

Memorandum

Date:	February 22, 2022	Project Name:	Park 70 – Bldgs 16-19
To:	Antonio Benton City of Aurora	Project No.:	DEN21-0126-00
		From:	Steve Smith
Subject:	Pre-submittal Comment Response	Copies To:	-

Planning and Development Services Department

Standards and Issues:

1. Zoning and Placetype

1A. Zoning

This property is zoned I-1 (Business/Tech District), within Subarea C, which provides employment centers with offices, office showrooms, light manufacturing, research and development operations, and a limited range of associated retail services, at a low- to medium scale with high building design quality in an integrated or campus-like setting.

Response: Understood

1B. Overlay Districts

Avigation Easements

Because the property is within the Airport Influence District surrounding Buckley Air Force Base, an avigation easement with the city and the airport shall be conveyed by the person subdividing lands or initiating construction of any structure on already subdivided lands. Such avigation easement shall be an easement for right-of-way for unobstructed passage of aircraft above the property and shall waive any right of cause of action against the city of associated airport arising from noise, vibrations, fumes, dust, fuel particles, and other effects caused by aircraft and airport operations. The avigation easement shall be in a form approved by the city and shall be recorded in the office of Clerk and Recorder for the county where the property is located before permit or plat approval is granted. The avigation easement form can be found [here](#). Please contact Karen Hancock at 303-739-7107 or khancock@auroragov.org with any questions you may have.

Response: Understood

1C. Placetype

The Aurora Places Comprehensive Plan designates this area as the Industry Hub placetype. This includes areas typically dedicated to manufacturing, warehousing, distribution, fulfillment centers, freight operations and renewable energy enterprises. This placetype plays an important role in the city's employment base and economy but can sometimes create outdoor activity and should be appropriately buffered from residential and commercial areas.

Response: Understood

1D. *Eastgate Industrial Park Master Plan*

This project will be subject to the standards listed in the approved Eastgate Industrial Park Master Plan (Case Number 2003-7001-00). The Master Plan has specific standards including, but not limited to, building form and material allowances, fence and lighting standards, and landscape design specifications, including allowed plantings. Please note that all standards in the Master Plan are intended to supplement other adopted city codes, unless a waiver was specifically granted within the Master Plan. No changes shall be made to the premises without prior approval of an amendment to the master plan. In addition, you are required to provide an approval letter from the Eastgate Industrial Park Architectural Review Committee prior to the administrative decision.

Response: Understood

2. Development Standards

2A. *Dimensional Standards*

The Unified Development Ordinance calls for a 25-foot setback from Smith Road, a 20-foot setback from East 19th Avenue, a 25-foot setback from Picadilly Road, and a 20-foot side setback from Sicily Street. The building height maximum in the I-1 zone district is 100 feet.

Response: Understood

Eastgate Industrial Park Master Plan

The Eastgate Industrial Park Master Plan calls for 50-foot setback from both arterial and collector streets. This applies to Picadilly Road (arterial street), Smith Road (collector street) and 19th Avenue (collector street). Sicily Street is classified as a local street which the master plan calls for a 25-foot setback. The maximum building coverage of all buildings, including accessory buildings, but not including surface parking, cannot exceed 55 % per the Eastgate Industrial Park Master Plan. Please note that written approval from the Eastgate Industrial Park Master Plan Architectural Review Committee would be required if there are any deviations from these requirements.

Response: Understood. The current plan has the building area as 41.7% of the overall.

2B. *Common Space and Amenities*

All buildings are required to have a primary entrance onto a courtyard or green space. For industrial buildings these areas should each be a minimum of 300 square feet and a minimum dimension of ten feet. Courtyard areas include a differentiated pavement treatment such as a different saw cut or joint pattern, pedestrian scaled lighting, weather protection, site furniture such as benches and enhanced landscaping such as borders or raised planters. Show this on the Site Plan.

Response: A concrete paved area is being proposed at each building.

2C. *Access and Connectivity*

Per the Unified Development Ordinance Section 146-4.5, in Master Planned areas that include primarily industrial uses, the street layout should generally align with the arterial and collector street system to the maximum extent practicable. Shared internal roadways and defined truck routes that avoid conflicts shall be included to the maximum extent practicable. These standards ensure the development promotes safe and convenient multimodal access within and around the site.

Revise the site plan to separate vehicle circulation from truck circulation. There should be separate entrances and circulation patterns for both types of expected vehicle movements throughout and around the site.

Response: It is always the goal for industrial site plans created by Prologis and WM that safety of on-site movements is paramount. However, the idea that the separation can occur at the right-of-way in all

instances in not reasonable. There are two main goals that we look to implement. First, to separate the truck and auto traffic as soon as possible upon entry into the site. We do this by having drive aisle turn-offs into auto parking areas near the point of access. Second, to size drive lanes and orient movement through these auto parking areas that physically prohibits truck access. The auto parking areas are separated so pedestrian movement from vehicle to building access points does not cross truck paths.

Public improvements to adjacent streets are required. Picadilly improvements should be coordinated with the new interchange configuration and plans. Public improvements required include:

- Sicily: 5.5' detached sidewalk, 8' curbside landscaping, street trees and streetlights
- Smith: 8' detached sidewalk, 10' curbside landscaping, street trees and streetlights
- 19th: 6' detached sidewalk, 8' curbside landscaping, street trees and streetlights

Response: Noted. All public walks and tree lawns were laid out based on this information.

2D. Pedestrian Access

The Unified Development Ordinance requires that safe and convenient pedestrian access be provided to points within a development and to nearby uses and amenities to encourage walking and reduce the frequency and number of automobile trips. Currently, this proposal does not show a pedestrian network onsite that not does intersect with truck circulation. Add the following pedestrian connections on your site:

Main Entry to Public Sidewalk

Provide a safe, convenient, and accessible pedestrian connection from the main entrance of a building to a public sidewalk or internal walkway that connects to a public sidewalk

Response: All main entries of buildings have an accessible route connection to public walks.

Standards for Connections

Walkways shall be a minimum of six feet wide and include lighting at a height of 12 feet or less spaced no further than of 50 feet on center. At each point where a sidewalk must cross a parking lot, internal street or driveway to make a required connection, it shall be clearly marked by using one of the methods shown in Section 146-5.3

Response: Cross walks have been added.

American with Disabilities Act

All "places of public accommodation," as defined in the federal Americans with Disabilities Act (42 U.S.C. 12101 et. seq.) shall comply with the requirements of that Act concerning on-site circulation and access.

Accessible routes shall be provided from public transportation stops, accessible parking and accessible passenger loading zones and public sidewalks to 60 percent of the accessible building entrances they serve. The accessible route between accessible parking and accessible building entrances shall be the most practical direct route. The accessible route must be located within a sidewalk, at least six feet wide, or as required to comply with the Aurora Roadway Design and Construction Specifications Manual, whichever is greater. No slope along this route may exceed 1:20 without providing a ramp with a maximum slope of 1:12 and handrails. Crosswalks along this route shall be wide enough to wholly contain the curb ramp with a minimum width of 36 inches and shall be painted with white stripes. All development shall comply with handicapped accessibility requirements based on the version of the International Building Code, Chapter 11, and the International Code Council (ICC) A117.1- 2009, or any future update of that document adopted by the City.

Response: Accessible routes have been provided from public walks to all building main entries.

2E. *Parking, Loading, and Stacking*

No more than 60 percent of the lot frontage on arterial and collector streets to a depth of 60 feet shall be occupied by surface parking. This applies to Picadilly, Smith Road, and 19th Avenue. Revise the site plan to meet this requirement. Indicate on the site (with dimensions) that you are meeting the 60-foot depth and the percentage of surface parking along the frontage.

Response: The current site plan meets this requirement:

- North frontage length of parking = 800' which is 59.3% of frontage length (1,349')
- West frontage length of parking = 873' which is 59.8% of frontage length (1,459')
- South frontage length of parking = 180' which is 12.0% of frontage length (1,495')

Considering there wasn't a clear and identified use for the four buildings, the parking requirements are as follows:

- For storage and warehousing – No parking requirement
- For distribution facilities – 1 space per 1,000 square feet

Identify on the site plan how much square footage will be used for the above-referenced uses. Apply the parking requirements accordingly.

Response: There are no tenants associated with these buildings at this time. They are anticipated to be a combination of warehouse/storage, distribution and office support. It's understood that each tenant use will be required to pull permits for any work and to show compliance with parking requirements.

Bicycle parking requirements equal to 5% of required automobile parking spaces are required. At least 10 percent of required bicycle parking spaces shall be located within 100 feet of the primary building entrance;

Response: Understood

Section 146-4.6.5 details requirements for the design and placement of parking areas. Generally, parking areas should be located and designed to provide for adequate vehicle circulation, safe pedestrian connections, screening from adjacent sites and streets, and to avoid abutting significant stretches of adjacent streets. In parking lots containing more than 150 contiguous spaces, sidewalks or paths at least six feet in width and designated by painted lines, raised surfaces, or different surfacing colors or materials shall be provided within a landscaped median to provide safe pedestrian access from the farthest parking block, row, or bay to the primary entrance of each building the parking area serves.

Each parking lot containing more than 150 spaces shall divide the parking area into "parking blocks", each containing no more than 120 vehicle parking spaces to the maximum extent practicable in light of the shape and orientation of the parking lot and the location of access points to the parking lot. Each parking block shall be separated from other parking blocks by a driving aisle with a center landscaped swale, median, or area at least 20 feet in width.

Response: Please see updated site plan for updated parking layout.

Per Section 146-4.8.10, loading doors and operations shall occur within the interior of the site and not be visible from a public right-of-way. If physical site constraints or frontage on more than one right-of-way prevent compliance with this standard, alternative compliance may be approved by the Planning Director on a case-by-case basis if the Director determines that the alternative will reduce visual and noise impacts of loading doors and operations on abutting rights-of-way and residential to the maximum extent practicable.

Response: *The only loading facing right-of-way is on the east side of the site facing the minor interior road. No loading is facing Smith, E. 19th or Piccadilly.*

Eastgate Industrial Park Master Plan – Urban Design Standards

Loading areas shall be designed to accommodate complete backing and maneuvering on-site, not from public street. Loading areas should not encroach into required parking setbacks. Loading doors should not front Smith Road, nor should they be located, regardless of orientation, closer than 70 feet from the property line facing the loading dock door. All loading and storage areas within a clear view from public streets and/or open spaces areas should be effectively screened. Screening should be by walls of the same material and generally integral to the building design. Screen walls adjacent to loading and dock areas should not exceed 12 feet in height. Landscape screening may be allowed with Architectural Committee written approval.

Response: *All loading and truck maneuvers are contained on-site utilizing industry standard for truck court depths. 10' screen walls are being shown at the end of each building loading area adjacent to Smith or E. 19th as shown on the proposed elevations.*

2F. *Landscape, Water Conservation, Stormwater Management*

General Landscape Plan Comments

Prepare your landscape plans in accordance with the Eastgate Framework Development Plan (FDP), the Unified Development Ordinance (UDO) and the Landscape Reference Manual. The landscape comments provided herein are based upon the following code 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: *Understood*

– 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.

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: *Understood*

– 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: *Site triangles are shown as required*

– Eastgate Framework Development Plan (FDP)

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

- If a conflict should exist between the standards within the FDP and the Unified Development Code, the most restrictive shall be met.
- Loading Areas: All loading and storage areas within a clear view from public streets and/or open space areas shall be effectively screened. Screening shall be by walls of the same material and generally integral to the building design.
- Walls, Fences and Retaining Walls: Fencing required for screening purposes shall be of masonry construction or shall match the material of the building. While chain link fencing is permitted by the FDP, the UDO is more restrictive and does not permit chain link fencing for screening purposes.
- Parking Requirements: A two-foot overhang into landscape areas is allowed as long as the landscape bed is increased accordingly to account for the overhang. A minimum five-foot landscape separation exclusive of vehicle overhangs shall be maintained between vehicular areas and buildings.
- Smith Road Buffer: A ten-foot landscape buffer is required. A double row of shrubs for screening of parking lots with an informal tree planting.
- Picadilly Road Buffer: 25' wide buffer with a berm. One tree per 30 linear feet for the curbside landscape and one tree and 15 shrubs per 30 linear feet of street buffer.
- Detention Pond Landscaping: One tree and 10 shrubs per 300 sf of tract area.

Response: Understood. Please note that there is no on-site detention. A regional detention pond is in place east of the site. Required buffer widths are being shown.

- 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 146-4.7. The applicant is responsible for reviewing this section and determining all applicable landscape conditions.

Response: Understood

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

Provide street trees at a ratio of one (1) tree per 40 linear feet of curbside landscaping along Smith Road, East 19th Avenue and Sicily Drive. In accordance with the Eastgate FDP, Picadilly Street will require one tree per 30 linear feet. Trees shall be provided in the curbside landscape when a detached sidewalk is installed or four to five feet from the back of walk when an attached sidewalk is installed. Street trees shall be located 50' from the face of a stop sign to maintain regulatory sign visibility. Refer to Figure 4.7-2.

Response: Acknowledged. Please note the street trees have been planted in accordance with the Eastgate FDP. See sheet 29.

The UDO requires plantings within the curbside landscape to vary depending upon the width required by the street cross section. Refer to this specific section of the UDO for permitted plantings. Sod is only permitted in curbside landscape that are 10' or greater in width.

Response: Acknowledged. Sod is permitted as per the Eastgate FDP.

- Section 146-4.7.5 D. Street Frontage Landscape Buffers

Provide a 25' wide street frontage landscape buffer along Picadilly Street and a 10' wide street frontage landscape buffer along Smith Road, East 19th Avenue and Sicily Drive. No reduction in the buffer widths is permitted for Smith Road or for industrial developments along arterial streets such as Picadilly. A reduction

in buffer width to 6' is permitted along East 19th Avenue and Sicily Drive in accordance with Table 4.7-2 Required Landscaping Buffer Widths and Allowed Reductions. Landscaping shall consist of one tree and ten shrubs per each forty linear feet of buffer length along Smith Road, East 19th Avenue and Sicily Drive. Plant quantities for Picadilly Street shall follow the Eastgate FDP. Buffers are measured from the back of walk. When no sidewalk is present, then buffers are measured from the property line.

Response: Acknowledged. See sheet 29.

Shrubs and ornamental grasses may not be substituted for trees in the buffer unless the applicant demonstrates to staff that the site is encumbered. Encumbrances shall include overhead and underground utilities, floodplain, easements or similar. When over lapping landscape standards occur such as when building perimeter, detention/water quality and/or parking lot landscape requirements fall within the landscape buffer, they may be counted towards meeting the buffer

requirements, however the most restrictive requirements shall be met.

Response: Acknowledged. See sheet 29.

– Section 146-4.7.5 J. Building Perimeter Landscaping

Building perimeter landscaping is required when building elevations face public rights-of-way, residential neighborhoods, public open space, or whenever an entrance door is present. Landscaping shall consist of one tree or tree equivalent per each 40 linear feet of elevation length or per building face. Building perimeter landscaping provided within 20' of the building face may count towards the building perimeter landscaping requirements including landscaping provided within the parking lot.

Response: Acknowledged. See sheet 29.

– Section 146-4.7.5 K. Parking Lot Landscaping

Both interior and exterior parking lot landscaping is required for all proposed parking lots. 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 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. City staff will determine whether the overlap exists once a formal site plan submittal is made.

Response: Acknowledged.

Also 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: Acknowledged.

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

All service, loading and storage areas visible from residences, public or private streets, public open spaces or trails shall be screened. Please refer to the Eastgate FDP for the required screening requirements which include a wall.

All trash dumpsters and recycling bins must be enclosed and setback at least 12 feet from adjacent properties when adjacent to residential or commercial uses. Dumpsters shall have a wall or opaque fence at least six feet in height on three sides and 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: Tenants are not known at this time so trash needs will be handled on a case by case basis.

– Section 146-4.7.5 L. Site Entryways and Intersections

Provide a distinctive landscape feature at each site entrance. Distinctive landscape features should consist of specimen quality plant material that will provide visual interest during all seasons. This is often provided around any proposed signage and/or monumentation.

Response: Acknowledged.

– Section 146-4.8.3. C. (Irrigation)

All developments shall install an automatic irrigation system for landscape areas. To assess irrigation tap fees, the Water Department will require the applicant divide their landscape into water conserving, non-water conserving and non-irrigated areas as part of the landscape submittal. A table summarizing the quantities along with a plan shall be provided that clearly delineates these areas. Contact Timothy York at (303) 739-8819 or tyork@auroragov.org regarding irrigation plan requirements and application fees. An irrigation permit is required prior to the installation of an irrigation system.

Response: Understood

2G. *Building Design Standards*

All roll-up doors and parked trucks must be hidden from view from the public right-of-way and adjacent properties. This can be done with opaque walls, berming, landscaping, or a combination of these. In the Site Plan, include perspective/sight line drawings or renderings from adjacent rights-of-way.

Response: Please see landscape plans and building elevations for proposed development.

Section 146-4.8 contains specific standards for the design of buildings. These standards include requirements for building orientation and spacing, breaking up the massing of building facades with articulation elements, four-sided building design, and permitted materials, among other things. The Master Plan also has specific standards for building design and architecture. Industrial buildings must avoid unbroken, flat walls of 50-feet or greater. Any accessory buildings, including guard shacks must be designed to be architecturally similar to the primary building.

Code requires that you incorporate material changes and architectural features such as glazing, textured surfaces, projections, color, overhangs, and changes in parapet height to improve the façade and create an inviting and attractive street presence. Buildings must be designed to create a clear base, middle, and cap, with specific instructions and tips for how this can be achieved in Section 146-4.8.5.C. Ground floor designs should support a pedestrian-friendly environment, provide visual interest, and help to create an atmosphere that promotes foot traffic. Code also requires that you use changes in the wall planes, both horizontally and vertically, at specific intervals and provide a variety of durable materials to create visually interesting buildings. Architectural details shall be continued on all four sides of the buildings to prevent the back of house appearance. See the table below for applicable building design standards and ensure that the building elevations meet all applicable requirements.

Response: See attached building elevations for proposed four-sided design.

Per the Unified Development Ordinance, Section 146-4.8.4, in the Business/Tech District each primary structure shall be arranged so that the primary façade and each façade with a main pedestrian entry, orients onto and provides direct pedestrian access onto, one of the following.

- A public or private street;
- A public park, open space or common green;

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- A plaza or courtyard; or
- A pedestrian passage.

Response: *Access from buildings is provided to adjacent right-of-way as shown.*

Typically, these requirements are met by providing courtyards or patio spaces at primary employee and guest building entrances. These areas include enlarged hardscape areas, pedestrian scaled lighting, site furniture, shade features and landscape amenities such as raised planters, seat walls and tree cutouts. For employment centers these areas may be designed to coordinate pickup and drop off areas. Architectural enhancements are also required at primary entrances. Enhanced entrances and enhanced rooftop design are required for industrial development.

Response: *Understood. See attached elevations for enhanced entry areas.*

Metal is prohibited as a primary exterior surface material on buildings that are visible from a street, park, open space, or trail. Metal may be used as an accent material covering no more than 10 percent of the facades of such building facades. If metal is to be used along interior lot lines, such facades need to be integrated into the overall building design.

Response: *No metal is being proposed.*

All elevations visible from a public or private street shall include variable parapet heights and 1-foot minimum projections with the distance between not to exceed 50 feet.

Industrial buildings with metal as the primary exterior surface material shall have roofs enhanced with a decorative fascia, a roof pitch of 4:12 or greater, projecting gables, or other similar techniques.

Response: *Variation in panel reveals, pattern and color as well as parapet height adjustments have been*

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						
Facade 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.

proposed to meet this requirement.

2H. Exterior Lighting

Standards for exterior lighting are found in Section 146-4.9. Show typical details of lighting on the plan and on building elevations. Also refer to the Eastgate Industrial Park Master Plan for additional standards.

Response: See attached proposed site lighting sheets and lighting cut sheets.

2I. Fencing

Solid fencing and walls may be utilized as appropriate to screen industrial uses. Materials should be poured in place concrete or concrete masonry units in a horizontal ashlar pattern and textured face to reflect the character of the stone used in the monumentation and landscape walls. Vinyl privacy fencing may also be used. Wood fencing will be allowed only where required due to an underlying easement that prohibits permanent fence construction. Modern steel fencing with clean lines and strong forms will be used on top of walls that exceed 30" height. Taller fencing is permitted at property lines or in areas requiring enclosure for security. Rolled wire security fencing is not allowed in street frontages. Chain link fencing is allowed if it is located internal and not visible from a street, and a more modern grid like security fencing is encouraged. Color clad chain link, welded wire, and Omega or similar welded wire fencing may not be used to meet screening requirements. Fencing colors shall be powder coated or hot dipped galvanized in silver or black colors to compliment the overall materials. Fence at retaining walls that exceed 30" height shall require safety railing fence per ADA code.

Response: No fences are being proposed.

Security fencing shall not exceed 9' height. Retaining walls shall not exceed 8' height. All fence types along arterial and collector streets shall incorporate masonry columns of a minimum cross-section of 18 by 18 inches. For all fence and wall types and locations, columns shall be placed at all fence corners, points of transition to other fence styles along a run of fence, and fence termination points. In commercial and industrial uses, columns shall be placed at a minimum spacing of 120 feet on center, and shall extend 75 feet down interior lot lines.

Response: No fences are being proposed.

2J. Signs

Section 146-4.10 governs signage standards. Please review this section for complete details. Show the location of any monument signs on the plans and indicate the location of wall-mounted signs on the building elevations.

Response: No monument signage is being proposed at this time. Wall mounted signage will be dependent on future tenants and will be subject to separate permit.

3. 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: No adjustments are being sought at this time.

4. Submittal Reminders

4A. 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: Understood.

4B. 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: Understood

4C. Mineral Rights Notification

Please fill out the [Mineral Rights Affidavit](#) and supply this document to your Case Manager with the application submittal.

Response: Understood

[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:

- ▶ The approved MUS shows a 12" waterline to be installed along Smith Road for the northern portion of the site. Since Smith Road is paved, Aurora Water will allow the 12" waterline to be looped internal to the site connecting the waterline in Picadilly Road to the waterline in Versailles.

Response: Understood.

- ▶ Extend sanitary from Versailles onto the site. No sanitary connections are allowed within Smith Road. The sanitary main will need to be extended to provide frontage to all buildings.

Response: Understood.

- ▶ Please send proposed demands to the Aurora Water department at the beginning of your review process to determine if there is adequate capacity in the Prologis lift station to support this development. See contact information on page four.

Response: It will be sent once a reviewer is assigned.

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- ▶ Utilities installed outside of public ROW will require dedicated utility easements with the following widths:
 - 16' wide for a single utility
 - 26' wide for water and sanitary
 - 10' wide for meters and hydrants extending 5' beyond the asset

Response: Understood.

- ▶ Water meters must be placed in landscape. Fixture Unit tables must be shown on the civil plans to justify meter sizing

Response: Understood.

- ▶ A [domestic allocation agreement](#) will be required for connections 2" and larger.

Response: Understood.

Utility Services Available:

- Water service may be provided from: Versailles or water main extension on to the site
Response: Understood.
- Sanitary sewer service may be provided from: Main extension on to the site from Versailles
Response: Understood.
- Project is located on the following Map Page: 03S
Response: Noted.

Utility Service 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
 - All utility connections in the arterial roadway are required to be bores***Response: Understood.***
- 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: Noted.

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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.

Response: Noted.

- 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.

Response: Acknowledged.

- For a full listing of Utility Fees, please see the [Aurora Water Fee Schedules](#).

Response: Understood.

- 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: Understood.

Public Works Department

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

Key Issue:

- ▶ 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.

Response: Traffic Impact Study provided.

- ▶ Site access drives/streets shall be located 300' CL-CL from Smith Road and Picadilly Road (arterials), including access spacing along each and throat depth to intersections.

- A vehicle queue evaluation will be required if applicant wants to pursue a variance to the throat depth requirement.

Response: Queuing analysis has been provided in the TIS.

- ▶ The site access on Sicily Street should align with the existing access on the east side Sicily Street.

Response: East access has been aligned with existing access on Sicily.

- ▶ Street/access legs at intersections shall be perpendicular to one another +/- 5 degrees.

Response: Understood.

WARE MALCOMB

ARCHITECTURE
PLANNING
INTERIORS

CIVIL ENGINEERING
BRANDING
BUILDING MEASUREMENT

- ▶ Traffic signal escrow may be required at several intersections. See below for additional information.
Response: Understood.
- ▶ COA supports the separation of employee and truck access and parking.
Response: Understood.
- ▶ Applicant shall install two 2" conduits and pull boxes to be owned/maintained by the City of Aurora, for future fiber optic interconnect of traffic signals along arterial roadways (Smith Road and Picadilly Road).
 - Conduit
 - Conduit material shall be Schedule 80 HDPE (or similar).
 - A # 14 AWG stranded copper conductor shall be installed for city underground locating purposes.
 - A nylon pull tape with a minimum 1,250 lb. tensile strength shall be installed in all new conduit.
 - Pull Box
 - Pull boxes shall be 30"x48"x24", with two-piece interlocking lids.
 - City conduit shall be installed into City Pull Boxes.

Response: Understood.

- ▶ Gates are required to be setback from Public road flowline a minimum of 35-feet, longest expected vehicle or at least the 95th percentile queue. If the gating system swings, it shall swing into the site.
Response: Understood. It is not anticipated that this development will have gates.

- Show all adjacent and opposing access points on the Site Plan.
Response: All adjacent and opposing access points have been added.

- Label the access movements on the Site Plan.
Response: Understood.

- 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 TE-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](#).

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: Understood.

- 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:

WARE MALCOMB

ARCHITECTURE
PLANNING
INTERIORS

CIVIL ENGINEERING
BRANDING
BUILDING MEASUREMENT

- 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: Note added.

ROW/Plat:

- Designate a Public Access Easement along private drives.

Response: Fire lane access easements provided throughout the site.

- A traffic signal easement shall be required at multiple intersections, as determined by the TIS, to accommodate the proposed traffic signal pole, underground conduits, pull boxes and signal control cabinet.

Response: Understood.

Improvements:

- Right turn lanes for major intersections shall consider alternative geometric configurations (standard geometry for channelized right turn lanes with acceleration lane, compound curves for channelized right turn lanes without acceleration lanes).

Response: Acknowledged.

Traffic Signal Escrow:

- Multiple intersections are potential candidates for a future traffic signal if and when signal warrants are met. As an adjacent landowner/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 25%/50%/100% of the traffic signalization costs at multiple intersections, if and when traffic signal warrants are satisfied. Traffic signal warrants to consider shall be as described in the most recently adopted version of Manual on Uniform Traffic Control Devices, as of the date or dates of any such warrant studies. For warrant purposes, the minor street approach traffic shall typically be comprised of all through and left-turn movement and 50% of right turn movements unless otherwise determined by the traffic engineer. **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: Note added.

WARE MALCOMB

ARCHITECTURE	CIVIL ENGINEERING
PLANNING	BRANDING
INTERIORS	BUILDING MEASUREMENT

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.
 - 2) Trip Generation from the site.
 - 3) Site Circulation Plan
 - 4) Include detailed analysis of:
 - a) All site access points
 - b) Intersection of Picadilly Road at Smith Road
 - c) Intersection of Picadilly Road at 19th Avenue
 - d) Intersection of Smith Road at Sicily Street
 - e) Intersection of 19th Avenue at Sicily Street
 - 5) Signal Warrant Analyses of multiple intersections as identified by the TIS– Warrant 1,2,3 all to be included (collect 72-hour tube counts for analysis)
 - 6) If a traffic signal or multiway stop warrant is met at an intersection, then a roundabout shall also be considered at the intersection.
 - 7) Analysis of pedestrian connectivity

The Traffic Study shall be prepared in accordance with the [City of Aurora Traffic Impact Study Guidelines](#).

Submitting the Traffic Study:

- 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](#).

Based on our review of the Traffic Impact Study additional improvements may be required.

Response: Traffic Impact Study included.

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 for this development shall be in conformance with the Public Improvement Plan (PIP). Picadilly improvements should be coordinated with the new interchange configuration and plans. Public improvements required include:
 - Sicily: 5.5' detached sidewalk, 8' curbside landscaping, and streetlights

WARE MALCOMB

ARCHITECTURE
PLANNING
INTERIORS

CIVIL ENGINEERING
BRANDING
BUILDING MEASUREMENT

- Smith: 8' detached sidewalk, 10' curbside landscaping, and streetlights
- 19th: 6' detached sidewalk, 8' curbside landscaping, and streetlights
- Updating the existing curb ramps on both sides of the intersections of 19th/Sicily and Sicily/Smith

Response: Public improvements provided based on the above information.

- ▶ A preliminary drainage report shall be submitted with the site plan. Detention and water quality shall be in compliance with the master drainage study. The existing pond is shall have a pond certification, updated I&M, and a dedicated drainage easement.

Response: Preliminary Drainage Report included.

- ▶ 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: Acknowledged.

Improvements:

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

- Typical roadway sections are specified in the City Code and summarized in Section 4.08 with details shown in the Standard Detail S1.

Response: Understood.

- 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. Refer to Standard Detail S9. Detailed grading of the curb ramps shall be included in the civil plans.

Response: All new curb ramps shown on the 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.

Response: Understood.

- 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.

Response: Understood.

- Retaining walls shown on plans shall indicate material type and a height range or indicate a maximum height. Where appropriate, guard or handrails may be required.

Response: Understood.

WARE MALCOMB

ARCHITECTURE	CIVIL ENGINEERING
PLANNING	BRANDING
INTERIORS	BUILDING MEASUREMENT

- 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.
Response: Understood.
- 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.
Response: Understood. Gates are not anticipated for this development.
- Streetlights are required along adjacent roadways. Please refer to the Draft Lighting Standards for streetlight spacing, location, wattage, etc., information. Streetlights 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. Streetlight locations shown on the site plan are conceptual. The street lighting plan shall be included with the Civil Plan submittal and will determine final streetlight locations based on a photometric analysis.
Response: Understood.

ROW/Easements/Plat:

- ROW dedication is required for public streets in conformance with the PIP.
Response: Acknowledged.
- 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.
Response: Understood.
- 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: Acknowledged.

WARE MALCOMB

ARCHITECTURE	CIVIL ENGINEERING
PLANNING	BRANDING
INTERIORS	BUILDING MEASUREMENT

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. Full spectrum detention is required for this project.
Response: Noted. The full spectrum detention is already provided in the adjacent regional pond. No on-site detention is anticipated for this development.
- The engineer is responsible for researching 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.
Response: Understood.
- 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 Civil Plans will be approved or Stormwater Permits will be issued.
- **Response: Noted. No on-site detention is anticipated for this development. This should have been provided when the existing regional pond was designed and constructed.**
- 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.
Response: Understood.
- Release rate for the detention pond shall be based upon the ["Storm Drainage Design and Technical Criteria"](#) Manual, latest revision.
Response: Noted. Our development will fall within the allotted criteria for the existing regional pond, and it is not anticipated that any improvements to the pond will be required.

WARE MALCOMB

ARCHITECTURE	CIVIL ENGINEERING
PLANNING	BRANDING
INTERIORS	BUILDING MEASUREMENT

- Cross pans are not allowed across collector or arterial roadways, nor are they allowed on roadways with storm sewer systems.
Response: Understood.
- 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.
Response: Understood.
- 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.
Response: This development is utilizing the existing culverts that tie into the existing regional pond.
- Extend storm sewer through the site, including inlets, pipes, manholes, etc., as needed.
Response: Acknowledged.

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.

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: Understood.

Adopted Codes by the City of Aurora – Setbacks:

The site plan and civil plans must reflect the setback requirements of the 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 2021 International Codes please utilize the following hyperlink; [ICC Codes Online](#).

- The Aurora Building Division currently utilizes the adopted 2015 International Codes Series except for the 2020 NEC. Our next code adoption cycle will be for the 2021 International Code Series, along with the 2020 NEC as of January 8, 2022.
- Show the distance of new or existing lot lines to proposed exterior walls of structures on the site plan.

Response: Understood.

WARE MALCOMB

ARCHITECTURE	CIVIL ENGINEERING
PLANNING	BRANDING
INTERIORS	BUILDING MEASUREMENT

Civil Plans:

Based on the discussion within the pre-application meeting the following information must be reflected within the Civil Plan package submitted to Public Works Department.

- [Dead-End Fire Lane Detail](#)
- [Fire Lane Sign Detail](#)
- [Grading Plan](#)
- [Handicap Accessible Parking Signs](#)
- [Sign Package](#)
- [Signature Block](#)
- [Street Standards and Street Section Details](#)
- [Warehouse/Distribution Facilities Storing High-Piled Combustible Storage:](#)

Response: Understood.

Emergency Responder Radio Coverage:

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

- The 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.
- 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.

WARE MALCOMB

ARCHITECTURE	CIVIL ENGINEERING
PLANNING	BRANDING
INTERIORS	BUILDING MEASUREMENT

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.

Response: Acknowledged.

- Buildings greater than 30' in height are regulated by the 2021 IFC 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: Acknowledged.

Fire Hydrants:

The number and spacing of fire hydrants are determined using the 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.

- Aurora Water is not asking the extension of a water main within East Smith Road. To accommodate the needed fire hydrant coverage requirements of adjacent roadways, extend a lateral from the internal looped water supply to a fire hydrant on the south side of Smith Road.

Response: Acknowledged.

Fire Sprinkled Structures:

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

Response: Acknowledged.

Accessibility Requirements:

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

- Commercial

Hazardous Materials:

Per the 2021, IFC Chapter 50, A permit through the Aurora Building Division is required to for the prevention, control and mitigation of dangerous conditions related to storage, dispensing, use and handling of hazardous materials. To

WARE MALCOMB

ARCHITECTURE	CIVIL ENGINEERING
PLANNING	BRANDING
INTERIORS	BUILDING MEASUREMENT

download a copy of the hazardous materials inventory statement checklists please visit our web site by clicking on the hyperlink provided.

Response: Understood

High-piled Combustible Storage:

For submittal requirements to the Aurora Building Codes Division please visit our website to download a copy of the 2021 High-Piled Combustible Storage Checklist by clicking on the hyperlink provided.

- Per the 2021 IFC, Section 3206.6 Building access. Where building access is required by Table 3206.2, fire apparatus access roads in accordance with Section 503 shall be provided within 150 feet (45 720 mm) of all portions of the exterior walls of buildings used for high-piled storage.

Response: Understood

Knox Hardware:

Where access to or within a structure or an area is restricted because of secured openings or where immediate access is necessary for lifesaving of fire-fighting purposes, the fire code official is authorized to require a key box to be installed in an accessible location.

Response: Acknowledged.

Legend:

The cover sheet must include a “Site Plan Legend” reflecting both existing and/or proposed site elements that are existing or proposed within site.

Loading and Unloading Areas:

The site plan must show the location of the loading and unloading areas. These areas must not encroach into the dedicated or designated fire lane easement.

Phasing Plans:

A phasing plan must be provided with the Planning Departments Site Plan and the Public Works Departments Civil Plans submittals.

Photometric Plan:

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

WARE MALCOMB

ARCHITECTURE	CIVIL ENGINEERING
PLANNING	BRANDING
INTERIORS	BUILDING MEASUREMENT

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.

Site Plan, Civil 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.

- [\(Plat Note\) If Plat Contains Fire Lane Easement](#)
- [\(Site Plan Note\) Accessibility Note for Commercial Projects](#)
- [\(Site Plan Note\) Addressing](#)
- [\(Site Plan Note\) Aircraft Noise Reduction \(LDN\)](#)
 - This area is within a noise mitigation area. [Sec. 22-425](#)
- [\(Site Plan Note\) Americans with Disabilities Act](#)
- [\(Site Plan Note\) Emergency Ingress and Egress](#)
- [\(Site Plan Note\) Emergency Responder Radio Coverage](#)
- [\(Site Plan Note\) Fire Lane Easements](#)
- [\(Site Plan Note\) Fire Lane Signs](#)

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.

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 civil 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](#)
 - See the 2021 IFC, Section 503.1.1 that discusses fire access requirements to within 150’ of “facilities” such as your outdoor storage yard or parking areas.
- [Access Road Width with a Hydrant](#)
- [Aerial Fire Apparatus Access Roads](#)
- [Fire Apparatus Access Road Specifications](#)
- [Combined Fire Lane, Public Access and Utility Easements](#)

WARE MALCOMB

ARCHITECTURE	CIVIL ENGINEERING
PLANNING	BRANDING
INTERIORS	BUILDING MEASUREMENT

- [Construction of Fire Lane Easements and Emergency Access Easement](#)
- [Dead-end Fire Apparatus Access Roadways](#)
- [Encroachment into Emergency Access or Fire Lane Easements are Prohibited](#)
- [Grade](#)
- [Labeling of Easements on the Site Plan, Plat and Civil 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](#)
- [Pocket Utility Easements for Fire Hydrants](#)
- [Public Street Systems Adjacent to Site](#)
- [Remoteness](#)
- [Speed Bumps](#)
- [Snow Removal Storage Areas](#)
- [Two points of Emergency Access](#)
- [Width and Turning Radius](#)

Trash Enclosure:

Per the 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.

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:

- The property is currently platted; however, due to your proposed use, it will need to be resubdivided (replatted) at this time in order to obtain a building permit. Plats must be prepared using City of Aurora specifications provided in the most current [Subdivision Plat Checklist](#). Plat reviews may run concurrently with your other Planning Dept. submittals.
- A **pre-submittal meeting** with Real Property is required on all plat submittals so our team may verify that basic elements have been addressed before they are submitted to Planning. This 30-minute meeting is for the 1st submittal of plats only and is by appointment only. Call *Darren Akrie* at 303.739.7300 to schedule your appointment. The person preparing the plat and your project manager should attend the meeting. Please bring two sets of the plat.

Site Plans:

WARE MALCOMB

ARCHITECTURE	CIVIL ENGINEERING
PLANNING	BRANDING
INTERIORS	BUILDING MEASUREMENT

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:

- 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](#)
 - [Easement Release](#)
 - [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.
- No portion of any roofed structures or footers may encroach into any easement. However 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.