

# WARE MALCOMB

ARCHITECTURE  
PLANNING  
INTERIORS

CIVIL ENGINEERING  
BRANDING  
BUILDING MEASUREMENT

Aug 26th, 2020

Planning Division  
15151 E. Alameda Parkway, Ste. 2300  
Aurora, Colorado 80012

From: Jesse Carano  
Ware Malcomb  
900 S Broadway Suite 320  
Denver, CO 80209

Re: 1<sup>st</sup> Submittal Pre-App Comment Response  
Stafford – Large BTS Single User  
Application Number: 470690

Dear Mr. Loomis,

Thank you for your time and feedback from our pre-application meeting. Please find our responses to critical comments generated from the Pre-Application notes.

## **Comment Response:**

Please find our responses to your comments below in red:

**Masterplan Amendment:** The proposed project will require an amendment to the Master Plan. For example, the Master Plan shows the project site within various Planning Areas, including PA-3, PA-5, and PA-6. The amendment should update the exhibits to show one Planning Area. Also, an amended circulation plan will need to show the removal of 12th Avenue and a realigned 13th Avenue. Please see Planning comments on page seven for anticipated document revisions.

**Response:** Comment noted. Request provided.

**Special Landscape Buffer:** Because the drainage corridor adjacent to the site contains a regional trail connector near this site to the south (i.e. north of the drainage channel), a 25' wide Special Landscape Buffer is required within the development site. The 25' will be measured between the parking area and the south property line.

**Response:** Comment noted. Request provided.

**Traffic and Access:** Realignment of Picadilly Road (portion of full buildout) will be required with this development per the Public Improvements Plan. Based on the Detailed/Master TIS, the extension of Lisbon Street may also be required to adequately serve this proposed building. **Public Improvements:** With the proposed changes for this site an FDP amendment is required. With that, amendments to the Public Improvement Plan (PIP) and master

drainage study are required. Per previous meetings with the developer and city staff, improvements required with this development include Picadilly Road, 13th Avenue, Colfax Avenue and Lisbon Street. The extent of Lisbon Street improvements shall be determined by the traffic study as mentioned above to determine if a connection to Stephen D. Hogan Parkway to the south is required. The improvements to Picadilly as outlined in the current PIP indicate two lanes with necessary turn lanes, acceleration/deceleration lanes, sidewalk, and street lights are required. Additionally, the channel improvements to the south are also required with this development. All required public improvements shall be completed and accepted prior to Certificate of Occupancy.

**Response:** Comment noted. Request provided.

Channel Work: The proposed channel is to be maintenance eligible and must meet current Mile High Flood District (MHFD) requirements. MHFD will be a referral on this project for review and comment.

**Response:** Comment noted. Request provided.

The development of the project site shall comply with the standards in Section 146-4.2.2 (General Dimensional Standards Summary Tables). Dimensional standards for the I-1 district in Subarea B are shown in Table 4.2-4, such as setback and height info, also provided below:

**Response:** Comment noted. Portions of the 13<sup>th</sup> st frontage are setback 10'. It is unclear if this is considered the front. If this is to be 20', Additional landscaping can be provided for additional screening.

Per Section 146-4.6.5.A.3.a., no more than 60 percent of the lot frontage on arterial and collector streets to a depth of 60 feet shall be occupied by surface parking. The proposed 13th Avenue is considered a collector. Please provide the dimensions of the lot frontages along this street (see blue line), and the dimensions of the parking lot frontage that is less than 60 feet deep measured from back of the sidewalk (see red dashed line). Parking lot frontages that are more than 60 percent of the lot frontage and less than 60 feet deep from back of sidewalk will require an Adjustment. See picture below showing an example of meeting 60% parking lot frontage with landscaping at least 60 feet behind sidewalk for the remaining 40% of lot frontage.

**Response:** Comment noted. The current design has the surface parking at 75%. We would like to request adjustment/variance on this standard.

A 25' wide special landscape buffer is required along the southern property boundary adjacent to the proposed trail and drainage corridor. The encroachment of buildings including porches, patios, trash enclosures, dumpsters, parking lots and internal vehicular drives, sidewalks and detention and water quality infrastructure into the special landscape buffer is prohibited. The provision of trail connections is generally permitted through the buffers but shall be approved by PROS on a case by case basis and is based upon unique site conditions and alternatives to those impacts including mitigation measures. The buffer shall contain one tree and 10 shrubs per 25 linear feet of buffer. All plant material proposed within the buffer shall be coordinated with PROS for compatibility with the existing vegetation in the drainage channel and screening appropriate given the number of proposed loading docks and trailer parking spaces. Reductions in the buffer width is not permitted.

**Response:** Comment noted. Request provided.

Trees on site that are 4" or greater in caliper that will be impacted by development require tree preservation or mitigation. The intention of the Tree Preservation Policy is to preserve trees that are in good condition and of high value during the process of development. Mitigation for trees removed from the property can be accomplished by trees being planted back onto the site through the landscape plan, payment made into the Tree Planting Fund, or a combination of the two. If trees are planted on the site, the mitigation requirement is an inch-for-inch replacement. This is in addition to the regular landscape requirements. For example, if a 10" tree is removed, 10 caliper inches must be replaced back onto the site. The use of tree equivalents are not acceptable for tree mitigation.

**Response:** Comment noted. Request provided.

Channel Improvements to the south will need to be completed. Channel will need to be designed and constructed to MEP Eligibility.

**Response:** Comment noted. Request provided.

Sanitary routing and supporting calcs will need to be updated as the current proposed alignment, per the MUS, is under the structure.

**Response:** Comment noted. Request provided.

Waterline alignment will also need to be updated.

**Response:** Comment noted. Request provided.

A domestic allocation agreement will be required for connections 2" and larger.

**Response:** Comment noted.

A Detailed Traffic Impact Study / Master Traffic Impact Study update will be required with this development. o Multiple planning areas combined, roadway removed & realignment of 13th Ave, change in phasing

**Response:** Comment noted. Request provided.

Realignment of Picadilly Road (portion of full buildout) will be required with this development. Based on the City's Traffic Engineer's Detailed/Master TIS, extension of Lisbon Street may also be required. Traffic Signal Escrow will be required with this development for the intersection of Picadilly Road & 13th Avenue, unless warranted for build year and built with the project.

**Response:** Comment noted. Request provided. See TIS update.

Colfax Avenue is a state highway. Approval and access permits will need to be obtained from the Colorado Department of Transportation (CDOT) for realigned Picadilly Road. Please contact Marilyn Cross at CDOT, phone number 303.512.4266. Developers/applicants are encouraged to contact CDOT early on in the review process for any specific CDOT requirements.

**Response:** Comment noted. Request provided.

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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 Picadilly Road.

Conduit ▪ Conduit material shall be Schedule 80 HDPE (or similar).

**Response:** Comment noted. Request provided with Preliminary Plat. We would like clarification on where the pull boxes are to be installed.

A traffic signal easement shall be required at the intersection of Picadilly Rd & 13th Ave to accommodate the proposed traffic signal pole, underground conduits, pull boxes and signal control cabinet.

**Response:** Comment noted. Clarification on this was requested from Darren Akrie. We have not heard from him at this time. If not provided at time of submittal, please indicate on plan set/plat where this is to be.

With the proposed changes for this site an FDP amendment is required. With that, amendments to the Public Improvement Plan (PIP) and master drainage study are required.

**Response:** Comment noted. Request provided.

Per previous meetings with the developer and city staff, improvements required with this development include Picadilly Road, 13th Avenue, Colfax Avenue and Lisbon Street. The extent of Lisbon Street improvements shall be determined by the traffic study to determine if a connection to Stephen D Hogan Parkway to the south is required. The improvements to Picadilly as outlined in the current PIP indicate two lanes with necessary turn lanes, accel/decel lanes, sidewalk, and street lights are required. Additionally, the channel improvements to the south are also required with this development. If plans are separated in to separate planning submittals, progress, if not full approval, on the offsite plans is required prior to the approval of the building site plan. All required public improvements shall be completed and accepted prior to Certificate of Occupancy.

**Response:** Comment noted. Request provided.

A preliminary drainage report shall be submitted with the site plan. Detention and water quality shall be in conformance with the master drainage study or approved amendments. Additional on-site facilities may be required.

**Response:** Comment noted. Request provided. Additional onsite water quality/detention should not be needed as the regional pond has been master planned to include all eastern PAs.

The proposed channel is to be maintenance eligible and must meet current Mile High Flood District (MHFD) requirements. MHFD will be a referral on this project for review and comment.

**Response:** Comment noted. Request provided.

A drainage easement shall be required for any detention/water quality facilities on site. This drainage easement shall tie to a public way with an access easement.

**Response:** Comment noted. Channel is within a tract.

Utility easements shall be required for any proposed water/sanitary sewer/public storm sewer located outside of public right-of-way.

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**Response:** Comment noted. Water loops are within easements. Onsite sanitary and storm are not based on previous requirements from CoA (These are considered private).

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.

**Response:** Comment noted. Request provided.

## Fire Lane Easement

Buildings less than 30' in height require only a 23' wide fire lane easement with 29' inside and 52' outside turning radii. Building greater than 30' in height require a 26' wide fire lane easement with a 26' inside and 49' outside turning radii.

**Response:** Comment noted. Request provided.

Buildings greater than 30' in height are regulated by the 2015 IFC Section D105 and require a both a 26' Fire Lane Easement and two points of emergency access. Typically, the 26' fire lane easement is located on the front main entry side of the structure within a minimum of 15' and a maximum of 30' from the exterior wall of the building. Structures greater than 30' in height also require a second point of emergency access.

**Response:** Comment noted. Request provided.

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.

- Bollard protection is required for fire hydrants adjacent to internal drive-aisles where semi-truck traffic is expected.
- A looped water supply is needed to support onsite fire hydrants and fire services lines.

**Response:** Comment noted. Request provided.

Much thanks,



Jesse Carano  
Project Manager  
Ware Malcomb

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CC -Jake Ross - [jross@waremalcomb.com](mailto:jross@waremalcomb.com)