



Planning Division
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July 7, 2022

David Carro
Clayton Properties Group II
4908 Tower Road
Denver, CO 80249

Re: Initial Submission Review: Green Valley Ranch East Site Plan No. 17 - Site Plan with Adjustment and Plat
Application Number: DA-1662-28
Case Number: 2022-4034-00; 2022-3032-00

Dear Mr. Carro:

Thank you for your initial submission, which we started to process on May 16, 2022. We have reviewed your plans and attached our comments along with this cover letter. The first section of our review highlights our major comments. The following sections contain more specific comments, including those received from other city departments and outside agencies.

Since several important issues remain, you will need to make another submission. Please revise your previous work and send us a new submission on or before July 28, 2022.

Note that all our comments are numbered. When you resubmit, include a cover letter specifically responding to each item. The Planning Department reserves the right to reject any resubmissions that fail to address these items. If you have made any other changes to your documents other than those requested, be sure to also specifically list them in your letter.

As always, if you have any comments or concerns, please give me a call. I may be reached at 303-739-7261.

Sincerely,

Deborah Bickmire, Senior Planner
City of Aurora Planning Department

Attachments: Xcel Energy

cc: Michael Weiher, Terracina Design, 10200 E Girard Ave, Suite A-314, Denver, CO 80231
Scott Campbell, Neighborhood Service
Laura Rickhoff, ODA
Filed: K:\\$DA\1662-28rev1.rtf



Initial Submission Review

SUMMARY OF KEY COMMENTS FROM ALL DEPARTMENTS

- Duplexes are not permitted use on motor courts (Planning).
- Address adjacent property owner comments and questions (Planning).
- Review the length of the cul-de-sac, label slopes, retaining walls, and flood elevation (Civil Engineering).
- Provide a MUS letter of conformance, add a sampling station, and pocket easements (Water).
- Provide signage, and revise hydrant locations (Life/Safety).
- Label gate setbacks, mail kiosks, and access movements revise TIS (Traffic).
- Revise lot and block references and add reception numbers (Real Property).
- Label trail slopes (PROS).
- Provide a .DWG file (Addressing).

PLANNING DEPARTMENT COMMENTS

1. Community Questions, Comments and Concerns

1A. Referrals were sent to eleven (11) adjacent property owners, five (5) community associations, and nine (9) outside agencies. Comments were received from eight (8) adjacent property owners. No comments were received from any neighborhood associations. Five (5) responses were received from outside agencies. All responses are included in or attached to this letter. Please provide responses to each comment within the response letter for your next submission.

1B. Jodi Duncan, 5098 N Quatar St., Aurora, CO 80119 / sheldonjodi@hotmail.com

It appears that the developer is trying to lower the price point to get more families to move to the development, which could lower our property values. In addition, having more people in the community will put a strain on the property amenities. These high-density lower price properties will lower the overall area property values and our community will be overbuilt much sooner than expected for our amenities. They won't be putting in any new amenities, but they are more than doubling the units being built. This was not what we expected.

1C. Steven Croom, 5021 N. Quemoy Ct., Aurora, CO 80019 / smc592411@me.com

The neighborhood was originally planned to be 4-unit bungalows and freestanding homes. I think the original traffic study likely accounted for the added population and found that the primary existing roads combined with the future roads could handle the traffic volume. This plan greatly increases the volume of the population thus it will increase the traffic volume. Based on the explanation of the design there would be as many as four units with two-car garages on either side of the motor court with four extra spaces for guest parking and parking on the road. How do you get 20 cars parked inside or in guest parking in one area as small as the driveways shown? If we are being told no cars can park in the street per Metro district rules, how will anyone ever be able to police that parking questions? Have you been into the Oakwood neighborhood south of GVR Blvd. in the evenings when people get home from work? It is wall to wall curb to curb cars. It really is too dense of a housing plan with the limited parking and standard widths of roads as shown in the plans. As a 30-year-plus resident in Aurora, I remember not too long ago, a man was shot and killed by a neighbor over a parking spot outside of his house in Aurora. This is too many cars and houses in too tight of a space and it will lead to trouble for the City. I like Aurora and I hope the committee will deny this request to prevent yet another negative impression of itself to the metro/state/national community in general. Crime prevention starts with good planning, please do not set this neighborhood up to be a place where it is so crowded people get on each other's nerves that eventually someone solves a crowding issue with a gun. Too many times the importance of prevention is overlooked. Please keep the neighborhood intact as originally planned. Thank you.



1D. Suzanne Pearlman, 5069 Quatar Street, Aurora, CO 80019 / usentry@yahoo.com

- In order to expand, will this community be a part of the existing "The Reserve?"
- Will there be an auxiliary recreation facility to service the expansion of homes?
- Will this group of homes have its own HOA?
- Will there be a separate gated entrance?
- How will this impact traffic on the community's private roads? 6 USPS boxes be separate from the existing location?

1E. Brenda Pierce, 5029 N Quemoy Ct., Aurora, CO 80019 / ebbpierce@comcast.net

I have concerns that were not addressed in the traffic study. This is a proposed high-density build, with traffic concerns being addressed only to the north, east, and west of the development. This build will also feed directly into 48th Ave/GVR Blvd, and could potentially cause major traffic issues, especially after the 48th Ave interchange with E470 is completed by the year 2030. Are there plans to make major changes to the current 4-way stop located at Picadilly & GVR Blvd, including widening the roads and adding turn lanes and traffic signals?

My chief concern with this proposed amendment is the density of the homes. The documents from Oakwood Homes/Clayton Properties Group II indicate a desire to allow 2-family units within a motor court, with a maximum of 8 units within a motor court. However, their S11 Lot Detail and Landscape plans both clearly show 12 units in the section bordered by Street B, Street D, Street C, and N Tempe St. Additionally, there is very limited guest parking in the shared motor court areas, and limited street parking available to have adequate parking for guests.

1F. Fay Bergander, 5009 N Quatar St., Aurora, CO 80019 / Fbergander@msn.com

Can Oakwood Homes sell-off groups of these homes to other Properties Management Companies?

1G. Dan Bergander, 5009 N Quatar St., Aurora, CO 80019 / danbergander3@msn.com

- Can Oakwood Homes sell-off groups of these homes to other Properties Management Companies?
- Will all the residents, owners, and renters, be required to be 55+?
- Are any of these homes going to be "Build to Rent", or "Rent to Buy" or allowed to be rented by the owner? If any of these homes are rentals of any kind, will memberships be offered or required to use the "The Farmhouse" and amenities, and at what price?
- (I am) concerned that the 8-pack and 12-pack duplexes sharing a common driveway will require residents to park on the street. Was this considered during the planning phase?

1H. Anita Kabrick, 5026 N Quatar St., Aurora, CO 80019 / akabrick@gmail.com

We bought in The Reserve Oakwood Life Active Adult 55+ community, which abuts the No 17 Site Plan. Is Plan 17 restricted to residents older than 55? Will those residents have membership access to The Reserve and the amenities built for Reserve residents? We bought at the Reserve for the quiet of a retirement community and expect Oakwood to further develop respective of that.

How can we, as current homeowners, be assured that an investor group will be paying the same millage rate as current property owners? Also, it appears that guest parking on the street could cause congested streets.

1I. Brady and Deborah Jacobs, 5062 N Quemoy Ct., Aurora, CO 80019 / bdejacobs2@gmail.com

We live on N Quemoy Court and didn't receive any notice of the proposed changes from anyone. These proposed changes to the community are not in alignment with the information we were given at the time of purchase of our home. The increased traffic, use of facilities, and general appearance of the community will have a negative impact on the existing neighborhood. We purchased our home in the Oakwood Life community in good faith that the community plan would be completed as presented to us. The proposed changes do not meet those standards.



2. Zoning and Land Use

2A. Motor courts are identified as land use in the Unified Development Ordinance (UDO), [Section 3.2](#), Table 3.2-1. A **Permitted Use** is, “Any use authorized by right in a particular zone district or districts and *subject to the restrictions applicable to that use* and zone district.” Per the Use-Specific Standards found in [Section 146-4.2.3.E.1.b](#) only single-family detached dwelling units are permitted in a Motor Court Dwelling development; and, no more than 6 single-family dwelling units may share a drive lane in a motor court. Major Adjustments ([Section 146-5.4.4.D](#)) are applicable to development standard(s), not Use-Specific Standards. Duplex homes are not permitted on motor courts.

3. Completeness and Clarity of the Application

- 3A. Revise the title to remove “Filing” and add “Site Plan.” The title block should be revised to match.
- 3B. Include perimeter dimensions and area on all lots and tracts. The lot data and classifications will be verified with the next review.
- 3C. Revise the Vicinity Map to include 56th Avenue.
- 3D. Revise the Data table so the sum of all areas equals the site plan area.
- 3E. Add the parking space dimensions on the Motor Court 6-Pack detail.
- 3F. Identify any fencing location options on the motor court details.
- 3G. If the applicant chooses to continue showing duplexes on motor courts, additional dimensional comments may be forthcoming.
- 3H. Lots are prohibited from backing up to a local street.
- 3I. Add the minimum lot frontage on the front-loaded duplex detail.
- 3J. Show mail kiosk location(s) and add to Legend.
- 3K. Label retaining walls. Include top and bottom wall elevations. Include a detail.
- 3L. Add street names.
- 3M. Address all comments and notations on the redlines.
- 3N. Revise the Narrative per the redlines and address changes to the site plan.

Plat

- 3N. Revise the Vicinity Map to show the area ½ mile around the entire site.
- 3O. Include all recorded streets and platted lots within the ½ mile radius.

4. Landscape

- 4A. Buffer landscape shall be distributed to provide the necessary screening along its entire length ([Section 146-4.7.5.D](#)). No more than 20 percent of the buffer plant material shall be ornamental grasses due to their limited buffering ability. Perennials may be provided as accents but may not count toward the minimum plant quantities. The buffers include lengthy spans of landscape with shrubs, grasses, and perennials, but no trees. Rework these areas to include taller landscapes that will provide a continuous buffer.
- 4B. Show/label and dimension all landscape buffers.
- 4C. Show/label the 100-year flood elevation.
- 4D. Identify the area outside the flood area for Tract A. Number the footnote and link it to the Tract A landscape requirement.
- 4E. Confirm perennials are not counted in the buffer landscape counts.
- 4F. Label retaining walls. Include material, maximum height, or height range.
- 4G. Show street trees on the overall water-wise exhibit.
- 4H. On water-wise plans, see redlines and match plant quantities, revise landscape, etc. as noted on the redlines.

5. Addressing (Phil Turner / 303-739-7271 / peturner@auroragov.org)

5A. Please submit preliminary digital addressing .SHP or .DWG file as soon as possible. This digital file is used for street naming, addressing, and preliminary GIS analysis. Include the following layers at a minimum:

- Parcels
- Street Lines
- Building Footprints (if available)



Please ensure the digital files are provided in a NAD 83 feet, state plan, and central Colorado projection so it will display correctly within our GIS system. Please provide a CAD .dwg file that is a 2013 CAD version. Please eliminate any linework outside of the target area. More information can be found at <https://auroragov.org/CADtoGISstandards> or by contacting CADGIS@auroragov.org.

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

6. Civil Engineering (Julie Bingham / jbingham@auroragov.org / Comments in green)

Site Plan

- 6A. The Site Plan will not be approved by Public Works until the Preliminary Drainage Report is approved.
- 6B. Add the note provided on Sheet 3.
- 6C. Add a note that the pavers in motor courts will be owned and maintained by the metro district.
- 6D. Label the retaining wall(s) on all applicable sheets. Indicate the maximum height or height range. Include a typical section detail for the wall, including the material. A railing is required for walls higher than 30".
- 6E. No cul-de-sac shall be longer than 500 feet unless secondary emergency access is approved by the fire marshal. Cul-de-sac length shall be measured from the flowline of the intersecting street to the center of the cul-de-sac bubble.
- 6F. Label reverse curve information. Minimum is 45'. Refer to Figure 4.07.10.1 in the Roadway Manual.
- 6G. Label the slope of the private street(s) as it approaches the public street.
- 6H. Label slopes in all tracts. The minimum is a 2% slope in non-paved areas.
- 6I. Label the slope of the channel. Include the Base Flood Elevation (BFE) in the channel. The lowest finish floor elevation must be a minimum of 2 feet above the BFE.
- 6J. Typical for all 6-pack and 8-pack areas: For alley-loaded products with more than the equivalent of 2 lots draining to the private alley, flows cannot cross the sidewalk. Please see the pre-app notes for more detail regarding this comment.
- 6K. Add additional contour labels across all grading sheets for the existing and proposed contours.
- 6L. Show the connection to the existing or temporary turnaround of Tempe Street.

7. Traffic Engineering (Steve Gomez / 303-739-7336 / segomez@auroragov.org / Comments in amber)

Site Plan

- 7A. Reference the Public Funding Improvement Agreement (PIFA) in Note 18 on Sheet 2.
- 7B. Add the note provided on Sheet 2 and remove the duplicate Note 21.
- 7C. Label the access movement(s) along 52nd Avenue.
- 7D. Label the distance from the gate(s) to the flowline on 52nd Avenue.
- 7E. Show sight triangles.
- 7F. Relocate crossings as noted on the redlines.
- 7G. Show and label mail kiosk locations, if applicable.
- 7H. Show guest parking spots for alley-loaded housing products.
- 7I. Is the "alley" noted on Sheet 9 continuous between two phases? The alley will need to align with the intersection of 51st Place if access is on Road G.
- 7J. Provide a traffic signal easement at the 52nd Avenue/Tibet Road intersection.
- 7K. The barricade signs are temporary for construction and should be shown on a phasing plan.
- 7L. See redlines and address all comments and notations.

Traffic Impact Study

- 7M. Provide a vicinity map showing all adjacent development that is being included in this study. Several references are being made to different filings and planning areas that are included as background or simultaneous traffic.
- 7N. All-access points and intersections analyzed in the master TIS and subsequent studies need to be analyzed in this study for the short and long-term horizons.
- 7O. There are inconsistencies regarding roadway geometry and ADT between this study and previous studies for surrounding filings (i.e. Filing No. 5). Please provide more information for discrepancies. If there is a change in this



study from a previous study from surrounding development, please provide justification for the change.

7P. Include in the Appendix the TIS sections from surrounding development.

7Q. Provide a discussion on pedestrian connectivity per pre-application comments.

7R. Provide a discussion on traffic calming per COA TIS guidelines as indicated in the pre-application comments.

7S. See comments throughout the study.

8. Parks, Recreation and Open Space Department (PROS) (Michelle Teller / 303-739-7437 / mteller@auroragov.org / Comments in purple)

Site Plan

8A. Label trail slopes along the regional trail corridor.

9. Aurora Water (Nina Khanzadeh / 720-859-4365 / nkhanzad@auroragov.org / Comments in red)

Site Plan

9A. Provide a MUS conformance letter with the Civil Plan pre-submittal package.

9B. Show and label the location of water meters and clarify if a common configuration is being proposed. Include all proposed lot configurations.

9C. Include a sampling station for this development.

9D. Include a separate detail or include a note indicating what the distances are between meters for the duplex motor courts. Per Aurora Water standard, a minimum of 30" is needed between meters.

9E. Water meters are to reside in pocket utility easement(s). Show and label the dimension in service detail.

9F. Instead of labeling all the services (on Sheet 13) include a note that all sanitary sewer services and cleanouts are private.

9G. Hydrants are to be in pocket utility easements when not in the right-of-way. Show and label the dimension.

9H. Ensure you are meeting Aurora Water standards in terms of required blow-offs and/or stubs. See Detail 110-1.

9I. The utility configuration shown in Road G on Sheet 14 could cause construction/maintenance challenges. Consult the manufacturer regarding maximum deflections and connections.

9J. All new sanitary sewer services require 2-way cleanouts per Aurora Water standards, Section 23.

9K. Expand Note 1 (Sheet 14). Piping downstream of the water meter is private.

9L. Add valves as noted on the redlines.

9M. Ensure no valves or manholes are within cross pans.

9N. Label all roads as private or clearly identify the right-of-way limits.

9O. Label slopes.

10. Life/Safety (Mike Dean / 303-739-7447 / mdean@auroragov.org / Comments in blue)

Site Plan

10A. Please check with Real Property to determine if the Emergency Access Easement label is recognized by COA. If not, please remove the label on Sheet 2. We have EVAs for Emergency Vehicle Access Easements which are only utilized in fenced and gated self-service storage facilities.

10B. Revise fire lane easement references from FE to FLE on the Site Plan and Plat.

10C. The six-pack detail being shown on Sheet 6 should match the Sheet 7 detail for Typical Motor Court 6-Pack Hosepull, as this configuration requires a dedicated 23' fire lane easement extended into the site from the adjacent roadway to within 150' of all exterior portions of the first floor of each structure.

10D. Provide fire lane signage on Sheet 8, as depicted on Sheet 7.

10E. It appears that a critical fire hydrant is missing from GVRE Filing No. 5. See the image on Sheet 13. Fire Life Safety is asking for a revision to add the needed fire hydrant. Please contact Mike Dean at 303-739-7447 or email at mdean@auroragov.org. Note: two fire hydrants are scheduled to be installed upon the widening of Picadilly Road, which makes this requested fire hydrant important.

10F. Please remove all circles around fire hydrants on Sheet 13. Spacing of fire hydrants is done within the streets that provide fire apparatus access. This method places fire hydrants in very close proximity to each other. Remove/relocate hydrants as noted on the redlines.



10G. Will there be a mail kiosk amenity? If so, please provide an accessible route to the mail kiosks and details. Within this detail show adjacent street, vertical/mountable curb, curb ramp from the street to sidewalk, and width of the sidewalk. The detail shall convey information that demonstrates compliance with ADA and Postal regulations including units of measurements and scales, and cross-referencing.

10H. Revise the locations of fire lane signage on Sheet 18 to match the intent of the previously approved sign locations.

11. Real Property (Kalan Falbo / 720-338-7419 / kfalbo@auroragov.org / Comments in magenta)

Plat

11A. Tracts do not separate the blocks, so blocks need to be combined into one designation as shown on Sheet 3. The numbers need to be put in a sequential and consecutive system, and then all the subsequent block numbers may be re-worked into a single block with all the lots renumbered. Revise all sheets accordingly.

11B. Fill in missing reception numbers.

11C. Review bearings as noted.

11D. Address all redlines and comments on the redlines.

Site Plan

11E. Revise block and lot numbers to be consistent with the plat.

11F. Add missing reception numbers.

12. Revenue / Aurora Water TAPS (Diana Porter / 303-739-7395 / dsporter@auroragov.org)

12A. Storm Drain Development fee: 45.337acre x \$1,242.00 = \$56,308.55

Green Valley Ranch East Annexation Agreement = No Storm Drain Development fees due per Vern Adam

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

13A. See attached comment letter.

14. Mile High Flood District (Haley Koesters / submittals@udfcd.org)

14A. We appreciate the opportunity to review this project. While we have no specific comments to provide on the site plan, we will be closely reviewing this project through the engineering/public works submittal process, in addition to the adjacent GVRE project filings. Thank you.

15. Denver International Airport Planning (LisaNguyen@flydenver.com)

15A. DEN Planning + Design has no comments at this time. Thank you for the continued opportunity to review and provide comments.

16. Adams County Dept Of Planning and Development (developmentsubmittals@adcogov.org)

16A. Thank you for including us in this referral. We have no comment on the subject referral.



Right of Way & Permits

1123 West 3rd Avenue
Denver, Colorado 80223
Telephone: **303.571.3306**
Facsimile: 303. 571. 3284
donna.l.george@xcelenergy.com

July 5, 2022

City of Aurora Planning and Development Services
15151 E. Alameda Parkway, 2nd Floor
Aurora, CO 80012

Attn: Deborah Bickmire

Re: Green Valley Ranch East Site Plan No. 17, Case # DA-1662-28

Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the plat and site plan for **Green Valley Ranch East (GVRE) Site Plan No. 17**. The carriage lot utility easements for natural gas and electricity are not within each lot; therefore, it is assumed that meters will be banked or something similar that has most likely been done in other GVRE development areas – please verify.

The property owner/developer/contractor must complete the application process for any new natural gas or electric service via [xcelenergy.com/InstallAndConnect](https://www.xcelenergy.com/InstallAndConnect). It is then the responsibility of the developer to contact the Designer assigned to the project for approval of design details.

For additional easements that may need to be acquired by separate document for new facilities, the Designer must contact a Right-of-Way and Permits Agent.

Donna George
Right of Way and Permits
Public Service Company of Colorado dba Xcel Energy
Office: 303-571-3306 – Email: donna.l.george@xcelenergy.com