

January 22, 2021

City of Aurora  
Ms. Cesarina Dancy  
15151 E. Alameda Pkwy  
Aurora, CO 80012

**Re: Salida Flats (#1492978)/Pre-Application Meeting held October 15, 2020 (Flats on the A at Gateway Park)**

Dear Ms. Dancy:

Thank you for taking the time to review Salida Flats Pre-Application Meeting held October 15, 2020. We received comments and valuable feedback on October 29, 2020. Please see the following pages for responses to comments. If you have any questions, please feel free to reach out by phone at 303-892-1166 or by email, [scrowder@norris-design.com](mailto:scrowder@norris-design.com).

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

Sincerely,  
Norris Design



Samantha Crowder  
Senior Associate

*Key Issues:*

- **Process:** Your application will require a Zoning Map Amendment, Preliminary Plat and Subdivision Plat. All applications may run concurrently. The Zoning Map Amendment will require approval in a public hearing before the Planning and Zoning Commission and the City Council. The application will be reviewed in a 17-18-week timeframe. The Preliminary Plat requires approval of the Planning and Zoning Commission. The Subdivision Plat will be reviewed and approved administratively. Please coordinate your submittal with the city initiated comprehensive plan amendment.

***Response: Comment noted. All required items for Zoning Amendment, Site Plan and Subdivision Plat will be provided and uploaded to the City's AMANDA system with the initial application submittal.***

- **Dimensional Standards:** Basic dimensional standards for the MU-TOD zone district are included in Table 4.2-3, and more detailed standards are located throughout Section 146-4.2 (Dimensional Standards) of the Unified Development Ordinance (UDO). Please see comments on page seven for more dimensional and site design comments.

***Response: Noted.***

- **Parks Recreation and Open Space:** This site is considered Transit Oriented Development (TOD) as it's within close proximity to an RTD station and provides a mix of residential and commercial. As currently identified, this project will receive TOD incentives and therefore no open space land dedication is required. However, please see PROS comments on page 15 of these notes for additional comments and requirements.

***Response: Comment noted. PROS comments are addressed later in this response letter.***

- **Traffic:** Based on the results of the Detailed Traffic Impact Study, there is a potential that the roadway between the Salida Street & 40th Avenue intersection and the western access on 40th Avenue may be required to be an auxiliary lane (channelized right turn into an acceleration lane/drop lane into access). Please see Traffic Engineering comments on page 20 for more information.

***Response: Comment noted. An auxiliary lane has been proposed.***

- **Gas Easement:** Please review either 49 CFR part 195, Transportation of Hazardous Liquids by Pipeline criteria or 49 CFR part 192, Transportation of Natural and Other Gas by Pipeline criteria to determine minimum distance criteria of a pipe line proximate of any private dwelling, industrial building, or place of public assembly in which persons work, congregate, or assemble. Assistance is also available by obtaining a letter from the petroleum or gas line easement owner indicating the minimum distance they would allow the buried gas line and easement line to the proposed exterior wall. Submit this letter with the site plan documents for recordation.

***Response: Gas lines are designed per Transportation of Natural and other Gas by Pipeline criteria.***

## Step I – Planning Phase

### Planning and Development Services Department

The Planning comments are numbered. When submitting an application, please include a letter of introduction responding to each of the numbered comments, including key issues from other departments.

***Response: Comment noted. A letter responding to individual comments has been included with this application as well as a letter of introduction outlining key site intent.***

*Key Issues:*

- **Access and Connectivity**

- Building Design Standards
- Open Space and Amenities
- Landscape Buffer Requirements

*Project Overview:*

- Zoning: I-2 (Industrial) District
- Character Area: Subarea B
- Aurora Places Placetype: Industry Hub
- Proposed Uses: Multi-Family Residential and Commercial/Retail
- Permitted Uses: Multi-Family Residential is not permitted; Commercial/Retail is permitted
- The proposal requires a re-zone from I-2 to MU-TOD (Mixed-Use – Transportation Oriented Development) District.

*Types of Applications:*

- Zoning Map Amendment
- Preliminary Plat
- Final Plat
- Site Plan

***Response: Comment noted. Thank you.***

*Procedures:*

- A Summary Table of Procedures can be found in Section 146-5.2 Table 5.2-1.  
***Response: Comment noted. Thank you.***
- The Zoning Map Amendment will require approval in a public hearing before the Planning and Zoning Commission and the City Council. The application will be reviewed in a 17-18-week timeframe. The Preliminary Plat requires approval of the Planning and Zoning Commission and can be reviewed concurrently. The Subdivision Plat will be reviewed and approved administratively. All applications will be processed electronically through our development review website. Please coordinate your submittal with the city initiated comprehensive plan amendment.

***Response: Noted. A zoning map amendment is proposed with this application.***

*Important Links:*

- Unified Development Ordinance (UDO)
- Aurora Places Comprehensive Plan
- CAD Data Submittal Standard
- Landscape Reference Manual
- Development Review Website
- Online Application and Plan Submittal Guide
- Pre-Submittal Checklist
- Forms & Applications Page
- Aurora Map Gallery
- Adams County Assessor Map
- Site Plan Manual
- Subdivision Plat Manual
- Subdivision Plat Checklist

***Response: Comment noted. Thank you.***

*Standards and Issues:*

**1. Zoning and Placetype**

**1A. Zoning**

The site is currently zoned I-2 (Industrial) District in Sub-area B. The purpose of the I-2 District is to provide locations for all industrial uses that are not permitted in the I-1 zone district, while mitigating impacts on surrounding areas to the extent practicable. It also includes certain public facilities that are needed to serve this district and nearby neighborhoods. Several retail uses are permitted in the I-2 District, however, multi-family residential is not a permitted use.

The revised Zoning Inquiry response indicated the Planning Department made a neutral finding to rezone inquiry from I-2 (Industrial) District to MU-TOD (Mixed-Use – Transportation Oriented Development) District, Subdistrict Edge (rather than the proposed MU-C (Mixed Use-Corridor) District) subject to submittal of a concurrent site plan that meets code standards.

The uses you propose, multi-family residential and commercial/retail, are permitted in the MU-TOD Edge subdistrict, which if rezoned to, will create a transition in building height, development density, and range of uses, between the Core subdistrict and the adjacent non-TOD developments and neighborhoods. This subdistrict contains mixed-use development but is primarily characterized by residential uses.

***Response: A zoning map amendment has been requested with this application and a narrative has been included with the Letter of Introduction outlining compliance with the desired MU-TOD zone designation.***

**1B. Placetype**

The subject property is designated Industry Hub Placetype in the Aurora Places Comprehensive Plan. The Industry Hub Placetype is typically dedicated to manufacturing, warehousing, distribution, fulfillment centers, and freight operations and should be appropriately buffered from residential and commercial areas. The city will initiate an amendment to the Aurora Places Placetype map that will represent the vision for transit-oriented development outlined in the Gateway Park Station Area Plan.

***Response: A Letter of Introduction outlining compliance with the desired Gateway Park Station Area Plan is included with this application.***

**1C. Gateway Park Station Area Plan**

The subject property is adjacent to the RTD's 40th Avenue & Airport Boulevard - Gateway Park Station and is referenced in the Gateway Park East Station Area Plan. The vision of the station area plan is to create a pedestrian-oriented mixed-use area that may be more of an employment area south of 40th Avenue, and a mixed-use area north of E. 40th Avenue. The recommendation of the plan is to encourage the development of a compact, dense commercial area adjacent to the transit station. The automobile-oriented character of the existing industrial zoned lands in the core of the study area should be changed to a pedestrian-oriented, high density mixed-use area.

***Response: A Letter of Introduction outlining compliance with the desired Gateway Park Station Area Plan is included with this application.***

**1D. Gateway Park Development Standards**

The site is located within Gateway Park IV East and is subject to the Gateway Park Design Review Requirements. Gateway Park sets the standards for the development of high-quality building sites and a basis for consistent architectural and landscape treatments throughout the development. The Gateway Park Design Review Committee (GPDRC) will receive a referral of this application, but coordination should be directly with them. For questions or to get a copy of the Gateway Park Design Standards, contact Rebecca Taladay at 303.371.9000. If there is a conflict between the UDO and the Gateway Park Design Standards, the more restrictive requirements will apply.

***Response: Comment noted. The Applicant has reviewed the Gateway Park Development Standards and will be coordinating with the GPDRC on approval.***

## **2. Land Use**

### **2A. Proposed Land Use**

The Unified Development Ordinance (UDO) defines various land uses, each with their own set of criteria and development standards to be met in order to be considered as said land use. Please see Section 146-3.2, Table 3.2-1 for the uses permitted in the MU-TOD Edge District.

***Response: Comment noted. A letter of introduction has been included with this application outlining compliance with the MU-TOD Edge District.***

### **2B. Preliminary Plat**

The entire property needs to be included in a Preliminary Plat that identifies the proposed uses and their locations, a street and access network that will serve the future development for the entire parcel. A Site Plan is required concurrent at the time of development to provide specific site details.

***Response: A site plan has been included with this application.***

## **3. Development Standards**

### **3A. Dimensional Standards**

Basic dimensional standards for the MU-TOD zone district are included in Table 4.2-3, and more detailed standards are located throughout Section 146-4.2 (Dimensional Standards). The front setback for all land use types is 18 feet maximum. Residential side setbacks are 5' from an interior lot line, 10' from a local street, and 25' from a collector. The rear setback for residential uses is 25' when adjacent to non-residential uses.

***Response: Noted.***

### **3B. Density of Use**

Multifamily developments in the MU-TOD Edge District shall contain a minimum of 20 dwelling units per acre and shall include a minimum of 20% on-site open space (Section 146-3.3.2.H).

***Response: The site is 29 dwelling units per acre. The site has over 20% of open space.***

### **3C. Building Orientation**

Each primary building shall have a principal entrance that faces a street or a street corner (Section 146-2.4.6.I). Multiple buildings on a site shall be arranged to promote connectivity, provide visual interest to pedestrians, and facilitate social interaction. Buildings shall be arranged to provide ample light and air into interior and exterior spaces.

***Response: The buildings are arranged along the street to allow create a street front and allow immediate access to the light rail station from the buildings. The building interior to the site also has an entrance that allows for easy pedestrian access to the clubhouse and the across to the light rail. There is ample open space around each building to keep it from feeling boxed in.***

### **3D. Building Height**

The minimum height for multifamily residential is 3 stories (Section 146-4.2.2, Table 4.2-3). Non-residential uses do not have a minimum or maximum height standard.

***Response: The multi-family buildings are 4 stories tall. The clubhouse is 1 story tall.***

### **3E. Maximum Building Length**

The maximum building length for any multifamily or mixed-use building in Subarea B shall be 200'; and, 400 feet for any commercial building.

***Response: Pedestrian connections have been provided at the bulb of the "twin cul-de-sacs" noted.***

### 3F. Streets and Public Space

- Block Dimensions

Blocks in the MU-TOD District shall be between 300 feet and 500 feet in length, and no more than 1,800 feet around the perimeter. Frequent pedestrian connections should be included. Streets shall align with and with connect with streets in adjacent non-TOD areas (Section 146-2.4.6.H).

**Response: Acknowledged, site will be designed to meet MU-TOD district standards.**

- Public Space

Public spaces shall be designed to promote social interaction, leisure opportunities, public gathering and activities, and/or to create focal points and activity nodes within the development and shall incorporate seating areas and shaded areas.

**Response: Comment noted. We will address these points in the design.**

- Remainder Parcels Prohibited

No subdivision of land shall result in any remainder parcel or tract that does not otherwise meet the standards for a required open space, drainage area, buffer, or other area required by the UDO.

**Response: Acknowledged, site will be designed to meet the standards for a required open space, drainage area, buffer, or other area required by UDO.**

### 3G. Access and Connectivity

Internal streets or driveways shall be provided to break up the larger parcel into smaller, internal “blocks”, and to avoid the need to use public boundary streets to move between different buildings or areas of the development site. There should be an internal east/west access consistent with a private street between the two different land uses that also connects the multifamily to 40th Avenue.

**Response: Internal streets and driveway will provided to allow access to all buildings on site.**

### 3H. Parking Quantity and Design

Multifamily development in the MU-TOD Edge District requires .85 parking spaces per dwelling unit (Section 146-4.6.3, Table 4.6-1), as well as, one additional space per 5 dwelling units for guest parking must be provided. At least 40% of the new resident parking shall be covered and at least 50% of those spaces shall be in garages attached to a primary residential structure (Section 146-4.6.5(4)). Where detached garage(s) are used, they shall be faced with the same mix and percentage of materials as the primary building. Required parking spaces associated with any multi-family residential building shall not be located more than 330' from an entrance to that building. There shall be a direct pedestrian connection between the building entrances and the parking area associated with that building.

Small office and retail uses require 2.5 spaces per 1,000 square feet gfa. 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, and screening from adjacent sites and streets. 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.

One accessible parking space shall be provided per 25 parking spaces for all multifamily and non-residential uses as shown in Table 4.6-2.

Multifamily and non-residential development in Subarea B shall provide bicycle parking spaces equal to at least five percent of the required automobile parking spaces. Bicycle spaces must comply with Section 146-4.6.3.F.2 including providing a design that includes 2 points of contact with each bicycle. Each inverted “U”

rack counts as two bicycle parking spaces. Place any bicycle parking in a convenient, paved, and well-lit location.

**Response: Acknowledged, adequate parking has been provided. Within each building there are bike storage rooms for the residents to use that are safe and accessible only to them for security.**

### 3I. Common Space and Amenities

The expectation for suburban multifamily projects is for 20% usable green space, plaza and/or courtyard space. These spaces are typically consolidated into large areas intended for use by all residents and guests. These areas should have frontage and be integrated into the streetscape of public or private streets. The required outdoor space may not include areas intended for vehicular use. Landscape buffers and other required landscape features do not count toward the outdoor space requirements unless they are designed as usable green space or common gathering space.

Internal sidewalks and trails intended for use by all residents and guests may contribute to the requirement when adjacent to 8 feet of landscape area and include amenities such as benches or similar features. Detention ponds may only count toward the requirement for the portions designed to include usable green space and common gathering space. Balconies and rooftop “outdoor spaces” may count toward the requirement. Dog parks may count for up to 40% of the requirement.

**Response: Comment noted. Thank you for the clarification on open space considerations.**

### 3J. Landscape, Water Conservation, Stormwater Management

#### A. General Landscape Plan Comments.

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

**Response: The design team has the current UDO and Landscape Reference Manual and will prepare plans in to be in compliance.**

#### B. 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: Plans will be prepared as requested and identified as “Not for Construction”.**

#### C. Sight Triangles.

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

**Response: Sight triangles will be identified on landscape plans.**



### 3K. Building Design Standards

Section 146-4.8 of the UDO 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.

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.

**Response: Noted.**

**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.
<b>General building design standards</b>						
Design variety	✓					
Distribution of masonry and architectural features	✓					
Windows	✓					
Building orientation and spacing			✓	✓	✓	✓
<b>Massing and articulation</b>						
Horizontal articulation		✓	✓	✓	✓	✓
Vertical articulation	✓		✓		✓	✓ [1]
Maximum building length			✓	✓	✓	✓
<b>Building materials</b>						
Primary building materials	✓		✓	✓	✓	✓
Masonry standards		✓	✓			
<b>Four-sided building design</b>						
Façade character elements			✓	✓	✓	✓
Entry design			✓	✓	✓	✓
<b>Roof design</b>						
Roof materials	✓		✓	✓	✓	✓
Roof form	✓		✓	✓	✓	✓
<b>Screening of mechanical equipment</b>						
Rooftop equipment	✓		✓	✓	✓	✓
Ground-mounted equipment	✓		✓	✓	✓	✓
Garbage storage areas			✓	✓	✓	✓

Notes:

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

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: The buildings contain four-sided architecture with all materials located along all sides of the buildings. The buildings only contain high quality materials and are visually interesting with layered materials in different horizontal and vertical arrangements.**

Additionally, multi-family developments are prohibited from being constructed with exterior stairwells. Each building must be designed and constructed so that stairwells to access units on the upper floors are interior



to the building and secure for residents. Review the applicable Building Design Standards highlighted in the table to ensure compliance when designing your buildings.

**Response: The stairwells for the buildings are interior to the unit and blend in with the building façade.**

#### Horizontal Articulation (Section 146-4.8.5.B)

Each primary structure shall use horizontal articulation elements to break up long, flat walls.

- Single story commercial buildings shall use at least one of the horizontal articulation methods shown in Table 4.8-3 at an interval of 50 feet or less on each street facing façade of the primary building.

**Response: A layering of materials creates horizontal breaks along the clubhouse building façade.**

- Every 50 linear feet, mixed-use and multifamily developments shall use at least two of the horizontal articulation methods shown in Table 4.8-3 at an interval of 50 feet or less on each street facing building façade.

**Response: Each of the residential buildings contain a mix of materials, colors, parapet heights, window arrangements and wall notches to break up the façade of each side of the building.**

#### Vertical Articulation (Section 146-4.8.5.C)

Each primary structure or portion of primary structure with a height of 30 feet or more than two stories shall use vertical articulation to present a clear base, middle and cap to the building on each façade facing a street. See Table 4.8-4 for vertical articulation methods for base, middle and cap of buildings. At least one of the vertical articulation options shall be used for each of the three vertical element categories.

**Response: Each building contains a clear base, change of materials vertically and a distinct cap to break up each building vertically.**

#### 3L. 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.

**Response: Noted.**

#### 3M. 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: Noted.**

### 4. 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: The applicant is requesting an adjustment regarding building length. The adjustment and justification have been provided in the letter of introduction as well as on the coversheet of the site plan document.***

## **5. Submittal Reminders**

### **4A. CAD Data Submittal Standards**

The city has developed CAD Data Submittal Standard 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: Acknowledged CAD submittal will be provided with a later submittal.***

### **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: Comment noted. Thank you.***

### **4C. Mineral Rights Notification**

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

***Response: A mineral rights affidavit is included with this application.***

### ***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.

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.

***Response: A pre-submittal meeting was held with Debbie Bickmire and Susan Chapel prior to the application upload.***

### ***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.

***Response: Comment noted. Thank you.***

### ***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

***Response: Comment noted. Thank you.***

- 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.

**Response: Comment noted. Thank you.**

- Additional information about the Neighborhood Liaison Program can be found on the Housing and Community Services page of the city website.

**Response: Comment noted. Thank you.**

### **Parks, Recreation & Open Space Department (PROS)**

#### *Project Characterization:*

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

- This proposal includes 374 new multifamily units within the Gateway Master Plan area.
- This site is considered TOD as it's within close proximity to an RTD station and provides a mix of residential and commercial. As currently identified, this project will receive TOD incentives and therefore no open space land dedication is required.

**Response: Comment noted. Thank you.**

#### *Population Impact:*

For TOD housing, population calculations for the project are based on an average household size multiplier of 2.02 persons per unit, resulting in an overall projected population of 756 persons residing in 374 units.

**Response: Comment noted. Thank you.**

#### *Land Dedication:*

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

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

The resulting acreage required is as follows:

374 TOD Multifamily Units

Neighborhood Park Land 2.27 acres

Community Park Land 0.83 acres

Total Land Dedication 3.10 acres

**Response: Comment noted. Thank you.**

#### *Cash-in-Lieu Payment:*

Given the small overall acreage of park land impact generated by the population increase and the fact that the subject development is not conducive to on-site dedication due to minimum park size criteria, the land dedication shall be satisfied by a cash-in-lieu payment prior to subdivision plat/replat. The amount of the payment is computed by multiplying the dedication acreage by the estimated market value for the land.

**Response: Comment noted. Cash-in-lieu payments will be made at time of platting as requested.**

#### *Small Urban Park.*

If this site is considered by both PROS and Planning to be TOD/mixed use, you have the option to provide a small urban park on site to meet some of the neighborhood park land dedication required with the new residential. In order

to get credit for a small urban park, the following minimum criteria must be met. Please refer to the PROS Dedication and Development Criteria Manual for the full language.

- 10,000 sf minimum size
- May be designed as a central green, plaza, promenade or other publicly accessible and inviting gathering space.
- Must include landscaping, benches, lighting, trash receptacles, specialty paving and signage.
- Must include at least one recreation element such as play structures, large shade structures, courts, etc.
- Must include at least one specialty element such as public art, water features, specialty banners or other element which creates a strong sense of place.

**Response: Comment noted. A small neighborhood park is not proposed with this application at this time.**

#### *Park Development Fees.*

In accordance with Section 146-306 of City Code, Park Development Fees shall be collected by the city to cover the cost of constructing new park facilities to serve the needs of the projected population. These fees apply to the project because park facilities are not proposed to be provided on-site. Fees are based on the park land dedication acreages and an annual cost per acre for construction of park facilities. The fees, which are computed and collected on a per-unit basis, shall be paid at time of building permit issuance. The current per-unit fee of \$1,466.17 would apply if permits for construction of the residential units are pulled in 2020.

**Response: Comment noted. Park development fees will be provided as required.**

#### *PROS Requirements Caveat.*

The monetary calculations presented herein are estimates based on park construction costs and a per-acre value for infill development at this point in time (current year 2020). The timing for implementation of the project may affect the ultimate amount of fees collected and other payments imposed to satisfy park-related obligations. Furthermore, if aspects of your project change, such as the number of dwelling units proposed, the park land dedication requirements may also change.

**Response: Comment noted. Thank you.**

#### **Aurora Public Schools**

In accordance with Section 4.3.18 of the Unified Development Ordinance, the school land dedication obligation for the proposed apartments is 1.2239 acres. Aurora Public Schools will accept cash-in-lieu of land for this obligation valued at market value of zoned land with infrastructure in place. Cash-in-lieu is due at the time of recording of the first plat.

**Response: Comment noted. Cash-in-lieu of land dedication will be provided as required.**

#### **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.*

**Response: Acknowledged, will respond to any Aurora Water comments.**

#### *Key Issues:*

- Please see separate email regarding anticipated sanitary sewer loading and manhole locations.
- A separate irrigation meter is required for the apartment portion. This will be separate from the club house meter. Irrigation meter connection fees are based on the amount of landscaping and type of landscaping.
- Pool equipment is to discharge to the sanitary sewer system.
- Each building is to have its own water meter. Meters are to be located in a landscaped area.
- A Storm Water Management Plan (SWMP) is required for this site.

- Looping of the water main is required for each phase of this project. Any existing stubs that are not being used must be capped and abandoned at the main.
- A domestic allocation agreement will be required for connections 2" and larger.

**Response: Acknowledged, site will meet criteria specified in key issues above**

*Utility Services Available:*

- Water service may be provided from: Salida Street, 40th Avenue, Private road to the south.

**Response: Acknowledged, water service will be provided from Salida Street.**

- Sanitary sewer service may be provided from: Salida Street or 40th Avenue.

**Response: Acknowledged, sanitary sewer service will be provided from Salida Street.**

- The project is located on Map Page 99L.

**Response: Acknowledged.**

*Utility Service Requirements:*

- A Preliminary Plat is required for this project and must show existing and proposed utilities including:
  - Public/Private Mains
  - Service Lines
  - Water Meters
  - Fire Suppression Lines
  - Fire Hydrants necessary to service your development
  - Grease Interceptors are required for commercial kitchens
  - Sand/Oil Interceptors are required for vehicle maintenance facilities
  - All utility connections in the arterial roadway are required to be bores.

**Response: Acknowledged preliminary plat will be provided to Site.**

- 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: Acknowledged.**

*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: Acknowledged fees will be paid prior to building permit.**

- 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 fees will be paid prior to building permit.**

- For a full listing of Utility Fees, please see the Aurora Water Fee Schedules.

**Response: Acknowledged utility fees will be paid per fee schedule.**

**Public Works Department**

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

*Key Issues:*

- A detailed Traffic Impact Study will be required. See below for additional information.  
**Response: A Traffic Impact Study is provided with this application.**
- Gating setback shall be based on the anticipated inbound queuing but shall be no less than 35 ft from the flowline of the roadway.  
**Response: Acknowledged gate has been setback more than the required 35ft form the flowing of the roadway.**
- 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.
  - 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: Acknowledged electrical conduits and pull boxes will meet the above criteria.**
- Traffic Signal Escrow may be required for the access point on Salida Street, pending results of the Traffic Impact Study if not installed with the development (if warranted).  
**Response: TRAFFIC**
- Ensure appropriate pedestrian connections are present between the residential and retail with connections to retail buildings (safely through parking field).  
**Response: Appropriate pedestrian connections have been added to the site to connect the multifamily and the commercials lots.**
- 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 Site Plan:
  - The developer is responsible for signing and striping all public streets. The developer is required to place traffic control, street name, and guide signs on all public streets and private streets approaching an intersection with a public street. Signs shall be furnished and installed per the most current editions of The Manual on Uniform Traffic Control Devices (MUTCD) and City Standards and shown on the signing and striping plan for the development.  
**Response: Acknowledged, signs will be provided in a future submittal.**
- Show all adjacent and opposing access points on the Site Plan.  
**Response: All access point to site are shown on the site plan.**
- Traffic is concerned with potential conflicts from stacking vehicles and recommends a minimum offset of 300-feet from the adjacent street to the first forced turn for arterials and 150-feet from collectors.  
**Response: Acknowledged.**
- The access onto Salida Street shall align with the opposing street to the west.  
**Response: The access onto Salida street does align with the opposing street to the west.**



- Label the access movements on the Site Plan.

**Response: Acknowledged.**

- Objects and structures shall not impede vision within the sight triangles. Landscaping shall be restricted to less than 26-inches in 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.

**Response: Acknowledged, the landscaping does not interfere with sight triangles.**

**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: Comment noted. All landscaping will be designed to be in compliance.**

#### *ROW/Plat:*

- Designate a Public Access Easement along private roadways and a shared access between residential and retail (typically concurrent with Fire lane).

**Response: Access easement is provided throughout the site.**

- A private cross-access agreement is recommended for maintenance and snow removal. The developer is responsible for establishing this agreement with the adjacent property owner.

**Response: Acknowledged.**

- ROW dedication may be required pending review of the Detailed Traffic Impact Study.

**Response: Acknowledged.**

- A traffic signal easement shall be required at all signalized and future signalized intersections to accommodate the proposed or modification to traffic signal pole, underground conduits, pull boxes and signal control cabinet.

**Response: Acknowledged.**

#### *Improvements:*

- Based on the results of the Detailed Traffic Impact Study, there is a potential that the roadway between the Salida Street & 40th Avenue intersection and the western access on 40th Avenue may be required to be an auxiliary lane (channelized right turn into an acceleration lane/drop lane into access).

**Response: Acknowledged.**

- 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.**

- Show the installation, by developer, "Right Turn Only" signs at 40th Avenue western access. Signs shall be installed per the most current editions of The Manual on Uniform Traffic Control Devices (MUTCD) and City Standards.

**Response: Acknowledged.**

- If access point to Salida Street is shown to be warranted for signalization in either build year or long-term horizon year (2040), then one of the following would be required.

- The developer is responsible for signal installation at the intersection of Salida St and access (to be named). Add a note to the Site Plan indicating this commitment. The traffic signal(s) shall be properly installed and operating prior to issuance of a Certificate of Occupancy.
- The intersection of Salida St and \_\_\_\_\_ is a potential candidate for a future traffic signal if and when signal warrants are met. As an adjacent land owner/developer, you must participate in the cost of the traffic signal installation. Add the following note to the Site Plan:
  - **(Applicant/owner name, address, phone)** shall be responsible for payment of 50% of the traffic signalization costs for the intersection of Salida St and \_\_\_\_\_, 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: Acknowledged.***

- 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.
    - i. Based on adjacent traffic impact studies, please use counts conducted pre-COVID-19 traffic patterns.
  2. Include detailed analysis of:
    - a. All site access points to Salida Street & 40th Avenue
      - i. CDOT SHAC analysis for auxiliary lanes
    - b. Intersection of 40th Avenue & Salida Street
      - i. Analysis of channelized lane and need to provide acceleration lane and/or if RI/RO access point warrants right turn lane.
  3. Signal Warrant Analyses of Access to Salida Street– Warrant 1,2,3 all to be included
  4. Queuing analysis for gated locations
  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 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) 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.

***Response: Acknowledged.***

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 as soon as possible.
- The Traffic Study shall also be uploaded with the rest of the submittal.

**Response: Acknowledged.**

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

**Response: Acknowledged.**

**Engineering Division**

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

*Key Issues:*

- Public improvements required for this development include sidewalk on the adjacent streets and updating the curb ramps to meet current standards. City of Aurora standards require a 6' detached sidewalk on Salida Street and a 10' detached sidewalk on 40th Avenue. The curb ramps at the existing access shall be updated as well as the ramps on the south side of the intersection of 40th Avenue and Salida Street. This includes the west side of Salida Street.

**Response: Additional 10' detached walk up Salida street has been added to plans. Ramps will be updated to aurora standards along path.**

- A preliminary drainage report shall be submitted with the site plan. Detention and water quality shall be in conformance with the previously approved drainage report for this area.

**Response: Drainage report will be submitted with plans. The detention and water quality are in conformance with the previously approved drainage report.**

*Improvements:*

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

- Curb ramps must be shown (located) on the plans at all curb returns and any other location of public necessity. Refer to Standard Detail S9. Any street grades in excess of three percent will require detailed grading of the curb ramps.
- 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: Acknowledged.**

**Response: Acknowledged flared curb cuts aren't used on site.**

- 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: Bicycle railings have been added to site and meet aurora standards.**

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

**Response: Retaining walls on site show height and rage, material type will be shown at a later submittal.**

- 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: Acknowledged private drive access slope is not greater than 4%.**

- 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: Acknowledged, gate setbacks are currently set more than 35ft from the street.**

*ROW/Easements/Plat:*

- 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 a plat with dedicated easements will be provided for the above notes.**

*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.

**Response: Acknowledged.**

- 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: Acknowledged.**

- 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: Acknowledged.**

- A 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: Acknowledged.**

- 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.*

#### *Key Issue:*

- 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.

**Response: Noted.**

#### *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: Noted.**

#### *Adopted Codes by the City of Aurora – Setbacks:*

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

**Response: Acknowledged.**

#### *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

**Response: Acknowledged.**

#### *Emergency Responder Radio Coverage:*

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

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

**Response: Noted.**

*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, fire lane easements were include in the design of the site.**
  - Buildings greater than 30' in height are regulated by the 2015 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 2015 IFC, Appendix B & C. As indicated in the previously stated code sections, fire hydrant coverage requirements include both internal site areas and abutting public street systems.

**Response: Fire hydrant spacing and requirements are consistent with 2015 IFC.**

*Fire Sprinkled Structures:*

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

**Response: Noted.**

*General Comments:*

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

*Gated Entry:*

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

- If a gating system is to be installed at a site access point, it must be set back from the flow line of the street at least 35 feet or one design vehicle length, whichever is larger, and be approved by the City of Aurora's Fire and Life Safety department. Gating systems located within close proximity to public right-of-way (ROW) may also be assessed by the City of Aurora Traffic Manager or designee and could require a traffic analysis to determine the appropriate distance of gating system to said flow line of ROW. Where a gating system crosses a dedicated or designated fire access roadway please reference the Security Gates section of the latest edition of the International Fire Code (IFC). The installation of



security gates across a fire apparatus access road shall be approved by the Fire Chief (designated Fire Chiefs representative).

**Response: Acknowledged.**

- A separate building permit is required for the installation of any gating system that may obstruct fire department access to the internal areas of a site. Prior to construction please submit plans and specifications of your proposed gating system to the Aurora Building Division. If you have any questions, please contact a Fire/Life Safety representative by calling 303.739.7420.

**Response: Acknowledged.**

#### *Accessibility Requirements:*

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

- Residential

**Response: Acknowledged.**

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

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

**Response: Acknowledged. Mail boxes will be provided in the clubhouse.**

#### *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 life-saving of fire-fighting purposes, the fire code official is authorized to require a key box to be installed in an accessible location.

- A Knox box will be required at each fire riser room door. Please label and show these Knox boxes on the site plan amendment submitting to the Planning Department.
- Approved Knox Hardware is required for existing buildings at the main entry of the structure, at the exterior door of a fire riser/fire pump room and at the fire department connections (caps/plugs). Please label and show these Knox boxes on the site plan amendment submitting to the Planning Department.

**Response: Acknowledged Knox box will be coordinated with fire department**

#### *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.

**Response: Acknowledged.**

#### *Petroleum and Gas Line Easements:*

Please review either 49 CFR part 195, Transportation of Hazardous Liquids by Pipeline criteria or 49 CFR part 192, Transportation of Natural and Other Gas by Pipeline criteria to determine minimum distance criteria of a pipe line proximity of any private dwelling, industrial building, or place of public assembly in which persons work, congregate, or assemble. You can also gain assistance by obtaining a letter from the petroleum or gas line easement owner indicating the minimum distance they would allow the buried gas line and easement line to the proposed exterior wall. Submit this letter with your planning documents for recordation.

**Response: Acknowledged.**

*Phasing Plans:*

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

**Response: Acknowledged, phasing plan will be provided with a later submittal.**

*Photometric Plan:*

- Add the following note to the Photometric Site Plan:  
ILLUMINATION WITHIN THE SITE MUST COMPLY WITH THE 2015 INTERNATIONAL BUILDING CODE REQUIREMENT FROM SECTION 1006 - MEANS OF EGRESS ILLUMINATION. SECTION 1006. ILLUMINATION REQUIRED: THE MEANS OF EGRESS, INCLUDING THE EXIT DISCHARGE, SHALL BE ILLUMINATED AT ALL TIMES THE BUILDING IS OCCUPIED. SECTION 1006.2 ILLUMINATION LEVEL. THE MEANS OF EGRESS ILLUMINATION LEVEL SHALL NOT BE LESS THAN 1 FOOT-CANDLE (11 LUX) AT THE FLOOR LEVEL AND CONTINUING TO THE "PUBLIC WAY".
- Add the "accessible route" (heavy dashed line) to the photometric plan and verify minimum 1 foot-candle of illumination along its entire length.

**Response: Noted.**

*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) Access Control Gate or Barrier Systems
- (Site Plan Note) Accessibility Note for Commercial Projects
- (Site Plan Note) Accessibility Note for Multi-Family Projects Built under the 2015 IBC/IRC and HB-1221
- (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

**Response: Acknowledged site plan notes added to notes sheet.**

*Site Plan Data Block:*

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

**Response: Site Plan Data block shown on cover sheet.**

*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.

- The fire code official is authorized to increase the dimension of 150 feet reach requirement where the building is fire sprinkled in accordance with the 2015 IFC, Section 503.1.1 where allowed by code. If granted approval, a fire sprinkled structure may utilize 200-foot reach criteria in place of the 150-foot standard requirement.
- Where fire hydrants and fire department connections are provided adjacent to vehicular access drive aisles, they will need to be dedicated as fire lane easements in order to provide emergency access to them.
- Access Road Width with a Hydrant
- Aerial Fire Apparatus Access Roads
- Fire Apparatus Access Road Specifications
- Combined Fire Lane, Public Access and Utility Easements
- 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
- Private Streets Constructed to Public Street Standards
- Pocket Utility Easements for Fire Hydrants
- Public Street Systems Adjacent to Site
- Remoteness
- Speed Bumps
- Snow Removal Storage Areas
- Two points of Emergency Access
- Urban Street Standards
- Width and Turning Radius

**Response: Acknowledged.**

#### *Trash Enclosure:*

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

**Response: Acknowledged. Trash refuse rooms are located within each building and meet code requirements.**

#### **Real Property Division**

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

#### *Key Issues:*

- No portion of any roofed structure, balconies or footers may encroach into any easement.

**Response: Acknowledged roof structures, balconies and footers will not encroach into easement.**

*Subdivision Plats:*

- The property has never been platted and shall be subdivided at this time in order to obtain a building permit. Plats must be prepared using City of Aurora specifications provided in our most current Subdivision Plat Checklist. Plat review may run concurrently with your other Planning Department submittals.

***Response: Acknowledged.***

- 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.

***Response: Acknowledged, pre submittal meeting has already been completed.***

*Site Plans:*

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

***Response: Acknowledged.***

*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

***Response: Acknowledged, additional documents will be provided as necessary.***

- **Off-site easement dedications** may be required to make your project work. It's up to the developer to obtain these easements for the city, pay compensation, etc. Dedication documents must be prepared using Real Property specifications which can be found in the Dedications Packet. Once complete and accurate easement dedication 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.

***Response: Acknowledged.***

- If a requirement for new street lighting is identified during the review process, this may be an opportunity to partner with cell carrier providers. New technology allows these providers to incorporate their technology with street lighting. These carriers are willing to take on the cost of purchasing and installing a light with qualifying projects. Please contact Leslie Gaylord at 303.739.7901 for additional details and contact information.

***Response: Acknowledged.***

**END OF COMMENTS.**