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March 10, 2023

Mr. Michael Walton, Senior Development Review Engineer  
Town of Parker  
20120 East Mainstreet  
Parker, CO 80138

**RE: SUB22-048 & SP22-119 Trails at Crowfoot F9 AMD 1 – Engineering 1st Review  
1<sup>st</sup> Review Comment Responses**

Mr. Walton,

Please accept the follow as itemized comment responses to the 1<sup>st</sup> review comments from the Town of Parker engineering and referral agencies for the Site Plan of the above referenced project.

#### Traffic and Roadway Review Comments

The following comments concern traffic, access, roadway design, and construction standard issues for the subject property. They are based upon our review of the submittal documents in accordance with the criteria presented in the Town of Parker's Roadway Design and Construction Criteria Manual (RDCCM), as revised, November 2020. Additional regulatory and planning documents may have been utilized in the review and are referenced in the comments where appropriate.

#### CONSTRUCTION PLANS – CIVIL

1. Please show the construction of the Bayou Gulch Road sidewalk through the Lot 1 frontage. While the ultimate roadway widening will be constructed by the Town, the sidewalk is the responsibility of the developer of the adjacent property. Please work with Town ensure the sidewalk is constructed in a location consistent with the ultimate roadway plans.

**Response: Sidewalk have been shown for to be installed by Town with future Bayou Gulch expansion. Current property owner indicated and has been working with Town to confirm pro -rata share was already paid during original platting for this area.**

2. The RIRO access point on Bayou Gulch Road should include a channelizing island physically restricting left turn movements. When this access is reconstructed with the ultimate roadway widening, this island can be removed.

**Response: Mountable curb island has been provided per comment**

3. The proposed access point along Alpine Phlox Street appears to conflict with the existing



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Type R inlet and necessary curb transition. Please verify adequate spacing is provided between the access point and inlet. If not, please either relocate the access point to accommodate the inlet or propose the appropriate relocation of the inlet to accommodate the access point.

**Response: Access width has been reduced that eliminated the conflict.**

4. Provide signing and striping labeling on the appropriate preferred sheet.

**Response: Limited signage and striping on private access drive. Call outs and details on site plan and detail sheets.**

5. Provide the following note on the Overall Utility plan sheet in the PWSD construction set:

"The proposed utility connection will require a Town right-of-way permit prior to commencing work. The Town requires connections to be bored to the extent possible, and any street cut allowed by the Town will be required to be patched according to the Town's construction standards and details. The limits of patching will be determined by the Town at the time of construction. The Town of Parker does not allow roadway closures for utility work."

**Response: Note added**

#### SITE PLAN – CIVIL

1. Provide and identify all necessary sight triangles and easements on the landscape plan in conformance with the town's standard detail 24.

**Response: Provided per comment**

#### PLAT – CIVIL

1. Once the sight triangles have been evaluated in accordance with Town standard detail 24, provide and identify a sight line easement on the plat anywhere the sight triangles fall outside of the right of way extents.

**Response: Provided per comment**

2. Provide the easements requested within the Construction Plan – Stormwater comments on the Plat.

**Response: Provided per comment**

3. Provide the following additional notes on the Plat Cover Sheet:

- 1) ACCESS EASMENT ARE HEREBY GRANTED OVER ALL PRIVATE ENTRANCES AND INTERNAL ROADWAYS WITHIN THE DEVLOPMENT FOR THE BENEFIT OF ALL CURRENT AND FUTURE OWNERES OF THIS PROPOERTY FOR INGRESS, EGRESS AND

TRAFFIC CIRCULATION. SHOULD THIS PROPERTY BE SUBDIVIED INTO ADDITIONAL LOTS, ALL SUCH LOTS SHALL HAVE THE RIGHT TO USE ALL SUCH ENTRANCES AND ROADWAYS FOR PUBLIC ACCESS PURPOSES.

- 2) NO CERTIFICATES OF OCCUPANCY, TEMPORARY OR OTHERWISE WILL BE ISSUED UNTIL ALL PUBLIC IMPROVEMENTS AND NECESSARY ONSITE IMPROVEMETS ARE COMPLETED AND ACCEPTED IN WRITING BY THE TOWN.
- 3) PRIVATE ACCESS DRIVES/ROADWAYS MUST BE CONSTRUCTED PRIOR TO THE ISSUANCE OF TEMPORARY CERTIFFICATE OF OCCUPATION AND/OR CERTIFICATE OF OCCUPANCY FOR ANY DEVELOPMENT OCCURRING ON PROPOERYT SHOWN HEREIN.
- 4) 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 BE LIMITED 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: Notes added per comment

#### TRAFFIC IMPACT STUDY

1. Please discuss the assumed trip distribution of site-generated traffic with Staff. Specifically, Staff believes that less than 50% of the traffic will exit to the east, and more than 0% will exit to the south. More of the traffic is likely to use Bayou Gulch Road.  
**LSC Response: The updated study includes revised directional distribution estimates of primary and pass-by trips pre coordination with Alex Mestdagh with Town Staff.**
2. Pass-by trips should be included in the assignment of Site-Generated Traffic exhibit (Figure 7a), or on a separate exhibit that shows the total turning movements from site generated traffic. Pass-by trips will contribute to the turning movements in and out of the site and need to be included in the analysis for potential turn lanes. Please note that it appears likely that Town Criteria will require turn lanes on North Pinery Parkway and/or Bayou Gulch Road, which will be the responsibility of the Developer.  
**LSC Response: The updates study shows the primary trip assignment in Figure 7a, the pass-by trip assignment in Figure 7b and the total trip assignment in Figure 7c. The volumes in Figure 7c are the sum of the volumes in Figure 7a.**
3. Please add information on site-generated traffic totals for the Douglas County intersection to the south of the site (Bayou Gulch Road/Vista Arroyo Street) for future reference.  
**LSC Response: The intersection was added to the study area.**



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## PUBLIC IMPROVEMENT COST ESTIMATE

1. Provide a public improvement cost estimate for review once the site plan gets closer to being finalized.  
**Response: Acknowledged to be provided once site plan gets closer to being finalized.**
2. Please note that the cross pans and curb ramps along the public roadways as well as the necessary pavement restoration work to accommodate the proposed utility tie ins within the public right of way must be included within the cost estimate and secured through the subdivision agreement.

**Response: Acknowledged.**

## Stormwater Review Comments

The following comments concern drainage, erosion and sediment control, and non-point source pollution control issues for the subject property. They are based upon our review of the submittal documents against the criteria presented in the Town of Parker's, Storm Drainage and Environmental Criteria Manual (SDECM), as revised, February 2014. Additional regulatory and planning documents were utilized in the review and are referenced in the comments where appropriate.

## CONSTRUCTION PLANS – ENVIRONMENTAL

### GENERAL COMMENTS

1. Omit all existing and proposed utilities from the CBMP Drawings, except those relating to stormwater.  
**Response: Comment addressed**
2. Include within the plan set ALL the town's 31 CBMP Notes & Details.  
**Response: Comment Addressed**
3. Provide a legend of symbols to correspond to the Town's 31 CBMP Notes & Details. Use the appropriate symbol for the CBMP on the plans.  
**Response: Comment Addressed**
4. Add a callout/label on all properties adjacent to the project stating that no work shall occur in these areas.  
**Response: Comment Addressed**
5. Utilize the four standard inlet protection types listed in the Town's standard details. Provide unique blocks and labeling for each type of inlet protection used.  
**Response: Comment Addressed**



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#### INITIAL CBMP PLANS

6. Provide a callout outside the perimeter controls along the public sidewalk(s) to be modified/replaced with the project that states the following:  
"ALL WORK WITHIN PUBLIC RIGHT-OF-WAY (ROW) WILL REQUIRE A TOWN ROW PERMIT. INITIAL AND INTERIM CBMPS FOR WORK WITHIN THE

TOWN'S ROW SHALL BE COORDINATED WITH THE TOWN'S ENVIRONMENTAL INSPECTOR PRIOR TO THE BEGINNING OF ANY ROW WORK."

**Response: Note Added**

7. Provide a minimum of 2 callouts for Portable Toilet Protection (PTP) due to the size of the proposed site.  
**Response: Provided per comment**
8. Show Vehicle Tracking Control (VTC) to be a minimum of 50-feet in scale on plans.  
**Response: Provided per comment**

#### INTERIM/FINAL CBMP PLANS

9. Provide the proposed grading contours.  
**Response: Provided per comment**
10. Provide and identify callouts for Debris and Trash Control (DTC) on all adjacent existing roadways and on all proposed paved driving areas interior to the site (ie. 1 for each roadway, 1 for the access road, and 1 for the proposed parking area/drive lanes).  
**Response: Provided per comment**
11. Show Masonry Work Protection (MWP) on the plans in a minimum of 2 locations.  
**Response: Provided per comment**
12. Provide and identify Sidewalk Transition Protection (STP) for the proposed curb ramps within the public right of way. Provide the blocks and linework for the necessary Sediment Control Log (SCL) and Rock Socks (RS) as shown on the Town's standard detail.  
**Response: Provided per comment**

#### CONSTRUCTION PLANS – STORMWATER

1. All storm sewer systems collecting drainage from the proposed drive aisles and parking areas must adhere to the standards and specifications outlined within Section 6.3.3 of the Town's SDECM, including the use of 18-inch minimum RCP and dedication of drainage easements. This applies to all storm sewer downstream of INLET 2.  
**Response: Storm sewer that meets this criteria has been updated per comment.**



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2. Please either move the screening wall a minimum of 5-feet back from the proposed storm sewer infrastructure or consider alternative locations for the storm sewer infrastructure to accommodate the potential future need for maintenance and repair of the storm sewer system.

**Response: Drives, inlets and screening wall has been adjusted.**

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3. Provide additional storm sewer within the proposed private access road to capture and convey these flows through subsurface infrastructure into the existing storm sewer system. While the drainage report identifies overland sheet flow of these areas in the interim condition, once developed utilization of roadways for storm water conveyance should be minimized to the extents feasible.

**Response: Storm sewer has been provided in the shared access drive for undeveloped lots future condition.**

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4. Provide additional storm sewer structures in lots 2 and 3 for the future development to tie into the currently proposed system. Please note it would be the Town's preference to provide area inlets as the future tie in points and additionally provide diversion ditches on the final CBMP plan along the downstream receiving perimeter of the site to direct flows to said inlets in the interim condition. If the layout of the additional requested storm sewer within the access drive does not readily accommodate a tie in point for Lot 3, please provide the preferred tie in point for said lot (southernmost Type R inlet along Alpine Phlox Street) within the narrative of the drainage conformance letter.

**Response: Lot 2 has storm sewer proposed within the lot for connection. This storm sewer has been sized to convey the developed condition of lot 1. Additional storm sewer has been added within the access drive for a portion of Lot 3. Per the Master drainage study a portion of the lot is to go to the storm inlet south of the access on Alpine Phlox so those drainage patterns have not been altered.**

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5. Provide a separate plans and profiles for the storm sewer downstream of receiving flows from paved driving surfaces as this is the only extents of the system which will be reviewed and inspected by Town staff.

**Response: Provided. We are in compliance with the master drainage study calcs and impervious percentage actually less than anticipated. We have provided the pipe downstream of each connection as it was analyzed in the master drainage study.**

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6. Provide the minor storm (5-year) hydraulic grade line on all storm sewer profile's as well.

**Response: Provided per comment**

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7. Please consider converting Inlet 2 to a Type R inlet in sump or providing a larger inlet and sump for Inlet 3. Maintaining a single inlet style will help simplify construction and will make long term maintenance easier.

**Response: This was analyzed and due to the proximity to the screening wall it was not feasible to utilize a Type R. It was also considered to upsize Inlet 3 in sump to take this runoff however due to grading constraints, runoff from this area would flow into Pinery**



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rather than go to Inlet 3. Inlet 2 will capture the majority of the basin runoff rather than allowing it to be released directly to the roadway.

8. Please consider the use of a 4-foot minimum depth for any proposed concrete inlet or manhole structure to ensure that adequate clearance is provided for maintenance activities. Specifically, Inlet 1 was noted to not meet the preferred minimum depth.  
**Response: Inlets have been modified.**
9. Provide a section for the proposed swale to inlet 1 and identify the anticipated 100-year water surface elevation on the section.  
**Response: Provided within report.**
10. Provide CDOT standard details for all proposed concrete storm sewer infrastructure.  
**Response: Provided per comment**
11. Provide the Town's standard detail for manhole covers.  
**Response: Provided per comment**

#### SITE PLAN – STORMWATER

1. All storm sewer systems collecting drainage from the proposed drive aisles and parking areas must adhere to the standards and specifications outlined within Section 6.3.3 of the Town's SDECM, including the dedication of drainage easements. Provide all proposed drainage easements and infrastructure on the landscaping sheet of the site plan set and on the proposed plat documents.  
**Response: Easements provided per comment.**
2. Provide a minimum of 7-feet from any existing or proposed tree to the edge of any existing or proposed storm sewer infrastructure.  
**Response: Provided per comment**

#### DRAINAGE REPORT

1. Please note that Trails at Crowfoot Filing 10 is referenced throughout the report, but it is staff's understanding that this will fall within Filing 9. Please verify and revise as appropriate.  
**Response: revised per comment**
2. Reference the Construction Plan – Stormwater comments regarding the request for additional infrastructure within the access drive and adjacent lots. While sizing said additional infrastructure, please ensure everything is sized to accommodate the flows anticipated if the two adjacent lots were developed to the percent impervious proposed within the master drainage report ( ie the 90 plus percent impervious values).  
**Response: Provided as outlined in drainage compliance letter.**



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3. The proposed basins for the additional lots were noted to be evaluated at the impervious value of the interim condition of the lots. Please evaluate all drainage from undeveloped lots with the assumed impervious value of 90% or greater as appropriate to accommodate the future development of these lots.

**Response: Provided at assumed impervious of 90%**

4. Several basins were noted to discharge offsite without being captured by proposed infrastructure. Please note that streets should only be utilized as a means of storm water conveyance where necessary and to the extent feasible all flows should be captured and conveyed by the proposed subsurface storm sewer infrastructure.

**Response: Direct discharge to the public roadway has been decreased to the extent possible.**

5. The narrative states that only a portion of the proposed flows from basin P-4 will be captured by the proposed inlet, but the calculations provided in the appendix appear to indicate a much larger capacity for receiving flows. Please verify both the calculations and narrative and revise as appropriate.

**Response: Inlet is at grade and only a portion can be captured. Calculations revised.**

6. Include the full area or proposed improvements within the extents of the proposed basins. Specifically, the access to Bayou Gulch Road is not fully encompassed by the proposed basins provided.

**Response: Provided per comment**

7. Provide the minor storm hydraulic analysis of the storm sewer system as well in the appendix.

**Response: Provided per comment**

8. Please also include the velocities calculated during the StormCAD hydraulic analysis of the proposed storm sewer. Please note that per criteria the velocity should be no less than 3-feet per second within the minor storm event and no greater than 20 feet per second in the major storm event.

**Response: Provided per comment.**