

March 30, 2022

City of Aurora
Sarah Wile
Planning Department
15151 E. Alameda Parkway, Suite 2000
Aurora, Colorado 80012

Re: Abilene Station, Parcels A1, A2, 3,4, and 5 - Pre-Application Meeting held January 13, 2022

Application Number: **1598693**

Case Number(s): **DA-1944-05**

Dear Ms. Wile:

Thank you for taking the time to review the Pre-Application Meeting with the Development Review Team for Abilene Station in Aurora, Colorado. We received comments and valuable feedback on January 27, 2022. Please see the following pages for responses to comments made by our team. Team contacts are listed on the site plan sheets as well as below should you need to contact us for any reason. If you have any questions, please feel free to reach out by phone at 303-892-1166 or by email, EMather@Norris-Design.com.

We look forward to making this project a success with the City of Aurora.

Sincerely,
Norris Design



Eva Mather
Principal

SUMMARY OF KEY COMMENTS FROM ALL DEPARTMENTS

- **Guiding Zoning Documents:** In addition to the MU-TOD standards applied per the zoning of this property, any requirements identified in the Abilene Station TOD General Development Plan (GDP) and Abilene Station Area Plan will also apply to this site. If there are conflicts, the most restrictive standards will apply. Please review items 1C. and 1D. on page six for additional information.
Response: Noted, thank you. An Amendment to the Abilene Station GDP is included as a part of this application. Please refer to the letter of introduction which addresses the GDP Amendment in further detail.
- **Site Design Standards:** Please carefully review comments from the Planning Department beginning on page seven including, but not limited to, density, parking quantities, and open space. The plan as proposed at pre-application does not entirely conform with the approved GDP (Master Plan) and so this proposal will require a GDP (Master Plan) Amendment.
 - **Response: Noted, thank you. An Amendment to the Abilene Station GDP is included as a part of this application. Please refer to the letter of introduction which addresses the GDP Amendment in further detail.**
- **Public Improvements:** Streetscape improvements will be required adjacent to your frontage along Blackhawk Street. Per the Master Plan, construct a 6' detached sidewalk with an 8' curbside landscape area along all street frontages. Pedestrian-scale lights should be added in areas with high pedestrian traffic, including the plaza and paseo between the High Line Canal Trail and Abilene Station, and streetlights are also required.
Response: The Street Frontage will have the 6' detached sidewalk and 8' landscape.
- **Landscaping Design:** Please refer to comments on page nine referencing the city's requirements for various landscaping features within the proposed plaza, parks and open spaces.
Response: The plaza area will have decorative pavement, landscaping in tree grates, small raised gardens and seat walls. The plaza has been designed to meet the 25% landscape 75% hardscape intent.
- **Design Review Board:** The Master Plan states there will be a Design Review Board (DRB) that will review and approval all development within the Master Plan. Please coordinate with the master developer if the DRB has not yet been created.
Response: We can confirm that the Design Review Board has been created, the representatives are David J Erb. And Dan O' Brien of the Abilene Station Metro District. We have met with the DRB ahead of this submittal and look forward to continuing the collaboration with the DRB through this process.
- **Public Art Plan:** Please continue to work with Roberta Bloom to determine whether the public art obligations for this development have been satisfied.
Response: Thank you, we will continue to work with Roberta Bloom to determine whether public art obligations for this development have been satisfied.
- **Tree Protection:** There are trees along the High Line Canal which should be protected during construction. Any damage to the trees or root systems will require tree mitigation.
Response: Thank you, this has been noted.

- **Small Urban Parks, Open Space and Trails:** The approved GDP includes several Small Urban Parks (SUPs) which need to be incorporated on-site. The removal of Abilene Green will need to be addressed within the GDP/Master Plan amendment and newly proposed SUPs will need to meet the requirements in the PROS' manual. Comments from the PROS Department, beginning on page 15, address other requirements for connectivity to the High Line Canal trail and park design requirements.
Response: The provided SUPs will meet the requirements as outlined in the PROS manual. PROS comments on P. 15: We are in receipt of the CIL (Cash-in-Lieu) Payment, Park Development Fees and PROS Requirements Caveat comments. We are also in receipt of the comments provided on page 15 of the City's pre-application comments. Tree Protection notes are provided within the drawings. If any trees are disturbed, a tree mitigation plan will be provided.
- **Water Utility Service:** This development triggers the requirement for a Master Utility Study (MUS) to determine water and sewer service scenarios. The MUS may be submitted concurrently with the Site Plan and GDP Amendment.
Response: Based on conversations with the City Utility Department, they are only requiring a Utility Study for expected sanitary flows from the project. That Document will be provided with the project submittal.
- **Traffic Signal:** Traffic Engineering has provided a comment that this development triggers 100% participation in the cost of the signal at 2nd Avenue and Abilene Street. If you have questions or need clarification, please reach out to Steve Gomez.
Response: Comment Noted. The developer is aware of this item.
- **Building Code:** On January 8, 2022, the city adopted the 2021 International Building Code. Due to unprecedented supply chain issues, the Building Division has created a grace period, until October 31, 2022, for projects to be submitted under the 2015 code series.
Response: Niles Bolton is aware of this change and the intent is to submit the Building Permit application and Documents prior to the grace period on October 31, 2022
- **Emergency Apparatus Reach and Access:** As discussed in the pre-application meeting, several buildings as proposed appear to have issues meeting fire code requirements for access and hose reach. Please continue to work with Mike Dean on an agreeable solution to ensure adequate access for emergency vehicles and hose reach.
Response: The Design Team and Cortland have met with Mike Dean and colleagues on multiple occasions to discuss fire access throughout the site. It is our understanding that Building 400 and 500 have acceptable emergency access based on our discussions and that Building 300 is still undergoing review. Per Mike Dean's request, a request for Modification as submitted for Building 300 on 3/10/2022 for Mike Dean and the Fire Marshal to review.

PLANNING AND DEVELOPMENT DEPARTMENT COMMENTS

Standards and Issues:

1. Zoning and Land Use Issues

a. Intent of the Mixed-Use Transit-Oriented Development District

The MU-TOD District is intended to foster special, sustainable and urban places near transit stations that include places to live, work, shop and recreate, and to reduce reliance on the automobile and encourage the use of public transit, encourage job creation and economic growth through proximity to

transit, encourage the integration of sustainable features such as green roofs, and provide citizens with new housing and lifestyle choices with a high level of amenities and social interaction. The subject property is within the Core Subdistrict.

In addition to the MU-TOD standards, any requirements identified in the Abilene Station TOD General Development Plan (GDP) and Abilene Station Area Plan (see Items 1C and 1D) will also apply to this site. If there are conflicts, the most restrictive standards will apply.

Response: Comment acknowledged, thank you. We look forward to providing a community that fosters the MU-TOD as well as the GDP.

b. Aurora Places

The subject property is within the Urban District Placetype in the Aurora Places Comprehensive Plan. The Urban District is “the city’s most intensely developed area with mixed-use, entertainment, institutional, retail, restaurant and multi-family residential as defining uses.” Development within the Urban District is distinguished from other placetypes by density, scale and the prioritization of multi-modal transportation. Transit, pedestrian and bike connections are essential to its development and success. Please review the defining features of the Urban District on Page 29 of the Aurora Places Comprehensive Plan and ensure the development complies with features.

Response: Comment acknowledged, thank you.

c. Abilene Station TOD General Development Plan (GDP)

The Abilene Station TOD GDP was originally approved in 2008 and was amended most recently in 2015. This document will function as a Master Plan that guides development of this site and it will be referred to throughout this document and the review process as a “Master Plan” because the GDP is not the guiding zoning document anymore. Some of the applicable standards are outlined within these notes; however, please review the document to ensure compliance with all requirements. There are certain aspects of the proposal that differ from the Master Plan, so the document will need to be updated to reflect the proposed development. If any aspect of the Site Plan does not meet the design requirements in the Master Plan, an adjustment would need to be requested and would be reviewed by the Planning & Zoning Commission. Any adjustments must be mitigated through design enhancements.

Response: Comment acknowledged, thank you.

d. Abilene Station Area Plan

The Abilene Station Area Plan provides a framework for development surrounding this light rail station. It was approved as an amendment to the Comprehensive Plan in 2009. It includes background information, a detailed plan, zoning guidance, and design guidelines. The standards in the Station Area Plan are generally consistent with the MU-TOD District requirements in the UDO, but if there are any conflicting standards, the Station Area Plan standards shall take precedence per Section 146-2.4.6.B. If any aspect of the plan does not comply with these requirements, an adjustment would need to be requested and would be reviewed by the Planning & Zoning Commission. Any adjustments must be mitigated through design enhancements.

Response: Comment acknowledged, thank you.

2. Traffic and Street Layout Issues

a. Streetscape Improvements

Streetscape improvements will be required adjacent to your frontage along Blackhawk Street. Per the Master Plan, please construct a 6' detached sidewalk with an 8' curbside landscape area along all street frontages. Pedestrian lights should be added in areas with high pedestrian traffic, such as the sidewalk between the High Line Canal and Abilene Station and the plaza / ground floor retail area.

Response: The 6' detached sidewalk and 8' tree lawn, are shown on the design plans.

3. Site Design Issues

a. Setbacks

Per the Station Area Plan and the Master Plan, buildings shall be setback a minimum of 4' and a maximum of 10' along Blackhawk Street, 2nd Place, and 3rd Avenue. Steps, stoops, balconies, awnings, chimneys, bay windows, etc. may encroach into the setback. No less than 40% of the building facades shall be located at the build-to line within each block.

Response: As seen within the site plan submittal, the building setbacks have been followed. To provide a lively street presence, the goal is to activate the street front with ground floor programming, walkability with access at multiple pass throughs, direct resident patio access, and an articulated masonry base with varied fenestrations.

b. Density

The minimum residential density permitted per the Station Area Plan is 40 dwelling units per acre. The current plan complies with this. The "Proposed Land Use Chart" on Page 8 of the Master Plan will need to be updated as the densities in Parcels 3 and 5 exceed the maximum

Response: The density on page 8 of the Master Plan has been updated to reflect the proposed densities.

c. Building Height

Per the Station Area Plan, the minimum building height is two stories and there is no maximum height because the site is not directly adjacent to any residential neighborhoods. The Master Plan lists 75' as the maximum building height for Parcels 3 and 4 and 125' as the maximum building height for Parcel 5, but this can be updated as part of the amendment if needed.

Response: The five story buildings are all under the maximum building heights required. Rooftop elements such as terraces and amenity lounges located at key points will highlight changes in the parapet height and building articulation. Accent colors will highlight landmark elements such as the tower massing in Abilene Station Plaza.

d. Parking Quantities

Per Section 146-4.6.3.C, Table 4.6-1, the development is required to provide one parking space per dwelling unit plus one parking space per five dwelling units for guest parking. Any on-street parking spaces directly adjacent to the site along adjacent streets can count towards guest parking requirements. The retail or restaurant uses will also require parking per Table 4.6-1. If the tenants are unknown when the Site Plan is submitted, please estimate the square footage that will be designated to each use to calculate parking. Shared parking can also be utilized to reduce parking requirements if needed per Table 4.6-3. Bicycle parking should be provided and dispersed throughout the development.

Response: Structured parking decks are provided for Building 300 and Building 500. Please refer to the parking deck plans included within the Site Plan package for required parking and provided parking calculations.

e. *Parking Design*

Per Section 146-2.4.6.F, for properties located in the MU-TOD Core subdistrict, at least 80% of provided parking shall be located in parking garages or alternate parking facilities rather than surface parking lots. Where surface parking is proposed, there is a minimum 25' setback from Blackhawk Street per the Master Plan. Where structured parking is proposed, there is a minimum 4' setback from Blackhawk Street per the Master Plan. Parking garages must meet the parking garage design requirements in Section 146-4.6.5.E. Standards included having a minimum floor-to-ceiling height of 11' along street frontages and activating the ground floor of the garage with storefront space, public art, display cases, or a landscape wall. Any portion of a surface parking lot within 50' of a street frontage shall have the view of parked automobiles screened by installing a brick or masonry wall between 2.5'-3' in height between the parking lot and the street. Please note that no parking can occur within the special landscape buffer.

Response: Please refer to the parking deck plans within the Site Plan package for required parking and provided parking calculations. Most of the parking is provided within two structured parking decks at Building 300 and Building 500. Building 300's parking structure does not front the street and Building 500's parking structure is mostly wrapped with the building and has a small frontage on E. 2nd Place. Building 500's parking structure uses window scaled openings to complement the building's façade and colored precast concrete elements to provide variation. The view of automobiles lights will be blocked by the walls of the parking deck.

f. *Parks, Open Spaces and Plazas*

Per the Master Plan, the Abilene Green, Abilene Station Plaza, and High Line Linear Park must be designed and constructed as part of this Site Plan. If the proposed designs differ from the Master Plan, the Master Plan will need to be updated. Please coordinate with PROS to ensure their requirements are met.

Response: Noted.

In addition to the requirements outlined in the Master Plan, there is a 20% on-site outdoor space requirement.

Response: We currently meet this requirement.

Adequate outdoor space includes a mix of usable green spaces for unstructured recreation, playgrounds, outdoor swimming pools, and athletic courts, and common gathering spaces such as plazas and courtyards.

Response: We currently meet the mix of usable green space design intent as noted.

The open spaces and plazas noted above can count towards these requirements if a direct pedestrian connection is provided. With the first submittal of the Site Plan, please identify the on-site outdoor space square footage required by the UDO and call out which areas proposed to count towards this requirement.

Response: On-site outdoor space square footage data as required by the UDO will be provided in the drawings.

g. *Lighting*

All street lighting and pedestrian lighting shall comply with the standards in the Abilene Station Area Plan and the Abilene Station TOD Master Plan. ‘

Response: Comment acknowledged, thank you.

h. *Landscape, Water Conservation, Stormwater Management*

Prepare your landscape plans in accordance with the Abilene Station Transit Oriented Development Plan (TOD) and General Development Plan (GDP), the Unified Development Ordinance (UDO) and the Landscape Reference Manual. The landscape comments provided herein are based upon Section 146-4.7 (Landscape, Water Conservation, Stormwater Management). Please ensure that the landscape architect or designer has a copy of these documents as well as our project specific comments.

Response: The Landscape Architect and engineer are working together to comply with the requirements.

Landscape Plan Preparation

- Please label all landscape sheets “Not for Construction.” Landscape construction drawings are not required and therefore do not necessitate the signature, stamp and seal of a licensed landscape architect upon final approval by the City of Aurora. Landscape plans are used by the city to determine compliance with the landscape standards and for code enforcement purposes.

Response: Comment acknowledged, thank you.

- Landscape plans must be prepared on 24” x 36” sheets. Plans shall have plant symbols, plant labels with quantities, and a plant schedule upon first submission or a complete review will not be possible. Landscape plans shall include the necessary landscape tables for each of the required landscape treatments (i.e. standard right-of-way landscaping, street and non-street frontage buffers, building perimeter landscape tables etc.) to demonstrate compliance with code requirements. Should any of the above information be missing, it may result in additional submittals and ultimately delays in approval of the plan set.

Response: Comment acknowledged, thank you.

Sight Triangles

- Include sight distance triangles per the Roadway Design and Construction Specifications document. All landscaping within the designated triangles shall not exceed 26” in height as measured from the roadway surface.

Response: Sight triangles are shown on the enclosed plans.

- Abilene Station Transit Oriented Development Plan (TOD) / General Development Plan (GDP) The following bullet points are not necessarily an all-inclusive list of the landscape requirements found within the TOD and GDP (Master Plan) document. The applicant is responsible for reviewing these documents and determining all applicable landscape conditions.

Response: Comment acknowledged, thank you.

- The landscape design at Abilene Station shall meet the landscape standards within the Master Plan or the current UDO.

Response: The landscape design at Abilene Station meets the landscape standards within the Master Plan or the current UDO.

- There shall be a minimum 4' setback area behind the back of walk along 2nd Avenue for either hardscape with plants in pots or at grade plantings.

Response: We meet this requirement.

- Blackhawk Street and 2nd Place shall have a detached sidewalk and curbside landscape.

Response: Blackhawk Street and 2nd Place does have the detached sidewalk and curbside landscape.

Plaza Space

- The plaza shall have decorative pavement, landscaping in tree grates, small raised gardens with seat walls.

Response: Confirmed, the plaza will include decorative pavement, landscaping in tree grates and small raised gardens with seat walls.

- 25% of the plaza shall be landscaped, 75% may be hardscape. **The plaza area will have decorative pavement, landscaping in tree grates, small raised gardens and seat walls. The plaza has been designed to meet the 25% landscape 75% hardscape intent.**



High Line Linear Park

- a. Three tree equivalents per 3,000 square feet of park area.

Response: We currently meet this requirement.

High Line Canal Special Buffer

- Two tree equivalents per 30 linear feet of buffer length.

Response: We currently meet this requirement.

- Street trees along 2nd Place and Blackhawk Street to be provided at a ratio of one tree per 35 linear feet.

Response: Noted. The plans comply with the ratio provided.

- Mixed-use and multi-family buildings shall have a frontage zone that screens, softens and integrates the building into the landscape. The setback shall be between 4'-10'. One tree equivalent per 40 linear feet of building perimeter.

Response: We have met the 4'-10' landscape buffer around buildings and will provide plant material to meet or exceed code requirements.

- Surface parking lots shall be buffered by two tree equivalents per 40 linear feet. Minimum buffer width is 5' and the buffer shall contain a hedge and/or low walls.

Response: We currently meet this requirement.

- Other landscaped areas such as private open spaces not considered part of the required park or land dedication requirements shall include areas setback from the public streets as well as interior courtyards and plazas.

Response: We will comply with this requirement.

- Landscaping shall be provided between the light rail lines and the buildings. Each parcel should incorporate usable and meaningful semi-private open space in courtyard like spaces.

Response: Noted. The current design reflects the intent to incorporate usable and meaningful semi-private open space areas.

- Loading and service areas that are visible from adjacent neighborhoods or adjacent streets should be screened from view with landscaping, walls or a combination of the two.

Response: Noted. The areas as noted, these areas will be screened from view with landscape.

- Trash enclosure walls shall be complimentary to the building it services.

Response: Trash to be provided within an enclosed area of the building or respective parking structures.

- **Section 146-4.7 (Landscape, Water Conservation, Stormwater Management)**

The following bullet points are not necessarily an all-inclusive list of the landscape requirements found within this section. The applicant is responsible for reviewing this section of the UDO and determining all applicable landscape conditions.

Response: Comment Noted. Thank you.

- **Section 146-4.7.5.C.2a (Required Landscaping, Curbside Landscaping)**

Provide street trees along Blackhawk Street and 2nd Place in accordance with the Master Plan as noted above at a ratio of one tree per 35 lineal feet. When a detached walk and curbside landscape are provided according to Public Works street cross section requirements, street trees shall be provided within the designated curbside landscape area. The UDO requires plantings within the curbside landscape to vary depending upon the width required by the street cross section. Refer to the UDO for

specific curbside planting requirements. Only curbside landscapes that are 10' in width or greater, may be sod if desired.

Response: Noted. Street trees are provided at one tree per 35 linear feet. Curbside landscape is provided for street cross sections depending on width.

- **Section 146-4.7.5.H. (Special Landscape Buffers for Development Adjacent to I-70, I-225, E-470, Public Parks, Open Space and Trails)**

The proposed land development will be required to have a 25' wide special landscape buffer where residential Buildings 300 and 400 and any associated parking about the High Line Canal trail. Reductions in the buffer width are not permitted. The buffer shall contain one tree and 10 shrubs per 30 linear feet of buffer. If the standards of this section conflict with other buffer requirements found within the UDO, the standards of this section shall apply.

Response: The 25' wide special landscape buffer is respected, and buffer requirements met.

The encroachment of buildings or portions of buildings including porches, patios, trash enclosures, dumpsters, parking lots and internal vehicular drives, sidewalks and detention and water quality pond infrastructure into landscape buffers is prohibited. The provision of trail connections is generally permitted through the buffers but shall be approved by PROS on a case by case basis and is based upon unique site conditions and alternatives to those impacts including mitigation measures. If any portion of this development is to be phased and that phasing is anticipated to impact the installation of the buffer, the site plan shall provide timing for the installation. Coordination regarding timing shall be discussed with PROS and Planning.

Response: Noted. A connection to the High Line Canal has been provided at the linear park.

- **Section 146-4.7.5 K. Parking Lot Landscaping**

Any proposed surface parking lots will require both interior and exterior parking lot landscaping. No parking row shall exceed 15 spaces without an intervening landscaped island, median or landscaped peninsula. All parking rows must terminate in a landscaped island. The perimeter of all parking lots whether surface parked or structured parking shall be screened from public rights-of-way, public open space and adjacent property with one or a combination of methods shown in this section. If required, street and non-street frontage landscape buffers may be combined with the parking lot screening requirements to satisfy both if the two requirements should overlap. Staff will determine whether the overlap exists once a Site Plan submittal is made.

Provide and landscape each parking lot island with one tree and six five-gallon shrubs per 9' x 19' island and two trees and 12 shrubs per 9' x 38' island. Ornamental trees may be used as accents at the ends of parking rows but shall not be used as the primary shade tree within the parking lot.

Response: Comment acknowledged, thank you.

- b. **Section 146-4.7.5.J.3. (Multi-Family and Single Family Attached (Townhome) Residential Structures)**

All new multi-family buildings shall provide building perimeter landscaping. Plant beds shall be an average of six feet wide and shall consist of 1.25 plants per five linear feet of unit perimeter footage. At least five percent should be a mixture of evergreen and deciduous trees, at least 15% shall be tall shrubs with a mature height of six feet and up to 80% shall be a mixture of evergreen and deciduous shrubs chosen to create seasonal interest. An example table demonstrating compliance has been provided below.

Building Perimeter Landscape Table								
Building	Building Perimeter Landscape Description	Length	Trees Required	Trees Provided	Tall Shrubs Required	Tall Shrubs Provided	Regular Shrubs Required	Regular Shrubs Provided
1	Building 1 Elevation	207 LF						
	5% Trees (Mix of Evergreen and Deciduous)		3	3				
	15% Tall Shrubs				8	8		
	80% Other Shrubs						42	42
2	Building 2 Elevation	238 LF						
	5% Trees (Mix of Evergreen and Deciduous)		3	3				
	15% Tall Shrubs				9	9		
	80% Other Shrubs						48	48
3	Building 3 Elevation	208 LF						
	5% Trees (Mix of Evergreen and Deciduous)		3	3				

Response: Noted. Building perimeter landscape is provided and will meet the diversity mix as noted.

c. Section 146-4.7.5.I (Site Entryways and Intersections)

Provide distinctive landscape treatments at all site entrances. Distinctive landscaping should consist of specimen quality plant material that will provide visual interest during all seasons. This may be integrated with any proposed signage.

Response: Comment noted. Distinctive landscape treatment and enhancements will be provided at site entrances.

d. Section 146-4.7.8.B.2.b. (Service, Loading, Storage and Trash Area Screening)

Should each building have its own trash/recycling bin, they must be enclosed and setback at least 12 feet from adjacent properties with residential or commercial uses. Service areas visible from streets or residences shall be screened by fences, walls, landscaping, berms or any combination of items. Fencing and wall screening shall be accompanied by landscaping on the exterior side to soften the appearance of the wall and/or fence. Evergreen plantings are required along the exterior.

Response: Comment acknowledged, thank you.

e. Section 146-4.7.3 M. (Detention and Water Quality Ponds)

The city encourages applicants to utilize Low Impact Development (LID) techniques as permanent best management practices (BMPs). Some examples of LID techniques are depicted in the images below and include permeable pavements, vegetative swales and rain gardens.



Applicants may propose their own BMPs or work with Aurora Water and/or Public Works. All detention pond facilities shall not exceed six feet in depth. The area within the tract surrounding the pond shall contain a minimum of one tree and 10 shrubs or the approved tree and shrub equivalents per 4,000 square feet above the 100-year water surface elevation. When overlapping landscape standards occur, such as when buffers, detention/water quality and parking lot landscape requirements fall within the

buffer, they may be counted towards meeting the buffer requirements. However, the most restrictive requirements shall be met.

Response: The landscape designer and engineer will consider using BMP to help water quality. The detention pond for Abilene Station area was constructed several years ago and is not a part of this application.

f. **Section 146-4.7.3.C. (Irrigation)**

All developments shall install an automatic irrigation system for landscape areas. To assess irrigation tap fees, Aurora Water requires that the applicant divide their landscape into water conserving, non-water conserving and non-irrigated areas as part of the landscape submittal. A table summarizing these areas shall also be provided. Contact Timothy York at (303) 326-8819 regarding irrigation plan requirements and application fees. An irrigation permit is required prior to the installation of an irrigation system.

Response: Noted. An automatic irrigation system will be provided and will coordinate with Tim York as requested.

4. **Architectural and Urban Design**

a. *General Design Requirements*

Section 146-4.8.1 establishes the intent for building Architecture and urban design. Building elevations will need to be included as part of your Site Plan, and should call out dimensions, exterior finishes and color schemes. Please also include color and material samples with the initial submittal.

Response: Please refer to the elevation package for elevations of each building with heights and materials displayed. Building 300's design began with the guideline palette of materials and Building 400 and 500 extend the color palette to offer a high contrast element to the neighborhood.

b. *Architectural Standards*

Section 146-4.8.3, Table 4.8-1 contains an overview of all Architectural requirements. This project must comply with all standards in the "multi-family buildings" category. These requirements relate to building orientation and spacing, massing and articulation, building materials, four-sided building design, and roof design. Please ensure that the building elevations meet or exceed these UDO requirements. An adjustment will be required if buildings exceed the maximum building length of 150 feet in Subarea A.

Table 4.8-1
Building Design Standards Applicability by Building Type
 Adjustments for Affordable Housing Structures appear in Sections 146-4.8.5 and 146-4.8.6

Standard	Single-family detached or two-family dwellings	Single-family attached	Multifamily buildings	Single-story non-residential buildings	Multi-story mixed-use or non-residential buildings	Large-scale retail large format over 75,000 sq. ft. gfa.
General building design standards						
Design variety	✓					
Distribution of masonry and architectural features	✓					
Windows	✓					
Building orientation and spacing			✓	✓	✓	✓
Massing and articulation						
Horizontal articulation		✓	✓	✓	✓	✓
Vertical articulation	✓		✓		✓	✓ [1]
Maximum building length			✓	✓	✓	✓
Building materials						
Primary building materials	✓		✓	✓	✓	✓
Masonry standards		✓	✓			
Four-sided building design						
Façade character elements			✓	✓	✓	✓
Entry design			✓	✓	✓	✓
Roof design						
Roof materials	✓		✓	✓	✓	✓
Roof form	✓		✓	✓	✓	✓
Screening of mechanical equipment						
Rooftop equipment	✓		✓	✓	✓	✓
Ground-mounted equipment	✓		✓	✓	✓	✓
Garbage storage areas			✓	✓	✓	✓

Notes:
 [1] Only applies when more than two stories or over 30 feet tall.

Response: An exception to the 150' maximum length is requested. Massing and articulation of the elevations was carefully considered to ensure character and movement to complement the building design standards. The buildings provide multiple ground level pedestrian and vehicular pass throughs that break up the facades and provide connectivity throughout the neighborhood. The addition of roof top terraces and ground level resident patios strives to activate the street and building edge.

Please see response to item 'c' below for additional design information.

c. *MU-TOD / Station Area Plan Design Requirements*

In addition to the Architectural standards noted above, there are specific design requirements for residential developments in Section 146.2.4.6.I and in the Station Area Plan. Below is an overview of some of the standards, but that should be reviewed in detail to ensure compliance with all requirements.

- Each primary building shall have a principal entrance that faces a street or a street corner (MU-TOD).
- Each façade of a primary building that abuts a public green space, park, square, plaza, or promenade, shall include a pedestrian entry onto that public space to the maximum extent practicable (MU-TOD).
- Wall openings on building facades facing a street will be square or vertical in proportion (MU-TOD).
- At least 50% of each building façade facing a street shall be located between the street property line and the maximum front setback requirement (MU-TOD).
- Ground floor areas facing streets shall be designed with a minimum height of 13' to accommodate retail or other uses generating pedestrian traffic (MU-TOD).
- Building forms should be related to the width and activity on the street that fronts them so that a sense of enclosure is created (SAP).

- Entries shall front on the major streets and shall be generously proportioned and defined with NILES BOLTONitectural features. Awning and structural canopies for weather protection at building entrances are desirable (SAP).
- Blank walls are not permitted on any façade. All facades shall have NILES BOLTONitectural details that add visual interest (SAP).

Response: The architectural design intent for Abilene Station is to create a mixed use neighborhood community of contemporary midrise buildings that reinforce the best aspects of transit-oriented design: 1) connectivity and inclusivity for the residents and visitors; 2) architecture that contributes to a sense of place and wayfinding; and 3) a cohesive design that is both lively and avoids homogeneity.

Key points:

- ***Beginning with the guideline palette of materials and extending the color palette to offer more high contrast elements in white and charcoal gray, a contemporary, articulated massing of five story buildings presents a timeless urban quality energized by its connection to its landscape and context.***
- ***Each building can acquire its own personality, with unique with varied fenestration, roof details, ground floor programming, and accent colors as required by the guidelines; collectively, their designs will work together to establish a coherent vision of a vibrant, walkable neighborhood. Accent colors will highlight landmark elements such as tower massing in the Piazza and the canopy at the Paseo.***
- ***Each primary building façade will be porous, with openings for vehicles and pedestrians encouraging circulation through and around the neighborhood. The main Paseo is the most emphatic of these: a two story pass through connecting the rail station and the commercial piazza with the pedestrians moving along the street and the Highline Canal Trail. One of the most important design strategies is the successful integration of the building massing with the landscape elements, specifically the Piazza, the pedestrian and vehicular corridor of Blackhawk Street, and the bordering park.***
- ***The material palette selection follows the Abilene Station guidelines in articulating masonry base elements, the use of a variety of colors in cement board siding and metal panels.***
- ***The variety in expression of balcony elements along with offsets in the building massing strengthen the architectural identity of each building.***
- ***Rooftop elements such as terraces and amenity lounges located at key points in the buildings will highlight changes in parapet height and building articulation.***
- ***Fenestration patterns are generally vertically oriented and large in scale, and will relate to the building scale; large storefront openings with a 2 story articulation is shown at commercial locations and in the foundation of the buildings along Blackhawk. Patterns change with individual and grouped window designs following the proportion of their vertical arrangement and number of stories.***

d. Master Plan Architectural Standards

The Abilene Station TOD Master Plan contains Architectural standards, although they generally appear less strict than the standards noted above in the MU-TOD District and Station Area Plan. Please review these standards to ensure compliance. In addition, the Master Plan states that there will be a Design Review Board (DRB) that will review and approval all development within the Master Plan. Please coordinate with the master developer if the DRB has not been created yet.

Response: Cortland is in coordination with the Design Review Board and the intent is to meet with the Board upon submission of the Site Plan Package.

e. *Building Materials*

The building must comply with the masonry standards for multi-family outlined in Section 146-4.8.6.D, Table 4.8-6. In addition, at least 60% of the building façade, excluding doors and windows, facing a public park or plaza must be brick, stone or cultured stone.

Response: Brick masonry is used at a minimum of sixty percent of the structure as required in Table 4.8-6. This includes the public, Abilene Station Plaza facing elevations.

f. *Screening of Service, Loading, Storage, and Trash Areas*

All service, loading, storage, and trash areas must be screened pursuant to Section 146-4.7.8 and should not be visible from adjacent street frontages.

Response: The intent is to screen these elements within the structured parking decks or near the structured parking decks away from street frontage

g. *Screening of Mechanical Equipment*

All rooftop, ground, or wall-mounted equipment must be screened per the requirements in Section 146-4.8.11. In addition, per Section 146-2.4.6.H.8, along all public streets, all utility boxes and above-ground utility installations other than street and pedestrian light poles, traffic safety signals, and fire hydrants shall be located to the side or rear of buildings. Where a side or rear location is impracticable, they shall be set back a minimum of 3' from the sidewalk, and the 3' minimum setback shall be landscaped with shrubbery that will screen the utility structure from public view.

Response: The intent is to have all residential mechanical equipment on the roof top. The parapet heights will block the views of the equipment from the ground.

5. **Adjustments**

Section 146-5.4.4 details the definitions, applicability, procedures, and criteria of approval for all adjustments to development standards. If any adjustments are requested, they must clearly be listed and justified in the Letter of Introduction. They must also be listed on the cover sheet of the Site Plan and any other sheets on which they are applicable. Approvals of adjustment requests are not guaranteed. Adjustment requests should identify the reason for the adjustment, efforts to minimize the adjustment, and design elements proposed to mitigate the standards proposed for reduction. Typically, mitigation techniques should go above and beyond requirements from other code sections. If an adjustment does not meet the limits for administrative approval under Section 146-5.4.4.F, then the adjustment will require approval from the Planning and Zoning Commission.

Response: Adjustments have been requested for the fire hose pull distance.

6. **Submittal Reminders**

a. *CAD Data Submittal Standards*

The city has developed CAD Data Submittal Standards for internal and external use to streamline the process of importing AutoCAD information into the City's Enterprise GIS. A digital submission meeting the CAD Data Submittal Standards is required before final mylars can be routed for signatures or recorded for all applications. Please review these standards and ensure that files are in the correct format to avoid future delays.

Response: Comment acknowledged, thank you.

b. *PDF Requirements*

The application will be uploaded through the city's development review website as separate PDFs. Please ensure that all AutoCAD SHX text items are removed from the "Comment" section during the PDF creation process and that the sheets are flattened to reduce ability to select items. PDFs will be rejected during pre-acceptance reviews if they do not comply with this requirement, which could result in delays.

Response: Comment acknowledged, thank you.

c. *Mineral Rights Notification*

Please fill out the Mineral Rights Affidavit and supply this document to your Case Manager with the application submittal.

Response: Please see the Mineral Rights affidavit enclosed within this submission package.

OIL AND GAS DEVELOPMENT

- We have reviewed the area of your development. There are no known plugged and abandoned (P&A) wells within your site and no existing or planned oil and gas surface facilities on your site at this time.
- There may be existing underground pipelines in rights-of-way. If you have questions or concerns about this, the Oil & Gas Division can assist with providing additional information.
- Should you have any questions about oil and gas development, please reach out to Jeffrey Moore, Manager of the Oil & Gas Division.

Response: Comment acknowledged, thank you.

PARKS, RECREATION & OPEN SPACE DEPARTMENT (PROS)

Project Characterization:

Based on your proposal, the following information has relevance to the determination of PROS' requirements for this project:

- Your proposal is within the Abilene Station GDP which has several small urban parks approved.

Response: Comment acknowledged, thank you.

Population Impact:

For transit-oriented development homes, population calculations for the project are based on an average household size multiplier of 2.02 persons per unit, resulting in an overall projected population of 1,176 persons residing in 508 units.

Response: Comment acknowledged, the proposed project consists of 233 units for building 300, 52 units for building 400, and 296 units for building 500. For a total of 581 multi-family units.

Land Dedication:

To ensure that adequate park land and open space areas are available to meet the needs of the population introduced into the city by the new dwelling units, Section 147-48(b) of City Code specifies that land shall either be dedicated on-site within the project's limits or a cash payment in-lieu of land dedication shall be paid. The required dedication acreage is computed by applying the following standards to the projected population for the project:

- 3.0 acres for neighborhood park purposes per 1,000 persons
- 1.1 acres for community park purposes per 1,000 persons

The resulting acreage required is as follows:

	<u>508 TOD Units</u>
Neighborhood Park Land	3.53 acres
Community Park Land	1.29 acres
Total Land Dedication	4.82 acres

Response: We'd like to clarify the unit count of 581 units rather than 508, but it appears the calculation contemplates 581 units and we are in agreement with that amount. We understand this does not include any small urban parks that may qualify for a credit and adjust that amount once those parks are calculated.

Small Urban Parks:

- Several small urban parks are approved within the master plan that need to be incorporated on site. Please refer to the PROS manual for all requirements. Please note size minimums, setbacks and design requirements. All SUPs need to be privately owned and maintained and designated for public uses within the plat. All small urban parks need to be submitted and completed with this application. Please provide typical details for amenities within the small urban park, clear outlines of the creditable area, and detail within the landscape plan.

Response: *Our current calculations include: Plaza: 42,616 sf., Private Open Space: 86,696 sf., Park Space: 37,431 sf. Character of the SUPs include enhanced paving, raised planters that function as seat walls, landscape plantings that include shade and flowering ornamental trees, shrub and water sensitive perennial plantings. SUPs are universally accessible, will include areas for gathering and passive use.*

- With the removal of the Abilene Green SUP, this needs to be addressed within the GDP through an amendment. PROS will still be requiring visual corridors between the light rail platform and the High Line Canal corridor in lieu of removing this small urban park. Please create a clear connection by either widening the Paseo area or reorienting buildings to create more visual connections.

Response: *The removal of Abilene Green has been addressed through the GDP amendment enclosed within this submission. Visual corridors between the light rail platform and the High Line Canal corridor have been provided.*

- The High Line Canal connections need to meet PROS standards for trail connection details (found in the manual) including concrete material, 8' width and a 12' turning diameter at the intersection. These connections need to be privately maintained until they connect to the regional trail and will need a license agreement for the small portion on PROS property. Please connect with Real Property regarding the license.

Response: *We will prepare license agreements for the areas that are needed based on direction from the City.*

Cash-in-Lieu Payment

- Given the small overall acreage of park land impact generated by the population increase and the fact that the subject development is not conducive to on-site dedication due to minimum park size criteria, the land dedication shall be satisfied by a cash-in-lieu payment prior to subdivision plat/replat. The amount of the payment is computed by multiplying the dedication acreage by the estimated market value for the land. This total will subtract all small urban park acreage placed on site once areas have been approved within the site plan and plat.

Response: We understand and accept the method for the cash in lieu payment to meet the minimum park size criteria.

- Being an infill development, this project is able to take advantage of a less-than-market-rate value which the city offers to reduce the cost of PROS' requirements for infill. The current per-acre value of \$60,200 multiplied by the dedication acreage results in the following potential cash-in-lieu payments:
 - **508 Units**
 - \$290,164
 - Note this total is not inclusive of the Small Urban Park credit that will be dedicated on site.

Response: We understand and accept the method for the cash in lieu to meet the minimum park size criteria. We'd like to clarify the unit count of 580 units rather than 508, but it appears the calculation contemplates 580 units, and we are in agreement with that amount. We understand this does not include any small urban parks that may qualify for a credit and adjust that amount once those parks are calculated. We understand the park development fee needed for new park facilities and understand and accept the fee, and that this on holds if we pull permits in 2022. We understand that if the project changes, or the permits are delayed past 2022, these fees will be adjusted.

Park Development Fees:

- In accordance with Section 146-306 of City Code, Park Development Fees shall be collected by the city to cover the cost of constructing new park facilities to serve the needs of the projected population. These fees apply to the project because park facilities are not proposed to be provided on-site. Fees are based on the park land dedication acreages and an annual cost per acre for construction of park facilities. The fees, which are computed and collected on a per-unit basis, shall be paid at time of building permit issuance. The current per-unit fee of \$1,492.68 would apply if permits for construction of the residential units are pulled in 2022.

Response: We understand the park development fee needed for new park facilities and understand and accept the fee, and that this on holds if we pull permits in 2022.

PROS Requirements Caveat:

- The monetary calculations presented herein are estimates based on park construction costs and a per-acre value for infill development at this point in time (current year 2022). The timing for implementation of the project may affect the ultimate amount of fees collected and other payments imposed to satisfy park-related obligations. Furthermore, if aspects of your project change, such as the number of dwelling units proposed, the park land dedication requirements may also change.

Response: We understand that if the project changes, or the permits are delayed past 2022, these fees will be adjusted.

Forestry Division

- There are no trees on this property that will be impacted by construction activities, but there are trees that should be protected within the Highline Canal property that is maintained by the PROS Department. If the trees are damaged during development activities, tree mitigation will be required.

Response: Noted. Thank you

Forestry's Role in Site Plan Review:

- Any trees that are preserved on the site during construction activities shall follow the standard details for Tree Protection per the current Parks, Recreation & Open Space Dedication and Development Criteria manual – this includes trees on the neighboring property. The Tree Protection notes shall be included on the plan. The link for the manual can be found here.

Response: Noted. Thank you

Ash Trees Prohibited:

- Due to the invasive Emerald Ash Borer that has been infesting trees along the Front Range, all species of Ash are prohibited from planting within the City of Aurora – please be sure that your Landscape NILES BOLTONitect is aware of this requirement.

Response: Noted. Thank you

Library & Cultural Services

Per discussion at the pre-application meeting, the applicant stated they had fulfilled some public art requirements at the time of the master plan, in 2006. Upon receipt of documents confirming what was provided at that time, the city will evaluate if the installations are acceptable in meeting the requirements of a Public Art Plan. Please continue to work with Roberta Bloom.

Response: Comment acknowledged, thank you.

Aurora Public Schools

In accordance with Section 4.3.18 of the Unified Development Ordinance, the school land dedication obligation for the 580 proposed apartments is 1.8981 acres. Aurora Public Schools will accept cash-in-lieu of land for this obligation valued at market value of zoned land with infrastructure in place. Cash-in-lieu is due prior to plat approval.

AURORA PUBLIC SCHOOLS - STUDENT YIELD
1/24/2022

Abilene Station - Pre-application			
Dwelling Type	Units	Yield Ratio	Student Yield
SFD	0	0.7	0
MF-LOW	0	0.3	0
MF-HIGH	580	0.145	84
TOTAL	580		84

YIELD	ELEMENTARY		MIDDLE SCHOOL		K-8 TOTAL	HIGH SCHOOL		K-12
	RATIO	STUDENTS	RATIO	STUDENTS	STUDENTS	RATIO	STUDENTS	TOTAL
SF	0.34	0	0.16	0	0	0.2	0	0
MF-LOW	0.17	0	0.08	0	0	0.05	0	0
MF-HIGH	0.075	44	0.04	23	67	0.03	17	84
TOTAL		44		23	67		17	84

SCHOOL TYPE	STUDENT YIELD	ACRES PER CHILD	ACRES REQUIRED
ELEMENTARY	44	0.0175	0.7613
MIDDLE	23	0.025	0.5800
HIGH	17	0.032	0.5568
TOTAL	84		1.8981

Response: Comment acknowledged, thank you.

AURORA WATER

Aurora Water will receive a referral of the Site Plan and Subdivision Plat for review and comment. Please respond to all Water Department comments with your initial submittal.

Key Issues:

- Provide Master Utility Study (MUS). Contact Nina to attain MUS checklist.
Response: Comment Noted. Thank you.
- Stormwater Management Plan (SWMP) and permit required.
Response: Plans will be designed with CD's
- Services TBD based on MUS.
Response: Comment Noted. Thank you.
- Pool drains to have direct connection to sanitary service.
Response: Comment Noted. Thank you.
- Parking area (if proposed to have floor drains) will need to connect to sand/oil interceptor prior to storm sewer connection.
Response: Comment Noted. Thank you.
- Water meter fixture unit tables required on ROTH LANG Plans.
Response: Comment Noted. Plans will be provided at CD level
- Backflow preventers required on all water services, irrigation lines, and fire suppression lines.
Response: Comment Noted. Thank you.
- Water meters and hydrants to be in landscaped areas and in pocket utility easements (if not located in ROW).
Response: Comment Noted. Thank you.
- Review updated fee schedule as rates have increased and will increase every year.
Response: Comment Noted. Thank you.
- Water quality and detention required.
Response: The detention pond for the site was built a number of years ago.
- Individual meters for retail stores.
Response: **Comment Noted. Thank you.**
- A domestic allocation agreement will be required for connections 2" and larger.
Response: Comment Noted. Thank you.

Utility Services Available:

- Water service may be provided per the Master Utility Study.
Response: Per discussions with staff (Nina), the MUS is only to address the sanitary sewer flows.
- Sanitary sewer service may be provided per the Master Utility Study.
Response: Comment Noted. Thank you.

- Project is located on the following Map Page: 07G
Response: Comment Noted. Thank you

Utility Services Requirements:

- A Site Plan is required for this project and must show existing and proposed utilities including:
 - Public/Private Mains
 - Service Lines
 - Water Meters
 - Fire Suppression Lines
 - Fire Hydrants necessary to service your development
 - Grease Interceptors are required for commercial kitchens
 - Sand/Oil Interceptors are required for vehicle maintenance facilities
 - All utility connections in the arterial roadway are required to be bores.
- General utility design criteria can be found in Section 5 of the Standards and Specifications Regarding Water, Sanitary Sewer and Storm Drainage Infrastructure (Utility Manual).
Response: Comment noted. The existing items have been noted.

Utility Development Fees:

- A partial Storm Drainage Development fee is required prior to the recording of the Subdivision Plat or at the time of building permit approval if a Plat is not required. Additional Storm Drainage fees may be charged and are based on the amount of impervious surface created by this project.
- The Water Transmission Development Fee and the Sanitary Sewer Interceptor Fee have been combined into the water connection fee and are required to be paid after issuance of building permit and prior to issuance of the Certificate of Occupancy.
- For a full listing of Utility Fees, please see the Aurora Water Fee Schedules.
- Commercial users with meters one and one-half inches and smaller with landscaped areas not served by a separate irrigation system shall be charged an outdoor fee based upon the total landscaped area.
Response: We have reviewed the utility fee schedules available on the fee schedule website and understand when each needs to be paid. We would like to review our understanding of with Staff to make sure we are preparing appropriately.

PUBLIC WORKS DEPARTMENT

Traffic Engineering will receive a referral of the Site Plan, Subdivision Plat, and ROTH LANGs for review and comment.

Key Issues:

- A Detailed Traffic Impact Study (TIS) will be required for this development. See below for additional information.
- If an interim roadway/access network is proposed, a traffic analysis for this condition would be required.
- Traffic Signal escrow will be required for the intersection of 2nd Avenue and Abilene Street.
- There are multiple existing/proposed site access on Blackhawk Street at the northern end of the site. It is recommended the applicant align the site access with the existing opposing access or sufficiently off-set to avoid turning movement conflicts.
- Site access drives/streets spacing on Abilene Street shall be 150' CL-CL.
- Pedestrian Level of Service (LOS) and traffic calming elements will be an area of focus of review for this site. See TIS requirements below.

- Show all adjacent and opposing access points on the Site Plan.
- Label the access movements on the Site Plan.
- Objects and structures shall not impede vision within the sight triangles. Show sight triangles on the site plan and landscaping plan at all access points in accordance with City of Aurora Standard Traffic Detail T-13. In addition, street trees shall be set back from Stop signs and other Regulatory signs as detailed in City of Aurora Standard Traffic Detail TE-13.3.

Response: Noted. The landscape plans will show sign triangles and will adhere to the City's standards. Thank you.

- **Add the following note landscape plans:** 'All proposed landscaping within the sight triangle shall be in compliance with COA Roadway Specifications, Section 4.04.2.10'

Response: Noted. Provided note has been added to the City of Aurora project notes in the landscape drawings.

- Show existing stop signs and street name signs or the installation of new stop signs and street name signs by developer at the site access points onto public streets. Add the following not to the Site Plan:
 - The developer is responsible for signing and striping all public streets. The developer is required to place traffic control, street name, and guide signs on all public streets and private streets approaching an intersection with a public street. Signs shall be furnished and installed per the most current editions of The Manual on Uniform Traffic Control Devices (MUTCD) and City Standards, and shown on the signing and striping plan for the development.

Response: This note has been added to the Plan

ROW/Plat:

- Designate a Public Access Easement along private drives/streets.
- A private cross-access agreement is recommended for maintenance and snow removal. The developer is responsible for establishing this agreement with the adjacent property owner.
- A traffic signal easement shall be required at the intersection of 2nd Avenue and Abilene Street to accommodate the proposed traffic signal pole, underground conduits, pull boxes and signal control cabinet.

Response: We will work with the city to determine where the easement is needed and will provide it on the plan

Traffic Signal Escrow:

- The intersection of 2nd Avenue and Abilene Street is currently signalized. As an adjacent land owner/developer, you must participate in the cost of the traffic signal installation. Add the following note to the Site Plan:
 - **(Applicant/owner name, address, phone)** shall be responsible for payment of 100% of the traffic signalization costs for the intersection of 2nd Avenue and Abilene Street. **Pursuant to 147-37.5 of city code, the percentage of the traffic signalization costs identified above shall be paid to the city by the applicant / owner, to be held in escrow for such purpose, prior to the issuance of a building permit for the related development or as otherwise required by city code.** The percentage above will be applied to the entire traffic signalization cost as estimated at the time of the escrow deposit to calculate specific dollar funding requirement.

Response: We understand that the traffic signal is needed at 2nd and Abilene, and will pay the traffic escrow at time of building permit.

Traffic Impact Study:

- A Traffic Impact Study will be required for this site which will include addressing the following specific items:

1. Existing, buildout and 2040 average daily traffic counts.
 - a. If an interim roadway/access network is proposed, a traffic analysis for this condition would be required.
2. Trip Generation from the site.
3. Site Circulation Plan and interior intersection control
4. Include detailed analysis of:
 - a. All site access points
 - b. Intersection of 2nd Avenue at Abilene Street
 - c. Intersection of 2nd Avenue at Potomac Street
 - d. Intersection of 4th Avenue at Blackhawk Street
 - e. Intersection of 4th Avenue at Sable Boulevard
5. Signal Warrant Analyses of 4th Avenue at Sable Boulevard– Warrant 1,2,3 all to be included (collect 72 hr tube counts for analysis)
6. Analysis of Pedestrian LOS.
7. Analysis of pedestrian connectivity, including vehicle/pedestrian crossing of trails. Enhancements will be required and any concerns with sight distance need to be addressed
8. Discussion of the application of elements from the Traffic Calming Toolbox and countermeasures applicable from the FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (July 2018) to address any concerns for speeding, pedestrian crossings, etc. Techniques in the Traffic Calming Toolbox include: Advanced Yield Lines, Enhanced Crosswalk, High-Visibility Signs and Markings, In-Street Pedestrian Crossing Signs, Enhanced Pedestrian Crossing Sign Devices (HAWK or RRFB), Mid-Block Lane Narrowing, Curb Extension, Angled Parking, Pedestrian Safety Island, Staggered Pedestrian Safety Island, Lane Narrowing, Mini Roundabout, Speed Cushions and Chicane. Details of Enhanced Crosswalk, compact roundabout, speed cushions and chicane may be made available if requested.
 - The Traffic Study shall be prepared in accordance with the City of Aurora Traffic Impact Study Guidelines.
 - The Traffic Study shall be sent directly to Steve Gomez at segomez@auroragov.org as soon as possible.
 - The Traffic Study shall also be uploaded with the rest of the submittal.
 - Previously approved Traffic Impact Studies/Letters are available through this link.

Response: The above items have been addressed in the submitted Traffic Impact Study. Additional dialogue may be appropriate for the 4th Avenue/Sable Boulevard intersection.

Engineering Division:

The Engineering Division reviews the drainage and public improvement components of your project plans. Engineering reviews referrals of the Site Plan and Subdivision Plat from the Planning Department.

Key Issues:

- Public improvements required with this site include:
 - 6.0' detached sidewalk, 8' curbside landscaping, and streetlights along Blackhawk Street and East 2nd Place.
 - Pedestrian lighting between the Highline Canal trail connection and plaza.
- A preliminary drainage report shall be submitted with the site plan. The preliminary drainage report shall address phasing. If multiple site plans are submitted, a preliminary drainage report shall be submitted with each site plan.

- Detention and water quality/EURV shall be in conformance with the master drainage report. The existing pond shall be evaluated to ensure it meets current standards and has capacity for the proposed improvements.
- This application will be referred to the Highline Canal Conservancy and RTD for review and comment.
- Previously approved plans and reports can be found on the City's website. Instructions can be found here: Getting to Engineering Documents Online. Older documents can be provided upon request.

Response: The 6' detached sidewalks will be installed, and the pedestrian lighting as noted. A preliminary Drainage Report will be submitted and will show the detention pond has the capacity as needed.

Improvements:

Sections and details referenced in the Improvements section refer to the City's Roadway Design and Construction Specifications (Roadway Manual).

- Curb ramps must be shown (located) on the plans at all curb returns, "T" intersections, residential mail kiosks or clustered mailboxes, and any other location of public necessity. Detailed grading of the curb ramps shall be included in the ROTH LANG plans.
- Flared curb cuts, Standard Detail S7.4, are not permitted for commercial/industrial or residential driveways where traffic movements would be substantial. When the number of parking spaces exceeds 20, curb returns are required, and the curb return radii shall be labeled on the plan.
- Pedestrian Bicycle Railings will be required at and continuous along vertical separations of 30 inches, or greater, or on slopes greater than or equal to 3:1 adjacent to pedestrian areas. See Standard Detail S18.
- Retaining walls shown on plans shall indicate material type and a height range or indicate a maximum height. Where appropriate, guard or hand rails may be required.
- The maximum private access drive slope may be 4% (non-residential) when sloping down toward the public street and up to 6% maximum when sloping up toward the public street.
- If gates are incorporated into the design of the development, they are required to be setback from the street flow line a minimum of 35-feet or one truck length, whichever is greater.
- Street lights and pedestrian lights are required along adjacent roadways. Please refer to the Draft Lighting Standards for street light spacing, location, wattage, etc., information. Street lights along public right-of-way shall become City owned and maintained once they have been installed and the final acceptance letter for the lights has been issued. Street light locations shown on the site plan are conceptual. The street lighting plan shall be included with the ROTH LANG Plan submittal and will determine final street light locations based on a photometric analysis.

Response: Comment Noted. Thank you.

ROW/Easements/Plat:

- The dedication of a 25-foot lot corner radius is required at the intersection of arterial roadways, a 20-foot lot corner radius is required at the intersection of collector roadways, and a 15-foot lot corner radius is required at the intersection of local roadways.
- Please coordinate with the Real Property Division of Public Works for the dedication of any required easements. If a plat will be prepared for this development, the plat can cover the required easements.
 - Sidewalk easements may be required for new sidewalk installed.
 - A drainage easement shall be required for any detention/water quality facilities on site. This drainage easement shall tie to a public way.

- Utility easements shall be required for any proposed water/sanitary sewer/public storm sewer located outside of public right-of-way.
- Public access/fire lane easement shall be required for fire lanes outside of public right-of-way. Please coordinate with Life Safety for their alignment.

Response: Comment Noted. Team will work with Real Property and Engineering for needed easements.

Drainage:

Drainage design standards can be found in the City's "Storm Drainage Design and Technical Criteria".

- Per Section 138-367 of the Aurora Municipal Code, a Preliminary Drainage plan and report is required prior to Site Plan or Plat approval. A Preliminary Drainage Plan and Report shall be submitted at the time of Planning Department application submittal. A review fee shall be paid to the City prior to acceptance of the preliminary drainage report. The site plan will not be approved until the preliminary drainage report is approved.
- The engineer is responsible for re-evaluating and determining if there has been a study by Mile High Flood District (MHFD) proposing improvements within or adjacent to said development. Any such improvements may be required to be constructed with the subject development. Coordination with MHFD and the City shall be initiated in such case at the master plan level or as soon as determined with any proposed development.
- Under the provisions of Colorado Revised Statute 37-92-602(8), any detention or infiltration facility that becomes operational after August 5, 2015, is required to notify downstream water rights holders prior to operation. Mile High Flood District (MHFD) has created a spreadsheet form (called SDI Design Data) for determining compliance with the statute and a web portal that will send a weekly e-mail notification to downstream water rights holders, satisfying the notification requirements. The developer will be responsible for having a professional engineer, licensed in the State of Colorado, complete the SDI Design Data and uploading to the web portal. Public Works Engineering will verify the information matches the final drainage report. Notification must be made before ROTH LANG Plans will be approved or Stormwater Permits will be issued.
- Detention of storm drainage is required for this site and shall be incorporated on the site, unless other accommodations are approved by the City Engineer.
- Per City of Aurora Storm Drainage Design and Technical Criteria Section 3.61, underground detention may be used only as a last resort and must be approved by the City Engineer, when all other alternatives are exhausted. If a development chooses to propose underground detention, they are doing so at-risk of significant redesign if the underground detention is not approved. A variance, with supporting documentation, in the preliminary drainage report for underground detention will be evaluated on a case by case basis.
- Release rate for the detention pond shall be based upon the "Storm Drainage Design and Technical Criteria" Manual, latest revision.
- Storm water from concentrated points of discharge from a minor storm event shall not be allowed to flow over sidewalks but shall drain to the roadway by the use of sidewalk chase sections. Sidewalk chase sections shall not be located within a curb cut, driveway, curb ramp, or curb return.
- A public storm sewer system appears to be located near this site. Please have your Engineer or Surveyor verify and tie your site drainage into it.
- Extend storm sewer through the site, including inlets, pipes, manholes, etc., as needed.

Response: Comments noted. Thank you.

FIRE/LIFE SAFETY COMMENTS – BUILDING DIVISION

The Building Division will receive a referral of the Site Plan and Subdivision Plat for review and comment. They will review these documents for Life Safety (Fire Code) and Building Code issues.

Key Issues:

- On January 8, 2022, the 2021 versions of the International Codes became effective in the City of Aurora. Applicants who wish to build their projects to the requirements found in the 2021 codes are allowed to do so and should notify Building Division staff at time of permit submittal of this decision.
- The construction industry is experiencing unprecedented supply chain issues which has not only affected costs, but also inventory and delivery timelines. Due to nationwide shortages of various building materials, the city of Aurora is extending the deadline by which all submittals will be reviewed for compliance with the 2021 codes until October 31, 2022. As this date draws closer, we will provide updates on any changes to this deadline.
- In determining which code series to utilize (2015 or 2021) please be aware that once chosen, only that code series can be utilized throughout the plan review and inspection processes.

Response: The intent is to submit the Building Permit Application and Documents prior to the grace period of October 31, 2022.

Addressing Requirements:

All buildings or structures, except accessory buildings, shall display the proper building number in the manner provided in this article. It shall be the responsibility of the owner, occupant or any person obtaining a building permit to place such number in the manner provided in the Aurora City Code of Ordinance, Chapter 126 - Article VII - Numbering of Buildings.

Response: Building addresses to be coordinated with the Owner during the building permit application process. Building address locations may be called out on elevations to ensure compliance with the locations listed in Chapter 126 – Article VII – however, signage is by Others.

Adopted Codes by the City of Aurora – Setbacks:

The site plan and ROTH LANG plans must reflect the setback requirements of the 2015/2021 International Building and Fire Code for placement of the structure(s) in relation to adjacent buildings, property lines, public ways, accessible walkways, etc. To view the 2015/2021 International Codes please utilize the following hyperlink;

Response: Fire set back distances have been addressed. The fire separation distance as shown in IBC 2015, Table 602 are exceeded.

Emergency Responder Radio Coverage:

The 2015/2021 International Fire Code requires all buildings to be assessed for adequate emergency responder radio coverage.

- The 2015/2021 International Fire Code (IFC), requires all buildings to be assessed for adequate Emergency Responder Radio Coverage (ERRC). At the time the structure is at final frame and final electrical inspections, the general contractor (GC) will be required to hire an approved and qualified independent 3rd party to assess the radio frequency levels within the structure. Once completed, the 3rd party will provide the results of the test to both the GC and the Aurora Building Division as to whether the structure passed or failed the preliminary radio surveillance. A structure that has passed this surveillance requires no further action by the GC. A failed radio surveillance will require a licensed contractor to submit plans to the aurora building division to obtain a building permit for the installation of an ERRC system prior to installation. This assessment and installation is at the owner or developers expense. Future interior or exterior modifications

to the structure after the original Certificate of Occupancy is issued will require a reassessment for adequate radio frequency coverage.

Response: The need for Emergency Responder Radio Coverage will be listed on the building permit documents. Design is by Others.

- Core and shells structures will not require this assessment, but the tenant finish that follows and prior to issuance of the certificate of occupancy will be required to conduct this assessment, install a system where needed.

Response: The need for Emergency Responder Radio Coverage will be listed on the building permit documents. Design is by Others.

Fire Department Access:

Based on the information presented so far, the type(s) of fire apparatus access road(s) needed for this particular site is:

- Fire Lane Easement
 - Buildings less than 30' in height require only a 23' wide fire lane easement with 29' inside and 52' outside turning radii. Building greater than 30' in height require a 26' wide fire lane easement with a 26' inside and 49' outside turning radii.
 - Buildings greater than 30' in height are regulated by the 2015/2021IFC Section D105 and require a both a 26' Fire Lane Easement and two points of emergency access. Typically, the 26' fire lane easement is located on the front main entry side of the structure within a minimum of 15' and a maximum of 30' from the exterior wall of the building. Structures greater than 30' in height also require a second point of emergency access.

Response: Comment Noted. Thank you.

- Urban Street Standards
 - The site reflects the use of urban street standards. To accommodate large emergency response vehicles, where structures are greater than 30' in height, a minimum of 26' of paved surface width can be required by means of driveways, "No On-Street Parking" areas or other equivalent design features.

Response: Comment Noted. Thank you

Fire Hydrants:

The number and spacing of fire hydrants are determined using the 2015/2021 IFC, Appendix B & C. As indicated in the previously stated code sections, fire hydrant coverage requirements include both internal site areas and abutting public street systems.

Response: Comment Noted. Thank you

Fire Sprinkled Structures:

The requirements for the installation of a fire sprinkler system are provided within the Chapter 9 of the 2015/2021 IFC and IBC.

- General Comments:
 - Commercial Cooking Equipment utilizing a Type I Hood will require a kitchen hood suppression system.

- R-2 Apartments or Condominiums. A heated fire riser room with an exterior door will be required. A Knox box will be required on the right side of the entrance to the fire riser room. A fire control panel or unit that is tied into a master fire alarm panel will be required within the fire riser room.
- Based on the size of the proposed use of the structure it does appear that a fire sprinkler system would be required. As such, a dedicated 23' fire lane easement will be required to provide fire apparatus the ability to access the fire department connection.

Response: Comment Noted. Thank you

Gated Entry:

The installation of any gating system will require a City of Aurora licensed contractor to obtain a building permit through the Aurora Building Division prior to the start of any work. This would be considered a structural, life safety and electrical review within the Building Division that is conducted on behalf of the Fire Chief.

- If a gating system is to be installed at a site access point, it must be set back from the flow line of the street at least 35 feet or one design vehicle length, whichever is larger, and be approved by the City of Aurora's Fire and Life Safety department. Gating systems located within close proximity to public right-of-way (ROW) may also be assessed by the City of Aurora Traffic Manager or designee and could require a traffic analysis to determine the appropriate distance of gating system to said flow line of ROW. Where a gating system crosses a dedicated or designated fire access roadway please reference the Security Gates section of the latest edition of the International Fire Code (IFC). The installation of security gates across a fire apparatus access road shall be approved by the Fire Chief (designated Fire Chiefs representative).
- A separate building permit is required for the installation of any gating system that may obstruct fire department access to the internal areas of a site. Prior to construction please submit plans and specifications of your proposed gating system to the Aurora Building Division. If you have any questions, please contact a Fire/Life Safety representative by calling 303-739-7420.

Response: Comment Noted. Thank you

Accessibility Requirements:

The City of Aurora reviews accessibility requirements based on 2015/2021 IBC, Chapter 11, the 2009/2017 ICC/ANSI A117.1 and the 2003 Colorado State House Bill 03-1221, Article 5, Standards for Accessible Housing.

- Residential
 - Please show the location of all exterior mail kiosks proposed within this site. Public Works will require a curb ramp to access the mail kiosks from the adjacent urban streets. A detail will be needed of the mail kiosk layout that includes the mailboxes, sidewalk, street and curb that reflect the way these elements will meet the accessibility requirements of the ADA, USPS, ICC A117.1, 2009/2017 edition.

The City of Aurora reviews accessibility requirements based on 2015/2021 IBC, Chapter 11, the 2009/2017 ICC/ANSI A117.1.

- Commercial

Response: Compliance with accessibility will be shown in the building permit application documents

Photometric Plan:

- Add the following note to the Photometric Site Plan:
 - ILLUMINATION WITHIN THE SITE MUST COMPLY WITH THE 2015/2021 INTERNATIONAL BUILDING CODE REQUIREMENT FROM SECTION 1006 - MEANS OF EGRESS ILLUMINATION. SECTION 1006. ILLUMINATION REQUIRED: THE MEANS OF EGRESS,

INCLUDING THE EXIT DISCHARGE, SHALL BE ILLUMINATED AT ALL TIMES THE BUILDING IS OCCUPIED. SECTION 1006.2 ILLUMINATION LEVEL. THE MEANS OF EGRESS ILLUMINATION LEVEL SHALL NOT BE LESS THAN 1 FOOT-CANDLE (11 LUX) AT THE FLOOR LEVEL AND CONTINUING TO THE "PUBLIC WAY".

- Add the “accessible route” (heavy dashed line) to the photometric plan and verify minimum 1 foot-candle of illumination along its entire length.

Response: Comment acknowledged, thank you.

Site Plan, ROTH LANG Plan, Framework and General Development Plan, and Plat Notes:

The notes being provided below must be included on the cover sheet of the indicated submittal type.

Response: Completed, thank you.

Site Plan Data Block:

The site plan must include a “Data Block” on the cover sheet that reflects all items indicated within the “link” that apply to your project.

Response: Completed, thank you.

Special Design Considerations:

Based on the information presented in the pre-application meeting, these additional Life Safety criteria must be shown on the site plan, plat and ROTH LANG plans.

- Abutting Fire Lane or Public Access Easement to Property
 - If an existing fire lane or public street has to be removed or relocated for any reason, the roadway must be replaced using the current specifications of the Public Works Department.
- Access to within 150 feet of Each Structure
 - The fire code official is authorized to increase the dimension of 150 feet reach requirement where the building is fire sprinkled in accordance with the 2015/2021 IFC, Section 503.1.1 where allowed by code. If granted approval, a fire sprinkled structure may utilize 200-foot reach criteria in place of the 150-foot standard requirement.
 - Where fire hydrants and fire department connections are provided adjacent to vehicular access drive aisles, they will need to be dedicated as fire lane easements in order to provide emergency access to them.
- Access Road Width with a Hydrant
- Aerial Fire Apparatus Access Roads
- Alternative Fire Lane Surfaces
 - Alternative fire lane surfaces other than asphalt or concrete will require a license agreement through Real Property within Public Works.
- Fire Apparatus Access Road Specifications
 - If an existing fire lane or public roadway has to be removed or relocated for any reason, the portion replaced must be following the current specifications of the Public Works Department.
- Combined Fire Lane, Public Access and Utility Easements
- Construction of Fire Lane Easements and Emergency Access Easement
- Dead-end Fire Apparatus Access Roadways
- Dead-End Public Streets
- Encroachment into Emergency Access or Fire Lane Easements are Prohibited
- Grade
- Labeling of Easements on the Site Plan, Plat and ROTH LANG Plans

- License Agreement
 - Construction of fire lanes using alternative surfacing materials other than asphalt and concrete and/or installations of gating systems crossing a dedicated fire lane easement will require a license agreement though Real Property.
 - No Parking is allowed within a Fire Lane Easement
 - Public Street Systems Adjacent to Site
 - Public Streets Constructed to the Urban Street Standards
 - Remoteness
 - Speed Bumps
 - Snow Removal Storage Areas
 - Two points of Emergency Access
 - Urban Street Standards
 - Width and Turning Radius
- Response: Comment acknowledged, thank you.**

Trash Enclosure:

Per the 2015/2021 International Fire Code, Section 304.3.3, dumpsters and containers with an individual capacity of 1.5 cubic yards or more shall not be stored in buildings or placed within 5 feet of combustible walls, openings, or combustible roof eave lines.

Response: Comment acknowledged, thank you.

REAL PROPERTY DIVISION

The Real Property Division reviews the Site Plan and processes Subdivision Plats, Easements, and License Agreements that may be necessary for development of property.

Subdivision Plats:

N/A

Site Plans:

A Site Plan will be required by the Planning Department. Real Property has items that need to appear on that site plan above and beyond what other departments may require. These items are listed on the Real Property Subdivision Plat Checklist.

Separate Documents:

- A separate document refers to a process to describe and record an encumbrance (easement, license etc.) or release of such on property when a subdivision plat already exists. The document usually consists of a legal description and drawing. Each are reviewed and approved by the city, signed by the property owner as well as the appropriate city officials and recorded with the county.
- During the pre-application meeting no requirement for separate documents were specifically identified for your site as proposed. However, review of your actual Site Plan when submitted may identify additional conditions which will require a separate document. Following are the links to additional information if needed later in your formal review process:
 - Dedications Packet
 - License Agreement Packet



- If there are existing easements that are no longer needed, the city will require the developer to make application to the city to release those easements. Easement release documents must be prepared using Real Property specifications and are available in the Easement Release Packet. Once complete and accurate easement release information is submitted to Real Property, it takes about 8-10 weeks to complete the process. They must be complete and ready to record before Real Property will record the Plat and/or Site Plan.
- The developer may need to dedicate new easements and/or street right-of-way on the site. Since a new subdivision plat is not required, these dedications must be done by separate legal document. These legal documents must be prepared using Real Property specifications which are found in the Dedications Packet. Once complete and accurate easement dedication information is submitted to Real Property, it takes about 4-6 weeks to complete the process. They must be complete and ready to record before Real Property will record the Plat and/or Site Plan.
- You may have items that encroach into city-owned property or easements (i.e. retaining walls, medians, stairs, etc.). If allowed, these types of encroachments require a License Agreement. Requirements can be found in the License Agreement Packet. It takes 8-10 weeks to complete the process after submittal. The License Agreement must be completed before the Site Plan is recorded.
- If a requirement for new street lighting is identified during the review process, this may be an opportunity to partner with cell carrier providers. New technology allows these providers to incorporate their technology with street lighting. These carriers are willing to take on the cost of purchasing and installing a light with qualifying projects. Please contact Leslie Gaylord at 303.739.7901 for additional details and contact information.

Response: Noted. Thank you.

End of Response to Comments