



# RESPONSE TO PRE-APPLICATION MEETING AND PLANNING DEPARTMENT COMMENTS





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May 14, 2021

Mr. Todd Hager  
City of Aurora, Planning Division  
15151 E. Alameda Parkway, Suite 2300  
Aurora, CO 80012

**Re: King Ranch (#1480279)/Pre-Application Meeting Comment Responses**

Dear Mr. Hager,

This letter is in response to the City of Aurora's comments dated September 10, 2020. Please see the responses following the comments in *red italics*.

Planning Department

**Key Issues:**

- Access and Connectivity *Addressed in 4D.*
- Xcel Powhaton ROW *Addressed in 4D.*
- Common Space and Amenities *Addressed in 4C.*

**Standards and Issues:**

**1. Zoning and Placetype**

**1A. Zoning**

The purpose of the Airport (AD) District is to take advantage of the nearby regional and national transportation hubs and infrastructure, to expand employment opportunities created by the strategic location of these lands near the airports operating in or near Aurora, and to ensure that development is located and designed to be consistent with the continued efficient operation of those airports. Industry hubs and a variety of commercial, light manufacturing, distribution uses, and research and development campuses are anticipated to be developed in this classification. *Noted.*

**1B. Overlay Districts Avigation Easements**

Because the property is within the Airport Influence District surrounding Denver International Airport, 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 Porter Ingram at 303-739-7227 or [pingrum@auroragov.org](mailto:pingrum@auroragov.org) with any questions you may have. *Noted. Easement will be procured.*

**1C. Placetype**

The Master Plan area is within the Industry Hub Placetype in the Aurora Places Comprehensive Plan. This placetype 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. It can generate high volumes of traffic from both its employees and associated truck traffic. Adjoining roadways should accommodate traffic without negatively impacting quieter placetypes or traffic on local streets serving residential areas. A supporting land use of the Industry Hub Placetype is commercial retail and services. *Noted.*

**1D. Master Plan**

A Master Plan will be required in order to guide development in the area and provide for a similar site design and architectural vocabulary and theme across the site. Please reference the Master Plan Manual (aka Framework Development Plan Manual) included in the Important Links section for all submittal requirements and standards. The Master Plan will provide guidance for design development and ensure predictability as each Site Plan is proposed for development. The master developer is responsible for managing the development and disposition of sites from planning refinement to final buildout, overseeing site preparation and shared infrastructure development, design review, maintenance, and asset management.

The required Letter of Introduction should address how the project meets the Master Plan criteria for approval. A Master Plan shall only be recommended for approval if:

- a. It is consistent with the Comprehensive Plan, the purpose statement for the zone district(s) where the property is located, the use regulations in Article 146-3 for the zone district(s), and all other adopted plans and policies of the City Council;
- b. It identifies a Master Developer and Master Plan that will foster future development of the property which complies with all applicable standards;
- c. It will result in a coordinated system of streets, trails, sidewalks, open spaces, and infrastructure systems that are integrated into the surrounding area and does not create significant adverse impacts on the surrounding area; and,
- d. It will improve or expand multi-modal with park and open space connections to adjacent sites, neighborhoods, and urban centers.

*Noted. This Master Plan application contains a complete submittal, including: Open Space, Urban Design, Landscape Architecture, and Architecture design guidelines; and the required Letter of Introduction.*

**1E. Public Improvements Plan**

A Public Improvements Plan (PIP) will be required with the Master Plan and should address all public improvements including streets, utilities, drainage, and dedicated parks and open space. The plan should not only include a sheet in the plan set, but also a narrative that addresses utilities, roads, parks, and drainage. Stormwater management shall be designed to integrate with required outdoor common areas, designated parkland and open space areas, green space and landscaped areas to promote the use of natural systems to manage stormwater and to reduce the cost of construction and maintenance of pipes, culverts, and other hard infrastructure to the maximum extent practicable. Parks and open space shall be integrated into and throughout the development, connected with one another through pedestrian and bicycle circulation as well as connections to regional city trails. Please see Section 146-4.3.15 for additional detail regarding required components to be provided with a Public Improvement Plan.

*Noted.*

## 2. Annexation Agreement

2A. When the subject property was annexed into the City of Aurora, a zoning map was attached to the annexation agreement. The initial zone district was Planned Development due to the mix of uses that were planned. The land uses included residential development, which is not permitted in the current Airport District (AD) zone district. There have been several discussions regarding the agreement and the approach to address this issue. City staff and the applicant will continue to collaborate on this issue.

*Noted. The annexation agreement is currently being updated. No residential uses will be permitted on the site.*

## 3. Land Use

### 3A. Historic Land Use

The swath of land slated for commercial and industrial development has historically been agricultural/vacant in nature. Porteos, a similar industrial master planned area, exists to the north and two residential master planned communities, Sagebrush Farms and The Aurora Highlands, exist to the west and south. *Noted.*

## 4. Development Standards

### 4A. Dimensional Standards

You can find detailed dimensional standards information in Section 4.2 of the UDO, specifically Table 4.2-4, Summary of Special Purpose Districts Dimensional Standards. This table details lot standards, minimum setback requirements, and building standards for the AD district. *Noted. The master plan provides additional guidance.*

### 4B. Subdivision Standards

UDO Code Section 4.3 defines the purpose of Subdivision as follows:

#### 4.3.2. PURPOSE

The purpose of this Section 146-4.3 is to ensure that each subdivision of land:

- A. Establishes an interconnected logical framework comprised of the streets, utilities, parks and lots that are created in a manner that allows for any development or redevelopment with a defined system of streets, blocks, and lots that front either public or private streets, or alternative layouts as defined within Section 146-4.5 (Access and Connectivity);
- B. Ensures that all development is served by necessary infrastructure services, including utilities, transportation, storm drainage, public safety, parks and open space and community facilities;
- C. Promotes good civic design and arrangement that improves, the layout, form, and relationship between sites, buildings, lots, natural features, parks and open space and rights-of way;
- D. Avoids premature division of land that by its permanence may negatively impact the long term development patterns or adjacent land areas;
- E. Encourages the most efficient development of land by analyzing adjacencies and identifying both on and off-site infrastructure improvements;
- F. Ensures that each parcel of land sold for development has sufficient size, shape, and utilities with access to public streets to function for its intended purpose;
- G. Provides healthy options for physical activity and clearly defines multi-modal connections for economic and employment viability; and
- H. Promotes human health, economic vitality, safety, and welfare of the community both within larger developments and on individual lots through the careful organization of land, infrastructure, parks and open space that respect and are integrated into their context. Subdivision standards

provide guidance regarding providing for a well-connected system of streets and blocks which provides for safe vehicular, transit, pedestrian, and bicycle circulation which minimizes conflicts between the modes of transportation.

It is suggested that you review the subdivision requirements to ensure that all criteria are met. *The master plan meets or exceeds all of these criteria.*

### 4C. Common Space and Amenities

Please see comments from the Parks and Open Space (PROS) Department. Form J and the required map items should include:

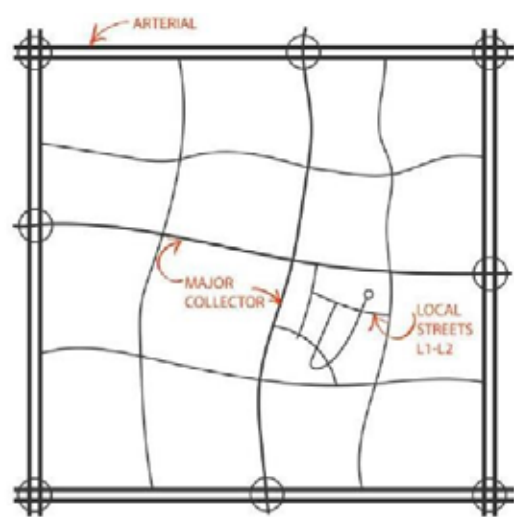
- Private and Public Open Space. Please indicate size of parcel and proposed use. Label public or private. Land to be dedicated to the city should meet or exceed dedication requirements
- Drainage ponds and major drainage facilities
- Open Space and Park Parcels. Indicate use and size.
- Topography (two-foot contour intervals)
- Amenities such as trail systems; and
- Connections with offsite networks (streets, trails, etc.)

*Noted, Form J and the required map addresses all of these items. These issues are also discussed in detail in Tab 9.*

### 4D. Access and Connectivity

As discussed in the pre-application meeting, there is concern over the limited street connectivity within the plan's proposed roadway network. The Master Plan will need to address internal access, especially to the parcels that are adjacent to the Powhaton alignment. Planning will require at least one east-west connection to Powhaton. It will be necessary to work with Xcel Energy (Public Service Company of Colorado) to acquire right-of-way that coexists with their overhead power on Powhaton (this can be accomplished with a license agreement). The Northeast Area Transportation Study (NEATS) designates 56<sup>th</sup> as a four-lane major arterial and Powhaton and Monaghan as four-lane minor arterials; please follow the guidelines within this plan and confirm with Planning and Public Works Traffic Engineering that the proposed roadway sections align with existing/planned roadway sections in the development area. Also, 56<sup>th</sup> Avenue is a primary bicycle route and future transit route. NEATS also identifies a connector trail along the drainage at the southwest corner of the site. *The Master Plan addresses internal access. All parcels have direct access to planned public Right-Of-Way. Staff has indicated the preferred route for Powhaton takes that road alignment away from King Ranch. An alignment is also shown in the ARTA district documents that shows Powhaton west of the site. East/west access internal to the site has been considered.*

Arterials should be located at approximately one mile intervals, both in an east-west direction and a north-south direction. Within each one-mile segment, collectors should divide the segment east-west and north-south at approximately the half-mile points into four approximately quarter-mile square (160 acres) areas. Generally, it is expected that the collectors will align and connect across arterials to distribute traffic and to provide continuity on bicycle and pedestrian routes. Please include potential collector roadways in the Master Plan to illustrate and plan for connectivity within the development. An east-west collector needs to be included in the Master Plan that will connect Powhatan to Monaghan. *The Master Plan provides an east-west and a north-south collector that span the entirety of the parcel.*



*Alignment with the existing Valley Head Street intersection to the north has been created and streets maintain a 660-foot separation to allow for signalization.*

Identify all roadways, trail and bicycle connections and include cross sections of roadways within the Public Improvement Plan. The proposed streets must be designed and labeled according to requirements in the Roadway Design and Street Specification manual. Vehicle, pedestrian, and bicycle access to and throughout the development and to the adjacent rights-of-way and uses should be integral to the design of the Master Plan. Section 4.5.3 of the UDO details standards that provide through connectivity and mobility to promote clear and efficient access for emergency vehicles. *Noted. The Public Improvement Plan and Master Plan identify trail connections and streets.*

Please refer to comments from Traffic Engineering for more details.

#### 4E. Parking, Loading, and Stacking

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. *Noted.*

#### 4F. Landscape, Water Conservation, Stormwater Management

*Noted. See TAB 11 for Landscape Standards.*

#### General Landscape Plan Comments

At a minimum, the Master Plan shall include design standards that address the overall landscape and aesthetic requirements for the entire development. Please consider an aesthetic theme that is carried throughout the development through landscaping, paving, pedestrian plazas/spaces as well as public art.

While not an all-inclusive list, the Master Plan should at a minimum address the following: *Noted. See TAB 11 for Landscape Standards.*

**Streetscapes:** Hierarchy of streetscape aesthetic treatments for internal vs. external streets. Tree openings for street trees, understory plantings and tree spacing shall meet current city standards, but alternative design options can be proposed that exceed current code requirements. Address the types of street

furnishings such as benches, trash receptacles, planters, signage, banners, lighting etc. in terms of their style and use throughout the development. *Noted. See TABs 10 and 11 for Urban and Landscape Standards.*

**Public gathering spaces:** Incorporate design standards for any proposed plaza spaces associated with retail and/or commercial areas of the development and the integration of pedestrian public spaces associated with residential development. Amenity spaces might be located between building entrances and the street. Address how the interconnection of public spaces with walkways and trails will be designed. *Noted. See TABs 10 and 11 for Urban and Landscape Standards.*

**Views:** How is building placement oriented to address what people see when looking into the development from the external streets surrounding the site? What views if any, are highlighted or captured from within the development looking out? Amenity spaces, buildings, public art as well as principal entrances are encouraged to be located to create interesting views from the street and from within the site. *Noted. See TAB 11 for Landscape Standards.*

**Public Art:** Does the public art component theme get carried throughout the development within the architecture or public accoutrements? Is there only one larger public art piece provided in a central location? Public art can act as a gateway entrance into the site or building and can serve multiple purposes if designed and sited properly. *Noted. See TABs 7 and 11 for Public Art Plan and Landscape Standards.*

**Landscaping:** The Master Plan should address the streetscape including street frontage buffers that detail proposed widths, berming, plant quantities and plant types. Street buffers should reflect the hierarchy of the street in addition to the proposed land development associated with that frontage. The Master Plan should include landscape design standards for screening of loading areas, detention basin landscaping, building perimeters, parking lot landscaping, non-street frontage buffers and enhanced site entrances. The proposed landscape standards should meet the current Unified Development Ordinance (UDO) at a minimum, but where landscape standards are missing or silent, they shall defer to the requirements found within the UDO. *Noted. See TAB 11 for Landscape Standards.*

**Entry Monumentation:** Will there be any unique entry monuments associated with the development? *See TAB 10 for Urban Standards.*

**The primary through corridors:** Will there be multiple primary entrances into the development and how will they be treated aesthetically with landscape, monumentation/signage, hardscape etc.? *Noted. See TAB 11 for Landscape Standards.*

**Hardscapes:** How do hardscape materials, patterns and colors relate to the public areas within the development? Where are they used relative to traditional concrete? *Noted. See TABs 10 and 11 for Urban and Landscape Standards.*

Once the applicant has an approved Master Plan, all future site plan submittals will be reviewed against the adopted Master Plan standards as well as the UDO for regulatory compliance. *Noted.*



#### 4G. Building Design Standards

Section 4.8 of the UDO contains specific standards for the design of commercial and industrial buildings. Please provide design standards covering urban design, architecture, and landscaping standards for the entire Master Plan area. Illustrate the standards using text, tables, drawings, and photographs to create your own specific and measurable standards that will be carried out in future preliminary plats. Due to the large size of the Master Plan area, visual interest may be provided by creating a design theme for distinct districts to provide variety across the development. *Noted. See TAB 12 for Architectural Standards.*

Review the building design and architectural standards listed in Section 4.8 of the UDO. Complete Form H, the Architectural Standards Matrix and present it as the first item under Tab #12. For commercial architecture, use additional text, tables, drawings, and photographs to create your own standards that will be carried out in future Site Plans. Please remember that long industrial building facades must be articulated with stepbacks, material changes to create interest and to mitigate the visual appearance of mass of the building. A material board identifying colors and building materials is a submittal requirement for Site Plans. *Noted. See TAB 12 for Architectural Standards.*

At minimum, the urban design graphics should show:

- Entryway monumentation, incorporating the colors, materials, and architectural themes presented in the previous section
- Designs for walls and fences
- Design standards for street furniture, pedestrian scale lighting, benches, signage, and paving design and materials for public plaza areas
- Special structures and features unique to your project
- Sample street patterns and lot configurations (for example, medians on local streets, special landscape concepts, etc.)
- Pedestrian circulation and linkages
- Tract designs along street frontages

*Noted. See TABS 10-12 for standards.*

#### 4H. Public Art

Public art is required per UDO Section 2.4.6.K. Roberta Bloom, the City's Public Art Coordinator, has provided comments in a separate section below.

*Noted. See TAB 7 for Public Art Plan.*

#### 4I. 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. Pedestrian, landscape, and building lighting design should be incorporated into the design guidelines. The intent of the lighting standards is to control the negative impacts associated with nuisance outdoor lighting, excessive lighting, light pollution, dramatic contrasts between lit and unlit areas; and to minimize light spillover onto adjacent properties. Private sidewalks, internal pedestrian paths, and bicycle paths shall be lit with full cutoff shielded lighting fixtures no more than 16 feet tall and providing consistent illumination of at least one foot-candle on the walking surface. All public sidewalks, pedestrian paths, and bicycle paths shall meet the requirements of the Aurora Roadway Design and Construction Specifications Manual.

*Noted. See TAB 10 of the Master Plan.*

#### 4J. Signs

As part of the Master Plan, a master sign plan and program will be required. The sign program should address the overall signage character and a common design theme should be utilized.

*Noted. See TABB 10 of the Master Plan.*

#### 5. Adjustments

Section 146-5.4.4 details the definitions, applicability, procedures, and criteria of approval for all adjustments to development standards. If any adjustments are requested, they must clearly be listed and justified in the Letter of Introduction. They must also be listed on the cover sheet of the Site Plan and any other sheets on which they are applicable. Approvals of adjustment requests are not guaranteed. Adjustment requests should identify the reason for the adjustment, efforts to minimize the adjustment, and design elements proposed to mitigate the standards proposed for reduction. Typically, mitigation techniques should go *above and beyond* requirements from other code sections. If an adjustment does not meet the limits for administrative approval under Section 1465.4.4.F, then the adjustment will require approval from the Planning and Zoning Commission. *Noted.*

#### 6. Submittal Reminders

##### 6A. 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. *Noted.*

##### 6B. 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. *Noted.*

##### 6C. Mineral Rights Notification

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

##### Pre-Submittal Meeting:

Contact the assigned Case Manager to schedule a pre-submittal meeting at least one week prior to submitting an application. At the pre-submittal meeting, staff will review the submittal requirements, discuss the review timeline, provide a fee estimate, and review the process for uploading files and inputting adjacent property owners. *Noted.*

Please note that a separate pre-submittal meeting is required with Real Property for the Subdivision Plat prior to application submittal. Please contact Real Property directly to schedule this meeting. *Noted.*

##### Community Participation:

Please work proactively with registered neighborhood organizations and adjacent property owners. Registered neighborhood organizations within a one-mile radius and adjacent property owners will

formally be notified of the application when a submittal has been made to the Planning and Development Services Department. *Noted.*

#### **Neighborhood Services Liaison:**

- Scott Campbell is the neighborhood liaison for the project. He has put together a report attached to these notes listing the registered neighborhood organizations within one-mile of your proposed project and can assist in scheduling and facilitating meetings with community members. Please work with the organizations that express interest in your project to address comments and mitigate concerns *Noted.*
- All meetings with registered neighborhood organizations should also include the Planning and Development Services Department Case Manager so that questions concerning the UDO and procedures can be properly addressed. The Case Manager will record any project-related commitments that are made to the community at these meetings. *Noted.*
- Additional information about the Neighborhood Liaison Program can be found on the [Housing and Community Services](#) page of the city website. *Noted.*

#### **PUBLIC WORKS COMMENTS**

A. A Master Drainage Study is needed with the Master Plan submittal. This study needs to have calculations, not just a general discussion. The Engineering Department will review this study during the Planning application pre-acceptance period, to ensure the study contains the required elements for formal submittal. Mile High Flood District will be a referral on this application as there are creeks on this site. *Master Drainage Study has been provided.*

B. A Public Improvement Plan (PIP) shall be submitted with the Master Plan. The PIP shall include a narrative that identifies all improvements required for the overall development, and then identifies the improvements required for each planning area if it were to develop independently. The PIP shall identify arterial and collector roadways and include typical sections. Exhibits shall be included to support the narrative. Utilities and drainage facilities shall also be included in the PIP. *Noted. See TAB 13 for PIP Information.*

C. Street lights are required along adjacent public roadways. Please contact the Public Works Department for specific street lighting requirements. *Noted.*

#### **TRAFFIC DIVISION COMMENTS**

Represented by: Brianna Medema

- A. A Master Traffic Impact Study will be required for this site which will include addressing the following specific items: *All items listed below are noted. Traffic Study has been provided.*
- 1) Existing, buildout and 2040 (match DRCOG horizon year) average daily traffic counts.
    - a) The City can provide some historic count data, but the City has also taken pre-post COVID19 count data that can support scaling of counts taken during this time. Coordinate, via email, with Brianna Medema on this item.
    - b) Reference NEATS & adjacent Master Plan developments (Porteos to north, Sagebrush to west, The Aurora Highlands & ATEC to the south) Master Traffic Impact studies shall be reviewed for adjacent

access points and volumes. NEATS is available on the City's website and the approved Traffic Impact Studies are available through the City's Open Records Request process.

- 2) Include detailed analysis of:
  - a) All site access points (roadway connections to adjacent arterials as identified in NEATS)
  - b) Intersections of 56<sup>th</sup> Avenue and 48<sup>th</sup> Avenue at: Monaghan Road, roadway connections, Powhaton Road, Harvest Road & E-470 interchange
- 3) Interior roadway ADT & classification
- 4) Signal Warrant Analyses of all intersections where both roadways have an ADT greater than 5,000 – Warrant 1,2,3 all to be included (collect 72 hr. tube counts for analysis)
- 5) If a traffic signal or multiway stop warrant is met at an intersection, then a roundabout shall also be considered at the intersection.
- 6) Discussion within future Detailed Traffic Impact Studies shall include:
  - a) Analysis of the application of elements from the Traffic Calming Toolbox and countermeasures applicable from the FHA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (July 2018) and recommendations to address any concerns for speeding, pedestrian crossings, etc. Techniques in the Traffic Calming Toolbox include: Advanced Yield Lines, Enhanced Crosswalk, High-Visibility Signs and Markings, In-Street Pedestrian Crossing Signs, Enhanced Pedestrian Crossing Sign Devices (HAWK or RFB), Mid-Block Lane Narrowing, Curb Extension, Angled Parking, Pedestrian Safety Island, Staggered Pedestrian Safety Island, Lane Narrowing, Mini Roundabout, Speed Cushions and Chicane. Details of Enhanced Crosswalk, compact roundabout, speed cushions and chicane may be made available if requested.

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

#### **Submitting the Traffic Study:**

- The Traffic Study shall be sent directly to Brianna Medema at [bmedema@auroragov.org](mailto:bmedema@auroragov.org) as soon as possible.
- The Traffic Study shall also be uploaded with the rest of the submittal.

- B. Multiple intersections are anticipated to be future signalized locations. Add the following note to Master Plan documents, including the PIP and other locations where roadway design is mentioned:
- o "Multiple intersections are anticipated for future signal locations. Traffic Signal Escrow will apply to these locations per the City's Traffic Signal Escrow Ordinance."
- C. 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. Additional details will be provided at Site Plan/Preliminary Plat stage. Add a note in the PIP identifying this responsibility.
- D. Roadway layout shall conform to both the City's Roadway Design and Construction Specifications (current version is 2016), see section 4.04 Horizontal Alignment, and the Unified Development Ordinance (UDO).
- o Based on preliminary review of submittal, an additional roadway connection to Powhaton Road is required.
- 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).

- 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 note to the future Site Plans/Preliminary Plats:
  - o 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.

**WATER DEPARTMENT COMMENTS**

- A. A Master Utility Study will be required at the time of the Master Plan submittal. Staff will need to review this document prior to submission of the Master Plan to determine if the study contains the required elements. **Noted. Master Utility Study has been provided.**
- B. The sanitary sewer outfall shall not connect to the diversion structure for the force main located along Harvest Road. Outfall will be determined based on Master Utility Study analysis. **Noted.**

**PARKS, RECREATION AND OPEN SPACE (PROS) DEPARTMENT COMMENTS**

***Project Characterization:***

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

- Your proposed development has an underlying annexation agreement.
  - Your proposed site contains two creeks which have been identified for trail corridors.
- Noted. Coordination with PROS and Mile High Flood District on creeks has been conducted.**

***King Ranch Annexation Agreement:***

The underlying annexation agreement requires that 2% of lands utilized for non-residential purposes shall be dedicated as public land. To meet the required public land dedication acreage, please work with PROS to design two trail corridors for Second Creek and Upper Hayesmount Creek which provide connectivity up to 56<sup>th</sup> and connect into the development to the south.

**Noted. The Master Plan addresses the 2% requirement. Connectivity to the southern property line has been provided in multiple locations. This does not directly abut Aurora Highlands.**

***Second Creek Regional Trail:***

Second Creek runs through your site and has been identified as a key regional trail corridor. Developments northwest and south of your site will also be developing this regional greenway to provide connectivity throughout eastern Aurora to several key neighborhoods and employment centers. All regional trail corridors shall be 70' wide, measured from the floodplain boundary. This shall include a 10' concrete trail or, if the drainage is given to the city or Mile High Flood District for maintenance, may become a multiuse trail shared as a maintenance access path. Regional trail corridors shall include amenities such as benches, trash receptacles, and others as contextually appropriate.

**Provided. See TABs 7 and 9 for more information.**

***Upper Hayesmount:***

Upper Hayesmount Creek runs through this site starting at 56<sup>th</sup>. Although it does not span the entire site, it is a key connection between 56<sup>th</sup> (an identified key bike-ped corridor) and a major regional trail (Second Creek). Please work with PROS to identify a section of Upper Hayesmount that can be off-street with a minimum 30' corridor and 8' concrete trail and how that may connect down to Second Creek.

**Provided. See TABs 7 and 9 for more information. Upper Hayesmount will be realigned to provide a corridor adjacent to Monaghan. On-street east/west connections will be provided to access Second Creek.**

***Trail Crossings:***

PROS standards require that all *regional* trails crossing *major* arterials have a grade separated crossing. This requirement would apply to Powhatan Road as well as potentially 48<sup>th</sup> Avenue if it is designed as a major arterial. There are several developments which share this roadway crossing and can potentially share the cost of the box culvert/underpass or other treatment. PROS suggests working with ATEC to the south in regard to the crossing under 48<sup>th</sup> as they are also an active development. The development is aware of this requirement as well and is currently working on their master plan.

**Staff has indicated the preferred route for Powhatan takes that road alignment away from King Ranch. If the alignment does extend to King Ranch, the Master Plan commits to a 10' tall grade separation.**

Please note since Upper Hayesmount is not considered a regional trail, no specified crossing treatment is required. PROS will just be looking to ensure that it connects directly to the sidewalk on 56<sup>th</sup>. **Noted.**

***Master Plan and the PIP:***

Please identify these corridors in your master plan submittal including the total acreage of open space being dedicated, amenities to be included, private ownership and maintenance of lands (or mile high/COA for trail if maintenance), and a trigger for development of each area included in the PIP.

**See TAB 9 for more information.**

***Landscape Design Standards:***

Since there will be open space trail corridors on site, please ensure that the landscape design standards include robust language regarding buffer treatments between the industrial sites and the open space to ensure compatibility and ease for both uses. This may include language regarding walls or fencing for industrial privacy as well as tree canopy and berms for noise mitigation and enhancing the visual impact.

**See TAB 11 for more information.**

**REAL PROPERTY DEPARTMENT COMMENTS**

All crossings of rights of way, as they pertain to Xcel (PSCo) property will have to be referred to Xcel. Xcel may require the developer to apply for license agreements on behalf of the city or purchase the property at fair market value. The city encourages the developer to initiate collaboration with Xcel as soon as possible; historically these transactions have taken substantial time to complete. **Noted.**

**FIRE/ LIFE SAFETY DEPARTMENT COMMENTS**

Represented by Mike Dean, 303-739-7447

- A. Fire/Life Safety will be reviewing the Master Traffic Study and Master Utility Study to ensure the overall site represents a minimum of two points of emergency access and looped water supply. **Noted.**

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B. No Building Division comments are being provided since no structures are being proposed or discussed.

*Noted.*

**LIBRARY, RECREATION, AND CULTURAL SERVICES DEPARTMENT COMMENTS**

Represented by: Roberta Bloom, 303-739-6747.

The City of Aurora has public art requirements for Metro Districts. Following the pre-application meeting, the developer was sent the metro district public art ordinance and the guidelines for developers. Please review the materials and reach out to coordinate a meeting with Roberta Bloom to discuss the public art plan for this project. *Noted.*

Please do not hesitate to contact me should you have any questions or comments. We look forward to working with the City on this exciting project!

Sincerely,

**THK Associates, Inc.**

A handwritten signature in blue ink, appearing to read "Julie Gamec".

Julie Gamec, PLA  
Senior Landscape Architect  
303-770-7201