

Transport Colorado  
Pre-Application Comment Responses

A = Accept Comment - Correct, Add to, or Clarify plans D = Dismiss Comment R = Resolve comment in next design phase		Submittal: #DA-1793-16			
		Discipline: See below		Date: 09.03.2021	
Comment Number	Comments	Initial Code	Response	Final Disposition	
				Date Complete	Verified
<b>Key Issues (in the letter)</b>					
	<b>Transport Master Plan:</b> This project will be subject to the Transport Master Plan standards. All standards in the Master Plan are intended to supplement other adopted city codes, unless an adjustment (waiver) is specifically granted. The approved Transport Master Plan includes the required interim street cross sections. Infrastructure Site Plan (ISP) #1 includes E. 32nd Avenue which has been approved. Cavanaugh Road along the east perimeter of the site is planned as ISP #5 and has not been submitted. The internal drives shall be treated and designed to be more like streets and shall include a sidewalk system for pedestrians and curbside landscaping to the maximum extent practicable. Please provide paved walking paths from the entrance of the buildings to E. 32nd Avenue and Cavanaugh Road.	A	Paved ADA walkways have been provided.	9.3.21	
	<b>Parking:</b> In Subarea C, no more than 60 percent of the lot frontage on arterial and collector streets to a depth of 60 feet shall be occupied by surface parking.	A	Currently no lot fronting an arterial or collector has any parking encroaching on the 60 foot surface parking buffer.	9.3.21	
	<b>Building Design Standards:</b> City code contains standards for building orientation and spacing, the massing of building facades with articulation elements as well as four-sided building design and acceptable materials. Please review page 12 for further information.	A	See the elevations provided.	9.3.21	
	<b>Oil and Gas:</b> There is one dry and abandoned (D&A) oil well in the central portion of your development area. The city requests that you locate the well, and if a wellhead is found, leave a 50' by 100' area around the wellhead open for future access to it. There is also a horizontal well drilled underneath your site (The Axis Exploration operated, WEP 4-28 11-3-64 wellbore). This well is at a depth of greater than 7,000 feet below the surface. The operation of the well is not anticipated to impact your surface operations. Please review pages 15-17 for further information.	R	Port Team provided initial investigation results to Jeffrey Moore and Colin Brown from the Aurora Oil and Gas Commission. After additional discussion, Port will be using additional measures in search of the well, and will report back findings.	9.3.21	
	<b>Aurora Water:</b> The utilities are to be extended according to the approved Master Utility Study. This project will require a looped water main, a sanitary sewer outfall and discharge into a pond for each phase. Each building shall be provided with their own water and sanitary sewer services.	A	Comment Noted.	9.3.21	
	<b>Traffic:</b> A Traffic Impact Study will be required with this development. A Subarea Plan Master Traffic Impact Study has been approved and is available via this link. Traffic Signal Escrow may apply to this project because there are multiple intersections which are anticipated to be future signalized locations.	A	A Traffic Study has been uploaded with this submission.	9.3.21	
	<b>Engineering:</b> Public improvements shall be in conformance with the Public Improvement Plan (PIP). 38th Avenue was not part of the PIP and this section will need to meet the current standards and traffic needs.	D	No public roadways are proposed with this project.	9.3.21	
	<b>Fire/Life Safety:</b> A looped water supply is required for this project.	A	An on-site looped water main will be provided.	9.3.21	
<b>Planning and Development Services Department Comments</b>					

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1A	<i>(Zoning)</i> The Aurora Places Plan identifies these properties as an Industrial Hub Place type. The purpose of the district is to provide locations for all industrial uses that are not permitted in the I-1 zone district, while mitigating impacts on surrounding areas to the extent practicable. It also includes certain public facilities that are needed to serve this district and nearby neighborhoods. The typical land uses are light industrial, warehousing, and distribution.	A	Noted. This Site Plan includes mainly industrial uses with associated amenity areas.	9.3.21		
1B	<i>(Place type)</i> The industry hub includes areas typically dedicated to manufacturing, warehousing, distribution, fulfillment centers, freight operations and renewable energy enterprises. This place type plays an important role in the city's employment base and economy but can sometimes create outdoor activity and should be appropriately buffered from residential and commercial areas. It can generate high volumes of traffic from both its employees and associated truck traffic. Adjoining roadways should accommodate traffic without negatively impacting quieter place types or traffic on local streets serving residential areas.	A	Noted. This Site Plan includes mainly industrial uses with associated amenity areas. The adjacent uses are also anticipated to be industrial, but the site as shown will be buffered from adjacent development. Adjacent developments will include similar uses per the Master Plan.	9.3.21		
1C	<i>(Master Plan)</i> This project will be subject to the standards listed in the recently amended Transport Master Plan. The parcel is currently identified as industrial in nature. The Master Plan includes specific standards including, but not limited to the following: <ul style="list-style-type: none"> <li>• Open Space and Circulation</li> <li>• Planning Areas</li> <li>• Land Use Plan</li> <li>• Sub-Area Plan</li> <li>• Urban Design Standards</li> <li>• Landscape Design standards</li> <li>• Architectural Standards</li> <li>• Public Art Plan</li> <li>• Public Improvement Plan</li> </ul> Please note that all standards in the Master Plan are intended to supplement other adopted city codes, unless an adjustment (waiver) was specifically granted.	A	Noted. Elements of the Master Plan are included in this initial submittal, as applicable.	9.3.21		
2A	<i>(Dimensional Standards)</i> Dimensional standards for this project are outlined in Section 146-4.2.-4 The front setback is 25-feet (50-feet from and arterial street), the rear setback is 5-feet (25-feet abutting a public street), and the side setback is 10-feet. The maximum building height is 100-feet.	A	Currently all buildings meet the required setbacks and the maximum building height is currently calculated at 50'-7".	9.3.21		

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2B	<p><i>(Access and Connectivity)</i> Section 146-4.5 outlines Access and Connectivity standards for subdivision and site design. These standards ensure the development promotes safe and convenient multimodal access within and around the site. All primary entrances must provide safe routes to walk to the adjacent rights-of way, other building entrances and common areas. Provide paved walking paths from the entrance of the buildings to E. 32nd Avenue and Cavanaugh Road. A traffic study will be needed.</p> <p>The approved Transport Master Plan includes the required interim street cross sections. Infrastructure Site Plan (ISP) #1 which includes E. 32nd Avenue has been approved. Cavanaugh Road along the east perimeter of the site is planned as ISP #5 and has not been submitted. The internal drives shall be treated and designed to be more like streets and shall include a sidewalk system for pedestrians and curbside landscaping to the maximum extent practicable.</p>	A	<p>Connective paths are included in the Site Plan.</p> <p>A traffic Study has been included with this submittal.</p> <p>The existing plans for E 32nd and Cavanaugh Road have been referenced. The internal streets include a sidewalk and landscaping, as requested.</p>	9.3.21		
2C	<p><i>(Parking, Lot Layout and Design)</i> Off-street parking is required by Section 146-4.6. Based on the information provided, distribution uses require one (1) space per 1000 square feet of gross floor area. Manufacturing uses require one (1) space per peak time employee number. Accessible parking space(s) will be required. In addition to vehicle parking, the development is required to provide the required bicycle parking spaces. Bicycle spaces must comply with Section 146-4.6.3.F.2 including providing a design that includes two (2) points of contact with each bicycle. Place any bicycle parking in a convenient, paved, and well-lit location. Section 146-4.6.5 details requirements for the design and placement of parking areas. Generally, parking areas should be located and designed to provide for adequate vehicle circulation, safe pedestrian connections, screening from adjacent sites and streets, and to avoid abutting significant stretches of adjacent streets. In Subarea C, no more than 60 percent of the lot frontage on arterial and collector streets to a depth of 60 feet shall be occupied by surface parking.</p> <p>In parking lots containing more than 150 contiguous spaces, sidewalks or paths at least six feet in width and designated by painted lines, raised surfaces, or different surfacing colors or materials shall be provided within a landscaped median to provide safe pedestrian access from the farthest parking bock, row, or bay to the primary entrance of each building the parking area serves.</p> <p>Each parking lot containing more than 150 spaces shall divide the parking area into parking "blocks", each containing no more than 120 vehicle parking spaces to the maximum extent practicable in light of the shape and orientation of the parking lot and the location of access points to the parking lot. Each parking block shall be separated from other parking blocks by a driving aisle with a center landscaped swale, median, or area at least 20 feet in width.</p>	A	<p>Currently all parking meets the requirements set forth in the off street parking standards. The parking fields located along the north and south elevations of building 1 have been organized into parking fields of not more than 120 vehicles. These fields have further been separated from one another with a 20 foot median that runs from north to south.</p> <p>Parking is calculated based on use and is currently assuming office, distribution, and warehousing.</p>	9.3.21		
3A	<p><i>(Pedestrian Circulation)</i> An accessible route from the buildings to the adjacent public ways, E 32nd Avenue and Cavanaugh Road, is required.</p>	A	An accessible route has been provided.	9.3.21		
3B	<p><i>(On-Site Vehicular Circulation)</i> Please mitigate for any potential conflicts between autos for employees and trucks coming in and out of the site. Please elaborate on how all vehicles will effectively circulate through the site while avoiding conflicts. This information can be provided in the Operations Plan.</p>			9.3.21		
3C	<p><i>(On-Site Amenity)</i> Provide at least one common outdoor space/amenity area for employees to utilize for breaks and similar. The areas shall include site furniture like benches, shade features, pedestrian scale lighting and landscape amenities such as raised planters, seat walls and tree cut-outs. Show this on the Site Plan in a safe and convenient area.</p>	A	<p>Two dedicated on site amenity areas have been provided as shown on the site plan. One large amenity is located near the northern extents of the site. The second is centrally located for ease of access.</p>	9.3.21		

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4--1	<b>4. Landscaping Design Issues</b> - 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 code 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 our project specific comments. The landscape plan shall include the necessary landscape tables for each of the required landscape treatments (i.e. standard right-of-way landscaping, street and non-street frontage buffers, building perimeter landscape tables etc.) to demonstrate compliance with code requirements.	A	Noted. Landscape design follows the UDO. Landscape tables have been included in the SDP submittal.	9.3.21		
4--2	- Landscape Plan Preparation: Please label all landscape sheets "Not for Construction". Landscape construction drawings are not required and therefore do not necessitate the signature, stamp and seal of a licensed landscape architect upon final approval by the City of Aurora. Landscape plans submitted with a site plan or redevelopment plan are used by the City to determine compliance with the landscape standards and for code enforcement purposes. Landscape plans submitted during the Development Application submittal process must be prepared on 24" x 36" sheets and have plant symbols, plant labels with quantities, and a plant schedule upon first submission or a complete review will not be possible and may result in additional submittals and ultimately delays in approval of the plan set.	A	Note has been added.  Landscape plans comply with requirements.	9.3.21		
4--3	- 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.	A	Site triangles are include. Plants comply with Requirements.	9.3.21		
4--5	- 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 this Section 146-4.7. The applicant is responsible for reviewing this section and determining all applicable landscape conditions.	A	Noted.	9.3.21		
4--6	- Section 146-4.7.5 (Required Landscaping (C) Curbside Landscaping 2a): Street trees are required on all street frontages at a ratio of one (1) tree per 40 linear feet of curbside landscaping. In addition to the street trees, 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.	A	Street trees are included on the main internal roads, as requested.  Plantings follow requirements set out in the UDO.	9.3.21		

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4--7	- Section 146-4.7.5 D. (Street Frontage Landscape Buffers): Provide a 25' wide street frontage landscape buffer along streets classified as an Arterial ROW and a 10' wide street frontage buffer along streets classified as a Collector ROW. A reduction in buffer width in not allowed adjacent to Arterial ROW in accordance with Table 4.7-2 Required Landscaping Buffer Widths and Allowed Reductions and depends upon the buffer reduction feature chosen. Landscaping shall consist of one tree and ten shrubs per each forty linear feet of buffer length along each street. Buffers are measured from the back of walk. The required plant quantities shall remain the same regardless of the buffer width or buffer reduction feature chosen. Shrubs and ornamental grasses may not be substituted for trees in the buffer unless the applicant demonstrates to staff that the site is encumbered. Encumbrances shall include overhead and underground utilities, floodplain, easements or the like. When over lapping landscape standards occur such as when building perimeter, detention/water quality and/or parking lot landscape requirements fall within the landscape buffer, they may be counted towards meeting the buffer requirements, however the most restrictive requirements shall be met.	A	Both E 32nd Ave and Cavanaugh Rd are 3-lane collectors. A 10' roadway buffer is included in the design.	9.3.21		
4--8	- Section 146-4.7.5 E.2.b. (Non-Street Perimeter Buffers): Provide an 18' wide non-street landscape buffers along the western property boundary line. Buffers may be reduced to 12' depending upon the landscape incentive feature chosen as specified in Table 4.7-2 Required Landscaping Buffer Widths and Allowed Reductions. Provide landscaping at a ratio of one tree and five shrubs per 40 linear feet of buffer. Thirty percent of the tree species shall be evergreen. Plant material shall be chosen based upon their ability to provide appropriate screening and shall be selected to reach a mature height of no less than five feet. Shrubs maturing to a height of less than five feet shall only be used as accents and may not count toward the buffer requirement. While Junipers are commonly used as the shrub for buffer screening, alternative plant material shall be integrated that are better suited to winter snow loads and provide year-round visual interest. Refer to the UDO for an alternative plant list. Perennials may not be used to satisfy any portion of the buffer requirement and may not be substituted for shrubs within the buffer. Landscaping shall be located on the exterior side of any fences or walls. If there is an existing fence along an adjoining property line and the applicant also wishes to install a fence, planning staff will work with the applicant on the best buffer alternative and likely, landscaping will be permitted to be located along the interior side of the lot.	A	A buffer has been provided.	9.3.21		
4--9	- Section 146-4.7.5 J. (Building Perimeter Landscaping): Building perimeter landscaping is required when building elevations face public rights-of-way, residential neighborhoods, public open space, or whenever an entrance door is present. Landscaping shall consist of one tree or tree equivalent per each 40 linear feet of elevation length or per building face. Building perimeter landscaping provided within 20' of the building face may count towards the building perimeter landscaping requirements including landscaping provided within the parking lot. Depending upon the length of the building, landscaping may need to be pro-rated if less than 40 linear feet.	A	Building perimeter landscaping is included as part of the first set of islands in the parking area. Due to the Geotech report, planting is not advisable adjacent to the building.	9.3.21		
4--10	Section 146-4.7.5 L. (Site Entryways and Intersections): Provide a distinctive landscape feature at each site entrance. Distinctive landscape features should consist of specimen quality plant material that will provide visual interest during all seasons. This is often provided around any proposed signage and/or monumentation.	A	Site entries have been included.	9.3.21		

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4--11	Section 146-4.7.5 K. (Parking Lot Landscaping): Both interior and exterior parking lot landscaping is required for all proposed parking lots. No parking row shall exceed 15 spaces without an intervening landscaped island, median or landscaped peninsula. All parking rows must terminate in a landscaped island. The perimeter of all parking lots shall be screened from public rights-of-way, public open space and adjacent property with one or a combination of methods shown in this section. If required, street and non-street frontage landscape buffers may be combined with the parking lot screening requirements to satisfy both if the two requirements should overlap. City staff will determine whether the overlap exists once a formal site plan submittal is made. provided around the perimeter of the parking lot. Parking lot screening shall consist of a berm between three to four-foot tall with a maximum slope of 3:1 in combination with evergreen and deciduous trees and shrubs. Screening should be integrated with streetscape plantings whenever possible. If berms are not practical, then one of the following options shall provide equivalent screening: a. A low continuous hedge between three to four-foot tall planted in a double row at three feet on center in a triangular pattern or; b. A decorative masonry wall between three to four-foot tall in combination with landscaping. Shrubs must reach a height of three feet at maturity and at least 50% of the shrub material shall be flowering species. Large shade and evergreen tree species and/or small tree or large shrub species shall be used as accents throughout the screen planting in conjunction with buffer and street frontage plantings to offset the horizontal lines of a typical shrub bed. Ornamental grasses are not permitted to screen parking lots. Also provide and landscape each parking lot island with one tree and six five-gallon shrubs per 9' X 19' island and two trees and 12 shrubs per 9'X 38' island. Ornamental trees may be used as accents at the ends of parking rows but shall not be used as the primary shade tree within the parking lot.	A	Berms and shrubs have been included, where applicable, as a parking lot buffer.  Parking lot landscaping has been included.	9.3.21		
4--12	- Section 146-4.7.8 B. 2.b. (Service, Loading, Storage and Trash Area Screening) All service, loading and storage areas visible from residences, public or private streets, public open spaces or trails shall be screened by fences, walls, berms, or any combination of those items with landscaping. Chain link fencing is not permitted for this purpose. If walls are used, they shall not exceed nine feet in height. Landscaping shall accompany all wall and fence screening on the exterior side. Landscaping shall consist of one tree and 10 shrubs per 40 linear feet. All trash dumpsters and recycling bins must be enclosed and setback at least 12 feet from adjacent properties when adjacent to residential or commercial uses. Dumpsters shall have a wall or opaque fence at least six feet in height on three sides and accompanied by landscaping on the exterior side to soften the appearance of the wall and/or fence. Evergreen plantings are required along the exterior.	A	Truck courts will be screened in a manner consistent with other developments in the area and as approved by the City of Aurora. No trash enclosures are anticipated to be part of this development.	9.3.21		

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4--13	<p>- Section 146-4.7.3 M. (Detention and Water Quality Ponds) 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 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, landowners 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 BMPs or work with the City of Aurora's Water and/or Public Works.</p> <p>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. Depending upon the ultimate location of the pond, staff may work with the applicant to determine whether landscaping of the pond would be necessary depending upon its visibility and aesthetic impact to the surrounding developments. 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.</p>	A	LID techniques will be evaluated during design. The water surface of all detention pond facilities will not exceed 6 feet.	9.3.21		
4--14	<p>- Section 146-4.8.3. C. (Irrigation): All developments shall install an automatic irrigation system for landscape areas. To assess irrigation tap fees, the Water Department will require the applicant divide their landscape into water conserving, non-water conserving and non-irrigated areas as part of the landscape submittal. A table summarizing the quantities along with a plan shall be provided that clearly delineates these areas. Contact Timothy York at (303) 739-8819 or tyork@auroragov.org regarding irrigation plan requirements and application fees. An irrigation permit is required prior to the installation of an irrigation system.</p>	A	Noted. All planted areas withing this CSP will be irrigated.	9.3.21		

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5A	<p><b>5. Building Design Standards:</b>                      'Section 146-4.8 of the UDO contains specific standards for the design of buildings. These standards include requirements for building orientation and spacing, breaking up the massing of building facades with articulation elements, four-sided building design, and permitted materials, among other things.</p> <p>Code requires that you incorporate material changes and architectural features such as glazing, textured surfaces, projections, color, overhangs, and changes in parapet height to improve the façade and create an inviting and attractive street presence. Buildings must be designed to create a clear base, middle, and cap, with specific instructions and tips for how this can be achieved in (see table 4.8-1)</p> <p>Section 146-4.8.5.C. Ground floor designs should support a pedestrian-friendly environment, provide visual interest, and help to create an atmosphere that promotes foot traffic. Code also requires that you use changes in the wall planes, both horizontally and vertically, at specific intervals and provide a variety of durable materials to create visually interesting buildings. Architectural details shall be continued on all four sides of the buildings to prevent the back of house appearance. See the table above for applicable building design standards and ensure that the building elevations meet all applicable requirements.</p> <p>Section 4.8.10 lists specific standards for industrial structures. Concrete tilt-up panels are allowed subject to the following standards:                      1. Panels shall be embossed with reveals that repeat a common pattern.                      2. All elevations visible from a public or private street shall include variable parapet heights and one-foot minimum projections with the distance between not to exceed 50 feet.                      3. All main entries shall be uniquely identified by using an arcade, covered entry, spandrel glass or other similar architectural feature.</p>	A	Material changes proposed consist of glazing, medium textured concrete tilt wall panels, textured form liner, color variation, and prefinished aluminum or steel canopies. The tilt wall panels utilize a series of panel reveals, medium texture, and textured form liner as required in the design standards. The parapet as well as the building plane are augmented in both the vertical and horizontal direction along all 4 sides of the buildings. The base middle and top design concept is accomplished with the use of storefront glazing at the pedestrian level, a middle that transitions vertically to a top that provides parapet articulation along with vertically oriented clear story windows.	9.3.21		
5A (Cont.)	<p>Metal is prohibited as a primary exterior surface material on buildings that are visible from a street, park, open space, or trail. Metal may be used as an accent material covering no more than 10 percent of the facades of such building facades. If metal is to be used along interior lot lines, such facades need to be integrated into the overall building design.</p> <p>Loading doors and operations shall occur within the interior of the site and not be visible from a public right-of-way.</p>	A	Prefinished metal or steel is only utilized as an accent. It will be utilized in areas such as copings, awnings or soffits, and exit stairs in the dock locations.	9.3.21		
5B	<p><b>Exterior Lighting:</b>                      Standards for exterior lighting are found in Section 146-4.9. Show typical details of lighting on the plan and on building elevations and refer to the Transport Master Plan for any additional standards.</p>	A	See the site photometric cut sheet for lighting details	9.3.21		
5C	<p><b>Signs:</b>                      Section 146-4.10 governs signage standards. Please review this section for complete details. Show the location of any monument signs on the plans and indicate the location of wall-mounted signs on the building elevations. See the Transport Master plan for any additional standards.</p>	A	Monument signs are located in the submitted site plan. They are arranged to capture the flow of traffic and have minimal impact to vehicular exit from the site.	9.3.21		

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5D	<b>Fencing:</b> Section 146-4.7.9. governs fence and wall standards. Permitted fence and wall materials are listed and the maximum fence height is nine feet. Barbed wire may not be installed along arterial or collector streets. All fence types along arterial or collector streets shall incorporate masonry columns of a minimum cross-section of 18 by 18 inches, and columns shall be placed at fence corners, points of transition and fence termination points. Chain link fencing along interior property boundaries is permitted if it is not visible from a street.	A	Fencing where used on the site will comply with Section 146-4.7.9 and the Transport Colorado Master Plan. No chain link fencing is proposed as part of this development	9.3.21		
6	<b>Adjustments:</b> 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.	A	No adjustments are currently being requested for this CSP.	9.3.21		
7A	<b>Submittal Reminders:</b> <b>CAD Data Submittal Standards:</b> 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.	A	Noted. All planted areas withing this CSP will be irrigated.	9.3.21		
7B	<b>PDF Requirements:</b> 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.	A	PDF will meet City requirements.	9.3.21		
7C	<b>Mineral Rights Notification:</b> Please fill out the Mineral Rights Affidavit and supply this document to your Case Manager with the application submittal.	A	A Mineral Rights Affidavit will be submitted prior to acceptance of this CSP.	9.3.21		
	<b>Pre-Submittal Meeting:</b> 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.	A	Noted. We have held a pre-submittal meeting with the City.	9.3.21		
	<b>Community Participation:</b> 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.	A	There are not currently and RNOs to notify.	9.3.21		

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	<p><b>Neighborhood Services Liaison:</b></p> <ul style="list-style-type: none"> <li>• Scott Campbell is the neighborhood liaison for the project. He has put together a report attached to these notes listing the registered neighborhood organizations within one-mile of your proposed project and can assist in scheduling and facilitating meetings with community members. Please work with the organizations that express interest in your project to address comments and mitigate concerns</li> <li>• 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.</li> <li>• Additional information about the Neighborhood Liaison Program can be found on the Housing and Community Services page of the city website.</li> </ul>	A	Noted. After discussing with the City, this will not be required as there are currently no RNOs to notify.	9.3.21		
<b>Oil and Gas Development</b>						
	We have reviewed the area of your development. There are plugged and abandoned (P&A) wells in the area of your development, in addition to an existing and/or planned oil and gas facility. There is one dry and abandoned (D&A) in the central portion of your development area. The City requests that you locate the well, and if a wellhead is found, leave a 50' by 100' area around the wellhead open for future access to it. This open area can be a parking lot, grassy area, parking lot median, or something similar.	A	COGCC records suggest a dry and abandoned well, EMAN #1. See response above regarding search efforts.	9.3.21		
	<p>The Colorado Oil and Gas Conservation Commission (COGCC) maps indicate there are plugged and abandoned (P&amp;A) wells within proximity of the proposed development. The applicant is responsible for locating the abandoned wells and to ensure adequate measures are taken to secure/buffer their locations during construction.</p> <p>Please note that while wells display on the COGCC map with a latitude and longitude, for older wells, those values have been calculated from the footage references from section lines. They are likely close to the correct spot but may not be exact. The applicant is still responsible to physically locate such abandoned wells. The city will work with you to determine appropriate setbacks from various surface features once the wells have been located. For more information please review the city's Plugged and Abandoned Oil and Gas Well Criteria.</p> <p>There may be existing underground pipelines in rights-of-way. If you have questions or concerns about this, the Oil &amp; Gas Division can assist with providing additional information.</p> <p>There may be existing underground pipelines in rights-of-way. If you have questions or concerns about this, the Oil &amp; Gas Division can assist with providing additional information.</p>	A	COGCC records suggest a dry and abandoned well, EMAN #1. See response above regarding search efforts.	9.3.21		

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	<p>Plugged and Abandoned (P&amp;A) wells did produce hydrocarbons during the life of the well. Wells plugged more recently should have clear records with COGCC of the existence of any flowlines connected to the wells, and how those flowlines were handled during final remediation. Some lines are removed, and some are left buried in place. Wells plugged further in the past may not have records at COGCC regarding flowlines. Note that some flowlines were asbestos-wrapped fiberglass instead of steel and may require special precautions if removal is necessary.</p> <p>Dry and Abandoned (D&amp;A) wells typically never produced hydrocarbons to the surface unless it was a small volume production test. Most will not have buried flowlines associated with them. Some sites could have had earthen production pits which are now filled in but still contain residual hydrocarbons. Soil testing may provide evidence of the location and should be performed prior to constructing a building over such a location.</p> <p>In January 2021, the Colorado Oil &amp; Gas Conservation Commission (COGCC) will implement new rules which include a two thousand-foot (2000') setback between oil and gas locations and certain surface features, including residences and schools. The setback is measured from the edge of the oil and gas location (also referred to as the "well pad," which represents the area of greatest extent of surface disturbance around a well.)</p>	A	Understood.	9.3.21		

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	The following notice language appears in UDO section 146-3.3.5.DD.7 (Oil and Gas Facility): 7. "Notice to Purchasers a. A seller of real property upon which an oil or gas well or facility has been located shall provide written notice of the existence of such well to a purchaser of such real property prior to the closing of the sale. The seller shall cause the following notice to be recorded with the clerk and recorder of the appropriate county: <b>Notice: The property known as [legal description and address] contains an oil and/or gas well.</b> This requirement to provide notice to prospective purchasers and record such notice shall only apply to the transaction between the developer or builder and the initial purchaser and does not apply upon any subsequent sale of the property. b. Vendors of residentially zoned real property <b>within a state-determined setback</b> shall provide the following notice to prospective purchasers in 14-point bold type on a single sheet of paper that is signed by the prospective purchaser prior to entering into a contract for purchase: <b>Notice of nearby oil and gas facility.</b> <b>This property is located within a state-determined setback from an oil and gas facility.</b> Vendors of residentially zoned real property within a state-determined setback from an oil and gas facility shall cause the following notice to be recorded with the clerk and recorder of the appropriate county: <b>Notice The property known as [legal description and address] is located within a state-determined setback from an oil and gas facility.</b> This requirement to provide notice to prospective purchasers and record such notice shall only apply to the transaction between the developer or builder and the initial purchaser and does not apply upon any subsequent sale of the property." It is at your discretion whether you choose to construct residences within the state setback or modify your development plans to accommodate such. City of Aurora regulations regarding setbacks from oil and gas facilities are subject to change in the future. Even though Colorado voters struck down a proposed 2,500' setback in 2018, future public perception may change once the new COGCC rules are implemented.	A	Understood.	9.3.21		
<b>Parks, Recreation and Open Space (PROS)</b>						
	No comments from this department.			9.3.21		
<b>Aurora Water</b>						
	Utilities are to be extended according to the approved Master Utility Study.	A	Comment Noted.	9.3.21		
	Project will require a looped water main, a sanitary sewer outfall and discharge into a pond for each phase.	A	These all will be provided.	9.3.21		
	Individual water and sanitary sewer services for each building.	A	Each building will have its own water and sanitary services.	9.3.21		
	Separate irrigation meter for common spaces.	A	Comment Noted.	9.3.21		
	Development and connection fees will apply.	A	Comment Noted.	9.3.21		
	A domestic allocation agreement will be required for connections 2" and larger.	A	Comment Noted.	9.3.21		

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	<b>Utility Services Available:</b> <ul style="list-style-type: none"> <li>• Water service may be provided per the approved Master Utility Study.</li> <li>• Sanitary sewer service may be provided per the approved Master Utility Study.</li> <li>• Project is located on the following Map Page: 01AM</li> </ul>	A	Comment Noted.	9.3.21		
	<b>Utility Service Requirements:</b> <ul style="list-style-type: none"> <li>• A Site Plan is required for this project and must show existing and proposed utilities including:                             <ul style="list-style-type: none"> <li>- Public/Private Mains</li> <li>- Service Lines</li> <li>- Water Meters</li> <li>- Fire Suppression Lines</li> <li>- Fire Hydrants necessary to service your development</li> <li>- Grease Interceptors are required for commercial kitchens</li> <li>- Sand/Oil Interceptors are required for vehicle maintenance facilities</li> <li>- All utility connections in the arterial roadway are required to be bores.</li> </ul> </li> <li>General utility design criteria can be found in Section 5 of the Standards and Specifications Regarding Water, Sanitary Sewer and Storm Drainage Infrastructure (Utility Manual).</li> </ul>	A	A Site Plan will be provided meeting these requirements.	9.3.21		
	<b>Utility Development Fees:</b> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• For a full listing of Utility Fees, please see the Aurora Water Fee Schedules.</li> <li>• Commercial users with meters one and one-half inches and smaller with landscaped areas not served by a separate irrigation system shall be charged an outdoor fee based upon the total landscaped area.</li> </ul>	A	Noted.	9.3.21		
<b>Public Works Department Comments</b>						
	<b>Key Issues:</b> <ul style="list-style-type: none"> <li>- A Traffic Impact Study will be required with this development. A Subarea Plan Master Traffic Impact Study has been approved and is available via this link. See below for additional information.</li> </ul>	A	A traffic study has been submitted with this application.	9.3.21		
	<ul style="list-style-type: none"> <li>- Roadway layout shall conform to both the City's Roadway Design and Construction Specifications (current version is 2016), see section 4.04 Horizontal Alignment, and the Unified Development Ordinance (UDO).</li> </ul>	A	See submitted site plan. Horizontal alignment is provided.	9.3.21		
	<ul style="list-style-type: none"> <li>- Access spacing shall comply with the City's Roadway Design &amp; Construction Specification, Section 4.07.7.02.5. Review offset intersections and align access points as much as possible.</li> </ul>	A	Noted	9.3.21		

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	- Traffic is concerned for the mixing of trucks and standard vehicles. Truck courts typically have separate access off roadways vs parking lots. Ensure parking lot exits do not require traversing through a truck court.	A	The mixing of trucks and vehicular circulation has been addressed. Separate entrances for semi traffic as well as vehicular traffic now exist for all proposed industrial lots	9.3.21		
	- Future gating for parcels will need to include queuing analysis for that user.	A	Proper queuing has been considered. Once a tenant has been identified any additional queuing requirements will be addressed.	9.3.21		
	- Multiple intersections are anticipated to be future signalized locations and Traffic Signal Escrow may apply.	A	Noted	9.3.21		
	- 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. - <i>Conduit</i> • Conduit material shall be Schedule 80 HDPE (or similar). • A # 14 AWG stranded copper conductor shall be installed for city underground locating purposes. • A nylon pull tape with a minimum 1,250 lbs. tensile strength shall be installed in all new conduit. - <i>Pull Box</i> • Pull boxes shall be 30"x48"x24", with two-piece interlocking lids. • City conduit shall be installed into City Pull Boxes.	D	Public roadways are not part of this project. This should go with the design of 32nd and Cavanaugh, by others.	9.3.21		
	- Gates are required to be setback from Public road flowline a minimum of 35-feet, longest expected vehicle or at least the 95th percentile queue. If the gating system swings, it shall swing into the site.	A	At this time any gates will be segregated to truck court entrances. These gates will be in excess of 35 feet from any ROW	9.3.21		
	- Show existing stop signs and street name signs or the installation of new stop signs and street name signs by developer at the site access points onto public streets. Add the following note to the Site Plan: '- The developer is responsible for signing and striping all public streets. The developer is required to place traffic control, street name, and guide signs on all public streets and private streets approaching an intersection with a public street. Signs shall be furnished and installed per the most current editions of The Manual on Uniform Traffic Control Devices (MUTCD) and City Standards, and shown on the signing and striping plan for the development.	D	Public roadways are not part of this project. This should go with the design of 32nd and Cavanaugh, by others.	9.3.21		

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		<p style="text-align: right;"><b>Discipline: See below</b></p>		<p style="text-align: right;"><b>Date: 09.03.2021</b></p>		
<p style="text-align: center;"><b>Comment Number</b></p>	<p style="text-align: center;"><b>Comments</b></p>	<p style="text-align: center;"><b>Initial Code</b></p>	<p style="text-align: center;">Response</p>	<p style="text-align: center;"><b>Final Disposition</b></p>		
				<p style="text-align: center;"><b>Date Complete</b></p>	<p style="text-align: center;"><b>Verified</b></p>	
	<p><b>Traffic Signal Escrow:</b></p> <ul style="list-style-type: none"> <li>• If this development has frontage for a future traffic signal location, as an adjacent land owner/developer, you must participate in the cost of the traffic signal installation. Add the following note to the Site Plan, if frontage to a future traffic signal is present: Plan, if frontage to a future traffic signal is present: – (Applicant/owner name, address, phone) shall be responsible for payment of ____100% of the traffic signalization costs for the intersection of _____ and _____, if and when traffic signal warrants are satisfied. Traffic signal warrants to consider shall be as described in the most recently adopted version of Manual on Uniform Traffic Control Devices, as of the date or dates of any such warrant studies. For warrant purposes, the minor street approach traffic shall typically be comprised of all through and left-turn movement and 50% of right turn movements unless otherwise determined by the traffic engineer. Pursuant to 147-37.5 of city code, the percentage of the traffic signalization costs identified above shall be paid to the city by the applicant /owner, to be held in escrow for such purpose, prior to the issuance of a building permit for the related development or as otherwise required by city code. The percentage above will be applied to the entire traffic signalization cost as estimated at the time of the escrow deposit to calculate specific dollar funding requirement.</li> </ul>	D	<p>Comment Noted. Per the Master Traffic Study there are not any traffic signals contemplated adjacent to this parcel.</p>	9.3.21		
	<p><b>Traffic Impact Study:</b></p> <ul style="list-style-type: none"> <li>• A Traffic Impact Study will be required for this site which will include addressing the following specific items: 1) Existing, buildout and 2040 average daily traffic counts and comparison to Subarea Master Traffic Impact Study. a) The City can provide some historic count data, but the City has also taken pre-post COVID19 count data that can support scaling of counts taken during this time. Coordinate, via email, with Brianna Medema on this item. 2) Include detailed analysis of: a) All site access points b) All interior intersections c) Intersections to fully built arterials (interim) and within the future network for 2040 3) Signal Warrant Analyses of all intersections where both roadway volumes exceed 4,000 ADT–Warrant 1,2,3 all to be included (collect 72 hr. tube counts for analysis) <b>Re: Transport Colorado (#1538698)/Pre-Application Meeting held May 13, 2021</b> 4) If a traffic signal or multiway stop warrant is met at an intersection, then a roundabout shall also be considered at the intersection. 5) Analysis of pedestrian connectivity, trail systems and multimodal systems 6) Discussion of the application of elements from the Traffic Calming Toolbox and countermeasures applicable from the FHA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (July 2018) to address any concerns for speeding, pedestrian crossings, etc. Techniques in the Traffic Calming Toolbox include: Advanced Yield Lines, Enhanced Crosswalk, High-Visibility Signs and Markings, In-Street Pedestrian Crossing Signs, Enhanced Pedestrian Crossing Sign Devices (HAWK or RFB), Mid-Block Lane Narrowing, Curb Extension, Angled Parking, Pedestrian Safety Island, Staggered Pedestrian Safety Island, Lane Narrowing, Mini Roundabout, Speed Cushions and Chicane. Details of Enhanced Crosswalk, compact roundabout, speed cushions and chicane may be made available if requested.</li> </ul>	A	<p>A traffic study has been submitted with this application.</p>	9.3.21		

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	The Traffic Study shall be prepared in accordance with the City of Aurora Traffic Impact Study Guidelines. - The Traffic Study shall be sent directly to Brianna Medema at bmedema@auroragov.org as soon as possible. - The Traffic Study shall also be uploaded with the rest of the submittal.	A	An updated Traffic Report has been submitted with this CSP.	9.3.21		
<b>Fire/Life Safety Comments - Building Division</b>						
	<b>Addressing Requirements:</b> 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.	A	Building signage and addressing will comply with Chapter 126	9.3.21		
	<b>Adopted Codes by the City of Aurora – Setbacks:</b> 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. • The Aurora Building Division currently utilizes the adopted 2015 International Codes Series except for the 2017 NEC. Our next code adoption cycle will be for the 2021 International Code Series. • Show any new lot lines and distance to proposed exterior walls on the site plan.	A	2015 IBC and IFC setbacks have been accounted for. See the submitted civil and site plans for anticipated lot line delineation.	9.3.21		
	<b>Civil Plans:</b> Based on the discussion within the pre-application meeting the following information must be reflected within the Civil Plan package submitted to Public Works Department. • Dead-End Fire Lane Detail • Fire Lane Sign Detail • Gated Entry for Fire Department Access utilizing a 4' Manway Gate • Grading Plan • Handicap Accessible Parking Signs • Sign Package • Signature Block • Warehouse/Distribution Facilities Storing High-Piled Combustible Storage:	A	Items will be included with the Civil Plan submittal.	9.3.21		

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	<p><b>Emergency Responder Radio Coverage:</b> The 2015 International Fire Code requires all buildings to be assessed for adequate emergency responder radio coverage.</p> <ul style="list-style-type: none"> <li>- The 2015 International Fire Code (IFC), requires all buildings to be assessed for adequate Emergency Responder Radio Coverage (ERRC). At the time the structure is at final frame and final electrical inspections, the general contractor (GC) will be required to hire an approved and qualified independent 3rd party to assess the radio frequency levels within the structure. Once completed, the 3rd party will provide the results of the test to both the GC and the Aurora Building Division as to whether the structure passed or failed the preliminary radio surveillance. A structure that has passed this surveillance requires no further action by the GC. A failed radio surveillance will require a licensed contractor to submit plans to the aurora building division to obtain a building permit for the installation of an ERRC system prior to installation. This assessment and installation is at the owner or developers' expense. Future interior or exterior modifications to the structure after the original Certificate of Occupancy is issued will require a reassessment for adequate radio frequency coverage.</li> </ul>	A	Understood	9.3.21		
	<p><b>Emergency Responder Radio Coverage:</b></p> <ul style="list-style-type: none"> <li>- Core and shells structures will not require this assessment, but the tenant finish that follows and prior to issuance of the certificate of occupancy will be required to conduct this assessment, install a system where needed.</li> </ul>	A	Understood. The nature of the proposed buildings will be core and shell.	9.3.21		
	<p><b>Fire Department Access:</b> Based on the information presented so far, the type(s) of fire apparatus access road(s) needed for this particular site is:</p> <ul style="list-style-type: none"> <li>• The site plan and civil plans must reflect the manner in which this site will be served by two distinct points of access.</li> <li>• Fire Lane Easement:                             <ul style="list-style-type: none"> <li>- Buildings less than 30' in height require only a 23' wide fire lane easement with 29' inside and 52' outside turning radii. Building greater than 30' in height require a 26' wide fire lane easement with a 26' inside and 49' outside turning radii.</li> <li>- Buildings greater than 30' in height are regulated by the 2015 IFC Section D105 and require a both a 26' Fire Lane Easement and two points of emergency access. Typically, the 26' fire lane easement is located on the front main entry side of the structure within a minimum of 15' and a maximum of 30' from the exterior wall of the building. Structures greater than 30' in height also require a second point of emergency access.</li> </ul> </li> <li>• Outdoor Storage Yards</li> </ul>	A	All lots proposed in this development are serviced by two access points. No buildings are anticipated to be less than 30 feet in height. A 26 foot fire access lane will be provided for all shell buildings. Internal and external radii will meet the required standard of 26 foot for inside and 49 foot for outside turning radii. This requirement may be exceeded in a few areas to allow for better on site traffic flow. The 26 foot fire access lane for each structure will be located at a minimum of 15 feet and a maximum of 30 feet from the proposed buildings.	9.3.21		
	<p><b>Fire Hydrants:</b> The number and spacing of fire hydrants are determined using the 2015 IFC, Appendix B &amp; C. As indicated in the previously stated code sections, fire hydrant coverage requirements include both internal site areas and abutting public street systems. '- A looped water supply is required within this site.</p>	A	Comment Noted.	9.3.21		
	<p><b>Fire Sprinkled Structures:</b> The requirements for the installation of a fire sprinkler system are provided within the Chapter 9 of the 2015 IFC and IBC.</p>	A	All buildings will be equipped with an approved fire suppression system per the 2015 IBC and IFC.	9.3.21		

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	<p><b>Gated Entry:</b> The installation of any gating system will require a City of Aurora licensed contractor to obtain a building permit through the Aurora Building Division prior to the start of any work. This would be considered a structural, life safety and electrical review within the Building Division that is conducted on behalf of the Fire Chief.</p> <ul style="list-style-type: none"> <li>• If a gating system is to be installed at a site access point, it must be set back from the flow line of the street at least 35 feet or one design vehicle length, whichever is larger, and be approved by the City of Aurora's Fire and Life Safety department. Gating systems located within close proximity to public right-of-way (ROW) may also be assessed by the City of Aurora Traffic Manager or designee and could require a traffic analysis to determine the appropriate distance of gating system to said flow line of ROW. Where a gating system crosses a dedicated or designated fire access roadway please reference the Security Gates section of the latest edition of the International Fire Code (IFC). The installation of security gates across a fire apparatus access road shall be approved by the Fire Chief (designated Fire Chiefs representative).</li> <li>• A separate building permit is required for the installation of any gating system that may obstruct fire department access to the internal areas of a site. Prior to construction please submit plans and specifications of your proposed gating system to the Aurora Building Division. If you have any questions, please contact a Fire/Life Safety representative by calling 303-739-7420.</li> </ul>	A	Understood	9.3.21		
	<p><b>Accessibility Requirements:</b> The City of Aurora reviews accessibility requirements based on 2015 IBC, Chapter 11, the 2009 ICC/ANSI A117.1. '- Commercial</p>	A	Understood	9.3.21		
	<p><b>Hazardous Materials:</b> Per the 2015, IFC Chapter 50 – A permit through the Aurora Building Division is required to for the prevention, control and mitigation of dangerous conditions related to storage, dispensing, use and handling of hazardous materials. To download a copy of the hazardous materials inventory statement checklists please visit our web site by clicking on the hyperlink provided.</p>	A	Noted.	9.3.21		
	<p><b>High-piled Combustible Storage:</b> For submittal requirements to the Aurora Building Codes Division please visit our website to download a copy of the 2015 High-Piled Combustible Storage Checklist by clicking on the hyperlink provided. '- Per the 2015 IFC, Section 3206.6 Building access. Where building access is required by Table 3206.2, fire apparatus access roads in accordance with Section 503 shall be provided within 150 feet (45 720 mm) of all portions of the exterior walls of buildings used for high-piled storage.</p>	A	Each building proposed will be capable of accepting a tenant that requires high pile combustible storage. Fire access doors have been placed at no more than 100 foot on center for fire access. Because all buildings are over 30 feet in height an approved fire access road will be provided.	9.3.21		
	<p><b>Knox Hardware:</b> Where access to or within a structure or an area is restricted because of secured openings or where immediate access is necessary for lifesaving of fire-fighting purposes, the fire code official is authorized to require a key box to be installed in an accessible location.</p>	A	The design and development team will work with the City of Aurora Fire Department on the location and placement of the Knox box requirement	9.3.21		
	<p><b>Legend:</b> The cover sheet must include a "Site Plan Legend" reflecting both existing and/or proposed site elements that are existing or proposed within site.</p>	A	A legend has been included with this CSP.	9.3.21		

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	<b>Loading and Unloading Areas:</b> The site plan must show the location of the loading and unloading areas. These areas must not encroach into the dedicated or designated fire lane easement.	A	The buildings will utilize truck courts for logistical purposes. No loading and unloading areas are required.	9.3.21		
	<b>Phasing Plans:</b> A phasing plan must be provided with the Planning Departments Site Plan and the Public Works Departments Civil Plans submittals.	A	Noted.	9.3.21		
	<b>Photometric Plan:</b> • Add the following note to the Photometric Site Plan: ILLUMINATION WITHIN THE SITE MUST COMPLY WITH THE 2015 INTERNATIONAL BUILDING CODE REQUIREMENT FROM SECTION 1006 - MEANS OF EGRESS ILLUMINATION. SECTION 1006. ILLUMINATION REQUIRED: THE MEANS OF EGRESS, INCLUDING THE EXIT DISCHARGE, SHALL BE ILLUMINATED AT ALL TIMES THE BUILDING IS OCCUPIED. SECTION 1006.2 ILLUMINATION LEVEL. THE MEANS OF EGRESS ILLUMINATION LEVEL SHALL NOT BE LESS THAN 1 FOOT-CANDLE (11 LUX) AT THE FLOOR LEVEL AND CONTINUING TO THE "PUBLIC WAY". • Add the "accessible route" (heavy dashed line) to the photometric plan and verify minimum 1 foot-candle of illumination along its entire length.	A	Added	9.3.21		
	<b>Site Plan, Civil Plan, Framework and General Development Plan, and Plat Notes:</b> The notes being provided below must be included on the cover sheet of the indicated submittal type. • As each CSP and Plat are submitted, a possible land dedication for placement of a Whelen Siren system will be assessed. • Whelen Siren Access Requirements: o Provide a 12' wide concrete access drive. o Design as a 6" reinforced concrete drive surface. o Show it as coming alongside the tower for parking and maintenance. o If this access drive creates a dead end longer than 150', a turnaround is highly recommended, and we may need to discuss it further. If it is less than 150', it should be adequate without a turnaround. (You should be able to control the length of the access drive since you have some latitude re: the tower setback from the community center access drive). • (Plat Note) If Plat Contains Fire Lane Easement • (Site Plan Note) Access Control Gate or Barrier Systems • (Site Plan Note) Accessibility Note for Commercial Projects • (Site Plan Note) Addressing • (Site Plan Note) Aircraft Noise Reduction (LDN) - This area is within a noise mitigation area. Sec. 22-425 • (Site Plan Note) Americans with Disabilities Act •(Site Plan Note) Emergency Ingress and Egress •(Site Plan Note) Emergency Responder Radio Coverage •(Site Plan Note) Fire Lane Easements •(Site Plan Note) Fire Lane Signs	A	Notes have been added.	9.3.21		
	<b>Site Plan Data Block:</b> The site plan must include a "Data Block" on the cover sheet that reflects all items indicated within the "link" that apply to your project.	A	Data blocks have been added.	9.3.21		

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	<p><b>Special Design Considerations:</b>                      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.</p> <ul style="list-style-type: none"> <li>•Abutting Fire Lane or Public Access Easement to Property</li> <li>•Access to within 150 feet of Each Structure</li> <li>- See the 2015 IFC, Section 503.1.1 that discusses fire access requirements to within 150' of "facilities" such as your outdoor storage yard.</li> <li>• Access Road Width with a Hydrant</li> <li>•Aerial Fire Apparatus Access Roads</li> <li>•Fire Apparatus Access Road Specifications</li> <li>•Combined Fire Lane, Public Access and Utility Easements</li> <li>•Dead-end Fire Apparatus Access Roadways</li> <li>•Dead-End Public Streets</li> <li>•Encroachment into Emergency Access or Fire Lane Easements are Prohibited</li> <li>•Grade</li> <li>•Labeling of Easements on the Site Plan, Plat and Civil Plans</li> <li>•License Agreement</li> <li>-Construction of fire lanes using alternative surfacing materials other than asphalt and concrete and/or installations of gating systems crossing a dedicated fire lane easement will require a license agreement though Real Property.</li> <li>•No Parking is allowed within a Fire Lane Easement</li> <li>•Pocket Utility Easements for Fire Hydrants</li> <li>•Public Street Systems Adjacent to Site</li> <li>•Remoteness</li> <li>•Speed Bumps</li> <li>•Snow Removal Storage Areas</li> <li>•Two points of Emergency Access</li> <li>•Width and Turning Radius</li> </ul>	A	Noted.	9.3.21		
<b>Engineering Comments</b>						
	<p><b>Key Issues:</b></p> <ul style="list-style-type: none"> <li>- Public improvements shall be in conformance with the Public Improvement Plan (PIP). 38th Avenue was not part of the PIP. The section needs to meet current standards and traffic needs.</li> <li>- A preliminary drainage report shall be submitted with the site plan. Detention and water quality/EURV shall be in conformance with the master drainage study.</li> <li>- Previously approved plans and reports can be found on the City's website. Instructions can be found here: Getting to Engineering Documents Online. Older documents can be provided upon request.</li> </ul>	D	Public roadways are not part of this project. This should go with the design of 32nd and Cavanaugh, by others. A PD Report of this site will be included with the Site Plan submittal.	9.3.21		
	<p><b>Improvements:</b></p> <p>Sections and details referenced in the Improvements section refer to the City's Roadway Design and Construction Specifications (Roadway Manual).</p>	A	Comment Noted.	9.3.21		
	<ul style="list-style-type: none"> <li>• Typical roadway sections are specified in the City Code and summarized in Section 4.08 with details shown in the Standard Detail S1.</li> </ul>	A	Comment Noted.	9.3.21		
	<ul style="list-style-type: none"> <li>• 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.</li> </ul>	A	Comment Noted.	9.3.21		

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	<ul style="list-style-type: none"> <li>• 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.</li> </ul>	A	Comment Noted.	9.3.21	
	<ul style="list-style-type: none"> <li>• 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.</li> </ul>	A	Comment Noted.	9.3.21	
	<ul style="list-style-type: none"> <li>• 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.</li> </ul>	A	Comment Noted.	9.3.21	
	<ul style="list-style-type: none"> <li>• 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.</li> </ul>	A	Comment Noted.	9.3.21	
	<ul style="list-style-type: none"> <li>• 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.</li> </ul>	A	Comment Noted.	9.3.21	
	<ul style="list-style-type: none"> <li>• 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 streetlight locations based on a photometric analysis.</li> </ul>	A	Comment Noted.	9.3.21	
	<b>ROW/Easements/Plat:</b> <ul style="list-style-type: none"> <li>• ROW dedication is required for public streets.</li> </ul>	A	R.O.W. Dedication for 32nd and Cavanaugh will be done via others with those projects.	9.3.21	
	<ul style="list-style-type: none"> <li>• 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.</li> </ul>	A	Comment Noted.	9.3.21	
	<ul style="list-style-type: none"> <li>• 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.</li> <li>- Sidewalk easements may be required for new sidewalk installed.</li> <li>- A drainage easement shall be required for any detention/water quality facilities on site. This drainage easement shall tie to a public way.</li> <li>- Utility easements shall be required for any proposed water/sanitary sewer/public storm sewer located outside of public right-of-way.</li> <li>- 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.</li> </ul>	A	Coordination with Real Property will occur.	9.3.21	

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	<b>Drainage:</b> •Per Section 138-367 of the Aurora Municipal Code, a Preliminary Drainage plan and report is required prior to Site Plan or Plat approval. A Preliminary Drainage Plan and Report shall be submitted at the time of Planning Department application submittal. A review fee shall be paid to the City prior to acceptance of the preliminary drainage report. The site plan will not be approved until the preliminary drainage report is approved. Full spectrum detention is required for this project.	A	A PD Report of this site will be included with the Site Plan submittal.	9.3.21		
	The engineer is responsible for researching and determining if there has been a study by Mile High Flood District (MHFD) proposing improvements within or adjacent to said development. Any such improvements may be required to be constructed with the subject development. Coordination with MHFD and the City shall be initiated in such case at the master plan level or as soon as determined with any proposed development.	A	Coordination with COA and MHFD is already underway.	9.3.21		
	• 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. Mile High Flood District (MHFD) 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.	A	Comment Noted.	9.3.21		
	• 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.	A	Comment Noted.	9.3.21		
	• Release rate for the detention pond shall be based upon the "Storm Drainage Design and Technical Criteria" Manual, latest revision.	A	Comment Noted.	9.3.21		
	• 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.	A	Comment Noted.	9.3.21		
	• Extend storm sewer through the site, including inlets, pipes, manholes, etc., as needed.	A	Comment Noted.	9.3.21		
	• Storm sewer system does not extend to this site. - Extend storm sewer to this site; or - Discharge onto the street through a chase; or - Discharge onto the adjacent property in accordance with the approved master drainage study/preliminary drainage study for this development.	A	Comment Noted. Discharges from the proposed ponds are to be on adjacent properties.	9.3.21		
<b>Real Property Comments</b>						
	<b>Subdivision Plats:</b> 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.	A	Comment Noted.	9.3.21		

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	<b>Subdivision Plats:</b> A presubmittal 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.	A	Comment Noted. Meeting is in the process of being scheduled.	9.3.21		
	<b>Site Plans:</b> 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.	A	Comment Noted.	9.3.21		
	<b>Separate Documents:</b> • During the pre-application meeting no requirement for separate documents were specifically identified for your site as proposed. However, review of your actual Site Plan when submitted may identify additional conditions which will require a separate document. Following are the links to additional information if needed later in your formal review process: - Dedications Packet - Easement Release - License Agreement Packet	A	Comment Noted.	9.3.21		
	• <b>Offsite easement dedications</b> 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.	A	Comment Noted.	9.3.21		
	• If there are existing easements that are no longer needed, the city will require the developer to make application to the city to release those easements. Easement release documents must be prepared using Real Property specifications and are available in the Easement Release Packet. Once complete and accurate easement release 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.	A	Comment Noted.	9.3.21		
	• 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. No portion of building may encroach into easements dedicated to the City, this includes roof overhangs and footers.	A	Comment Noted.	9.3.21		
	• 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.	A	Public roadways are not part of this project. This should go with the design of 32nd and Cavanaugh, by others.	9.3.21		

Xcel Energy Comments

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<b>Regional Transportation District (RTD) Comments</b>							
<b>City and County of Denver Comments</b>							
<b>Adams County Engineering Comments</b>							
<b>Western Midstream Comments</b>							