

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



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December 8, 2020

Kelsey Hall
Transport Colorado
1331 17th St. Ste. #1000
Denver CO 80202

Re: Initial Submission Review - Transload Facility (Transport) – Site Plan
Application Number: **DA-1793-10**
Case Number: 2020-6056-00

Dear Ms. Hall:

Thank you for your initial submission, which we started to process on Monday, November 9, 2020. We reviewed it and attached our comments along with this cover letter. The first section of our review highlights our major comments. The following sections contain more specific comments, including those received from other city departments and community members.

Since several important issues still remain, you will need to make another submission. Please revise your previous work and send us a new submission on or before Tuesday, December 22, 2020. There are outstanding fees of \$51,104.00 that must be paid before your next submission is accepted.

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

Feel free to contact me if you have any questions or concerns. I can be reached at, 303.739.7186 or srodrigu@auroragov.org.

Sincerely,

Stephen Rodriguez, Planning Supervisor
City of Aurora Planning Department

cc: Christopher Clark – Uintah Engineering and Land Surveying 3313 35th Avenue, Ste. B, Evans CO 80620
Scott Campbell, Neighborhood Services
Jacob Cox, ODA
Filed: K:\SDA\1793-10rev1.rtf



Initial Submission Review

SUMMARY OF KEY COMMENTS FROM ALL DEPARTMENTS

- **You have fees that must be paid in the amount of \$51,104.00 before your next submission**
- See the various comments from Planning (items 1 and 2)
- See comments from Addressing (item 3)
- See Landscape comments (item 4)
- See comments from Public Works/Engineering (item 5)
- Contact Traffic Engineering directly for comments (item 6)
- See comments from Real Property for the Site Plan and Plat (item 7)
- See comments from Aurora Water (item 8)
- See comments from Life Safety for the Site Plan and Plat (item 9)
- See comments from Parks (item 10)
- See comments from Xcel Energy and Mile High Flood District (items 11 and 12)
- Please respond to each comment in your response letter and adjust the Site Plan and Traffic Letter as needed.

PLANNING DEPARTMENT COMMENTS

Reviewed by: Stephen Rodriguez srodrigu@auroragov.org / 303-739-7186 / PDF comment color is teal.

1. Community Comments

1A. No comments were received from surrounding neighborhoods. Comments were received from outside referral agencies, Xcel Energy and Mile High Flood District. Please respond to their specific comments in your Comment Response Letter.

2. Completeness and Clarity of the Application

2A. Please provide an Operations Plan, explaining how the proposed *Transload Facility* will function. Include the hours of operation, number of employees at peak time, and how the cargo is loaded/unloaded to and from trucks and the railcars. The Site Plan identifies easements for fire, access, drainage, gas lines and utilities. Proposed rail lines are also shown. Please discuss trucks and/or vehicles access the site from either access road and how internal circulation will function.

3. Addressing comments: Phil Turner / pcturner@auroragov.org

3A. Please submit a preliminary digital addressing .SHP or a .DWG file as soon as possible. This digital file is used for street naming, addressing and preliminary GIS analysis. Include the following layers as a minimum:

- Parcels
- Street lines
- Building footprints (If available)

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

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

4A. Sheet C1

- Update the landscape note to reflect that landscaping is required to be installed once water is at the site.
- There is a note that does not appear to be applicable to this application as this is not an ISP. However, in reviewing the note what constitutes Phase 2 of the channel construction and how long will it take until the trail and associated amenities are constructed to satisfy that requirement? The PIP does not specify a Phase 2 or what the timing is for a Phase 2.

**Sheet L1**

- On the plan sheets and in the legend, make R.O.W. line a traditional line type. A long dash and two short dashes.
- Turn off the section line on the plan sheets and in the legend.
- While these trees look grayed back, when the sheet prints, the trees are dark and appear like they are being proposed with this application. Please make sure they are grayed back.
- Darken the text all sheets. Make sure this reads like the street name. Add a note that the landscaping is part of Transport Colorado Preliminary Plat for Infrastructure Site Plan No.1. DA #1793-06. Make sure this is included on all sheets.
- Turn the swale designation/linework off.
- The overall text on the plan sheets needs to be legible and not grayed back. Darken the font.
- As noted on the landscape table, the curbside landscape cannot consist of just native seed. This area must have shrubs. Or ornamental grasses may be provided at 40% of the total shrub count. This is applicable to both streets within this application.
- Add the street name.

Sheet L3

- What are these? Label or turn off.
- Label/Call out rail road.

Sheet L10

- The landscaping for the channel can be shown grayed back, but turn the labels off and add a note that the landscaping is part of Transport Colorado Preliminary Plat for Infrastructure Site Plan No. 1 DA #1793-06.

Sheet L12

- Do not hatch the future roads with native seed.

Sheet L13

- Add the street name.
- Text overlap. However, the tree labels should not be included on this plan set for E. 32nd Avenue if they are covered by the ISP. Then just show the trees grayed back.
- Do not hatch the future roads with native seed.

Sheet D1

- Provide the Native Seed and Detention Pond Seed Mixes.
- Curbside landscapes (formerly tree lawns) cannot be all native seed. They shall have shrubs at a minimum, but ornamental grasses are permitted up to 40% of the total plant count. Update the plans and the table to reflect this. Curbside landscaping shall be provided based upon the east and west sides of the street.
- Break the landscape requirements out by detention pond since they are two separate ponds. Label them A and B here and on the landscape plan. Update the detention pond landscape table accordingly.
- Shrubs may not be used as a substitute for trees in the curbside landscape. If it is short, put an asterisk in the table and list the reason below the table.
- Update the landscape note as it refers to the previous landscape code.
- Add a note regarding any lighting proposed i.e. street lights etc.
- Break these down by east and west sides of the road.



REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

5. Civil Engineering

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

5A. Cover sheet - The Site Plan will not be approved by public works until the drainage report is approved.

5B. C3 - Add a note that street light spacing is conceptual. Final street light locations will be determined by photometric analysis submitted with the street lighting plan in the civil plan submittal, typical.

5C. C16 - Minimum 2% slope in swale or provide underdrain or concrete pan, typical. Add storm sewer note. Sheet 2:

5D. C17 - Access is required to the top of the outlet structure that is not through the pond bottom. Minimum 2% slope for non-paved areas. Maintenance access is required to the culvert.

5E. See the various other plan sheets referencing minimum slope requirements.

6. Traffic Engineering

Reviewed by: Reviewed by: Brianna Medema / bmedema@auroragov.org / 303-739-7336

6A. Contact the reviewer directly for comments. No comments have been received to date.

7. Real Property

Andy Niquette and Maurice Brooks aniquette@auroragov.org / 303-739-7294 Comments in **magenta**.

7A. See the red line comment on the plat and site plan. Contact Andy Niquette (aniquett@auroragov.org) for the easement concerns. Please note that the site plan cannot be approved until all the items needed are submitted, fully reviewed and ready to record.

8. Aurora Water

Casey Ballard // (303) 739-7382) Comments in **red**.

Sheet 2:

8A. Several comments require a response but not changes to the plans. This is due to the unique nature of utility service to this site and the development overall. Special utility and easement setup has been discussed with Vern Adams and Darren Akrie

8B. C17 - Access is required to the top of all outlet structures. Access is preferred to not cross emergency overflow spillways. See Chapter 3.62(2) and 3.70(3) of the City of Aurora Storm Drainage Design and Technical Criteria manual. These sections will also cover access to the bottom of the pond and design specifications for those paths.

8C. C19 - Who is maintaining the private storm? Swales should have a minimum slope of 2%. Typical for all swales.

8D. C21 - A master license agreement is required for all private utilities within public utility easements. Due to the nature of this site and overall development the master license agreement will still be required along with all easements as if the water and sewer mains were public. Once these utilities are transferred to Aurora Water the master license agreement can be released.

8E. Advisory Comment: Water mains will be private but designed to City of Aurora standards. Once this area is connected to a public water supply all water mains will be transferred to Aurora Water. Please see the Overall Master Utility study and interim service agreement for more information.

8F. Advisory Comment: Dead end water mains longer than 150-feet that serve a fire hydrant will require pressure calculations showing a residual pressure of 20-psi is available during max day fire flow scenarios. This does not have to be shown on these plans but on the civil plans. If 20 psi is not achievable then additional looping or alternate designs will be needed. No more than one (1) hydrant or fire service is allowed on a dead.

8G. Ensure easements are labeled on all sheets.

8H. C28 - Private utilities crossing or existing within utility easements require license agreements.

Revenue - Aurora Water/TAPS DA-1793-10 contact Diana dsporter@auroragov.org

Storm Drainage Development Fees - 68.735 acres x \$1,242.00 = \$85,368.87 due at the time of Plat.



9. Life Safety

9A. Fire Life Safety (William Polk/ 303-739-7371 / wpolk@auroragov.org) See blue comments

Site Plan Comments

Sheet 1

- Please remove Notes 7-11.
- Please remove Notes 25 and 26.
- Please add these notes :THE DEVELOPER, HIS OR HER SUCCESSORS, AND ASSIGNS SHALL BE RESPONSIBLE FOR INSTALLATION, MAINTENANCE, AND REPLACEMENT OF THE ACCESS CONTROL GATE OR BARRIER SYSTEM TO ENSURE EMERGENCY VEHICLE ACCESS TO WITHIN THE SITE. IF THE ABOVE CONDITIONS ARE NOT MET, THE OWNERS, HIS OR HER SUCCESSORS, AND ASSIGNS, SHALL BE REQUIRED BY FIRE DEPARTMENT ORDER NOTICE THAT ALL AFFECTED GATES WILL BE CHAINED AND LOCKED IN THE OPEN POSITION UNTIL REPAIRED OR REPLACED, AND RETESTED. IF THE GATING SYSTEM IS NOT MAINTAINED TO THE SATISFACTION OF THE FIRE DEPARTMENT, THE LICENSE AGREEMENT FOR THE EMERGENCY VEHICLE GATE OPENING SYSTEM WILL BE REVOKED AND THE GATING SYSTEM MUST BE REMOVED. THE GATING SYSTEM WILL INCLUDE AN EMERGENCY VEHICLE GATE OPENING SYSTEM UTILIZING A REDUNDANCY BACK-UP SYSTEM THAT CONSISTS OF; A) SIREN OPERATED SYSTEM; B) AUTOMATIC KNOX KEY SWITCH; AND C) MANUAL OVERRIDE (IN THE EVENT OF SYSTEM FAILURE). GATING SYSTEMS WILL BE INSTALLED IN ACCORDANCE WITH THE "GATING SYSTEMS CROSSING FIRE APPARATUS ACCESS ROADS CHECKLIST". A SEPARATE BUILDING PERMIT THROUGH THE BUILDING DIVISION IS REQUIRED TO BE OBTAINED BY THE CONTRACTOR PRIOR TO THE INSTALLATION OF ANY GATING/BARRIER SYSTEM THAT CROSSES A DEDICATED FIRE LANE EASEMENT.
- THE DEVELOPER, HIS SUCCESSORS AND ASSIGNS, INCLUDING THE HOMEOWNERS OR MERCHANTS ASSOCIATION SHALL BE RESPONSIBLE FOR INSTALLATION, MAINTENANCE AND REPLACEMENT OF ALL FIRE LANE SIGNS.
- Provide a phasing plan.
- In order to ensure the timely implementation and a better understanding of the required 2 points of access and looped water supply during each phase, provide a brief narrative that identifies access and water line extensions that are needed for each phase to include adjacent filings.
- Public or private streets in excess of 150 ft. resulting from a phased project are provided an approved temporary turnaround. Please provide a turn around if this project is phased.
- A phasing plan must be provided with the Planning Departments site plan and Public Works Departments civil plan submittals. The phasing plan must illustrate each phase and provide a narrative that describes how the phasing will implement the required two points of access and a looped water supply at all times during the phased construction. Also, make sure to incorporate COA Water and Public Works phasing requirements into the phasing plan.

Sheet 2

- Remove "temporary" and add "fire lane easement" to the label.

Sheet 3

- Where fire hydrants are not needed for protection of structures, fire hydrants shall be placed on average 500'; on each side of the street and be arranged on an alternating basis.
- Please identify fire hydrant locations.
- Advisory Comment: The future owners or developers of these parcels must be aware of the following; at the time of Conceptual Site Plan (CSP) submittal to the City of Aurora the land owner/developer is required to establish adequate emergency vehicular access (possibly more than one) and a public water supply system (possibly looped) to support the required number of fire hydrants needed for the site.



Sheet 4

- Identify all fire lane easements with this application.
- "SIGNAGE AND STRIPING" package shall be included for approval with the Site and Civil Plans, and shall include fire lane and handicapped parking signs, sign details, handicapped parking stall details, and locations for all. Sign package shall include all signs as required by other City of Aurora departments.
- Please include the signs shown below and their locations.
- Provide a COA approved fire lane easement road section. I would like to challenge the need for an "access easement". Please work with COA Traffic to determine the need for an Access easement"
- Please provide a gate detail and elevation
- Fire apparatus access roads shall be designated and maintained to support the 85,000 pound imposed loads of the fire apparatus and shall be surfaced so as to provide all weather driving capabilities. Per No speed reducing devices or traffic calming features of any type, that alter the elevation of the roadway, including by not limited to speed bumps, shall be permitted on any fire apparatus access road.
- An encroachment into or over a fire lane easement will require the developer to obtain a license agreement through the Real Property Division of the Public Works Department
- Provide the Dead-end signs in the sign package. Dead-end fire lanes will be posted in the following manner: Signs shall be permanently labeled using the following examples and complying with IFC Figure D103.6.
- NO PARKING - FIRE LANE - DEAD-ENDS in 150' - NO TURNAROUND.
- NO PARKING - FIRE LANE - DEAD-ENDS in 151' - WITH TURNAROUND.
- Identify all gates that encroach over or into fire lane easements.
- 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. For assistance please call 303-739-7420 and ask for a Life Safety Plans Examiner.
- Please show the fire lane sign locations to meet the following requirements:
- Signs shall be located at the right side of the fire lane entrance and at the end of the fire lane. The intermediate signs shall have double headed arrows pointing in both directions.
- Typically, the maximum spacing of the fire lane signs is established at 100' on center with signs being placed on both sides of the fire lane easement. Where excessive curvature of the fire lane exists, the spacing of the fire lane signage will be increased as needed.
- The signs shall be set at an angle of not less than 30 degrees and not more than 45 degrees with the curb or line of traffic flow.
- Fire lane signs should be installed 2' behind curb or sidewalk.
- The clearance to the bottom of the sign shall be 7 feet. There shall be not other signs attached to the sign or the sign post.
- Placement of these fire lane signs cannot encroach into the 29' inside turning radius of the fire lane easement, obstruct any fire hydrant or fire department connection or encroach into the accessible route of the sidewalk area.

Sheet 7

- Please provide a note that speaks to how the sidewalk, fire lane, and road interconnection will be designed and maintained to an all weather road designed to support the imposed load of fire apparatus weighing up to 85,000 pounds.
- Provide a section showing the transition area.
- Revise the fire lane easement to reflect a minimum inside turning radii of 29'.

Sheet 11

- Will this road be gated? Sheet 30
- Advisory Note: Dead-end water lines supplying fire hydrants must maintain a minimum available residual pressure of 20 PSI for firefighter purposes. No More than one fire devices is allowed off a dead-end water line looped system.
- The calculations provided must reflect no less than a 20-PSI residual.
- Please work with COA Water to ensure the proposed water supply and fire hydrants design is acceptable.



Sheet 33

- Advisory Note: Dead-end water lines supplying fire hydrants must maintain a minimum available residual pressure of 20 PSI for firefighter purposes. No More than one fire devices is allowed off a dead-end water line looped system. Ⓓ
Provide a note that speaks to the meeting COA water requirements for dead-end fire hydrants.

Plat Comments

Sheet 6

- Revise the fire lane easement to reflect a minimum of 29' inside turning radii.

Sheet 9

- Revise the fire lane easement to reflect a minimum of 29' inside turning radii.

Sheet 12

- Please see previous comment requesting a minimum 29' turning radii.

10. Parks and Recreation (PROS) Curt Bish / cbish@auroragov.org / 303-739-713110A. Sheet 11

- Specify the beginning and end point for removal of the path, which is also doubling as a bicycle/pedestrian trail. Will the concrete trail end at this new location?
- Would retaining the concrete surface not facilitate maintenance access to the new gravel path and ensure stability for maintenance vehicles when crossing the new drainage channel?

11. Xcel Energy / Donna George / donna.l.george@xcelenergy.com / 303-571-3306

11A. Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the plans for **Transport Colorado Transload Railyard**. Please be aware PSCo owns and operates existing overhead electric distribution facilities within the proposed project area and requests that they are shown on the plans. For safety, bear in mind that per the National Electric Safety Code, a minimum 10-foot radial clearance must be maintained at all times from all overhead electric facilities including, but not limited to, *construction activities*.

Should the project require any new natural gas or electric service or modification to existing facilities, the property owner/developer/contractor must complete the application process via xcelenergy.com/InstallAndConnect.

12. Mile High Flood District (MHFD) / Teresa Patterson / 303-455-6277

12A. This letter is in response to the request for our comments concerning the referenced project. We have reviewed this proposal only as it relates to maintenance eligibility of major drainage features, in this case:

- Crooked Run channel improvements (Proposed Channel CR-C1)
- Outfall from Culvert CR-3 into Channel CR-C1
- Outfall from Culvert CV-3 into Channel CR-C4

We have the following comments to offer:

- 1) There are multiple locations that call out concrete lining for the proposed swales. The drainage report indicates the swales will be grass lined. Please update for consistency.
- 2) Will there be a drainage easement shown for channel CR-C1?

We returned comments to the engineering team on 11/24/2020 for the preliminary drainage report corresponding to this submittal. Those comments are included here for reference:

- 1) PDR Pg. 5: The report states the site is in FEMA Zone X. What portion of this site is within Zone X? Please include FEMA limits on the drainage maps if any portion of the site falls within these limits. Additionally, the Zone X shaded areas shown on the FEMA map included in Appendix D indicates a Future 1% Annual Chance Flood Hazard as opposed to a 0.2% Chance.



- 2) PDR Pg. 5: Please revise the statement that any size event does not reach the historic main stem. Please see the attached draft memo by Enginuity indicating that large flow events will reach the historic main stem of Crooked Run. The results are not yet finalized in this draft memo, but the results can be used for informational purposes.
- 3) PDR Pg. 9: Please verify highlighted text in the paragraph below. Should it be existing channel CR-C4? When will Pond CR-D1 be constructed? Should that be CR-D2?

Interim Full Spectrum Detention facilities will be implemented for Transload basins that are located within Newcomb Gulch Watershed. Transload basins draining to Crooked Run Watershed will be piped to existing EURV Pond P16-EV1 where it will be discharged to existing channel CR-C1. Detention for all Transload Crooked Run basins will be provided in Regional Pond CR-D1. Pond P16-EV1 will be constructed with ISP-1 and Pond CR-D2 is planned to be constructed with ISP-2. Both ISP-1 and ISP-2 will be constructed before Transload Facility. Refer to phasing exhibit provided in Appendix D for additional details.

- 4) PDR Pg. 14: Please include the contributing area to each culvert within Table 2.
- 5) PDR Pg. 14: Based on the summation of contributing areas to culvert CV-1, we determined this culvert has a contributing area of more than 130 acres. While no portion of this is currently considered for maintenance eligibility, we wanted to recognize this drainageway will be considered for maintenance eligibility within future phases of the project. What is the future plan for this open channel from Cavanaugh Road to 32nd Ave?
- 6) PDR Pg. 15: Please include a brief discussion on the HEC-RAS model for channel CR-C1 including any assumptions made including the Manning's n values chosen for design.
- 7) PDR Pg. 15: Please verify the contributing areas to each of the swales. The area to S1D should not be larger than to S15. Please note any swale with a contributing area of more than 130 acres will be considered a major drainageway.
- 8) Appendix D: Thank you for providing the phasing exhibit. This is very helpful in visualizing what will be constructed with each phase. However, the phasing exhibit does not show Pond P16-EV1 within ISP 1 or channel CR-C1 within Transload. Please update the phasing exhibit to include all portions of each phase.
- 9) Appendix D: Please include additional pages for the Web Soil Survey that includes a legend for the different soil types shown on the site that indicates type A-D soil.
- 10) Please include the following construction note on all plan sheets that pertain to MEP features:
The Mile High Flood District will conduct site visits during the project construction within or near the channel to observe construction for conformance with the approved plans and specifications. Please contact MHFD (303-455-6277) to schedule a preconstruction meeting. All structural and grouted boulder work require 48-hours prior notice to any construction or concrete placement. Standards and specifications for all outfall and channel work can be accessed at www.MHFD.org under the References section. Failure to notify may result in project ineligibility.
- 11) Drainage Map Sheet 1: The channel design table indicates a Q100 of 222 cfs for CR-C1 but 254.6 cfs was used in the HEC-RAS analysis. Please update for consistency.
- 12) Drainage Map Sheet 19: Please ensure all dimensions on the natural channel section are at a scale that would be legible when printed. Also is the 2.5' label correct or should it be %?
- 13) Drainage Map Sheet 19-21: Please include contour labels within and around the channel.
- 14) Drainage Map Sheet 29: What is the plan for channel CR-C1? The plan view indicates a riffle pool system and the details indicate a step pool system. Note 2 also discusses drop structures. Please clarify the design intent.
- 15) Drainage Map Sheet 31: Please continue the profile of channel CR-C1 to the invert of channel CR-C4 to better understand how the two will tie-in to one another.
- 16) With the FDR, please include a profile of culvert CV-3 that extends to the invert of channel CR-C4.

We appreciate the opportunity to review this proposal. Please feel free to contact me with any questions or concerns.

13 Adams County

13A. No comments received to date.