



October 29, 2020

City of Aurora
Planning & Development Services
15151 E. Alameda Parkway, Suite 5200
Aurora, Colorado 80012
Ph: 303.739.7186

Re: TransPort Colorado Transload Facility Site Plan (#DA-1793-10) Response to Pre-Application Comments 1st Submittal

We have reviewed the Pre-Application Comments for the Transport Colorado Transload and our responses to those comments are as follows:

Key Issues

• **Infrastructure Site Plans:** The proposed Infrastructure Site Plan (ISP) 2 is for infrastructure improvements to Manila Road, adjacent to PA-36, PA-12 and PA-17. If possible, staff requests that all the *planned* Infrastructure Site Plans (ISP's) for Subarea Master Plan 1 be consolidated into a single *phased* Preliminary Plat for Infrastructure. This would result in a single ISP which reflects the infrastructure improvements planned for Subarea Master Plan 1; and eliminates the need to track separate ISP's in the future for each of the six (6) Subareas. Staff is happy to discuss how best to approach a potential consolidation of these ISP's to meet your needs and simplify the review processing.

RE: The original concept of splitting the Sub-Area 1 improvements into separate ISPs was requested by Janet Bender of the COA engineering department to assist with the review process by limiting the scope of the submittal. We feel this is the best approach due to the complexity and timing of certain improvements, particularly at the Manila & UPRR/Colfax intersections and the I-70 interchange, which will include review by CDOT. We are also concerned this will drag out the approval process and delay the ability of the developer to obtain grading permits.

• **Connectivity and Circulation:** Please refer to the recently approved Transport Subarea Master Plan 1 regarding the conceptual street network. The proposed street network is required to comply with the *interim* street cross-sections in the Subarea Master Plan 1, for the proposed phases shown in the Public Improvement Plan (PIP) exhibit; and shall comply regarding street connectivity within the subarea and to adjacent subareas.

RE: The street network will comply with the interim street cross-sections shown in the Sub-Area 1 Master Plan.

• **Public Improvements:** Public improvements for both applications shall be in conformance with the Public Improvement Plan (PIP). Please note that the portion of Cavanaugh Road south of 32nd Avenue shall be a private street built to public street standards. It can be dedicated as a tract and considered for future public road based on how the rest of the area develops.

RE: Cavanaugh Road south of 32nd Ave will initially be dedicated as a tract in the interim. It is planned to serve multiple lots and is therefore intended to become a public roadway.



• **Drainage:** A preliminary drainage report shall be submitted with the site plan for each application. Detention and water quality shall be in conformance with the master drainage studies. Interim detention and water quality facilities may be required if downstream facilities are not constructed. Note that Mile High Flood District will be a referral on these submittals, please continue the ongoing coordination with MHFD on drainage requirements.

RE: A preliminary drainage report will be submitted with each site plan application.

• **Fire Response Coordination:** As previously discussed, it is highly recommended that a meeting be set up with the Fire Department to discuss options in providing an adequate fire response to support this site via mutual aid, automatic aid agreements, and temporary/permanent fire station requirements. We can facilitate this meeting at your convenience.

RE: Acknowledged / Pending

Planning and Development Services Department

Standards and Issues:

1. Zoning, Character Area and Placetype

1A. Zoning

This property is zoned I-2 (Industrial District) which provides locations for all industrial uses that are not permitted in the I-1 (Business/Tech District), while mitigating impacts on surrounding areas to the extent practicable. It also includes certain public facilities that are needed to serve this district and nearby neighborhoods.

RE: Acknowledged

1B. Character Area

The subject property is located within Sub-Area C Character Area, which generally includes rolling, semi-arid, largely undeveloped lands with large open fields of prairie grass in northeast Aurora and mostly developed newer developments in southeast Aurora.

RE: Acknowledged

1C. Placetype

The Aurora Places Comprehensive Plan designates this area as Industry Hub placetype. This includes areas typically dedicated to manufacturing, warehousing, distribution, fulfillment centers, freight operations and renewable energy enterprises. This placetype plays an important role in the city's employment base and economy but can sometimes create outdoor activity and should be appropriately buffered from residential and commercial areas.

RE: Acknowledged

1D. Master Plan

This project will be subject to the standards listed in the recently amended Transport Master Plan. The Master Plan includes specific standards including, but not limited to, building materials and colors, fencing and lighting standards, and landscape design. Please note that the standards in the Master Plan are intended to supplement the Unified Development Ordinance (UDO).

RE: Acknowledged



1E. The proposed ISP 2 is for infrastructure improvements to Manila Road, adjacent to PA-36, PA-12 and PA-17. Staff requests that all the *planned* Infrastructure Site Plans (ISP’s) for Subarea Master Plan 1 be consolidated into a single *phased* Preliminary Plat for Infrastructure. This will result in a single ISP which reflects the infrastructure improvements planned for Subarea Master Plan 1; and eliminates the need for staff to track separate ISP’s in the future for each of the six (6) Subareas.

RE: See response above

2. Development Standards

2A. Dimensional Standards

Dimensional standards for this project are outlined in Section 146-4.2.2. The front setback is 50-feet, the rear setback is 5-feet, and the side setback is 10-feet. The maximum building height is 100-feet.

RE: Acknowledged

2B. Access, Connectivity and Site Circulation

Please refer to the recently approved Transport Subarea Master Plan 1 regarding the conceptual street network. The proposed street network is required to comply with the *interim* street cross-sections in the Subarea Master Plan 1, for the proposed phases shown in the Public Improvement Plan (PIP) exhibit; and shall comply regarding street connectivity within the subarea and to adjacent subareas.

When a detailed Site Plan is submitted, access and internal circulation will be evaluated.

RE: See response above

2C. Parking and Loading – Transload Facility

Off-street parking is required by Section 146-4.6. Based on the lack of detail provided in your sketch plan, when a detailed site plan and operations plan is submitted, staff will calculate off-street parking requirements. Section 146-4.6.5 details requirements for the design and placement of parking areas.

RE: At this time, no habitable buildings are planned for the Transload site. A designated parking area will be shown on the plans when off-street parking requirements are determined.

2D. Landscape, Water Conservation, Stormwater Management

- General Landscape Plan Comments.

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

RE: Acknowledged

- Landscape Plan Preparation

The applicant shall submit a landscape plan as part of the site plan submittal documentation. Landscaping is not required to be installed until city water is available at the site. A note shall be added to the landscape plan reflecting this requirement. The landscape plan shall reflect city ordinance requirements as stated below.

RE: Completed



Please label all landscape sheets “Not for Construction”. Landscape construction drawings are not required and therefore do not necessitate the signature, stamp and seal of a licensed landscape architect upon final approval by the City of Aurora. Landscape plans are used by the city to determine compliance with the landscape standards and for code enforcement purposes.

RE: Completed

Landscape plans must be prepared on 24” x 36” sheets. Plans shall have plant symbols, plant labels with quantities, and a plant schedule upon first submission or a complete review will not be possible.

RE: Completed

In response to landscaping at the Transload Site:

Sent: Tuesday, October 6, 2020 9:36 AM

Jen:

Good morning. So based upon the landscape section of the new Unified Development Code the following would apply in this case:

Non-Street Buffers:

*“Non-street perimeter buffers occur along property lines with no street frontages. Non-street perimeter buffers **shall not** be required between the same or differing land uses in multiple phases of a single approved master plan”.*

So we would not require a buffer between the proposed Transload storage/rail yard and a future industrial development to the north.

Kelly

*Kelly K. Bish, PLA, LEED AP
Senior Planner/Landscape Architect | City of Aurora
Planning & Development Services Department
office 303.739.7189*

• Sight Triangles

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

RE: Completed

• Section 146-4.7 (Landscape, Water Conservation, Stormwater Management)

The following bullet points are not necessarily an all-inclusive list of the landscape requirements found within Section 146-4.7. The applicant is responsible for reviewing this section of the UDO and determining all applicable landscape conditions.

RE: Acknowledged

Section 146-4.7.5 (Required Landscaping (C) Curbside Landscaping 2a)



Street trees shall be provided along Manila Road and any additional roads that the Transload development shall abut. Trees shall be provided at a ratio of one (1) tree per 40 linear feet of curbside landscaping. Trees shall be provided in the curbside landscape when a detached sidewalk is installed or 4'-5' from the back of walk when an attached sidewalk is installed. Street trees shall be located 50' from the face of a stop sign to maintain regulatory sign visibility. Refer to Figure 4.7-2.

RE: Acknowledged

The UDO requires plantings within the curbside landscape to vary depending upon the width required by the street cross section. Curbside landscape widths three feet or less may be rock mulch, no white rock. Curbside landscape widths four to six feet in width shall be shrubs, ornamental grasses, and perennials at a ratio of one shrub/grass per 40 square feet of curbside landscape. Grasses may only be provided to a maximum of 40%. Shrubs and grasses must be five-gallon size at time of installation. For curbside landscapes six to ten foot in width, a combination of shrubs/grasses with native seed may be provided or all shrubs and grasses. Any curbside landscape areas ten feet in width or greater may be sod if desired. Sod may not be installed unless the curbside landscape is a minimum of ten feet wide.

RE: Acknowledged

- Section 146-4.7.5 D. (Street Frontage Landscape Buffers)

A street frontage landscape buffer along Manila Road and E. 32nd Avenue may be required but will be reviewed in the future pending development of the parcel labeled PA 12.

RE: Acknowledged

- Section 146-4.7.8 (Screening of Service Areas and Equipment)

All service loading and storage areas visible from public streets are required to be screened. The proposed Transload railyard will be visible from Colfax Avenue and the letter of introduction indicates that it will likely store both manufacturing and distribution products. The city acknowledges that an active rail line separates the proposed development from Colfax Avenue and that the applicant has expressed a concern regarding the potential fire hazards associated with vegetation that may come in close proximity to an active rail line.

RE: Acknowledged

The applicant is advised that an adjustment is required (formerly waiver) from this code section should the applicant determine that it is not feasible or safe to install a buffer. This shall be listed in the letter of introduction, on the cover sheet and the landscape sheet within the plan set. The applicant is advised that mitigation measures should be accompanied by any adjustment to offset the impacts from the adjustment request.

RE: Acknowledged

Should the applicant determine that screening is feasible, then it shall consist of fencing (no chain link) walls, berms or any combination of those items with landscaping. If a wall is used, it may not exceed 9' in height. Landscaping shall consist of one tree and 10 shrubs per 40 linear feet of buffer. Plant material shall be located along the exterior side of any proposed fencing or walls.

RE: Acknowledged

- Section 146-4.7.3 M. (Detention and Water Quality Ponds)



To meet water quality objectives, the city encourages applicants to utilize Low Impact Development (LID) techniques as permanent best management practices (BMPs). Many of the LID practices have an integrated vegetative component which supports the treatment, evapotranspiration, and infiltration functions so that storm water is treated at the source. With the implementation of LID techniques, property owners can benefit from the environmental quality and aesthetics of the area in which they live and work. Some examples of LID techniques are depicted in the images below and include permeable pavements, vegetative swales and rain gardens. Applicants may propose their own BMP's or work Aurora Water/Public Works. Aurora Water has a manual titled "Low Impact Development Techniques for Urban Redevelopment in Aurora" that may be helpful. To obtain a copy, please contact Vern Adam at vadam@auroragov.org. The applicant may also wish to review the Ultra-Urban Green Infrastructure Guidelines published by the City and County of Denver.

RE: Acknowledged

All detention pond facilities shall not exceed six feet in depth. The area within the tract surrounding the pond shall contain a minimum of one tree and 10 shrubs or the approved tree and shrub equivalents per 4000 square feet above the 100-year water surface elevation. When overlapping landscape standards occur such as when buffers, detention/water quality and parking lot landscape requirements fall within the buffer, they may be counted towards meeting the buffer requirements, however the most restrictive requirements shall be met.

RE: The city's Storm Drainage Design manual does not specify a maximum depth for detention ponds. Pond depths are in accordance with MHFD criteria and do not meet thresholds for "jurisdictional dams".

• Section 146-4.7.3. C. (Irrigation)

All developments shall install an automatic irrigation system for landscape areas. To assess irrigation tap fees, Aurora Water will require the applicant to divide their landscape into water conserving, non-water conserving and non-irrigated areas as part of the landscape submittal. A table summarizing these areas shall also be provided. Contact Timothy York at (303) 326-8819 regarding irrigation plan requirements and application fees. An irrigation permit is required prior to the installation of an irrigation system.

RE: Acknowledged

2E. Building Design Standards

Section 146-4.8 of the UDO contains specific standards for the design of buildings. Examples of acceptable building architecture and materials are provided in the recently amended Transport Master Plan, which generally defaults to the UDO Industrial Building Design Standards. These standards include requirements for building orientation and spacing, breaking up the massing of building facades with articulation elements, four-sided building design, and permitted materials, among other things. See Table 4.8-1 for Building Design Standards for non-residential buildings.

RE: Acknowledged

2F. Exterior Lighting

Standards for exterior lighting are found in Section 146-4.9. Examples of lighting types are shown in the recently amended Transport Master Plan. Show typical details of lighting on the plan and on building elevations.

RE: Completed

2G. Signs



Section 146-4.10 governs signage standards. Please review this section for complete details. Graphics for sign types are shown in the recently amended Transport Master Plan. Show the location of any proposed monument signs on the plans and indicate the location of wall-mounted signs on the building elevations.

RE: Completed

2H. Fencing/Walls

Section 146-4.7.9 governs fencing and wall standards. Show the location of any proposed fencing or walls on the plans and pay attention to materials, column requirements, and setbacks. The maximum permitted height in industrial developments is nine (9) feet. Barbed wire fencing is prohibited along arterial or collector streets.

RE: Completed

3. Adjustments

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

RE: Acknowledged

4. Submittal Reminders

4A. CAD Data Submittal Standards

The city has developed CAD Data Submittal Standards for internal and external use to streamline the process of importing AutoCAD information into the City's Enterprise GIS. A digital submission meeting the CAD Data Submittal Standards is required before final mylars can be routed for signatures or recorded for all applications. Please review these standards and ensure that files are in the correct format to avoid future delays. The application will be uploaded through the city's development review website as separate PDFs. Please ensure that all AutoCAD SHX text items are removed from the "Comment" section during the PDF creation process and that the sheets are flattened to reduce ability to select items. PDFs will be rejected during pre-acceptance reviews if they do not comply with this requirement, which could result in delay

RE: CAD submittal standards will be followed, and AutoCAD SHX text items will be removed.

4B. PDF Requirements

The application will be uploaded through the city's development review website as separate PDFs. Please ensure that all AutoCAD SHX text items are removed from the "Comment" section during the PDF creation process and that the sheets are flattened to reduce ability to select items. PDFs will be rejected during pre-acceptance reviews if they do not comply with this requirement, which could result in delays.

RE: AutoCAD SHX text items will be removed.

4C. Mineral Rights Notification



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

RE: Completed

Pre-Submittal Meeting:

Contact the assigned Case Manager to schedule a pre-submittal meeting at least one week prior to submitting an application. At the pre-submittal meeting, staff will review the submittal requirements, discuss the review timeline, provide a fee estimate, and review the process for uploading files and inputting adjacent property owners. Please note that a separate pre-submittal meeting is required with Real Property for the Subdivision Plat prior to application submittal. Please contact Real Property directly to schedule this meeting.

RE: We will schedule a separate pre-submittal meeting with Real Property.

Community Participation:

Please work proactively with registered neighborhood organizations and adjacent property owners. Registered neighborhood organizations within a one-mile radius and adjacent property owners will formally be notified of the application when a submittal has been made to the Planning and Development Services Department.

RE: Acknowledged

Neighborhood Services Liaison:

Your Neighborhood Services Liaison is *Scott Campbell*. Since there are no registered neighborhoods within a one-mile radius of this site plan area, there is no neighborhood referral list. However, this project will be referred to the adjacent property owners as well as it will be listed on our website www.aurora4biz.org where residents can make comments throughout the project review. Should there turn out to be substantive comments on this project, *Scott* can assist with the meeting planning.

RE: Completed

- All meetings with registered neighborhood organizations should also include the Planning and Development Services Department Case Manager so that questions concerning the UDO and procedures can be properly addressed. The Case Manager will record any project-related commitments that are made to the community at these meetings.

RE: Acknowledged

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

RE: Acknowledged

Parks, Recreation & Open Space Department (PROS)

Crooked Run Open Space

The areas identified for open space credit in the master plan should be purposefully improved so that it is an amenity which offers meaningful public benefit by providing a trail with trail user furnishings, such as benches, signage, etc. Be sure the ISP incorporates these facilities and that enough width for the required acreage is set aside. Don't narrow down the open space with steep slopes and related drainage infrastructure, whether for the adjacent channel or ponds.

RE: See ISP in separate submittal



Forestry Division1

I don't believe and trees will be impacted by this project. If trees are disturbed, then tree mitigation will be required.

RE: Confirmed

Aurora Water

Aurora Water will receive a referral of the Site Plan and Subdivision Plat for review and comment. Please respond to all Water Department comments with your initial submittal.

Key Issues:

- Utility extension to be in accordance with approved Master Utility Study.
RE: Utility extensions will be in accordance with the approved MUS.
- Please consult the Mile High Flood District for the work to be done in the Crooked Run Channel.
RE: We will continue to work with MHFD on the proposed Crooked Run improvements.
- A domestic allocation agreement will be required for connections 2" and larger
RE: TransPort acknowledges water service will be provided, and applicable fees will be payable, in accordance with the terms of the amended and restated interim facilities agreement that is currently in the city review/approval process.

Utility Service Requirements:

- A Site Plan is required for this project and must show existing and proposed utilities including:
 - Public/Private Mains
 - Service Lines
 - Water Meters
 - Fire Suppression Lines
 - Fire Hydrants necessary to service your development
 - Grease Interceptors are required for commercial kitchens
 - Sand/Oil Interceptors are required for vehicle maintenance facilities
 - All utility connections in the arterial roadway are required to be bores.
 - RE: The elements listed above will be shown on the submitted site plan.
- General utility design criteria can be found in Section 5 of the Standards and Specification Regarding Water, Sanitary Sewer and Storm Drainage Infrastructure (Utility Manual)
RE: The Utility Manual has been used for the design.

Utility Development Fees:

- A partial Storm Drainage Development fee is required prior to the recording of the Subdivision Plat or at the time of building permit approval if a Plat is not required. Additional Storm Drainage fees may be charged and are based on the amount of impervious surface created by this project.
RE: TransPort acknowledges the storm drainage development fee will be payable in accordance with applicable city regulations and the terms of the amended and restated interim facilities agreement that is currently in the city review/approval process.



- The Water Transmission Development Fee and the Sanitary Sewer Interceptor Fee have been combined into the water connection fee and are required to be paid after issuance of building permit and prior to issuance of the Certificate of Occupancy.
RE: TransPort acknowledges the water connection fee will be payable in accordance with applicable city regulations and the terms of the amended and restated interim facilities agreement that is currently in the city review/approval process.
- For a full listing of Utility Fees, please see the Aurora Water Fee Schedules.
RE: Acknowledged

Public Works Department

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

Key Issues:

- Pending something unforeseen, such as public comment, Traffic Engineering will not require a Traffic Study with this development. Detailed TIS or Traffic Letter will be required when the site/Planning Areas come in for Site Plans.
RE: A traffic study that includes the Transload facility has already been developed and submitted with ISP 1. It is understood that a traffic study or letter will not be required for ISP 2.
- Construct roadways per the Subarea Master Traffic Impact Study
RE: Roadways will be constructed per the Sub-area 1 TIS.
- Applicant shall install two 2” conduits and pull boxes to be owned/maintained by the City of Aurora, for future fiber optic interconnect of traffic signals along arterial roadways.
RE: No arterial roadway improvements are proposed with the Transload development. Interconnection of traffic signals along will be reviewed with the submittal of future ISPs.
 - Conduit
 - Conduit material shall be Schedule 80 HDPE (or similar)
 - A # 14 AWG stranded copper conductor shall be installed for city underground locating purposes.
 - A nylon pull tape with minimum 1,250 lb tensile strength shall be installed in all new conduit.
 - Pull Box
 - Pull boxes shall be 30”x48”x24”, with two-piece interlocking lids.
 - City conduit shall be installed into City Pull Boxes.

Colfax Avenue is a state highway. Approval and access permits will need to be obtained from the Colorado Department of Transportation (CDOT). Please contact *Marilyn Cross* at CDOT, phone number 303.512.4266. Developers/applicants are encouraged to contact CDOT early on in the review process to determine the feasibility of the proposed access and any specific CDOT requirements. In order to insure CDOT will allow access as shown, provide a letter from CDOT indicating they have reviewed the proposed access(es). **This letter must be received 10 days prior to the Planning Commission hearing.**

RE: We will coordinate with CDOT regarding access to Colfax Avenue.



Construction should only occur after obtaining the State Highway Access permits and the Notice to Proceed from CDOT. State Highway Access permitting is a two-step process. First obtaining the access permit and then obtaining the Notice to Proceed with the construction documents, Certificate of Insurance, and Traffic Control Plan. Having approval from Aurora for construction of the store did not mean you had approval for construction of the accesses in the State Highway right-of-way.

RE: We will coordinate with CDOT regarding State Highway Access permits.

- Show all adjacent and opposing access points on the Site Plan.

RE: All opposing access points will be shown on the Site Plan.

- Objects and structures shall not impede vision within the sight triangles. Landscaping shall be restricted to less than 26-inches in the sight triangles. Show sight triangles on the site plan and landscaping plan at all access points in accordance with City of Aurora Standard Traffic Detail TE-13. In addition, street trees shall be set back from Stop signs and other Regulatory signs as detailed in City of Aurora Standard Traffic Detail TE-13.3.

RE: Site triangles will be shown on the plans.

Add the following note landscape plans: 'All proposed landscaping within the sight triangle shall be in compliance with COA Roadway Specifications, Section 4.04.2.10'

RE: Completed

- Right turn lanes for major intersections shall consider alternative geometric configurations (standard geometry for channelized right turn lanes with acceleration lane, compound curves for channelized right turn lanes without acceleration lanes).

RE: We will work with the city and traffic engineer on turn lane geometry.

- Show existing stop signs and street name signs or the installation of new stop signs and street name signs by developer at the site access points onto public streets. Add the following note to the Site Plan: o The developer is responsible for signing and striping all public streets. The developer is required to place traffic control, street name, and guide signs on all public streets and private streets approaching an intersection with a public street. Signs shall be furnished and installed per the most current editions of The Manual on Uniform Traffic Control Devices (MUTCD) and City Standards and shown on the signing and striping plan for the development.

RE: The note has been added to the site plan.

ROW/Plat:

- Designate a Public Access Easement along private roadways.

RE: Public Access Easements will be dedicated along private roadways.

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

RE: Traffic signal easements will be dedicated where required.

Engineering Division



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

- Public improvements for both applications shall be in conformance with the Public Improvement Plan (PIP).
RE: Public improvements will be in conformance with the Public Improvement Plan.
- The portion of Cavanaugh Road south of 32nd Avenue shall be a private street built to public street standards. It can be dedicated as a tract and considered for future public road based on how the rest of the area develops.
RE: Cavanaugh Road south of 32nd Ave and Road B will initially be dedicated as a private street with intent of them becoming public in the future.
- For the Transload site, all areas of vehicular use shall be paved.
RE: The majority of the Transload area will be staging/storage and is therefore planned to be surfaced with compacted base course or sub-ballast. Dust will be mitigated pursuant to the comment provided in the “Drainage” section below. This will be detailed in the Operations Manual which will be submitted with CDs. The permanent emergency access route from Cavanaugh Road to Road B will be paved as shown on the site plan.
- A preliminary drainage report shall be submitted with the site plan for each application. Detention and water quality shall be in conformance with the master drainage studies. Interim detention and water quality facilities may be required if downstream facilities are not constructed.
RE: A preliminary drainage report will be submitted with each application.
- Mile High Flood District will be a referral on these submittals. Continue to coordinate with MHFD on drainage requirements.
RE: We will continue to work with MHFD on drainage requirements.

Improvements:

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

- Typical roadway sections are specified in the City Code and summarized in Section 4.08 with details shown in the Standard Detail S1.
RE: Roadway sections will be per the roadway standards and the PIP.
- Curb ramps must be shown (located) on the plans at all curb returns and any other location of public necessity. Refer to Standard Detail S9. Any street grades in excess of three percent will require detailed grading of the curb ramps.
RE: Curb ramps will be located as required.
- Flared curb cuts, Standard Detail S7.4, are not permitted for commercial/industrial or residential driveways where traffic movements would be substantial. When the number of parking spaces exceeds 20, curb returns are required, and the curb return radii shall be labeled on the plan.
RE: Flared curb cuts will not be used where traffic movements will be substantial.
- Pedestrian Bicycle Railings will be required at and continuous along vertical separations of 30 inches, or greater, or on slopes greater than or equal to 3:1 adjacent to pedestrian areas. See Standard Detail S18.
RE: Railings will be included where required.
- Retaining walls shown on plans shall indicate material type and a height range or indicate a maximum height. Where appropriate, guard or handrails may be required.
RE: Retaining walls will be detailed as required.



- The maximum private access drive slope may be 4% (non-residential) when sloping down toward the public street and up to 6% maximum when sloping up toward the public street.
RE: Maximum slopes will be adhered to.
- If gates are incorporated into the design of the development, they are required to be setback from the street flow line a minimum of 35-feet or one truck length, whichever is greater.
RE: Gates will be set back as required.
- Streetlights are required along adjacent roadways. Please refer to the Draft Lighting Standards for streetlight spacing, location, wattage, etc., information. Streetlights along public right-of-way shall become City owned and maintained once they have been installed and the final acceptance letter for the lights has been issued. Streetlight locations shown on the site plan are conceptual. The street lighting plan shall be included with the Civil Plan submittal and will determine final street light locations based on a photometric analysis.
RE: Street lights are shown on the plans.

ROW/Easements/Plat:

- ROW dedication is required for public roads.
RE: ROW will be dedicated for public roads.
- The dedication of a 25-foot lot corner radius is required at the intersection of arterial roadways, a 20-foot lot corner radius is required at the intersection of collector roadways, and a 15-foot lot corner radius is required at the intersection of local roadways.
RE: Corner lot radii will be dedicated as required.
- Please coordinate with the Real Property Division of Public Works for the dedication of any required easements. If a plat will be prepared for this development, the plat can cover the required easements. o Sidewalk easements may be required for new sidewalk installed.
RE: We will coordinate with Real Property.
- o A drainage easement shall be required for any detention/water quality facilities on site. This drainage easement shall tie to a public way.
RE: Drainage easements will be dedicated for detention/water quality facilities.
- o Utility easements shall be required for any proposed water/sanitary sewer/public storm sewer located outside of public right-of-way.
RE: Utility easements will be dedicated outside of public ROW.
- o Public access/fire lane easement shall be required for fire lanes outside of public right-of-way. Please coordinate with Life Safety for their alignment.
RE: Public access/fire lane easements will be dedicated outside of public ROW.

Drainage:

Drainage design standards can be found in the City's "Storm Drainage Design and Technical Criteria".

- Per Section 138-367 of the Aurora Municipal Code, a Preliminary Drainage plan and report is required for each application prior to Site Plan or Plat approval. A Preliminary Drainage Plan and Report shall be submitted at the time of



Planning Department application submittal. A review fee shall be paid to the City prior to acceptance of the preliminary drainage report. The site plan will not be approved until the preliminary drainage report is approved.

RE: A Preliminary Drainage plan and report will be submitted.

- Under the provisions of Colorado Revised Statute 37-92-602(8), any detention or infiltration facility that becomes operational after August 5, 2015, is required to notify downstream water rights holders prior to operation. Urban Drainage and Flood Control District (UDFCD) has created a spreadsheet form (called *SDI Design Data*) for determining compliance with the statute and a web portal that will send a weekly e-mail notification to downstream water rights holders, satisfying the notification requirements. The developer will be responsible for having a professional engineer, licensed in the State of Colorado, complete the *SDI Design Data* and uploading to the web portal. Public Works Engineering will verify the information matches the final drainage report. Notification must be made before Civil Plans will be approved or Stormwater Permits will be issued.

RE: Downstream landowners will be notified as required.

- Detention of storm drainage is required for this site and shall be incorporated on the site, unless other accommodations are approved by the City Engineer.

RE: Detention will be provided.

- Release rate for the detention pond shall be based upon the “Storm Drainage Design and Technical Criteria” Manual, latest revision.

RE: The release rates will be per criteria.

- Storm water from concentrated points of discharge from a minor storm event shall not be allowed to flow over sidewalks but shall drain to the roadway by the use of sidewalk chase sections. Sidewalk chase sections shall not be located within a curb cut, driveway, curb ramp, or curb return.

RE: Chase sections will be used where applicable.

- Extend storm sewer through the site, including inlets, pipes, manholes, etc., as needed.

RE: Storm sewers will be extended through the site as needed.

- Dust free surface. If some other surface is approved for a site that is not improved (concrete or asphalt pavement), it needs to be dust free and maintained in a dust free condition. As part of the site plan approval process, the applicant shall place on the site plan/contextual site plan a complete description of the material proposed to be used, any and all dust control additives or treatments, and the maintenance schedule of the periodic additives or treatments. Additionally, a note shall be added to the site plan/contextual site plan that: “The property owner/developer shall maintain the dust free surface as provided within the site plan/contextual site plan. Otherwise if the property owner/developer fails to maintain the dust free surface as identified within the site plan/contextual site plan and fails to correct the condition after notification of the condition, the property owner/ developer agrees to remove it and replace it with an improved surface such as concrete or asphalt within the specified time of the notification.

RE: It is understood that dust mitigation will be required. The note above will be added to the site plan.

Fire/Life Safety Comments – Building Division

The Building Division will receive a referral of the Site Plan and Subdivision Plat for review and comment. They will review these documents for Life Safety (Fire Code) and Building Code issues.

Key Issues:

- The Fire/Life Safety comments being provided address three areas; 1) The six newly divided sub-areas within current sub-area one; 2) ISP 1 & 2 roadway and water main improvements, and 3) The TransLoad (Railyard) Site within sub-area 1.



RE: No response required.

- As discussed for this site in the development work is highly recommended that a meeting be set up through ODA Project Manager Jacob Cox to include Commander Allen Robnett to discuss options in providing an adequate fire response to support this site via mutual aid, automatic aid agreements, temporary and permanent fires station requirements. Commander Robnett can be reached via email at arobnett@auroragov.org.

RE: We will work with ODA to set up a meeting regarding emergency response.

- Note: This pre-application meeting did not identify any new construction of buildings at this time, but only infrastructure improvements needed for future development of this site. Future CSP's will address both Fire and Building Code requirements. The Aurora Building Division currently utilizes the adopted 2015 International Codes Series except for the 2020 NEC. Our next code adoption cycle will be for the 2021 International Code Series.

RE: No buildings are planned for Transload at this time. ISP 2 is infrastructure only; buildings will be shown on future site plans.

Addressing Requirements:

All buildings or structures, except accessory buildings, shall display the proper building number in the manner provided in this article. It shall be the responsibility of the owner, occupant or any person obtaining a building permit to place such number in the manner provided in the Aurora City Code of Ordinance, Chapter 126 - Article VII - Numbering of Buildings.

RE: Buildings and structures will be numbered as required when appropriate.

Adopted Codes by the City of Aurora – Setbacks:

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

RE: Setbacks will be shown as applicable.

Civil Plans:

Based on the discussion within the pre-application meeting the following information must be reflected within the Civil Plan package submitted to Public Works Department.

- Signature Block
- Street Standards and Street Section Details

RE: A signature block and street standards will be shown on the site plans.

Fire Hydrants:

The number and spacing of fire hydrants are determined using the 2015 IFC, Appendix B & C. As indicated in the previously stated code sections, fire hydrant coverage requirements include both internal site areas and abutting public street systems.

RE: Hydrants will be spaced per the 2015 IFC and in coordination with COA Life Safety.

Phasing Plans:



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

RE: A phasing plan has been submitted with ISP 1. This plan will be submitted with ISP 2 with any applicable updates.

Special Design Considerations:

Based on the information presented in the pre-application meeting, these additional Life Safety criteria must be shown on the site plan, plat and civil plans.

- Abutting Fire Lane or Public Access Easement to Property

RE: Public access easements are shown on the plans.

• If an existing fire lane or public street has to be removed or relocated for any reason, the roadway must be replaced using the current specifications of the Public Works Department.

- Cul-De-Sac's

- Dead-End Public Streets

- Public Street Systems Adjacent to Site

- Remoteness

RE: The above criteria are shown on the plans.

Real Property Division

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

Subdivision Plats:

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

RE: The Transload site will be subdivided as required. Public ROW shown on ISPs will be dedicated by separate document.

• A **pre-submittal meeting** with Real Property is required on all plat submittals so our team may verify that basic elements have been addressed before they are submitted to Planning. This 30-minute meeting is for the 1st submittal of plats only and is by appointment only. Call *Darren Akrie* at 303.739.7300 to schedule your appointment. The person preparing the plat and your project manager should attend the meeting. Please bring two sets of the plat.

Re: Transport Colorado - ISP 2 And Transload (#1485736)/Pre-Application Meeting held September 17, 2020

RE: We will schedule a pre-submittal meeting with Real Property.

Site Plans:

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

RE: The items listed on the checklist are shown.



Separate Documents:

- A separate document refers to a process to describe and record an encumbrance (easement, license etc.) or release of such on property when a subdivision plat already exists. The document usually consists of a legal description and drawing. Each are reviewed and approved by the city, signed by the property owner as well as the appropriate city officials and recorded with the county.

RE: Understood.

- During the pre-application meeting no requirement for separate documents were specifically identified for your site as proposed. However, review of your actual Site Plan when submitted may identify additional conditions which will require a separate document. Following are the links to additional information if needed later in your formal review process:

- Dedications Packet
- License Agreement Packet

RE: The process for separate documents will be followed when appropriate.

- **Offsite easement dedications** may be required to make your project work. It's up to the developer to obtain these easements for the city, pay compensation, etc. Dedication documents must be prepared using Real Property specifications which can be found in the Dedications Packet. Once complete and accurate easement dedication information is submitted to Real Property, it takes about 8-10 weeks to complete the process. They must be complete and ready to record before Real Property will record the Plat and/or Site Plan.

RE: Offsite easements will be dedicated per city processes as required.

- You may have items that encroach into city-owned property or easements (i.e. retaining walls, medians, stairs, etc.). If allowed, these types of encroachments require a License Agreement. Requirements can be found in the License Agreement Packet. It takes 8-10 weeks to complete the process after submittal. The License Agreement must be completed before the Site Plan is recorded.

RE: License agreements will be obtained when appropriate.

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

RE: We will coordinate with the city to partner with cell providers where possible.

If you require additional information or have any or have any questions about our submittal items, please do not hesitate to call or e-mail me (303) 734-1777 or jcarpenter@laidesigngroup.com. We look forward to working with the City in completing this process in order to contribute to the City of Aurora.

Sincerely,



Jennifer Carpenter
Associate Principal