



December 8, 2020

Claire Dalby, Planner II
City of Aurora
Planning Division
15151 E. Alameda Parkway, Ste. 2300
Aurora, Colorado 80012

**RE: COMMENT RESPONSE LETTER FOR
LINK APARTMENTS – FITZSIMONS – SITE PLAN & PLAT
DA-1279-50 (2020-3052-00, 2020-4021-00)**

Dear Ms. Dalby:

Thank you for the Site Plan & Plat comments on November 13, 2020 for the above-mentioned project. In an effort to address your comments concisely and simplify your review of the Site Plan & Plat, we have summarized your comments and our responses below.

PLANNING DEPARTMENT COMMENTS

Claire Dalby / 303-739-7266 / cdalby@auroragov.org / (Comments in lime green)

1. Community Questions, Comments and Concerns

- A.** Five registered neighborhood organizations and thirteen adjacent property owners were notified of the site plan and application. Three total comments were received, one from an adjacent property owner and one from a neighborhood organization.

Name: Kelly Stuhr

Property: K&R Properties LLC, Henderson, CO 80640

Comment: Incorrect boundaries of K&R Properties on site map (see attached letter)

Name: Nadine Caldwell

Organization: Northwest Aurora Neighborhood Org Aurora, CO 80010

Comment: We are excited about this development as we have been waiting 20 yrs to see that area developed. Hopefully some rents can be set aside for affordable units.

No objections at this point. Nice amenities and adequate parking.

Hopefully no waivers or variances will stay in place.

- *Response: Comments acknowledged. The incorrect boundaries noted on the K&R property has been updated on the Site Plan set.*

2. Completeness and Clarity of the Application

- A.** On the cover sheet, make the Amendment Block larger so that there is enough space for text in the future.

- *Response: The Amendment Block on Sheet 1 of the Site Plan set has been updated as requested.*

- B.** The project data block appears pixelated and a as a different shade than the items on the rest of the cover sheet – please update to match.

- *Response: The project data block on Sheet 1 of the Site Plan has been reprinted and should no longer be pixelated.*
 - C. A total of 9 accessible parking spots at minimum are required – please correct on the Project Data block.
 - *Response: The Project Data block on Sheet 1 of the Site Plan has been updated to show the correct minimum required and provided accessible parking spaces. Per our calculation, 17 accessible spaces are required (1 per Type A Units (9) + 2% of remaining units $[9 + 405 - 9 \times 0.02 = 17]$).*
 - D. A total of 81 bicycle parking spaces at minimum are required – please correct on the Project Data block.
 - *Response: The Project Data block on Sheet 1 of the Site Plan has been updated to show the correct minimum required and provided bicycle spaces. Sheet 3 of the Site Plan set has been updated to show the bicycle parking room inside the building as well as the external bike racks along Colfax and Peoria.*
 - E. Ensure the site plan reflects the correct lot lines and ownership information of all existing surrounding properties, specifically those on the southern edge of the site plan area (see attached letter).
 - *Response: The Site Plan set has been updated to reflect the correct lot lines and ownership information of the existing surrounding properties as noted in the letter by the adjacent property owner.*
 - F. Please explain how trash service will be managed for the residents.
 - *Response: Trash and recycling will be handled internally at two locations at the southwest and southeast corners of the building. At each location, a trash termination room will open near the loading areas to allow bins to be rolled out for periodic pickup determined by capacity and demand based on ownership experience at other properties that they operate.*
 - G. Please explain the plan for the functioning of loading zones at the development. The proper functioning of loading zones is very important in large multifamily developments such as this.
 - *Response: The loading zones are intended primarily to serve trash/recycling pickup as well as resident move-in/move-out. It has been our experience that move-ins are accommodated by smaller box trucks and vans, The loading spaces are located clear of the fire department and vehicular access, and both are proximate to internal elevators and trash termination rooms.*
3. Zoning and Land Use Comments
- A. Please indicate on the site plan the approximate size and locations of the fitness center, leasing center, and coworking space within the building.
 - *Response: Sheet 3 of the Site Plan set has been updated to indicate the approximate size and locations of the fitness center, leasing center, and coworking space as requested.*
 - B. Will there be a centralized mail facility in the community space or several locations throughout? If multiple mailboxes are planned throughout show them on the plans, along with a detail on the site details sheet.

- *Response: Mail rooms are located adjacent to the lobby at the Colfax Avenue entrance. All mailboxes, parcel lockers, and parcel rooms are intended to be at that location. The mail room location has been noted on Sheet 3 of the Site Plan set.*

4. Streets and Pedestrian Issues

- A. Colfax is a State Highway. Please review CDOT comments below (Item 17). The building footprint may have to be slightly adjusted to ensure that there is no encroachment into CDOT right-of-way.
 - *Response: Per discussions with Marilyn Cross at CDOT, the existing ROW for CDOT's future 3 lanes of through traffic is currently being reviewed and discussed with CDOT and the City, however we believe sufficient ROW is in place to provide those future lanes. As shown on Sheet 3 of the Site Plan, we are dedicating 12-feet of additional right of way from our access point to Peoria Street to accommodate a dedicated right turn lane as required. West of our access point, the existing flowline to flowline dimension of the curb and gutter is approximately 33-feet and the existing right of way is approximately 10-feet behind the flowline. Therefore, if modifications are required to the southern curb and gutter in the future to accommodate 3 thru lanes on Colfax, the existing right of way should be sufficient and no building footprint modifications are necessary. One proposed awning at the front entry that was previously overhanging the proposed CDOT right of way has been modified and no longer encroaches into the CDOT right of way.*
- B. The accessible route is shown in the legend but not on the site plan.
 - *Response: An accessible route with the linetype --AR--- has been added to Sheet 3 of the Site Plan set.*
- C. The accessible route must be shown on the photometric plan and illustrate the provision of at least 1 foot-candle of illumination along the entirety of the route.
 - *Response: The accessible route is shown on the Site Photometric Plan on Sheet 20 of the Site Plan set. It is indicated by a --AR—linetype and has a minimum of 1 foot-candle of illumination along the entirety of the route.*

5. Parking

- A. Please explain how parking is being managed. Will residents have assigned parking? Where will guest parking be provided?
 - *Response: Resident parking will be managed with assigned spaces starting at the ramp up from the first level, continuous to the top level of the parking structure. Guest parking will be accommodated at three street spaces on Oswego, surface spaces at the southeast and southwest portions of the site, as well as ground level spaces in the parking structure. Guest and accessible spaces within the parking garaged are noted on Sheets 17 and 18 of the Site Plan set.*
- B. Please make the bicycle rack locations more discernible on the site plan.
 - *Response: The external bicycle racks shown on Sheet 3 of the Site Plan set have been revised to show up more clearly.*
- C. Please include an elevation of the gateway corner.

- *Response: An elevation of the building at the plaza, including hardscape elements has been provided on Sheet 19 of the Site Plan set.*

D. Please provide an update on the status of the CDOT access permit.

- *Response: As requested by the City Traffic Department, CDOT access permit applications have been submitted with this revised Site Plan application. We will continue working with the City and CDOT to obtain approval on these access permits.*

6. Architectural and Urban Design Issues

A. Dimensions of the building footprint must be included on the plans.

- *Response: Sheet 3 of the Site Plan set has been updated to include general dimensions for the building footprint.*

B. The Fitzsimons BAD Public Realm Design Standards call for site furnishings along street frontages. Please indicate on the site plan where these will be placed.

- *Response: Site Furnishings have been added and details provided on the Landscape Sheets within the Site Plan set.*

C. Please ensure all proposed site amenities (trash receptacles, planters, benches, etc.) match the approved materials and colors within the Fitzsimons BAD Public Realm Design Standards.

- *Response: Site Furnishings have been added and details provided on the Landscape Sheets within the Site Plan set.*

D. Please request an adjustment from Section 4.8.5.D.1.a for maximum building length (150 feet maximum) for multifamily buildings in Subarea A. Update the site plan title and add verbiage to the letter of introduction explaining why the adjustments are warranted. Please provide a discussion how this is mitigated through architectural design and building setbacks.

- *Response: An adjustment is being requested to exceed the maximum building length. The building length along Colfax is intended to create an active and engaging continuous urban street frontage with three distinct architectural expressions. These expressions are intended to allude to an urban vocabulary where multiple buildings stand cheek by jowl. The central element and entry to the garage memorialize the Art Deco vocabulary of the former Zephyr Lounge. To the west of that element a ground floor residential expression utilizing raised stoops and masonry below a rhythm of white masses. To the east of that element, we have a more commercial ground floor expression with similar white masses accentuated with vertical fins and a strong corniced parapet. Along Peoria, the offset of the building at the corner plaza and treatment of façade materials creating a feel of two distinct massings. Overall, the facades are broken up to create the feel of multiple frontages along the public streets, that share complementary detailing. This adjustment request and justification has been added to Sheet 1 of the Site Plan set.*

E. Please indicate how many ground floor residential units are proposed and how many will not have direct access from the individual dwelling unit to the street. If not all are able to have access, you will need to request an adjustment from Section 2.4.5.L.1.e.

Please update the site plan title and add verbiage to the letter of introduction explaining why the adjustments are warranted.

- *Response: An adjustment is being requested to permit four ground-floor, street-facing units not to have direct access to the street, representing an equivalent proportion of units without patios to the entire project. There are 16 ground floor residential units facing the public rights-of-way, 12 of these units (75%) have stoops with direct access to the street. The four units without direct access are studio units that typically do not have balconies and whose configuration in the building preclude a suitable accommodation of the requirement. There are 23 ground floor units facing adjacent properties and not the right of way, that do not have ground floor outdoor access. This adjustment request and justification has been added to Sheet 1 of the Site Plan set.*

F. Please provide a calculation for the percentage of units that include a porch, deck, patio, or balcony.

- *Response: Of the total of 405 units in the building, 291 units have balconies or patios, representing approximately 72% of the units in the project.*

G. Clarify how much of a reveal the fiber cement panels will have. Will it be an additional material to in order to avoid it from looking flat?

- *Response: The fiber-cement panels will have approximately a ½" reveals, typically.*

H. Please include the minimum percentage (five to ten percent) of accent materials on both the west and south elevations.

- *Response: The south elevation faces adjacent properties, and portions of the west and north facades face the Church's Chicken property. Elevation areas and percentages have been adjusted to reflect applicability to only street-facing facades per email correspondence with Claire Dalby on 11/30. The elevations have also been noted to clarify which portion of the buildings are street-facing. The percentage of accent material on Oswego St, is 5.5%.*

I. Please ensure the overall building design conforms to vertical articulation standards in Section 146-4.8.5.C. With the exception of the storefront windows at the main entrance, the building does not have a discernible base, middle, and cap.

- *Response: A double accent color stack bond band has been added, and increased accent brick detailing along the bases to create a more uniform expression that defines the base more clearly across all street facing facades, with the exception of the accent metal panel facade facing the plaza (along Peoria). While it has a storefront base with a canopy, the massing is intended to create a continuous vertical expression to help define the entrance as well as the main corner of the building. The middle portion of the facades has either an alternate material from the brick base, or a more simplified brick expression. Where design intent did not call for a strong canopy or material change to define the top, we created a deep reveal that will be painted dark to help distinguish the middle from the top. The exception being the two vertical expressions featuring the accent metal panel, which indicate the entrance locations.*

J. The southern parking garage façade must be screened. Please reference Table 4.6-5 for parking garage screening methods.

- *Response: The garage façade facing south, shown on Sheet 15 of the Site Plan set, is screened utilizing solid spandrel panels at 3'-6" above the parking deck to shield headlights from view. The ground floor will be screened with a metal fence-like material.*

K. It is unclear where rooftop or mechanical equipment and vents are located on the building elevations. Please show their locations on the elevation drawings using dashed lines. All such equipment must be screened per code requirements. Use drawings and notes to explain how this will be accomplished. Screening may be done either with an extended parapet wall, or a freestanding screen. In either case, the screening should at least be as high as the equipment it hides.

- *Response: Rooftop mechanical equipment is intended to be screened by the building parapets. Please refer to the elevations and "RTU Screening Diagram" on Sheets 14 and 15, that show the parapet height in relation to the mechanical equipment.*

7. Signage Issues

A. Information on permitted and proposed signage must be shown in the Data block. Include the number of individual signs proposed and the proposed total sign area, in accordance with the requirements of Section 4.10 of the UDO.

- *Response: Proposed signage information is now included in the Data Block on Sheet 1 of the Site Plan set. An adjustment is being requested to exceed number and area limitations enumerated in the UDO 146-4.10.4. The property is limited to one sign per street frontage at 96 square feet plus a grand projecting sign at 70 square feet. As a larger property that in most cases would encompass multiple buildings, a modest (10%) increase in permitted signage would be compatible with the intent of the signage limitations. The grand projecting sign would be consistent with the classic theater signs found on East Colfax and references the former Zephyr Lounge. The sign number and area adjustment is:
Peoria: 2 signs totaling less than 96 sf.
Oswego: 1 sign totaling less than 96 sf
Colfax: 1 wall sign less than 60 sf, 1 grand projecting sign less than 70 sf each side*

B. Is a monument sign proposed? Please confirm and if so, show on the site plan and site details page.

- *Response: A monument sign is not proposed for this Project.*

8. Landscaping Issues

(Kelly Bish / 303-739-7189 / kbish@auroragov.org / Comments in bright teal)

Sheet 5

A. Not being met. See comments on plan.

- *Response: An adjustment is being requested due to hardships as discussed with Claire Dalby and as noted in the Adjustments section of Sheet 1 of the Site Plan set.*

B. Remove Street the Frontage Buffer Table. Street Frontage Buffers are not required when urban sidewalks are provided. Building perimeter landscaping is desired.

- *Response: Street Frontage Buffer Table has been removed.*
- C. These are tall shrubs and not trees.
 - *Response: Charts have been updated to reflect correct counts.*
- D. Remove reference to previous zoning code.
 - *Response: Notes have been updated.*
- E. Please revise mulch treatment as rock mulch is not permitted in tree openings. Must be wood mulch.
 - *Response: Landscape notes have been updated to note that all planting beds in the ROW will have wood mulch.*

Sheet 6

- F. Provide a detail for the screen wall and the fence. Staff does not have access to the architectural plans. Include heights, material and color call outs.
 - *Response: Details have been provided on Sheet 13 of the Site Plan set.*
- G. These trees along E. Colfax must be 2.5" per the UDO
 - *Response: Trees along E. Colfax have been upsized to 2.5" caliper per the UDO.*
- H. 2' minimum
 - *Response: Ornamental trees have been upsized to 2" caliper per the UDO.*

Sheet 7

- I. No evergreen or deciduous trees. Ornamental grasses are not permitted to meet the buffer requirements. No sidewalks permitted in the buffer.
 - *Response: Utility easement prevents planting of trees. An adjustment is being requested due to the hardships listed on Sheet 1 of the Site Plan set and the area has been densely planted with upright shrubs and evergreens.*
- J. GL HA?
 - *Response: GL HA has been labeled on the planting enlargement sheet.*
- K. Dimension and label the buffer.
 - *Response: Dimensions have been added.*
- L. This is not meeting the minimum buffer depth requirement. Sidewalks are not permitted in buffers. There is no masonry wall along here to account for a reduction in the buffer width to 12'. There are no evergreen trees.
 - *Response: As discussed with Claire Dalby, an adjustment is being requested in this southern drive aisle to permit a reduced buffer and to allow sidewalks within the buffer. A masonry wall has been added on both sides of the southern drive aisle since the minimum buffers are not being met. The adjustment is listed on Sheet 1 of the Site Plan set.*
- M. Are these spaces needed? If removed, the plant material for the buffer could be provided. When bicycle parking is provided, it reduces the number of parking spaces

needed by a certain percentage. The cover sheet indicates 200 bicycle spaces are being provided. That should reduce the required parking.

- *Response: These two parking spaces are needed and the development is currently just meeting the required parking. As discussed with Claire Dalby, an adjustment is being requested in this southern drive aisle to permit a reduced buffer and to allow sidewalks within the buffer. A masonry wall has been added on both sides of the southern drive aisle since the minimum buffers are not being met. The adjustment is listed on Sheet 1 of the Site Plan set.*

N. This is not meeting the buffer requirement for the width provided nor the plant material requirements. Grasses can not be used to meet the buffer requirement.

- *Response: As discussed with Claire Dalby, an adjustment is being requested in this southern drive aisle to permit a reduced buffer and to allow sidewalks within the buffer. A masonry wall has been added on both sides of the southern drive aisle since the minimum buffers are not being met. The adjustment is listed on Sheet 1 of the Site Plan set.*

O. Why aren't the buffer plantings distributed here?

- *Response: Buffer plantings have been distributed along the southern side of the parking deck.*

P. Dimension and label the buffer.

- *Response: All landscape buffers have been labeled and dimensioned.*

Q. 50% of the trees shall be evergreen. Plant sizes to be upsized from 2.5" - 3" and from 6' to 8'

- *Response: Planting along the buffer has been updated to reflect the upsizing and distribution of evergreens.*

R. Include the existing and proposed grading grayed back.

- *Response: Existing and proposed grading has been grayed back and included in the drawings.*

S. 50% of the trees shall be evergreen. Plant sizes to be upsized from 2.5" - 3" and from 6' to 8'

- *Response: Planting along the buffer has been updated to reflect the upsizing and distribution of evergreens.*

T. Include the utility easements

- *Response: Utility easements have been dimensioned and labeled.*

Sheet 8

U. Where is the artificial turf and crusher fines being used? Crusher fines cannot be used as a mulch treatment.

- *Response: Crusher fines have been removed from the legend. Artificial turf is only being used in the interior courtyards.*

V. Identify the aspects in question.

- *Response: Aspects have been identified and labeled.*

9. Addressing (Phil Turner / 303-739-7271 / pturner@auroragov.org)

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

Please ensure that the digital files is provided in a NAD 83 feet, State plane, Central Colorado projection so it will display correctly within our GIS system. Please provide a CAD .dwg file that is a 2013 CAD version. Please eliminate any line work outside of the target area. More information can be found at: <http://tinyurl.com/AuroraCAD> or by contacting CADGIS@auroragov.org.

- *Response: A CAD file with the information required for addressing has been provided with this Site Plan resubmittal.*

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

10. Civil Engineering

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

Site Plan

Sheet 1

- A. The Site Plan will not be approved by Public Works until the Preliminary Drainage Report is approved.
- *Response: Comment acknowledged.*
- B. Add the following notes:
- In locations where utility easements overlap drainage easements, only subsurface utilities shall be permitted within the portion of the utility easement that overlaps the drainage easement. Installation of above ground utilities within a drainage easement requires prior written approval by City Engineer.
 - The streetlight or pedestrian light installation within the public right-of-way shall be designed, funded, and constructed by the developer/owner. Ownership and maintenance of the street/pedestrian lights shall be the responsibility of the City of Aurora once they have been accepted. Street light and/or pedestrian photometrics plans shall be prepared and submitted to the City for review and approval and shall become a part of the approved civil construction plans for the project. An electrical plan showing site location of lights, electrical one line and grounding details shall be submitting to the Permit Center for review by the Building Department. The owner is responsible for obtaining an address for the meter(s) from the Planning Department. A Building Permit for the meter and a Public Inspections Permit for the street lights are required. Certificate of occupancies will not be issued until the street and/or pedestrian lighting plans are approved, constructed, and initially accepted.
 - *Response: The above notes have been added to Sheet 1 of the Site Plan set as requested.*

Sheet 2

- C. This is not the ramp configuration currently at this corner

- *Response: Per coordination with CDOT, the ramp at the southwest corner of Peoria and Colfax has been updated as required by CDOT. The revised ramp configuration is shown on Sheet 3 of the Site Plan.*
- D. Yes, a license agreement is required.
 - *Response: Comment acknowledged. License agreements for the required items will be obtained during the Civil Construction Document review and approval process.*
- E. Pavement other than standard concrete or asphalt is not permitted in ROW. If allowed by the City Engineer, a license agreement is required, typical.
 - *Response: Pavement labeled as accent paving will simply be standard grey concrete with accent scoring as noted on Sheet 3 and 8 of the Site Plan set.*
- F. Directional curb ramps are required.
 - *Response: The curb ramps have been revised to be directional as shown on Sheet 3 of the Site Plan set.*
- G. Indicate wall material and max height or height range. Walls greater than 30" require railing or barrier
 - *Response: Sheet 3 and 5 of the Site Plan set has been updated to indicate wall material and maximum height as requested. A hand rail should not be required since the sidewalk is on the low side of the retaining wall.*
- H. Directional curb ramps are required.
 - *Response: The curb ramps have been revised to be directional as shown on Sheet 3 of the Site Plan set.*
- I. Provide a dimension for the distance between the back of the tree opening and the back of walk, or provide a typical section for each street
 - *Response: A typical section for each street has been added to Sheet 2 of the Site Plan set.*
- J. Include site signage such as stop signs, no parking signs, etc.
 - *Response: Sheet 3 of the Site Plan set has been updated to include site signage as requested.*
- K. Label/dimension existing sidewalk, typical
 - *Response: The existing sidewalks have now been labeled and dimensioned on Sheet 3 of the Site Plan set as requested.*
- L. There is no signage proposed or physical element to indicate one way access
 - *Response: Signage and striping has been added on Sheet 3 of the Site Plan set to note the one way access from Oswego Street into the garage.*

Sheet 3

- M. The drainage easement is required to be a minimum of 4' from the proposed underground facility

- *Response: Comment acknowledged. The drainage easement and underground detention facility has been updated to provide a minimum of 4-feet from the easement to the underground detention facility.*

Sheet 4

- N. The drainage easement is required to be a minimum of 4' from the proposed underground facility
 - *Response: Comment acknowledged. The drainage easement and underground detention facility has been updated to provide a minimum of 4-feet from the easement to the underground detention facility.*
- O. Indicate wall material and max height or height range. Walls greater than 30" require railing or barrier
 - *Response: Sheet 4 of the Site Plan set has been updated to indicate wall material and maximum height as requested. A hand rail should not be required since the sidewalk is on the low side of the retaining wall.*
- P. Min. slope away from the building is 5% for 10' for landscape areas, min 2% for impervious areas.
 - *Response: A note has been added to Sheet 5 of the Site Plan set to indicate these minimum slope requirements away from the building.*
- Q. Is the proposed storm sewer running under the building?
 - *Response: Per discussions with Aurora Water and the Engineer Department on November 30, 2020, the only storm sewer now running under the building is from the internal courtyards (that are open to the sky) to the exterior of the building. These pipes will be cased per City requirements. The proposed storm sewer in the southern portion of the site has been revised with this Site Plan set to run along the south property line and then the east side of the building to avoid additional storm sewer running under the building as discussed with City staff.*
- R. Label slope. 2% min slope or provide concrete pan
 - *Response: Sheet 5 of the Site Plan set has been updated to indicate a 2% slope on the proposed drainage swale.*

Sheet 7

- S. Show the storm sewer on the landscape plan
 - *Response: Storm sewer is now shown on the landscape plan.*
- T. This area is a proposed swale. Plantings cannot impede the conveyance of the drainage
 - *Response: Planting design in this area has been modified to accommodate the proposed swale.*

Sheet 18

- U. Identify proposed public pedestrian lights as PL-1, typical
 - *Response: The Site Photometric Plan, Sheet 20 of the Site Plan Set, has been revised to show the public pedestrian lights as PL-1 as requested.*

Plat
Sheet 2

- V. Include drainage easement on the plat.
 - *Response: The Final Plat has been updated to include the proposed drainage easement as requested.*

11. Traffic Engineering

(Brianna Medema / 303-739-7336 / bmedema@auroragov.org / Comments in orange)

Please reference email sent by Brianna Medema on 11/13 for Traffic Impact Study redlines

Site Plan
Sheet 1

- A. See email forwarded from CDOT. If the property can dedicate the required area to CDOT prior to their advertisement in Feb 2021, then the ultimate location of the Traffic signal Pole on the SWC would not require modification by this project. This would result in significant cost savings to this project (~\$100,000)
 - *Response: We have been coordinating with CDOT on their proposed improvements at the intersection of Colfax and Peoria. We are proposing to dedicate an easement for the relocated traffic signal pole so that this pole can be relocated by CDOT to the ultimate location with CDOT's project and would not require modification by this development. Sheet 3 and 4 of the Site Plan has been updated to show the location of the ultimate location of the traffic signal pole and the required easement.*

Sheet 2

- B. CDOT has a project to modify the intersection and if the project can provide this dedication not and Traffic Signal Easement for the corner, the project will place new pole in location where this project will not need to re-build this corner.
 - *Response: Comment acknowledged, see response above.*
- C. Add sight triangle
 - *Response: All sight triangles have been updated on Sheet 3 of the Site Plan set per COA STD TE-13.2*
- D. Traffic signal easement is needed here (same area as the 30' triangle). Remove the 30' sight triangle and add the COA STD TE-13.2 compliant triangle
 - *Response: Traffic signal easement has been added to Sheet 3 of the Site Plan set and to the Plat. All sight triangles have been updated on Sheet 3 of the Site Plan set per COA STD TE-13.2*
- E. Remove 15' sight triangle and add the COA STD TE-13 as found in the Roadway Manual.
 - *Response: All sight triangles have been updated on Sheet 3 of the Site Plan set per COA STD TE-13.2*
- F. Add Do not enter signage
 - *Response: Do Not Enter signage has been added to the west side of the garage as noted on Sheet 3 of the Site Plan set.*
- G. Replace the 15' sight triangle with COA STD TE-13.2 compliant triangle.

- *Response: All sight triangles have been updated on Sheet 3 of the Site Plan set per COA STD TE-13.2*
- H. Striping on Oswego St will be required to create a NB left turn pocket (~25' length + taper)
 - *Response: Sheet 3 of the Site Plan set has been updated to show an approximately 25-foot long left turn lane on northbound Oswego Street at Colfax Avenue. No parking signage has been added on the both the west and eastbound sides of Oswego to allow for an adequate taper.*
- I. Add entrance only signage
 - *Response: Do Not Enter signage has been added to the west side of the garage as noted on Sheet 3 of the Site Plan set.*

Traffic Impact Study

Cover

- A. TIS supports both 1-way or 2-way use of access onto Oswego Street. City Traffic Engineering supports both/either solution.
 - *Response: Comment acknowledged. As shown on the Site Plan submittal, the project will provide a 1-way entrance only access from Oswego Street into the proposed parking garage. The Traffic Impact Study has been updated to remove the 2-way analysis that was previously shown for clarity.*
- B. Volumes at Oswego Street (NB) is over CDOT threshold for left turn lane/pocket. Update analysis with this lane (appears 25' is possible based on existing accesses)
 - *Response: Comment acknowledged. A 25-foot northbound left turn lane has been added at this intersection. On-street parking will need to be restricted along Oswego Street. Sheet 3 of the Site Plan set has been updated to show these improvements.*
- C. CDOT Access permit, if required for Oswego Street should be filled out by developer/applicant with Traffic Consultant's assistance and submitted to the City for review and the City will submit to CDOT.
 - *Response: Comment acknowledged. CDOT access permits have been prepared for the south leg of Oswego Street, the right-in/right-out access intersection, and the south leg of Peoria Street with Colfax Avenue. These access permits have been included with this submittal to the City for their review and submittal to CDOT.*
- D. Review of pedestrian connectivity / crossings / traffic calming do not appear to be included. Pre-app notes identified pedestrian analysis to be included in the Traffic Impact Study.
 - *Response: Comment acknowledged. A section on the Pedestrian and bicycle analysis has been added to the report.*
- E. See comments throughout.
 - *Response: The Traffic Impact Study has been updated per City comments noted directly on the redlined PDF of the TIS provided by the City. Responses to these redlined comments are included in a separate PDF with this resubmittal.*

Page 28

- A. Analyze Oswego as having a NB left and NB thru/right. Existing pavement on Oswego appears to be ~38' FL to FL and may accommodate this within the existing pavement.
 - *Response: Comment acknowledged. The analysis was updated to analyze the Colfax Avenue and Oswego Street intersection with a northbound left turn lane and a northbound through/right turn lane.*

Page 37

- A. This access permit will be required to be completed by the applicant and submitted to the City for review, signing and submission to CDOT.
 - *Response: Comment acknowledged. The CDOT access permits have been included with this submittal to the City for their review and submittal to CDOT.*

12. Fire / Life Safety

(Mark Apodaca / 303-739-7656 / mapodaca@auroragov.org / Comments in blue)

Site Plan

Sheet 1

- A. THE SITE PLAN COVER SHEET MUST REFLECT AN "IMPLEMENTATION PLAN" FOR ALL MULTIFAMILY PROJECTS. PER HOUSE BILL 03-1221, SECTION 9-5-106, THE BUILDER OF ANY PROJECT REGULATED BY THIS ARTICLE SHALL CREATE AN IMPLEMENTATION PLAN THAT GUARANTEES THE TIMELY AND EVENLY PHASED DELIVERY OF THE REQUIRED NUMBER OF ACCESSIBLE UNITS. SUCH PLAN SHALL CLEARLY SPECIFY THE NUMBER AND TYPE OF UNITS REQUIRED AND THE ORDER IN WHICH THEY ARE TO BE COMPLETED. SUCH IMPLEMENTATION PLAN SHALL BE SUBJECT TO APPROVAL BY THE ENTITY WITH ENFORCEMENT AUTHORITY IN SUCH PROJECT'S JURISDICTION. THE IMPLEMENTATION PLAN SHALL NOT BE APPROVED IF MORE THAN THIRTY PERCENT OF THE PROJECT IS INTENDED TO BE COMPLETED WITHOUT PROVIDING A PORTION OF ACCESSIBLE UNITS REQUIRED BY SECTION 9-5-105; EXCEPT THAT, IF AN UNDUE HARDSHIP CAN BE DEMONSTRATED, OR OTHER GUARANTEES PROVIDED ARE DEEMED SUFFICIENT, THE JURISDICTION HAVING RESPONSIBILITY FOR ENFORCEMENT MAY GRANT EXCEPTIONS TO THIS REQUIREMENT. THE IMPLEMENTATION PLAN SHALL BE APPROVED BY THE GOVERNMENTAL UNIT RESPONSIBLE FOR ENFORCEMENT BEFORE A BUILDING PERMIT IS ISSUED.
 - *Response: An Implementation Plan data block has been added to Sheet 1 of the Site Plan set as discussed with as discussed with Marc Apodaca on November 20, 2020. Nine Type A units will be provided, and the remaining 396 units will be Type B units. Five Type A units will be provided in the east portion of the building (the first to be occupied) and the remaining four in the west portion, maintaining the more than the minimum required at any time. The project will comply with Colorado Title 9 points requirements, as indicated in the table and implementation plan on Sheet 1 of the Site Plan set.*

- B. Indicate in data block if fire sprinkled or non-sprinklered.
 - *Response: The data block on Sheet 1 of the Site Plan has been updated to note that the building will be fire sprinkled.*
- C. Show the number of van accessible parking spaces.
 - *Response: The data block on Sheet 1 of the Site Plan has been updated to note the number of van accessible parking spaces being provided. The van accessible parking spaces are also noted on Sheet 17 of the Site Plan set.*
- D. Will the parking garage have its own address?
 - *Response: The garage will not have its own address.*

Sheet 2

- E. Provide a bold dashed line to show exterior accessible route throughout site to required accessible entrances (60%), site amenities (Mail, Trash & similar) and transportation stops (or to edge of site near public transportation stops). Maintain minimum 1 ft candle to all exterior accessible routes.
 - *Response: Sheet 3 of the Site Plan has been updated to show the accessible route to all the required accessible entrances as required. The Site Photometric Plan, Sheet 20 of the Site Plan set, has been updated to provide a minimum of 1 ft candle on all exterior accessible routes.*
- F. Show the location of the FDC, Knox Boxes & Riser Room where applicable:
 - Show symbol and label for the FDC.
 - Show symbol and label for the Knox Box.
 - Show location of Riser Room and exterior door.
 (Typical for Site, Utility, Landscaping, Elevations, and Photometric Plans.)
 - *Response: Sheets 3 and 4 of the Site Plan set has been updated to show FDC, Knox Box, and riser room as requested.*
- G. Provide scale ratio.
 - *Response: A written scale has been added to Sheet 3 of the Site Plan set as requested.*
- H. Provide a fire lane sign in this location "Fire Lane Ends in 140' with Turnaround.
 - *Response: The requested Fire Lane Sign has been added to Sheet 3 of the Site Plan.*
- I. 23' Fire lane easement all turning radii shall be a minimum of 29' inside and 52' outside. The site plan and plat shall match.
 - *Response: Sheet 3 of the Site Plan and the Plat have been updated to provide as 29-foot inside radius within the southern drive aisle from 14th Avenue to the garage.*
- J. Show fire lane sign locations.
 - *Response: Fire lane sign locations have been added to Sheet 3 of the Site Plan set.*
- K. Provide a fire lane sign in this location "Fire Lane End in 76".

- *Response: The requested Fire Lane Sign has been added to Sheet 3 of the Site Plan.*

Sheet 3

- L. Show the location of all existing and proposed water mains and fire hydrants within or abutting this site. (East Peoria and south 14th Ave. hydrants.)
 - *Response: All existing and proposed water mains and fire hydrants adjacent to the site are now shown on Sheet 3 of the Site Plan set.*
- M. Fire hydrant will require its own lateral. No more than on fire device (Fire Hydrant or fire suppression line.) Is allowed off a dead end water line extension.
 - *Response: The proposed fire hydrant and fire service line in the southern drive aisle from 14th Avenue have been revised to each have their own tap as discussed with Marc Apodaca on November 20, 2020.*
- N. Relocate the fire service line so it does not have more than one 90 degree bend. This may require the fire riser room to be relocated.
 - *Response: The fire service line has been revised to have 2 – 45 degree bends, which is acceptable as discussed with Marc Apodaca on November 20, 2020.*
- O. Identify the Fire Service Line using the following example: 6" Fire Line DIP (Private).
 - *Response: The fire service line is now called out as noted above on Sheet 3 of the Site Plan set.*
- P. Will the parking garage have its own FDC?.
 - *Response: The parking garage will not have its own FDC.*
- Q. Lateral for new fire hydrant in this location. Confirm that the water line is at least 8".
 - *Response: The proposed fire hydrant required along Colfax Avenue will need to connect into the existing water main on the north side of Colfax Avenue. The existing lateral noted is an existing domestic water service that is 2-inches in diameter or less and therefore is not of sufficient size for a fire hydrant. Sheet 3 of the Site Plan set has been updated to show the proposed fire hydrant and line connecting to the existing main in Colfax Avenue.*
- R. I believe the access portion should be public access. Please confirm with traffic engineer. (TYP.)
 - *Response: These easements are only Fire Lane Easements and the text on the Site Plan sheets and Final Plat have been updated accordingly.*

Sheet 6

- S. Sign details and notes.
 - *Response: The sign details have been added to Sheet 2 of the revised Site Plan set.*

Sheet 12

- T. Show the location of the FDC and Knox Boxes where applicable:

- Identify the FDC as a Y symbol and label with the following example: "FDC with approved Knox Caps."

- Identify the Knox Box as an X within a box symbol and label with the following example: "Knox Box with approved hardware."

(Typical for Site, Landscaping, Elevation and Photometric Plans.)

- *Response: The FDC and a Knox box is located at the water entry room in the southeast portion of the building. A second Knox box is located at the lobby entry on Colfax. These items are now shown and labeled on Sheet 14 and 15 of the Site Plan set as well as on the Site, Landscape, Elevation and Photometric Plan sheets.*

Sheet 15

U. Show accessible parking sign locations.

- *Response: Signage for van accessible and accessible spaces will include wall mounted signage, accessible symbol at the floor and striping as required by ADAAG. Signage locations are noted on Sheets 17 and 18 of the Site Plan set.*

V. Identify exterior accessible route with a heavy dashed line to verify 1-ft candle minimum lighting; route shall be continuous to public way and all site amenities. (Heavy dashed line shall be shown on Site, Utility, Photometric and Landscaping Plans.)

- *Response: An accessible path has been shown on Site, Grading, Photometric, and Landscape Plans, linking accessible entrances and exits to a public way.*

Sheet 16

W. Identify exterior accessible route with a heavy dashed line to verify 1-ft candle minimum lighting; route shall be continuous to public way and all site amenities. (Heavy dashed line shall be shown on Site, Utility, Photometric and Landscaping Plans.)

- *Response: An accessible path has been shown on Site, Grading, Photometric, and Landscape Plans, linking accessible entrances and exits to a public way*

Sheet 18

X. Identify exterior accessible route with a heavy dashed line to verify 1-ft candle minimum lighting; route shall be continuous to public way and all site amenities. (Heavy dashed line shall be shown on Site, Utility, Photometric and Landscaping Plans.)

- *Response: The accessible route is shown on the Site Photometric Plan on Sheet 20 of the Site Plan set. It is indicated by a --AR—linetype and has a minimum of 1 foot-candle of illumination along the entirety of the route.*

Plat

Sheet 2

Y. 23' fire lane easement all turning radii shall be a minimum of 29' inside and 52' outside. The site plan and plat shall match.

- *Response: Sheet 3 of the Site Plan and the Plat have been updated to provide as 29-foot inside radius within the southern drive aisle from 14th Avenue to the garage.*

13. Real Property

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

- A. There are some easement issues and some License Agreement issues. See any comments on the document(s). Contact Andy Niquette (aniquett@auroragov.org) for the easement concerns and Contact Grace Gray (ggray@auroragov.org) for the License Agreement concerns. Please note that the site plan cannot be approved until all the items needed are submitted, fully reviewed and ready to record.
 - *Response:* Per discussions with Andy Niquette, the existing easements that are shown on the Plat to be vacated need to be vacated via separate document per the City's required process. We are starting the process and understand that the easement vacations and the license agreements need to be submitted and ready to record prior to Site Plan approval.

**Site Plan
Sheet 1**

- B. All crossings or encroachments into easements and rights-of-way owned by the City of Aurora ("City") identified as being privately-owned and maintained herein are acknowledged by the undersigned as being subject to City's use and occupancy of said easements or rights-of-way. The undersigned, its successors and assigns, further agrees to remove, repair, replace, relocate, modify, or otherwise adjust said crossings or encroachments upon request from the City and at no expense to the City. The City reserves the right to make full use of the easements and rights-of-way as may be necessary or convenient and the City retains all rights to operate, maintain, install, repair, remove or relocate any City facilities located within said easements and rights-of-way at any time and in such a manner as it deems necessary or convenient.
 - *Response:* The above note has been added to Sheet 1 of the Site Plan set as requested.
- C. Make sure this matches the plat and the closure sheet for the plat description
 - *Response:* Comment acknowledged. The legal description on Sheet 1 of the Site Plan now matches the Plat and closure sheet.

Sheet 2

- D. Any portion of the sidewalk that is located in the property needs to be covered by a sidewalk easement (multiple)
 - *Response:* A sidewalk easement has been added to the Plat to cover the public sidewalk portion of the streetscape that is located outside of the right of way. This proposed sidewalk easement is shown on Sheet 3 of the Site Plan set and in the typical street sections on Sheet 2 of the Site Plan set.
- E. Dedicated this easement by the plat.
 - *Response:* Comment acknowledged. The Drainage Easement has been added to the Plat.
- F. Match the plat easement name.
 - *Response:* The easement name on Sheet 3 of the Site Plan has been updated to match the Plat.
- G. License agreement needed for the wall.

- *Response: Comment acknowledged. License agreements will be coordinated and submitted to the City during the Site Plan review and approval process.*
- H. Some of these items may need to be covered by a License Agreement.
 - *Response: Comment acknowledged. License agreements will be coordinated and submitted to the City during the Site Plan review and approval process.*
- I. Dedicate these sidewalk easements on the plat.
 - *Response: The sidewalk easements have been added to the Plat.*
- J. Delete any easement being vacated/released by separate document.
 - *Response: Comment acknowledged.*

Sheet 3

- K. Confirm these easement names
 - *Response: The easement names have been confirmed and are now consistent with the Plat.*
- L. Cover the meter with a Utility easement
 - *Response: A utility easement has been added around the domestic water meter on the Site Plan set and Plat.*

Plat
Sheet 1

- M. Send in the updated Title Commitment, the State Monument records for the aliquot corners used, and the closure sheet for the description hereon.
 - *Response: The updated Title Commitment, State Monument records, and boundary closure sheets have been included in this submittal.*
- N. 24" x 36" sheets with 2" margin on left, and 1/2" margins on all other sides.
 - *Response: The Plat sheets have been adjust to meet the required margins.*
- O. Update this Title Commitment to be within 120 calendar days of the plat approval date
 - *Response: The Title Commitment has been updated and included with this resubmittal and Note #3 on the Cover Sheet of the Plat has been updated accordingly.*
- P. Confirm the information shown here and match the Title Commitment
 - *Response: The legal description on the Cover Sheet of the Plat and in the Title Commitment have been updated per City comments and now match.*
- Q. Add the description of the monuments on both ends of the basis of bearing line.
 - *Response: Note #5 on the Cover Sheet of the Plat has been updated to included the description of the monuments on both ends of the basis of bearing as requested.*
- R. Send in the closure sheet.
 - *Response: A PDF of the closure sheets has been included with this resubmittal.*

- S. The easement area within each lot is to be continuously maintained by the owner of the lot or tract excepting the City of Aurora from such responsibility. Any structures inconsistent with the use granted in the easement are prohibited.
 - *Response:* Note #7 on the Cover Sheet of the Plat has been updated to reflect this language.
- T. Add the registration, match the Title Commitment.
 - *Response:* The property will be owned by 12000 Colfax Aurora Apartments, LLC before the Plat is recorded. We will provide an updated Title Commitment at that time and reflect it on the Plat..
- U. All crossings or encroachments, including but not limited, to private landscape irrigation systems, underdrains, or private utilities into easements owned by the City of Aurora are acknowledged by the undersigned as being subject to the City of Aurora's use and occupancy of said easements and rights-of-way. The undersigned, their successors and assigns, hereby agree to indemnify and hold harmless the City of Aurora for any loss, damage, or repair to private landscape irrigation systems, underdrains, or private utilities that may result from the City of Aurora's use and occupancy or exercise of its rights in said easements and rights of way. The undersigned, its successors and assigns, further agrees to remove, repair, replace, relocate, modify, or otherwise adjust said private landscape irrigation systems, underdrains, private detention pond and drainage features, or private utilities upon request from the City of Aurora and at no expense to the City of Aurora.
 - *Response:* The covenants statement on the Cover Sheet of the Plat has been updated to match this language.

Sheet 2

- V. Send in the State Monument Record
 - *Response:* A PDF with the State Monument records has been included with this resubmittal.
- W. Contact Andy Niquette (aniquett@auroragov.org) for easement concerns.
 - *Response:* Per discussions with Andy Niquette, the existing easements that are shown on the Plat to be vacated need to be vacated via separate document per the City's required process. We are starting the process and understand that the easement vacations need to be submitted and ready to record prior to Plat approval.
- X. Match the easement name on the existing plat.
 - *Response:* The existing easement name on Sheet 2 of the Plat has been updated to match the existing plat.
- Y. Send in the copy of the recorded Quit Claim Deed for this private easement.
 - *Response:* We are working to obtain a Quit Claim Deed for this private easement and understand that it needs to be vacated prior to recordation of this Plat. We will provide the Quit Claim Deed to the City once obtained.
- Z. See additional miscellaneous notes for correction on the plat sheets.

- *Response:* The other miscellaneous City comments on the Plat have been corrected as requested.

14. Aurora Water

(Daniel Pershing / 303-739-7646 / dpershi@auroragov.org / Comments in red)

Sheet 3

- A. Water and fire service cannot be from the same tap location. The fire line connection needs to be made to a looped system this is also combining private and public assets. Please revise to two separate connections.
 - *Response:* The domestic water and fire services now have separate taps of the existing water main in 14th Avenue as shown on Sheet 4 of the Site Plan set.
- B. Label size where indicated
 - *Response:* Sizes for proposed water and sanitary sewer service lines are now shown on Sheet 4 of the Site Plan set.
- C. 10 ft utility easement will need to be dedicated extending from ROW to 5 ft past meter
 - *Response:* A proposed utility easement is now shown around the domestic water meter and fire hydrant on Sheet 4 of the Site Plan set and the Plat.
- D. Aurora Water is still analyzing the addition demand expected from this site and its impact on the new interceptor.
 - *Response:* Comment acknowledged.
- E. Is storm anticipated to be installed under the structure? Special design may be required.
 - *Response:* Per discussions with Aurora Water and the Engineer Department on November 30, 2020, the only storm sewer now running under the building is from the internal courtyards (that are open to the sky) to the exterior of the building. These pipes will be cased per City requirements. The proposed storm sewer in the southern portion of the site has been revised with this Site Plan set to run along the south property line and then the east side of the building to avoid additional storm sewer running under the building as discussed with City staff.

15. PROS

(Curtis Bish / 303-739-7131 / cbish@auroragov.org / Comments in purple)

- A. Add a note to acknowledge the land dedication and park development requirements for this project and how they are proposed to be satisfied by the payment of cash-in-lieu of land dedication and the payment of park development fees.
 - *Response:* A note has been added to Sheet 1 of the Site plan that acknowledges the land dedication and park development requirements for the project will be satisfied by the payment of cash in lieu of land dedication and the payment of park development fees.

16. Forestry

(Rebecca Lamphear / 303-739-7177 / rlamphea@auroragov.org / Comments in maroon)

Sheet 5

- A. When the site plan is submitted, please show and label all existing trees on a separate sheet called Tree Mitigation Plan and indicate which existing trees will be preserved or removed. Please include grading on this sheet as well. Forestry Division staff will conduct a tree assessment after the initial submittal, which includes species, size, condition, and location factors.
 - *Response:* A Tree Mitigation Plan sheet has now been provided within the Site Plan set.
- B. Any trees that are preserved on the site during construction activities shall follow the standard details for Tree Protection per the current Parks, Recreation & Open Space Dedication and Development Criteria manual. The Tree Protection notes shall be included on the plan. The link for the manual can be found at: <https://auroraver2.hosted.civicle.com/cms/One.aspx?portalId=16242704&pageId=16529352>
 - *Response:* Tree protection plan formatting and notes have been copied from the current Parks, Recreation, & Open Space Dedication and Development Criteria manual.
- C. Please show a tree mitigation chart on the landscape plan taken from the Landscape Manual page 29. If payment will be made into the Tree Planting Fund, add another column to the chart indicating the payment amount that will be made. If trees will be planted on the site, please show a symbol indicating trees that are specific to tree mitigation.
 - *Response:* A Tree Mitigation Plan sheet has now been provided within the Site Plan set.

17. Colorado Department of Transportation

(Marilyn Cross / 303-512-4266 / Marilyn.cross@state.co.us)

Please see the separate CDOT redlines on the site plan, plat, TIS, and letter of introduction as well as a separate comment letter, email correspondence, and ROW plans submitted by the agency in reference to this project. These documents can be downloaded [HERE](#). CDOT redline comments are as follows:

**Site Plan
Sheet 1**

- A. Signs oriented to Colfax must adhere to state rules for Outdoor Advertising.
 - *Response:* *Comment acknowledged. A note has been added to Sheet 2 to state this requirement.*
- B. TIS shows 411 du. What is it really?
 - *Response:* *405 dwelling units is the proposed number for this Project. The TIS has been updated to reflect 405 units.*
- C. NO encroachments onto CDOT RoW (noted zero lot line proposed)
 - *Response:* *Comment acknowledged. A note has been added to Sheet 2 to state this requirement.*
- D. No on-street parking or loading on Colfax
 - *Response:* *Comment acknowledged. A note has been added to Sheet 2 to state this requirement.*

Sheet 2

- E. Use 90-degree directional ADA ramps
 - *Response: The ADA ramp at the southwest corner of the Peoria and Colfax intersection has been updated to be directional to match the proposed improvements by CDOT as coordinate with Pat Freisen at CDOT.*
- F. Sight triangles are more appropriate to be shown on the landscape plan
 - *Response: The City of Aurora requires sight triangles to be shown on this sheet.*
- G. Advisory: this MF development is generally under-parked (including guest parking) No loading or on-street parking on Colfax.
 - *Response: The proposed development is providing parking in accordance with City requirements. It is acknowledged that no loading or on-street parking is allowed on Colfax Avenue.*
- H. Advisory note: CDOT RoW are publicly owned and any on-street parking may not be "assigned" or be counted to meet off-street parking requirements of the adjacent development.
 - *Response: Comment acknowledged. No off-street parking requirements are assigned or counted on Colfax Avenue.*
- I. Show / ID center median, required to be restored with new Right i/o access
 - *Response: Sheet 3 of the Site Plan set has been updated to show center median curb improvements to close off the westbound left turn lane on Colfax Avenue into the existing access along the property.*
- J. See TIS comments. ADT traffic volumes >32,000 = 3 lanes of through traffic. This does not appear to offer sufficient RoW or building setback to enable that improvement.
 - *Response: Per discussions with Marilyn Cross at CDOT, the existing ROW for CDOT's future 3 lanes of through traffic is currently being reviewed and discussed with CDOT and the City, however we believe sufficient ROW is in place to provide those future lanes. As shown on Sheet 3 of the Site Plan, we are dedicating 12-feet of additional right of way from our access point to Peoria to accommodate a dedicated right turn lane as required. West of our access point, the existing flowline to flowline dimension of the curb and gutter is approximately 33-feet and the existing right of way is approximately 10-feet behind the flowline. Therefore, if modifications are required to the southern curb and gutter in the future to accommodate 3 thru lanes on Colfax, the existing right of way should be sufficient.*
- K. Show the lanes of traffic
 - *Response: Sheet 3 of the Site Plan set has been updated to show the lanes of traffic. This sheet shows the existing striping on the western portion of Colfax adjacent to the Project, the proposed striping by CDOT as part of the Colfax and Peoria Improvements as coordinate with Pat Friesen, and the proposed striping proposed with this development to add an eastbound right turn lane from Colfax to southbound Peoria.*

Sheet 5

- L. Generally, the canopy of the deciduous street trees along Colfax should not encroach over the highway. Pick a species that is compact or move them back
 - *Response:* Trees have been switched out to a columnar species.
- M. This segment of Colfax is covered by a Contract Maintenance Agreement - permits through COA. However, adherence to CDOT rules for LS in RoW must be followed.
 - *Response:* Comment acknowledged.

Sheet 7

- N. This median is to be restored. Will the Link Apartments be responsible for L/S here?
 - *Response:* Landscaping of the restored median will need to be discussed with the City and CDOT to understand landscape responsibilities within the median.
- O. Select appropriate tree species that do not overhang CDOT RoW, or shift them back from the roadway.
 - *Response:* Trees have been switched out to a columnar species.
- P. Will there be an ADA crosswalk at this proposed access drive? Show the visibility triangle.
 - *Response:* Yes, an ADA crosswalk and sight triangles are shown at this proposed access drive.
- Q. These lines add confusion to CDOT. We are more interested in seeing the lanes of traffic.
 - *Response:* The City of Aurora requires existing utility lines to be shown on the landscape plans.

Sheet 12

- R. Show the CDOT RoW & verify that there is no encroachment (signs, awnings, verandas, etc.)
 - *Response:* The building plan has been modified, specifically the canopy at Colfax, to ensure it does not project into the right-of-way. The proposed CDOT ROW line has been added to Sheet 14 of the Site Plan set as requested.

Sheet 17

- S. Avoid street tree species that overhang the roadway, or move them back
 - *Response:* Trees have been switched out to a columnar species.
- T. CDOT will not accept this type of ADA ramp here, must be one of the 90-degree types. NO mid-block perpendicular crossing of Colfax.
 - *Response:* Directional ADA ramps have been added at this crossing as requested.

Plat

Sheet 2

- U. Avoid creating easements in CDOT RoW! Generally, sidewalks, traffic signals and utilities are accommodated within

- *Response: These are existing easements that are to be vacated per this Plat as noted in the legend since the easements are no longer needed due to the dedication of additional right of way to CDOT.*
- V. Where is the public/private access easement that aligns with the proposed right-in/out access?
 - *Response: There is not an access easement that is required to be dedicated to the City for this private garage access along Colfax Avenue.*
- W. As mentioned in the TIS, the anticipated volume of traffic on this segment of Colfax will necessitate 3rd lane of traffic. The plat should either dedicate the RoW or create a tract reservation for an additional EB lane of traffic.
 - *Response: Per discussions with Marilyn Cross at CDOT, the existing ROW for CDOT's future 3 lanes of through traffic is currently being reviewed and discussed with CDOT and the City, however we believe sufficient ROW is in place to provide those future lanes. As shown on Sheet 3 of the Site Plan, we are dedicating 12-feet of additional right of way from our access point to Peoria to accommodate a dedicated right turn lane as required. West of our access point, the existing flowline to flowline dimension of the curb and gutter is approximately 33-feet and the existing right of way is approximately 10-feet behind the flowline. Therefore, if modifications are required to the southern curb and gutter in the future to accommodate 3 thru lanes on Colfax, the existing right of way should be sufficient.*
- X. Where is the analysis that shows sufficient RoW exist here for the additional EB lane of traffic (full length from Oswego to Peoria)
 - *Response: See response above. Striping and dimensions have been added to Sheet 3 of the Site Plan to show the existing pavement width and striping, the proposed striping with CDOT's Colfax and Peoria intersection improvements, and the proposed right turn lane striping and curb and gutter reconstruction required for this development.*

TIS
Page 2

- Y. Questionable assumptions about a 100% rental development. I believe way more residents than 25% of the total units will leave & return from work each day. I also have to believe that many units will have more than one working resident. Current bus ridership is way down in metro Denver (pre covid)
 - *Response: Interesting thoughts. The trip generation calculation is based directly out of the ITE Trip Generation. For this project it is mid-rise multifamily (ITE Code 221), which is no longer separated for rental or ownership units (we use the same equations for both). The trip generation equations have been developed by ITE based on data collected of many residential developments similar to this project. This is our best procedure to approximate trip generation, which is accepted across the United States. Curtis has developed trip generation equations for ITE and has conducted data collection for uses and believes and trusts this information. Regarding transit, it is understood that bus ridership is down currently due to COVID-19, however we are hopeful that this pandemic does not continue long term. Eventually, life will return to normal (right?), and transit ridership will increase once again.*

Z. This does not make sense why CDOT would be so concerned with the one or two-way access from the Apartment development onto Oswego, unless it has an effect on the north-to-eastbound right turn movement at Colfax. Where is the conclusion of the evaluation stated in this TIS?

- *Response: We apologize for the miscommunication here. The City requested the two scenario evaluation. The developer has decided, and the City has agreed, that this access along Oswego Street will be entrance only.*

AA. However, I advocate that a permit is needed for the west leg of the intersection if that new east-to southbound lane is not part of the CDOT project.

- *Response: Understood, any work performed within the CDOT ROW will be accompanied with the required permits. So, an Access Permit for Peoria Street will also be provided with the Eastbound Right Turn Lane. This has been clarified.*

BB. The short-term improvements at the Peoria-Colfax intersection needs to be illustrated if not in this TIS, then on the site plan as improvements "by others" I do not believe the existing center median - to be closed & restored is part of that project, and needs to be done in conjunction with the Right-in/out access permit.

- *Response: CDOT has planned improvements for this intersection which include dual left turn lanes on all approaches and three through lanes on the eastbound approach. These improvements have been identified "by others" in the revised study. The project provided improvement include construction of the additional eastbound right turn lane and closure of the median within Colfax Avenue.*

Page 3

CC. You are creating a dichotomy by first stating that an Access Permit is not needed at the Peoria & Colfax intersection, then stating that an auxiliary EB to SB turn lane will go in. This has to be by a permit, and makes most sense for CDOT, to tie this aux lane to the Colfax-Peoria intersection. It may be necessary to do a "change-order" of sorts to add this to the intersection-project improvements.

- *Response: Understood, any work performed within the CDOT ROW will be accompanied with the required permits. This was clarified.*

DD. Clarify that you are speaking of the proposed right in/out driveway

- *Response: As requested the access will be clarified as RIRO.*

EE. An accurate assumption that it will be required with the Access permit for the right i/o driveway.

- *Response: Thanks, agreed.*

FF. ?? the first bullet says no permit needed for the south leg of Peoria? This is a dichotomy

- *Response: Understood, any work performed within the CDOT ROW will be accompanied with the required permits. This was clarified.*

Page 4

GG. CDOT staff is unclear what will be done "by others" at the Colfax-Peoria project, and what needs to be done as a result of this Multi-family project. That is why we ask for a map-graphic illustrating this and "by whom"

- *Response: CDOT has planned improvements for this intersection which include dual left turn lanes on all approaches and three through lanes on the eastbound approach (by others). The project provided improvement is the additional eastbound right turn lane. We have provided additional clarification in the report text and the figures.*

HH. The future volumes on Colfax clearly spells out 3 through lanes, especially in the EB direction. You already advise right turn demands will exist at Peoria. Is there sufficient RoW and/or building setback between Oswego & the new right-in/out driveway to effectuate a new eastbound lane?

- *Response: We believe the existing right-of-way is adequate to accommodate three eastbound through lanes along Colfax Avenue in the future if ever found to be needed.*

II. Noted: the out-parcel at the SEC of Oswego & Colfax is a limiting factor, but a that should not preclude the dedication of RoW from this property, and assurance to contribute a pro-rata share of a new EB lane.

- *Response: The project is already constructing a separate eastbound right turn lane to accommodate the three eastbound through lanes. By constructing this eastbound right turn lane, we believe the project has adequately contributed their fair share to any future three through lane eastbound approach.*

Page 7

JJ. Existing lanes of traffic (as described) should be better illustrated on Fig 2

- *Response: The intent of Figure 2 is to show the site location with surrounding development. The existing lane configuration is shown in Figure 3.*

KK. Important to include a figure showing what is planned "by others"

- *Response: CDOT has planned improvements for this intersection which include dual left turn lanes on all approaches and three through lanes on the eastbound approach (by others). The project provided improvement is the additional eastbound right turn lane.*

Figure 2

LL. This graphic should also show (white lines) all of the existing lanes of traffic

- *Response: The intent of Figure 2 is to show the site location with surrounding development. The existing lane configuration is shown in Figure 3.*

Figure 4

MM. Show this intersection's background volumes. Important to see the baseline of both turn and through movements.

- *Response: This intersection was counted in 2020 and this figure shows the previously collected 2018 and 2019 counts only. This intersection's 2020 counts are shown in the next figure.*

Figure 5

- NN.** This "baseline" of traffic is already huge, and a 20-yr growth factor (approaching 30,000 vehicles day) would necessitate examination of a 3rd lane of through-traffic for the entire block
- *Response: The operational LOS is not showing three through lanes as being needed. The typical threshold for going from a 4-lane roadway to a 6-lane roadway is above 36,000 vpd.*

Figure 7

- OO.** This is why 3 lanes of through traffic are needed. What are the counts at Oswego? I suspect a 3rd lane is warranted across the entire block, especially if there are bus stops on this block. EB Traffic will queue pretty far back on Colfax, past the proposed right in-out access.
- *Response: The operational LOS is not showing three through lanes as being needed yet. The typical threshold for going from a 4-lane roadway to a 6-lane roadway is above 36,000 vpd, so it is getting close.*

Page 16

- PP.** ITE manual shows $6.63 \text{ daily rate} \times 411 = 2725/\text{day}$ Under what premise (not the CDOT access code) is a further reduction or variance applied? This seems extremely light - half of what rule-of-thumb would require. The 10th edition ITE does not appear to state ADT. I must ask where this number is derived from?
- *Response: These calculations are directly from the ITE Trip Generation 10th edition. They were double checked and are correct. The trip generation calculations are included in the appendices and data charts have been added for your reference.*

Figure 15

- QQ.** ?? what numbers are generated from the out-parcel at the SW corner?
- *Response: The Church's Chicken traffic is represented in the existing count data. Since this is a Fast-Food restaurant w/ Drive-Thru of approximately 1,500 SF that equates to approximately 49 afternoon peak hour trips for your reference.*
- RR.** On page 27, it says motorist will AVOID choosing the left turn movement here and instead divert to other signalized access locations for making a left turn movement. By your own assessment, I believe these numbers are backwards as to the number of motorists turning right -v- left at peak hour.
- *Response: These volumes are correct based on the desire of driver's movements. We estimate 15% of exiting trips will be turning left at this intersection. It is also important to note that these also represent background traffic. If drivers determine there is too much delay on the left turn during the peak hours, they may turn right instead and reroute on the surrounding street network.*

Page 27

- SS.** On page 2 of this TIS, it states that two scenarios were studied for Oswego, with one way and two way mid-block access to the project from Oswego. This paragraph does not offer any description - findings of the assessment. I wish to know how

outbound traffic will find it more convenient to turn right at Colfax (since left turns are problematic) and if/ how that warrants a new aux lane from Oswego heading east.

- *Response: The study was updated so that the Oswego Street access is entrance only. If longer delays are experienced, it is believed that drivers may reroute to signalized intersections to turn left to avoid delays.*

TT. The numbers presented on Figure 15 do not align with this assumption.

- *Response: The volumes in Figure 15 are correct. This represents the desire of 15% of exiting trips turning left at this intersection. Important to note too that the volumes shown are from other developments.*

Page 29

UU. This wording is confusing. Why would CDOT do an intersection project that results in a LOS E/F? This TIS does not offer any clarity what is planned under the separate CDOT project, and how this (Link Apartment) project is going to improve that intersection and what/when/how that supplemental list of improvements are to occur. I wish to see it both graphically & by the numbers.

- *Response: Clarification was provided. The delay here would have been much worse had the CDOT planned improvements not occurred.*

Page 34

VV. Would not an ADA crosswalk be prudent as well?

- *Response: Yes, an ADA ramp and ADA acceptable crossing of the access will be provided.*

WW. I am skeptical of this. The volume of EB vehicles approaching Peoria will queue back beyond and in-front of this proposed access at peak hour. I doubt LOS B can be achieved. I do not believe the majority of EB traffic on Colfax passing the new mid-block right in/out access can be attributed to the turn movements at Oswego, although clearly I question your presumptive numbers of right-turn movements as shown on figure 15

- *Response: It is understood at times the eastbound queue of cars caused at the intersection of Colfax and Peoria could extend to and past this RIRO access. Any delays caused by this will be representative of vehicles on-site waiting to exit the driveway. As an alternative, project traffic has the ability to exit out to 14th Ave during periods of higher delay.*

Page 37

XX. I believe that the new EB to SB lane at Peoria will require an access permit for the EB approach - unless it becomes part of the "CDOT project"

- *Response: Understood, any work performed within the CDOT ROW will be accompanied with the required permits.*

Page 38

YY. As previously mentioned, page 2 of this TIS, it states that two scenarios were studied for Oswego, with one way and two way mid-block access to the project from Oswego. This paragraph also does not reveal the findings of the assessment. I do think that

north-outbound traffic will be more inclined to turn right at Colfax (since left turns are problematic) and if/ how that warrants a new aux lane from Oswego heading east. Furthermore, what assumptions were plugged in for the eventual redevelopment of the out-lot at the SE corner?

- *Response: This can be studied further if and when the Church's Chicken redevelops on the southeast corner of the intersection.*

ZZ. This is why a new access permit is instructed for the EB approach to Peoria - accommodate a new EB to SB auxiliary turn lane at the Colfax & Peoria intersection. Unless it is to become part of the intersection project.

- *Response: Response: Understood, an access permit at Colfax and Peoria will be provided for the proposed construction of the eastbound right turn lane.*

AAA. Which figure-map illustrates all these improvements? Also, on the same map, please ID if/when/where auxiliary turn lanes are recommended to be lengthened

- *Response: Figures 16 and 17 show the improvements and applicable turn lane lengths.*

Page 39

BBB. Not clear. Is this "exception" before or after the CDOT intersection project?

- *Response: This just means that these two may have queue length issues.*

Page 40

CCC. Are these to be done by the "CDOT project"? If not, by whom and when?

- *Response: We believe that this northbound right turn lane extension should be planned by the hotel being constructed on the southeast corner of the intersection. The southbound left turn lane extensions are recommended to be considered by either the City or CDOT. Neither of these movements is anticipated to include project traffic.*

DDD. Reading this is quite confusing. What is "this project"? is that the Link Apartment development, or the CDOT intersection project?

- *Response: "this project" is referring to the Link Apartments Fitzsimons project. The report was updated to clarify this.*

EEE. To repeat the remark: this EB right turn lane should be by an access permit, if not integrated into the "CDOT project"

- *Response: Understood, any work performed within the CDOT ROW will be accompanied with the required permits.*

Figure 16

FFF. I seriously question how only 2 through lanes are to handle +27,000 vehicles/day in 2023, and +32,000 vehicles/day in 2040 along this segment of Colfax immediately east of Oswego.

- *Response: The operational LOS is not showing three through lanes as being needed. The typical threshold for going from a 4-lane roadway to a 6-lane*

roadway is above 36,000 vpd. So, it is getting close, and why the EB Colfax approach at Peoria is incorporating three through lanes.

Figure 17

GGG. Comment from Figure 16 is repeated. Two lanes of through-traffic along this segment of Colfax will not sufficiently handle +32,000 vehicles/day

- *Response: The operational LOS is not showing three through lanes as being needed. The typical threshold for going from a 4-lane roadway to a 6-lane roadway is above 36,000 vpd. The existing ROW is believed to be acceptable to provide three through lanes whenever found to be needed.*

Page 43

HHH. ILLUSTRATE THIS ! Important to see what is "by others" and what the Link Apartment project is planning to add to it.

- *Response: CDOT has planned improvements for this intersection which include dual left turn lanes on all approaches and three through lanes on the eastbound approach (by others). The project provided improvement is the additional eastbound right turn lane. This has been clarified*

III. But not along the entire block-length, and not on the approach to the right in/out access proposed

- *Response: True, the right turn lane to be constructed is for the Colfax and Peoria intersection. This is the fourth lane. An eastbound right turn lane was not found to be warranted at the project access. It is believed ROW and possibly even the existing pavement width are sufficient to provide three eastbound through lanes whenever found to be needed.*

Page 45

JJJ. As previously ID, +32,000 vehicles on Colfax by 2040 will also warrant another EB through-lane along the entire block between Oswego & Peoria.

- *Response: The operational LOS is not showing three through lanes as being needed. The typical threshold for going from a 4-lane roadway to a 6-lane roadway is above 36,000 vpd. But it is getting close. The existing ROW and possibly even the existing pavement width is sufficient to provide three eastbound through lanes if and when needed.*

Letter of Intro

Page 1

LLL. TIS says 411 units

- *Response: 405 dwelling units is the proposed number for this Project.*

MMM. CDOT has no idea what this acronym represents

- *Response: UDO stands for the City's "Unified Development Ordinance". This has been clarified in the Letter of Introduction.*

Page 2

- **NNN.** Plus closure & restoration of center median on Colfax (mid-block)
 ■ *Response: The Letter of Introduction has been updated to note the closure and restoration of the center median on Colfax as requested.*

- **OOO.** There are TWO CDOT projects on Colfax: (1) the reconstruction of the Peoria intersection and (2) a repaving of Colfax including the frontage abutting this property. There must be a commitment or requirement to coordinate with CDOT, the construction of public improvements associated with this development.
 ■ *Response: Comment acknowledged. We have been working with Pat Friesen and Marilyn Cross at CDOT to understand and coordinate these improvements accordingly.*

18. Xcel Energy
(Donna George / 303-571-7306 / donna.l.george@xcelenergy.com)
 See the attached letter.

- *Response: Comments in letter from Xcel Energy acknowledged.*

19. Aurora Public Schools
(Josh Hensley / 303-365-7812 / jd hensley@aurorak12.org)

- A. In accordance with Section 4.3.18 of the Unified Development Ordinance, the school land dedication obligation for the 405 proposed apartments is 1.3254 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 prior to plat recording.
 ■ *Response: Comment acknowledged.*

20. RTD
(C. Scott Woodruff / 303-299-2943 / clayton.woodruff@rtd-denver.com)

- A. RTD is good with the location of the stop on Peoria, the only confirmation we need is that the slope is less than 2%. I am assuming considering it is going to be a giant plaza feature that it will but we would need to be able to confirm this with a grading plan. But the location is acceptable for RTD.
 ■ *Response: Comment acknowledged. The slope at the relocated bus stop on Peoria Street is less than 2% as noted on Sheet 5 of the Site Plan set.*

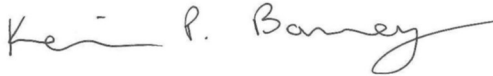
21. Urban Drainage and Flood District
(303-455-6277 / submittals@udfcd.org)

- A. We have no comments on the reference project as it is not eligible for maintenance. The site is not adjacent to a major drainageway or mapped floodplain and does not include any proposed MHFD master plan improvements. We do not need to review future submittals.
 ■ *Response: Comment acknowledged.*

We appreciate your review and approval of these final plans. Please contact me at (720) 636-8303 or kevin.barney@kimley-horn.com should you have any questions.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

A handwritten signature in black ink that reads "Kevin P. Barney". The signature is fluid and cursive, with the first name "Kevin" and last name "Barney" clearly legible, and "P." in the middle.

Kevin Barney, P.E.
Project Manager