

January 30, 2023

Dan Osoba
City of Aurora, Planning Department
15151 E. Alameda Parkway, 2nd Floor
Aurora, Colorado 80012

Re: 5th Submission Review – Lona / Forum Vista Creek – Master Plan, Site Plan and Final Plat
Application Number: **DA-2248-01**
Case Numbers: **2021-7009-00; 2021-4025-00; 2021-3051-00**

Dear Mr. Osoba:

Thank you for the comments on the Vista Creek Apartments Pre-Application which we received on January 3, 2023. We have reviewed all the comments and have addressed them in the following pages.

Please feel free to contact me directly should you have any other comments, questions and/or special requests for additional information. We look forward to continuing to work with you and your colleagues at the City of Aurora.

Sincerely,
Norris Design



Elyse Appelgate
Associate

Fourth Submission Review

PLANNING DEPARTMENT COMMENTS

1. Community Questions, Comments and Concerns

1A. No additional comments were received from several outside agency groups nor from any adjacent property owners or registered neighborhood organizations.

Response: Comment noted, thank you.

2. Completeness and Clarity of the Application

Avigation Easement

2A. The avigation easement and exhibit has been routed for recordation with the City Clerk's Office. If staff needs additional information, I will coordinate with you via email.

Response: Comment noted, thank you.

Site Plan

Sheet 1

2B. Typical for all rows in the Site Plan Data Block: update the items for an interim condition (EVA) and final build out conditions.

Response: The EVA will be a permanent condition, all information in the Data Block reflects that permanent condition.

Sheet 4

2C. A workshop meeting with staff may be helpful to coordinate this EVA drive and the alternative sanitary configuration expectations. Please coordinate with Brit Vigil and I to set up a discussion.

Response: A meeting was held on January 18, 2023 to discuss. Staff and the design and development team agreed that a permanent EVA would be installed at the southwest corner of the site, connecting to Gn Club Road. With regard to the sanitary configurations, the plans will move forward showing the assumed configuration as well as an alternate option, should the property to the south develop in time for a sanitary line to connect through it.

2D. As this is an interim condition, please add sheets that show "Interim Condition" only. The main site plan sheets (including grading, utilities, landscaping, and photometric) should all show final build out. Please ensure all other interim aspects of this change (sanitary routing) are included in the interim condition's sheets.

Response: The curb flowline and pavement proposed at the project frontage is being proposed at the ultimate location in both conditions. There is no longer an 'interim' street configuration as it relates to the street construction. The only difference between ultimate and interim condition is proposed striping. Please reference the cross section on sheet 5 for the ultimate lane configuration.

2E. Has this condition been discussed in the Traffic Study? How will it impact the intersection of 5th and Gun Club?

Response: The access is intended only for emergency use and therefore has not been incorporated into the traffic study. The access will have 4" curb in front and bollard and chain at both ends to deter normal vehicular use.

2F. Photometric plan does not show the EVA. Add a separate sheet showing the interim condition of the EVA.

Response: Revised photometric sheets have been included with this submittal

3. **Parking Issues**

Site Plan

Sheet 1

3A. Parking count remains unchanged; however, the EVA removed several spaces. Please update.

Response: Parking information has been revised to reflect changes in plans.

4. **Signage Issues**

4A. Signage issues have been resolved.

Response: Noted, thank you.

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

Sheet 7

5A. Add this table back to the plan set. This table is still applicable. There should be two tables or update this table to accommodate two alternatives. One without the sanitary line installation and the required trees and the second all shrub material in the event the sanitary line is required. These alternatives should also consider the fact that the access point now being provided is supposedly ONLY temporary.

Response: All required tables are included. The design in this area is not contingent upon the location of the sanitary line since there is no landscape buffer requirement between properties of the same zoning.

Sheet 8

5B. Revise these General Landscape Notes to ONLY include any city department required notes like Building Life Safety, Traffic etc. as well as the 5 required landscape notes as found in the Landscape Reference Manual and notes regarding the mulch treatments.

Response: Notes updated.

5C. No contractor notes.

Response: Notes have been removed.

Sheet 10

5D. This cannot be all native seed. The UDO allows for native seed but not entirely. This must also contain shrubs. Refer to UDO Section 146-4.7.5.C. Please update the plan and the street table accordingly.

Response: The tree lawn has been updated to include bed areas with shrub plantings per requirements.

5E. Show the sidewalk along here.

Response: Updated.

5F. Tree on the top of the storm pipe.

Response: Tree has been shifted off of storm drain.

5G. Please make the match line look more like a dashed line. It appears to be solid.

Response: Matchline updated.

Sheet 11

5H. Please make the match line look more like a dashed line. It appears to be solid.

Response: Matchline updated.

5I. Can the storm line be shifted outside of the parking lot island. If not, the tree is sitting on top of a storm line.

Response: Storm line has been shifted outside of parking lot island.

5J. This cannot be all native seed. The UDO allows for native seed but not entirely. This must also contain shrubs. Refer to UDO Section 146-4.7.5.C. Please update the plan and the street table accordingly.

Response: The tree lawn has been updated to include bed areas with shrub plantings per requirements.

5K. If this is temporary, then label it as such. If it is permanent, then the minimum buffer width of 10' is not being met.

Response: Labeled as temporary.

5L. 6 shrubs.

Response: Updated.

5M. What is the item called out on the redlines.

Response: Extra line has been removed.

5N. While it is understood that should the sanitary line need to route through the buffer, trees can not be installed. However, provide the required trees and an alternative design concept in the event the sanitary line does have to go through the buffer and provide a note to use the alternative option only in that instance. Provide a separate buffer table that documents compliance with code requirements for the buffer utilizing all shrubs. Don't eliminate the trees unless it is known that the sanitary line has to go through the buffer.

Response: It is assumed that the sanitary line will need to run through this portion of the site, precluding the possibility of planting trees within its immediate vicinity. With that in mind, upright shrubs have been chosen for this location, to provide visual buffering. Regardless, the design team has confirmed with staff that a non-street perimeter buffer is not required between this and the multifamily site to the south, because they are of the same land use category, in adjacent approved Master Plans.

<https://aurora.municipal.codes/UDO/146-4.7.5.E.3>

5O. Dimension and label the buffer.

Response: Labeled.

5P. The junipers will not get tall enough to screen the parking lot.

Response: Junipers have been replaced with taller plant material to screen parking.

6. Addressing (Phil Turner / 303-739-7357 / pturner@auroragov.org)

6A. Please provide a digital .shp or .dwg file for addressing and other GIS mapping purposes. Include the parcel, street line, easement and building footprint layers at a minimum. Please ensure that the digital file provided in a NAD 83 feet, Stateplane, Central Colorado projection so it will display correctly within our GIS system. Please eliminate any line work outside of the target area. Please contact me if you need additional information about this digital file.

Response: This information will be sent separately.

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

7. Civil Engineering (Kristin Tanabe / 303-739-7306 / KTanabe@auroragov.org / Comments in green)

Site Plan Comments

Sheet 1

6A. The Site Plan will not be approved by Public Works until the preliminary drainage report is approved.

Response: Noted. A signature set preliminary drainage report has been submitted.

8. Traffic Engineering ((Kyle Morris / 720-587-2668 / kdmorris@auroragov.org / Comments in amber)

Site Plan Comments

Sheet 4

8A. Show the entire ultimate intersection language consistent with the TIS, including the southbound left turn, typical.

Response: Street geometry and striping has been updated to conform to the TIS.

8B. Callout the lane tapers and storage lengths.

Response: Lane taper and storage lanes called out. See detail on sheet 5.

8C. Show the interim condition on a separate sheet.

Response: The curb flowline and pavement proposed at the project frontage is being proposed at the ultimate location in both conditions. The only difference between ultimate and interim condition now is striping. Please reference the cross section on sheet 5 for the ultimate lane configuration.

8D. Label the access type, full movement, right-in/right-out, etc.

Response: Access type has been labeled as right in/right out movement.

Traffic Impact Study Comments

8E. Note that storage lengths may be reduced to meet calculated queue lengths with a minimum storage length of 50'.

Response: Noted. See revised traffic study.

8F. Need to maintain the existing separate NB right turn lane, update the analysis.

Response: Separate NB right turn lane has been maintained. Traffic study updated.

8G. See other comments throughout the report.

Response: The traffic impact study has been revised accordingly.

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

Site Plan Comments

Sheet 6

9A. Provide Maxi-Force collapsible bollards. Provide chain and collapsible bollard detail.

Response: Maxi force collapsible bollards are now proposed and detail has been provided on the site plan sheet 4.

9B. Provide fire lane signage.

Response: Fire lane signage has been added.

9C. The adopted codes are the 2015 IFC & 2013 NFPA013, typical.

Response: Fire suppression calculations have been updated to the current adopted codes.

Utility Conformance Letter Comments

9D. Provide a data table showing the fire flow demands by land use type for the system modeling. (Residential, Commercial, (Multifamily) & Industrial; 1500, 2500, 3500, respectively).

Response: Data table has been added.

9E. The adopted codes are the 2015 IFC and 2013 NFPA-13.

Response: Revised to current adopted codes.

9F. Change 13 to 13R.

Response: This has been updated.

9G. Check the table called out on the redlines. B105.1 is one- and two-family dwellings, Group R-3 and R-5 buildings and townhomes.

Response: Correct. IFC states that minimum fire-flow and flow duration for buildings other than one and two family dwellings, group R-3 and R-4 buildings and townhouses shall be as specified in Tables B105.1

9H. Check the table called out on the redlines. C105 is referenced standards.

Response: Revised.

10. Aurora Water (Daniel Pershing / 303-739-7646 / ddpershi@auroragov.org / Comments in red)

Site Plan Comments

Sheet 6

10A. Per the Master Utility Conformance Letter, the sanitary connection will be at PA-10 (MH-08) of the Lamar Landing MUS. Show extension of this sanitary main to this point. If location changes in future, will require MUS update and Site Plan amendment. Dimension the 10' easement width.

Response: Per conversation with City of Auora on Jan 18, 2023 ok to show both sanitary extension conditions. A separate detail has been provided on the utility plan sheet 6 to show both conditions. The sanitary sewer exhibit in the conformance letter has been updated to show both conditions as well. Calculations provided substantiating calculations that the Vista creek sanitary sewer loading will not negatively impact the Lamar landing master plan and show conformance to cross creek regional utility study.

10B. The storm configuration has changed since the last submittal. Further clarification of the inlet vs outlet is needed.

Response: Additional clarification has been provided regarding the inlet vs outlet.

10C. It appears comments on the Master Utility Conformance Letter from March 8, 2022, were not addressed.

Please respond at the next submission. See additional comments related to this item on this submittal.

Response: Comments on the utility conformance letter have been addressed and the revised report has been provided with this submittal.

10D. This storm line should be private, not public.

Response: Storm line has been denoted as private.

10E. Add an isolation gate valve.

Response: Isolation valve has been added.

10F. Sanitary has been extended too far. Move to the inside of the property boundary.

Response: The sanitary sewer line has been revised to be inside of property boundary.

10G. Show the limits of E 6th Ave ROW.

Response: Limits of 6th avenue ROW has been further detailed.

10H. The sanitary main does not exist. Please remove the note.

Response: Note removed.

10I. Leaders for the meter and hydrant are not correct.

Response: Leaders have been updated.

10J. An alternative note is not allowed. See the other comments on this page.

Response: Per conversation with City of Aurora on Jan 18, 2023 ok to show both sanitary extension conditions. A separate detail has been provided on the utility plan sheet 6 to show both conditions. The sanitary sewer exhibit in the conformance letter has been updated to show both conditions as well. Calculations provided substantiating calculations that the Vista creek sanitary sewer loading will not negatively impact the Lamar landing master plan and show conformance to cross creek regional utility study.

Utility Conformance Letter Comments

10K. See previous comments from March 8, 2022 submission.

Response: Noted. Comments have been responded to accordingly.

10L. Provide the EDN for each.

Response: EDN numbers have been added to the referenced reports.

10M. Why are two different peaking factors used? Using 4.0 exceeds the capacity of the SSOS3 Basin.

Response: Two conditions are now shown in the utility conformance letter. One condition showing conformance to the Lamar landing master utility report using a peaking factor of 4 and a second condition showing conformance to Cross Creek Regional Utility study which used a peaking factor of 2.38.

11. **PROS** (Alex Grimsman / 303-739-7154 / agrimisma@auroragov.org / Comments in mauve)

Generally

11A. PROS comments have been addressed.

Response: Noted, thank you.

12. **Real Property** (Roger Nelson / 720-587-2657 / ronelson@auroragov.org / Comments in magenta)

Site Plan Comments

Sheet 1

12A. Remove the highlighted text from the title.

Response: Removed, per comment.

Sheet 4

12B. Add the reception number for the right-of-way, typical through the site plan.

Response: Added, per comment.

Final Plat Comments

12C. Provide the Certificate of Taxes due.

Response: This will be provided at the time of recordation.

12D. Provide the updated Title Commitment.

Response: This will be provided at the time of recordation.

12E. Label all publicly dedicated roads within ½ mile of the site per COA Subdivision Plat Checklist.

Response: See green line responses on plat map redlines.

12F. Describe what the cap is on.

1.6.M. Description of Monuments.

Section 38-51-106(1)(f), C.R.S., requires professional land surveyors to provide “a description of all monuments, both found or set, that mark the boundaries of the property and of all control monuments used in conducting a survey.”

1. Purpose. The purpose of this statute is to identify the physical attributes of the monuments and caps set or found during the original survey and subsequent retracement surveys.
2. Acceptable description of monuments. Description of monuments found or set should include, but not be limited to the physical attributes and size of the monument, and the physical attributes and size of the cap. Label all publicly dedicated roads within ½ mile of the site per COA Subdivision Plat Checklist, typical.

Response: See green line responses on plat map redlines.

12G. Please see the comments, edits, and corrections noted on the redlines.

Response: See green line responses on plat map redlines.

13. Storm Drainage (Diana Porter / 303-739-7395 / dsporter@auroragov.org)

12A. Advisory Note: Storm Drainage Development Fees: 9.128-acres – 0.395-acres dedicated to the city for street ROW = 8.733-acres.

- 8.733-acres x \$1,242.00 per acre = \$10,846.39 due at time of plat recordation.
- 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.

Response: Noted.

End of Comments



Traffic Impact Study

comments provided on 11/23/22seg

1. Note that storage lengths may be reduced to meet calculated queue lengths with a minimum storage length of 50'.
2. need to maintain existing separate NB right turn lane, update analyses
3. see comments throughout report

Vista Creek Multi- Aurora, Colorado

Responses provided on 1/23/2023

1. The storage lengths along the minor roads were designated to calculated queue lengths without reducing lower than a minimum length of 50 feet. This comment was interpreted for minor streets only has City of Aurora has a minimum turn lane length of 200 feet at arterial streets per Standard Detail S2.1; therefore, deceleration component along Gun Club Road and 6th Parkway has remained in the revised traffic study.
2. The revised study was updated with a northbound right turn lane at the intersection of 6th Avenue and Gun Club Road.
3. Please see responses throughout.

Prepared for:

Forum Real Estate Group, LLC

Kimley»»Horn

T R A F F I C I M P A C T S T U D Y

Vista Creek Multi-Family

Aurora, Colorado

Prepared for
Forum Real Estate Group, LLC
4500 Cherry Creek Drive South
Suite 550
Glendale, Colorado 80246

Prepared by
Kimley-Horn and Associates, Inc.
4582 South Ulster Street
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Denver, Colorado 80237
(303) 228-2300



June 2022

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections. Under the unsignalized analysis, the LOS for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS for a two-way stop-controlled intersection is not defined for the intersection as a whole. LOS for signalized, roundabout, and four-way stop controlled intersections are defined for each approach and for the overall intersection.

5.2 Key Intersection Operational Analysis

Calculations for the operational level of service at the key intersections for the study area are provided in **Appendix D**. The existing year analysis is based on the lane geometry and intersection control shown in **Figure 3**. Existing peak hour factors were utilized in the existing and 2024 horizon analysis years while the HCM urban standard of 0.92 was used for the long-term 2045 horizon analysis. The signalized intersection analysis utilizes the observed cycle lengths with optimized phasing and timing. Based on increased national attention given to establishing appropriate yellow and all-red clearance intervals to improve intersection safety, these have been calculated and are applied for approaches at the signalized intersections. The increase in yellow and all red time sacrifices intersection capacity for improved safety. Synchro traffic analysis software was used to analyze the signalized, and unsignalized key intersections for HCM level of s

The revised study was updated with a northbound right turn lane at the intersection of 6th Avenue and Gun Club Road.

2.need to maintain existing separate NB right turn lane, update analyses

Gun Club Road

6th Avenue and Gun Club Road is a three-leg stop controlled intersection, with a stop sign on the westbound approach. The intersection movements operate acceptably at LOS B or better during both peak hours under existing conditions. With completion of the development, a west leg is proposed to align with 6th Avenue to create a full movement access that will be constructed by Vista Creek. It is recommended that Vista Creek install a R1-1 "STOP" sign at the eastbound approach and designate an eastbound left turn lane, a northbound left turn lane, and a southbound right turn lane for entering and exiting the development. With the site development plan, the implementation of the northbound left turn lane resulted in the absorption of the existing northbound right turn lane to be shared with the northbound through movement. Of note, short-term horizon traffic volume projections do meet the requirement for a northbound right turn lane. In addition, a southbound left turn lane, to be constructed by Cross Creek, is warranted for the developments east of Gun Club Road and has been included in the background and total scenario

keep existing separate NB right turn lane, update analyses

Note that storage lengths may be reduced to meet calculated queue lengths with a minimum storage length of 50'.

Turn Lane Queuing Analysis Results

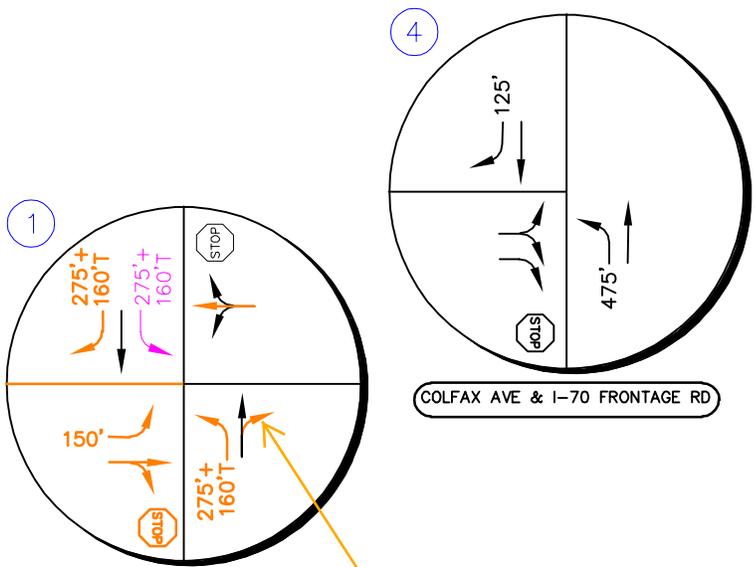
| Intersection | Existing Turn Lane Length (feet) | 2024 Calculated Queue (feet) | 2024 Recommended Length (feet) | 2025 Recommended Length (feet) | |
|--|----------------------------------|------------------------------|--------------------------------|--------------------------------|------|
| 6th Ave & Gun Club Rd | Eastbound Left | DNE | 150' | 150' | |
| | Westbound Left | DNE | - | C (AC) | |
| | Westbound Through/Right | DNE | - | 5' (AC) | |
| | Northbound Left | DNE | 275'+160'T | 60'T (CDOT) | |
| | Northbound Right | 125' | - | 5' (AC) | |
| | Southbound Left | DNE | 25' | 60'T (CDOT) | |
| | Southbound Right | DNE | 25' | 60'T (CDOT) | |
| 5th Ave & Gun Club Rd | Eastbound Left | DNE | 150' | 150' | |
| | Westbound Left | DNE | 150' | 150' | |
| | Northbound Left | DNE | 275'+160'T | 60'T (CDOT) | |
| | Southbound Left | 125' | 26' | 125' | |
| 6th Pkwy & Gun Club Rd | Eastbound Left | 125' | 275'+160'T (CDOT) | 78' | |
| | Eastbound Right | DNE | DNE | 244' | |
| | Westbound Left | 200' | 72' | 200' | 182' |
| | Westbound Right | C | 27' | C | - |
| | Northbound Left | 125' | 113' | 125' | 236' |
| | Northbound Right | 125' | 25' | 125' | 67' |
| | Southbound Left | 150' | 123' | 275'+160'T (CDOT) | 82' |
| | Southbound Right | DNE | 25' | 275'+160'T (CDOT) | 85' |
| Colfax Ave & Gun Club Rd/I-70 Frontage Rd | Eastbound Left | DNE | DNE | 25' | |
| | Northbound Left | 475' | 150' | 475' | |
| | Southbound Right | 125' | 25' | 125' | |

The storage lengths along the minor roads were designated to calculated queue lengths without reducing lower than a minimum length of 50 feet. This comment was interpreted for minor streets only as City of Aurora has a minimum turn lane length of 200 feet at arterial streets per Standard Detail S2.1; therefore, deceleration component along Gun Club Road and 6th Parkway has remained in the revised traffic study.

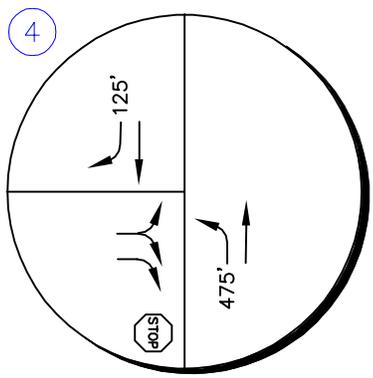
DL = Dual Left Turn Lanes; DNE = Does Not Exist; C = Continuous Turn Lane, CDOT = CDOT SHAC; AC = Aurora Crossroads Recommendation

As shown in the queuing table, all vehicle queues are expected to be contained within the existing turn lanes in 2024 with the exception of the eastbound left turn movements at the 6th Parkway and Gun Club Road intersection. By 2024, it is recommended that the eastbound left turn lane at the 6th Parkway and Gun Club Road intersection be extended from 125 feet to 275 feet of length. Additionally, the southbound left and right turn lanes should be extended to 275 feet with a 160-foot taper. These improvements are identified in the Lamar Landing traffic study.

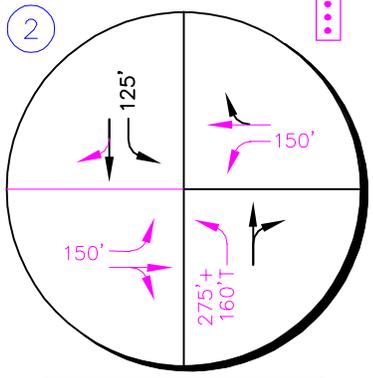
In order to comply with CDOT access code requirements, the intersection of 6th Avenue and Gun Club Road should have a southbound right turn lane with the buildout of the project site. In addition, a northbound and southbound left turn lane should be constructed at the 6th Avenue and Gun Club Road intersection. The northbound left turn lane and should be constructed by Vista



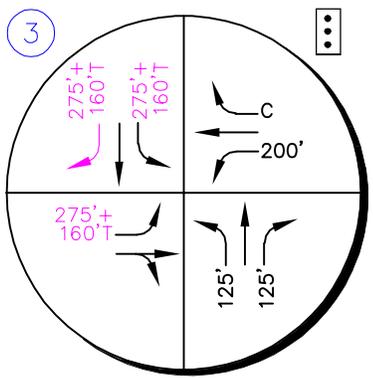
6TH AVENUE & GUN CLUB ROAD



COLFAX AVE & I-70 FRONTAGE RD



5TH AVENUE & GUN CLUB ROAD



6TH PKWY & GUN CLUB ROAD

existing separate NB right turn lane needs to remain, update analyses

The revised study was updated with a northbound right turn lane at the intersection of 6th Avenue and Gun Club Road.



| LEGEND | | | |
|--------|-----------------------------|---|-------------------------|
| (X) | Study Area Key Intersection | ← | Improvement By Others |
| STOP | Stop Controlled Approach | → | Recommended Improvement |
| ⋮ | Signalized Intersection | — | Major Arterial |
| C | Continuous Turn Lane | — | Minor Arterial |
| 100' | Turn Lane Length (feet) | — | Collector Street |
| | | — | Local Street |

VISTA CREEK MULTI-FAMILY
AURORA, COLORADO
2024 RECOMMENDED GEOMETRY

FIGURE 13



6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, Kimley-Horn believes Vista Creek Multi-Family will be successfully incorporated into the existing and future roadway network. Analysis of the existing street network, the proposed project development, and expected traffic volumes resulted in the following conclusions and recommendations:

2024 Recommendations

- With buildout of the project, the west leg will be constructed at the intersection of 6th Avenue and Gun Club Road and will provide access to the project. The eastbound exiting approach of this intersection should provide two egress lanes with a 150-foot eastbound left turn lane and a shared through/right turn lane. It is recommended that a R1-1 “STOP” sign be installed by the project at the eastbound approach of the 6th Avenue and Gun Club Road intersection. A northbound and southbound left turn lane and a southbound right turn lane should be implemented at the 6th Avenue and Gun Club Road intersection. The northbound left turn lane and southbound right turn lane should be constructed by the project, whereas the southbound left turn lane is anticipated to be constructed by Cross Creek. To meet City of Aurora turn lane length requirements which default to CDOT standards, these three turn lanes should provide 275 feet of length plus a 160-foot taper. The existing southbound left turn volumes warrant a turn lane with City of Aurora standards. **With the site development plan, the implementation of the northbound left turn lane resulted in the absorption of the existing northbound right turn lane to be shared with the northbound through movement.** Of note, short-term horizon traffic volume projections do meet the requirement for a northbound right turn lane.
need to maintain existing separate NB right turn lane, update analyses
- It is anticipated that the proposed adjacent development to the south, Lamar Landing Subdivision, will be constructed and will construct the west leg and a northbound left turn lane at the intersection of 6th Avenue and Gun Club Road. **The revised study was updated with a northbound right turn lane at the intersection of 6th Avenue and Gun Club Road.** The intersection of 5th Avenue and Gun Club Road is anticipated to meet four-hour vehicular volume warrants in 2024; therefore, signalization is anticipated to be the appropriate control at this intersection by 2024. If signalized, the eastbound and westbound approaches of this intersection should provide 150-foot designated left turn lanes and a shared through/right turn lane. It should be noted that signalization is triggered by traffic volumes on the east leg of this intersection;