buckley Air Force Base is located in the extended area west of the project.

3.2 Existing Roadway Network

6th Parkway provides one through lane eastbound and westbound with a 45 mile per hour posted speed. Gun Club Road provides one lane of travel in each direction, northbound and southbound, with a speed limit of 45 miles per hour. 6th Parkway and Gun Club Road both provide a striped centerline and a left turn lane at 5th Avenue along Gun Club Road. The east leg of 6th Parkway at Gun Club Road provides a raised median and is built to the ultimate configuration of three through lanes in each direction. 5th Avenue and 6th Avenue both are collector streets extending eastbound and westbound with one through lane of travel in each direction.

Previously the reviewer had identified concerns about how much higher background traffic volumes were compared to estimations in the NEATS study. This section provides much more detail which is appreciated, but it is still unclear exactly why the projections for future traffic will be so much higher than NEATS. See Comments for more detail on this concern.

3.3 Existing Traffic Volumes

Existing turning movement counts

21, 2021 during the morning and afternoon peak hours with the exception of the counts at the

interchange at Stage Road which were collected on

Wednesday, 10/21/2021 using the City of Aurora

requirements. Counts were conducted in 15-minute

intervals for adjacent street traffic from 7:00 AM to

9:00 AM. Existing intersection traffic volumes are

shown in **Appendix A**.

3.4

To develop background traffic volumes from the *Lamar Landing*

Subdivision, Kimley-Horn & Associates in September 2020

were used to meet the City of Aurora growth requirement

to 2045. The study included site traffic volumes from the

E-470 and 6th Parkway interchange area and the City of Aurora standard annual growth

rate of two percent annually. Avenue and Gun Club Road while

increasing to balance with the traffic volumes

from the Aurora Crossroads development is

anticipated to be completed by 2030; therefore, 2040 total traffic volumes from the *Aurora*

Crossroads Traffic Impact Study completed in November 2020 were used as a basis for

developing 2045 background traffic volumes in this study. Several 2040 traffic volumes from the

Aurora Crossroads traffic study were increased to account for future development of FDP, Cross

Creek, and Lamar Landing, and then the eastbound and westbound through movements were

grown the City of Aurora requirement of two percent annually to develop 2045 background traffic

volumes. It should be noted that traffic volume projections along 6th Parkway from the Aurora

Crossroads traffic study align to the Northeast Area Transportation Study Refresh (NEATS

Refresh) traffic volume projections. However, based on existing volumes and future development

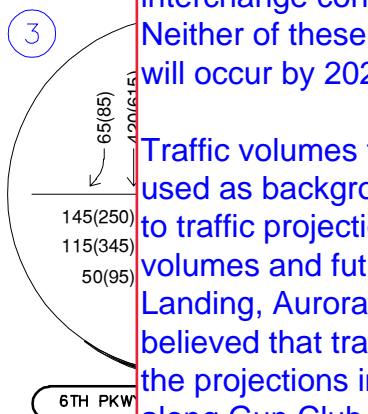
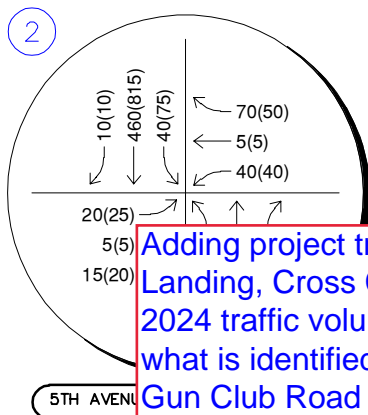
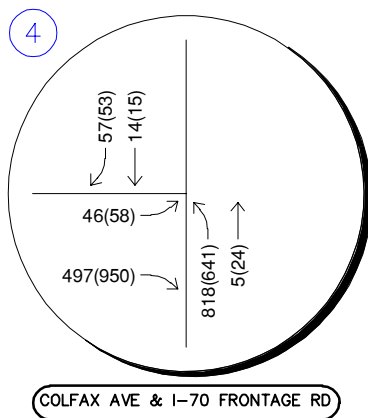
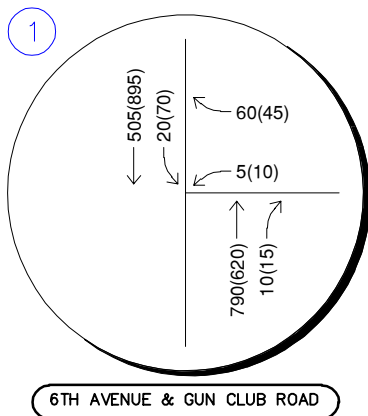
of FDP, Cross Creek, Lamar Landing, Aurora Crossroads, and the current proposal, it is believed

that traffic volumes along Gun Club Road will exceed the projections in the NEATS study.

Applicable traffic study documents from the Lamar Landing Subdivision, Cross Creek, E-470 and

6th Pkwy FDP, and Aurora Crossroads developments are included in **Appendix B**. Background

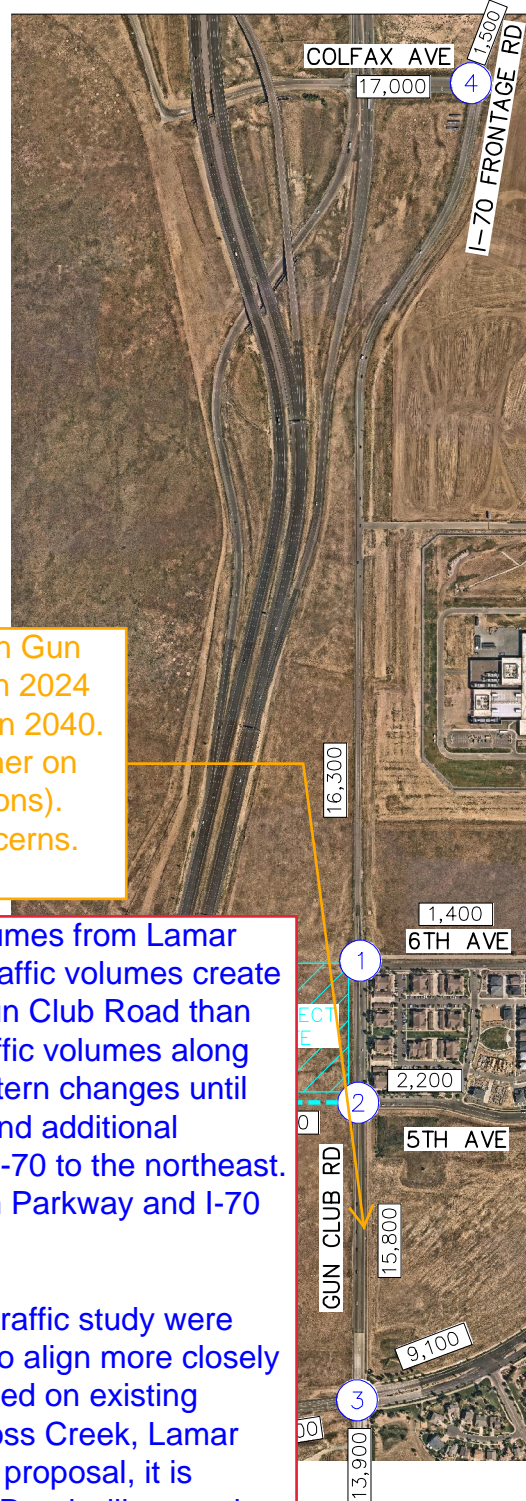
traffic volumes for 2024 and 2045 are shown in **Figures 5** and **6**, respectively.



Both volumes shown on Gun Club Road are higher in 2024 than NEATS plans for in 2040. Numbers are even higher on Figure 6 (2045 projections). See comments for concerns.

Adding project traffic volumes plus traffic volumes from Lamar Landing, Cross Creek, and FDP to existing traffic volumes create 2024 traffic volumes that are higher along Gun Club Road than what is identified for 2040 in NEATS. The traffic volumes along Gun Club Road will not experience travel pattern changes until 6th Parkway is extended further to the east and additional interchange connections are provided along I-70 to the northeast. Neither of these infrastructure changes to 6th Parkway and I-70 will occur by 2024.

Traffic volumes from the Aurora Crossroads traffic study were used as background traffic volumes in 2045 to align more closely to traffic projections in the NEATS study. Based on existing volumes and future development of FDP, Cross Creek, Lamar Landing, Aurora Crossroads, and the current proposal, it is believed that traffic volumes along Gun Club Road will exceed the projections in the NEATS study. However, the traffic volumes along Gun Club Road in the revised traffic study no longer double the NEATS projections. It is agreed that travel patterns will shift with the future extension of 6th Parkway to the east and additional interchange access to I-70 to the northeast. However, it is believed that using the traffic volumes from the Aurora Crossroads study as background traffic is appropriate as this provides a conservative analysis, whereas, reducing traffic volumes along Gun Club Road in 2045 to be less than the 2024 horizon does not seem appropriate.



Intersection
Traffic Volumes
Traffic Volume

5

Horn

VISTA
AURORA
2024

4.0 PROJECT TRAFFIC CHARACTERISTICS

4.1 Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*¹ published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. For this study, Kimley-Horn used the ITE Trip Generation Report fitted curve equations that applies to Multifamily Mid-Rise Housing (ITE Land Use Code 221) for traffic associated with the development.

COA TIS guidelines require trip rates as well as estimates in this Table.

Vista Creek Multi-Family is expected to generate approximately 1,732 weekday daily trips, with 106 of these trips occurring during the afternoon peak hour. Average trips rates have been provided in addition to the appropriate utilized fitted curve equations. The trip generation worksheets are included in **Appendix C**.

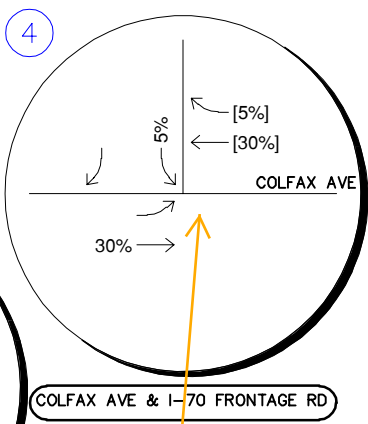
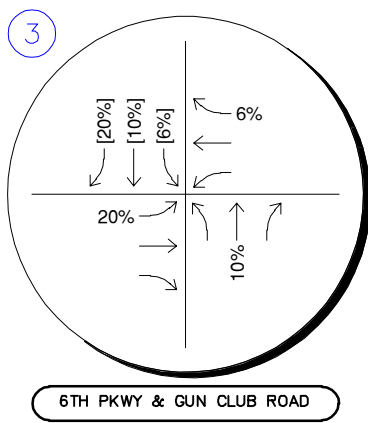
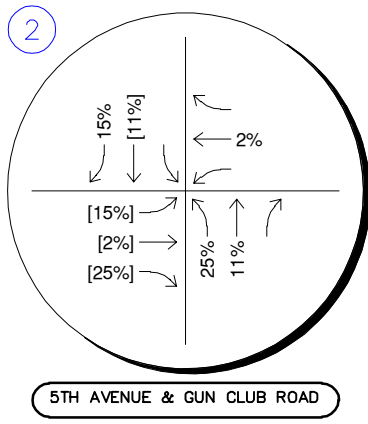
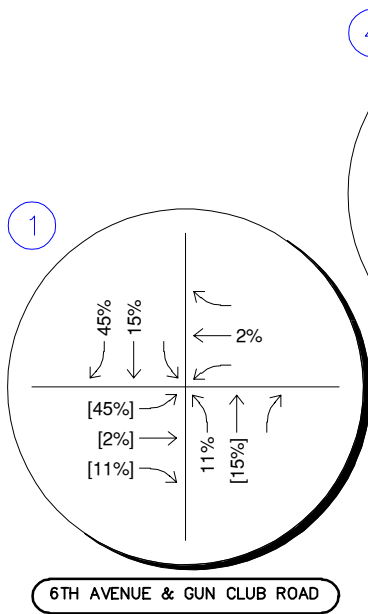
Table 1 – Vista Creek Multi-Family Traffic Generation

Land Use and Size	Weekday Vehicle Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise) (221) – 318 Dwelling Units	1,732	28	78	106	82	53	135

4.2 Trip Distribution

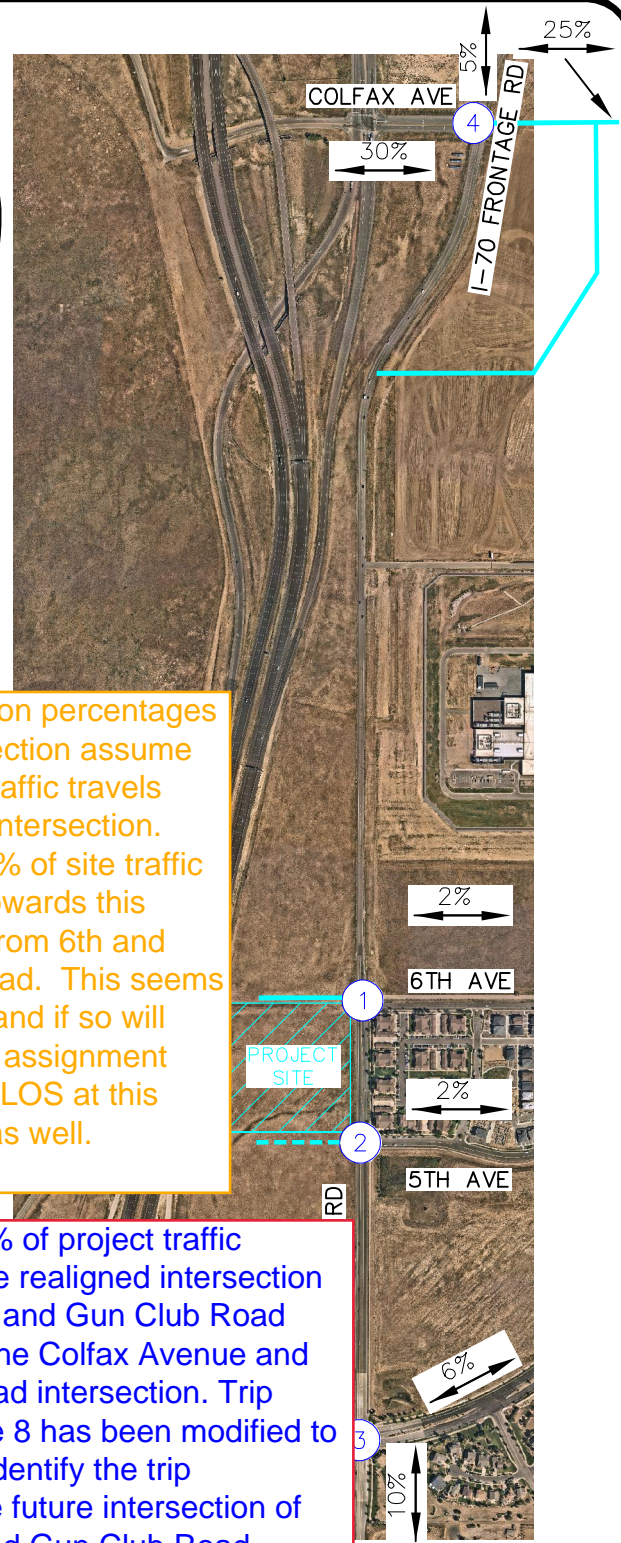
Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, existing and anticipated surrounding demographic information, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. Two project distributions were provided due to the proposed future realignment of the intersection of Colfax Avenue and I-70 Frontage Road/Gun

¹ Institute of Transportation Engineers, *Trip Generation Manual*, Tenth Edition, Washington DC, 2017.



The distribution percentages at this intersection assume 35% of site traffic travels through this intersection. However, 60% of site traffic is traveling towards this intersection from 6th and Gun Club Road. This seems like an error and if so will influence trip assignment and possibly LOS at this intersection as well.

This is due to 25% of project traffic utilizing the future realigned intersection of Colfax Avenue and Gun Club Road while bypassing the Colfax Avenue and I-70 Frontage Road intersection. Trip distribution Figure 8 has been modified to more effectively identify the trip distribution on the future intersection of Colfax Avenue and Gun Club Road.



VISTA CREEK MULTI-FAMILY
AURORA, COLORADO
2045 PROJECT TRIP DISTRIBUTION

- (X) Study Area Key Intersection
- XX% External Trip Distribution Percentage
- XX%[XX%] Entering[Exiting] Trip Distribution Percentage

FIGURE 8



By 2045, Gun Club Road is expected to be constructed to the ultimate street section of two through lanes in each direction. A four-hour signal warrant evaluation was conducted at this intersection, and it was determined that a signal is anticipated to be warranted with 2045 total traffic projections, due to the traffic on the east leg from the Cross Creek development. Signal warrant analysis worksheets are included in **Appendix F**. Therefore, signalization may be needed by 2045 which is consistent with the Aurora Crossroads study. If signalized, the eastbound and westbound approaches of this intersection should provide designated left turn lanes. With these improvements the intersection is anticipated to operate acceptably overall throughout 2045. However, some movements are anticipated at LOS E which is typical due to the 120 second cycle length and the time needed to trigger green from the minor approaches, as well as the low duration of green time provided on the minor approach. **Table 3** provides the results of the LOS analysis conducted at this intersection.

Table 3 – 6th Avenue & Gun Club Road LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Existing				
Westbound Approach	12.4	B	11.8	B
Southbound Left	8.5	A	8.4	A
2024 Background #				
Westbound Approach	17.3	C	15.6	C
Southbound Left	9.7	A	9.8	A
2024 Background Plus Project #*				
Northbound Left	8.5	A	10.5	B
Eastbound Approach	22.3	C	28.0	D
Westbound Approach	17.6	C	18.2	C
Southbound Left	9.7	A	9.4	A
2045 Background #*\$				
Westbound Approach	9.0	A	5.7	A
Westbound Left	57.1	E	60.2	E
Westbound Right	59.9	E	62.3	E
Northbound Approach	50.0	D	57.1	E
Northbound Through	3.7	A	0.3	A
Northbound Right	3.8	A	0.3	A
Southbound Approach	2.6	A	0.2	A
Southbound Left	3.8	A	3.3	A
Southbound Through	9.2	A	4.5	A
	3.1	A	3.1	A

I don't think the * should be included here since no site traffic and no west leg @ intersection

5th Avenue and Gun Club Road

5th Avenue and Gun Club Road is a three-leg stop controlled intersection with a stop sign on the westbound approach. The intersection movements operate acceptably at LOS B or better during both peak hours under existing conditions. The west leg of this intersection will be constructed with the Lamar Landing Subdivision development along with a northbound left turn lane. With stop control along the eastbound and westbound approaches of this intersection, the westbound approach is expected to operate with LOS F during the afternoon peak hour in 2024. As such, a four-hour signal warrant evaluation was conducted at this intersection and it was determined that a signal is anticipated to be warranted with 2024 total traffic projections. Signal warrant analysis worksheets are included in **Appendix F**. It should be noted that signalization is triggered on the east leg of this intersection with adjacent development traffic volumes. With signalization implementation of an eastbound and westbound left turn lane is recommended to avoid split phasing the intersection and to avoid left turn movements blocking through movements. With these improvements, this intersection is expected to operate acceptably with LOS B during both peak hours 2024.

By 2045, Gun Club Road is expected to be constructed to the ultimate street section of two through lanes in each direction. With two through lanes in each direction along Gun Club Road and signalization, this intersection is anticipated to operate acceptably at LOS A during both peak hours in 2045. However, some movements are anticipated at LOS E which is typical due to the 120 second cycle length because of the low duration of green time provided on the minor approach. **Table 4** provides the results of the LOS analysis conducted at this intersection.

This implies that a signal is warranted in 2024 (with or without the Lamar Landing Traffic?) but LOS summarized in Table 4 does not show signalization or signalized geometry for the Background condition.

Signalization has been provided with the background condition in 2024. Typically, we like to show a condition of how an intersection will operate without any improvements.

Table 4 – 5th Avenue & Gun Club Road LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Existing				
Westbound Approach	11.4	B	12.6	B
Southbound Left	8.5	A	8.1	A
2024 Background				
Northbound Left	8.5	A	10.1	B
Eastbound Approach	21.5	C	33.2	D
Westbound Approach	21.8	C	36.8	E
Southbound Left	10.3	B	9.3	A
2024 Background Plus Project				
Northbound Left	8.5	A	10.3	B
Eastbound Approach	23.6	C	42.7	E
Westbound Approach	23.2	C	55.7	F
Southbound Left	10.3	B	9.3	A
2024 Background Plus Project #				
Eastbound Approach	10.5	B	14.7	B
Eastbound Left	40.5	D	42.2	D
Eastbound Through/Right	37.8	D	38.8	D
Westbound Approach	42.6	D	45.0	D
Westbound Left	44.3	D	44.2	D
Westbound Through/Right	37.5	D	38.6	D
Northbound Approach	47.8	D	48.1	D
Northbound Left	4.2	A	9.5	A
Northbound Through/Right	5.0	A	9.5	A
Southbound Approach	4.1	A	9.5	A
Southbound Left	8.0	A	13.3	B
Southbound Through/Right	4.9	A	5.9	A
2045 Background \$				
Northbound Left	8.5	A	10.5	B
Eastbound Approach	19.2	C	26.4	D
Westbound Approach	20.4	C	24.1	C
Southbound Left	9.6	A	9.5	A
2045 Background Plus Project # \$				
Eastbound Approach	6.3	A	5.2	A
Eastbound Left	53.2	D	58.7	E
Eastbound Through/Right	50.5	D	53.1	D
Westbound Approach	55.2	E	63.0	E
Westbound Left	58.0	E	59.0	E
Westbound Through/Right	48.9	D	52.0	D
Northbound Approach	62.3	E	63.9	E
Northbound Left	1.3	A	1.2	A
Northbound Through/Right	4.3	A	3.8	A
Southbound Approach	1.2	A	1.0	A
Southbound Left	1			
Southbound Through	4			
	0			

= Signalized with Separate NB/EB/WB Left Turn Lanes
\$ = Two NB and SB Through Lanes

Confusing description of Background conditions. If signal is warranted and assumed installed in 2024, then why doesn't 2045 Background conditions include signal?

Signalized condition has been provided in the 2045 background scenario in the revised traffic study.

Based on the 2024 traffic volume projections, turn lane requirements at the project access intersections along 6th Parkway and Gun Club Road are as follows:

6th Avenue and Gun Club Road

- A northbound left turn lane **is** warranted for the Gun Club Road and 6th Avenue intersection based on projected 2024 background plus project traffic volumes being 10 northbound left turns during the peak hour and the threshold being 10 vph.
- A southbound left turn lane **is** warranted for the Gun Club Road and 6th Avenue intersection based on projected 2024 background traffic volumes being 70 southbound left turns during the peak hour and the threshold being 10 vph. It is recommended that this lane be constructed to 275 feet with a 160-foot taper. It is recommended that this lane be constructed to 275 feet with a 160-foot taper.
- A southbound right turn lane **is** warranted for the Gun Club Road and 6th Avenue intersection based on projected 2024 background plus project traffic volumes being 33 southbound right turns during the peak hour and the threshold being 25 vph. It is recommended that this lane be constructed to 275 feet with a 160-foot taper.

5th Avenue and Gun Club Road

- A northbound left turn lane **is** warranted for the Gun Club Road and 5th Avenue intersection based on projected 2024 background plus project traffic volumes being 10 northbound left turns during the peak hour and the threshold being 10 vph. Subdivision development will provide a northbound left turn lane for the project in 2022. It is recommended that this lane be constructed to 275 feet with a 160-foot taper.
- A southbound right turn lane **is not** warranted for the Gun Club Road and 5th Avenue intersection based on projected 2024 background plus project traffic volumes being 22 southbound right turns during the peak hour and the threshold being 25 vph.

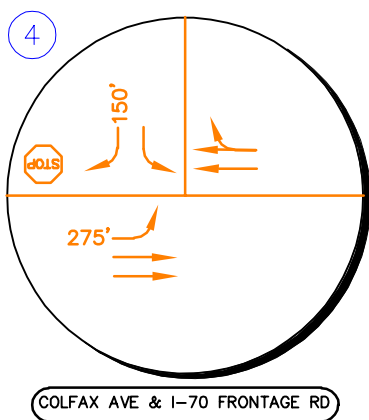
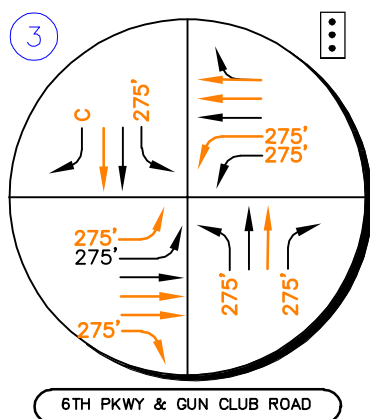
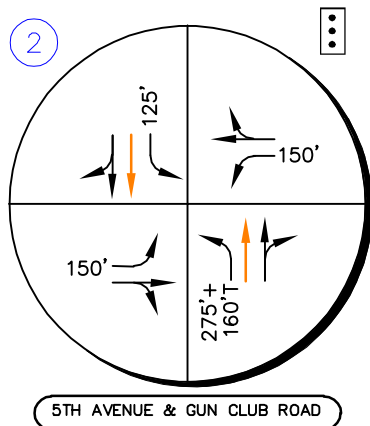
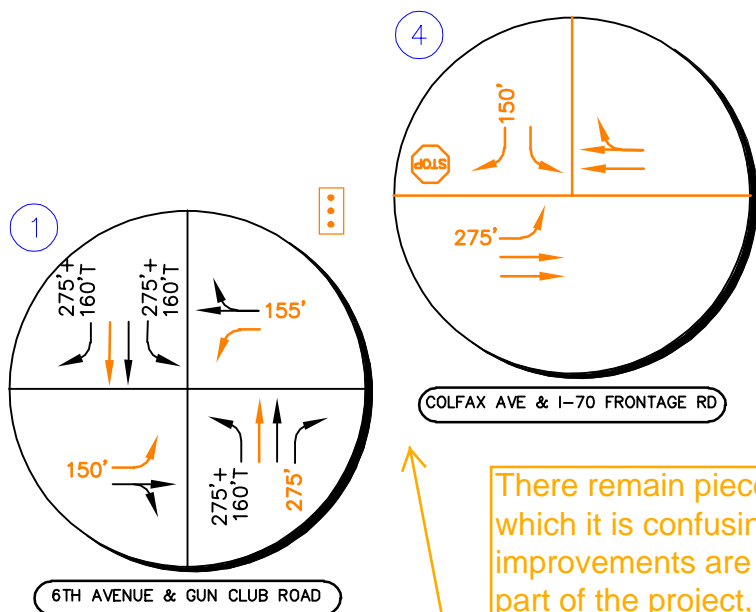
Correct, this was identified in this paragraph. This northbound left turn has been evaluated appropriately in the background condition of the revised traffic study.

Isn't the NB left turn lane warranted based on Background (rather than Background plus Project)? Isn't it being constructed as part of Lamar Landing?

5.4 V
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6th Parkway and Gun Club Road has been provided in the revised traffic study. Timing of improvements has been provided in the analysis scenarios.

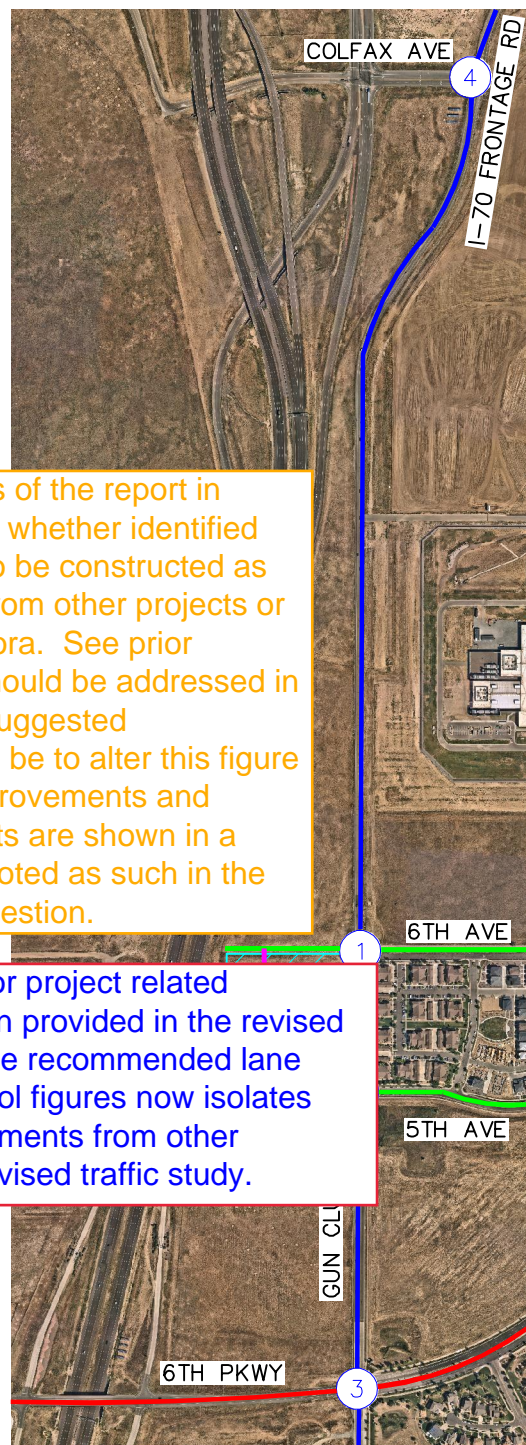
are shown in the following Table 7 with calculations provided within the level of service operational

Shouldn't 6th Parkway and Gun Club be discussed in this section? Volumes suggested the SB right turn lane may be needed under 2024 Background, but the LOS analysis suggests it is present only under 2024 Background with Project. Some clarity in this section about when exactly it is warranted would be valuable to the reader.



There remain pieces of the report in which it is confusing whether identified improvements are to be constructed as part of the project, from other projects or from the City of Aurora. See prior comments. They should be addressed in those areas, but a suggested enhancement would be to alter this figure so that "project" improvements and "other" improvements are shown in a different color and noted as such in the legend. Just a suggestion.

Additional discussion for project related improvements has been provided in the revised traffic study. Further, the recommended lane configuration and control figures now isolates project related improvements from other improvements in the revised traffic study.



VISTA CREEK MULTI-FAMILY
AURORA, COLORADO
2045 RECOMMENDED GEOMETRY

LEGEND	
(X)	Study Area Key Intersection
(STOP)	Stop Controlled Approach
(Signalized)	Signalized Intersection
C	Continuous Turn Lane
100'	Turn Lane Length (feet)
Orange arrow	Improvements
Red line	Major Arterial
Blue line	Minor Arterial
Green line	Collector Street
Pink line	Local Street

FIGURE 14

6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, Kimley-Horn believes Vista Creek Multi-Family will be successfully incorporated into the existing and future roadway network. Analysis of the existing street network, the proposed project development, and expected traffic volumes resulted in the following conclusions and recommendations:

2024 Recommendations

- With buildout of the project, the west leg will be constructed at the intersection of 6th Avenue and Gun Club Road and will provide access to the project. A single exiting eastbound lane should be sufficient at this intersection; however, sufficient pavement width should be reserved for a separate left turn lane due to the possibility of future signalization triggered by traffic volumes on the east leg of this intersection. It is recommended that a R1-1 "STOP" sign be installed at the eastbound approach of the 6th Avenue and Gun Club Road intersection. A northbound and southbound left turn lane and a southbound right turn lane should be implemented at the 6th Avenue and Gun Club Road intersection. To meet City of Aurora turn lane length requirements which default to CDOT standards, these three turn lanes should provide 275 feet of length plus a 160-foot taper. Of note, the existing southbound left turn volumes warrant a turn lane with City of Aurora standards.
- It is anticipated that the proposed adjacent development to the south, Lamar Landing Subdivision, will be built out prior to the project and will construct the west leg and a northbound left turn lane at the 5th Avenue and Gun Club Road intersection. Signalization at the intersection of 5th Avenue and Gun Club Road is anticipated to be implemented by 2024; therefore, signalization is anticipated by 2024. If signalized, the eastbound and westbound lanes should provide 150-foot designated left turn lanes and a southbound right turn lane.
- It is recommended that the eastbound left turn lane at the intersection of 6th Avenue and Gun Club Road be extended from 125 feet to 275 feet. A southbound right turn lane should also be constructed at this intersection.

Additional discussion for project related improvements has been provided in the revised traffic study. Further, the recommended lane configuration and control figures now isolates project related improvements from other improvements in the revised traffic study.

This is an example of where clarity about what triggers an improvement and who is intended to construct an improvement would be beneficial. The LOS summary in Table 3 suggests that the SB left turn lane is constructed in "Background" and presumably not the project. The SB right and NB left turn lanes are warranted by and constructed by the project. It would also be good to note that the SB right turn lane should be constructed where it would need to be when the SB left turn lane is constructed, assuming it precedes the SB left turn lane.