

Planning Division
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Aurora, Colorado 80012
303.739.7250



October 7, 2020

Mike Serra III
Pauls Corporation
3850 Lewiston St, Suite 100
Aurora, CO 80011

Re: Second Submission Review: Gateway Park IV East TIC 2 – Preliminary Plat
Application Number: DA-1174-76
Case Number: 2020-6028-00

Dear Mr. Serra:

Thank you for your initial submission, which we started to process September 11, 2020. 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.

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.

Since several important issues remain, you will need to make another submission prior to the Planning and Zoning Commission hearing, tentatively scheduled for Tuesday, November 10, 2020. Please revise your previous work and send us a new submission on or before Monday, October 26, 2020. The revised plans will be used to present to the Commission and our review comments will be returned as your first technical review.

Please remember that all abutter notices for public hearings must be sent and the site notices must be posted at least 10 days prior to the hearing date. These notifications are your responsibility and the lack of proper notification will cause the public hearing date to be postponed. It is important that you obtain an updated list of adjacent property owners from the county before the notices are sent out. Take all necessary steps to ensure an accurate list is obtained.

As always, if you have any comments or concerns, please let me know. I may be reached at 303-739-7261 or dbickmir@auroragov.org.

Sincerely,

Deborah Bickmire, Senior Planner
City of Aurora Planning Department

Attachments: CDOT Comments

cc: Stephen Litsas, Kimley-Horn
Scott Campbell, Neighborhood Liaison
Cesarina Dancy, ODA
Filed: K:\SDA\1174-76rev2.rtf



Second Submission Review

SUMMARY OF KEY COMMENTS FROM ALL DEPARTMENTS

- Submit a Tree Mitigation Plan (Forestry)
- Clarify if water is looped (Water)
- Show existing and proposed hydrants (Life/Safety)
- Include a detail for the turnaround (Public Works Engineering)
- Minimum Slopes and Maintenance Access (Public Works Engineering)
- Initiate the dedication of easements (Real Property)
- Revise lot/tract labels and eliminate overwrites (Planning)

PLANNING DEPARTMENT COMMENTS

1. Completeness and Clarity of the Application

1A. Because the plat will follow this application, please relabel the lots as “Future Lot 1/Lot 2” and include the associated acreage. Please do the same for the tract.

1B. Add acreages to the site data.

1C. Rearrange labels and leader lines so information is not covered and leaders are more visible.

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

2. Civil Engineering (Kristin Tanabe / 303-739-7306 / ktanabe@auroragov.org / Comments in green)

2A. The Preliminary Plat will not be approved by Public Works until the drainage report is approved.

2B. The temporary fire turnaround needs to be included on the plans and meet the requirements in Section 4.04.1.06 of the Roadway Manual.

2C. Easements must be recorded prior to approval of the site plan and civil plans.

2D. The drainage plans include an emergency spillway. Please make sure the site plan and drainage plans are consistent.

2E. Add arrows on Sheets 10 and 11 to indicate the direction of emergency overflow.

3. Traffic Engineering (Brianna Medema / 303-739-7336 / bmedema@auroragov.org / Comments in amber)

Preliminary Plat

3A. Modification for the single left-turns to dual left-turns on 40th Ave. between Airport On/Off ramps is a requirement of this development (improvements as identified in the TIS for 2022 intersections 1, 2, 12, 13 & 6 are required with this development).

3B. Add to Note 12 on the Sheet 1 and to Note 3 on Sheet 2: “Traffic Signalization of 37th and Salida St. shall be constructed by SCMD if and when traffic signal warrants are satisfied.

3C. Modify the future section to match the proposed collector - introduce the taper closer to the crossing (look at 2-lane collector standard).

3D. Update the striping to reflect a TWLT center lane as noted on the redlines.

3E. Add a note on Sheet 4: “Midblock crossing shall be evaluated once adjacent site development for appropriate countermeasures as per the FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations.”

3F. Check the connection angle to Salida St. It shall be 90 degrees, ± 5 degrees for connection.

3G. Remove or relocate the tree at 37th Ave. and Salida St. See COA STD TE-13.3.

Traffic Study

3H. Traffic studies do not determine cost sharing or financial percentages within COA. Please update labels and identified highlighted areas.

3I. See report for redline comments.

**4. Fire / Life Safety** (Jeff Goorman / 303-739-7464 / jgoorman@auroragov.org / Comments in blue)

4A. A fire lane easement is not required for 37th and 35th Avenues since they are a private roads built to a public standard. Remove the fire lane easement.

4B. This street is a private street built to a public standard and is not a fire lane. Remove the temporary fire turnaround label and work with civil to determine turnaround requirements.

4C. Relocate the fire hydrant(s) as noted on Sheet 11 of the redlines.

5. Aurora Water (Casey Ballard / 303-739-7490 / cballard@auroragov.org / Comments in red)

5A. Per the comment responses, a conceptual looping of the water main was going to be included but constructed with the site development. Is the main planned to be extended or dead end?

5B. Civil plans will need to include the length to the hydrant from a looped system (see Sheet 10). If over 150-feet calculations will be needed to ensure 20 psi residual during fire flow scenario. Typical for all dead-end hydrants.

5C. Adjust call out labels so they are on the same page as the item being labeled.

5D. Advisory Comment: Ensure that rip rap is placed at the ends of the gutter to prevent erosion.

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

Please show and label all existing trees on a separate sheet called Tree Mitigation Plan and indicate which existing trees will be preserved or removed.

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.

<https://auroraver2.hosted.civiclive.com/cms/One.aspx?portalId=16242704&pageId=16529352>

These notes shall be added to the plan.

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.

The caliper inches that will be lost are 32", but only 13" would be required for planting back onto the site. The mitigation value is \$632.00.

TREE #	SPECIES	DIAMETER	MITIGATION VALUE	COMMENTS	MITIGATION INCHES
1	Cottonwood	4	\$62.03		2
2	Cottonwood	4	\$62.03		2
3	Cottonwood	6	\$127.00		2
4	Cottonwood	6	\$127.00		2
5	Cottonwood	6	\$127.00		2
6	Cottonwood	6	\$127.00		2
Total		32	\$632.03		13

NOTE: Mitigation values based on International Society of Arboriculture's Guide to Plant Appraisal. Species, diameter, condition, and location factors were included in the assessment.



7. Real Property (Maurice Brooks / 303-739-7294 / mbrooks@auroragov.org / Comments in magenta)

- 7A. Contact Andy Niquette at aniquett@auroragov.org to initiate the dedication of easements. The process can take 6-8 weeks to complete and the Preliminary Plat will not be approved until this is complete.
- 7B. Add the area to the legal description.
- 7C. Add reception numbers of easements recorded by separate document.
- 7D. Change the decimal degrees to degrees, minutes and seconds, and distances to hundredths of a foot.

8. CDOT Region 1

- 8A. See the attached comment letter. Additional comments may be forthcoming.

STATE OF COLORADO

Traffic & Safety

Region 1

2829 W. Howard Place

Denver, Colorado 80204



COLORADO
Department of Transportation

Project Name: **Gateway Park IV East TIC 2**

Print Date: 10/6/2020

Highway:

070

Mile Marker:

Drainage Comments:

8-3-20 ASD

Project Summary:

The Pond C project site is within Gateway Park IV East, located west of Tower Road, east of Airport Boulevard/Pena Boulevard, and north of Interstate 70 in Aurora CO. The total area is approx. 118 acres and 79.3 acres, covered in this report, is within the Sand Creek Drainage Basin and the remaining 38.1 acres is in the Irondale Gulch Basin. The proposed project, Sand Creek Pond C is the final development of the detention pond for the development of Gateway Park IV East: TIC 2 Area of approx. 58 acres.

Pond C receives developed flows from Walmart Supercenter, Tower Road, Home Depot and Retail Lots A & B as well as detained flows from Sand Creek Basin Pond D in Gateway Park V east of Tower Road. The outfall of the stormwater will be located under Interstate 70 in the existing 8'x10' "Cattle Crossing" culvert. Pond C will be a regional detention facility owned and operated by the Sand Creek Metropolitan District. Pond C will accept flows from three current/proposed sources and one future source:

- Off-site flows from the 72" diameter pipe (current)
- Flows from the Home Depot and Retail Lots A & B (current)
- Flows from the Proposed TIC 2 site (proposed)
- Flows from the DEN Parcel (future)

These off-site sources will provide on-site water quality prior to discharge into Pond C.

The project area is divided into five sub-basins, three subbasin with a total area of 79.3 acres are in the Sand Creek Drainage Basin. Two subbasins, totally 38.1 acres, are in the Montbello Basin (tributary to the Irondale Gulch Basin) and are not part of the analysis nor will they the capacity of Pond C. Pond C is designed for the 100-year event with 29.0 acre-feet of detention, and a peak discharge rate on the north side of the Cattle pass of 140 cfs. Two 6 cfs pumps will be constructed within the existing vault structure to drain the stormwater from Pond C below the Cattle Crossing.

Comments:

1. What are the historic patterns and flow rates under I-70 for this project area?
2. I am concerned about sending flows under I-70 in a Cattle Crossing, which was not likely designed for significant flow. CDOT Hydraulics needs more details about the Cattle Crossing. Are there structural drawings for the Cattle Crossing? What is the bottom and wall construction material?

3. I do not see a CDOT structure number for the Cattle Crossing. Who owns the structure?
4. Provide calculations for flow in the Cattle Crossing.
5. On the Preliminary Drainage Sheet, SHT DP03, and DP04, please add I-70 ROW line and additional existing and proposed contours labels adjacent to the ROW. I am having trouble following the overland drainage pattern.
6. Please add roadway labels on your Preliminary Drainage maps.
7. Explain about the pattern and spillway of emergency overflow from the detention pond.

7-15-20 ASD

CDOT Hydraulics requires a Drainage Report for this development. We will also need Existing and Proposed Drainage Basin Maps showing flow patterns, flow rates, flow arrows and contour labels.

Traffic Comments:

Reiterate that scenario 2 is not preferred since it combines the on and off ramp in the same location. This increases the probability of wrong way driving.

Further improvements at Tower and I-70 should likely need to happen. A WB right for the WB I-70 off ramp is something that should be looked at. Not sure if that falls within this development's improvements but that movement is projected to have a LOS F in 2040. It also is projected to have a significant right turn volume.

Jason Igo 9/25/2020

A line in the report was confusing. Are you referring to the Access control line or the train line?

For the future development of the parcel to the west. That connection of 37th Ave to Airport will need to be vetted thoroughly since you are changing an interchange configuration. The on ramp and off-ramp right next to each other is not preferred due to the probability of wrong way driving. This doesn't impact this report but wanted to mention it.

Jason Igo 7/13/2020

Resident Engineer Comments:

9/24/2020 CLI:

- Please indicate where the light rail is on the plan sheets.
- Call out CDOT ROW lines on the plans.
- Is there expected to be any grading or impact to CDOT ROW as part of the project?

7/16/20:

1. Adding the connection of 37th to Airport Blvd will trigger the 1601 process since you are modifying an existing interchange.
2. Site plan should show more detail on the proposed connection at 37th and Airport. Also please label Airport on plan sheets/key maps.
3. Is the project planning to do an at-grade or grade separated crossing for 37th at the light rail? Please show the proposed crossing and location on the plans. Project should also coordinate with RTD.
4. Curb ramps at Salida and 37th - recommend rotating these toward 37th so they are aligned directionally toward each other. This will make it easier for visually impaired pedestrians to navigate safely.

Permits Comments:

It is recognized that this proposal entails changes to the major regional storm pond that has existed on this property for some time. That pond in part, captures outfall emanating from development on the south side of the Interstate. It is unclear at this time to what extent additional pipe work may be needed crossing the interstate. Any work inside of the interstate RoW will require both CDOT and FHWA approval by permit. I suspect Access control lines exist along both north and south side of the interstate. I would anticipate similar access controls (A-lines) to exist along Pena Blvd.

There was no survey of Alta quality provided, nor was a plat. Unable to see-ascertain the location & extent of CDOT RoW and property holdings. The westerly extension of 35th Ave appears to aim at crossing under the RTD 'A-line' bridge. The letter of introduction (page 1) identifies that 35th Avenue "*will be extended 200' to the west of the A-line*" to access the Denver owned parcel. It is not clear if that is reference to the right of way of the "A-line commuter rail" corridor or if it is in reference to an Access Control line. We believe that due to the system-to-system interchange of I-70 & Pena Blvd, there are A-lines (Access Control Lines) in-place. I believe the parcel to be accessed west of the rail line tracks, in the City/County of Denver, may have development limitations placed upon it and the access via 35th is intended for maintenance purposes only? Please amend both this letter and Infrastructure plan accordingly to clarify the confusion this language creates.

Any signs on this property directed to the interstate must adhere to the State Rules for Outdoor Advertising.

RS 07-08-20

Bridges Comments:

9-24-2020 AMM

No additional comments on what has been included in this submittal. Previous comments still apply as I do not know if those have been received by COA or the developer.

8-7-2020

1. It is my understanding that there are no proposed structures within CDOT ROW and no existing structures within CDOT ROW are being modified beyond the additional flows to the "Cattle Crossing" cbc under I-70 noted in the Drainage Report. Please let me know if there are any structures that I have missed.
2. Why is this culvert under I-70 being referred to as the "Cattle Crossing" and do you have any as-built information for it? Per CDOT Staff Bridge Inspection records, this cbc is structure 070A284930BL. Please add this structure number to any documents that reference this structure.
3. Since this has historically been referred to as a Cattle Crossing, the designer shall determine if the additional flow will negatively impact the CDOT structure. What capacity does the existing cbc have? Designer shall coordinate with CDOT Hydraulics to prove no adverse effects to the cbc. CDOT Staff Bridge shall be notified of any modifications to the cbc or any new structures within CDOT ROW.