



Town of Parker Community Development Department
 Development Review Division
 Attention: **Julia Duncan**

Application Type: **Subdivision Plan – Replat**
 Status: **First Referral**
 Application Name: Compark Village South
 Case/AP#: **SP-118**
 Referral Received: October 14, 2021
 Comments Due: November 15, 2021

Application Location: Generally located west of Chambers Road on the south side of the future Belford Avenue extension

Review date: **November 8, 2021**
 Plan reviewer: **Randall L. Capra**, rcapra@parkeronline.org
 Phone: 303.805.3168

TOWN OF PARKER - FIRE/LIFE SAFETY:	C REVIEWED FOR CODE COMPLIANCE w/COMMENTS
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- 1st Submittal – Reviewed November 8, 2021, 2021
- 2nd Submittal – Reviewed January 24, 2022 (*Comments in red, italicized font*)
- 3rd Submittal – Reviewed March 31, 2022 (*Comments in bold, red, italicized font*)
- 4th Submittal – Reviewed June 17, 2022 (*Comments in bold, red, italicized font with a yellow highlight*)
- 5th Submittal – Reviewed September 22, 2022 (*Comments in blue, italicized font*) Note – See item below and address as required
- 6th Submittal – Reviewed Oct. 16, 2022 (*Comments in bold, blue, italicized font*) Note – See item below and address as required

Narrative: The applicant, Merrick and Company, is proposing a Site Plan to construct 300 multifamily units with parking, landscaping, parks and open space. The site is located on the south side of the future Belford Avenue west of Chambers Road.

Code Reference: 2018 International Fire Code, 2018 International Building Code, 2017 NEC

Note – Effective January 1, 2022, the Town of Parker will have adopted the 2020 NEC and the 2021 International Code Council family of codes i.e., IBC, IFC, IMC, IPC, etc. All submittal documents are required to meet these codes moving forward.

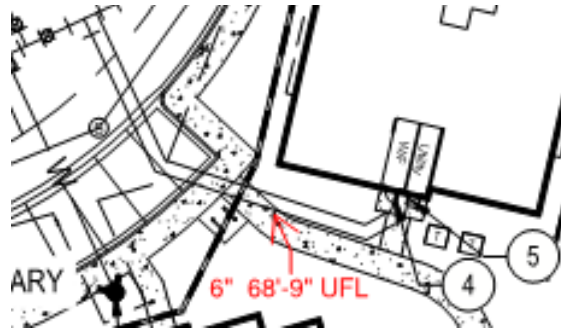
UNRESOLVED ISSUES/COMMENTS

1. 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. *Applicant has noted/ acknowledged/addressed with current submittal*
2. 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-ton 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. *Applicant has noted/ acknowledged/addressed with current submittal*
3. The applicant shall ensure that all dead-end access roads do not exceed 150 feet (as measured from the center point of the street perpendicular to the dead end) without providing an approved turn-around. Address as applicable. *Not satisfied; applicant has only noted “Response”. Address this issue when resubmitting. Satisfied; applicant has acknowledged with current submittal*

Note – The access road on the west end of the site is shown to have a dead end that exceeds 150 feet (as measured from the center-line perpendicular to the dead end; this dead end will be required to have an approved turn-around (i.e. cul-de-sac, hammer head, etc.) that is constructed of curb and gutter and asphalt (until such time that a future connection can be made at this point. Address this issue when resubmitting.

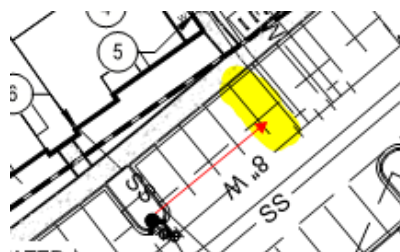
4. The applicant shall provide an auto turn analysis (**for the entire site**) indicating that apparatus can navigate all portions of this site. NO PARKING – FIRE LANE signage is required for any portion of the access where the 20-foot clear width requirement cannot be met for buildings less than 30 feet in height and 26-foot clear width requirement for buildings that exceed 30 feet. This would require that any access road less than 28 feet would require fire lane signage on both sides of the drive and any access road that is 28-feet to 34-feet would require the signage on one side of the drive. Note – all end cap islands would require fire lane signage and the store front portion of the drive as well. *Applicant has noted/ acknowledged/addressed with current submittal*
5. The builder shall be made aware that vertical construction (either down or up) will not be allowed until the following can be met (inspections by Fire Life Safety for the site will be required prior to going vertical): *Not satisfied; applicant has only noted "Response". Address this issue when resubmitting. Satisfied; applicant has acknowledged with current submittal*
 - Permanent access is required for all structures; curb, gutter, and first lift of asphalt must be installed
 - All fire hydrants are installed, accepted, and are fully operable
 - All streets signs are installed
 - Addresses are provided/permanently posted for each structure that is to be constructed
 - Dead-end access roads cannot exceed 150 feet without an approved turn-around
6. The builder shall be made aware that no more than 30 units can be under construction without having two points of access provided/completed/accepted. Address this issue when responding. *Not satisfied; applicant has only noted "Response". Address this issue when resubmitting. Satisfied; applicant has acknowledged with current submittal*
7. The applicant shall be aware that this filing will require that adjacent filings be completed such that a minimum of two points of access are provided when the combination of buildings exceeds 30 residences i.e. two – fifteen unit buildings or one twenty-four unit building (a second building would not be allowed as the number of units would exceed 30 units). *Not satisfied; applicant has only noted "Response". Address this issue when resubmitting. Satisfied; applicant has acknowledged with current submittal*
8. The riser rooms shall be relocated to the front of the buildings (the riser rooms can be located on the side of the buildings though they will need to be located more curbside as similarly shown for Bldg 3, Bldg 5, Bldg 6, etc.). Address this issue when resubmitting. *Applicant has noted/ acknowledged/addressed with current submittal*
9. The applicant shall ensure that the fire sprinkler control valve room is sized to accommodate both the fire sprinkler riser and the fire alarm control panel (FACP); the sprinkler riser is allowed to enter no further than 24-inches into the building and a three-foot clearance shall be provided in front (and to the sides) of the riser. The FACP is required to be located on an interior wall and a three-foot clearance is required in front of the FACP. Address this comment when resubmitting ensuring that all buildings meet these criteria. Note – The riser room location identified (and shown with a red box below noted in item #13, Eastern Portion below) shall have exterior access with immediate access into the building... either through the riser room or adjacent to the riser room (this information was also provided at time of the pre-application meeting). *Not satisfied; applicant has only noted "Response". Address this issue when resubmitting; approval will not be provided without the required room layout. Not satisfied; applicant has indicated that the riser rooms will be sized to accommodate the FACP and riser as noted without providing the required documentation. A room layout shall be provided before this submittal can be signed off. This issue must be addressed prior to sign/stamp of this document by this office. Applicant has noted/ acknowledged/addressed with fourth submittal; ensure that all FACP's are located on an interior wall.*
10. The Clubhouse is not shown to be sprinklered; this building is required to be sprinklered (per discussions in the preapplication meetings held for this project). *Applicant has noted/ acknowledged/addressed with current submittal*
11. The overall utility plan shall identify each underground fire line (UFL) by name length and size (as measured from the "T" in the access road to the flange within the building); see below for an example and address when resubmitting. *Not satisfied; the applicant has indicated that the Water and Sanitary Plans are to be provided with*

the resubmittal of the SUB21-065; to ensure that the site meets the requirements and that all applications are consistent and correct, the utility drawings will be provided with all applications specific to this project. Address this issue when resubmitting. **Not satisfied; applicant has indicated that the notations have been provided without providing a plan set to verify. This issue must be addressed prior to sign/stamp of this document by this office. Not satisfied; applicant has provided a utility drawing that indicates the location of the UFL (thank you) though the diameter and the length of the UFL, as measured from the T to the flange in the building has not been noted on the utility plan. Address this issue when resubmitting.** Not satisfied: applicant has not provided the diameter and length for each UFL, as measured from the T to the flange in the building, as required. This should be shown as a measurement for each building... not a note somewhere on the plan set. Note – See below what an example of what is required should look like... size and diameter are only numbers used for this scenario on Bldg 8: **Satisfied; applicant has addressed with the sixth submittal**



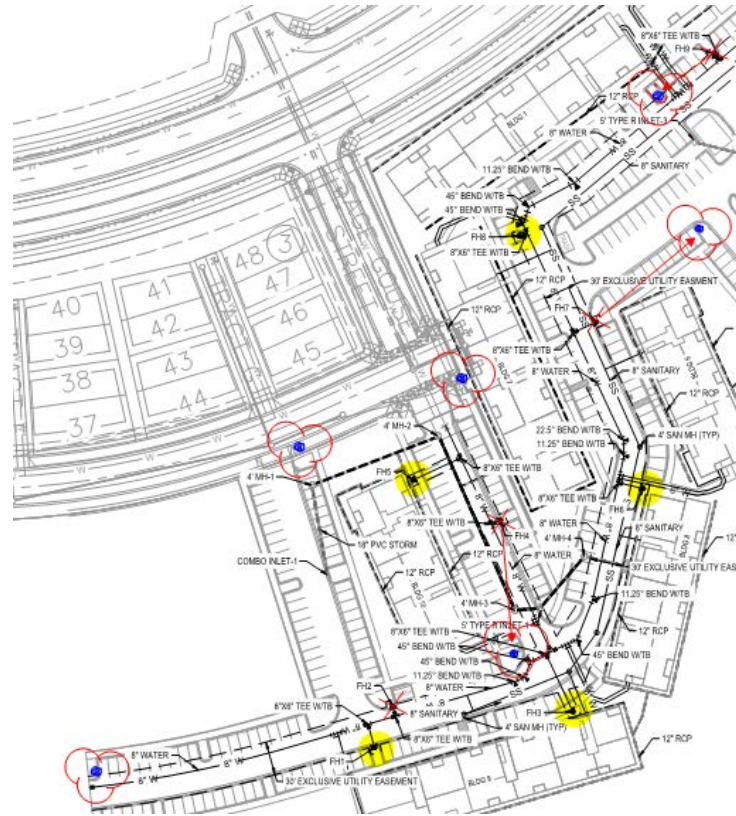
12. The utility plans shall have the Fire Life Safety signature block provided on the cover page and the overall utility page. Address this issue when resubmitting. **Not satisfied; the applicant has indicated that the Water and Sanitary Plans are to be provided with the resubmittal of the Minor Dev Plat (Sub21-065); to ensure that the site meets the requirements and that all applications are consistent and correct, the utility drawings will be provided with all applications specific to this project. Address this issue when resubmitting. Not satisfied; applicant has indicated that this block was provided on the required pages though the pages provided do not contain this block. This issue must be addressed prior to sign/stamp of this document by this office. Applicant has noted/ acknowledged/addressed with fourth submittal**

13. The hydrant distribution has been redlined to accommodate response more effectively; the overall utility drawing shall include the hydrant distribution for all filings and the following criteria. See below for information on hydrant location criteria and on revisions to the hydrant layout (hydrants have been deleted, added, and relocated while shown at entry ways if not currently addressed): **Partially satisfied; applicant has noted/ acknowledged/addressed with current submittal though a fire hydrant is still required at the eastern intersection of Belford Ave and Deer Track Drive and a hydrant is required at the "T" of Deer Track Lane and Wolf Fox Street (also shown as Bunny Hop Lane... this issue should be addressed with the next submittal, as well) and relocate the fire hydrant in front of building 1. This hydrant is located in the island west of the east end of the building. The island shall be moved over 5 parking spots to align this hydrant between both building 1 and building 2 (as fire hydrants should be within 40 feet of the building to be served). Address these issues when resubmitting: Satisfied; applicant has acknowledged with current submittal**

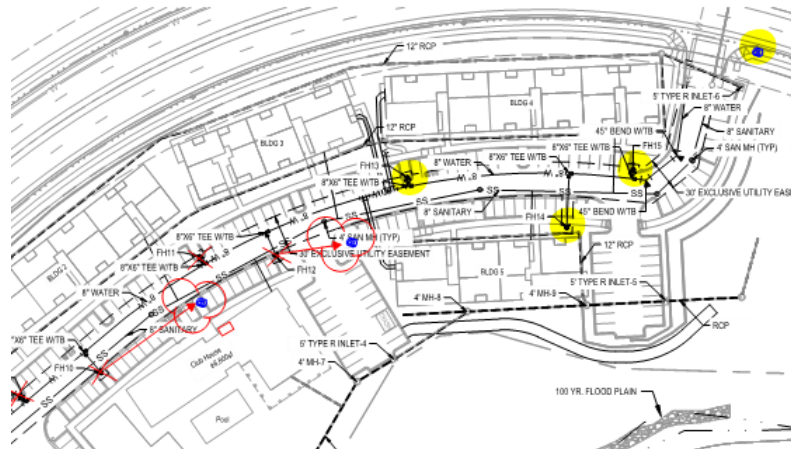


- Hydrants shall be located no further than 40 feet of the building to be served.
- Hydrants serving buildings with fire suppression systems shall be located in the general area of the riser room.
- Divided roadways require that hydrants be spaced at 250 foot intervals on a stagger (on each side of the road); these hydrants shall be located 500 feet apart on each respective side of the road.
- Hydrants shall be located at the entry into each sub area.
- Hydrants shall be located at the end of most cul-de-sacs.
- Hydrants shall be located at the corners of all streets where possible
- Hydrant spacing shall meet the requirements of the 2018 IFC Chapter 5 and appendix B and C

Western Portion:



Eastern Portion



14. The applicant shall be aware that storage tanks used for fuel (either for site development or temp heat, etc.) are required to be "permitted" through the building department before being brought out to any construction site. This information shall be disseminated to all construction teams as applicable. **Satisfied; applicant has acknowledged with current submittal**
15. The applicant shall provide an overall site plan that shows the proposed street names; these names shall be approved prior to approval of this application. **Satisfied; applicant has acknowledged with current submittal**
16. The applicant shall provide an address plate with addressing assigned for all lots prior to approval of this application. Note – Red Halk Lane, noted at the west end of the complex should be continued through the complex where it exits out to Belford. Do not mix up street names mid street. **Satisfied; applicant has acknowledged with current submittal**

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.

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.

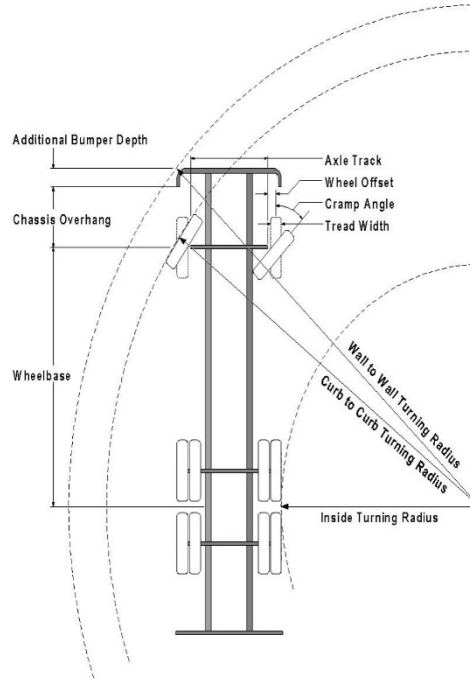
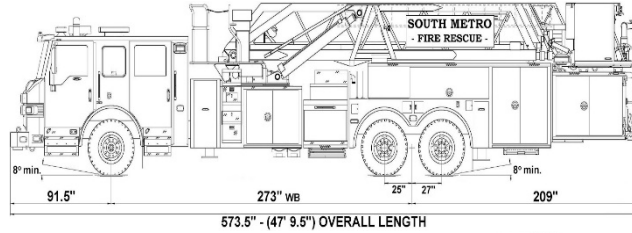
Underground fire lines

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 16 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.

FIRE CODE REVIEW BLOCK

FIRE ACCESS ROAD DESIGN CRITERIA

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.



Vehicle Specifications

Length: 47' 9.5"

Width: 8' 5" - (10' 1" mirror to mirror)

Height: 10' 9"

Wheelbase: 273 in.

Design load: 80,000 pounds

Inside Cramp Angle: 40°

Axle Track: 83"

Wheel Offset: 5.3"

Tread Width: 13.5"

Turning Radii:

Inside Turn: 26 ft. 1 in.

Curb to curb: 41 ft. 11 in.

Wall to wall: 46 ft. 8 in.

Where objects are present adjacent to the fire apparatus access road, particularly on turns and turn arounds which require backing, a reasonable safety margin shall be provided to prevent potential damage to the property and to the fire apparatus.

PRIVATE ROADS that provide access to more than two dwellings or one or more commercial buildings shall be constructed to meet the roadway standards approved by the South Metro Fire Rescue Authority for fire apparatus access. Private roads that do not meet the roadway standard may be accepted provided that alternative methods and materials are incorporated into the subdivision that addresses the fire and life safety of the citizens.

FIRE CODE REVIEW BLOCK

All fire hydrants shall be installed according to water utility standards. The number and locations of the fire hydrants as shown on the Overall Utility Plan are correct as specified by the Town of Parker, Community Development Department.

Fire Code Official or Designated Representative

Date

(NOTE - Underground Fire Line (UFL) submittal documents must meet the requirements of NFPA 24 when submitting for review.)