

Plan Check Clarification

Date:	June 21, 2022	Project Name:	Park 70 – Bldgs 16-19
To:	Stephen Rodriguez Planning Supervisor City of Aurora	Project No.:	DEN21-0126-00
Subject:	Site Plan Comment Response	From:	Steve Smith
		Plan Check No.:	DA-1396-16

The following corrections for the above referenced project were completed and can be located as indicated:

Corrections:

PLANNING DEPARTMENT COMMENTS

1. Planning (Antonio Benton / 2020-739-7209 / abenton@auroragov.org / Comments in dark teal)

- 1A. Development application fees need to be paid prior to your second submission.
Response: Application fees have been paid.
- 1B. Add a phasing plan to the site plan package.
Response: Added.
- 1C. Update cover sheet data table to reflect maximum building height for I-1 Zone District is 100 feet.
Response: Updated.
- 1D. In Subarea C, no more than 60 percent of the lot frontage on a collector street to a depth of 60 feet shall be occupied by surface parking. Show measurement that you are meeting this requirement for parking along the street frontage. This requirement applies to Piccadilly Road and Smith road. Update the site plan to show that you are meeting this requirement.
Response: Please see the attached exhibit at the end of this comment response that shows compliance on Piccadilly and Smith Road.
- 1E. Per the Unified Development Ordinance, Section 146-4.8.4, in the I-1 District each primary structure shall be arranged so that the primary façade and each façade with a main pedestrian entry, orients onto and provides direct pedestrian access onto, one of the following.
- a. A public or private street;
 - b. A public park, open space or common green;
 - c. A plaza or courtyard; or
 - d. A pedestrian passage
- Typically, these requirements are met by providing courtyards or patio spaces at primary employee and guest building entrances. These areas include enlarged hardscape areas, pedestrian scaled lighting, site furniture, shade features and landscape amenities such as raised planters, seat walls and tree cutouts. For employment centers these areas may be designed to coordinate pickup and drop off areas. Architectural enhancements are also required at primary entrances.
Response: All four buildings have designated recessed main entries with pedestrian connections to both auto parking, the public right-of-ways and connection to the amenity area referenced below.
- 1F. All buildings are required to have a primary entrance onto a courtyard or green space. For industrial buildings these areas should be a minimum of 150 square feet and a minimum dimension of ten feet. Courtyard areas include a differentiated pavement treatment such as a different saw cut or joint pattern, pedestrian scaled lighting, weather protection, site furniture such as benches and enhanced landscaping such as borders or raised planters. Please show this on the Site Plan.

Response: All primary entrances are 170 sf of covered recessed areas that open onto the pedestrian connections to the rest of the site. Surrounding areas are landscaped per zoning code.

- 1G. Show the accessible route from the accessible parking by heavy dashed line to main entrance.

Response: Accessible route shown on site plan sheets.

- 1H. Identify pedestrian route access to each building's main entrance.

Response: Pedestrian route is the same as the accessible route.

- 1I. Identify employee amenity area for each building. These spaces should be at least 1,200 square feet in area.

Response: Identified on site plan sheets.

- 1J. Per Section 146-4.8.10, Loading doors and operations shall occur within the interior of the site and not be visible from a public right-of-way. If physical site constraints or frontage on more than one right-of-way prevent compliance with this standard, alternative compliance may be approved by the Planning Director. Update your Letter of Introduction to state how you will reduce visual and noise impacts of loading doors and operations facing the public streets. Update your building elevations to show mitigation efforts aimed at reducing visual impacts of the loading dock doors facing the public streets.

Response: Please note that the buildings are designed and oriented to reduce the visual impact of truck loading areas from Smith Road and Piccadilly Road. Bldgs 16 and 19 have dock doors facing east with primary elevations to the west. At Smith Road and E. 19th Avenue 10' stall screen walls are located at the end of the trailer loading areas for screening along with secondary façade treatments. Sicily Road is the only frontage with loading docks facing right-of-way. We'd like to point out that Sicily, though a public road, is only useful for access to the Park 70 development which is entirely made up of industrial facilities that house similar operations. Included at the end of this response letter are some images from Smith Road and E 19th Avenue showing the lack of screening being requested for Sicily Road. However, we are providing the required street landscaping but also have incorporated a continuous hedge along the entire eastern frontage to enhance the visual appeal from this minor connector.

- 1K. Update Building 16 west elevations to include massing requirements for the primary facade per Table 4.8.8 of Section 146-4.8.7. Building Design Standards.

Response: For the massing requirements of the primary façade, we have incorporated the following:

- a. Parapet changes of 3' in height.
- b. Upper floor setback - though there will most likely be a second floor in these buildings, a recessed metal screen wall is setback 5' from the primary wall façade.
- c. Wall notch – the wall panels will be around 9" to 10" thick so we've integrated numerous panel steps along the façade along with the recessed entries to adjust the massing.

- 1L. Update Building 16 west elevations to include to variety of window sizes to meet materials requirements for primary facade character elements. If not, add additional materials primary facade elements to meeting the code requirements.

Response: There are a variety of storefront opening sizes on the west elevation. A combination of floor to ceiling, waist high to ceiling, and clerestory openings provide a variety. In addition, a 'S' form liner as been introduced in multiple locations along the primary façade which gives a different texture.

- 1M. Add entry definition to meet city code building design requirements for primary facade human scale requirements.

Response: Please see the updated elevation sheets that show the 7'-3" recess at all main entries. These are covered with the main building plane at 10'-0".

- 1N. Update Building 16 north elevations to include massing requirements for a secondary facade. To claim parapet height change, the change needs to be a minimum of 3 feet.

Response: 3' parapet height changes have been incorporated.

- 1O. Update Building 16 south elevations to include massing requirements for a secondary facade. To claim parapet height change, the change needs to be a minimum of 3 feet.

Response: 3' parapet height changes have been incorporated.

- 1P. Update Building 16 east elevations to include massing requirements for a minor facade. To claim parapet height change, the change needs to be a minimum of 3 feet.

Response: 3' parapet height changes have been incorporated.

- 1Q. For Building 17, split the north and south elevations illustrations so that staff can review each elevation independently. The north elevation will need to meet the primary facade character elements for four-sided building design standards identified in Table 4.8.8 of the Unified Development Ordinance. The south elevations along with the east elevations will need to meet the secondary facade character elements for four-sided building design standards per city code.

Response: Please note that the north and south elevations are identical. The north and south overall elevations have been split as requested. The north elevation facing Smith Road has the required change in parapet height, upper floor setback, and wall notch for Massing; change in color, change in texture and change in variety of window sizes for Materials; architectural detailing (reveals, plane changes, texture changes), entry definition, and building corner enhancements for Human Scale. The south side matches so it actually meets the requirements of primary facades which is above those required for secondary.

- 1R. Update Building 17 west elevations to include massing requirements for a minor facade. To claim parapet height change, the change needs to be a minimum of 3 feet.
Response: 3' parapet height changes have been incorporated.
- 1S. For Building 17, add human scale element to the east elevation to meet the requirements for a secondary facade in a four-sided building design.
Response: The recessed entry provides side access and pedestrian level scale at both building corners.
- 1T. For Building 18, split the north and south elevations illustrations so that staff can review each elevation independently. The north elevation will need to meet the secondary facade character elements for four-sided building design standards identified in Table 4.8.8 of the Unified Development Ordinance. The south elevations will need to meet the primary facade character elements for four-sided building design standards per city code.
Response: See the response for items 1Q above. This response also applies to Bldg 18.
- 1U. Update Building 18 west elevations to include massing requirements for a minor facade. To claim parapet height change, the change needs to be a minimum of 3 feet.
Response: 3' parapet height changes have been incorporated.
- 1V. For Building 18 add human scale element to the east elevation to meet the requirements for a secondary facade in a four-sided building design.
Response: The recessed entry provides side access and pedestrian level scale at both building corners.
- 1W. Update Building 19 north elevations to include massing requirements for a secondary facade. To claim parapet height change, the change needs to be a minimum of 3 feet.
Response: 3' parapet height changes have been incorporated.
- 1X. For Building 19 north elevations add human scale element to meet the requirements for a secondary facade in a four-sided building design.
Response: The recessed entry provides side access and pedestrian level scale at both building corners.
- 1Y. Update Building 19 west elevations to include 2 massing requirements for a primary facade. To claim parapet height change, the change needs to be a minimum of 3 feet.
Response: 3' parapet height changes have been incorporated.
- 1Z. For Building 19 west elevations add 2 human scale elements to meet the requirements for a primary facade in a four-sided building design.
Response: There are recessed entries, architectural detailing and building corner enhancement for the west elevation.
- 1AA. Update Building 19 south elevations to include massing requirements for a secondary facade. To claim parapet height change, the change needs to be a minimum of 3 feet.
Response: 3' parapet height changes have been incorporated.
- 1BB. For Building 19 south elevations add human scale element to meet the requirements for a secondary facade in a four-sided building design.
Response: The recessed entry provides side access and pedestrian level scale at both building corners.
- 1CC. Update Building 19 east elevations to include massing requirements for a minor facade. To claim parapet height change, the change needs to be a minimum of 3 feet.
Response: 3' parapet height changes have been incorporated.

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

- 2A. No comments were provided to date. Landscape comments will likely be provided during the next review period.
Response: Understood.

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3. Addressing (Phil Turner / 303-739-7357 / pturner@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: <https://auroragov.org/CADtoGISstandards> OR by contacting CADGIS@auroragov.org

Response: Noted.

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

4A. The site plan will not be approved by public works until the preliminary drainage letter/report is approved.

Response: Noted.

4B. Address all redlined site plan comments.

Response: Noted.

4C. Please add the following note:

'The streetlight or pedestrian light installation within the public right-of-way shall be designed, funded, and constructed by the developer/owner. Ownership and maintenance of the street/pedestrian lights shall be the responsibility of the City of Aurora once they have been accepted. Streetlight and/or pedestrian photometrics plans shall be prepared and submitted to the City for review and approval and shall become a part of the approved civil construction plans for the project. An electrical plan showing site location of lights, electrical one line and grounding details shall be submitting to the Permit Center for review by the Building Department. The owner is responsible for obtaining an address for the meter(s) from the Planning Department. A Building Permit for the meter and a Public Inspections Permit for the streetlights are required. Certificate of occupancies will not be issued until the street and/or pedestrian lighting plans are approved, constructed, and initially accepted.

Response: Added.

4D. 20-ft lot corner radius dedication is required at the intersection of collector roadways. 25-ft lot corner radius for the intersection of collector and arterial roadways.

Response: 20' radius dedication provided.

4E. Coordinate the Piccadilly improvements with the proposed interchange configuration and plans. If the ramps are being updated by a different plan set, please label as such.

Response: This has been coordinated. We are showing line work as future improvement. Ramps will be design by other.

4F. Revise leader.

Response: Done.

4G. Update ramps to current standards (directional) per the pre-app notes.

Response: Done.

4H. Streetlights are required for Smith, Sicily, and 19th. Please identify on the site plan and add the note:

Proposed streetlight locations are conceptual. Final locations will be determined with photometric analysis submitted with the street lighting plans in the civil plan submittal.

Response: Street lights have been added.

4I. Dedicate a new sidewalk easement 0.5' outside of the proposed sidewalk wherever the existing sidewalk easement doesn't cover the proposed sidewalk.

Response: Done.

4J. Update the ramps to current standards per the pre-app notes.

Response:

4K. Clarify which leader is correct. Please add the width of the sidewalk to the labels as well.

Response: Added.

4L. On all grading sheets add slope labels showing:

- Max 3:1 slope, max 4:1 in ROW.

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- Max 4% cross slope in fire lane easements.
- Minimum 2% slope in landscaped/unpaved areas

Response: Note added.

4M. Label the access slopes, typical. Max 4% when sloping down to public ROW.

Response: Slope labels added at access points.

4N. Add slope labels or a note indicating that the slope in ADA parking spaces shall not exceed 2% in any direction, typical.

Response: Note added.

4O. Ensure all trees are a minimum of 10' from storm sewer, typical all landscape sheets.

Response: Trees have been reviewed and adjusted to conform to this requirement.

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

5A. Address all redlined site plan comments.

Response: Done.

5B. Call out full-movement access.

Response: Done.

5C. Move sight triangle up to stop location.

Response: Fixed.

5D. Provide direction ramps. Apex ramp will not be acceptable.

Response: Directional ramps provided.

5E. 300' throat depth is required to first intersection off of access to arterials.

Response: It's our understanding after talking with the traffic engineer that this requirement is not applicable to this type of development.

5F. Can this curb line be extended to clean up the adjacent intersection?

Response: Fixed.

5G. Provide fully directions; E-W crossing ramp.

Response: Directional ramps provided.

5H. Shift access to the south to provide full alignment with adjacent access to the east. (6' maximum offset is allowed)

Response: The point of curvature of both accesses are aligned. Moving the access further south will require replacing the existing inlet and pipe in Sicily.

5I. Access along Piccadilly will not be permitted. Piccadilly will be realigned in the future and access will not be possible.

Response: This has been coordinated with the City and will be allowed.

5J. Coordinate this project with Brad Richardson in regards to the Piccadilly/19th realignment. (Transportation Project Delivery - City of Aurora). brichard@auroragov.org.

Response: Coordinated.

5K. Extend curb line to provide more succinct intersections.

5L. **Response: Fixed.**

5M. Clustered street trees will not be permitted within sight triangles. Revising spacing to 40' where applicable.

Response: Street trees have been adjusted.

5N. Revise tree spacing within sight triangles.

Response: Adjusted as requested.

6. Fire / Life Safety (William Polk/ 303-739-7371 / wpolk@auroragov.org / Comments in blue)

6A. Address all redline site plan comments.

Response: Complied.

6B. Will this site be phased? If so, provide a phasing plan. A phasing plan must be provided with the Planning Departments site plan and Public Works Departments civil plan submittal. 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.

Response: Phasing plan provided.

6C. Will this site be gated? If area of this site is gated, then 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

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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. If gated, provide sections for the automatic and manual gates.

Response: No.

- 6D. This fire hydrant does not meet the COA distance standard. Fire hydrants shall be placed between 3'6" and 8'0" from the edge of the fire lane easement or public way. Please relocate these fire hydrants to be within the required distance. Another solution would be to extend a fire lane easement through this area. See blue example. TYP

Response: Fire hydrants have been relocated.

- 6E. Please provide a curb stop on all stalls that have signage/post directly adjacent to the vertical curb. TYP

Response: Curb stops provided for ADA stalls.

- 6F. Rotate the fire hydrants to face the adjacent road/fire lane easement. TYP

Response: Done.

- 6G. Please revise the fire lane sign locations to meet the following requirements:

Response: Done.

- 6H. 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.

Response: Updated.

- 6I. 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.

Response: Noted.

- 6J. 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.

Response: Sign angle updated.

- 6K. Fire lane signs should be installed 2' behind curb or sidewalk.

Response: Done.

- 6L. 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.

Response: Noted.

- 6M. 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. Fire hydrant spacing is based on the travel path of a fire apparatus. See examples.

Response: Noted.

- 6N. Show the location of all existing and proposed water mains and fire hydrants within or abutting this site. The location and bearing of existing fire hydrants located (within 400') outside the plan area shall utilize a fire hydrant symbol with an arrow identifying the distance from the symbol to the existing fire hydrant.

Response: These are shown.

- 6O. Fire hydrants shall be placed on average 500'; on each side of the street and be arranged on an alternating basis. Please reconfigure all fire hydrants to an average spacing of 500', the exception to this are the fire hydrants that serve FDCs which require a fire hydrant be located within 100' of FDC.

Response: Noted.

- 6P. Relabel all fire service lines. Example for fire service line label: 6" Fire Line DIP (Private). TYP

Response: Done.

- 6Q. Start the relocation from this location. Place the first fire hydrant at this location.

Response: Fire hydrants relocated.

- 6R. Since these fire hydrants are in close proximity, the proposed fire hydrant will need to be relocated.

Response: Fixed.

- 6S. Fire hydrants shall be facing the adjacent fire lane easement. TYP

Response: Fixed.

- 6T. Elevations must show the location of the fire department connections, Knox boxes and fire riser room. Please identify all Knox boxes and the fire riser rooms.

Response: Shown as requested.

- 6U. Show the accessible route to the accessible parking by heavy dashed line. Verify minimum 1 foot-candle of illumination

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along its entire length.

Response: Accessible route is shown.

- 6V. 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".

Response: Note added.

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

- 7A. Storm Drainage Development Fees due 54.83 acres x \$1,242.00 per acre = \$68,098.86
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. (Diana Porter)
Response: Noted.
- 7B. Label size of all utilities per approved MUS
Response: Existing utility sizes labeled.
- 7C. Label all easements based on what utility they cover (i.e. water easement, sanitary easement).
Response: Easements labeled.
- 7D. Please send sanitary loadings proposed with this development to ensure adequate capacity in Prologis
Response: We're working with our plumbing engineer to come up with the anticipated loading and will provide separately.
- 7E. License agreement required for private storm crossing public easement
Response: Noted.
- 7F. Only 16 ft wide easement required when covering one utility. 26 ft easement required for covering water and sanitary. Please label Water Easement.
Response: Easement width revised.
- 7G. Please label existing stub and whether stub should be connected to or removed.
Response:
- 7H. Sanitary services are private and do not require easement.
Response: Noted.
- 7I. Sanitary is public and will need to be covered by Sanitary Easement.
Response: Sanitary easement provided.
- 7J. Be aware any hydrant laterals exceeding 100 LF will require pressure loss calculations on the civil plans.
Response: Noted.
- 7K. Relocate light outside of utility easement.
Response: Light relocated.

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

- 8A. Approved, no comments.
Response: Understood.

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

- 9A. Address all redline site plan and plat comments.
Response: Done.
- 9B. Use metes & bounds legal description from proposed subdivision plat per city requirements.
Response: It has been added on Cover Sheet.
- 9C. Review line types for setbacks, proposed easements and existing easements. Revise and add line types as needed.
Response: This has been updated.
- 9D. To be dedicated by separate document if plat is not recorded prior to final approval of the site plan. (typical per sheet).
Response: Noted.

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- 9E. Include all proposed easements (10' Utility Easement around the perimeter of the lot).
Response: It has been added to Plat.
- 9F. Any easements that are no longer needed can be vacated by separate document. Start the process by contacting Andy Niquette at dedicationproperty@auroragov.org
Response: Noted.
- 9G. Review line types for setbacks, proposed easements and existing easements. Revise and add line types as needed.
Response: Lines types have been revised.
- 9H. Any easements that are no longer needed can be vacated by separate document. Start the process by contacting Andy Niquette at dedicationproperty@auroragov.org.
Response: Noted.

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

- 10A. Public Service Company of Colorado's (PSCo) Right of Way and Permits Referral Desk has reviewed the plat and site plan for **Prologis Park 70 Building 16-19**. For these *commercial/industrial* lots, and to ensure that adequate utility easements are available within this development and per state statute §31-23-214 (3), PSCo requests 10-foot-wide utility easements granted around the perimeter of each lot.

PSCo requests that the following language or plat note is placed on the preliminary and final plats for the subdivision:

Permanent structures, improvements, objects, buildings, wells, water meters and other objects that may interfere with the utility facilities or use thereof (Interfering Objects) shall not be permitted within said utility easements and the utility providers, as grantees, may remove any Interfering Objects at no cost to such grantees, including, without limitation, vegetation. Public Service Company of Colorado (PSCo) and its successors reserve the right to require additional easements and to require the property owner to grant PSCo an easement on its standard form.

Public Service Company also requests that all utility easements are depicted graphically on the preliminary and final plats. While these easements may accommodate certain utilities to be installed in the subdivision, some additional easements may be required as planning and building progresses.

In addition, 31-23-214 (3), C.R.S., requires the subdivider, at the time of subdivision platting, to provide for major utility facilities such as electric substation sites, gas or electric transmission line easements and gas regulator/meter station sites as deemed necessary by PSCo. While this provision will not be required on every plat, when necessary, PSCo will work with the subdivider to identify appropriate locations. This statute also requires the subdivider to submit a letter of agreement to the municipal/county commission that adequate provision of electrical and/or gas service has been provided to the subdivisions.

Please be aware PSCo owns and operates existing electric distribution facilities including switching cabinets within the proposed project area. The property owner/developer/contractor must complete the application process for any new natural gas or electric service, or modification to existing facilities via xcelenergy.com/InstallAndConnect. It is then the responsibility of the developer to contact the Designer assigned to the project for approval of design details.

Additional easements *will* need to be acquired by separate document (i.e. transformers) – be sure to ask the Designer to contact a Right-of-Way & Permits Agent.

As a safety precaution, PSCo would like to remind the developer to call the Utility Notification Center by dialing 811 for utility locates prior to construction.

Response: Understood.

11. Adams County Planning Department (720-523-6859/ developmentsubmittals@adcogov.org)

- 11A. Thank you for including Adams County in the review for Project Number: 1607788; Prologis Park 70 Buildings 16-19 - Site Plan and Plat. We have no comment on the subject referral
Response: Understood.

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12. Mile High Flood District (Mark Schutte / 303-455-6277 / submittals@udfcd.org)

12A. MHFD staff have no comments to offer on the referenced project as the proposed project would not directly impact a major drainageway and does not include any proposed storm drainage features that would be considered for maintenance eligibility.

Response: Understood.



ALDRIDGE TRANSPORTATION CONSULTANTS, LLC

Advanced Transportation Planning and Traffic Engineering

John M.W. Aldridge, P.E.
Colorado Licensed Professional Engineer

1082 Chimney Rock Road
Highlands Ranch, CO 80126
303-703-9112
john@atceng.com

June 22, 2022

Ted Swan
Were Malcomb
900 S. Broadway, #320
Denver, CO 80209

RE: Response to Comments
SEC Smith Road and Picadilly Road., Aurora, CO

Dear Mr. Swan:

The following responds to comments provided by Kyle Morris of BHI on March 16, 2022.

- 1) Access to Picadilly will remain until it is realigned. The trips have been redistributed in the 20-year scenario that includes the realignment of Picadilly.
- 2) The I-70/Picadilly Feasibility Study takes precedent.
- 3) The accesses are secondary driveways with no measurable impact.
- 4) Scenarios are renamed. Scenarios are 5-year and 20-year and match the years in the I-70 Picadilly Feasibility Study.
- 5) Discussion re SHAC auxiliary lane criteria is provided.
- 6) The 20-year horizon study year matches the I-70 Picadilly Feasibility Study.
- 7) The overall LOS is provided for the signalized intersections and the critical movement LOS is provided for the unsignalized intersections.
- 8) A discussion on the 95thile queue lengths is provided.
- 9) Synchro timing sheets are provided in the appendix.
- 10) Comments in throughout study are no different than itemized above.

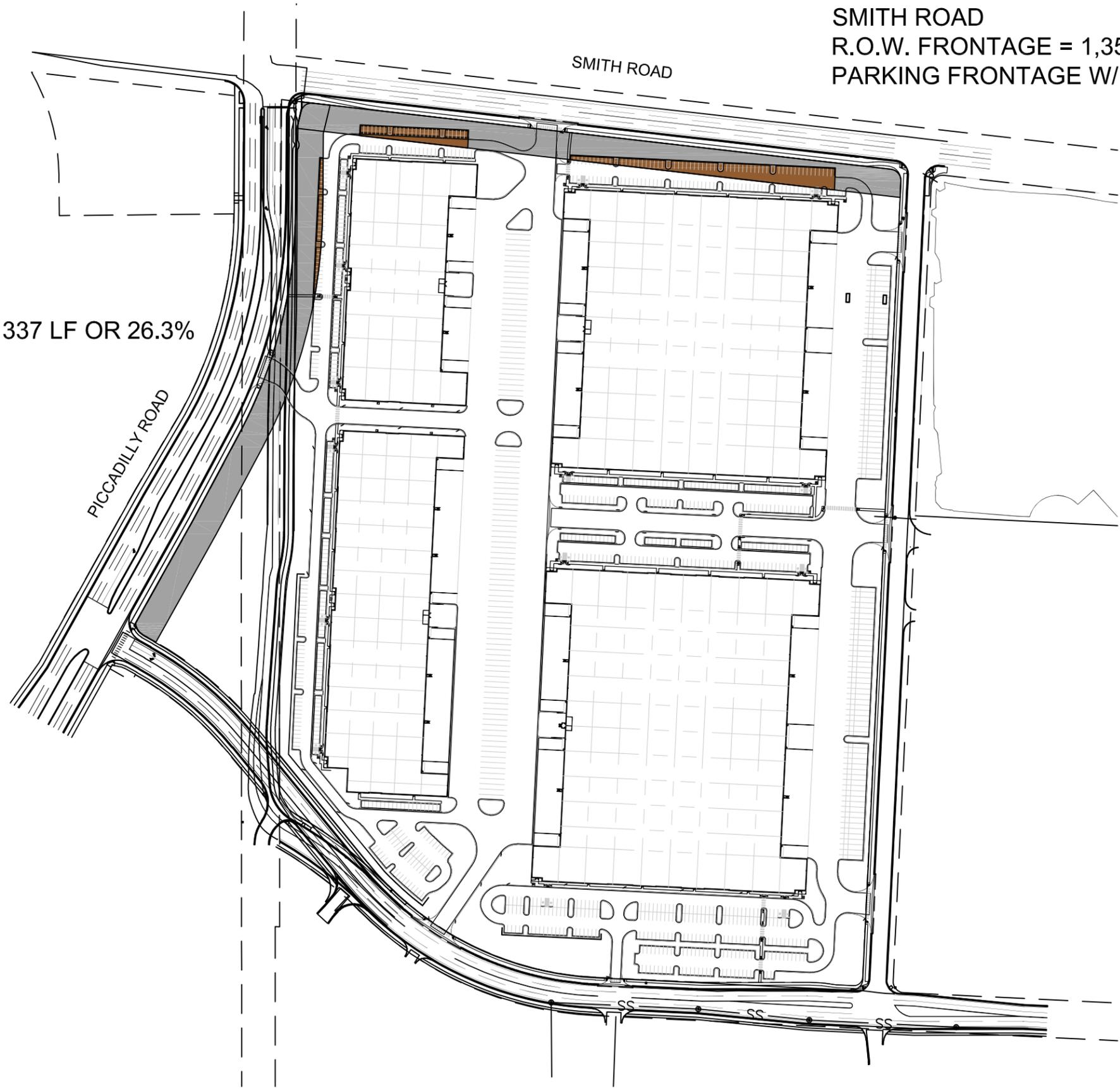
ATC appreciates the opportunity to be of service. Please call if you have any questions. We can be reached at 303-703-9112.



Respectfully submitted,
Aldridge Transportation Consultants, LLC

John M.W. Aldridge, P.E.
Principal

SMITH ROAD
R.O.W. FRONTAGE = 1,357 LF
PARKING FRONTAGE W/IN 60' = 783 LF OR 57.7%



PICCADILLY ROAD
R.O.W. FRONTAGE = 1,282 LF
PARKING FRONTAGE W/IN 60' = 337 LF OR 26.3%



Right-of-way Frontage Exhibit

PARK 70 BLDGS 16-19
AURORA, CO

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DEN21-0126-00
06.21.22

SHEET
1



VIEW LOOKING SOUTH ALONG E. 19TH AVE



VIEW LOOKING SOUTH ALONG SMITH ROAD