



Planning Division
15151 E. Alameda Parkway, Ste. 2300
Aurora, Colorado 80012
303.739.7250

Worth Discovering • auroragov.org

June 14, 2019

Kevin Smith
Westside Investment Partners, Inc.
4100 Mississippi Avenue, Suite 500
Denver, CO 80246

Re: **Initial Submission Review** – High Point at DIA – FDP Amendment with Waiver, Comprehensive Plan Amendment and Rezone
 Application Number: DA-1746-19
 Case Numbers: 2004-7002-04; 2019-1001-00; 2004-2017-01

Dear Mr. Smith:

Thank you for your initial submission, which we started to process on Monday, May 20, 2019. We reviewed it 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 community members.

Since many important issues still remain, you will need to make another submission. Please revise your previous work and send us a new submission on or before Monday, July 8, 2019. Your Planning Commission hearing date is tentatively set for Wednesday, September 25, 2019 if all submissions are made on time and all staff comments are sufficiently addressed.

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 303-739-7857.

Sincerely,

Sarah Wieder, Senior Planner
City of Aurora Planning Department

cc: Allison Wenlund, Norris Design, 1101 Bannock Street, Denver, CO 80204
Susan Barkman, Neighborhood Liaison
Cesarina Dancy, ODA
Filed: K:\SDA\1746-19rev1.rtf



Initial Submission Review

SUMMARY OF KEY COMMENTS FROM ALL DEPARTMENTS AND AGENCIES

- Review neighborhood / property owner comments and schedule a neighborhood meeting (see Item 1)
- Update the Letter of Introduction, Site Analysis Narrative and FDP Narrative (see Item 2)
- Include the proposed annexation area in all FDP documents (see Item 2)
- Address all inconsistencies related to zoning and land uses in the FDP (see Item 3)
- Provide detailed justification for Comprehensive Plan Amendments, rezone and waivers (see Items 3 and 4)
- Request additional waivers if the Land Use Map remains unchanged (see Item 4)
- Account for all required changes to surrounding streets and provide better connectivity (see Item 5)
- Make significant improvements to the design standards prior to the next submittal (see Item 6)
- Update FDP documents to comply with the NEATS Refresh (see Item 7)
- Improve Tab 11 per Landscape Design comments (see Item 9)
- Revise the format of the Public Improvements Plan and address numerous issues in this document (see Item 10)
- Update the Master Traffic Impact Study and revise the Public Improvements Plan (see Item 11)
- Address Aurora Water comments in the Public Improvements Plan and Master Utility Study (see Item 12)
- Update Form J and the Open Space & Trail Map based on PROS requirements (see Item 13)
- Add additional information to the Public Art Plan (see Item 16)
- Respond to all comments from E-470 Public Highway Authority (see Item 17)
- Address numerous concerns from Denver International Airport prior to the next submittal (see Item 19)
- Review comments from Aurora Public Schools and 27J Schools (see Items 20 and 21)

PLANNING DEPARTMENT COMMENTS

1. Community Questions, Comments and Concerns

1A. 700 property owners and 2 registered neighborhood organizations were notified of the proposed Framework Development Plan Amendment, Rezone and Comprehensive Plan Amendment. 14 comments were received from property owners in High Point at DIA. All of the comments expressed concerns with the subject application. Major concerns included the increase in multi-family and single-family uses, the lack of commercial development and other services, and traffic. Based on this, staff highly recommends that you hold a neighborhood meeting to discuss the proposed changes and invite all property owners and neighborhood organizations that were notified of the application. This should occur prior to the second submittal of the application to ensure that resident feedback can be incorporated into the plans as appropriate. Please contact Susan Barkman, Neighborhood Liaison, to coordinate the location, date and time of the meeting. Your Neighborhood Liaison and Case Manager must be available to attend this meeting. She can be reached at 303-739-7402 or sbarkman@auroragov.org.

Name: Albert Keller

Comment: *The idea of redesigning / amending the DIA Highpoint community plan to accommodate more than 35% of the resident units to be multi-family will not benefit anyone other than the developers requesting amendments such as this. Similar land use amendments (ex. CA SB 50 in California) result in more congestion, higher crime rates, lower property values for existing property owners, and higher rents. Not to mention the fact we already have numerous multi-family units in the immediate area of Highpoint. Based on the location and original plan for DIA Highpoint community, multi-family units (if included as this application requests) will not bring lower rents to allow accessibility to more renters. Rather, rent amounts will (with very high probability) increase as community property values increase. This (and similar applications) benefit only the developers applying for land-use amendments. I think I speak for all existing Highpoint residents when I ask for disapproval of this application. With the best interest of Highpoint community in mind, please disapprove. Thank you.*



Name: Tom Bjornson

Comment: We do not need more single, multi-family homes in this area. There is an overabundance of residential areas without any commercial business to support the growing community.

Name: Natasha Vollmuth

Comment: Strongly against the increase in multi-family homes in this area. There are not enough grocery stores, restaurants and other businesses to support the community that is already here.

Name: Belinda Ashton

Comment: Please do not allow more MULTI-Family units. I am concerned that this will cause more traffic jams and way too many people in the area. NO REZONE! I especially do not approve of anymore LOW INCOME or Section 8 housing. I say NO NO NO.

Name: Pedro Arevalo

Comment: 1) How can this area support more multi-family housing? 2) What research / analysis has been done on the effects in traffic, commercial and public services (basically non-existing in the area? We certainly need more commercial and services like postal, a policy substation, and commercial sites as it is, have they even considered adding those? DON'T CREATE A NEW MONTBELLO, PLEASEEEEE!!!!

Name: Dan Moore

Comment: No Waiver! NO MORE MULTI-FAMILY HOUSING! Not even 5%! There is too much in the area and there is NO infrastructure to support it. That being the roads and the highway access system (E-470,70, Pena Blvd). Overcrowding creates congestion and drives property values down. Not to mention crime rates rising, and very,very limited restaurants and grocer's around here but there is every fast food place you can imagine. City planners need to consider that this area is a mix between the City of Denver and the City of Aurora. How about a little coordination between departments! Thanks for the opportunity to provide input.

Name: Joel Brown

Comment: As a homeowner in High Point, I very strongly believe that the area of land in DA-1746-19 sought to be amended be used for commercial uses originally approved for and NOT BE REZONED FOR ADDITIONAL RESIDENTIAL ZONING. There are already too many residences and not enough businesses in the High Point development and neighboring Green Valley Ranch development, which carries too much of a burden for the surrounding overwhelming number of residents. The King Soopers at Green Valley Ranch, for instance, is always running out of popular, heavily consumed items, there are never enough shopping carts, and oftentimes my wife and I plan our shopping trips on the way home at another supermarket outside the city of Aurora a just to be able to shop comfortably and get everything we need. This takes away from the tax revenue generated by the City of Aurora in High Point and GVR. This also will continue to keep property taxes high which will keep Aurora residents in High Point even more strained financially, unable to spend more and pump more dollars into the local economy. I am very much opposed to this Amendment and rezoning. This area needs more businesses! We (High Point and GVR) don't have a gym, (where I would go to as soon as it opened), we could use a public storage facility, there's only one grocery store, (I know several residents who would apply for membership and shop at a Costco) there aren't enough sit down restaurants, a Target would be fantastic, we don't have enough automotive repair shops, (we could really use a Firestone) and the list goes on and on. This is not a wise amendment. Keep this parcel of land COMMERCIAL! I WANT TO SPEND MONEY HERE AND SO DO THOUSANDS OF OTHERS! Please call me at 720.313.5430 if you have any questions. Thank you, Joel Brown

Name: Amber Averill

Comment: I do NOT want to change any zoning that will allow more multi-family homes. Even single-family homes are being built at an alarming rate. Absolutely NO MORE affordable housing that accepts unlimited section 8 housing. Just because there is open space does not mean you have to cram something everywhere.



Name: Tracy Ramsey

Comment: Hello, I have lived here in High Point at DIA since 2011, when my home was built by Richmond American. We loved the quietness and safety of this neighborhood. When more homes were built by DR Horton, Ryland, etc., we were happy to have more neighbors, but we have also seen more traffic, congestion, and crime. So adding MULTI-family units will only add to those concerns, not to mention the lack of good retail and commercial to support more residents! All we have seen built around here are hotels and convenience stores. Traffic has increased, especially on Dunkirk Street, where people exceed the posted 30 mph speed limit. Another concern is the minimal police patrols in the area. So to add more residents without the support of law enforcement, better traffic congestion control, and a variety of retail does not make sense. So please reconsider and do not allow multi-family units to be built in our neighborhood.

Name: Melissa Vigil

Comment: I am a High Point Resident and I had the opportunity to review the Planning Application and Documents for #1360945. I am extremely saddened to see such a beautiful single-family area be considered for re-zoning for multi-family residential units. The entire metro-Denver has changed its landscape to accompany massive growth and despite the enticing wording used to describe the development, it is really heartbreaking. The area cannot sustain these designs. We don't have enough road infrastructure for this. We don't have the basic necessities like groceries to sustain this population. Let alone, as a young mother and hardworking (Master's Degree Level) home owner, I really worry about the value of my home and our neighborhood. We are fortunate to have the beautiful Gaylord Hotel but creating more hustle-and-bustle in this area may negatively impact the hotel and commerce in the area. I am deeply saddened by the greed of local companies supporting this idea and the lack of research in what this type of infrastructure will do to this area. I demand reconsideration and the ability for my voice, and the voice of my neighbors in our community to be heard. I do not agree with this plan and would oppose moving forward!

Name: Frank Talmadge

Comment: We have enough apartments going up already. We need police station, stores, grocery stores, gyms. Traffic is already bad and I don't see room for more roads to accommodate more residential projects.

Name: Anthony Graziano

Comment: There is already a severe lack of police presence in this area, with expanded population is there plans for a sub-station or increased presence? Look how much crime has been increasing in the nearby Green Valley Ranch with the rapid expansion there and lack of police presence. Will there be enough schools and activities in the area to support area children where they do not have to be bused far away or require parents to struggle getting them to a school?

Name: Royal Rosario

Comment: I strongly oppose granting this waiver in all aspects. What justification has been done to warrant more than 35% multi-family homes in this sector other than higher profit margins? With nearly 100% housing and commercial lodging being built in this area (Hi-Point and DIA) what justifications and data supports re-zoning 121 acres in this area to more housing? I personally believe with near 0 commercial resources to residents in Hi-Point and surrounding neighborhoods with a massive oversight in civil engineering/city planning or near corrupt endeavor with what on the surface looks like developer manipulation through illegal kickbacks to local officials. Prove to me there is a need, with basically 0 jobs, to create more multi-family units and rezone 121 acres for more housing considering the 12+ multi-family units being built already within a 5 square mile radius of Hi-Point. What studies have been done by the government's civil engineer corp on the impact of the two requested changes? Being that there is near 0 commercial activity in Hi-Point besides a never-ending row of hotels (that continues to grow), what data is available to support more than 35% multi-family housing and 121 re-zoned acres? What jobs are available in the area that can support rent on these multi-family properties? What argument as the waiver requested provided for the need to change both of the above?



Name: Tomeka Speller

Comment: The application summary “describes 35% of the residential units as multi-family.” First, there are several concerns with this: building multi-family homes was never in the original plans. This type of living arrangement has decreased the value of the single-family homes in the neighborhood. When I purchased my home 10 years ago I purchased not just the home but the plans that were sold to us as well and there was never this amount of multi-family units included in those plans. Secondly, it appears as though with the multi-family homes that are already in progress, they have taken away our city views and there are no additional streets being built simultaneously to keep up with the volume of people moving in. This is concerning and has caused several vehicle accidents (including death) as people desperately attempt to leave and enter the neighborhood. Finally, please provide appropriate definitions of: “innovative district” “emerging neighborhood” as these seem to be broad in order to not have the responsibility of disclosing and being fully transparent with regard to building plans. My concerns are that planners and developers are seeking fast monetary gains; while the residents who work hard live in the neighborhood are not being taken into consideration. How will the Aurora residents’ taxes be increased because of these projects? Who will suffer the bulk of the costs? Please take the hardworking citizens of this city into consideration. Thank you.

2. Completeness and Clarity of the Application

2A. Revise Tab 1 (Letter of Introduction) to include additional information about the land uses in the previously-approved FDP versus the proposed FDP Amendment. Please also provide background on why the number of residents has increased from 3,387 to 6,399 residents with this FDP Amendment.

2B. Update Tab 3 (Context Map) to include the appropriate information per the FDP Manual. The focus of the Context Map should be on the surrounding zoning and land uses, including in the Denver portion of High Point, as opposed to the current property owner information.

2C. There is some inaccurate information in Tab 4 (Site Analysis Narrative). Please review the redline comments and address these with the next submittal.

2D. Update Tab 6 (FDP Narrative) to clarify statements that have been made and provide additional information.

2E. Please provide a clearer vision for the High Point at DIA with the next submittal. Terms such as “forward looking design,” “authentic community form,” “sustainable site development,” “new technologies,” and “diverse elements of environment and climate” are used throughout the FDP documents, but the standards provided do not necessarily illustrate how these would be achieved. Please refine this vision to illustrate and be consistent with what is being proposed.

2F. There are many references in the FDP documents to providing flexibility and broad design interpretation. Although staff understands having some level of flexibility based on the size of the development and unknowns about the future, the purpose of the FDP and the associated documents is to have definitive requirements that ensure a clear vision is carried out. The FDP should set clear expectations for future development and all parties should have a similar understanding of the type and quality of development that is required. More concrete, detailed information must be provided with the next submittal. See Item 5 for additional information.

2G. Based on the upcoming annexation / initial zoning for the 157 acres at the northeast corner of Gun Club Road and 64th Avenue, all FDP documents must be updated to account for this additional acreage and any features of the site. As discussed with the Office of Development Assistance, please note that an additional round of review may be required beyond that of a typical FDP because this information was not included in the initial submittal.

2H. Please remove all AutoCAD SHX text from the “Comment” section of all PDFs and flatten the documents to remove the ability to select items. This makes it difficult for staff to review and comment on PDFs. The next submittal will not be accepted if documents are not flattened.



3. Zoning and Land Use Issues

3A. The residential acreage (including single-family, multi-family and residential in the mixed-commercial areas) on the west side of E-470 within a ½ mile of E-470 adds up to approximately 132.7 acres, while the acreage of all other uses within these boundaries adds up to approximately 158.4 acres. Therefore, the proposed Land Use Plan includes about 46% of the total acreage on this side of E-470 as residential. This does not comply with [Code Section 146-919](#), which states that no more than 25% of the gross land area located within a ½ mile of the E-470 right-of-way (on either side of E-470) shall be devoted to residential uses. Based on the city's vision for this area as an entertainment district, this percentage of residential relative to commercial is concerning. This would be a waiver if you choose to move forward with this Land Use Plan. See Item 4 for additional information on the waiver.

3B. You are proposing approximately 5 acres of residential uses in PA-28, which is designated as "Mixed-Use Commercial." PA-28 is located on the east side of E-470 adjacent to primarily industrial and commercial uses. Having residential on this side of E-470 does not comply with [Code Section 146-919](#), which states that "in no case shall residential development be allowed unless it is a part of a contiguous residential neighborhood containing at least 100 acres." This code section also requires residential to be separated from industrial areas by streets or dedicated open space, which is not proposed. Therefore, residential development is not permitted in PA-28.

3C. In Tab 8 (Form D), some of the dwelling unit / acre (DU/AC) calculations are incorrect. Form D states that the maximum multi-family is 35 DU/AC and the maximum single-family is 7 DU/AC. Per [Code Section 146-906](#), multi-family should be 30 DU/AC and single-family should be 8 DU/AC. Please update accordingly. Please note that staff is not opposed to having greater than 30 DU/AC for multi-family, but these buildings are then required to provide one parking space for each dwelling unit in parking garage structures. This must be included in the design standards.

3D. Tab 8 (Form D) states that you are proposing 25% of all Mixed-Use Commercial Planning Areas to be residential uses. However, there are no details about what types of residential would be permitted in these areas. In order for staff to consider supporting this, information about the allowable types of residential (i.e. urban, high-density multi-family buildings or mixed-use multi-family buildings) is required, as well as detailed design standards for these areas. The layout, connectivity and quality of the residential is just as important as the density if residential is proposed.

3E. It appears that the small lot total was calculated incorrectly in Tab 8 (Form D). The small lot total should be based on the total number of proposed single-family detached units (1,292), not the total number of units including multi-family (2,482). Please reduce the number of small lots in Form D from 869 to 452 based on this.

3F. Additional site restrictions should be added and discussed in Tab 4 (Site Analysis Narrative). These include noise from E-470, oil and gas development, and height limitations for some parcels based on the High Point View Preservation Overlay adopted by ordinance.

3G. The rezone request to remove the Regional Activity Center should be amended. First, there must be detailed justification provided for why the rezone is warranted. As discussed previously, if the Regional Activity Center is removed, the expectation was for similar uses, building forms and design standards to occur on the west side of E-470, especially along 64th Avenue. This has not been illustrated thus far. In addition, the rezone request must refer to existing zone districts, not the draft UDO as this has not been adopted yet. In your justification, you can state what the potential zone district would be after the UDO is adopted though.

3H. Provide a legal description and exhibit of the proposed rezoning area.

3I. As part of this application, you are proposing to change portions of the FDP from an "Urban District" placetype to the "Innovation Hub" or "Emerging Neighborhood" placetypes. Please review the redline comments and provide standards with the next submittal that illustrate how the industrial and residential areas, respectively, will be able to achieve the desired vision and goals of these placetypes.



3J. The noise contours that were agreed to in 2005 between Aurora, Denver and the property owner at the time must be shown on FDP maps. These noise contours are different than the ones described in some of the FDP documents. Some of the residential areas north of 64th Avenue look close to being in the 60 LDN areas.

3K. Numerous FDP documents reference sustainability and the use of new technologies in High Point at DIA. Although this is encouraged, there are no standards that demonstrate how this will be implemented. Please include specific details with the next submittal.

3L. The oil and gas permit submitted to the Colorado Oil and Gas Conservation Commission (COGCC) for PA-31 is in a different location than is shown on the Land Use Map. The COGCC location shows the well site west of Picadilly Road, not east. Please resolve this inconsistency with the next submittal.

3M. The proposed industrial in PA-28a appears to have very limited access given the proximity to the E-470 interchange, the proposed detention pond, and the removal of the previously-proposed connection across Possum Gully. Please clarify how you plan on providing two-points of access to this site and how large trucks would safely travel west on 64th Avenue.

3N. Provide the distance from the edge of PA-27 (oil and gas well site) to the proposed residential uses in PA-27a so that staff can evaluate whether this buffer is sufficient. Locating residential uses in close proximity to oil and gas development is not recommended due to health, safety and noise concerns.

3O. The neighborhood park in PA-33 was previously 9.2 acres and a Contextual Site Plan was approved for a park of this size. How has the acreage increased by 1.3 acres given that the surrounding land uses haven't changed in size?

3P. The triggers for construction of commercial parks in Tab 9 (Form J) states that they "shall be completed when the CO is issued for 50% of adjacent or surrounding lot(s)." Given that these are in commercial or industrial areas, how is a "lot" determined? Please clarify.

3Q. E-470 Public Highway Authority has a multi-use easement on both sides of E-470. As outlined in Item 13, these multi-use easements cannot count towards the required open space land dedication. However, those trail connections should still be identified on the Open Space & Trails Map in Tab 9.

3R. Please minimize references to the UDO as it has not been approved or adopted yet. The FDP is being reviewed based on current code requirements.

3S. Some of the calculations in Form D and Form J do not match. Please revise with the next submittal.

3T. The proposed school site in PA-32 is identified as a private school in Tab 8 (Form D). However, the existing school is a charter school, not a private school. What type of school is proposed in the undeveloped portions of PA-32? Will it serve both APS and 27J students since you are proposing residential in both? Please clarify.

3U. Form F-2 (Neighborhood Character Matrix) was not included with this submittal. Please provide this document with the next submittal.

3V. Some of the parks and open space construction triggers in the PIP are not consistent with Form J.

3W. Provide specific details about how "diverse product types and price points" will be implemented in the FDP.

3X. Please clarify what "high tech industrial" is compared to typical industrial uses. How is this proposal different than developments like Majestic Commercenter or Porteos?



4. Waiver Issues

4A. Based on the current submittal, it appears that three waivers would be required: 1) percentage of multi-family development; 2) percentage of residential within a ½ mile of E-470; and 3) noncontiguous residential uses proposed east of E-470 adjacent to industrial. Please note that additional waivers may be determined later once additional information is provided. All FDP waivers must be reviewed by the Planning Commission and City Council in a public hearing.

4B. The waiver request for the percentage of multi-family is inaccurate. The maximum percentage of multi-family permitted in the E-470 Airport Corporate Subarea is 32%, but the waiver requests states 35%. Please update this and specifically state the percentage of multi-family that is proposed. Please note that mixed-use buildings with multi-family units are not subject to this limitation. Most of the multi-family proposed in the Mixed-Use Commercial Planning Areas should be part of mixed-use buildings.

4B. Detailed justification must be provided in Tab 6 (FDP Narrative) for any requested waivers with the next submittal. The justification provided for the current waiver request was not sufficient.

4C. The urban design, landscape and architectural standards related to residential must be improved significantly with the next submittal in order for staff to appropriately evaluate any waiver requests that allow for more residential uses. Any residential proposed in this key corridor of the city must be high quality, well-connected, walkable, and urban in nature, especially in the High-Density Residential and the Mixed-Use Commercial Planning Areas. The design standards provided do not illustrate this and therefore staff cannot evaluate whether the waiver(s) can be supported.

5. Street and Pedestrian Issues

5A. The extension of Picadilly Road north of E-470 must be identified on all FDP documents and the triggers for construction must be revised. The city, adjacent municipalities and agencies all recognize the importance of this extension in the future and therefore the FDP must account for the construction of it. See Items 7, 10 and 11 for additional information.

5B. 64th Avenue between Dunkirk Street and Picadilly Road should be identified as a 4-lane arterial instead of a 6-lane arterial, while 64th Avenue east of E-470 should be identified as a 6-lane arterial instead of a 4-lane arterial. The actual cross section between Dunkirk Street and Picadilly Road is still being studied though. Please review additional comments from Transportation Planning in Item 7 regarding this.

5C. Please revise the alignment of Tibet Road on all documents to be straight instead of curving. The Avelon FDP resolved this issue based on their Master Traffic Impact Study, so this FDP should be consistent with that.

5D. Show and account for 68th Avenue in the FDP. Based on the use changes in this FDP and other surrounding FDPs, 68th Avenue may be required in the future as an alternative street to enhance connectivity and reduce demand on 64th Avenue.

5E. 60th Avenue, including the crossing over E-470, must be shown on all FDP documents. This is required per the annexation agreement and was stated in the pre-application meeting. See Items 7, 10 and 11 for additional information.

5F. Please label all arterial and collector street names instead of referring to them as “Road A,” “Road B,” etc. This should be updated on all FDP documents.

5G. Street connectivity is mentioned in many FDP documents, but there are no standards that reiterate this concept. Please provide maximum block sizes, specifically for the residential, commercial and mixed-use portions of the project, to ensure the desired connectivity will be implemented.



5H. There are numerous references to Tower Road and its importance in the FDP documents. Although staff understands the importance of this corridor for the overall area, it is not in the city of Aurora and therefore the references to it in the FDP should be minimal.

5I. Tab 4 (Site Analysis Narrative) states that 65th Avenue and 66th Avenue will connect to Tower Road. It does not appear that these connections are proposed, nor would they be possible based on Second Creek. Please update the language as such.

6. Architectural and Urban Design Issues

6A. As a general comment, the provided urban design, landscape and architectural standards in Tabs 10, 11 and 12 must be improved significantly prior to the next submittal of the application. The design standards are written as if everything is optional, and there are very few details provided that illustrate how the desired vision for this area will be achieved. Because of the requested waivers, the Comprehensive Plan Amendment and the rezoning, the design standards are very important to obtaining staff support as the project moves forward.

6B. In order to allow some flexibility, but also set a clear framework and expectations for future development, Tabs 10, 11 and 12 should include both design standards (i.e. requirements) and design guidelines (i.e. recommendations). The language that states that “no individual design feature or description of style elements as included herein is specifically required” must be removed. There must be specific requirements for all types of development proposed. Tabs 10, 11 and 12 should be concise and well-organized, and all standards / guidelines should have a clear purpose. Much of the text provided in these documents can probably be shortened or removed in favor of more definitive, enforceable text.

6C. Some of language used in Tab 12 (Architectural Standards) conflicts with code requirements or in some cases is less restrictive than the code. Please review all redline comments and update with the next submittal. Please also remove repetitive language

6D. Specific details and examples for all categories in Tab 11 (Urban Design Standards), such as entry monuments, retaining walls, fencing, lighting, etc. These details are then referred to when CSPs are submitted in the future to ensure compliance. Additional items to add to Tab 11 include signage standards, street patterns, connectivity (i.e. block sizes), and lot configurations (i.e. requiring certain amounts of alley-loaded products).

6E. Detailed design standards must be provided for the residential proposed within the High-Density Residential and Mixed-Use Commercial Planning Areas. Perhaps more important than the density of the residential in these areas is the quality of the architecture, the site layout, the parking design, and the types of residential proposed, but no details have been provided thus far. Please note that three-story walk-ups are not acceptable in these areas as this is not consistent with the city’s vision and are not allowed in the UDO.

6F. In the architectural standards for single-family homes, please include photographs that accurately depict similar lot sizes and garage configurations as is proposed in High Point at DIA. Many of the photographs show large homes that are rear-loaded, so the architectural styles may translate differently.

6G. Include design requirements for townhome and duplex products with the next submittal.

6H. The design standards provided do not account for different contexts. For example, the areas west of E-470 in High-Density Residential and Mixed-Use Commercial Planning Areas should be urban in nature and walkable, while the Commercial / Retail Planning Areas east of E-470 will likely be more suburban. The “one size fits all” approach for most of the design standards will not be successful when implemented. As you are creating new design standards, please include specific PAs or streets so it’s clear which standards will apply to any given area.



6I. There were very limited design standards provided for industrial, commercial, mixed-use and office development with this submittal. Given that these uses should comprise the majority of the land in High Point at DIA, please include more detail standards that emphasize the desired vision for this area.

6J. The language in Tab 11 (Landscape Standards) related to oil and gas facilities states that “oil and gas facilities will primarily comprise of native plants and should be screened when possible.” Given that the location of oil and gas facilities is known ahead of time, screening is required and there should be specific standards for it.

6K. The design standards for the existing neighborhoods in High Point at DIA, especially related to items such entryway monumentation and fencing, must be incorporated into the revised design standards.

6L. The text under the “urban traditional” architectural style in Tab 12 states that “this more conservative and flexible architectural variant is well-suited for the entry-level, merchant-built product.” There are other references throughout the document to special standards for merchant builders as well. There should not be architectural styles or special standards for homebuilders as most (or all) of the homes built in High Point at DIA will be by these companies.

7. Transportation Planning Issues (Huילang Liu / 303-739-7265 / hliu@auroragov.org)

7A. 64th Avenue between Picadilly Road and Harvest Road / Jackson Gap Street should be a 6-lane arterial. This segment of 64th Avenue is identified as a 6-lane arterial in the NEATS Refresh. We believe that it should continue to be a 6-lane facility due to the forecasted high traffic volume, including many truck trips, between E-470 and Denver International Airport via Jackson Gap Street and 64th Avenue. Specifically, the NEATS Refresh forecasted 44,000 ADT on 64th Avenue just east of the E-470 / 64th Avenue Interchange and 58,000 ADT on Jackson Gap Street just north of 64th Avenue at build out. A 6-lane facility will be needed to accommodate the forecasted traffic volume.

7B. 64th Avenue between Picadilly Road and Dunkirk Street should be a 4-lane arterial. This segment of 64th Avenue was identified as a 6-lane facility by the NEATS Refresh. However, given the adjacent land use characteristics and forecasted traffic volume, we believe that a 4-lane facility with separated bike lanes and wider sidewalks should be more appropriate for the land use context of the area. For your information, the city has issued an RFP seeking consulting service to further analyze the area network, the cross-section of 64th Avenue and the intersection design of the area adjacent to this segment of 64th Avenue.

7C. A grade-separated 60th Avenue crossing over E-470 should be provided by the development according to the existing annexation agreement. We believe that the 60th Avenue overpass over E-470 is important as it will provide safe and convenient local access and connections between land uses on both sides of E-470 and therefore reduce traffic at future congested E-470 / 64th Avenue and E-470 / 56th Avenue interchange area. It will also reduce out of direction travel and provide a safe and convenient route for people riding bikes and walking.

7D. Picadilly Road is identified as a 6-lane arterial by the NEATS Refresh and should continue to be a 6-lane arterial given its very long continuity, the planned future grade separated crossing of E-470 and as a future high frequency transit route.

7E. Page 63 of the NEATS Refresh identifies 64th Avenue, 56th Avenue, Picadilly Road and Harvest Road as future high frequency transit routes. NEATS Refresh also identifies mobility hubs at the intersection of 64th Avenue / Himalaya Road. Additional context should be provided in the Framework Development Plan regarding mobility hubs, which will serve as transition / transfer points among different modes of transportation (e.g. walking, biking, transit, car sharing, etc.). As such, internal pedestrian and bicycle connections from throughout the development site to the mobility hub should be identified. Mobility hubs would incorporate a combination of areas, typically on the far side of intersections, reserved for transit stops, long term bike parking such as bike lockers, parking locations for docked or dockless shared mobility devices (e.g. bike share or e-scooter share), information kiosks, and parking spaces reserved for publicly-available electric vehicle charging and car sharing.

**8. Airport Issues** (Porter Ingrum / 303-739-7227 / pingrum@auroragov.org)

8A. Because this property is located within the Airport Influence District of Denver International Airport (DEN), the applicant must assure that an aviation easement has been conveyed to the City of Aurora and DEN for all parcels in the Framework Development Plan and that this easement has been recorded with the Adams County Clerk and Recorder in accordance with [Section 146-822](#) prior to the FDP being recorded. To streamline this process, the City of Aurora will record the aviation easement for the applicant. The applicant is responsible for completing the easement form (found [here](#)), obtaining the property owner's signature and notarizing the document. Please include a legal description and survey of the property. The completed easement form can be dropped off or emailed to Porter Ingrum.

8B. This parcel is located in the Noise Impact Boundary Area (NIBA) of Denver International Airport. The NIBA includes those areas located between the 55 LDN and 60 LDN contours. New residential uses or new residential structures permitted by the underlying zone must provide and include noise level reduction in the design and construction of all habitable structures.

8C. Development in the AID shall comply with height restrictions in the underlying zone district, which do not intrude into 14 CFR 77 surfaces for military airports. Vendors of real property located within the Airport Influence District are required to provide notice to prospective purchasers in accordance with [Section 146-822](#). The notice will state that the property may be subject to some of the annoyances or inconveniences associated with proximity to an airport including noise, vibration, and odors.

9. Landscaping Issues (Kelly Bish / 303-739-7189 / kbish@auroragov.org / Comments in bright teal)*Tab 8*

9A. Correct Note #10.

9B. Address note on the Cover Sheet regarding the Unified Development Ordinance versus Article 14.

Tab 11

9C. While a lot of effort was put into describing the overall theme, aesthetic and feel for the development, there have been no specific landscape standards provided in Tab 11. If you intend to use the current Article 14 standards, then those need to be included in the FDP as Article 14 will be replaced by the Unified Development Code. High Point at DIA will be developed over many years and therefore specific landscape standards should be included for the following items: Street Trees and Curbside Landscapes; Street Frontage Buffers; Non-Street Frontage Buffers; Building Perimeter Landscaping (i.e. Commercial, Industrial, Multi-Family, Townhome, etc.); Parking Lot Interior and Exterior Landscaping and Screening; Common Open Space and Tract Landscaping; Detention Pond Landscaping; Screening of Loading Areas; Trash Enclosures; Front Yard Landscaping; Landscaping along E-470; Oil and Gas Buffers. Landscape standards must be above and beyond code requirements and should respond to the different contexts within High Point at DIA. A "one size fits all" approach is not acceptable.

9D. Page 22 discusses the landscape treatment for key local roads. Where or what roads are considered "key" local roads? A map identifying these should be provided and a graphic prepared depicting what the overall intent of the landscape concept is.

9E. Remove all references to "Denver's Gateway."

9F. Correct all typos and text that is left blank.

9G. Address other miscellaneous comments in Tab 11.



REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

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

10A. Please format the PIP and PIP Narrative into a report document with the exhibit in the appendix consistent with current standards.

10B. Per the Master Traffic Impact Study, identify intersections that are identified as future signalized intersections. Add a note referencing the City of Aurora Traffic Signal Escrow Ordinance.

10C. PD1 is not labeled in the exhibit for the PIP but is noted in the narrative. Please address and label all detention ponds consistent with the referenced text.

10D. There is no PA-15b or PA-15c on the exhibit for the PIP.

10E. Separate the industrial areas from the commercial areas in the PIP.

10F. The 60th Avenue crossing of E-470 is still an obligation of this development as outlined in the annexation agreement and as discussed in the pre-application meeting.

10G. The Picadilly Road crossing of E-470 is part of the annexation agreement and NEATS. It is not subject to a time deadline and must be shown and planned for on all FDP documents. A trigger must be added related to vehicle trips.

10H. The 2-lane collector section is only valid for roadways that are already constructed. New 2-lane collectors shall use the current standard section.

10I. Show and address improvements to 68th Avenue. Industrial uses proposed here may require additional routes to meet traffic and connectivity demands.

10J. Street lights in the public right-of-way will be owned and maintained by the city and must meet city standards. Address this in Tab 10.

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

11A. In the Master Traffic Impact Study (MTIS), add appropriate sections of roadway that were not included (i.e. Picadilly Road bridge and 60th Avenue bridge) and include a multi-modal discussion.

11B. In the MTIS, account for changes in the western parts of the FDP that were not studied.

11C. See concerns in the MTIS for pedestrian crossing times.

11D. Review and update the MTIS with the next submittal addressing all redline comments.

11E. A 5-lane collector is not in the city standards, but a 5-lane arterial is and has very similar characteristics. Please review and revise.

11F. All proposed roadway classifications in the PIP need to match the classifications and language in the MTIS. Please update accordingly.

11EG. Show 68th Avenue and include the Picadilly Road and 60th Avenue bridges in the PIP.



12. Aurora Water (Casey Ballard / 303-739-7382 / cballard@auroragov.org / Comments in red)

12A. PA-5a should include a 24" water main that runs along the north side of the Planning Area, or the south side of E-470.

12B. PA-27a and PA-27c should include additional water lines to create a loop in the water system. This includes the 12" water line along the east side of the Planning Area and the 24" water line that crossed E-470 in the original Master Utility Study (MUS).

12C. For all Planning Areas, utilities should include any perimeter utilities that are not in a named street. A typical recommendation would be to reference the pipe numbers as listed in the MUS Amendment. The reason for the large number of pipes is to ensure that if a Planning Area develops first, it will have to construct these lines and cannot rely on other Planning Areas. See redline comments in the PIP.

12D. Provide the Excel tables for the sanitary sewer loading and routing, as well as the water demands.

12E. Include discussion in the MUS about what infrastructure is needed for the various Planning Areas. This is to ensure that no matter which is developed first, the needed infrastructure is planned for.

12F. Address all redline comments in the MUS.

13. PROS (Chris Ricciardiello / 303-739-7154 / cricciar@auroragov.org / Comments in purple)

Open Space Plan and Form J

13A. Please note that your Form J needs to be updated to include more specific descriptions of the sites. As your request for open space credit in some locations is not consistent with PROS standards, you will need to provide amenities within those sites to meet the intent of what these accessible open spaces should be (i.e. PA-27c). All neighborhood parks should outline the minimum necessary elements as per the PROS Manual which include two playgrounds (ages 2-5, and 5-12), picnic facility, grassy open play area, courts (on some, not all), restrooms (some, not all), paths, security lighting, landscaping, irrigation, site furniture, bike racks, and other applicable items.

13B. Open spaces must provide a conservation, education, or recreational value. At minimum, sites should have trail access throughout with adjacent trail amenities such as benches and shade structures where applicable.

Multi-Use Easement for E-470

13C. The E-470 Multi Use Easement may not be counted toward your open space credit. You may count any additional land outside of the easement area but may not receive credit for the E-470 Highway Authority MUE. Open space within PA-5b that is outside of the easement may be counted so long as there is conservation, education, or recreational value. Please update Form J to accurately capture the dedication outside of the MUE.

Planning Area 31a

13D. The proposal identifies PA-31a as being open space. However, this is not accessible by vehicle and may foreseeably pose a security and monitoring issue. You are currently showing that this parcel is not getting dedication credit but may have trail connections through it. Please include in Form J the installation of security lighting along the trail path and connect the trail down to the future High Plains trail on the west side of the parcel. When Picadilly Road connects through and provides sufficient pedestrian access to the residential sites south of E-470, consider updating this area to be fully programmed for land dedication with benches, shade structures and other amenities.

Planning Area 27c

13E. Clarification is needed regarding the size of the oil and gas site in terms of the pad and any required buffer around its perimeter. Acreage surrounding the site that must be provided to satisfy setbacks and other types of regulatory measures may not be counted as open space land dedication credit. Please provide more information.



Possum Gully Trail

13F. Currently the alignment shown for Possum Gully Trail does not connect down to the adjacent Fullenwider connection. Please provide a minimum 8' walk along 60th Avenue on the north side to connect the trail to the pedestrian connection to Fullenwider.

13G. Trail crossings at 64th Avenue need to be outlined more clearly. Is the roadway network proposed going south also going to provide pedestrian connectivity to the north?

High Plains Trail

13H. Should the High Plains Trail intersect with 60th Avenue, please anticipate a pedestrian crossing at this location with a pedestrian beacon for safe connectivity.

Form D

13I. Some of your acreages, unit counts, and land dedication calculations don't match. Please double check and update accordingly.

Rockies Village Land Dedication

13J. Please continue to coordinate with Rockies Village to ensure that park land and development is sufficiently meeting the needs of this site. Particularly for PA-12a, this park must be completed with sufficient access to the site prior to 50% of the CO's for the corresponding PA in Rockies Village per both FDPs.

High Point Community Park Land Dedication

13K. A cash-in-lieu of land dedication payment for a previous 6.48-acre Community Park requirement for High Point at DIA and Rockies Village results in a balance of 3.31 acres of Community Park land to be satisfied by another cash-in-lieu payment.

14. Fire / Life Safety (Will Polk / 303-739-7371 / wpolk@auroragov.org / Comments in blue)

14A. Make revisions to the Master Utility Study per redline comments.

14B. Include a 10' x 10' land dedication for a Whelen Warning System within the "Park/Open Area." Placement of the Whelen Siren System is based on the following: In newly annexed / developing areas of the city, sirens should be sited on every ½ section of ground (320 acres) or 6,000' apart to provide edge to edge coverage. In addition, the placement of sirens shall insure that coordinated coverage is provided on a system wide basis. The location of Whelen sirens can be determined at CSP.

14C. The developer must contact and consult with the COA Office of Emergency Management once the exact location of the Whelen Warning System has been identified by COA Building Division, Fire / Life Safety Group and Planning Division. The Office of Emergency Management contact is: 303-739-7636 (phone), 303-326-8986 (fax), or (email) afd_oem@auroragov.org, Attn. Chief Chapman.

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

15A. Please submit a legal description for the FDP on an 8.5" x 11" page that shows the boundary of the site. The acreage should match the illustration.

16. Public Art (Roberta Bloom / 303-739-6747 / rbloom@auroragov.org)

16A. Based on the acreages provided, the calculations for Public Art are as follows:

Non-Residential Acres (675.83 x 540) = \$364,958.20

Mixed-Use Acres (121.03 x 508.88) = \$61,589.75

Residential Acres (304.40 x 330.77) = \$100,686.39

Total = \$527,224.34



16B. The allocation of the fees for Public Art are as follows:

Professional Artist Budget: \$395,418.26

Public Art Application Fee: \$26,361.22

Project Coordinator: \$52,722.43

Maintenance and Repairs: \$52,722.43

16C. On Page 4, where it reads “The Public Art Plan shall be flexible in nature and shall be dependent upon the evolution of the development over time.” It is not clear what is meant by “flexible in nature.” Flexible regarding what?

16D. On Page 4, third line in to the paragraph, in the middle of the third line, it should read ‘there’, as opposed to ‘their’. This paragraph should be stronger. What are the important characteristics of the development that the art will highlight? What do you want to communicate about High Point at DIA?

16E. On Page 5, the map is too small. Please make the map cover a full page.

16F. Please add additional information about the two areas identified as potential art locations. Why are they chosen? What are the characteristics that make them desirable sites for art in general and for the kind of art you are considering? What is the nature of the two areas?

16G. Review the attached Metro District Public Art Guidelines and ensure the next submittal is consistent with this.

17. E-470 Public Highway Authority (Peggy Davenport / 303-537-3727 / pdavenport@e-470.com)

17A. E-470 does not recommend residential uses adjacent to the highway.

17B. Occupying space for utility work, access, and any construction within the E-470 ROW and MUE (multi-use easement) is subject to and will be in compliance with the E-470 Public Highway Authority Permit Manual, April 2008, as may be amended from time to time (the “Permit Manual”) and will require an E-470 Construction or Access Permit. The administration fee is \$750.00 and \$75,000 per acre for construction.

17C. A permit will be required from E-470 for any encroachment or disturbance to E-470 ROW prior to construction.

17D. E-470 requests the City require the contractor to acquire an E-470 permit prior to issuing construction permits. A link to the permit can be found [here](#).

17E. E-470 is not responsible for noise mitigation.

17F. Development plans and construction plans should provide appropriate noise mitigation measures.

17G. A regional trail is planned along the outside of the highway in the future, please coordinate recreational improvements along the E-470 corridor.

17H. The standard for the regional trail is a 10’ wide concrete trail. The regional trail typically parallels E-470, but the alignment can deviate through open space to enhance the user experience.

17I. E-470 will be widened in the future to 4 lanes each direction. Please account for the increased runoff when evaluating / designing drainage facilities for the project including regional detention.

17J. Drainage improvements upstream and downstream of E-470 cross culverts will need to be coordinated between the city, UDFCD, and E-470.



17K. Proposed water and sewer crossings of E-470 will be required to be bored across the highway from right-of-way to right-of-way.

17L. E-470 TBMS (fiber) is located along the eastern/ northern ROW fence line. This line is to be protected in place.

17M. E-470 will be widening the highway to 3 lanes each direction from I-70 to Pena Boulevard in 2022 and 2023.

17N. Additional comments will be issued as design progresses.

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

18A. See the attached comment letter.

19. Denver International Airport (Tim Hester / 303-342-2391 / tim.hester@flydenver.com)

19A. See the attached comment letter.

20. Aurora Public Schools (Josh Hensley / 303-365-7812 / jdhensley@aurorak12.org)

20A. The school land dedication requirement for the proposed residential development within the Aurora Public Schools boundary is 5.0261 based on this FDP Amendment. See the attached student yield document.

20B. The pre-application submittal for this FDP Amendment did not include any predominately residential land uses within Section 12. The current place types for Section 12 are Urban Center and City Corridor. Recent FDPs covering Section 12 propose changing land use types in this section to include a significant number of residential communities. Additionally, this area is covered by three current FDP proposals making it difficult to assess the need for and to potentially include a school site in the section.

21. 27J Schools (Kerrie Monti / 303-655-2984 / kmonti@sd27j.net)

21A. See the attached comment letter.

22. Urban Drainage and Flood Control District (Morgan Lynch / 303-455-6277 / mlynch@udfcd.org)

22A. See the attached comment letter.

METRO DISTRICTS PUBLIC ART GUIDELINES FOR AURORA, CO

Notes for Developers

updated 2/25/19

What Type of Art Projects Are Appropriate?

Unique or limited edition artworks created by a professional artist

- Functional elements such as gates, benches, fountains, or shade structures;
- Landscape integrated enhancements such as passageways, bridges, street lighting elements, or garden features;
- Mosaics or terrazzo walls, floors, and passageways;
- Sculpture such as freestanding, wall-supported, suspended, kinetic, or electronic;
- Neon, LED, glass, photographs, prints, and any combination of media including sound, film, video, or other interdisciplinary artwork.
- Artwork(s) situated at publically accessible/visible locations.

What Type of Art Projects are NOT Appropriate?

- Reproductions or unlimited editions of original work;
- Art objects that are mass-produced;
- Artworks that are decorative, ornamental or functional elements of the architecture or landscape design, except when commissioned by a professional artist;
- Architectural rehabilitation or historical preservation;
- Directional elements such as super-graphics, signage, or graphics that would already be a part of the project;
- Fountains or playground equipment that is mass-produced;
- Designs that are created by the project architect or landscape architect firms;
- Business Logos
- Artworks situated at interior locations, offices, or within other spaces that are not accessible to the public.

What Costs are Eligible to be Expensed to the Public Art Budget?

- Public Art Plan Application Fee paid to the City of Aurora Art in Public Places, (5% of the required public art budget)
- Long-term maintenance of the artwork, up to 10% of the public art budget.
- Project Coordination Fee, up to 10% of the public art budget including artist solicitation costs including call for entries printing and mailing, artist proposal design fee, and other costs.
- Professional artist's budget (75% of the total funding), including:
 - artist fees
 - materials
 - labor costs for assistants
 - insurance
 - permits
 - taxes

- business and legal expenses
- operating costs
- art dealer's fees
- site preparation
- fabrication
- installation
- photography of the work
- ID plaque
- artwork lighting

Example Project: Total Budget of \$100,000

75% Professional Artist Budget \$75,000

5% Public Art Plan Application Fee (paid to City) \$ 5,000

10% Future Maintenance & Repairs (set aside) \$ 10,000

10% Project Coordination (up to 10%) \$ 10,000

Current Rates for Calculating the Public Art Requirement

Residential = \$330.77 per acre

Mixed Use = \$508.88 per acre

Non Residential = \$540 per acre

Who is Responsible for Project Coordination and What Does that Include?

The Developer may use in-house staff, the landscape architecture firm, the architecture firm, a private consultant, or AIPP Staff to coordinate the public art project. Up to 10% of the public art budget may be used to offset this administration cost. Coordination responsibilities include:

- Meet with Developer and City to define the public art project including potential sites, themes, budget, schedule, professional artist selection process, and Public Art Plan Requirements.
 - Set communication procedures and act as liaison between the selected artist, City of Aurora, Developer, landscape architect, engineers, and architects.
 - Establish Budget Controls.
 - Implement professional artist selection process (see "What is the Artist Selection Process?")
 - Prepare the Public Art Plan for review by the Director of Library and Cultural Services via AIPP Staff.
- Prepare and monitor artist contract.
 - Monitor art fabrication process.
 - Ensure adherence to schedules, public safety issues, permitting, and budget.
 - Assist artist in developing a maintenance and conservation plan and procedures for the artwork.
 - Coordinate site preparation and installation logistics with project architect, landscape architect, and engineers.
 - Supervise installation of artwork.
 - Prepare identification plaque and artwork documentation.

- Prepare the Closing Documents for review by AIPP Staff after the project is completed and documented.

What is included in the Public Art Plan?

The Preliminary Public Art Plan is due with the first site plan or contextual site plan for the development. Two copies of the initial plan should be submitted to the AIPP Coordinator for review and approval by the Director of Library, Recreation, and Cultural Services Department. The Preliminary Public Art Plan must include:

- The public art budget including total budget, fee to the city, and itemized expenses as defined earlier.
- Narrative description of the intent including potential sites, themes, materials and the relationship to the overall development project;
- Schedule/timeline

After the artist is selected and the Developer has approved the artwork, the Project Coordinator prepares an addendum to the Public Art Plan and submits it (2 copies) to the AIPP Staff for review by the Director of Library, Recreation, and Cultural Services Department. This addendum should include:

- Narrative description of the proposed artwork including theme, materials, scale
- The artist's itemized budget;
- Documentation: artist drawings, plans, or other media reflecting the project;
- Artist resume and biography (including contact information);
- Maintenance plan;

What is the Artist Selection Process?

The Developer will work with the Project Coordinator and AIPP Staff at the initial meeting to decide which option works best for the project. The Developer and/or its assigns will be responsible for selecting the artwork. There are three processes to choose from:

- Open Competition
 - The Project Coordinator prepares a Request for Qualifications to be advertised.
 - A Panel (selected by the Developer) reviews the submitted professional artist application packets (not proposals), including images of past work, letters of interest, and resumes.
 - The Panel selects finalists to prepare a proposal for the site who are paid a design fee.
 - Finalists present their designs to the Panel and are interviewed.
 - The Panel recommends the most appropriate artists/proposals.
 - The Project Coordinator prepares a Public Art Plan Addendum for review by the City's Director of Library, Recreation, and Cultural Services.
- Invitational Competition
 - The Panel will review slides by professional artists recommended by the AIPP Staff or Project Coordinator.
 - Professional artists are asked to submit an application packet (not proposals), including slides of past work, letters of interest, and resumes.

- The Panel selects finalists who prepare proposals for the site and are paid a design fee.
- The finalists present proposals to the panel during an interview process.
- The Panel recommends the most appropriate artists/proposals.
- Direct Purchase
 - The AIPP Staff or the Project Coordinator recommends existing artwork for purchase.
 - The Panel selects the artwork to purchase from the recommendations.
 - The Project Coordinator prepares a Public Art Plan for review by the City's Director of Library, Recreation, and Cultural Services.

Who Qualifies as a Professional Artist?

The criteria below are based on art industry standards of who qualifies as a professional artist. Artists who are being considered for a public art project(s) under this program must meet one or more of the criteria.

- Bachelor of Fine Art and/or Master of Fine Art from an accredited college or university;
- Exhibition experience in a professional context, i.e., galleries, museum, art centers, or other exhibit venues;
- Is recognized by his/her peers as such by way of honorable mentions, awards, prizes, scholarships, appointments, and/or grants;
- Is pursuing his/her work as a means of livelihood and/or a way to achieve the highest level of professional recognition;
- Has had his/her artwork publicly written about or discussed;
- Has his/her artwork held in public or private collections;
- Is commissioned or employed on the basis of his/her art skills.

Special Circumstance

If the public art plan calls for locating the art within a park that will be turned over to the city of Aurora after it is created, and therefore the art would be turned over to the COA as well, the art selection process will be managed by COA, and all funds for project coordination, maintenance, etc. will be retained by the City of Aurora.

Public Art Staff Contact Information

Roberta Bloom, Public Art Coordinator

rbloom@auroragov.org

303 739-6747



Right of Way & Permits

1123 West 3rd Avenue
Denver, Colorado 80223
Telephone: **303.571.3306**
Facsimile: 303. 571.3284
donna.l.george@xcelenergy.com

June 7, 2019

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

Attn: Sarah Wieder

**Re: High Point at DIA Rezone, Comprehensive Plan Amd and Framework
Development Plan Amd with Waiver – Case # DA-1746-19**

Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the above captioned project. Please be advised that Public Service Company has existing natural gas and electric *distribution* facilities throughout the proposed rezone area, along with two (2) high pressure natural gas *transmission* pipelines. Public Service Company has no objection to this proposed rezone, contingent upon PSCo's ability to maintain all existing rights and this amendment should not hinder our ability for future expansion, including all present and any future accommodations for natural gas transmission and electric transmission related facilities.

The property owner/developer/contractor must complete the application process for any new natural gas or electric service, or modification to existing facilities via xcelenergy.com/InstallAndConnect. The Builder's Call Line is 1-800-628-2121. It is then the responsibility of the developer to contact the Designer assigned to the project for approval of design details. Additional easements may need to be acquired by separate document for new facilities.

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

Ms. Sarah Wieder
Planning Department Case Manager
15151 E. Alameda Parkway, Ste. 2300
Aurora, Colorado 80012

Re: High Point at DIA – Framework Development Plan Amendment w/Waiver, Comprehensive Plan Amendment, and Rezoning

Dear Ms. Wieder,

Denver International Airport received your referral later dated May 24, 2019 for DA-1746-19, High Point at DIA – Framework Development Plan Amendment w/Waiver, Comprehensive Plan Amendment, and Rezoning. We appreciate the opportunity to comment on the proposal and DEN provides the following comments:

- The site is found within/under the navigable airspace associated with DEN, as promulgated and regulated by the Federal Aviation Administration (FAA) under 14 CFR Part 77, Objects Affecting the Navigable Airspace. Based on Part 77 and the development site location, the proponent is required to file notice with the FAA, via the FAA Form 7460-1 process (Notice of Proposed Construction or Alteration), of any structure or temporary construction equipment (e.g., cranes) that penetrate Part 77 surfaces. The FAA website from which the need for the 7460 process can be determined (“Notice Criteria Tool”) and/or the filing can be initiated is:
<https://oeaaa.faa.gov/oeaaa/external/portal.jsp>.
- Planning Area 32 reflects an increased acreage to allow for a future middle school and/or high school to be constructed north of the existing High Point Academy. This location is currently located within the 60 DNL of DEN airport and will be subject to overflights and single event noise exposure.
- The FDP acknowledged that an Avigation Easement was recorded for the High Point development in 2005. DEN requests coordination on the Avigation Easement update process as part of the revised FDP.
- The proposed Comprehensive Plan Amendment requests that three distinct areas of Emerging Neighborhoods be added to align with the proposed single-family land use as part of the FDP Amendment. Proposed land uses include single-family detached small/standard at an average density of 7 DU/AC. DEN recognizes that 97 single family dwelling units have already been constructed in Planning Area 2. However, the proposed comprehensive plan amendment would allow for Planning Area 5 to support 356 single family dwelling units and Planning Area 27a would support 296 single family dwelling units. DEN has significant concerns over the Comprehensive Plan Amendment that would allow an increase in single family residential development.
- The FDP allocates 144’ of Right of Way for Picadilly Road north of 66th Avenue. The High Point Master Plan Traffic Impact Analysis recommends following the NEATS study to allow for the future extension of Picadilly Road north of 68th Avenue. DEN concurs with the NEATS study and recommends allowing for the preservation of an expansion of Picadilly Road in the future.
- A waiver for the maximum 35% multi-family unit count within the FDP boundary is requested to accommodate the higher-density residential land uses proposed. DEN has concerns with any waivers that allow for an increase in residential density within the High Point FDP.

- The revised FDP includes a total of 2,481 residential dwelling units to support 6,399 residents. This is an increase from the 3,387 estimated residents the previous FDP submittal in 2017 supported. This increase in the amount of residential is a concern not only because the development is located in close proximity to the future 7R-25L runway at DEN, but it is also located within the 60 DNL noise contour. Additionally, a Joint Development Agreement was executed on April 27, 2005 between the City of Aurora, the City and County of Denver and the land owner that outlined development standards for the High Point development, including restrictions on residential development.

We all value DEN as a significant regional asset that generates more than \$26 billion annually for Colorado's economy. As multi-jurisdictional planners of the aerotropolis, we must work together to ensure we do not limit the potential of the airport or its surrounding communities with residential zoning. It's critical that we not forget the airport was moved in the early 1990's from Stapleton to its current location due largely to issues related to encroaching residential development and associated difficulties. Noise and safety concerns were paramount in finding a location away from residences. All neighboring municipalities agreed to implement zoning to prevent the Stapleton situation from recurring. As stated above, DEN has concerns with the 1st submittal of the High Point Framework Development Plan, specifically as it relates to an increase in residential development near the airport. DEN desires to collaborate with stakeholders and surrounding municipalities to promote economic development in the region. However, we feel that increased residential development in close proximity to Denver International Airport will not only limit the future potential of airport operations, but will also negatively impact the proposed future residents. DEN requests a meeting with the City of Aurora to discuss our comments and establish a path forward that will promote economic growth in the area while limiting residential development.



TIM HESTER, AICP
SENIOR AIRPORT PLANNER

Denver International Airport
Planning & Design
Airport Office Building | 7th Floor
8500 Peña Boulevard | Denver, CO 80249-6340
(303) 342-2391 | (720) 534-8750
TIM.HESTER@FLYDENVER.COM | WWW.FLYDENVER.COM
[Click here](#) to visit DEN on social media

AURORA PUBLIC SCHOOLS - STUDENT YIELD
6/11/2019

High Point DIA - FDP Amendment 4

Dwelling Type	Units	Yield Ratio	Student Yield
SFD	296	0.7	207
MF-LOW		0.3	0
MF-HIGH	57	0.145	8
TOTAL	353		215

YIELD	ELEMENTARY		MIDDLE SCHOOL		K-8 TOTAL	HIGH SCHOOL		K-12
	RATIO	STUDENTS	RATIO	STUDENTS	STUDENTS	RATIO	STUDENTS	TOTAL
SF	0.34	101	0.16	47	148	0.2	59	207
MF-LOW	0.17	0	0.08	0	0	0.05	0	0
MF-HIGH	0.075	4	0.04	2	7	0.03	2	8
TOTAL		105		50	155		61	215

SCHOOL TYPE	STUDENT YIELD	ACRES PER CHILD	ACRES REQUIRED
ELEMENTARY	105	0.0175	1.8360
MIDDLE	50	0.025	1.2410
HIGH	61	0.032	1.9491
TOTAL	215		5.0261



27J Schools

Kerrie Monti – Planning Manager
1850 Egbert Street, Suite 140, Brighton, CO 80601
Superintendent Chris Fiedler, Ed.D.

27J Schools Board of Education
Roberta Thimmig, President
Greg Piotraschke, Vice President
Kevin Kerber, Director
Lloyd Worth, Director
Blaine Nickeson, Director
Mandy Thomas, Director
Jenn Venerable, Director

Planner: Sarah Wieder
swieder@auroragov.org

DATE: June 12, 2019

SUBDIVISION NAME: High Point at DIA
STATUS: Framework Development Plan Amendment 4

Dear Sarah,

A. STUDENT GENERATION (see attached Table 1 for methodology)

Dwelling Units	Elementary Students	Middle School Students	High School Students	Total
1292 SFD	366	154	181	700
1189 MF	221	252	114	434
2481 Total	587	406	295	1134

(Any discrepancy due to rounding)

**B. LAND DEDICATION/CASH-IN-LIEU REQUIREMENTS
(See attached Table 1 for methodology)**

The land dedication or cash-in-lieu requirement is 27.69 acres or \$1,107,621. The District requests cash in lieu of land dedication.

C. SCHOOL BOUNDARY AREAS

Students from this proposed development would currently attend:

Second Creek ES – 9950 Laredo Drive, Commerce City
Stuart MS – 15955 E. 101st Way, Commerce City
Prairie View HS – 12909 E. 120th Avenue, Henderson

D. CAPITAL FACILITY FEE FOUNDATION (see attached Table 2 for methodology)

The Capital Facility Fee Foundation is a unique public/private nonprofit organization founded in January 2001 to help fund school expansion or new school construction. This program has been developed in partnership with each of the municipalities in the District, developer and builder representatives, and School District 27J. Funding is provided by builders and developers who have agreed to contribute per residential dwelling unit based on the current fee structure. The current fees negotiated for this program are as follows: \$843 per single family residential unit and \$481 per multi-family unit.

SCHOOL DISTRICT PLANNING COMMENTS AND RECOMMENDATIONS:

- 1. The District requests cash in lieu of land dedication in the amount of \$1,107,621 to be payable to 27J Schools at the time of final subdivision plat approval by the City of Aurora.**
- 2. Prior to the approval of the final subdivision plat, we recommend that the developer enter into an agreement with the Capital Facility Fee Foundation to mitigate the impact of this development on District school facilities. The developer is welcome to assign the agreement to builders as lots are purchased. CFFF fees may be paid in a lump sum or by lot as permits are pulled.**

We appreciate your continuing cooperation and the opportunity to comment upon issues of interest to both the City and the School District. We look forward to receiving updated referrals on this subdivision. Please let me know if you have questions about these comments.

Sincerely,

Kerrie Monti

Kerrie Monti
Planning Manager

Attachment

High Point at DIA Amendment 4

Table 1 - School District Enrollment and Site Implications

A. Student Generation Estimates

Dwelling Unit Type	Number of DUs	Elementary		Middle		Senior		Total	
		Student Generation Rate	Number of Students	Student Generation Rate	Number of Students	Student Generation Rate	Number of Students	Student Generation Rate	Total Students
SFD	1292	0.283	366	0.119	154	0.14	181	0.542	700
SFA/TH/C	0	0.148	0	0.093	0	0.085	0	0.326	0
Apartment	1189	0.186	221	0.083	99	0.096	114	0.365	434
Mobile Home	0	0.457	0	0.375	0	0.322	0	1.154	0
Total	2481		587		252		295		1134

B. Facilities Requirements

School Type	Students (Part A)	Project Requirements		Proportion of Facility Capacity	Acreage	Land Cost per Acre	Total Cash-in-lieu
		Facility Capacity	Site Size (acres)				
Elementary	587	675	12	0.87	10.43		
Middle	252	850	25	0.30	7.42		
Senior	295	1800	60	0.16	9.83		
Total	1134				27.69	\$40,000	\$1,107,620.58

Land Dedication Provided	0.00		
Remaining Land Needed/Cash-in-Lieu of Land	27.69	\$40,000	\$1,107,620.58

Table 2 - Capital Facility Fee Foundation Contributions

Dwelling Unit Type	Number of DUs	Rate per Unit	Total Contribution
SFD	1292	\$843.00	\$1,089,156.00
SFA		\$843.00	\$0.00
TH/C		\$481.00	\$0.00
Apartment	1189	\$481.00	\$571,909.00
Mobile Home		\$843.00	\$0.00
Total			\$1,661,065.00



URBAN DRAINAGE AND FLOOD CONTROL DISTRICT

Ken MacKenzie, Executive Director
2480 W. 26th Avenue, Suite 156B
Denver, CO 80211-5304

Telephone 303-455-6277
Fax 303-455-7880
www.udfcd.org

June 6, 2019

UDFCD Maintenance Eligibility Program Referral Review Comments

Project: **High Point at DIA**
Stream: **Dandelion Draw, Possum Gully**
UDFCD MEP Phase: **Design**
UD MEP ID: **ID 10003565**

Dear **Sarah Wieder**,

This letter is in response to the request for our comments concerning the referenced project. We appreciate the opportunity to review this proposal. We have reviewed this proposal only as it relates to major drainage features, in this case:

- Dandelion Draw
- Possum Gully

We have the following comments to offer:

1. There is an ongoing master plan for the Second Creek watershed, and although the local governments haven't officially selected an alternative from the master plan, the recommended alternative 3A shows regional detention basins on Dandelion Draw and on Possum Gully within this development. All indications are that this will be the detention scenario that we move forward with, which means this development must plan to build these facilities as shown on the master plan.
2. I've provided an excerpt from the Second Creek master plan showing the location of the proposed detention basins. The intent of the master plan is to:
 - a. Reduce flows draining on to DIA downstream of the confluence of Gopher Gulch, Possum Gully, and Second Creek to natural conditions flows of approximately 3,400 cfs for the 100-year flood.
 - b. Evenly distribute regional detention basins amongst the various developments planned for the upstream watershed to achieve the aforementioned flow reduction. All of the detention basin locations and sizes have been situated to achieve this goal, meaning detention throughout the entire system upstream of DIA must work together. Planned regional detention basins can't be moved around or resized without confirming that the entire system still functions as intended.

3. Although the regional detention basins are generally detaining down to historic flow rates, please keep in mind that flow between the detention basins will still dramatically increase because of the increased runoff caused by development. In other words, we'll only achieve the historic flows at the downstream end of each detention basin, and the flows will increase substantially at each subsequent downstream outfall into the drainageways.
4. It is unclear how the stream corridor widths are to be preserved. We will require the implementation of high functioning and low maintenance streams for all the major drainageways throughout this development, and strongly encourage this be thought through prior to platting. Although detention basins will limit peak discharges we will still see a dramatic increase in flow volume, frequency, and duration, along with changes to flow seasonality and an increased rate of flow change when it rains. All of these factors will contribute to stream degradation unless we prepare the stream corridors for the change in hydrology triggered by development.

Please feel free to contact me with any questions or concerns.

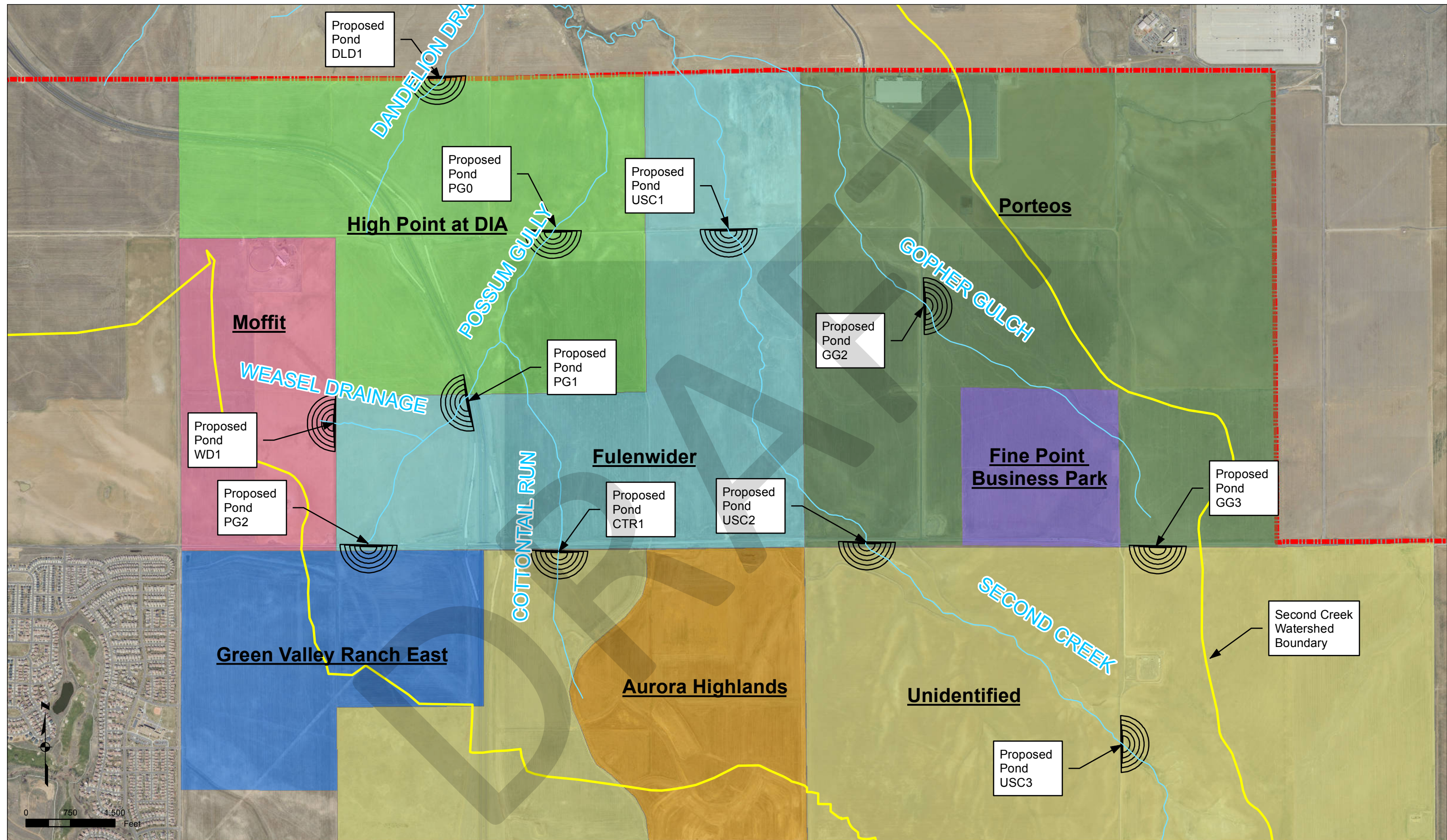
Sincerely,

Urban Drainage and Flood Control District



David J. Skuodas

Stream Services Program



Created by: H. Hennemann
Date: 1/4/2018



720 S. Colorado Blvd.
Suite 410 S
Denver, CO 80246
(303) 757-3655
www.respec.com

Urban Drainage and Flood Control District,
Adams County, City of Aurora, City of Brighton,
City of Commerce City, Denver International Airport

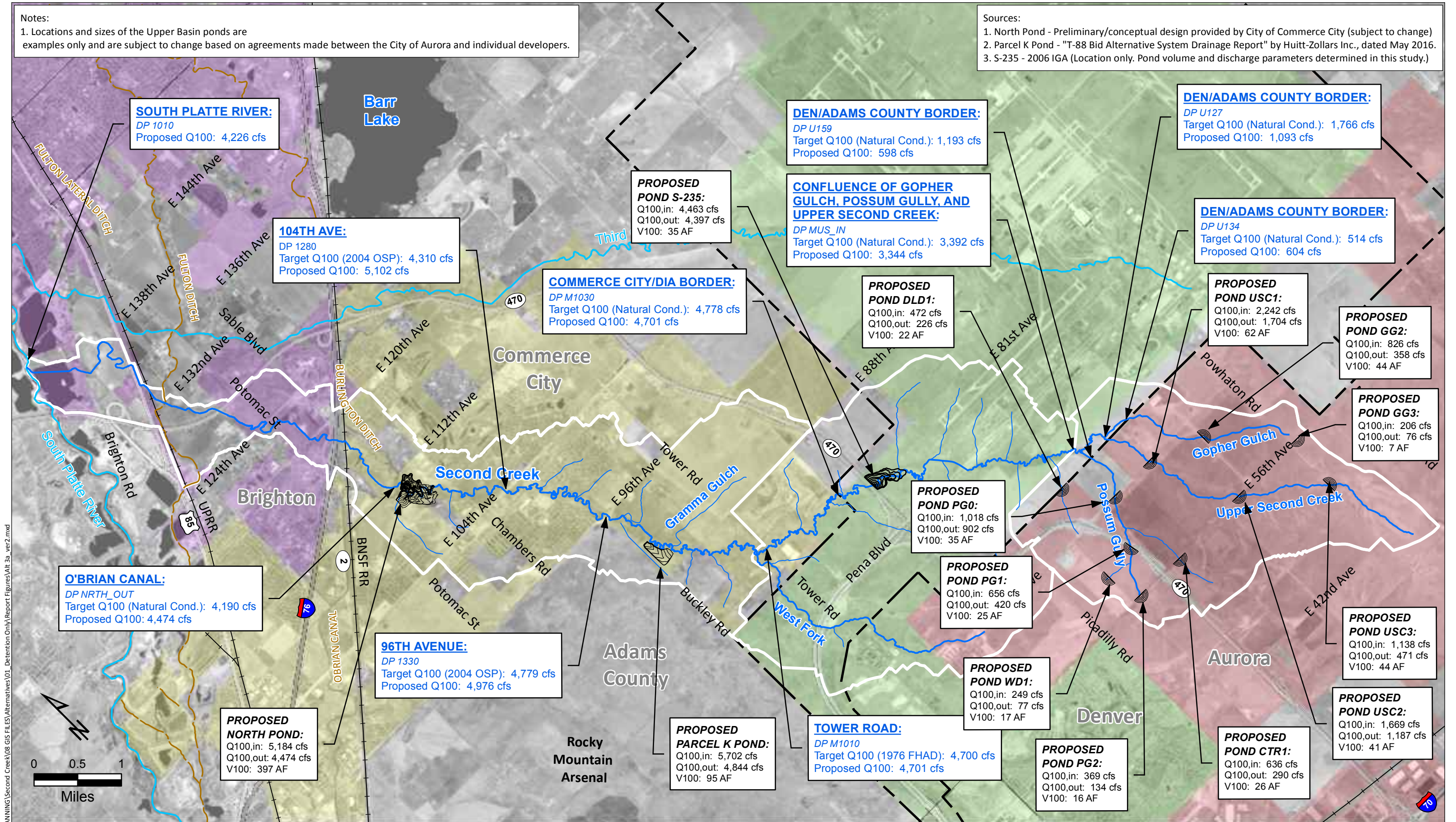
Second Creek Major Drainageway Plan

Proposed Ponds
Upper Basin

Figure F-1

Notes:
1. Locations and sizes of the Upper Basin ponds are examples only and are subject to change based on agreements made between the City of Aurora and individual developers.

Sources:
1. North Pond - Preliminary/conceptual design provided by City of Commerce City (subject to change)
2. Parcel K Pond - "T-88 Bid Alternative System Drainage Report" by Huitt-Zollars Inc., dated May 2016.
3. S-235 - 2006 IGA (Location only. Pond volume and discharge parameters determined in this study.)



Document Path: Z:\UDPCD PLANNING\Second Creek\GIS Files\Alternatives\01_Detention Only\Report Figures\Alt 3a_ver2.mxd