



August 10, 2021

Cesarina Dancy  
Office of Development Assistance  
15151 E. Alameda Parkway  
Aurora, Colorado 80012

**Re: 56<sup>th</sup> Avenue Improvements – Responses to Pre-Application Meeting Planning Phase**

Ms. Dancy,

Thank you for your notes regarding the pre-application meeting for the 56<sup>th</sup> Avenue Improvements. The following are staff comments dated July 15, 2021 from the development review team. Olsson Responses are in **GREEN** text.

Planning and Development Services Department

1. Zoning and Placetype

1A. Zoning

The proposed development area is included in four zone districts – Airport District (AD), Mixed-Use Airport (MU-A), Mixed-Use Regional (MU-R), and Medium Density Residential (R-2). Development should be in alignment with these districts as outlined in the pre-application meeting notes.

**Noted.**

1B. Comprehensive Plan Placetypes

The project area is within the Industry Hub, Emerging Neighborhood, and City Corridor placetypes as described in detail in the pre-application meeting notes. Development should be alignment with these placetypes.

**Noted.**

1C. Character Area

This project is located within the Subarea C Character Area.

**Noted.**

1D. Overlay Districts & Avigation Easement

The property is within the Airport Influence District surrounding Denver International Airport. The applicant is required to assure an avigation easement has been conveyed to Aurora and Denver International Airport for this application and that the easement has been recorded with Adams County along with the first plat submittal.

**Noted. Avigation easement to be provided with first plat submittals.**

1E. NEATS Refresh

The latest version of the Northeast Area Transportation Study (NEATS) identifies 56<sup>th</sup> Avenue as a six-lane major arterial.

**Noted. This is consistent with the master traffic studies for both developments along 56<sup>th</sup> Avenue and the design depicted in the first ISP submittal.**

#### 1F. Master Plans

56<sup>th</sup> Avenue should comply with the standards and street sections approved in the Fulenwider Master Plan. The expectation is that the Windler Master Plan will also conform to the standards and requirements in NEATS and the UDO.

See response to comment 2A.

#### 1G. Property Owner Authorization

A signed letter must be received from all property owners whose properties are impacted giving their authorization to proceed at the time of first submittal.

Noted. Provided with submittal package.

#### 1H. Implementation

Identify the responsible party for each component of the project. If phased, identify each phase.

Refer to the phasing notes on the cover sheet of the ISP submittal for a discussion on project phasing and responsibility for improvements.

### 2. Development Standards

#### 2A. 56<sup>th</sup> Avenue Cross Section

56<sup>th</sup> Avenue should be built as a six-lane arterial between E-470 and Harvest Road per NEATS. The Fulenwider PIP was approved with a separated bike lane on both sides of the street. The expectation is that the 56<sup>th</sup> Avenue design match this approved section.

The developer would like to consider an alternate section based on the 144' right-of-way width depicted in the latest version of NEATS. This section would include a 10' shared use path on both sides of the roadway consistent with other developments in the area. Ongoing conversations with the City of Aurora will occur throughout the infrastructure site plan submittal process.

#### 2B. High Frequency Transit Route

NEATS designates 56<sup>th</sup> Avenue as a future high frequency transit route. A minimum of eight feet curbside landscaping should be provided to accommodate future transit stops.

A minimum dimension of eight feet between the back of curb and the front of walk has been provided for the entire 56<sup>th</sup> Avenue corridor from E-470 to Harvest Road.

#### 2C. Primary Bike Route

Separated bike lanes should be reflected on both sides of 56<sup>th</sup> Avenue.

See response to comment 2A.

#### 2D. Right-of-Way Dedication

Right-of-way dedication can be dedicated by plat or by separate document. Identify proposed easements and utilities on private property adjacent to right-of-way. Utilities should not be located in curbside landscaping.

Noted. Primary utilities located in roadway. Fiber optic utilities may be routed in curbside landscaping pending further coordination with City staff.

#### 2E. Infrastructure Site Plan Components

The ISP needs to identify, at a minimum, street improvements, grading, utilities, and landscaping. If applicable, define the phasing of improvements and utilities consistent with the phasing identified in approved PIPs and/or other site plans. Include a timeline for each phase and the

parties responsible for installation and maintenance and describe how each phase will independently support future Site Plans. Also identify any associated off-site improvements that may be required.

ISP submittal accounts for the minimum aspects noted. Refer to the cover sheet of the ISP set for a discussion on phasing. Off-site improvements are depicted in the plans.

## 2F. Access and Connectivity

An effort should be made to analyze and reflect adjacent developments and coordinate plans for infrastructure and vehicular movement. Site access(es) should be aligned or spaced appropriately with surrounding development access and circulation plans. All proposed streets, whether public or private, need to be labeled according to the city's street standards ordinance, Chapter 126-1 and 126-36.

There has been ongoing and thorough coordination between both developers along 56<sup>th</sup> Avenue. Site access locations have been coordinated and spaced appropriately.

## 2G. Landscape, Water Conservation, Stormwater Management

Prepare your landscape plans in accordance with the Landscape Reference Manual as well as the Unified Development Ordinance (UDO). Landscape requirements within the UDO should follow Section 146-4.7 Landscape, Water Conservation, Stormwater Management.

Noted.

Please label all landscape sheets "Not for Construction". Landscape construction drawings are not required and therefore do not necessitate the signature, stamp and seal of a licensed landscape architect upon final approval by the City of Aurora. Landscape plans are used by the city to determine compliance with the landscape standards and for code enforcement purposes.

Landscape sheets labeled as "Not for Construction".

Landscape plans must be prepared on 24" x 36" sheets. Plans shall have plant symbols, plant labels with quantities, and a plant schedule upon first submission or a complete review will not be possible. Landscape plans shall include the necessary landscape tables for each of the required landscape treatments (i.e. standard right-of-way landscaping, street and non-street frontage buffers, building perimeter landscape tables etc.) to demonstrate compliance with code requirements.

Landscape sheets were produced as 22" x 34" to be consistent with the rest of the ISP plan set. If desired, these sheets can be reconfigured as 24" x 36" for future submittals.

The infrastructure site plan should include the installation of the street trees and curbside landscaping. Street trees are required at a ratio of one tree per 40 linear feet unless specified at a different ratio per the Fulenwider or Windler Master Plans. Please ensure the location for utilities i.e. gas, electric, fiber optic etc. is considered with the design of this road. Utilities and associated easements should be located outside of any future curbside landscape areas (formerly tree lawns).

Street trees placed at the desired one per 40 linear feet ratio. Primary utilities placed in the roadway. Location of future fiber optic to be coordinated with City staff at a later date.

If development is to occur adjacent to the street, the installation of the landscaping may be deferred until the adjacent lots develop. A note should be added to the landscape plan stating this. In addition, the applicant should clearly define what entity will be owning, irrigating and

maintaining the curbside landscaping long term. Street trees shall be located 50' from the face of a stop sign to maintain regulatory sign visibility.

Landscaping is not going to be deferred and will be installed with the roadway improvements. It is anticipated all landscaping within public right-of-way will be owned and maintained by the City of Aurora. Stop sign comment is N/A since 56<sup>th</sup> Avenue will not have any stop signs eastbound or westbound and no trees were laid out outside public right-of-way.

The landscape design for the medians will depend upon future ownership and maintenance responsibilities. If the city will be accepting responsibility, then the medians should be designed to comply with the Parks Recreation and Open Space Department (PROS) requirements.

Median landscaping designed per PROS xeric standards for City ownership.

### 3. Adjustments

Any requested adjustments should be clearly listed and explained in the letter of introduction. They must also be listed on the cover sheet of the Site Plan and any other sheets on which they are applicable. Approvals of adjustment requests are not guaranteed. Adjustment requests should identify the reason for the adjustment, efforts to minimize the adjustment, and design elements proposed to mitigate the standards proposed for reduction. Typically, mitigation techniques should go above and beyond requirements from other code sections.

Noted. See the letter of introduction for requested adjustments.

### 4. Submittal Reminders

#### 4A. CAD Data Submittal Standards

The city has developed CAD Data Submittal Standards for internal and external use to streamline the process of importing AutoCAD information into the city's Enterprise GIS. A digital submission meeting the CAD Data Submittal Standards is required before final mylars can be routed for signatures or recorded for all applications. Please review these standards and ensure that files are in the correct format to avoid future delays.

CAD data can be supplied at a later date prior to final acceptance.

#### 4B. PDF Requirements

The application will be uploaded through the city's development review website as separate PDFs. Please ensure that all AutoCAD SHX text items are removed from the "Comment" section during the PDF creation process and that the sheets are flattened to reduce ability to select items. PDFs will be rejected during pre-acceptance reviews if they do not comply with this requirement, which could result in delays.

Noted.

#### 4C. Mineral Rights Notification

Please fill out the Mineral Rights Affidavit and supply this document to your Case Manager with the application submittal.

Completed Mineral Rights Affidavit included in the submittal package.

### Community Participation & Neighborhood Services

Please work proactively with registered neighborhood organizations and adjacent property owners. Registered neighborhood organizations within a one-mile radius and adjacent property owners will formally be notified of the application when a submittal has been made to the Planning and Development Services Department.

Scott Campbell is the neighborhood liaison for the project. He has put together a report attached to these notes listing the registered neighborhood organizations within one mile of your proposed project and can assist in scheduling and facilitating meetings with community members. Please work with the organizations that express interest in your project to address comments and mitigate concerns

All meetings with registered neighborhood organizations should also include the Planning and Development Services Department Case Manager so that questions concerning the UDO and procedures can be properly addressed. The Case Manager will record any project-related commitments that are made to the community at these meetings.

Registered Neighborhood Organizations:

E-470 Neighbors – Margaret A. “Margie” Sobey

**Noted.** Registered neighborhood organization will be engaged as the project moves forward.

### Oil and Gas Development

We have reviewed the area of your development. There are no known plugged and abandoned (P&A) wells within your site and no existing or planned oil and gas surface facilities on your site. There may be existing underground pipelines in rights-of-way.

**Noted.**

### Parks, Recreation, & Open Spaces (PROS) Department

Medians:

Major arterial roadways typically require 26' standard medians with landscaping which may come to PROS for maintenance or may be privately maintained by the Metro District. It is PROS preference at this time to request that the maintenance of these medians be private following an IGA for the following reasons:

- Privately maintained medians are allowed flexible designs to meet the needs of the residents and the Metro District. This would allow enhancements beyond the standards which PROS requires.
- If the median width is proposed to change beyond the standard 26' width to either be reduced or widened to meet the needs of the adjacent developments.

If these are anticipated to still be maintained by PROS, the following are required:

- The median design and completion is required with the full build out of the right of way. If only half of the right-of-way is proposed at this time, the landscaping will be deferred until completion by whomever the completing entity is.
- Design needs to meet PROS xeric standard which includes no irrigation, trees, specific xeric plant palettes, and a focus on use of river rock and cobble.

- All medians are required to have a maintenance and warranty period of 3 years pending PROS approval and acceptance of the median. All plants are required to be hand-watered during this 3-year period for establishment.

It is the intention of the developers on both the Harvest Mile and Windler properties to turn over the 56<sup>th</sup> Avenue medians to PROS. The median landscaping design depicted in the first ISP submittal meets PROS xeric standards. Comment on maintenance and warranty period is noted.

#### Aurora Water

- Extend utilities per the approved Fulenwider Master Utility Study.  
Utility layout is per the Master Utility Report prepared by Olsson on 6/24/21.
- Ensure that phasing at the intersection of 56th Avenue and Denali Street does not cover the 36-inch stub on the north extension of that intersection.  
36-inch waterline stub at 56<sup>th</sup> Avenue and Denali Street will be extended north to get outside of the footprint of the roadway improvements.
- A domestic allocation agreement will be required for connections 2" and larger.  
Noted.
- Utility services available:
  - Water service may be provided from: 56<sup>th</sup> Avenue
  - Sanitary sewer service may be provided from: Extensions per approved Master Utility Study
  - Project is located on the following Map Pages: 96U, 96V, 95U, 95V
 Noted.
- A Site Plan is required for this project and must show existing and proposed utilities including:
  - Public/Private Mains
  - Service Lines
  - Water Meters
  - Fire Suppression Lines
  - Fire Hydrants necessary to service your development
  - All utility connections in the arterial roadway are required to be bores.
 Public and private mains and fire hydrants necessary for the roadway improvements are depicted in the ISP submittal. Service lines, meters, and fire suppression lines are not present in the project footprint.
- Utility Development Fees:
  - A partial Storm Drainage Development fee is required prior to the recording of the Subdivision Plat or at the time of building permit approval if a Plat is not required. Additional Storm Drainage fees may be charged and are based on the amount of impervious surface created by this project.

- The Water Transmission Development Fee and the Sanitary Sewer Interceptor Fee have been combined into the water connection fee and are required to be paid after issuance of building permit and prior to issuance of the Certificate of Occupancy.
- Commercial users with meters one and one-half inches and smaller with landscaped areas not served by a separate irrigation system shall be charged an outdoor fee based upon the total landscaped area.

Noted.

#### Public Works Department

- No Traffic Impact Study will be required as adjacent Master Traffic Impact Studies have studied the intersections along the identified section of 56<sup>th</sup> Avenue.

Noted.

- NEATS identifies trail/drainage at-grade enhancements/separations on 56th Avenue.

At grade trail enhancements will be provided and detail and design progress.

- NEATS identified 56th Avenue as a bicycle corridor

Accommodates for bicycles being made in the design of 56<sup>th</sup> Avenue.

- Improvements identified in NEATS should be incorporated

Noted.

- Multiple intersections are candidates for a future traffic signal if and when signal warrants are met. As an adjacent land owner/developer, you must participate in the cost of the traffic signal installation

Noted. Phasing notes on the cover sheet of the ISP submittal indicate concurrence with participation in costs of traffic signals.

- Applicant shall install two 2" conduits and pull boxes to be owned/maintained by the City of Aurora, for future fiber optic interconnect of traffic signals along arterial roadways.

- Conduit

- Conduit material shall be Schedule 80 HDPE (or similar).
- A # 14 AWG stranded copper conductor shall be installed for city underground locating purposes.
- A nylon pull tape with a minimum 1,250 lb. tensile strength shall be installed in all new conduit.

- Pull Box

- Pull boxes shall be 30"x48"x24", with two-piece interlocking lids.
- City conduit shall be installed into City Pull Boxes.

Approximate fiber optic locations depicted on the typical sections in the ISP submittal. Final conduit and pull box locations to be coordinated with the City as the design progresses.

- Objects and structures shall not impede vision within the sight triangles. Show sight triangles on the site plan and landscaping plan at all access points in accordance with City of Aurora Standard Traffic Detail TE-13. In addition, street trees shall be set back from Stop signs and other Regulatory signs as detailed in City of Aurora Standard Traffic Detail



TE-13.3. Add the following note landscape plans: 'All proposed landscaping within the sight triangle shall be in compliance with COA Roadway Specifications, Section 4.04.2.10' **Sight triangles depicted on the landscape plans of the ISP submittal. Note added to landscaping sheets.**

- Designate a Public Access Easement along 56<sup>th</sup> Avenue.  
**Noted.**
- A traffic signal easement shall be required at all the proposed signalized intersections along 56<sup>th</sup> Avenue to accommodate the proposed traffic signal pole, underground conduits, pull boxes and signal control cabinet.  
**Noted.**
- Right turn lanes for major intersections shall consider alternative geometric configurations (standard geometry for channelized right turn lanes with acceleration lane, compound curves for channelized right turn lanes without acceleration lanes).  
**Noted.**
- Show existing stop signs and street name signs or the installation of new stop signs and street name signs by developer at the site access points onto public streets. Add the following note to the Site Plan:
  - The developer is responsible for signing and striping all public streets. The developer is required to place traffic control, street name, and guide signs on all public streets and private streets approaching an intersection with a public street. Signs shall be furnished and installed per the most current editions of The Manual on Uniform Traffic Control Devices (MUTCD) and City Standards and shown on the signing and striping plan for the development.**Stop signs shown, street names unknown at this time. Street name signs will be added at a later date.**
- Multiple intersections are candidates for a future traffic signal if and when signal warrants are met. As an adjacent land owner/developer, you must participate in the cost of the traffic signal installation. Add the following note to the Site Plan:
  - (Applicant/owner name, address, phone) shall be responsible for payment of 25%/50%/100% of the traffic signalization costs for the intersection of \_\_\_\_\_ and \_\_\_\_\_, if and when traffic signal warrants are satisfied. Traffic signal warrants to consider shall be as described in the most recently adopted version of Manual on Uniform Traffic Control Devices, as of the date or dates of any such warrant studies. For warrant purposes, the minor street approach traffic shall typically be comprised of all through and left-turn movement and 50% of right turn movements unless otherwise determined by the traffic engineer. Pursuant to 147-37.5 of city code, the percentage of the traffic signalization costs identified above shall be paid to the city by the applicant / owner, to be held in escrow for such purpose, prior to the issuance of a building permit for the related development or as otherwise required by city code. The percentage above will be applied to the entire traffic signalization cost as estimated at the time of the escrow deposit to calculate specific dollar funding requirement.**Traffic signal escrow noted on cover sheet of ISP submittal.**



- Pending something unforeseen, such as public comment, Traffic Engineering will not require a Traffic Study at this time.  
*Noted.*
- Improvements for 56<sup>th</sup> Avenue shall be in conformance with the approved Fulewider Public Improvement Plan (PIP) utilizing the updated section from NEATS with separated bike facilities.  
*See response to comment 2A.*
- A preliminary drainage report shall be submitted with the site plan. Detention and water quality/EURV shall be in conformance with the master drainage study. Interim facilities shall be provided if downstream facilities have not been constructed.  
*Preliminary drainage report included with ISP submittal. Detention and water quality/EURV noted on the ISP plans and in the drainage report. Interim facilities being provided as needed, refer to ISP plans and drainage report.*
- This application will be referred to Mile High Flood District (MHFD) for review and comment. It is advised that coordination with MHFD is started as soon as possible.  
*Noted.*
- Typical roadway sections are specified in the City Code and summarized in Section 4.08 with details shown in the Standard Detail S1.  
*Noted.*
- Curb ramps must be shown (located) on the plans at all curb returns, “T” intersections, and any other location of public necessity. Refer to Standard Detail S9. Detailed grading of the curb ramps shall be included in the civil plans.  
*Curb ramps provided and schematically shown in ISP submittal.*
- Flared curb cuts, Standard Detail S7.4, are not permitted for commercial/industrial or residential driveways where traffic movements would be substantial. When the number of parking spaces exceeds 20, curb returns are required, and the curb return radii shall be labeled on the plan.  
*This comment is not applicable to the project – no flared curb cuts present within footprint.*
- Pedestrian Bicycle Railings will be required at and continuous along vertical separations of 30 inches, or greater, or on slopes greater than or equal to 3:1 adjacent to pedestrian areas. See Standard Detail S18.  
*Noted. No anticipated locations where this will be necessary but will be confirmed in Construction Documents phase.*
- Retaining walls shown on plans shall indicate material type and a height range or indicate a maximum height. Where appropriate, guard or hand rails may be required.  
*No retaining walls expected as a part of this project. This will be confirmed in the Construction Documents phase.*

- Street lights are required along adjacent roadways. Please refer to the Draft Lighting Standards for street light spacing, location, wattage, etc., information. Street lights along public right-of-way shall become city-owned and maintained once they have been installed and the final acceptance letter for the lights has been issued. Street light locations shown on the site plan are conceptual. The street lighting plan shall be included with the Civil Plan submittal and will determine final street light locations based on a photometric analysis.

Noted.

- ROW dedication is required for 56<sup>th</sup> Avenue.

Right-of-way dedication depicted in ISP submittal.

- The dedication of a 25-foot lot corner radius is required at the intersections with 56<sup>th</sup> Avenue.

Radial intersection dedications to be depicted in designs for intersecting roadways.

- Please coordinate with the Real Property Division of Public Works for the dedication of any required easements. If a plat will be prepared for this development, the plat can cover the required easements.
  - A drainage easement shall be required for any detention/water quality facilities on site. This drainage easement shall tie to a public way.
  - Utility easements shall be required for any proposed water/sanitary sewer/public storm sewer located outside of public right-of-way.
  - Public access/fire lane easement shall be required for fire lanes outside of public right-of-way. Please coordinate with Life Safety for their alignment.

Noted.

- Per Section 138-367 of the Aurora Municipal Code, a Preliminary Drainage plan and report is required prior to Site Plan or Plat approval. A Preliminary Drainage Plan and Report shall be submitted at the time of Planning Department application submittal. A review fee shall be paid to the city prior to acceptance of the preliminary drainage report. The site plan will not be approved until the preliminary drainage report is approved. Full spectrum detention is required for this project.

Preliminary drainage report included with submittal package.

- The engineer is responsible for researching and determining if there has been a study by Mile High Flood District (MHFD) proposing improvements within or adjacent to said development. Any such improvements may be required to be constructed with the subject development. Coordination with MHFD and the City shall be initiated in such case at the master plan level or as soon as determined with any proposed development.

Noted.

- Under the provisions of Colorado Revised Statute 37-92-602(8), any detention or infiltration facility that becomes operational after August 5, 2015, is required to notify downstream water rights holders prior to operation. Mile High Flood District (MHFD) has created a spreadsheet form (called SDI Design Data) for determining compliance with the statute and a web portal that will send a weekly e-mail notification to downstream water rights holders, satisfying the notification requirements. The developer will be responsible

for having a professional engineer, licensed in the State of Colorado, complete the SDI Design Data and uploading to the web portal. Public Works Engineering will verify the information matches the final drainage report. Notification must be made before Civil Plans will be approved or Stormwater Permits will be issued.

Noted.

- Detention of storm drainage is required for this site and shall be incorporated on the site unless other accommodations are approved by the City Engineer.

Ponds have been incorporated into the design and are depicted in both the ISP plans and the preliminary drainage report.

- Release rate for the detention pond shall be based upon the “Storm Drainage Design and Technical Criteria” Manual, latest revision.

Release rates are in accordance with the selected alternative for the on-going Second Creek Major Drainageway Plan update. Pond drain times are per the requirements of Denver International Airport.

- Storm water from concentrated points of discharge from a minor storm event shall not be allowed to flow over sidewalks but shall drain to the roadway by the use of sidewalk chase sections. Sidewalk chase sections shall not be located within a curb cut, driveway, curb ramp, or curb return.

No stormwater from concentrated discharge points designed to flow over sidewalks.

- Extend storm sewer through the site, including inlets, pipes, manholes, etc., as needed.

Noted.

- Storm sewer system does not extend to this site.
  - Extend storm sewer to this site; or
  - Discharge onto the street through a chase; or
  - Discharge onto the adjacent property in accordance with the approved master drainage study/preliminary drainage study for this development.

Noted.

#### Fire/Life Safety Comments – Building Division

- Based on the limited scope of roadway work being proposed the Fire/Life Safety comments will be focused on the forthcoming PIP, ISP and Civil plan submittals. The focus of our groups review will be the establishment of emergency access and a looped water supply with your proposal to the overall site.

Noted.

- The number and spacing of fire hydrants are determined using the 2015 IFC, Appendix B & C. As indicated in the previously stated code sections, fire hydrant coverage requirements include both internal site areas and abutting public street systems.

Fire hydrants laid out along 56<sup>th</sup> Avenue at 500' O.C. alternating sides of the roadway.

- A phasing plan must be provided with the Planning Departments Site Plan and the Public Works Departments Civil Plans submittals.  
The 56<sup>th</sup> Avenue improvements are proposed to be built as a single phase, see cover sheet of ISP plans for additional details.

#### Real Property Division

- Easements or additional right of way dedications may be required for you project, please note that these dedications may take 8-10 weeks to finalize. Please schedule accordingly.  
Noted.
- During the pre-application meeting no requirement for separate documents were specifically identified for your site as proposed. However, review of your actual Site Plan when submitted may identify additional conditions which will require a separate document.  
Noted.
- Offsite easement dedications may be required to make your project work. It's up to the developers to obtain these easements for the city, pay compensation, etc. Dedication documents must be prepared using Real Property specifications which can be found in the Dedications Packet. Once complete and accurate easement dedication information is submitted to Real Property, it takes about 8-10 weeks to complete the process. They must be complete and ready to record before Real Property will record the Plat and/or Site Plan.  
Noted.
- If a requirement for new street lighting is identified during the review process, this may be an opportunity to partner with cell carrier providers. New technology allows these providers to incorporate their technology with street lighting. These carriers are willing to take on the cost of purchasing and installing a light with qualifying projects. Please contact Leslie Gaylord at 303.739.7901 for additional details and contact information.  
Noted.

Regards,



Chris Rolling  
Project Manager - Olsson