



November 4, 2021

Heather Lamboy, AICP  
City of Aurora  
Planning and Development Services  
15151 E. Alameda Parkway, Ste. 2300  
Aurora, Colorado 80012

**RE:    Comment Response Letter - Initial Submittal – Town Center at Aurora Phase 2**  
**Application Number: DA-1105-17**  
**Case Numbers: 1985-6028-27**

Dear Ms. Lamboy,

Thank you for the comments on October 14, 2021 for the above-mentioned project. In an effort to address your comments concisely and simplify your review of these development plans, we have summarized your comments and our responses below.

## **COMMENT RESPONSE LETTER: INITIAL SUBMISSION REVIEW**

### **SUMMARY OF KEY COMMENTS FROM ALL DEPARTMENTS**

- Please provide a section drawing to illustrate the relationship of the multi-family building with Sable Boulevard.
  - *Response: Based upon information provided by Kelly Bish and Heather Lamboy the multifamily project requires a 20' setback from the back of sidewalk/property line. The project's design puts the building at a 10' setback and attempting to redesign would essentially make the project's financial feasibility unattainable. We are proposing to offer the following in order to attain a variance/waiver for the setback reduction: 1) Widen the sidewalks on the west side of Sable Blvd. to a minimum of 12'. 2) Coordinate with the City in developing an acceptable landscaping plan for the slope adjacent to the west side of Sable Blvd. that facilitates working within the confines of the various utility easements that encumber the area between the sidewalk and the project's footprint. 3) We intend to also coordinate an art component into our screening of the garage podium of the project and this will also be incorporated into the envisioned landscape plan for this area along Sable Blvd.*
- There are several traffic design standards that must be addressed in association with the roundabout.
  - *Response: Will address items specifically below*
- The restaurant plaza should be enlarged to control traffic circulation and reduce vehicle/pedestrian conflicts.

- *Response: Our development team has concerns with reduced parking in this area as spaces will be at a premium in this particular part of the development. To be further addressed below*
- It is suggested that we meet to discuss these comments. Please contact Heather Lamboy to schedule. If you want staff from other departments to attend, please advise.
  - *Response: Done.*

## PLANNING DEPARTMENT COMMENTS

### 1. Community Questions, Comments and Concerns

A. No community comments were received with this application.

- *Response: Noted.*

### 2. Completeness and Clarity of the Application

A. Application fees have not been paid. Please pay the fee of \$40,018.60 prior to the second submission. The second submission will not be accepted prior to payment of the invoice.

- *Response: Done. Fees have now been paid.*

B. On the Public Improvement Plan, please indicate timing of public improvements. If timing is uncertain, please include a narrative of which improvements are going to be provided with each building or phase.

- *Response: Exact timing is still TBD for all components. However, with that being said, we feel the proposed improvements would logically fall into two main project phases. The multifamily is somewhat a distinct part of the development and would only really be linked to the proposed ADA sidewalk connection on the SE side of the FieldHouse USA building/lot. Due to the close-proximity of the restaurant plaza and hotel, those projects have always been planned to address site work for both concurrently. The rest of the site improvements including the roundabout and Crystal St. improvements would also more appropriately be tied to the development of the restaurants and hotel rather than the multifamily site which has access directly from Sable Blvd. and Centrepont Drive. The utility relocations are anticipated to be completed prior to the development of the residential, hotel, and restaurant components.*

*The PIP has been updated to show the anticipated phasing.*

C. Please include a note that sidewalks along Sable Avenue will be cleared of snow by the multi-family developer. Due to the height of the structure, there may not be enough sunlight to clear snow and/or ice.

- *Response: A note has been added on Detailed Site Plan (East) indicating that the snow will be cleared on the adjacent Sable Avenue sidewalk by the owner of the multi-family building along the limits of the project frontage.*

D. Please provide a section drawing illustrating the mall, the multi-family building, and S Sable Boulevard.

- *Response: A section drawing has been provided.*

- E. For the multi-family elevations, please provide one elevation per sheet for legibility.
  - *Response: The elevations have been updated per request.*
- F. Please consider how the mall may evolve over time. Anticipate providing pedestrian connections throughout the property. To start, provide a sidewalk along the entire ring road in the area of the site plan. Limit the number of vehicle access points in order to minimize conflicts between pedestrians and vehicles.
  - *Response: The multifamily development will inherently reduce the number of access points from the mall ring road versus what is available today (# of access points goes from 12 to 3). Regarding the subject of a sidewalk that would traverse the entire ring road, our development team has real concerns regarding safety as that could effectively introduce more pedestrian/vehicular conflict points and only create more operational concerns. As noted in Sections 4B and 5J below, we believe the proposed pedestrian/sidewalk improvements are appropriate and sufficient for the function and safety of the overall site.*

### 3. Zoning and Land Use Comments

#### Aurora Mall Master Plan Standards

- A. Dark tinted or mirror windows are discouraged.
  - *Response: Bolt-on Restaurant response: No mall glazing will utilize dark tinted or mirror windows. Tenant glazing will be by the tenants and will not be dark tinted or mirror windows.*
  - *Gensler Response: Noted. Dark tinted windows will not be used.*
- B. All building areas which have significant visual impact should provide articulation, fenestrations and/or material changes.
  - *Response: Bolt-on Restaurant response: The exterior of the new restaurant face at Field House and the new Mall entrance has been broken up visually by vertical walls of stone and diverse, but complimentary, materials at each tenant. Proposed materials include metal fascia's, metal siding, linear metal fencing, wood-look metal siding, limited EIFS, and stone. Facade bump outs are included to break up the length of the building.*
  - *Gensler Response: Noted. The entire building is articulated in both horizontal and vertical directions with varying materials and fenestrations.*
- C. Building facades should incorporate a pedestrian scale character. Staff comment: The pedestrian scale character is not accomplished on the east elevation of the multi-family building.
  - *Response: The multi-family building incorporates pedestrian scale with the combination of steps in building massing, appropriate window and entrance heights, pedestrian shading devices, landscape, and material changes.*
- D. Buildings shall use height and massing to emphasize important corners, designate points of entry, and create a visible skyline to differentiate the MU-R zone districts as more significant activity nodes than surrounding areas.
  - *Response: Bolt-on Restaurant response: Large, vertical stone veneer elements frame the building at corners and draw people to entrances within the restaurant tenants. The mall*

*addition is comprised of large, glazed element which designates a major point of entry and presents as feature to activate the area.*

- *Gensler Response: The building massing is differentiated at the corners and ends with extra height at the north and south while stepping down in the center. The building also is split in the center to break the building massing up and allow for additional daylight and incorporate another layer of shadow lines*

#### *Mixed-Use Regional Standards*

**E.** Within each MU-R district, each building taller than 50 feet and each building larger than 100,000 square feet shall include at least one common architectural element that visually links such buildings to each other and distinguishes the MU-R from other MU-R areas when viewed from I-225. Common architectural elements may include building materials of a distinctive color, common lighting features to accent building cornices or rooflines, common roof shapes, or other elements readily visible and distinguishable by motorists.

- *Response: This multi-family building incorporates many unique characters and distinctive architectural elements. The most prominent is the reticulated façade that minimizes flat extruded building massing, eliminates a flat roofline, and creates an enormous amount of texture and shadow lines on all facades. The building also steps up and down from one end of the building to the other creating a geological feel to the development.*

**F.** Below are standards required in the MU-R zone district:



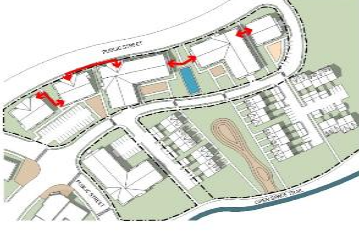
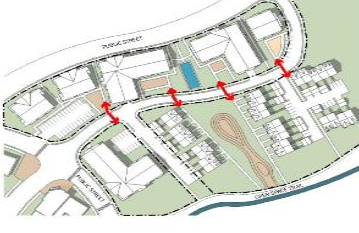
Required Pedestrian Connections	
<b>From Main Entry to Public Sidewalk</b> – Provide a safe, convenient, and accessible pedestrian connection from the main entrance of a building to a public sidewalk or internal walkway that connects to a public sidewalk.	
<b>To Adjoining Streets</b> – Provide pedestrian connections between internal and perimeter sidewalks at a maximum of 1,320 feet along the perimeter street (i.e. pedestrians along the perimeter sidewalks shall be able to find a sidewalk connection into the internal sidewalk system without walking more than 1,320 feet along the perimeter of such a site.)	
<b>Between Multiple Buildings on a Site</b> – All developments containing more than one building shall provide walkways between the principal entrances of buildings.	
<b>To Adjacent Development</b> – Sidewalks and walkways serving a site shall align and connect with any sidewalks on adjacent properties that extend to the boundary of such properties. Multiple pedestrian connections between adjacent developments shall be provided to the maximum extent practicable.	

Table 4.5-4  
Pedestrian Crossing Options

Change in  
Paving  
Materials



Change in  
Paving  
Color



Vehicle Connectivity. Internal streets or driveways shall be made between multiple buildings and parking areas on a single lot or development to break up large parcels into smaller, internal “blocks”, and to avoid the need to use public boundary streets to move between different buildings or areas of the development site. Such connections shall:

Create internal “blocks” for which the perimeter of each “block” created by internal streets and external streets is no greater than 2,640 feet, or not greater than 1,600 feet for properties within ½ mile of an activity center or transit station.

Public spaces shall be designed to promote social interaction, leisure opportunities, public gathering and activities, and/ or to create focal points and activity nodes within development.

Try to follow these guidelines:



GUIDELINE A – To the maximum extent practicable, combine access points for adjoining properties in order to minimize curb cuts and traffic impacts on adjoining streets.

■ *Response: Noted. Thank you.*

GUIDELINE B – Provide internal, direct vehicular connections between adjoining properties to reduce traffic impacts on adjoining streets. Align vehicular connections to the maximum extent practicable. A joint access agreement may be needed.

■ *Response: Noted. Thank you.*

GUIDELINE C – Provide internal pedestrian connections that link adjoining properties and create an internal pedestrian circulation system within large development sites.

■ *Response: Noted. Thank you.*

GUIDELINE D – Provide multiple pedestrian connections that link into existing or planned citywide open space and trail networks.

■ *Response: Noted. Thank you.*

Walkways shall be a minimum of six feet wide and include lighting at a height of 12 feet or less spaced no further than of 50 feet on center.

■ *Response: Noted. Thank you.*

Mixed-use and multifamily lots within one-quarter mile of a light rail transit station shall include a direct pedestrian connection to the station, to the maximum extent practicable, or if that is not practicable, to a public sidewalk leading to the station. Signage directing pedestrians to the nearest transit station shall be provided on-site. Consider a wayfinding signage program that will direct pedestrians around the northern portion of the mall.

■ *Response: Noted. Thank you.*

At each point where a sidewalk must cross a parking lot, internal street or driveway to make a required connection, it shall be clearly marked by using one of the methods shown in Table 4.5-3. (See above graphic)

■ *Response: We anticipate proposed cross-walks will be clearly marked as required.*

#### 4. Streets and Pedestrian Issues

A. At roundabout: It is suggested that this median be extended to prevent left turns into the Chick-Fil-a and Hobby Lobby Drive. That should be a right out only. This will avoid traffic backing up as vehicles are attempting to turn left. There are currently traffic backups associated with this driveway.

■ *Response: WPG as owner of the ring road does not have the ability to make those restrictions to the primary access point for Chick-Fil-A and Hobby Lobby without violating the terms of the existing access agreement serving those outparcels. Additionally, WPG has confirmed that both the owner and operators of those outparcels will not agree to a restricted RI/RO only access. Because the proposed roundabout is expected to vastly improve traffic circulation throughout this site versus the all-way stop condition that exists today, we respectfully resubmit our plan with the median unchanged.*

- B.** Sidewalks should be provided on both sides of the ring road for safe pedestrian circulation. This may require closing off some of the access drives.

■ *Response: Reduction in number of access points was previously addressed in 2F above. Regarding sidewalk connectivity for safe pedestrian circulation, our development team has been thoughtful about how each of these portions of the site will be tied together and where those pedestrian connections should be made. Based on our proposed plan we believe we have safely and successfully connected the Macy's parcel, the proposed new restaurants, the proposed hotel, the In N Out parcel, Fieldhouse USA, the Chick-Fil-A/Hobby Lobby parcels, and the proposed multifamily development.*

- C.** There will be a lot of activity between the restaurants and the hotel. It has been discussed that this area may be used as a plaza for special events. Please eliminate the first rows of parking adjacent to the building to allow for a more flexible use of the space and to limit the amount of vehicles circulating through the area to minimize pedestrian/vehicle conflicts. Please see highlighted area where plaza should be extended.

■ *Response: As discussed with staff, the area between the hotel and restaurants is intended to predominantly serve as parking and additional circulation for the majority of the time. However for the times when events are taking place in this area, we intend to shut these areas off to thru traffic. As a development team, we have concerns regarding the proposal to remove roughly 30 spaces when parking will be at a premium in this area. These rows in particular are critical as they serve as convenience parking for the restaurants (which is critical for prospective tenants) as well as providing relief for the parking field surrounding the hotel. We have been intentional in preserving as much parking as possible in this portion of the site to not only better serve the hotel and restaurant patrons, but to also benefit the customers of the adjacent parcel owners (In N Out to the north and Macy's to the south).*



## 5. Parking Issues

**A. Minimum parking: 1 space/du for Multi-Family 246 spaces required**

Provided that the ring road has private street which includes sidewalks, no additional guest parking is required. Otherwise, 1 parking space per 5 dwelling units is required.

- *Response: Acknowledged. It is the intent of the developer to provide a parking ratio of 1:1. All but five (5) of those will be inside the building footprint. The additional spaces needed will be located across the drive aisle. We have implemented a crosswalk at this location to show direct access to the building from this dedicated parking area.*

*We assume MF is self-parked at 1:1 ratio (per dwelling unit). Would this project be considered a Mixed-use TOD? If so, per the UDO this should calculate to 0.85 parking spaces per unit.*

**B. Hotel: 0.75 space per room.  $119 \times .075 = 89.25$  or 90 spaces required for the hotel (conference facilities within the hotel are considered accessory and do not require additional parking).**

- *Response: Parking study is updated to eliminate accessory uses. The UDO Table 4.6.1 indicates 1 space per unit. Otherwise, this is addressed.*

**C. Restaurants: 4 sp/1000 gfa 25,000 square feet=100 spaces required for proposed restaurants.**

- *Response: This is addressed in the parking study.*

**D. Bicycle Parking:**

**i. Multifamily & Commercial:** Parking calculated to be at least 10% of required auto spaces. Bike lockers may be considered as an amenity for multi-family residents.

- *Response: The parking study prepared for this development does not account for any bicycle parking. The site development will accommodate an adequate number of bicycle parking spaces (22 for the commercial & 25 bike spaces for the multi-family development).*

**E. Proximity to transit permits a 30% reduction in required parking for commercial uses. This reduction is not permitted for multifamily uses.**

- *Response: There is ample parking here for the entire mall with the shared use agreement. We were asking for a 100% reduction in the parking study. We are not adding any new parking for the Phase 2 development.*

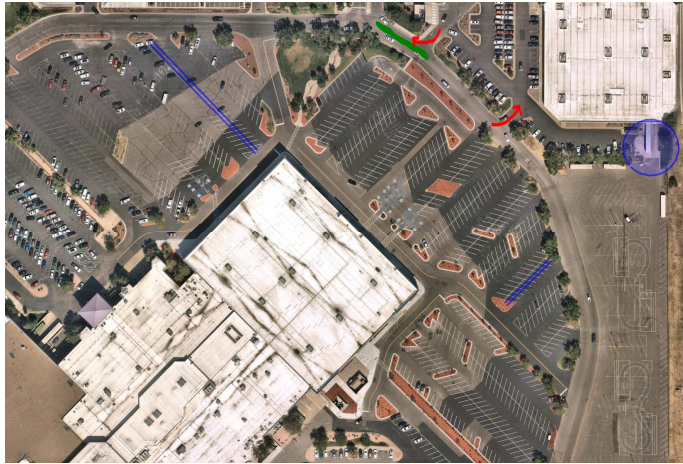
**F. Please provide an exhibit on shared parking – will the businesses on the northern portion of the mall be able to share parking with the businesses on the south side of the mall?**

- *Response: Please refer to the formal Parking Study for the Phase 2 Development. Yes, the northern businesses will be able to share parking with the businesses on the south side of the mall.*

*Per discussion with staff, WPG can simply rep to the fact that there is a reciprocal easement agreement between the mall owner (WPG) and the various anchor parcel owners (Macy's, Dillard's, and JCPenney) that grants cross access and cross parking over and across each other's sites.*



- G.** No more than 25 percent of the lot frontage on arterial or collector streets to a depth of 60 feet shall be occupied by surface parking. The remaining 75 percent of the lot frontage on arterial or collector streets shall be occupied by a structure, and no surface parking shall be located between that building and the street.
- *Response: The development doesn't propose any parking within 60' of an arterial or collector streets. The multi-family building will have all the proposed parking within the limits of the building. The mall ring road is private.*
- H.** Required parking space(s) associated with a multifamily residential building shall not be located more than 330 feet from an entrance to that building and shall have a direct pedestrian connection to the building's entrance or entrances.
- *Response: Visitor parking for the multi-family building that is located across the ring road is within 330' from the entrance and have a direct pedestrian connection. We are providing a striped crosswalk for safety.*
- I.** Pedestrian Walkways. In parking lots containing more than 150 contiguous spaces, sidewalks or paths at least six feet in width and designated by painted lines, raised surfaces, or different surfacing colors or materials shall be provided within a landscaped median to provide safe pedestrian access from the farthest parking block, row, or bay to the primary entrance of each building the parking area serves.
- *Response: Pedestrian walkways are being provide strategically through the site. The parking lot for the Fieldhouse USA is existing and will mostly remain unchanged.*
- J.** The blue lines in the graphic to the right illustrate potential pedestrian connections throughout the site that will be a minimum 6-foot pedestrian path. Additionally, an extended median is illustrated to manage the traffic going into the Chick-Fil-A/Hobby Lobby site to prevent traffic backups at the roundabout.
- *Response: The CFA/Hobby Lobby access was sufficiently addressed above. Regarding the proposed pedestrian paths in the markup above, we believe the NW path near the hotel has already been sufficiently addressed with accessible sidewalks on both sides of the hotel development as well as a crossing to get to the other side of the mall ring road toward Abilene. There will also be an additional pedestrian connection on each side of the roundabout which will serve to tie the FieldHouse, restaurants, and hotel to In N Out, Chick Fil A, Hobby Lobby, Alameda Ave., etc.*
- K.** It appears that a loading dock at Hobby Lobby exits onto the multi-family site. Will this circulation be maintained?
- *Response: The proposed development respects the existing access easement through Lot 3 (Multi-family development) to the Hobby Lobby. The proposed development has been coordinated with Hobby Lobby operations and ownership.*



**6. Architectural and Urban Design Issues**

**A.** In order to understand the relationship of the multi-family building with Sable Boulevard, please provide a section drawing. As stated in the Master Plan as well as building design standards in the UDO, first levels should be of pedestrian scale. If that is not possible, then street level facades should be articulated in order to reduce the appearance of mass.

■ *Response: A section drawing has been updated.*

**B.** In the MU-R zone district, parking garages must be screened through the use of public art, a landscape wall, or a combination of both. As stated in the Public Art Coordinator's notes, additional detail is required regarding the proposed murals. Please see below.

■ *Response: Gensler response: Parking garage is screened with a combination of textured wall panels, decorative metal, public art, and landscape.*

**C.** In Subarea A, and in the Core subdistrict of the MU-TOD district, ground floor parking garage frontages on collector or arterial streets shall be designed with a minimum floor-to-ceiling height of 11 feet to a depth of at least 20 feet from the street frontage, so that area can be converted to a pedestrian-active retail or service use in the future.

■ *Response: The entire first floor is 21'-0" floor to floor.*

**D.** Building Orientation - General. Each primary structure shall be arranged so that the primary façade and each façade with a main pedestrian entry, orients onto and provides direct pedestrian access onto, one of the following.

■ *Response: Bolt-on restaurant response:*

*Bolt-on tenants and new mall entry face the proposed plaza, which abuts the mall road. The corner of the mall road is addressed by clipping the corner of the proposed tenant to draw people in from both.*

■ *GENSLER Response: The primary façade is aligned and oriented towards the direct pedestrian accessways.*

- E.** Every 50 linear feet, mixed-use and multifamily developments shall use at least two of the horizontal articulation methods shown in Table 4.8-3 at an interval of 50 feet or less on each street facing building façade.
- *Response: Bolt-on restaurant response: Variance was requested for bolt-on portion.*
  - *GENSLER Response: The multi-family structure utilizes changes in material texture and color from L1 to L6, horizontal offsets from L1 to L2 and L3 to L4, change in roof height from the north to the south, and wall notches in the form of rotated apartment units in plan to create an articulated façade.*
- F.** Each primary structure or portion of primary structure with a height of 30 feet or more and more than two stories shall use vertical articulation to present a clear base, middle and cap to the building on each façade facing a street or a Residential zone district.
- *Response: Bolt-on restaurant response: The bolt-on tenants do not face a street or residential zone district.*
  - *Gensler response: There is vertical articulation in the structure presenting a clear base for the parking garage at L1, the first two levels of multi-family at L2 and L3, and the top three levels of the multi-family at L4, L5, and L6*
- G.** The “base” is generally the portion of the building that meets the ground. It is at least 24 inches tall, but for taller buildings could be as tall as the first two stories. It shall include pedestrian oriented elements, high transparency, and be made of high-quality and durable materials. The “middle” is the least dominant façade element. It is generally located between the “base” (anywhere above 24 inches above the ground) and the “cap”, or roofline. The “cap” is where the building meets the sky. This is generally a predominant roofline or architectural element indicating the end of a building. a. A public or private street; b. A public park, open space or common green; c. A plaza or courtyard; or d. A pedestrian passage.
- *Response: Bolt-on restaurant response: The bolt-on tenants do not face a street or residential zone district.*
  - *Gensler response: The base is constructed of high quality and durable materials. Transparency is provided at the lobby, retail space, entrances, and bike storage areas. The parking garage also is 50% ventilated with decorative perforated metal panels.*
- H.** Please include a similar table to below for each building reflecting the types of building materials to illustrate compliance with standards. Please also use a column to indicate material and colors.

Table 4.8-5 Permitted Primary Exterior Building Materials				
✓ = Permitted Blank cell = Not Permitted ✓A/B = Conditional	Residential Districts		Mixed-Use Districts	Special Purpose Districts
	Single-Family Detached and Two-Family	Townhouses and Multifamily		
Architectural Glass	See. Sections <a href="#">146-4.8.3.C</a> and D.		✓	✓
Corrugated Metal [1]				✓ <sup>A</sup>
Composite Wood		✓		
Detailed Cast Concrete		✓	✓	✓
Masonry - Brick		✓	✓	✓
Masonry - CMU Block		✓	✓	✓
Masonry - Decorative Tile		✓	✓	✓
Masonry - Natural Stone		✓	✓	✓
Metal Panel		✓	✓	✓
Large Cementitious Panels [2]			✓ <sup>B</sup>	✓ <sup>B</sup>
Three Coat Stucco		✓	✓	✓
Synthetic Stucco				
<div>[1] Buildings with corrugated metal as the primary exterior building material shall include wainscoting at least 42 in. high, surfaced in stone, decorative concrete, or brick masonry when facing a view corridor, drainage, public or private space, or right-of-way.</div> <div>[2] Buildings with large cementitious tilt-up panels shall be embossed with reveals that repeat a common pattern that is human scaled.</div>				

- *Response: Bolt-on restaurant response: See attached table*
- *Gensler response: The ground level incorporates Detailed Cast Concrete, Metal Panel, and Decorative CMU.*

## 7. Public Art Plan (Roberta Bloom / rbloom@auroragov.org)

**A.** The PAP is incomplete. It seems you are showing murals. There is no description, budget, timeline, goals, and it addresses only the new housing/ multi-family. It does not address the hotel development or restaurants. Is this what it will look like?

- *Response: Please note that as part of the colored rendering package in our submission, there are callouts for sculptures placed in several locations within the outdoor plaza area. The exact specifications, locations, and costs are still to be determined.*
- *CE Response: The public art component of the project is admittedly incomplete at this time. The rendering of murals at portions of the retaining/garage walls was our indication that this was the area and general application of our proposed art plan. It meets the criteria of addressing passersby on Sable whether they are in trains, cars or walking. It also creates a dramatic gateway element to the mall property in general and in that regard can be considered a shared element by all mall tenants.*

*Our approach to this part of the project is to retain a consultant, hopefully among current city contacts who have relevant experience of this type. We are especially interested in exploring projected images that will periodically, or even constantly change. This allows a*

*single application of art to address diverse interests and allow different artists to participate. There are current examples around the country of light and image displays that are equally effective in daylight as well as night time.*

*These elements will all be in place at the time the multi-family component of the project is completed, presumably in 3Q 2023. They are an integral part of that construction. The extent of coverage on our walls will be a function of the budget. Our budget has not been assigned although we have been involved in other municipal art that represented about 1% of the building construction cost, which for the multi-family component is about \$560,000 initially.*

*The hotel is not positioned nor focused to address gatherings of people except at the common area/plaza west of the proposed restaurants.*

## 8. Landscaping Issues

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

### Architectural Sheets, Sheet PA4.000

**A.** Please include an elevation of the Sable Boulevard Side or east side of the proposed development.

- *Response: Please find the requested elevation included with the resubmittal.*

### Sheet 20

**B.** Dimension and label the buffer being provided along Sable Boulevard. A 20' wide buffer is required and may not be reduced. Buffer plantings are required at a ratio of one tree and 10 shrubs per 40 linear feet. No trees have been provided only shrub substitutes. This is not permitted unless the site is encumbered. The applicant has chosen to locate the building immediately adjacent to a 10' wide easement with no separation thus not meeting the required 20' buffer minimum. The encumbrance is self-imposed as the building may be shifted in toward the site to accommodate the required landscaping.

- *Response: The developer is seeking an "adjustment" from the 20' setback along Sable Blvd. Additionally, the frontage is encumbered by a very steep slope as well as a 10' utility easement that prevents any trees being planted. There is also electric and fiber lines that run along the existing sidewalk in Sable Blvd. We are proposing to widen the sidewalk along Sable Boulevard to 12' and heavily bolster the landscape design in this area with additional shrubs/material to compensate.*

**C.** Street trees are required a ratio of one tree per 40 linear feet. With an attached sidewalk, the street trees are located 4'-5' behind the back of walk. They may be counted towards the required buffer trees as well. Street trees are required along both Sable Boulevard and E. Centerpoint Drive

- *Response: Street trees are unable to be planted along Sable due to an existing utility easement. Due to limited landscape area between back of sidewalk and building along CenterPoint Drive, trees are not feasible in this location.*



**D.** Enlarge the street text.

- *Response: Comment addressed.*

**E.** Move the building call-out off the easement and make larger.

- *Response: Comment addressed.*

**F.** Show the property line as a traditional line type. A long dash and two short dashes.

- *Response: Comment addressed.*

**G.** Provide street cross sections where indicated.

- *Response: Section is provided by Architect.*

**H.** Also include the written scale.

- *Response: Comment addressed.*

Sheet 21

**I.** No more than 20% of the parking lot island can be ornamental grasses. Check all parking lot islands.

- *Response: Comment noted. Thank you.*

**J.** Twelve plants are needed in the larger islands. No more than 20% grasses.

- *Response: Comment addressed.*

**K.** Label the seat walls.

- *Response: Comment addressed.*

**L.** Show the property line as a traditional line type. A long dash and two short dashes.

- *Response: Comment addressed.*

**M.** Label the hotel.

- *Response: Comment addressed.*

**N.** Darken the outline of the hotel.

- *Response: Comment addressed.*

**O.** Ornamental grasses can't be used to screen parking areas.

- *Response: Comment addressed.*

Sheet 22

**P.** Ornamental grasses can't be used to screen parking areas.

- *Response: Comment addressed.*

Sheet 23

**Q.** Update the General Landscape Notes where indicated.

- *Response: Comment addressed.*

**R.** Add a note concerning mulch treatments.

- *Response: Comment addressed.*

**S.** Correct the plant species in the Plant Schedule.

- *Response: Comment addressed.*

**T. Update the Landscape Code Table**

- *Response: Comment addressed.*

**U. All the font on this page is too small and too light. Enlarge and darken please. Refer to the font size used on Sheet 22 for the note. The note reads Refer to Sheet XX for complete...this is an appropriate size font and is legible.**

- *Response: Comment addressed.*

**9. Addressing**

**(Phil Turner / 303-739-7357 / [pcturner@auroragov.org](mailto:pcturner@auroragov.org))**

**A. Please provide a digital .shp or .dwg file for addressing and other GIS mapping purposes.**

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

- *Response: Please find the .dwg file included in this resubmittal with the requested linework and data.*

**REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES**

**10. Civil Engineering**

**(Julie Bingham / 303-739-7403 / [jbingham@auroragov.org](mailto:jbingham@auroragov.org) / Comments in green)**

**A. The Site Plan will not be approved by Public Works until the Preliminary Drainage Letter/Report is approved.**

- *Response: Comment Noted.*

**Sheet 1**

**B. Please add the following note: In locations where utility easements overlap drainage easements, only subsurface utilities shall be permitted within the portion of the utility easement that overlaps the drainage easement. Installation of above ground utilities within a drainage easement requires prior written approval by the City Engineer.**

- *Response: Note has been added as requested.*

**Sheet 3**

**C. Add ROW width.**

- *Response: Comment addressed.*

**D. Please show the ramp on the other side of the ADA crossing, please ensure the ramp is updated to current standards.**

- *Response: Comment addressed.*

**E. Call out proposed wall with railing, indicate material, provide typical section.**

- *Response: Wall callout added to plan. Please refer to sheet Grading Plan (NW) for the typical wall section. Material for wall is being vetted.*

**F. Please call out the seat wall. (typ)**

- *Response: Comment addressed.*

## Sheet 5

### **G.** Add ROW width.

- *Response: Comment addressed.*

### **H.** Show where the ADA ramp connects to existing sidewalk.

- *Response: Comment addressed.*

## Sheet 6

### **I.** Add ROW width.

- *Response: Comment addressed.*

### **J.** Show/label existing sidewalk.

- *Response: Comment addressed.*

### **K.** Please include the sidewalk/landscaping in section.

- *Response: Comment addressed.*

### **L.** Label private roads as private.

- *Response: Comment addressed.*

## Sheet 8

### **M.** Label private roads as private.

- *Response: Comment addressed.*

## Sheet 9

### **N.** A drainage easement is required for all detention/water quality ponds. Show/label drainage easement. The proposed easement must be 4' from the exterior wall from the underground water quality structure. An access easement is also required from the easement to public ROW.

- *Response: Comment addressed.*

### **O.** Minimum slope away from the building is 5% for 10' for landscape areas, minimum 2% for impervious areas.

- *Response: Hardscape in front of bolt on restaurants and side of hotel is intended to be as accessibility friendly as possible (2% Max in any direction). Grading has been modified to increase landscape areas where feasible.*

### **P.** Add/label railing in locations over 30".

- *Response: A railing is proposed for the entire length of the wall. Railing called out on site plan sheets.*

### **Q.** Max 4.0% cross slope in fire lanes.

- *Response: Comment addressed.*

## Sheet 10

### **R.** A drainage easement is required for all detention/water quality ponds. Show/label drainage easement.

- *Response: Comment addressed.*

**S.** Please simplify elevations labels to make the grading sheets easier to view- this level of detail is not required for the site plan. (typical all grading sheets)

■ *Response: Comment addressed.*

**T.** Check slopes.

■ *Response: Comment addressed.*

**U.** Minimum 1.0% for asphalt pavement.

■ *Response: Comment addressed.*

**V.** 4% max when sloping down to a public street for 65'.

■ *Response: Comment addressed.*

#### Sheet 11

**W.** A drainage easement is required for all detention/water quality ponds. Show/label drainage easement.

■ *Response: Comment addressed.*

**X.** Add a note indicating if the storm sewer system is public or private and who will maintain it.

■ *Response: Comment addressed.*

#### Sheet 13

**Y.** Please coordinate with Aurora Water regarding the pipe and easement under the proposed building.

■ *Response: The proposed water line is being re-routed around the multi-family building. The existing easements will be vacated. This was coordinated with staff prior to the start of the project.*

**Z.** Add ROW distance.

■ *Response: Comment addressed.*

**AA.** Add a note indicating who will maintain the storm sewer (typical)

■ *Response: Comment addressed.*

#### Sheet 22

**BB.** Please ensure storm is a minimum of 10' away from any trees.

■ *Response: Comment addressed.*

### **11. Traffic Engineering**

**(KD Morris / Carl Harline / charline@auroragov.org / Comments in amber)**

#### Page 30

**A.** Provide stop sign.

■ *Response: Comment addressed.*

**B.** Can the access width be reduced?

■ *Response: Access width could not be reduced. Accessible route has been modified as shown above.*

- C. Modify accessible route through the island.
  - *Response: Comment addressed.*
- D. Provide detectable warning domes.
  - *Response: Comment addressed.*
- E. Rebuild ramp/ramps to current standards.
  - *Response: Comment addressed. Existing ADA ramps on Alameda appear to be new and built to current standards.*
- F. Provide with ramps with detectable domes.
  - *Response: Comment addressed.*

Sheet 31

- G. Relocated existing ramp to provide directional crossing.
  - *Response: Comment addressed.*
- H. Provide dashed striping at these locations to delineate the drive aisle.
  - *Response: Comment addressed.*
- I. Add detectable warning domes here.
  - *Response: Comment addressed.*
- J. Can this island be extended to provide a ped refuge? Current crossing distance is excessive. If not, choose crossing location to the south, through the island.
  - *Response: Comment addressed.*
- K. Provide striped crosswalk bars within drive aisles.
  - *Response: Comment addressed.*
- L. Provide sight triangles, per COA TE-13, at all drive aisle connections to Ring Road.
  - *Response: Comment addressed.*

Sheet 33

- M. Installation of dual lefts will warrant a signal rebuild dependent on need for extended mast arm. Include intersection in site plan.
  - *Response: Per coordination with staff, we are providing an aerial image of the intersection since we do not have current survey of the Alameda/Crystal intersection.*
- N. Ensure that construction documents include signal design plans.
  - *Response: We will prepare signal design plans as part of the construction documents.*
- O. Show existing ramps, do they meet current standards? If not, rebuild.
  - *Response: Comment addressed. Existing ADA ramps on Alameda appear to be new and built to current standards. Ramps that don't appear to meet current standards will be rebuilt.*
- P. Label lane widths.
  - *Response: Comment addressed.*
- Q. 12' left turn lanes required.



- *Response: Comment addressed.*
- R. Pull median back from crosswalk striping.
  - *Response: Comment addressed.*
- S. Increase median width to 4'.
  - *Response: Comment addressed.*
- T. Dual left storage recommendation from MTIS is 150'. Please coordinate.
  - *Response: Per the traffic study 92' dual left-turn lanes will function properly in the year 2040. We are proposing 100' dual left-turn lanes for this project.*
- U. Taper appears to be non-compliant. Consider centering the roundabout egress in the middle of the 3 lanes to mitigate shift taper issues. Provide a shift taper on left and right side of the road.
  - *Response: Taper updated with roundabout redesign to accommodate 100' dual left-turn lanes.*
- V. Provide directional ramps at all crossings (typ.)
  - *Response: Comment addressed.*
- W. Show sidewalk connection between these points.
  - *Response: Comment addressed.*
- X. Trim ramp width to match island cut.
  - *Response: Comment addressed.*

#### Traffic Impact Study

- Y. Please see redlines throughout document.
  - *Response: Traffic study comments have been addressed. Please refer to updated study.*

#### **12. Fire / Life Safety**

**(Jeff Goorman / 303-739-7464 / [jgoorman@auroragov.org](mailto:jgoorman@auroragov.org) / Comments in blue)**

##### Sheet 1, Cover Sheet

- A. Spelling, change to IBC
  - *Response: Comment addressed.*
- B. Please provide the Actual height of Building
  - *Response: Multi-family is 83'-0" and hotel is 62'-0"*
- C. Does the first story of this structure include an open or enclosed parking structure beneath the apartment building? If so, please clarify in this data table.
  - *Response: First floor is an open parking garage*
- D. In the data block for all buildings include in the building is sprinklers or non-sprinklered.
  - *Response: Bolt on restaurant response: Bolt on tenant spaces and mall extension to be sprinklered.*
  - *Gensler Response: Both the Hotel and Multi-family buildings are fully sprinklered.*

##### Sheet 2, Overall Site Plan

- E. Show all existing and proposed fire lanes. New and existing fire lanes shown in blue.

- *Response: Overall plans show all existing and proposed fire lanes.*
- F. Show existing and proposed hydrants on the all site plan sheets this will assist with proper hydrant placement
  - *Response: Existing and proposed hydrants are called out in the detailed site plan and overall utility plan.*
- G. Our records show existing fire lanes throughout this site. It appears that existing fire lanes have been relabeled to public access easements throughout this site. It is unclear if the intent is to change the existing fire lanes into private streets built to public standard in which fire lane easements would not be required. The areas highlighted in blue will either be private roads built to a public standard or dedicated as fire lanes. Note any obstructions located in a fire land shall have a licensing agreement. (Round About). If private streets are used existing fire lanes need to be vacated. If private streets are not being used please relabel areas highlighted in blue as fire lanes. TYP. all sheets
  - *Response: The intent is to dedicate new fire lanes through the project similar to what we did for the Fieldhouse USA project in Phase I. We are showing all proposed easements in the plans and will be dedicated by separate instrument.*
- H. Add fire lane in this area to provide aerial access 15' to 30' from the building per 2015 IFC Requirements
  - *Response: Comment addressed.*
- I. Add fire lane 150' long. Anything over 150' long a turnaround will be required.
  - *Response: Comment addressed.*

### Sheet 3

- J. It appears this area is currently utilized by Hobby Lobby for access to loading dock. The proposed drive lane configuration will not support a semi-tractor trailer movement in this area. Please work with the adjacent property to maintain the delivery truck operations.
  - *Response: The WPG development team is coordinating this issue with the adjacent owner and the tenant to find a way to maintain access. The proposed project is being developed within the limits of the subject property and is respecting the existing documented access easements for the adjacent property.*
- K. Provide an implementation plan the statute applies to projects containing seven or more units. Detached one- or two-family buildings are exempt. Townhomes shall comply if the project contains more than seven units. This includes townhouse products with platted property lines between the individual unit's one-hour walls as well as those built under the IRC with party walls. Note if any exceptions are being taken to the 2015 IBC Requirements list exceptions within the implementation Plan. Example provided below for reference.
  - *Response: Please refer to the implementation plan/table added to Sheet 3.*
- L. FDC shall be located at the front entrance and within 100' of a hydrant
  - *Response: Comment addressed.*

- M. Modify the proposed 20' access easement to expand out to a 23' fire lane easement. The fire lane should not exceed 150' in length due to the requirement for a fire apparatus turnaround needed after 150'.
  - *Response: Comment addressed.*
- N. Show location of the accessible route in bold dashed delineation from building to accessible parking and public ROW TYP Assuming AR is the accessible route.
  - *Response: Comment addressed.*
- O. It appears this may be an entrance into the building. Unable to verify with the elevations. Will this be the main entrance? It appears at this time the main entrance is on the South side. This may affect FDC, Knox Box accessible parking and Hydrant placement.
  - *Response: The main entrance is as called out on the plan.*
- P. Unable to determine if this is a garage door by the elevations. If this is a garage door or some type of drive aisle. Crosswalk needed in this area. TYP. please provide crosswalk in all areas where the accessible route crosses a drive aisle. TYP all sheets
  - *Response: Garage entrance/exits are called out on the plan.*
- Q. Will there be a mail kiosk outside of the building? If mail kiosk is outside of the building provide mail kiosk detail in compliance to US Postal Service National Delivery Planning Standards A guide for Buildings and Developers. Unable to determine if this is a garage door by the elevations. If this is a garage door or some type of drive aisle. Crosswalk needed in this area. TYP. please provide crosswalk in all areas where the accessible route crosses a drive aisle. TYP all sheets
  - *Response: There will be a mail room inside the lobby for mail delivery. The USPS will have access during business hours.*
- R. Show location of existing and proposed fire lanes and fire lane signs. Reference Overall Site Plan. TYP
  - *Response: Existing easements are shown on the overall plans.*
- S. Refer to utility sheets for hydrant placement.
  - *Response: Comment addressed.*
- T. Show location of the apartment building. Typically the main entry is on the front main entry side of the structure and include the fire department connection with locking hardware, Knox box and Master fire alarm panel or fire alarm annunciator in the foyer. Also, show the location of the fire riser room door. This riser room door will also require a Knox box at the left or right doorway. Note hydrant shall be within 100' of the FDC
  - *Response: The riser room will be noted on our L1 plan sheets.*
- U. Multifamily Product Data block on cover sheet identifies 7 accessible parking spots including 2 van spaces show these parking spaces, signage and parking blocks. TYP
  - *Response: Our L1 plan sheet indicates location of ADA parking.*
- V. Provide a symbol and label for the accessible crosswalks.
  - *Response: Comment addressed.*

**W.** Show existing and proposed fire hydrant symbols and label separately.

- *Response: Comment addressed.*

**X.** Change of read as; FIRE DEPT. CONN w/Approved Knox Locking Hardware.

- *Response: Comment addressed.*

Sheet 4

**Y.** Show location of the FDC with locking knox hardware and knox box and Fire Sprinkler Riser Room. FDC shall be located at the front entrance and within 100' of a hydrant. TYP.

Reference knox box and FDC symbols below

- *Response: The location of the FDC and knox box has been added.*

**Z.** Our records show existing fire lanes throughout this site. It appears that existing fire lanes have been relabeled to public access easements throughout this site. Are the fire lanes being removed and these roads being changed to a private street built to a public standard? I am not seeing any street detail. If this is the case existing fire lanes will have to be vacated. This will assist in determining if this is a labeling issue or if licensing agreements, vacation of existing easements and dedication of new fire lanes move forward

- *Response: Fire lane labels have been fixed. The project proposes to vacate some of the access lanes and create new ones with the new hotel development. Any new easements can be created by separate instrument.*

**AA.** This is an existing fire lane

- *Response: Noted. Thank you.*

**BB.** Accessible parking spaces measure 9.5' and 8' with 5' access aisles. This does not meet the requirements of ICC A117.1-2009 502 Requirements. TYP. All Sheets

- *Response: Accessible parking spaces are 11' (measured from striping to FL) and 8' with 5' access aisles.*

**CC.** Show location of accessible parking signs and parking blocks. Accessible parking shall be located on the shortest accessible route of travel from the adjacent parking to the building it serves note this serves the bolt on restaurants. 2015 IBC 1106.6

- *Response: Accessible parking signs and blocks are being shown. Accessible parking has been adjusted to the closest route to the restaurants as well as the Mall and Macy's entrances.*

**DD.** Provide turning Radii note inside turning Radii for 26' fire lane is 26' and outside 49'. TYP

- *Response: Comment addressed.*

**EE.** Please put the accessible route in bold so it can be easily identified. TYP All Sheets

- *Response: Comment addressed.*

**FF.** Reference Utility Sheets, move hydrant to this location

- *Response: Comment addressed.*

**GG.** Show locations of the accessible parking signs and parking blocks

- *Response: Comment addressed.*

**HH.** Show location of the FDC with locking knox hardware and knox box and Fire Sprinkler Riser Room. FDC shall be located at the front entrance and within 100' of a hydrant. TYP.

Reference knox box and FDC symbols below

- *Response: The location of the FDC and knox box has been added.*

**II.** Move accessible parking to this location to provide the shortest accessible route from parking to accessible entrances to the bolt on restaurant amenity. Reference 2015 IBC 1106.6. Show location of accessible parking signs, parking blocks and accessible ramps.

- *Response: Accessible parking has been added to the area in front of the restaurants as requested.*

**JJ.** Please see comment on cover about actual building height. Coversheet and Elevation building height appear to contradict. Please buildings 30' and over in height shall have a 26' fire lane within 15' to 30' from building to provide aerial access. This will assist in determine building set back from fire lanes/roads.

- *Response: The height of the new restaurants is only 26'. Adequate fire lanes are being provided.*

**KK.** It appears that this property line is splitting this building. A fire wall is required to separate these two properties.

- *Response: Bolt-on restaurant response: A fire wall will be provided and is shown in the elevations.*

**LL.** Add 26' fire lane in this area to provide aerial access 15' to 30' from the building per 2015 IFC Requirements. Reference overall site plans for fire lanes.

- *Response: 26' Fire Lane shown.*

**MM.** Verify the accessible parking counts with data block for Bolt on Restaurants. Data Block on the Cover Sheet. It states 18 accessible parking spots provided with 8 spots being van accessible. With a total of 7 accessible parking spots being required with 2 van spots for the Bolt On.

- *Response: The accessible parking counts for the bolt on restaurant are for the entire Lot 2, Block 1. This includes the Fieldhouse parking lots. ADA parking counts have been verified to be 12 stalls (6 van stalls).*

#### Sheet 5

**NN.** This area show in blue is an existing Fire Lane including ring road. Any obstructions into the fire lane will require licensing agreements. In other areas the existing fire lane is now being referred to a proposed public access easement. Will these areas remain a Fire Lane or will be become a private street built to a public standard in that case a licensing agreement would not be needed? Reference Fire Lane comments on other sheets.

- *Response: Easement callouts have been revised to Fire Lanes. License agreement requirements for the roundabout is acknowledged. Coordination regarding the license agreements is on-going.*

**OO.** It appears the entry width to this round about does not comply with public works requirements work with public works engineer



- *Response: Roundabout has been updated and shifted to accommodate additional stacking in the NB left-turn lanes at Alameda/Crystal.*

**PP.** This area is a dedicated Fire Lane easement that was dedicated in the field house site plan.

- *Response: Easements will need to be updated to accommodate the new proposed access drives.*

#### Sheet 6

**QQ.** Reference Life Safety comments on Sheet 5.

- *Response: Comment noted.*

#### Sheet 11

**RR.** Show existing and proposed fire hydrants. This will assist in proper hydrant Placement.

- *Response: Proposed and existing fire hydrants are being shown in the plan.*

#### Sheet 12

**SS.** Label as Fire Department Connection with approve KNOX Hardware. Note the KNOX BOX will be placed at the entrances and riser room to have keys placed into it to allow access. TYP

- *Response: Comment addressed.*

**TT.** Show locations of FDC, proposed and existing hydrant Locations within 100'. This will assist with accurate hydrant placement

- *Response: Comment addressed.*

**UU.** At this time remove this hydrant. Hydrant may change once FDC Location is determined and where the main entrance it into the building.

- *Response: This hydrant will remain with new location of FDC.*

#### Sheet 13

**VV.** Relocate FDC with approve locking knox hardware near main entrance

- *Response: Comment addressed.*

**WW.** Add Hydrant to this location

- *Response: Comment addressed.*

**XX.** Move this hydrant to this location

- *Response: Comment addressed.*

#### Sheet 14

**YY.** Include notes for fire lane signs in sign details, reference below.

- *Response: Comment addressed.*

#### Sheet 26

**ZZ.** Show location of FDC, Riser Room door, Signs and knox box on elevations. TYP all elevation sheets.

- *Response: Bolt-on restaurant response: Will be included in the elevations.*

#### Sheet 27

**AAA.** Show location of FDC, Knox Box and door the Sprinkler/riser room on elevations

- *Response: The location of FDC, knox box, and riser rooms will be noted on L1 plan sheets.*

**BBB.** Is there an entrance and or Garage door in this area? If so, please identify this may change FDC, Hydrant and Knox Box locations.

- *Response: The location of FDC, knox box, and riser rooms will be noted on L1 plan sheets.*

Sheet 28

**CCC.** Show location of FDC, Riser Room door, Signs and knox box on elevations. TYP all elevation sheets

- *Response: The location of FDC, knox box, and riser rooms will be noted on L1 plan sheets.*

Sheet 30

**DDD.** Provide a bold dashed line to show exterior accessible route throughout site to required accessible entrances (60%), site amenities (Mail, Trash & similar), accessible parking and transportation stops (or to edge of site near public transportation stops). Maintain minimum 1 ft candle to all exterior accessible routes. Note this accessible route conflicts with what appears to be an accessible route show on the Site Plans Reference Sheet 3 or 34. TYP

- *Response: A MOREBOLD DASHED LINE HAS BEEN ADDED TO SHOW EXTERIOR ACCESSIBLE ROUTE.*

Sheet 31

**EEE.** Please bold the accessible route. This will help to clearly identify the accessible route

- *Response: A BOLD DASHED LINE HAS BEEN ADDED TO SHOW EXTERIOR ACCESSIBLE ROUTE.*

**FFF.** It appears that in this area the minimum requirement of 1 foot candle of illumination along the accessible route is deficient

- *Response: A BOLD DASHED LINE HAS BEEN ADDED TO SHOW EXTERIOR ACCESSIBLE ROUTE AND WILL MAKE SURE 1 FC IS MAINTAINED.*

Sheet 4 of 4 Aurora Mall Subdivision Filing No 60

**GGG.** Plat and site shall accurately reflect each other

- *Response: Comment addressed.*

**HHH.** Per the site plan it appears that this property line runs under a building. A fire wall will be required to provide separation between the town buildings/property lines

- *Response: Bolt-on restaurant response: A fire wall will be provided. See attached exhibit.*

**13. Aurora Water**

**(Reviewer Name / 303-739-7490 / sdekoski@auroragov.org / Comments in red)**

Sanitary Sewer Study

**A.** Please also provide information on water demands. Also send all excel files or other modeling files to [nkhanzad@auroragov.org](mailto:nkhanzad@auroragov.org).

- *Response: Files provided.*

B. Specify and include sizes where noted.

- *Response: Addressed.*

C. What I & I is considered?

- *Response: 10%.*

D. Include a narrative on the effects of surcharge or storm events and the capacity limitations of the manholes proposed for connection in Alameda and Sable.

- *Response: Addressed.*

E. Check math where noted.

- *Response: Files provided.*

F. Depict or color coordinate on exhibit.

- *Response: Addressed.*

#### Site Plan

G. Provide COA manhole designated number where noted.

- *Response: Addressed for manholes in Alameda and Sable. Manhole west of hotel is private and does not have a COA designated number associated to it or located on the Aurora GIS Map.*

H. Label line as SS.

- *Response: Addressed.*

I. Note that an I&M Plan and cut sheets of system will be required at time of CP review.

- *Response: Acknowledged.*

J. Callout if private hydrant.

- *Response: This is an FDC.*

K. Need to show and label dimensions of all proposed utility easements- typical.

- *Response: Addressed.*

L. Clarify labels where noted.

- *Response: Addressed.*

M. Adjust location of these leaders hard to tell where the lines go and configuration of water services with meters. Please clean up.

- *Response: Addressed.*

N. Need to depict drainage easement and maintenance area.

- *Response: Addressed.*

O. It appears that this water line is crossing other waterlines. Is that correct?

- *Response: This is a sanitary manhole.*

P. Where is the meter? All meters to be located in landscaped areas typical

- *Response: Water meters for the bolt-on restaurants are anticipated to be individually metered interior to the building.*

- Q.** Call out sizes of existing utilities that will be used for connections.  
 ■ *Response: Addressed.*
- R.** Show and label size of utility easement.  
 ■ *Response: Addressed.*
- S.** Is this located inside the building as a connection port or is this a private hydrant? Please specify typical.  
 ■ *Response: This is an FDC.*
- T.** Include these general notes:  
 i. 1All proposed sanitary main and services on this site are private.  
 ii. Piping downstream of water meters are private.  
 iii. All fire suppression lines, water lines, and irrigation lines require backflow preventers  
 iv. Include general note that all proposed storm on site is private and to be maintained by XXXX  
 ■ *Response: Requested notes have been added to the plan. The proposed storm lines will be maintained by the owner.*
- U.** Include a general description of how water metering will be conducted on this site for the different uses.  
 ■ *Response: Each building and tenant will have individual water meters.*
- V.** If there are no storm inlet collecting flows from ROW this area of storm pipe will remain private as well.  
 ■ *Response: Acknowledged.*
- W.** Isn't all this storm private? Why located within an easement if COA will not maintain?  
 ■ *Response: Existing private storm sewer is within an easement. Please provide direction on if this should be implemented for proposed improvements.*
- X.** Need to show and label pocket utility easement size.  
 ■ *Response: Comment addressed.*
- Y.** Sanitary line will require license agreement if crossing utility easement.  
 ■ *Response: Understood. We will work with real property as required.*
- Z.** It appears the entire span of the proposed water service lines (upstream of meter) are not encompassed by a easement.  
 ■ *Response: Easements will be added as required.*
- AA.** Agree. Would prefer straight lines for water service or fire lines.  
 ■ *Response: We have tried to ensure water service and fire lines that serve the proposed buildings are as straight of a shot as we can make them.*
- BB.** Label sizes of all existing utilities that will be used for connections.  
 ■ *Response: Comment addressed.*

CC. Label all fire lanes as private, typ.

- Response: All fire lines are private and DIP, for that reason the keynote has been updated to include D.I.P. (Private). Fire line size has been added to the keynote.

DD. Need to list all sanitary sewer on this site as private.

- Response: Comment addressed.

#### 14. Aurora Water/TAPS

(Diana Porter / dsporter@auroragov.org)

A. Storm Drainage Development Fees due 21.409 acres x \$1,242.00 = \$26,589.98  
City Center Detention Pond due 21.409 acres x \$1,798.08 = \$38,495.09  
Total due = \$65,085.07

- Response: The storm drain development fees will be paid by the developer.

B. 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.

- Response: Comment noted.

#### 15. Forestry

(Rebecca Lamphear / 303-739-7177 / rlamphea@auroragov.org / Comments in purple)

A. Trees located on the west side of circle road were originally thought to be preserved, this was communicated during the pre-app process. If these trees will be removed a consulting arborist will be required to complete the tree inventory and mitigation requirements for this project.

- Response: KH is in the process of working with an arborist to address this comment.

B. Please show a tree mitigation chart on the landscape plan taken from the Landscape Manual page 29. If payment will be made into the Tree Planting Fund, add another column to the chart indicating the payment amount that will be made. If trees will be planted on the site, please show a symbol indicating trees that are specific to tree mitigation. Tree mitigation is always above and beyond the Landscape Code requirements. Any tree that is removed from this site will either require replacement within the landscape or be mitigated through payment to the Community Tree Fund.

- Response: Tree mitigation chart will be provided after tree inventory walk with arborist has taken place.

Name	Company	Address	Phone
David Merriman	Arbor Scape	5044 S. Youngfield Court Morrison, CO 80465	303-795-2381
Keith Worley	Forestree Development, LLC	7377 Osage Rd, Larkspur, CO 80118	303-681-2492
Scott Grimes	Colorado Tree Consultants	<a href="mailto:coloradotreeconsultants@yahoo.com">coloradotreeconsultants@yahoo.com</a>	303-720-8170
Stefan Ringgenberg	Boulder Tree and Landscape Consulting	7289 Petursdale Court Boulder, CO 80301	303-530-0640
Steve Geist	SavATree	8585 E Warren Ave, Denver, CO 80231	303-306-3144
Robert Brudnell	The Natural Way, Inc.	<a href="mailto:robert@thenaturalwayinc.net">robert@thenaturalwayinc.net</a>	303-347-0988



- C. Any trees that are preserved on the site during construction activities shall follow the standard details for Tree Protection per the current Parks, Recreation & Open Space Dedication and Development Criteria manual. The Tree Protection notes shall be included on the plan. The link for the manual can be found at:  
<https://auroraver2.hosted.civiclive.com/cms/One.aspx?portalId=16242704&pageId=16529352>  
 ■ *Response: Noted. Thank you.*

## 16. PROS

(Curt Bish / 303-739-7131 / [cbish@auroragov.org](mailto:cbish@auroragov.org) / Comments in mauve)

### Project Characterization

- A. Given the proximity to the light rail line, this project qualifies as Transit Station Area (TSA) development. Because of this designation, it benefits in several ways: 1) a lower average household size for purposes of calculating the projected population impact, 2) exempt from open space land dedication, and 3) a reduced per-acre value for calculating the cash-in-lieu of land dedication payment.  
 ■ *Response: Noted. Thank you.*
- B. Based on 256 proposed units, the project would result in a projected population impact of 518 persons.  
 ■ *Response: Noted. Thank you.*

### Land Dedication

- C. Required land dedication for neighborhood park and community park purposes is 1.55 acres and 0.57 acre, respectively. If no portion of the total land dedication requirement is satisfied on-site, the entirety 2.12 acres shall be satisfied by a cash-in-lieu payment. Based on the current per-acre value for TSA developments, the payment amount due prior to plat approval/recordation would be \$127,624.  
 ■ *Response: Comment noted.*

### Park Development Fees

- D. A per-unit Park Development Fee in the amount of \$1,746.44 will be due at time of building permit issuance if permits are pulled this year. If permits for your project are pulled next year, the per-unit fee will be slightly higher to account for 2022 adjustments to park construction costs.  
 ■ *Response: Comment noted.*

### Site Plan Note

- E. Please add notes somewhere on the site plan to acknowledge the above requirements and how they are proposed to be satisfied.  
 ■ *Response: The requested notes have been added to the Site Plan Cover Sheet.*

## 17. Real Property

(Maurice Brooks / 303-739-7294 / [mbrooks@auroragov.org](mailto:mbrooks@auroragov.org) / Comments in magenta)

- A. See the red line comments in the plat and site plan. Send in the supporting documents list on the first page of the plat. There are some of the existing easement that need to be released and some the need to be dedicated by separate document. Contact Andy Niquette

(releaseeasment@auroragov.org & dedicationproperty@auroragov.org) to start these processes.

- *Response: We would like to begin the process to vacate old easements in-conflict with the proposed improvements and set new ones that will be needed to serve what is being proposed.*

**B.** There are some existing and proposed easements in/under the proposed residential building. These easements are not allowed and will prohibit the construction of the building. (See Note #3 on the plat).

- *Response: The proposed easement was coordinated with City staff before the project even started. It was clear that the proposed easement would be allowed if we provided adequate overhead clearance as noted in the plans.*

**18. Xcel Energy**

**(Donna George / 303-571-3306 / donna.l.george@xcelenergy.com)**

**A.** Comments will be provided in the second review.

- *Response: Noted. We look forward to coordinating new electrical service for these proposed buildings with you.*

**19. Arapahoe Planning & Engineering Divisions**

**(Terri Maulik / 720-874-6650 / referrals@arapahoegov.com)**

**A.** Thank you for the opportunity to review and comment on this project. The Arapahoe County Planning Division has no comments; however, other departments and/or divisions may submit comments.

- *Response: Thank you.*

**B.** RE: TOWN CENTER AT AURORA PHASE 2 1548402 / DA-1105-17 Engineering Services Division of Arapahoe County Public Works and Development (Staff) thanks you for the opportunity to review the outside referral for the proposed project located in the City of Aurora. Staff has no comments regarding the referral at this time based on the information submitted. Please know that other Divisions in the Arapahoe County Public Works Department may submit comments as well. If you have any questions, please feel free to contact our offices at 720-874-6500.

- *Response: Thank you.*

**20. RTD**

**(Scott Woodruff / 303-720-0205 / clayton.woodruff@rtd-denver.com)**

**A.** Thank you for the opportunity to review and comment on this project. RTD has no comments.

- *Response: Thank you.*

We appreciate your review and approval of these plans. Please contact me at 303-228-2339 or [bryce.christensen@kimley-horn.com](mailto:bryce.christensen@kimley-horn.com) should you have any questions.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

A handwritten signature in blue ink, appearing to read 'B. Christensen', with a stylized flourish at the end.

Bryce Christensen, PE  
Project Manager