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April 8, 2020

Luke Cannon
Koelbel & Company
5291 E Yale Ave
Denver, CO 80222

Re: Second Submission Review – The Point at Nine Mile – Master Plan Amendment with Major Adjustment
Application Number: **DA-2061-04**
Case Number: **2016-7001-01**

Dear Mr. Cannon:

Thank you for your second submission, which we started to process on March 3, 2020. 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 several 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 Wednesday, March 22, 2020.

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.

Your estimated Planning Commission hearing date is now May 13, 2020 due to the delayed resubmission. 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 give me a call. I may be reached at (303) 739-7184.

Sincerely,

Heather L. Lamboy, AICP
Planning Supervisor
City of Aurora Planning Department

cc: Patrick Hannon, Norris Design, 1101 Bannock St Denver, CO 80204
Scott Campbell, Neighborhood Liaison
Mark Geyer, ODA
Filed: K:\\$DA\2061-04rev2.rtf



Second Submission Review

SUMMARY OF KEY COMMENTS FROM ALL DEPARTMENTS

- ✓ Electronic message boards are not addressed in the sign design standards. As designed, they do not comply with city code.
- ✓ The height of the monument signs proposed at E Dartmouth Ave and S Peoria Street should be as low as possible. Staff will not support an adjustment to increase the height to 20’.
- ✓ Several changes to the plans were made that were not noted in the overview in the amendment box nor discussed prior to the application being submitted.
- ✓ Did you contact the concerned neighbor that made comments on the last submission regarding an objection to the proposed size of the monument signs? Your response to comments letter stated that you were complying with code, which is not correct.

PLANNING DEPARTMENT COMMENTS

1. Community Questions, Comments and Concerns

- A. No comments were received during this review period.

2. Completeness and Clarity of the Application

- A. Please use red clouds to indicate the areas of the Master Plan that will be amended with this application. This comment was not addressed. There were significant changes made (noted in redlines) that need to be redlined individually. Furthermore, provide a delta in the amendment box and be sure to include all changes that were made.
- B. Justification for the proposed adjustments needs to be provided. Include it both on the sheet adjacent to the amendment box as well as on the waiver [now referred to as an adjustment] table.
- C. With the change of the Planning Areas, acreage per area has changed as well. Please correct errors in the numbers, including on the development summary table.

3. Streets and Pedestrian Issues

- A. Please see CDOT comments. It is my understanding in discussions with Canaan Reverts that there has been ongoing collaboration with CDOT regarding the Parker/Quari intersection.
- B. As noted in the redlines, please align the entrance to Planning Area F with the proposed drive between Planning Areas D & E.

4. Signage Issues

- A. Repeat comment: The height of the signs should be as low as possible. The King Soopers signs should comply with city code and have a letter height of no more than 9”. It may be possible to reduce the size of the “Point” logo to enable the reduction in height. (AURA and Planning)
- B. The response to comment letter notes that no height waiver [adjustment] is proposed and all signage complies with code. That is not correct. While the special overlay district along Parker Road allows for consideration of a 20-foot sign, that is not permitted along the S Peoria Street frontage. A height adjustment is required.
- C. Due to the busy nature of the Parker Road corridor, the additional height may be considered as appropriate. However, due to the urban nature of the E Dartmouth Road and S Peoria Street frontage, such a tall sign is not compatible. If an adjustment is sought, it should be for no more than 2 feet above the permitted height of 12 feet.
- D. Per Section 146-4.10.7 Electronic Message Board, the area of the electronic message board signage shall not exceed 50 percent of the total sign area of the sign face. As currently designed on Monument B, the electronic message board is roughly the same area as the sign area above. Finally, electronic message boards are not addressed in the signage design standards and therefore are not permitted.

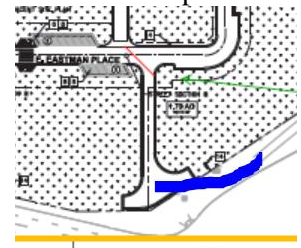


- E. The primary monument location at the I-225 frontage road has been changed. The previous location is marked with the cobalt blue asterisk. The new location essentially places it on the Parker Road corridor, which already has a monument sign. Please utilize the original location of the sign because then it can be considered a different frontage. Furthermore, an adjustment for additional height will not be supported. Because this monument will not be located proximate to King Soopers and is more directly related to the office building, the King Soopers tenant sign should not be included.



4. Other Changes Not Listed in Amendment

- A. The street section H does not include curbside landscaping on the east side of the street. This should be provided.
- B. Changes have been made to the Development Summary table that are not consistent with the Planning Commission approval. One story is not permitted in Area F unless there is Planning Commission review and approval.
- C. There is an opportunity to provide a connection to the Cherry Creek trail at the entrance drive in Area F.
- D. The small active node has been removed from Area F and placed in the middle of the street. A node can be added along the Area F drive illustrated in the graphic. Please include the node at this location.
- E. The large active node previously located at the intersection of E Dartmouth Avenue and S Quentin Street should be added back; this node can be included on the hotel site and provide for additional pedestrian amenities at the end of the main street area.



REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

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

- A. No additional comments.

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

- A. On the Master Site Plan (Sheet 4) Remove the redlined note. May not be all-way stop. Will be based on Traffic Impact Study & appropriate warrant.
- B. Design of the access point to Parker Rd shall conform to CDOT requirements.
- C. Please note that a midblock pedestrian crossing will not be supported at the location noted on E Dartmouth Avenue. It is not part of the pedestrian connectivity grid.
- D. On the Signage Plan, where are the new sign location? Please be more specific.

9. Fire / Life Safety (John Van Essen, Plans Examiner III / 303-739-7489 / jvanesse@auroragov.org / Comments in blue)

A. Master Utility Plan:

- Please add a New Fire Hydrants on S Parker Road.
- Please delete unnecessary Fire Hydrant identified.

10. Aurora Water (Steve Dekoski / 303-739-7490 / sdekoski@auroragov.org / Comments in red)

- A. A license agreement will be required for the monument sign if it encroaches in to the utility easements at East Dartmouth Ave and S Peoria Street.

11. Real Property (Andy Niquette / 303-739-7325 / aniquett@auroragov.org / Comments in magenta)

- A. Easements may be affected with the realignment of the streets.



12. Colorado Department of Transportation (Paul Scherner, Marilyn Cross, Rick Solomon / 303-512-4266 / marilyn.cross@state.co.us)

- A. **Paul Scherner** – requested further study evaluating different intersection alternatives.
- B. **Marilyn Cross** – new access permits will be required for the change in use, modifications to existing accesses, or increase in vehicle trips.
- C. **Mike Smith** – Any proposed construction, utility, survey or landscaping work within the CDOT right-of-way will require a Special Use Permit issued by CDOT.
- D. **Rick Solomon** – CDOT's review will necessitate a collaborative review with FHWA where A-lines are present. The traffic impact analysis that will be required with the access permit will need to include a pedestrian and bicycle safety analysis. Signs oriented to the highway and interstate need to be compliant with State Rules of Outdoor Advertising. Please see attachment for additional details on comments relating to the TIS that was submitted on November 8, 2019.

13. Arapahoe County Engineering Services (Sarah White / 720-874-6500 / swhite@arapahoe.gov)

- A. Engineering staff has no comments. Please see attached letter.

14. Arapahoe County Planning Division (Terri Maulik / 720-874-6650 / tmaulik@arapahoe.gov)

- A. The Planning Division has no comments.

STATE OF COLORADO

Traffic & Safety

Region 1

2829 W. Howard Place

Denver, Colorado 80204



COLORADO
Department of Transportation

Project Name: **The Point at Nine Mile**

Print Date: 3/17/2020

Highway:

083

Mile Marker:

Traffic Comments:

Due to short distance of the access being on the left side of the street we should not allow that access. There would only need to be 4 passenger vehicles to block that intersection and one left turn with three other cars behind them to create a spill back on to Parker. The green book really gives 80' as the smallest sight distance. The 83' is really close to that length with some restricted site due to cars accessing Parker.

The reduction of the width to the access on Parker would slow down traffic on Parker. This would cause additional delays on Parker Rd. This is not a deceleration lane for this access and so could cause safety issue with rear ends. It would be good to show a turning radius of passenger car going at least 15 MPH.

The access shows a somewhat 90 degree connection with Parker. Due to the width of Parker (6 lanes going WB) and this straight connection there could be people that believe they could make a left at this access. The access should direct exiting traffic to making a right turn.

Is there any chance for Moving trucks, delivery trucks, or other big vehicles using this access? There should be a turning template of this at the Parker access to make sure that they can make that turn.

Jason Igo 1/30/2020 & 3/10/2020

Resident Engineer Comments:

3/13/20 PDF: No additional comments

01.31.20 TDM:

Please address Traffic's comments.

Permits Comments:

3-2-2020 , Marilyn Cross

CDOT received Access Permit applications for the driveway closure and the modified driveway for Quari street. CDOT agrees with the driveway closure and will permit the Quari Drive access, although we have concerns with the design as submitted to CDOT and as shown in the Master Plan. Some of our comments were provided to consultant prior to receiving the referral from the City of Aurora.

--12-4-19, Steve Loeffler

Any signing for this development must be on-premise and cannot be partly or wholly in the state highway Right-of-Way and must comply with any other applicable rules governing outdoor advertising in Colorado per the State of Colorado rules, **2 CCR 601-3**

The importance of reviewing this access drive is validated by the State Access Code 4.9 (7) . This segment of SH 83 upon which this driveway emanates, is classified as EX. The EX classification by Code would not allow an access here, but the State acquiesced whereby a previous drive lane existed here. It is indisputable that traffic & congestion along this segment of northbound SH 83 is far greater than what previously existed and all precautions to avoid any queuing

or back-up associated with on-street parking affecting the ingress movement from SH 83 must be avoided – by design.

There are multiple alternatives for determining a minimum desired driveway throat length. State Access Code 4.9 (7) is more concerned with in-bound traffic direction that will not queue back onto the highway, less-so with outbound direction. I recommend that the developer's engineers utilize one of 3 formulas contained in the NCHRP Report 659 "Guide for Geometric Design of Driveways" Refer to pages 58-63 that covers a minimum throat length.

Alternatively, The City should also consider making Quari street wider, with two in-bound lanes with the middle northbound lane as a through-lane. The right hand lane could accommodate vehicles queuing to park. Noted that the Access permit estimates 331 peak hour trips, meaning that it is conceivable that at least 5 cars per minute could be inbound along this road. Traffic estimates also show approx. 7 larger vehicles entering here during peak hour, thus I also recommend a better-broader inbound-taper radius at the NEC of the access (apply a WB 60 truck template on the access design).

In terms of safety and due to recurring congestion in this area, the City should look at a directional 90-degree pedestrian ramp and crosswalk of the access, not the 45° ramp that is shown.

- RS 01-28-20

The TIS forecast the southern entrance to bring in more vehicles during peak hour than any other project gateway drive (fig 12). Considering the Peoria intersection is LOS F at the same time, remove all parking from the northbound lane that has back-out maneuvers along Quari Street.

RS 03-02-10