



Planning Division
 15151 E. Alameda Parkway, Ste. 2300
 Aurora, Colorado 80012

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July 31, 2019

Randy Hertel
 Majestic Realty Co
 20100 E 32nd Parkway, Suite 150
 Aurora, CO 80011

Re: Technical Submission Review - Majestic Commercenter – FDP
 Application Number: **DA-1127-31**
 Case Number: 2018-7005-00

Dear Mr. Hertel:

Thank you for your recent submission, which we started to process on Monday, July 15, 2019. We reviewed it and attached our comments along with this cover letter. The first section of our review highlights our major comments. The following sections contain more specific comments, including those received from other city departments and community members.

Since several important issues still remain you will need to make another technical submission.

Note that all our comments are numbered. When you resubmit, include a cover letter specifically responding to each item. The Planning Department reserves the right to reject any resubmissions that fail to address these items. If you have made any other changes to your documents other than those requested, be sure to also specifically list them in your letter.

It is suggested that we schedule a meeting to review these comments and discuss the comments and redlines. To schedule a meeting, I may be reached at 303-739-7251 or bcammarata@auroragov.org.

Sincerely,

Brandon Cammarata, Senior Planner
 City of Aurora Planning Department

cc: Katie Laughlin - Consilium Design 7353 S Alton Way Ste A135 Centennial, CO 80112
 Susan Barkman, Neighborhood Services
 Jacob Cox, ODA
 Filed: K:\\$DA\1127-31tech1.rtf



First Technical Submission Review

SUMMARY OF KEY COMMENTS FROM ALL DEPARTMENTS

- ✓ The PIP needs to include triggers for the development of 32nd Parkway (east of Picadilly) and the alternative realignment (west of Picadilly). The Planning Areas involved with the triggers need to be able to realistically carry the costs of the improvements to assure the improvements get completed.
- ✓ 12,000 ADT on Picadilly is one trigger for the widening of Picadilly Road.
- ✓ The development of the Himalaya Street connection to 38th Avenue as a full movements street is critical to the street network and needs to be required in conjunction adjacent development. Vacation of Himalaya is not supported.
- ✓ The alternative re-alignment of 26th Avenue needs additional analysis.

PLANNING DEPARTMENT COMMENTS

Reviewed by: Brandon Cammarata / bcammara@auroragov.org / 303-739-7251 / PDF comment color is teal.

1."Community Comments

1A. James Dyer, Inivair Aircraft Corperation,2500 Himalaya Rd., Phone: 303-375-8882

Email: jdyer@univair.com

No objection to rezoning but do support as much extra vehicle ingress and egress from the area, especially Himalaya Road and 32nd Ave. Access to our Business has been steadily more difficult for the past number of years due to the increase in truck, employee, and construction traffic in the area. Recommend full in and out access on Himalaya and 38th.

2."Completeness and Clarity of the Application

Tab 6 Form B Narrative

2A. Please remove the word “possible” from Section 8 of Form B **Rgo qxgd, as applicable**

2B. First Creek is a Riparian Area, please describe how your project will protect, use or enhance this feature. **Added**

Tab 2 - FDP Cover Sheet –

2C. Please include waivers as approved by City Council with a similar approach you used in the first submittal.

Included

MUR –

2D. Assure PIP in the MUR is updated with any changes to the Master PIP. **PIP is updated**

PIP –

2E. City Council recently adopted the Northeast Areas Transportation Study (NEATS). This study identifies major alignments and traffic analysis. This study identifies explicitly the realignment of 26th Avenue to 32nd Parkway at Picadilly Road, enabling one of the few continuous east-west connections from Watkins to Tower Road. The Planning Department strongly recommends completing the FDP and PIP by including the planned alignment of 26th/32nd as well as the full movement connection of Himalaya to 38th Avenue. **Pursuant to the meetings between the parties, options included in FDP, PIP and Master Traffic Study**

2F. Please remove language about Himalaya being vacated and accommodating limited access. Himalaya needs to be triggered by adjacent development in the PIP as a full movement street connection to 38th Avenue. **Language revised**

2G. Development of PA-14, adjacent to Himalaya, or other adjacent development in MCC- I needs to be contingent on improvements to Himalaya and 38th Avenue as full movement streets. **Language revised**

2H. Any development on PA-15, PA-13 or PA-12 in MCC-I, needs to require the development of the "realignment alternative" unless the “Parkway” east of Picadilly will be built. **Language revised**

2I. Any development in PA-5, PA-6 or PA-7 (south half of MCCII) that does not include 32nd Parkway needs to trigger the development of the 26th Street realignment alternative west of Picadilly. **Language revised**

2J. In addition to the adjacent triggers for the widening of Picadilly, an overall trigger of 12,000 ADT on Picadilly needs to be included for the widening of Picadilly Road. **12,000 ADT trigger included for initial widening of Picadilly Rd**



Tab 8 Land Use Map

2K. Remove the word “potential” relating to future street connections. If in the future it is determined that a connection is not in the best interest of the community then an amendment to the FDP can be pursued.

Pursuant to the meetings between the parties, the word "potential" shall remain

2L. The approach to the 26th Avenue alignments may need to be updated depending on the outcome of the PIP discussion.

Pursuant to the meetings between the parties and the updated Master Traffic Study, the possible alignments shall remain as depicted

Public Art Plan.

2M. With your next submittal please provide an approval letter from Roberta Bloom. Approval recieved

Context Map

~~3N. Signage and Land Use Annotations~~ Removed

4. Landscape Comments

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

Tab 10 Urban Design Standards

4A. The building setback table/description for interior, rear and side lot lines needs updated to include language that reflects the setbacks required in Tab 11. The buffer setbacks are greater and reflect current city code. Addressed

Tab 11 Landscape Standards

4B. Provide a quantity of shrubs/ornamental grasses that are to be provided in the tree lawn. The new unified development code requires one five-gallon plant per 40 sf of sod area. The current code has no specific quantities and is open to negotiation between the designer and the city landscape architect. The city landscape architect is requiring one five-gallon plant per 40 sf. Added

4C. Add additional language to the oil and gas facility landscape requirements that states “At a minimum, buffers shall be 25’ wide and contain a minimum of one tree and five shrubs per 25 linear feet”. Added

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

5. Civil Engineering

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

PIP Narrative

5A. The FDP will not be approved by public works until the master drainage study is approved. Noted

5B. Reimbursement agreements with the City are not part of public improvement plans and shall be addressed under separate cover. (page 4) Language revised

5C. Include language that refers to the traffic signal escrow ordinance for identified future signalized intersections, page 4). Language revised

5D. Roadway construction is not limited to the development of the adjacent planning area. Please add language that details that additional roadway improvements may be required if access, life safety and or traffic demands warrant construction. (page 4). Language revised

5E. This bridge is already weight restricted. The inspection report for the bridge also cited "Liveload deflection of bridge easily observable when trucks cross." What is the reason for citing 12,000 ADT as the trigger for improvements? Trucks may not be permitted to use the bridge day one and would have to identify an alternate truck route. (page 5) 12,000 ADT originally provided by COA

5F. This does not discuss any interim improvements that may be required (page 6) Interim improvements not applicable because MCC II cannot be developed until channelization improvements take place, except for PA-4, which shall require on-site detention/water quality, which on-site detention requirement shall no longer be required after First Creek channelization improvements have been completed.

5G. Only for oil and gas pad site specifically. If any other use is proposed, channel improvements will be required. (page 7). Language revised

5H. Identify this parcel as oil and gas (page 7.) Language revised

5I. Please remove items from the master drainage study from this document. This document exclusively speaks to the improvements required with each planning area in conformance with the approved master reports for drainage, utilities and traffic. (page 10) Removed



PIP Map

- 5J. Show all planned ponds, culverts, etc on this plan in conformance with the master drainage study **Noted**
- 5K. Make sure typical sections are included for all identified roadway improvements (Himalaya, 36th, 32nd, etc) **Noted**
- 5L. Why not 100%? All corners are MCC **Revised**
- 5M. Include a typical section for Himalaya. **Not applicable**
- 5N. This is still problematic **Revised**

6. Traffic

Brianna Medema, bmedema@auroragov.org / 303.739.7646

TIS

- 6A. Review PIP and proposed roadway modifications. **PIP is updated**
- 6B. Traffic Impact Study scope and PIP scope need to match. **Understood, now matching**
- 6C. The Majestic Commercenter I changes are included in PIP, and this TIS needs to evaluate those proposed changes. **Noted**

Tab 13 PIP Narrative

- 6D. "5, 6, 7, 12, & 13" or incorporate the analysis into the TIS now. (page 5) **Incorporated in TIS**
- 6E. This threshold is for widening the roadway (including bridge), not bridge replacement only. (page 5) **Noted**

PIP Map

- 6F. Previous traffic comments have not been addressed. They have been copied and pasted as there has not been changes in these areas. **Addressed**
- 6G. 100% is required. (Signal at 32nd Pkwy and Picadilly) **Noted**
- 6H. Replace "Potential" with "Future" (relating to the 32nd Pkwy Realignment) **Pursuant to the meeting between the parties and the updated Master Traffic Study, the word "potential" shall remain**
- 6I. Update this intersection geometry to comply with COA criteria (perpendicular) (32nd Pkwy and 26th Ave) **Addressed**
- 6J. This connection is not supported by the Traffic Impact Study included. Remove this alignment. The other realignment is not "Potential" but "Future". (26th Avenue) **Updated**
- 6K. All Traffic Engineering comments on the PIP Narrative apply here (PIP Map). **Noted**
- 6L. Remove "To Be Northbound Only. No Southbound Traffic" If you would like to add a comment on limited movement at intersection of 38th & Himalaya Rd pending Traffic Impact Study and COA analysis - ok. (Himalaya)

7. Real Property

Maurice Brooks/ mbrooks@auroragov.org / 303-739-7294 Comments in **magenta**.

- 7A. No comments at this time.

8. Aurora Water

Tony Tran / atran@auroragov.org / (303) 739-7376 Comments in **red**.

Master Utility Study

- 8A. Please make minor corrections and coordinate with me to route for signatures. **MUS has been sent for approval**
- 8B. Add Life Safety on signature block for report and figures **Life Safety block has been added**
- 8C. Add "and domestic" on page 5. **"Domestic" has been added**
- 8D. DIP unless corrosive soils exists (page 6). **DIP note has been added**
- 8E. Revise to DIP and note 4-inch to be installed in accordance with 17.03 and 17.07 (update model as needed), page 6. **Note Added**
- 8F. Note, backflow prevention will be provided. (page 6) **Note Added**
- 8G. Address PIP comments and update accordingly. (page 17) **PIP comments addressed**
- 8H. Label ex 10" SS on page 17. **10" SS labeled**
- 8I. Provide sample calc using COA peaking factor eqn that shows max out at 4. Page 197 **Peaking factor calc included**
- 8J. is this slope based on site conditions? provide backup (typ.) page 201 **Slope is based on minimum conditions expected**
- 8K. does not mean min velocity (page 201) **We now meet min velocity requirements**



8L. Page 201 - Provide d/D ratios (typ) Ex: $0.09\text{ft} / 0.67\text{ft} = 13.4\% < 75\%$
(typ.) **Ratios added**

PIP Narrative/ PIP Map

8M. Note that the channel improvements will meet UDFCD MEP design criteria. **Noted**

8N. Update to 12"W (PIP Map, water main in 38th Ave) **Updated**

8O. label as ex 10" SS (PIP Map, 26th Avenue) **Labeled**

9. Life Safety

Reviewed by: John J. Van Essen / jvanesse@auroragov.org / 303-739-7489 Comments in **blue**.

9A. No Life Safety Comments at this time.

10. Parks and Recreation (PROS)

Reviewed by: Chris Ricciardiello / cricciar@auroragov.org / 303-739-73xx

PIP Narrative

10A. Add "Potential 10-foot wide concrete trail with pedestrian underpasses integrated into the box culvert/bridge designs for 38th Avenue" (page 9 and PIP Map) **Added**

11. Forestry

Rebecca Lamphear / rlamphea@auroragov.org / 303-739-7139

11A. No additional comments on third review.

13. Urban Drainage

13A. The previous comments (10/25/2018 and 1/17/2019) for this project still apply. UDFCD continues to have no objection to this proposal. (See previous comments below) **Thank you, we will continue to work with UD on first creek improvements**

13B. The proposed site is bisected by First Creek, a major drainageway. This area is included in the 2010 *First Creek (Upstream of Buckley Road) Major Drainageway Plan Conceptual Design Report* (MDP). The MDP includes improvements for stream stabilization, regional detention, and roadway crossing improvements. **Noted**

13C. FEMA Flood Insurance Rate Maps (FIRMs) for this area recognize First Creek as a flooding source for Special Flood Hazard Areas (SFHA), effective date February 17, 2017. The source of SFHA is the 2011 *First Creek (Upstream of Buckley Road) Flood Hazard Area Delineation* (FHAD). We have been communicating with the development team about this area for at least 2 years. They are fully aware of the proposed drainageway improvements and floodplain impacts. **Noted**

13D. Additionally, we have been talking with them about the potential of constructing the drainageway improvements through a Fee-In-Lieu Improvements agreement between the MCC and UDFCD. This would be a similar arrangement that we have with the Aurora Commerce Center south of this site for which we are designing and constructing improvements to First Creek from Smith Road to 1000' north of 26th Avenue. **Confirmed**

13E. It appears that they are making concessions for the regional detention basin and a stream corridor. We appreciate that the FDP figures illustrate a stream corridor that is respectful of the existing alignment and accounts for that. In our discussions with the development team the exact corridor alignment and width needed for First Creek has not been determined at this time and is likely to change as those plans develop. **Agreed**

13F. We have no objections to this zoning request and the FDP or any materials currently presented in the FDP. **Noted**

14. Transportation Planning.

Tom Worker/Braddock / tworker@auroragov.org / 303-739-7340

14A. No additional comments.

15. Public Art

Roberta Bloom, rbloom@auroragov.org / 303-739-6747

15A. Please provide approval letter from Roberta Bloom with the next submittal. **Approval received**