

Commercial Site Plan Review	
TRAKIT Number:	SP18-047
Project Description:	A Preliminary Site Plan for a multi-lot commercial development that includes retail, restaurants, office and automotive orientated uses on Lot 1 Block 3 of the Parker Auto Plaza subdivision. The site is located at the southwest corner of Parker Road and Pine Lane.
Legal Description/ General Location:	Parker Auto Plaza F1 B3 L1
Reviewed By:	Ryan McGee
Review Date:	

Parker Auto Plaza Planned Development (PD) Zoning

Parker Auto Plaza PD zoning Section III.D.4 & 8: Minimum building setbacks: Front: 25' from public streets, Side: 25', Rear: 25'. For lots which abut Parker Road or 20 Mile Road, the front yard setback, and at least 1 side yard setback shall be considered a build-to lines. At least 3 points of the building must touch this setback line and at least 30% of the building footprint area must be within 40' of the setback line.

Standard Met: Yes No N/A Unable to Determine

Analysis: The intent of the above zoning requirement is to create meaningful, attractive and significant building architectural interest and variation at prominent site corners and along highly visible street frontages. Staff is unable to determine at this time whether the building(s) proposed on Lot(s) 1, 2, 3, 5 and 7 meets the above zoning requirement(s) and/or creates meaningful, attractive and significant building architectural interest and variation at prominent site corners and street frontages. Staff has provided a zoning analysis for each lot below:

- Lot 1: Staff is unable to determine from the site plan and building elevations submitted if meaningful, attractive and significant building architectural interest and variation is being created along the Pine Lane frontage. The building footprint on the site plan does not depict primary building wall(s) variation(s) on the north facing elevation(s) and the trellis proposed on the north side of the "Retail A" building appears to be a utility screen wall rather than a meaningful, attractive building architectural element that is required to touch the 25' setback line on Pine Lane. Please amend the site plan and building elevation(s) to meet the above requirements and create meaningful, attractive and significant building architectural interest and variation(s) along Pine Lane. Staff suggests that the plan be amended to project the center portion(s) of the building, (as well as other segments of the building) north (to touch the 25' setback line – rather than the trellis proposed). Staff requests that the applicant depict more clear and transparent glass windows on both the east and north facing elevations of the building (especially on the northeast corner) to create meaningful, attractive and significant building architectural interest and variation. Please see attached examples of other projects that accomplish architectural interest and variation.
- Lot 2: Staff is unable to determine if this requirement is being met at this time. The site plan submitted depicts one (1) point of the primary building touching the 25' setback line. The site plan depicts what appears to be an architectural element touching two (2) points of the 25' setback line however it is unclear if this architectural element will create meaningful, attractive

and significant architectural interest and variation along Parker Road. The site development plan submitted for Lot 2 will be required to meet the zoning requirements and create meaningful, attractive and significant architectural interest along Parker Road.

- Lot 3: Staff is unable to determine if this requirement is being met at this time. The site plan depicts what appears to be four (4) architectural elements touching the 25' setback line along Parker Road however it is unclear if these architectural elements will create meaningful, attractive and significant architectural interest and variation along Parker Road. The site development plan submitted for Lot 3 will be required to meet the zoning requirements and create meaningful, attractive and significant architectural interest along Parker Road.
- Lot 4: The building proposed on Lot 4 appears to meet the above requirement by creating meaningful and significant architectural interest and variation along Parker Road. The site development plan application(s) submitted for Lot 4 will be required to meet the above zoning requirements and create meaningful, attractive and significant architectural interest along Parker Road.
- Lot 5: Development on Lot 5 is not subject to the build to requirement above however staff is requesting that the building (rather than the drive through lanes) be located as close to the private access and Pine Lane corner as possible. The site plan depicts what appears to be four (4) architectural elements touching the 25' setback line along Pine Lane however it is unclear if these architectural elements will create meaningful, attractive and significant architectural interest and variation along Pine Lane. The site development plan submitted for Lot 5 will be required to create meaningful, attractive and significant architectural interest along Pine Lane.
- Lot 6: Development on Lot 6 is not subject to the build to requirements above however staff is requesting that the proposed hotel building and porte-cochere entrance face Parker Road and/or frame the internal access drives to the north to create a sense of place and an inviting image into the development on Lot 6.
- Lot 7: Staff is unable to determine if this requirement is being met at this time. The site plan depicts what appears to be one (1) point of the primary building touching the 25' setback line along 20 Mile Road. The site plan depicts what appears to be an architectural element touching two (2) points of the 25' setback line on 20 Mile Road however it is unclear if these architectural elements will create meaningful and significant architectural interest and variation along 20 Mile Road. The site development plan submitted for Lot 7 will be required to meet the zoning requirements and create meaningful, attractive and significant architectural interest along Parker Road.

Response: The proposed buildings on lots 1 and 7 touch the 25' set back. Features on the rear of the Lot 1 building have been upgraded to add significant architectural interest with articulated screen walls and colored fabric coverings between the screen wall and the building (see sheet 9 of 11).

Monument signs are located at the three entrance locations, and the northeast corner of the site. Additional landscaping is also provided at these locations (see sheet 6)

Commercial, Industrial & Multi-Family Design Standards

III.1 Site Design Standards

1.1 Adjacent Sensitivity

Intent: Protect significant natural features and resources in order to minimize the impacts of development on the environment and create open space amenities, when possible. Examples of such areas include the

Cherry Creek Corridor, Black Forest, and hillsides.

Standard Met: Yes No N/A Unable to Determine

Analysis: Please amend Sheet 6 of 10 to depict more (evergreen) trees, (dense) shrubs and attractive screen walls along the southern boundary of this parcel to beautify and increase the landscape buffer between the recreation path area(s) and the commercial development proposed.

Response: Existing recreating path is 6-ft below the Site. Screening is provided by existing retaining wall, topography, and proposed landscaping. Additional trees added adjacent to Lot 4.

1.2 Site Development

Intent: Establish a set of site design principles that will provide a cohesive framework for development. Encourage a diversity of development forms and scales by providing for a variation in site plan designs.

Standard Met: Yes No N/A Unable to Determine

Analysis: In order to meet this requirement please amend the plans for the northeast corner of the site to include a meaningful and significant landscape wall/monument sign with a formal landscape character that creates a sense of place and acknowledges that the corner is most prominent and highly visible corner of the development that should be beautified. Please also amend the plans for the north and south side of the right-in right-out on Parker Road to include a meaningful, attractive and significant landscape wall/monument sign with a formal landscape character that creates a sense of place and acknowledges that this is a prominent and highly visible entryway into the development. Please also amend the plans for the Pine Lane vehicular access into the site to include a meaningful, attractive and significant landscape wall/monument sign with a formal landscape character that creates a sense of place and acknowledges that the entrance is a prominent and highly visible entrance into the development. Please also amend the plans for the Twenty Mile Road vehicular access into the site to include a meaningful and significant landscape wall/monument sign with a formal landscape character that creates a sense of place and acknowledges that the entrance is a prominent and highly visible entrance into the development.

Response: Monument signs are located at the three entrance locations, and a new monument sign was added to the northeast corner of the site. Additional landscaping is also provided at these locations.

1.3 Building Location and Orientation

Intent: Orient primary structures to the primary street and complement existing, adjacent development to create a coordinated and visually attractive streetscape.

Standard Met: Yes No N/A Unable to Determine

Analysis: Please amend the plans for the northeast corner of the site to include a meaningful, attractive and significant landscape wall/monument sign with a formal landscape character that creates a sense of place and acknowledges that the corner is most prominent and highly visible corner of the development. Please also amend the plans for the south and north side of the right-in right-out on Parker Road to include a meaningful and significant landscape wall/monument sign with a formal landscape character that creates a sense of place and acknowledges that this is a prominent and highly visible entryway into the development. Please also amend the plans for the Pine Lane vehicular access

into the site to include a meaningful and significant landscape wall/monument sign with a formal landscape character that creates a sense of place and acknowledges that the entrance is a prominent and highly visible entrance into the development. Please also amend the plans for the Twenty Mile Road vehicular access into the site to include a meaningful and significant landscape wall/monument sign with a formal landscape character that creates a sense of place and acknowledges that the entrance is a prominent and highly visible entrance into the development.

Staff suggests that the Retail A building be amended to project the center portion(s) of the building, (as well as other segments of the building) north (to touch the 25' setback line – rather than the trellis proposed). Staff requests that the applicant depict more clear and transparent glass windows on both the east and north facing elevations of the building (especially on the northeast corner) to create meaningful, attractive and significant building architectural interest and variation. Please see attached examples of other projects that accomplish architectural interest and variation.

Please amend the plans to depicted more evergreen landscaping and a more detailed depiction of the screen wall(s) will be needed to determine the adequacy of the screening of the garage bays of the car wash proposed on Lot 4.

Response: Monument signs are located at the three entrance locations, and a new monument sign was added to the northeast corner of the site. Additional landscaping is also provided at these locations

Site is 4-ft below Parker Road and evergreen trees are proposed to screen the carwash bays from vehicles. Additional landscaping details will be provided during the final site plan phase.

1.4 Pedestrian Access

Intent: Create a safe, continuous pedestrian network that minimizes conflict with automobile movement while promoting a convenient option for pedestrian movement within and between developments. See Figures 3.5.

Standard Met: Yes No N/A Unable to Determine

Analysis: In order to meet this requirement, please amend the plans to depict detached sidewalks in the location(s) as identified on the attached redline. Please amend the plans to depict a pedestrian connection to the adjacent pedestrian/recreation path to the south. Please identify the crosswalks on the plans and key notes as scored, colored concrete.

Response: Detached sidewalks shown where possible. Additional sidewalk connections provided to link various buildings. As discussed, not all 'redlined' connections are needed or provided. As discussed, sidewalk connection to the adjacent pedestrian/recreation path to south possible adjacent to 20 Mile Road and Parker Road. Connection at center of site not possible due to 6-ft grade difference (stairs would be required). Notes added to plan calling for colored concrete.

1.5 Vehicular Access

Standard Met: Yes No N/A Unable to Determine

Analysis: The main drive aisles of are continuous and connect to the main entrances of the site. Stop signs are used at intersections and pedestrian crosswalks (per requirements) will be distinct from asphalt paving (via colored concrete) to increase visibility. These requirements are met.

Response: Acknowledged. Pavement material added to plan and legend calling for colored concrete.

1.6 Screening

Standard Met: Yes No N/A Unable to Determine

Analysis: Individual site development plan application(s) submitted will be required to meet the above requirements by depicting utility meters, rooftop mechanical equipment, building mounted utility cabinets, etc. and their respective required screening.

Response: Acknowledged.

III.2 Architectural Standards

III.2.B. Architectural Elements and Articulation

Standard Met: Yes No N/A Unable to Determine

Analysis: Individual site development plan application(s) submitted will be required to meet the above requirements. The "Retail A" building as proposed does not meet the above requirements. Three (3) of the customer entrances on the south elevation of the "Retail A" building are missing canopies over the customer entryways and the building footprint of the "Retail A" building depicted on the site plan is inconsistent with the building wall articulations depicted with the conceptual elevations of the "Retail A" building. Please amend the building elevations and site plan to be consistent with the conceptual elevations provided.

Staff suggests that the plan be amended to project the center portion(s) of the Retail A building, (as well as other segments of the building) north (to touch the 25' setback line – rather than the trellis proposed). Staff requests that the applicant depict more clear and transparent glass windows on both the east and north facing elevations of the building (especially on the northeast corner) to create meaningful, attractive and significant building architectural interest and variation. Please see attached examples of other projects that accomplish architectural interest and variation.

Response: Plans revised to include the canopies and building articulation shown in the Retail A conceptual elevations.

III.2.C Building Materials

Intent: Building materials shall present an image of high quality and permanence.

- 1) Predominant exterior building materials shall be high quality, durable material such as, but not limited to: brick, wood lap siding, sandstone or other native stone, integrally colored, textured, or glazed concrete masonry units, pre-finished metal panel systems, high quality prestressed concrete systems, and water managed Exterior Installation Finish Systems (EIFS).
- 2) Exterior building materials shall not include the following: split shakes, rough sawn or board and batten wood, smooth-faced gray concrete block, painted concrete block, tilt-up concrete panels, field painted or pre-finished standard corrugated metal siding, standard single or double tee concrete systems, or barrier type EIFS.
- 3) Standards III.2.C.1 and III.2.C.2 can be waived if a project demonstrates the application of a material which satisfies the above intent statement.
- 4) All sides of the building shall include materials consistent with those on the front.
- 5) For hotels and motels, façade area at least equal to the total façade area of the first floor walls, shall be surfaced in brick or natural stone. The remainder of the exterior may be surfaced in stucco, water managed EIFS, integrally dyed decorative concrete or ceramic masonry units. Metal or vinyl siding is prohibited.
- 6) Applicants are required to submit a sample material board.

Standard Met: Yes No N/A Unable to Determine

Analysis: Individual site development plan application(s) submitted will be required to meet the above requirements. The "Retail A" building meets the above requirements however the building requires an additional material, texture and/or color variety to present an attractive image of high quality

development and architecture. Staff requests that he applicant amend the building elevations and colors/materials palate to improve the look of the building per this suggestion.

Response: Storefront has been added to the northeast corner and to Pine Street rear exits of 3 tenant suites, upper wall window fenestration has been added to the Pine Street facade, two colors of modular brick , cedar wood accent siding , EIFS and prefinished metal along with colorful fabric canopies at the east gathering area and color fabric along Pine Street complete the variety of materials and textures. See rendering sheets 9 and 10.

III.2.D Colors

Standard Met: Yes No N/A Unable to Determine

Analysis: Individual site development plan application(s) submitted will be required to meet the above requirements. The "Retail A" building meets the above requirements however the building requires an additional material texture, and/or color variety to present an attractive image of high quality development and architectural interest. Staff requests that he applicant amend the building elevations and colors/materials palate to improve the look of the building per this suggestion.

Response: Similar to the response above, storefront has been added to the northeast corner and to Pine Street rear exits of 3 tenant suites, upper wall window fenestration has been added to the Pine Street facade, two colors of modular brick , cedar wood accent siding , EIFS and prefinished metal along with colorful fabric canopies at the east gathering area and color fabric along Pine Street complete the variety of materials and textures. See rendering sheets 9 and 10.

Land Development Ordinance

13.06.050 - Off-street parking and internal circulation.

(c) Shared parking.

Standard Met: Yes No N/A Unable to Determine

Analysis: N/A – The plat will be required to dedicate a blanket cross lot parking agreement for all of the lots being platted.

Response: Developer prefers to regulate shared parking through a Master Declaration, not a blanket easement.

(5) Drive-through, vehicle stacking and queuing.

Standard Met: Yes No N/A Unable to Determine

Analysis: The drive through facilities and related stacking areas on Lot 3 and Lot 5 are not adequately bermed or screened. Please amend the plans to meet this requirement.

Response: Site is several feet below bellow Parker Road and Pine Lane, berming is not necessary to shield adjacent traffic from headlights.

(e) Accessible parking spaces.

Standard Met: Yes No N/A Unable to Determine

Analysis: The site plan depicts ADA accessible vehicle parking for each lot and development proposed. This requirement is met.

Response: Acknowledged.

(f) Parking space size.

Standard Met: Yes No N/A Unable to Determine

Analysis: The site plan depicts standard vehicle parking spaces measuring 9' in width and 18' in length and vehicle parking spaces adjacent to landscape islands 10' in width and 18' in length. This requirement is met.

Response: Acknowledged.

(g) Internal vehicular access and circulation.

Standard Met: Yes No N/A Unable to Determine

Analysis: All parking areas are provided with ingress and egress to improved rights-of-way and internal circulation drives and aisles create through-traffic patterns. Internal drive widths are 26' in width and no pedestrian crossing exceeds 26 feet. These requirements are met.

Response: Acknowledged.

(h) Parking location.

Standard Met: Yes No N/A Unable to Determine

Analysis: The required off-street parking facilities are provided on the same lot as the building or use served. This requirement is met.

Response: Acknowledged.

(i) Parking lot layout and design.

Standard Met: Yes No N/A Unable to Determine

Analysis: Please amend the plans to depict pedestrian pathways as identified on the attached redline.

Response: Additional sidewalk connections provided to link various buildings. As discussed, not all 'redlined' connections are needed or provided.

(j) Parking lot maintenance.

Standard Met: Yes No N/A Unable to Determine

Analysis: The parking lots proposed are surfaced with asphalt and will be required to be properly graded for drainage. Parking space stripes will be required to be painted 4" wide. These requirements are met.

Response: Acknowledged.

13.06.060 - Amount of off-street bicycle parking spaces required.

(c) Number of bicycle parking spaces required.

Standard Met: Yes No N/A Unable to Determine

Analysis: Please amend the plans to depict bicycle parking that is in compliance with the requirements above.

Response: Bike racks (25 spaces total) added to the site plan.

(d) Bicycle parking facility design standards.

Standard Met: Yes No N/A Unable to Determine

Analysis: Please amend the plans to depict bicycle parking facilities that is in compliance with the requirements above.

Response: Bike racks (26 spaces total) added to the site plan.

(e) Shared bicycle facilities are permitted when they are located no further than one thousand (1,000) feet from all the buildings and uses they are intended to serve.

Standard Met: Yes No N/A Unable to Determine

Analysis: No bicycle parking is depicted on the plan. Please amend the plans to depict bicycle parking and bicycle parking facilities that are in compliance with the requirements above.

Response: Bike racks (26 spaces total) added to the site plan.

13.06.070 - Landscape regulations.

(c) Types of landscaping required.

Standard Met: Yes No N/A Unable to Determine

Analysis: Individual site development plan application(s) submitted for each lot will be required to meet the above requirements.

Response: Acknowledged.

(f) Xeriscape requirements.

Standard Met: Yes No N/A Unable to Determine

Analysis: Individual site development plan application(s) submitted for each lot will be required to meet the above requirements.

Response: Acknowledged.

(g) Plant Material Specifications.

Standard Met: Yes No N/A Unable to Determine

Analysis: Individual site development plan application(s) submitted for each lot will be required to meet the above requirements.

Response: Acknowledged.

(h) Planting standards.

Standard Met: Yes No N/A Unable to Determine

Analysis: Individual site development plan application(s) submitted for each lot will be required to meet the above requirements.

Response: Acknowledged.

(i) Nonliving landscape material standards.

Standard Met: Yes No N/A Unable to Determine

Analysis: Individual site development plan application(s) submitted for each lot will be required to meet the above requirements.

Response: Acknowledged.

(j) Irrigation requirements.

Standard Met: Yes No N/A Unable to Determine

Analysis: Individual site development plan application(s) submitted for each lot will be required to meet the above requirements.

Response: Acknowledged.

(k) Maintenance requirements.

Standard Met: Yes No N/A Unable to Determine

Analysis: Individual site development plan application(s) submitted for each lot will be required to meet the above requirements.

Response: Acknowledged.

(l) Minimum site landscaping standards.

Standard Met: Yes No N/A Unable to Determine

Analysis: Individual site development plan application(s) submitted for each lot will be required to meet the above requirements.

Response: Acknowledged.

(m) Streetscape landscaping.

Standard Met: Yes No N/A Unable to Determine

Analysis: Please see attached redlines and remove trees proposed within sight distance triangles. Please amend the plans to depict tree lawns (to allow for adequate spread at maturity for street lawn trees) and detached 5' wide sidewalks as identified on the attached.

Response: As discussed, comment addressed by a combination of pulling trees into the site (out of the site triangles) or replacing with shrub equivalents. Detached sidewalks shown where possible.

(n) Parking lot perimeter landscaping.

Standard Met: Yes No N/A Unable to Determine

Analysis: Please amend the landscape buffer on the west side of Lot 3 to meet be a minimum of 6' in width (please see attached redline).

Response: Plan revised to provide 6-ft wide landscaping island, as measured from back of curb to back of curb.

(o) Parking lot interior landscaping.

Standard Met: Yes No N/A Unable to Determine

Analysis: Individual site development plan application(s) submitted for each lot will be required to meet the above requirements. Please identify the percentage(s) of parking lot landscape islands on Lot(s) 1-7.

Response: Parking lot landscaping island percentages added to plan.

(p) Site Perimeter Landscaping Requirement.

Standard Met: Yes No N/A Unable to Determine

Analysis: Individual site development plan application(s) submitted for each lot will be required to meet the above requirements.

Response: Acknowledged.

(q) Additional areas to be landscaped.

Standard Met: Yes No N/A Unable to Determine

Analysis: Please amend the plans for the northeast corner of the site to include a meaningful and significant landscape wall/monument sign with a formal landscape character that creates a sense of place and acknowledges that the corner is most prominent and highly visible corner of the development. Please also amend the plans for the south side of the right-in right-out on Parker Road to include a meaningful and significant landscape wall/monument sign with a formal landscape character that creates a sense of place and acknowledges that this is a prominent and highly visible entryway into the development. Please also amend the plans for the Pine Lane vehicular access into the site to include a meaningful and significant landscape wall/monument sign with a formal landscape character that creates a sense of place and acknowledges that the entrance is a prominent and highly visible entrance into the development. Please also amend the plans for the Twenty Mile Road vehicular access into the site to include a meaningful and significant landscape wall/monument sign with a formal landscape character that creates a sense of place and acknowledges that the entrance is a prominent and highly visible entrance into the development.

Response: Refer to sheets 9 and 10 illustrating a new arched gateway at the Parker & Pine corner that creates an inviting pedestrian path down steps to the gathering area. Additional landscape areas compliment these architectural features. The massing of the northeast corner of the building has been revised with horizontal element including the addition of upper fenestration which will enhance the presence of the building at the northeast corner with opportunities for views into the building and night illumination from the windows.

Monument signs are located at the three entrance locations, and a new monument sign was added to the northeast corner of the site. Additional landscaping is also provided at these locations

ENGINEERING 1ST REVIEW
Traffic and Roadway Review Comments

General Comments

1. All public improvements associated with this development will be required to be financially secured through a subdivision improvement agreement or development agreement. An engineer's estimate for these items shall be submitted with the appropriate applications – please include the soft costs shown in the Standard Cost Estimate Template (Appendix B, Roadway Criteria Manual) and show the required security at 110% of the grand total.

Response: Acknowledged.

2. The master infrastructure serving the development – specifically the shared access roads, storm drainage and utility mains, detention pond infrastructure, and improvements within the public right-of-way should be constructed with the initial development of the site. At a minimum, the master improvements needed to serve the lots proposed to be created via replat must be constructed with that application.

Response: Acknowledged.

Preliminary Site Plan

3. All internal access points must be located with adequate intersection sight distance from intersections with public roadways. The access point shown on the southwest corner of Lot 7 must shift east (or be a restricted movement), and the west access to Lot 5 must shift south to align with the Lot 7 access.

Response: Acknowledged. Access to Lot 7 shift to west and Lot 5 access removed.

4. Internal access points should be shared between properties as much as possible to minimize the number of access points along the main access roads. Access points shall be aligned across access roads.

Response: Acknowledged. Access points have been aligned where possible to facilitate traffic flow, but these are internal access drives.

5. The curve in the internal access road immediately west of Parker Road should be adjusted to provide an appropriate radius for vehicles turning from that roadway.

Response: Turning movement modeling does not indicated any issues with the radius as shown.

Replat

6. Drainage easements shall be dedicated to the Town over all proposed storm sewer and the detention pond (if necessary) in accordance with minimum widths set forth in the Town's *Storm Drainage and Environmental Criteria Manual*. These easements over private infrastructure are necessary to preserve the Town's ability to maintain these items should the property owner fail to do so. Where storm sewer mains share an easement corridor with water or sewer utilities, a 50-foot Multi-Use Easement shall be dedicated to the Town via and PWSD via separate document.

Response: Acknowledged.

7. Show sight triangles at all intersections with public roadways and dedicate sight easements over any portions of the triangles located outside right-of-way. Add the following plat note:

"Within the sight triangles, as shown, limited landscaping shall be allowed but no solid structures or trees will be permitted. Solid structures shall include, but not belimited to, fences, mailboxes, and utility boxes. Landscaping within the sight

triangles will be limited to shrubs and plantings that at maturity will be no taller than two feet. Landscaping within the sight triangle shall be maintained by the property owner or appropriate association."

Response: Acknowledged. Note will be added to Final Plat. Plat was not included in the resubmittal.

8. Block 1 should be designated as a tract to be replatted into future lots. Please add the following plat note:

"Tract [x] is hereby established as a parcel to be re-platted in the future into buildable lots. At such time as a replat is approved for this tract. No portion of the tract shall be developed, including but not limited to, staking, overlot grading, or the erection of any structure, temporary or otherwise, until the property is re-platted and/or site plan approval is obtained, except as allowed for in the approved construction plans for Parker Auto Plaza Filing No. 1, 2nd Amendment."

Response: Acknowledged. Note will be added to Final Plat. Plat was not included in the resubmittal.

9. Please clarify the ownership approach for the internal access roads. If parceled out separate from the lots, they should be included in separate tracts and dedicated to an OA.

Response: Internal access roads will not be parcels out separate from the lots, but will remain a part of Lot 1.

Traffic Impact Study

10. Per previous discussions with the applicant, the existing access point on Pine Lane will be limited to a three-quarters movement with the left turn out movement restricted. The access location does not meet intersection spacing criteria for a full-movement access, and the configuration of Pine Line in this area would require the movement to cross four lanes with free-flowing movements in conflict from both the east and west. The small number of projected westbound egress movements can be adequately and more safely handled via Twenty Mile Road and the Twenty Mile/Pine Lane signal.

Response: Acknowledged.

11. Per the study's recommendations, the developer will be required to install dual left turn lanes for westbound Pine Lane at Twenty Mile Road, including all signage, striping, and any necessary modifications to the traffic signal or median nose.

Response: Acknowledged. These improvements can be incorporated into the Final Site Plan and Civil Construction Plans.

12. The dual northbound left turns from Parker Road to Pine Lane should be installed with this development. It appears that this will only require signing and striping modifications.

Response: Acknowledged. These improvements can be incorporated into the Final Site Plan and Civil Construction Plans.

13. If possible, the Town would like to investigate the possibility of shifting the RIRO access point from Parker Road to provide the proper deceleration length from Pine Lane. Currently approximately 380 feet is provided between the turn bay and the access point, and CDOT criteria calls for 435 feet for 45 mph/NR-A.

Response: Current access location on Parker Road is approved by CDOT. Developer does not desire to modify its location, as it would result in very steep on-site grades.

Stormwater Review Comments

Final Drainage Report

14. A full review of the drainage report will be performed with the first application accompanied by construction plans. Please note the following:

- Full Spectrum 100-year detention including WQCV is required by the Town. The pond's release rate and associated storage should be adjusted per the Town's compensatory storage requirements (Chapter 7, SDECM) for all areas leaving the site undetained. Per Town criteria, WQCV must also be provided for any offsite flows that are routed through the detention pond.
- The applicant will be required to construct improvements to the detention pond's infrastructure to bring the pond into conformance with current Town criteria. A full replacement of the outlet structure may not be required if the existing structure can be retrofit to serve the development in accordance with Town criteria.

Response: Acknowledged.

FIRE/LIFE SAFETY 1ST REVIEW

1. The applicant shall see [15 IFC Section D106.3 Remoteness] where the code states that where two access points are required, the access shall be separated by ½ the diagonal of the lot. The east access is required and the n/e access can remain if the applicant so chooses. Address this issue when resubmitting.
Response: Acknowledged. Applicant understands that an additional access point may be required for Lot 6 depending on the ultimate lot layout and use. This lot remains very conceptual.
2. The applicant shall add a fire hydrant to address the response road just east of Lot 6
Response: Acknowledged. Applicant understands that an additional fire hydrant may be required for Lot 6 depending on the ultimate lot layout and use. This lot remains very conceptual.
3. The applicant has not documented the location of the riser room for any of the buildings; two of the buildings, Lot 7 and Retail A do indicate that a fire line has been anticipated without showing the exact location of the riser rooms. Lot 6 will require a fire line and Lot 4 more than likely will be required to be sprinkled based upon access. The applicant shall be aware that any building where access cannot be provided to within 150 feet of where the first in due apparatus parks shall be required to be provided with sprinklers. All riser room locations are required to be approved and all locations shall be in the area of the fire hydrant provided adjacent to the building. Access to the building shall be provided either through the riser room or through a door adjacent to the riser room. Riser rooms shall be sized to accommodate both the riser and the fire alarm control panel; a three-foot clear space is required around the FACP as well as the riser. The FACP is required to be located on an interior wall.
Response: Acknowledged.
4. The applicant shall be aware that no vertical construction on this site will be allowed until such time that curb gutter and first lift of asphalt are installed; a site inspection will be required to ensure that this requirement is made prior to allowing vertical construction to commence.
Response: Acknowledged.
5. The applicant shall be aware that the Town of Parker will officially have adopted the 2018 ICC codes on January 1, 2019; any submittal documents made after January 1, 2019 shall comply with the 2018 ICC codes. Note – the Town of Parker officially adopted the 2017 NEC on January 1, 2018.
Response: Acknowledged.
6. The applicant shall provide an auto turn analysis indicating that apparatus can navigate all portions of this site (both sides of the gas canopy) as well as all private roads and private drives; NO PARKING – FIRE LANE signage is required for any portion of the access where the 20 foot clear width requirement cannot be met.
Response: Acknowledged. Auto turn analysis and signage shall be included with the Final Site Plan submittal.
7. The Town of Parker requires that fire apparatus access roads meet the clear-width and weight-bearing standards of the jurisdiction in which the project is located. Roadways shall be designed to

support the imposed weight of fire apparatus, 30 two axle and 40 ton three axle vehicles. An unimpeded clear width of 20 feet shall be maintained at all times. As such, any location where parked vehicles would obstruct this clear width requirement will require "NO PARKING – FIRE LANE" signage. *This signage shall be red on white. Update design criteria has been provided at the end of this document; ensure compliance when resubmitting.*

Response: Acknowledged.

8. The applicant has not provided a signature block for Fire Life Safety (South Metro Fire Rescue Authority is not a reviewer for this project); an updated signature block has been created with regard to the utility drawing package; typically, this signature block is to be located on the cover sheet and the overall utility page of the water drawings. The signature block is noted at the end of this document; address as applicable.

Response: Acknowledged. Signature block will be included on Final Site Plan and Construction Documents.

9. The applicant shall identify the length of the underground fire line and label the line on the plan set.

Response: Acknowledged. Fire line labels will be included on Final Site Plan and Construction Documents.

General Comments

All engineering documents submitted to the Town of Parker shall bear the wet signature and seal of the engineer or architect in responsible charge of the design.

Response: Acknowledged.

Water distribution and site access components shall be installed and in service prior to the construction of any portion of the structure, except by special permit issued by the Fire District.

Response: Acknowledged.

Underground fire lines

When thrust blocks are used as part of the pipe restraint system, submitted plans for permit shall provide detailed documentation that the thrust blocks satisfy all requirements of 13 NFPA 24: 10.8.2, including specific thrust block dimensions and mathematical calculations for block dimensions per guidelines provided in Annex A.10.8.2.

Response: Acknowledged.

Vehicle specifications are provided for the largest apparatus in use by South Metro Fire Rescue. Fire Apparatus Access Roads shall be capable of accommodating this apparatus.

Response: Acknowledged.

IREA 1ST REVIEW

(IREA requested various easement be dedicated as part of the Final Plat)

Response: Per IREA "Builder/Developer Information" document, only 10-ft front easement are required, easements that have previously been dedicated. Easements to access the proposed transformers will be dedicated as each parcel is developed and the transformer locations are finalized. The Plat was not included in the resubmittal.

DOUGLAS COUNTY 1ST REVIEW

Addressing Comments:

The plan exhibit title does not reference the replat currently in process for this area.

Approval of the site plan project should be contingent upon the recordation of the replat since the lots shown on the site plan do not exist at this time.

Response: Acknowledged. Final Plat will be processed concurrently with the Plat.

Engineering Comments:

No Comments.

Response: Acknowledged.

Planner Comments:

Douglas County Planning Services has reviewed the preliminary site plan application.

Response: Acknowledged.

AZTEC 1ST REVIEW

The filing 1 plat shows a slope easement here has that easement been terminated?

Response: As discussed with Town Staff, slope easement to be abandoned as part of the Replatting process. Plat was not included in the resubmittal.

TRI-COUNTY HEALTH DEPARTMENT 1ST REVIEW

Food Service Plan Review

TCHD reviews plans for new and remodeled retail food establishments to reduce the risk of food borne illnesses. Plans for all new and remodeled retail food establishments must be reviewed by TCHD for compliance with Colorado Retail Food Establishment Rules and Regulations and approved by the Department before the start of construction. If a retail food establishment is proposed, the applicant shall submit plans to our Administration Office at 6162 S Willow Drive, Suite 100, Greenwood Village, along with the Plan Review Specification Packet found at <http://www.tchd.org/DocumentCenter/View/2094>. More information can be found at <http://www.tchd.org/246/Restaurants-Grocery>. We recommend a review of the plans by TCHD be completed before the Town issues a building permit for the construction.

The applicant may call TCHD's Plan Review Hotline, at our Administrative Office at (303) 846-6230, regarding requirements for, and scheduling a plan review. Instructions for opening a retail food establishment can be found on line at TCHD's web site at <http://www.tchd.org/DocumentCenter/View/315>.

Response: Acknowledged.

Community design to support walking and bicycling

Because chronic diseases related to physical inactivity and obesity now rank among the country's greatest public health risks, TCHD encourages community designs that make it easy for people to include regular physical activity, such as walking and bicycling, in their daily routines. Because research shows that the way we design our communities can encourage regular physical activity, TCHD strongly supports community plans that incorporate pedestrian and bicycle amenities that support the use of a broader pedestrian and bicycle network.

TCHD recommends the applicant provide sidewalks throughout the development, and bike racks at the retail buildings.

Response: Acknowledged. Internal sidewalks and bicycle rack will be included with the development.

XCEL ENERGY 1ST REVIEW

Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the plat for Parker Auto Plaza F1 A2; acknowledges the platted utility easements; and, to ensure that adequate utility easements are available within this development, requests that minimum 10-foot wide dry utility easements are dedicated on private property around the perimeter of each commercial/industrial lot in the subdivision or platted area. These easements are dedicated to the Town of Parker for the benefit of the applicable utility providers for the installation, maintenance, and replacement of electric, gas, television, cable, and telecommunications facilities (Dry Utilities). Utility easements shall also be granted within any access easements and private streets in the subdivision. Permanent structures, improvements, objects, buildings, wells, water meters and other objects that may interfere with the utility facilities or use thereof (Interfering Objects) shall not be permitted within said utility easements and the utility providers, as grantees, may remove any Interfering Objects at no cost to such grantees, including, without limitation, vegetation.

Public Service Company also requests that all utility easements be depicted graphically on the preliminary and final plats. While these easements may accommodate certain utilities to be installed in the subdivision, some additional easements may be required as planning and building progresses.

Please be aware PSCo owns and operates existing natural gas distribution facilities along Pine Lane and South Parker Road. The property owner/developer/contractor must complete the application process for any new natural gas service, or modification to existing facilities via FastApp-Fax-Email-USPS (go to:

https://www.xcelenergy.com/start,_stop,_transfer/new_construction_service_activation_for_builders). It is then the responsibility of the developer to contact the Designer assigned to the project for approval of design details.

Response: Acknowledged. Developer would prefer to dedicate easements specifically required for each lot, rather than around the perimeter of each lot. Plat was not included in the resubmittal.

We very much appreciate all of your time and attention to this project. Please contact me at (303) 228-2300 or dan.skeehan@kimley-horn.com should you have any questions.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Dan Skeehan, P.E.
Project Manager