

September 12, 2018

Mr. Jacob Cox

**City of Aurora, Planning Department**

15151 E. Alameda Parkway, Suite 5200

Aurora, Colorado 80012

**Re: Initial Submission Review - Argenta (Fan Fare) - Master Plan, Site Plan and Plat**  
Application Number: **DA-2139-00**  
Case Number: **2018-7001-00; 2018-6018-00; 2018-3024-00**

Dear Mr. Cox,

Thank you for taking the time to review our preliminary plans presented at the Pre-Application Meeting held at your office on October 6, 2016. Valuable feedback was given by City Staff and adjustments have been made to reflect some of the key points made. We have reviewed the comments made and have responded in the following pages.

Please feel free to contact me directly should you have any other comments, questions and/or special requests for additional information. We look forward to working with you to make this project a success.

Sincerely,  
Norris Design



Samantha Crowder  
Associate

## *Initial Submission Review*

### **SUMMARY OF KEY COMMENTS FROM ALL DEPARTMENTS**

- ✓ Adjust the plat to reduce or eliminate unbuildable tracts between townhome lots and the street. This is a technical correction and should not necessarily change the relationship of the building to the street.
- ✓ Submit more detailed information regarding land dedication of the “Small Urban Park” in the master plan.
- ✓ Please provide addition information on the Master Plan as suggested by Planning.

### **PLANNING DEPARTMENT COMMENTS**

Reviewed by: Brandon Cammarata / [bcammara@auroragov.org](mailto:bcammara@auroragov.org) / 303-739-7251 / PDF comment color is teal.  
Please address redlines submitted by Sara Ullman the initial case planner. Sara has left the City of Aurora and case planner role has been transitioned to Brandon Cammarata.

#### **1. Community Comments**

Name: Yves Genty; Address 10162 E.7th Avenue, Organization: Del Mar Neighborhoods United; Phone: 7206299894; Email: [yrghenty@gmail.com](mailto:yrghenty@gmail.com)

Comment: It is not clear to me how the detention pond connects to the existing 36 inch storm drain pipe in Hanover Street. That is because the small detail is not clear on my computer screen.

**RESPONSE: Revised civil sheets are at a larger scale.**

I'm also concerned about the strength of the pond wall in case of a massive downpour. The property to the North could suffer major damage should the wall fail.

**RESPONSE: Pond wall will be constructed by structural engineer to design standards required by the City of Aurora.**

#### **2. Completeness and Clarity of the Application**

2A. Please increase to scale of the site plan to at least 1 to 30 scale on site all site plan sheets.

**RESPONSE: Civil sheets have been revised.**

2B. Please review redline comments

**RESPONSE: Redline comments have been reviewed and addressed.**

#### **3. Zoning and Land Use Comments**

##### **Master Plan**

##### **Introduction**

Include additional context from a mapping standpoint and project standpoint. Mapping should identify the street network, landmarks, schools, bus stops, on and off-street bike routes, parks, etc. Also, map and reference the Havana North Urban Renewal Area. Generally, describe the Havana overlay district and map the boundaries.

**RESPONSE: A context map has been added.**

##### **Master Plan**

Please show the planned east/west connection to Havana on the north end.

Identify Bus stop location.

**RESPONSE: A bus stop icon has been added.**

#### Design Intent and Guidelines

On “streetscape,” please include language that buildings should be located with the front facing the street and located close to the street. Parking along streets shall be avoided and when necessary shall be a screen with vertical elements that will include a low wall. There is a reference to sheet nine on parking which is not in the package. Please include this page addressing design principles for surface parking. The sheet should also provide more guidance on the design mitigation for the podium parking especially when the podium parking is adjacent to the street of common areas intended for pedestrians. This mitigation should include screening approaches as well as the need to include architectural detail elements to break up long facades.

**RESPONSE: Although the Applicant appreciates these suggestions, they are not consistent with the vision of the project. Buildings will be located, in most cases, close to the street, however they may not be oriented to front the street. In many cases we have building fronting onto a common green court, which allows for integral green space within the development.**

**Additional language describing the need for screening of podium parking has been incorporated.**

#### Street Hierarchy

There needs to be more clarity regarding the design of the primary internal drive (in the multi-family area) in particular how pedestrians can utilize this feature and how the design can be an approach to function more like a street.

**RESPONSE: Language has been added.**

Provide design guidance to the northerly east-west connection to Havana that provides for multiple modes of transportation and quality urban design.

**RESPONSE: Language has been added.**

Please clarify the approach to bicycle movements. My understanding is that 4th Way signal at Havana will be bicycle friendly. Please include this potential approach prominently in this plan. Also, show how your bicycle plan takes advantage of this signal and the ability to head east to the Highline Canal Trail.

**RESPONSE: Language has been added as well as noted in the street sections.**

Section D-D is not clear. I don't understand the carport shown in the section. There should be on-street parking, and the proposed 40-foot wide street section is potential too wide for this pedestrian-oriented development.

**RESPONSE: Section has been revised.**

Include the desired relationship of buildings to the street in these street sections.

**RESPONSE: The relationship to adjacent buildings has been included within the sections.**

Include plan view of the street sections in addition to the cross-sections.

**RESPONSE: Plan view of the street sections have been included.**

#### Landscape Enlargement

Please include street frontage as an important design feature for both the mews and the parks. Also, the inclusion

of flexible, usable space is vital in both parks and mews.

**RESPONSE:** *Street frontage is discussed in more detail under the “Streetscape” section of the design guidelines. Additional language regarding the desire for flexible public spaces has been added to the “Public Spaces” portion of the design guidelines.*

#### Signage Plan

Identify that the plan intends to have a consolidated approach to ground signs with the intent to avoid the clutter of ground signs.

**RESPONSE:** *Language added.*

#### Architectural

##### Townhomes

Add to bullet point five “and manage grade changes between the building and back of sidewalk to avoid steep slopes that are hard to landscape or use.

**RESPONSE:** *Language added.*

##### Apartments

Add to bullet one that most units will include balconies. Clarify that buildings should be set back 10’ to 20’ from streets. The visual appearance of structured parking adjacent to the street should be mitigated. This mitigation should include screening approaches as well as the need to include architectural detail elements to break up long facades. Please provide examples.

**RESPONSE:** *Language added.*

##### Retail

Add to bullet number 3 that the facades facing Havana will include storefront window and customer entrances. Add that multiple story buildings are encouraged and that north of 4th way the expectation is building of 2 or more stories.

**RESPONSE:** *Language added.*

##### Parking

Parking is mentioned previously in this letter. In particular, the need to clarify expectations regarding the appearance of the podium parking, the general approach to surface parking and if there will be carports or detached garages and regarding the primary drive aisle design standards and pedestrian functionality. If carports or detached garages are being considered, then please include this idea and guidance in the parking section. Generally, the staff is not supportive of detached garages or carports and would like to see the 35% garage parking accommodated within the parking podium.

**RESPONSE:** *Language discussing parking screening has been added.*

##### Plat

The plat comments are not intended to substantially change the site layout or relationship of buildings to the street or commons areas, but rather the comments are addressing the technical approach. The plat comments are to clarify what expectations moving forward are and minimize complications in the future regarding ownership of property and easements.

**RESPONSE:** *Noted.*

All lots adjacent to streets should extend to the right of way boundary.

**RESPONSE: Revised.**

Adjust plat boundaries so that proposed tree lawn and sidewalk sections will be in the public right of way. In particular, there will be changes to the curb line on Havana Street to incorporate.

**RESPONSE: Noted.**

4th Way and the internal north-south street should either be platted as right of way or in a tract or easement wide enough to accommodate the full street section including sidewalk and tree lawn. 4th Way should also be platted through to Havana Street with this plat. The platting of the 4th Way to Havana should not change the nature of the discussion regarding the public improvements plan.

**RESPONSE: This will be platted with future phase.**

## Site Plan

### Outdoor Space

In general, the staff is supportive of the green court or mew concept in this context. However, the common portion of the green courts should be 40-feet. In this proposal the common portion is 30-feet. Please expand the width of the common green court area and retain the current porch relationship to the court. There would appear to be opportunities to reduce four of the east-west shared driveways from 27.5' to 25' to allocate five additional feet of width to each green court. In addition, the 31-foot wide drive is also an opportunity. There may be other locations to reallocate space to the green courts without substantially impacting urban design, function or safety.

**RESPONSE: Space has been maximized while trying to still keep alignment of roads and driveways.**

Lots need to incorporate room for typical building setbacks. In this case, the lots seem only to include the building footprint and exclude the front stoop. Lots adjacent to public or private streets and shared drives should have lot lines that extend to the street or drive and meet at substantially 90-degree angles. This is not to suggest changing the proposed relationship of the building to the street or green court but to address technical approach. Please make this adjacent to the plat and site plan and identify the front, side and rear setbacks proposed. Please also clarify how the typical porch is proposed, there seem to be at least two general approaches, but it is not clear what is happening in each approach (some porches seem to be enclosed by a low wall and others it is not clear).

**RESPONSE: Plat has been revised.**

With reduced setbacks to the street, there is often more grade to accommodate in a shorter area. Please also clarify how the typical porch is proposed, there seem to be at least two general approaches, but it is not clear what is happening in each approach (some porches seem to be enclosed by a low wall and others it is not clear).

**RESPONSE: Civil sheets have been revised.**

### Pedestrian Network

Use directional ADA crossings at corners. Also, please adjust the connection of the internal walks to the public side to be 90 degrees.

**RESPONSE: ADA crossings have been revised.**

### Circulation

The shared driveways appear to be over 30-feet of concrete wide. This amount of width seems excessive even with zero setbacks for the rear in the context they may encourage parking within private drive areas.

**RESPONSE: Sheets have been revised based on meeting with City staff.**

### Architecture

Materials - Include calculations showing percentages of materials on all four sides. In general, the requirements for townhomes is net 50% brick or stone per building or net 75% stucco or combination stucco/brick stone per building.

**RESPONSE: Calculation added to revised townhome elevations sheets**

Side Elevations - Please enhance the side elevations that will face streets or public areas. In general, including an approach that reinforces the top, middle and base of the building. The base may include the first story differentiated by a horizontal expression line of trim or ornamental architectural elements that distinguish it from the rest of the façade. To distinguish the top, propose a cornice or similar horizontal expression line differentiating the top of the building.

**RESPONSE: Side elevations have been revised with the addition of central “bay window” elements, additional horizontal planters, and extended canopies.**

Front Elevations – Include a cap element on the top of the parapet or other similar horizontal trim feature.

**RESPONSE: Caps at the tops of the walls on the front elevations have been added.**

Please include the number and square footages of balconies and porches.

**RESPONSE:**

**Rooftop Terraces @ 278 sf x 86 = 23,908 sf**

**Rear Balconies @ 40 sf x 50 = 2,000 sf**

**Front Porches @ 76.5 sf x 86 = 6,579 sf**

**3<sup>rd</sup> Floor Decks @ 33 sf x 86 = 2,838 sf**

**Total                    35,325 sf (410 sf per unit)**

### Lighting

Please replace the floodlight TYPE GG with a lighting approach that is shielded and facing down.

Please clarify the height of various fixtures.

Please include additional BB lighting type along with all townhome frontages and or explain the rationale for the approach to only include this lighting on some frontages.

**RESPONSE: Redline comments have been picked up. Fixture GG is mounted at 30' on the building and shines down the building towards the sign. A visor will be added on the fixture so that no light spills out.**

### Miscellaneous

Address all redlines.

Provide details for low walls and retaining walls.

**RESPONSE: Noted.**

## **4. Landscape Comments**

Kelly K. Bish, PLA, LEED AP/ [Kbish@auroragov.org](mailto:Kbish@auroragov.org)/ (303) 739-7189/ PDF comments in teal.

### **Sheet 8**

- Remove note 14 of the City of Aurora Notes.

**RESPONSE: Note has been removed**

- Either correct the design guidelines or correct the table and landscape plan to reflect a 35 street tree spacing.  
**RESPONSE: The table and plans have been updated to reflect 35' spacing**
- Add "Street X" to the Standard Rights-of-Way Street Tree Table.  
**RESPONSE: Street X has been added.**
- Update the Non-Street Frontage Buffer Table to only include those portions of the northern buffer in Phase 1.  
**RESPONSE: The distance shown reflects only the length along the property line that is in phase 1**
- Add a column to the Non-Street Frontage Buffer Table for width required/provided.  
**RESPONSE: columns have been added to the charts**
- There do not appear to be any trees provided in northern buffer as indicated in the table.  
**RESPONSE: The chart has been updated**
- All deciduous trees shall be 2.5" at time of installation and 2" for ornamental trees.  
**RESPONSE: The note has been updated**
- It appears several landscape waivers are necessary. List them on the landscape plan and cover sheet. The letter of introduction should include all waiver requests as well as the expressed hardship and mitigation measures being taken to compensate for the waiver. Only the waiver sections shall be listed on the landscape plan and not the reasoning.  
**RESPONSE: Waivers have been coordinated with staff and appear on the landscape cover sheet as well as in the letter of introduction.**

#### Sheet 9

- Correct the proposed sizes of the trees as indicated in the Landscape Schedule.  
**RESPONSE: Sizes have been corrected**

#### Sheet 10

- Dimension/label the street frontage buffer. The current setback provided does not meet code and a waiver request will be necessary.  
**RESPONSE: Dimensions have been added**
- If retaining walls are provided, call them out. Provide a spot grade to denote bottom and top of wall elevations.  
**RESPONSE: RETAINING WALL LABEL HAS BEEN ADDED**
- For Geneva Street, pick four different tree species and integrate them along the entire street frontage.  
**RESPONSE: STREET TREE SPECIES HAVE BEEN REVISED**
- Turn off the grids in the buildings.  
**RESPONSE: UNIT LINES HAVE BEEN TURNED OFF**
- There has been a monument sign identified in the design guidelines, but has not been provided on the landscape plan. Will there be signage?  
**RESPONSE: THE MONUMENT SIGN HAS BEEN MOVED TO THE OPPOSITE SIDE OF THE STREET IN THE PLAN AND DESIGN GUIDELINES**
- Label the eastern street as "Street X" since it does not appear to have a street name yet and add it to the Standard Rights-of-Way table. During the current phase of development, only the west side of the street will have street trees. According to code, Section 146-1450 Additional Requirements for Residential

Development, (B) Street Frontages, "Standard Street-frontage landscaping shall comply with the Aurora street standards, including without limitation provisions for addressing detached walks, tree lawns, street trees, landscaping, fence locations and the avoidance of fence canyons." Whether "Street X" is considered public or private, it is being constructed in accordance with the Aurora Street standards and as noted above, this requires street trees as already provided, but shall be documented in the table.

**RESPONSE: Street X has been added.**

### Sheet 11

- Is public art still be considered for the small pedestrian area between buildings J and K? There does not appear to be any indication of an art component as outlined in the design guidelines.  
**RESPONSE: PUBLIC ART IS NO LONGER BEING CONSIDERED IN THE PHASE 1 COURTYARDS. THE PUBLIC ART COMPONENTS OF THIS PROJECT WILL NOW BE LOCATED IN THE PHASE 2 PORTION OF THE PROJECT**
- Use text mask where text is not legible.  
**RESPONSE: NOTED**
- Dimension and label all provided buffers.  
**RESPONSE: Labels have been added**
- For purposes of Phase 1, the northern buffer measurements should only include those areas of Phase 1.  
**RESPONSE: The buffer chart only reflects phase 1 distances**
- Show the property line as a traditional line type with a long dash and two short dashes.  
**RESPONSE: Property line has been updated**
- A 20' buffer is required along the property lines where indicated on the landscape plan. That may be reduced to 14' with incentive features. This does not meet the buffer depth requirements. A waiver is required.  
**RESPONSE: Noted**
- Label the eastern most street as "Street X" since it does not appear to have a street name yet and add it to the Standard Rights of Way table. During this phase of development, only the west side of the street will have street trees.  
**RESPONSE: STREET NAME ADDED**

### Sheet 12

- Add an elevation/detail for the proposed retaining walls. Something that calls out the materials and colors.  
**RESPONSE: DUE TO SPACE LIMITATIONS, RETAINING WALLS WILL BE DESIGNED BY CIVIL/STRUCTURAL AND WILL BE STANDARD CONCRETE FINISH. A NOTE REFERENCING FINISH HAS BEEN INCLUDED IN THE LANDSCAPE PLAN.**

## REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

### 5. Addressing

Cathryn Day, Planner II/GIS Addresser, cday@auroragov.org / 303-739-7357

Please submit a preliminary digital addressing .SHP or a .DWG file as soon is possible. This digital file is used for street naming, addressing and preliminary GIS analysis. Include the following layers as a minimum: (1) Parcels; (2) Street lines; (3) Building footprints (If available)

**RESPONSE: The Applicant will coordinate with Catheryn Day prior to final recording.**

Please ensure that the digital file is provided in a NAD 83 feet, State plane, Central Colorado projection so it will display correctly within our GIS system. Please provide a CAD .dwg file that is a 2013 CAD version. Please eliminate any line work outside of the target area. Please e-mail these files to me.

**RESPONSE: Comment noted.**

**6. Parks and Recreation and Open Space**

Chris Riccardiello / cricciar@auroragov.org / 303-739-7154

**POPULATION DESIGNATION**

The initial development application submittal designated Argenta as a mixed use infill development with a single family attached component of 86 dwelling units, a multi-family residential component of 184 dwelling units, and a live-work (considered multi-family) component of 14 dwelling units. Population calculations for the development utilize a per-unit multiplier of 2.65 and 2.50 persons per unit respectively. The proposed population for the Argenta development for use in PROS land dedication and park development fee calculations is 723 persons.

**RESPONSE: Comment noted. Thank you.**

**EXPLANATION OF PARK LAND DEDICATION REQUIREMENTS:**

The City's park land dedication policy is set forth in Section 48(b) of Chapter 147 (i.e., the Subdivision Ordinance) of the City Code. It specifies that park land shall be dedicated in accordance with the following standards:

- 3.0 acres per 1,000 residents for neighborhood parks.
- **RESPONSE: Comment noted. Thank you.**
- acres per 1,000 residents for community parks.
- **RESPONSE: Comment noted. Thank you.**
- No open space land dedication will be required because this qualifies as Infill Development and is exempt from the open space land dedication requirement.  
**RESPONSE: Comment noted. Thank you.**
- The applicant shall provide park land dedication data within the master plan, including Notes of proposed units, dwelling unit types, population calculated in accordance with COA PROS standards, park land dedication requirements for neighborhood park and community park. Land dedication requirements and the proposed method of how all land dedication requirements shall be met must be presented in the formal master plan and site plan submittals.

**RESPONSE: The applicant is still working with PROS staff on how park and open space dedication will be met. This information will be included prior to approval.**

- Neighborhood Park Land Dedications - Based on an overall population projection of 723, the neighborhood park land dedication requirement will be 2.17 acres. The applicant has proposed on-site development of a 10,000 square foot Small Urban Park element which would offset the 2.17 acre neighborhood park dedication requirement by 0.23 acres. The total neighborhood park dedication requirement inclusive of the 0.23 acre SUP credit would be 1.94 acres. (SUP credit given only as all design and dimensional criteria are met)

**RESPONSE: Comment noted. The Applicant is working on determining a strategy to meet the required Neighborhood Park dedications.**

- Community Park Land Dedication -Based on an overall population projection of 723, the community park

land dedication requirement will be 0.79 acres.

**RESPONSE: Comment noted. Community Park dedication will be provided through cash-in-lieu.**

- Cash-in-Lieu Payments – For subdivisions qualifying as Infill, PROS allows as an incentive the use of a predefined per-acre value for cash-in-lieu payments based on the average cost for COA open space acquisitions. This value at the time of application is \$45,800 per acre. Total cash-in-lieu of land dedication for Argenta is as illustrated in the following calculation:

**RESPONSE: Comment noted. Thank you.**

Land dedication total acreage 2.73 acres x \$45,800 per acre = \$125,034.00 (including proposed reduction for Small Urban Park credit). The cash-in-lieu payment for land dedication shall be paid at the time of first subdivision platting.

**RESPONSE: Comment noted. Thank you.**

#### **PARK DEVELOPMENT FEES**

Park development fees will be calculated per current City Code requirements. These fees are based on the park land area (land dedication acreage = 2.73 acres) required to serve new residents and a cost per acre for construction of facilities designated annually by City of Aurora PROS staff. Park Development Fees, for 2018 development year are \$169,940 per acre for neighborhood park and \$170,790 per acre for community park. Park Development Fees for Argenta, combined for Neighborhood Park and Community Park development fees, shall be \$465,273.18 or \$1,705.59 for single family attached per dwelling unit and \$1,609.05 for multi-family per dwelling unit. Park Development Fees shall be paid at the time of building permit issuance.

- For conceptual analysis, PROS included in land dedication and park development fee calculations the 10,000 square feet of Small Urban Park area shown within the master plan. The applicant shall submit more detailed information regarding land dedication in the master plan prior to PROS approval.

**RESPONSE: Comment noted. Thank you.**

#### **SMALL URBAN PARK**

The Argenta redevelopment site is eligible for Small Urban Park credit in accordance with COA PROS standards relative to the provision of urban park space on site to offset neighborhood park land dedication cash in lieu requirements. Any approved Small Urban Park credited on-site acreage designed to PROS standards would directly decrease required neighborhood park land dedication total acreage.

**RESPONSE: Comment noted. Thank you.**

Based on the concepts shown in the master plan submitted at the time of first submittal, it appears that the amenity shown may qualify for SUP credit. However, the roadway, described as a food truck plaza would not be eligible as SUP square footage. Small Urban Parks must remain publically accessible in order to achieve SUP dedication credit. The applicant should work directly with the Parks, Recreation and Open Space Department to develop concept designs for Small Urban Parks.

**RESPONSE: Comment noted. The Applicant is working on determining a strategy to meet the required Neighborhood Park dedications with the proposed SUP.**

#### **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 time (current year 2018). The timing for implementation of the project may affect the ultimate amount of fees collected and other payments imposed to satisfy park-related obligations. If aspects of your project change, such as the number of dwelling units proposed or modification of Small Urban Parks proposed, the park land dedication requirements may also change.

**RESPONSE: Comment noted. Thank you.**

## **7. Civil Engineering**

Kristin Tanabe, ktanabe@auroragov.org / 303-739-7306 / Comments in green.

### Master Plan

6A. Please include improvements on Havana Street, 3rd Avenue and Geneva Street

**RESPONSE: Sheets have been revised to show preliminary planned improvements.**

6B. Please note that the streets internal to the site are private streets.

**RESPONSE: Language added.**

6C. Please provide sidewalk dimension, typical

**RESPONSE: Sidewalk dimensions are provided within the roadway sections.**

6D. Please include notes that detail the improvements within each planning area. Include street improvements, utilities, drainage, etc.

**RESPONSE: Sheets have been updated to reflect what has been discussed with staff.**

6E. This portion of the 3rd Ave improvements should be included with the first phase (Planning Area A to provide improved sidewalk access to Havana.

**RESPONSE: Sheets have been updated to reflect what has been discussed with staff.**

### Site Plan

Page 4

6F. Per Section 4.04.5.04 of the Roadway Manual, pavement widening is required where centerline radius is less than 250'.

**RESPONSE: As discussed with staff, the private roadway has been posted with a 15 MPH speed limit and examined to determine that two box trucks can pass.**

6G Pond maintenance access also needs to be provided to the top of the outlet structure.

**RESPONSE: Revised and added.**

6H Sidewalk easement is required for sidewalk outside of the right of way.

**RESPONSE: Noted.**

6I Please provide typical street sections

**RESPONSE: Shown on landscape sheets.**

6J Label proposed retaining walls. Indicate material type and max height or height range

**RESPONSE: Labels have been added.**

6K It is difficult to discern the improvements on this scale. Please use a larger scale for the site plan (typical all sheets)

**RESPONSE: Scale and orientation have been revised.**

6L This should just be a drainage easement (SWC of pond area).

**RESPONSE: Revised.**

6M Items on the plat need to be shown/labeled on the site plan. The 20' fire lane easements is called out as a 32'

**RESPONSE: Revised.**

6N Utility, Public Access and Fire Lane Easement on the Plat.

**RESPONSE: Revised.**

6O Indicate proposed pavement material. Alleys and motor courts less than 30' in width are to be concrete.

**RESPONSE: Noted and added.**

6P Dimension existing and proposed sidewalk.

**RESPONSE: Noted.**

6Q Show/label proposed street lights

**RESPONSE: Proposed light locations added.**

6R Use directional curb ramps per Standard Detail S9, typical

**RESPONSE: Revised.**

6S Multiple hatch patterns are not included in the legend

**RESPONSE: Revised.**

6T Sidewalk and street improvements along 3rd Avenue should be included to provide improved sidewalk access to Havana

**RESPONSE: Revised based on conversation with City staff.**

Page 5

6U Only the radius is required to be labeled, typical

**RESPONSE: Revised.**

6V Pond should be labeled as drainage easement.

**RESPONSE: Revised.**

6W Label proposed retaining walls. Indicate material type and max height or height range

**RESPONSE: Revised.**

Page 7

6X Maintenance access is required to the top of the outlet structure. Please refer to Section 6.39 of the Drainage Criteria for additional requirements.

**RESPONSE: Revised.**

6Y Indicate material type for retaining walls

**RESPONSE: Revised.**

6Z Refer to Section 4.02.7.01 of the Roadway Manual for additional retaining wall requirements including requirements for terraced walls.

**RESPONSE: Revised.**

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6AA Street lights on public streets will be owned and maintained by the City of Aurora and must meet City of Aurora standards. A street lighting plan is required with the civil plan submittal

**RESPONSE: Noted.**

## **8. Real Property**

Maurice Brooks / mbrooks@auroragov.org / 303-739-7239

See the red line comments on the plat. Send in the additional documents needed: Title Commitment, Closure Sheet and State monument records.

**RESPONSE: Noted.**

### **9. Life Safety**

Mike Dean / mdean@auroragov.org / 303-739-7447 Comments in blue.

Life Safety did not submit comments as of the date of this letter. Please contact the Department directly to confirm if there are any required plan adjustments.

**RESPONSE: Noted.**

### **10. Traffic**

Reviewed by: Brianna Medena / BMedena@auroragov.org / (303) 739-7309 Comments in orange.

#### **Master Plan**

Submit a revised version of the Traffic Impact Analysis, LSC #170200. Additional improvements may be necessary based on Queuing for signal at 4th/Havana & Roadway Volume Thresholds for Havana Street. This access point (access to the Multifamily planning area from new internal street) is too close to 3rd Ave. Remove or shift to the north/combine with other driveway proposed on Site Plan.

**RESPONSE: Revised traffic report is being worked on. The entrance will be right in and right out as discussed with City staff.**

Show Right turn lane/acceleration lane per Traffic Impact Study recommendations.

**RESPONSE: Noted.**

#### **Site Plan**

Add this note:

(Applicant/owner name, address, phone) shall be responsible for payment of 50% of the traffic signalization costs for the intersection of 4th Avenue and Havana Street, 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 is added.**

Add this note:

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. 0

**RESPONSE: Noted.**

Page 4

Provide distance from this access point to the one parcel to the north. Show access to the north.

**RESPONSE: Revised.**

Show Stop sign.

**RESPONSE: Added.**

Show Stop sign and/or bollard locations. Is this still envisioned as a pedestrian / event plaza or is this a road?

**RESPONSE: Revised.**

Provide detail of proposed sign or MUTCD Sign Code

**RESPONSE: Revised.**

Show all adjacent and opposing access points.

**RESPONSE: Access points added.**

Label the access movements for all access points. (Ensure consistency with Traffic Study)

**RESPONSE: Revised.**

Provide sight triangles (in addition to 30ft) per City of Aurora Standard Traffic Detail TE-13.1 on all accesses (including internal) for both the Site Plan and the Landscape Plans.

**RESPONSE: Sight triangles added.**

Access to east parcel from new internal street is too close to 3rd Avenue.

**RESPONSE: Right in right out included based on communication with City staff.**

Page 10- Show sight triangles per COA STD TE-13.1 - Applies to all driveways. Any proposed plants in the triangle must comply with City required vertical requirements. Up size / revise plants as necessary. Add note: 'All proposed landscaping within the sight triangle shall be in compliance with COA Roadway Specifications, Section 4.04.2.10'

**RESPONSE: Revised.**

Page 10- Show access locations consistent. Remove cut within 50' of flowline and adjust to match.

**RESPONSE: Noted.**

- Per Pre-App notes, a signing and striping plan is required. Stop Signs need to be labeled on at least one plan (signing and striping or Site Plan)

**RESPONSE: Plan included.**

## **11. Aurora Water**

Anthony Tran / [atran@auroragov.org](mailto:atran@auroragov.org) / (303) 739-7376 Comments in red.

Please review redlines comments.

Master Plan

Will need a utility conformance letter that ensures existing and proposed infrastructure can safely meet your water and sewer demands.

**RESPONSE: Sewer monitoring and study on going per meeting.**

## **12. Public Art**

Roberta Bloom / [rbloom@auroragov.org](mailto:rbloom@auroragov.org) /

The public art fees for metro districts are calculated using a figure that changes annually based upon THE PERCENTAGE CHANGE IN THE TWELVE-MONTH CONSTRUCTION COST INDEX PUBLISHED BY THE ENGINEERING NEWS-RECORD.

The 2018 rates are:

*Current Rates for Calculating the Public Art Requirement*

Residential = \$325.39 per acre

Mixed Use = \$500.60 per acre

Non Residential = \$540 per acre

Based upon this information:

4.8 acres townhomes + 6.1 acres Multifamily = 10.9 acres Residential x 325.39 = 3546.75

1.5 acres mixed use x \$500.6 = 500.6

Total Public Art Allocation = \$5048.55

Of that, the city's public art fee (5%) will be \$252.

Balance available for public art = \$4,796.55

The below budget example is based upon a \$100,000 project, and includes recommendations about how the balance might be expended. There is no specific requirement in that regard, but the intent is to make the vast majority of the allocation available for the Professional Artist's budget.

*Example Project: Total Budget of \$100,000*

75% Professional Artist Budget \$75,000

5% Public Art Plan Application Fee (paid to City) \$ 5,000 **NOTE: This should be \$252 minimum required as stated above or 5% of actual expenditure if that is the requirement.**

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

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

We are aware that your intent is to significantly augment the art budget. So, for the purposes of the public art plan, it would be helpful if you would please indicate how you intend to use the required budget of \$4796.55. This will identify the portion of work that we are overseeing, and the additional art elements will fall outside of the oversight of the public art program. If it is difficult to identify a portion in this manner, please spell that out.

**RESPONSE: The exact extent of the public art expenditure above and beyond the required amount has not yet been finalized, but we are projecting a much larger commitment to ensure quality art components. For management purposes by City staff, an estimate of \$2500 of our budget should be allocated to the oversight and review aspects of the public art selection and installation process.**

Your plan to work with artists Rik Sargent and Julia DeMorsella is accepted.

Item VI, Timeline is blank and does need to be completed. The timeline should be tied to the overall timeline for construction. This will enable you to roll items like a sculpture pad, lighting for artwork, and support infrastructure for a wall piece or suspended art, into your construction documents and costs, greatly reducing the cost of those items and also helping to make the best use of the actual art budget. Art and construction should evolve together so that when the heavy construction is done the artwork can be installed just before the buildings open. Please add a Timeline to your public art plan.

**RESPONSE: The first significant art item of the four proposed will be installed in Phase I (the townhomes) as submitted. This is projected for construction in 2019. In Phase II (the apartments), two of the primary art installations, and the parking screening detail, will be installed, currently projected for 2020. Phase III (the retail) includes one item for 2021.**

Of the potential sites indicated on the map, we encourage the siting of public art within the most publicly accessible locations. Site #1 seems like it is located deep within the residential area and will not be readily accessible to those accessing the retail establishments. This could be a site were you choose to spend additional funds outside of the Public art budget.

**RESPONSE:** *Comment noted. Specific art locations are subject to change, however, the intent is to have a feature within each of the phases. Because phase 1 is primarily residential, the location suggested is meant to be an amenity for residents. In future phases, with areas of higher pedestrian traffic, these locations will take priority in art placement.*

I am happy to answer any additional questions and can be reached at the number below. (Please note that our offices are closed on Monday, May 28, (Memorial Day) and I will not be in the office on Tuesday, May 29th.

**RESPONSE:** *Installation of art components will be coordinated with phasing and construction schedules as described above.*

### 13. Revenue

Drake Robinson / drobinso@auroragov.org / 303-739-7393

Storm Drain Fees (\$3,250 \* 10.55 acres= \$34,287.50) Sewer Development Fee (\$550 \* 10.55 acres= \$5,802.50)

**TOTAL= \$40,090.00** Make check payable to City of Aurora

**RESPONSE:** *Noted.*

### 14. Xcel

DONNA GEORGE / donna.l.george@xcelenergy.com / 3035713306

Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the master plan, site plan, and plat for **Argenta (Fan Fare)**. Please be aware PSCo owns and operates existing electric distribution facilities along the westerly property line. It is assumed these will remain overhead unless otherwise noted on the site plans.

**RESPONSE:** *The plan is that these poles will go underground and it is indicated that this has already been proposed to Xcel.*

There are several planned trees in the vicinity of the existing overhead wires which may be in conflict. PSCo's "Guidelines for Planting In or Near Rights-of-Way and Utility Facilities" is included for reference. PSCo requests that Tract C is dedicated for utility use in its entirety to facilitate connectivity and placement of natural gas and electric facilities throughout the development.

**RESPONSE:** *See previous comment.*

The property owner/developer/contractor must complete the **application process** for any new gas or electric service, or modification to existing facilities via FastApp-Fax-Email-USPS (go to: [https://www.xcelenergy.com/start\\_stop\\_transfer/new\\_construction\\_service\\_activation\\_for\\_builders](https://www.xcelenergy.com/start_stop_transfer/new_construction_service_activation_for_builders)). It is then the responsibility of the developer to contact the Designer assigned to the project for approval of design details. Additional easements may need to be acquired by separate document for new facilities.

**RESPONSE:** *Noted.*

### 15. Arapahoe County

Terri Maulik / referrals@arapahoegov.com / 720-874-6611

### 16. Urban Drainage

submittals@udfcd.org / 303-455-6277

We have no comments on this project as it is not eligible for maintenance. The site is not adjacent to a major

drainage way and does not include any proposed UDFCD master plan improvements. Please let me know if you have any questions.

**RESPONSE: Noted.**

### **17. CDOT**

**Marilyn Cross / marilyn.cross@state.co.us / 303.512.4266**

CDOT Access Permitting understands that a revised TIS is being prepared. Our review included a review of the previous TIS. Please send the revised TIS to Marilyn Cross to review when it is completed.

**RESPONSE: Noted.**

The plat indicates that the corner C-store and abutting restaurant near 3rd Avenue will remain as outparcels to this development. The same appears to be the intent for the Dollar store and abutting restaurant north of 4th Ave. CDOT strongly encourages this infill development offer cross-property connections to all pad sites and avoid the need to return to the highway for short trips. We do not see any requirement or intent to do so under the Master Plan "Street Hierarchy" noting the dashed lines and small arrows implies internal connections. However, the "Public Improvements Plan" seems to suggest for planning areas 2 & 3 this appropriate internal circulation. Please ensure the graphics & arrows on the Master Plan are consistent with the Public Improvements Plan relative to offering appropriate internal cross-property access including adjoining outparcels.

**RESPONSE: No way to include the C-Store with internal traffic at this time. The Dollar General and our site will share an entrance.**

The original access to the former Fan Fair site was abandoned so with this rezone and development, a new Access Permit will be required for the connection to SH 30 (Havana St). The TIS that accompanies this application, is not sufficient for a CDOT Access Permit. This segment of SH 30 is classified as NR-B, which limits full turn movement to 1/2 mile spacing. The proposed 4th Way/Ave location is not consistent with the code and the TIS fails to address alternatives (§ 3.11 (2) ) Alternate access is in-place from the south & west, offering this property full movement accessibility to/from SH 30 . Furthermore, the code outlines 3 factors to consider a traffic signal on an NR-B roadway; the TIS does not sufficiently address any of them. A traffic signal at 4th Avenue & SH 30 (if allowed) would be by permit if and when warranted. Crosswalks and pedestrian ramps within CDOT ROW must be per new PROWAG statewide standards.

**RESPONSE: Noted.**

It is highly unlikely that on-street parking will be allowed on SH 30 as suggested in the applicants' letter of justification for the master plan (#6 on pp 7) The existing auxiliary left turn lanes on SH 30 will also need to be examined via the TIS and Permit.

**RESPONSE: Noted.**

There is an existing RTD bus stop in front of this property. Its repositioning should be considered as part of the 4th Ave Access permit (progression assessment) and potential need for an auxiliary lane so as not to impede through traffic.

**RESPONSE: In future phase when bust stop is impacted relocation will be coordinated.**

Noted that the Master plan proposes under phase 2, to offer street trees along Havana/SH 30. Any work in CDOT ROW is by permit, said street trees will be reviewed by the Permit application. CDOT utilizes different standards than the City in consideration to allow such (irrigated) enhancements within a highway ROW corridor and is under

the purview of our R-1 Environmental Unit. Insufficient information is provided to make an assessment at this time. All work in CDOT ROW is by permit including landscaping, utilities and sidewalks.

**RESPONSE: Comment noted. Thank you.**

We will want a continuous accel/decel lane along the frontage. The most northern right in right out access will need a decel turn lane as well. The study does not provide a recommendation for this. It will need to extend north to join with the existing turn lane serving the restaurant.

**RESPONSE: Noted and included on future phase.**

A traffic signal is recommended at East 4th Way. Warrant studies can be submitted to CDOT as the development approaches build out to see if a signal will meet warrants

**RESPONSE: Noted and study will be submitted when appropriate.**

## Life Safety Comments

Life Safety (William Polk/ 303-739-7371 / wpolk@auroragov.org) See blue comments

Site Plan Comments

Sheet 1

- Please identify the number of buildings.  
**RESPONSE: Revised.**
- Please separate and identify both accessible parking spaces and van accessible parking spaces required and provided.  
**RESPONSE: Revised.**

Sheet 2

- These notes are only applicable if a gating system will be installed. If a gating system will not be installed, please remove Fire & Civil Plan note 1, 2,3,4,5 and 6.  
**RESPONSE: Noted and revised.**
- These notes are only applicable if a gating system will be installed. If a gating system will not be installed, please remove Site Plan notes 18 and 20.  
**RESPONSE: Noted and revised.**
- Please add the following note: THE SITE PLAN COVER SHEET MUST REFLECT AN "IMPLEMENTATION PLAN" FOR ALL MULTI-FAMILY PROJECTS. PER HOUSE BILL 03-1221, SECTION 9-5-106, THE BUILDER OF ANY PROJECT REGULATED BY THIS ARTICLE SHALL CREATE AN IMPLEMENTATION PLAN THAT GUARANTEES THE TIMELY AND EVENLY PHASED DELIVERY OF THE REQUIRED NUMBER OF ACCESSIBLE UNITS. SUCH PLAN SHALL CLEARLY SPECIFY THE NUMBER AND TYPE OF UNITS REQUIRED AND THE ORDER IN WHICH THEY ARE TO BE COMPLETED. SUCH IMPLEMENTATION PLAN SHALL BE SUBJECT TO APPROVAL BY THE ENTITY WITH ENFORCEMENT AUTHORITY IN SUCH PROJECT'S JURISDICTION. THE IMPLEMENTATION PLAN SHALL NOT BE APPROVED IF MORE THAN THIRTY PERCENT OF THE PROJECT IS INTENDED TO BE COMPLETED WITHOUT PROVIDING A PORTION OF ACCESSIBLE UNITS REQUIRED BY SECTION 9-5-105; EXCEPT THAT, IF AN UNDUE HARDSHIP CAN BE DEMONSTRATED, OR OTHER GUARANTEES PROVIDED ARE DEEMED SUFFICIENT, THE JURISDICTION HAVING RESPONSIBILITY FOR ENFORCEMENT MAY GRANT EXCEPTIONS TO THIS REQUIREMENT. THE IMPLEMENTATION PLAN SHALL BE APPROVED BY THE GOVERNMENTAL UNIT RESPONSIBLE FOR ENFORCEMENT



BEFORE A BUILDING PERMIT IS ISSUED.

**RESPONSE: Noted.**

- Please add this note: THIS SHALL CONSTITUTE A CONTRACT THAT SHALL GUARANTEE TO THE GOVERNING BODY THAT BEFORE THE ISSUANCE OF THE FINAL BUILDING PERMIT THE OVERALL SITE WILL MEET THE ACCESSIBILITY REQUIREMENTS OF STATE HOUSE BILL 03-1221. THE SITE PLAN WILL REFLECT THE APPROPRIATE NUMBER OF ACCESSIBILITY POINT VALUE PER DWELLING UNITS FOR PERSONS WITH DISABILITIES, AS PROVIDED IN C.R.S. 9-5-105. ACCESSIBLE UNITS SHALL BE CONSTRUCTED IN SUCH A MANNER AS TO BE EASILY ACCESSIBLE AND ADAPTABLE FOR PERSONS WITH DISABILITIES AND WILL COMPLY WITH THE MOST CURRENT VERSION OF THE AMERICAN NATIONAL STANDARD FOR THE BUILDING AND FACILITIES PROVIDING ACCESSIBILITY AND USABILITY FOR PHYSICALLY HANDICAPPED PEOPLE, PROMULGATED BY THE AMERICAN NATIONAL STANDARD INSTITUTE, COMMONLY CITED AS ICC/ANSI A117.1 - 2009. OWNER OF PROPERTY FOR THE ABOVE PERMIT:

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**RESPONSE: Noted.**

- Please provide two tables addressing accessibility requirements from House Bill 003-1221 and 2015 IBC Accessible Housing.

**RESPONSE: Open**

Sheet 4

- The turning radius of the fire lane easements shall be a minimum inside of 29' and an outside of 52'. Please update all fire lane easements to minimum turning radii. TYP

**RESPONSE: Noted.**

- Show the location of all existing and proposed water mains and fire hydrants within or abutting this site. The location and bearing of existing fire hydrants located (within 400') outside the plan area shall utilize a fire hydrant symbol with an arrow identifying the distance from the symbol to the existing fire hydrant. TYP

**RESPONSE: Revised.**

- Please show the accessible parking spaces and signage on the site plan. The number of parking spaces must comply with the 2015 International Building Code, Chapter 11, and Table 1106.1.

**RESPONSE: Noted.**

- Please show and label the location of all handicap accessible living units (Type A or B) required by Chapter 11 of the 2015 IBC.

**RESPONSE: Revised.**

- This fire hydrant will not work here. Urban Center & TOD requires a minimum width of 25' paved surface every 150' along the streets (S23.1). Please relocate fire hydrant to meet the either Urban street standards or IFC Appendix D103

**RESPONSE: This is where it was indicated in meeting with Mike Dean. Need to know where this is wanted if different.**

- These roads and intersections do not appear to meet the COA Urban Street standards (S14.3). They will be required to meet the Urban Street standards or the fire lane easement requirements (an unobstructed width of not less than 23 feet with a standard turning radius of 29 ft. inside and 52 ft. outside).

**RESPONSE: Noted.**

Sheet 5

- Please show the accessible route of travel with a heavy dashed line.  
**RESPONSE: Noted.**
- Please identify and label the accessible parking spaces.  
**RESPONSE: Noted.**

Sheet 16

- Provide a bold dashed line to show exterior accessible route throughout site to required accessible entrances (60%), site amenities (Mail, Trash & similar) and transportation stops (or to edge of site near public transportation stops). Maintain minimum 1 ft candle to all exterior accessible routes.  
**RESPONSE: Open.**
- Please add this note to the photometric plan: ILLUMINATION WITHIN THE SITE SHALL COMPLY WITH THE 2015 INTERNATIONAL BUILDING CODE REQUIREMENT FROM SECTION 1006 - MEANS OF EGRESS ILLUMINATION, "ILLUMINATION REQUIRED: THE MEANS OF EGRESS, INCLUDING THE EXIT DISCHARGE, SHALL BE ILLUMINATED AT ALL TIMES THE BUILDING IS OCCUPIED." AND 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."

**RESPONSE: Revised.**