

March 29, 2021

City of Aurora
Ms. Cesarina Dancy
15151 E. Alameda Pkwy
Aurora, CO 80012

Re: **Initial Submission Review** –
Application Number:
Case Numbers:

Flats on the A at Gateway Park (#1492978)
DA-1174-77
1981-2065-02; 2021-4003-00; 2021-3003-00

Dear Ms. Dancy:

Thank you for taking the time to review our plans for the Flats on the A Site Plan 01. We received comments and valuable feedback on March 9, 2021. Adjustments have been made to reflect some of the key points made. We have reviewed the comments provided and have responded in the following pages.

If you have any other comments, questions and/or special requests for additional information please feel free to reach out by phone at 303-892-1166 or by email, scrowder@norris-design.com.

We look forward to working with you to make this project a success with the City of Aurora.

Sincerely,
Norris Design



Samantha Crowder
Senior Associate

Initial Submittal Review

Key Issues:

- Enhance building entrances, provide 20% useable open space, and justify the excess parking (Planning).
- Provide improvements to and along 40th Avenue (Engineering).
- Show the locations of the FDC, Knox Boxes, Riser Rooms and gates (Life/Safety).
- Show sight triangles and review height of landscape material (Traffic)
- The legal description does not match the illustration (Real Property)
- Start the License Agreement (Real Property)
- Review locations of existing and proposed utilities for conflicts (Water)
- Provide a .dwg file (Addressing)

PLANNING DEPARTMENT COMMENTS

1. Community Questions, Comments, and Concerns

1A. Referrals were sent to 7 adjacent property owners, two community associations, 9 outside agencies and 3 neighborhood associations. No comments were received from any adjacent property owners or neighborhood associations. Three responses were received from outside agencies and will be included in or attached to this letter. Please provide responses to each specific comment and questions within the response letter for your next submission.

Response: Comment noted. Thank you.

2. Zoning and Land Use Comments

2A. Transportation Urban Design zone district is characterized by compact, mixed-use development with flexible block sizes and pedestrian oriented activities adjacent to public spaces. The proposed gated and fenced development does not support this design concept.

Response: Pedestrian connections are provided to residents within the community through walking paths and plazas throughout which encourage circulation and areas of pause to socialize or rest. Additionally, sidewalks are provided outside of the community along the planned street frontages providing continued connections from the community to nearby amenities such as retail stores and the RTD station. Control accessed gates are provided along the perimeter of the community for quick and convenient access.

2B. The proposed adjustment exceeds the code requirement by 435%. The building facades are attractive and the materials varied, however, there are no primary building entrances, and those provided are very indistinct. The plans need to address the architecture components and enhance the building entrances by adding a plaza or courtyard around each for support of the adjustment.

Response: Building entrances have been revised to reflect a two-story glass feature along with ground level plaza spaces and enhanced landscaping. These features help to pronounce the front entrances as well as encourage interaction between the buildings and the street.

2C. Section 146-3.3.2.H.7 requires a minimum of 20% of the site to be usable outdoor space. A significant portion of the outdoor space shall be consolidated in a centralized portion of the development. Please reference this code section and provide a summary of how this requirement is being met.

Response: A minimum of 20% usable open space has been provided and identified on the landscape plans.

2D. Has the proposed plan been submitted to the Gateway Park Design Review Committee (GPDRC)? Final approval is subject to approval by the GPDRC.

Response: Plans were submitted to the GPDRC with the original submittal to the City. Feedback has been provided and the coordination between the Applicant and the DRC is currently in progress. An official memo of approval from the DRC will be provided prior to City approval.

2E. Reference the Gateway Park IV East 40th Avenue Phase 1 Streetscape Site Plan for setbacks and required landscape buffers.

Response: Improvements have been provided per the Phase I Streetscape Site Plan.

2F. Provide an exhibit to demonstrate the existing and proposed zoning. Enhance the discussion of the rezoning in the Letter of Introduction.

Response: Additional discussion related to the rezoning request has been added to the letter of introduction. A zoning map was provided with the initial application and is included in this resubmission for reference.

2G. Revise the Letter of Introduction to address the redlines.

Response: The letter of introduction has been revised per redlines and direction from staff.

3. Completeness and Clarity of the Application

Site Plan

3A. The Site Data Table should include the following:

- The area of both lots.
- Coverage of landscape and hardscape, including percent of coverage.
- Differentiated building coverage vs. gross floor area.
- Quantity of bike parking
- Breakdown of different types of parking (garage, carport, open, tandem, accessible, etc.).

Response: The Site Data Tables has been updated as requested.

3B. Revise the Vicinity Map to include both proposed lots, Pena Blvd., the Light Rail Station and label each.

Response: The Vicinity Map has been updated as requested.

3C. Turn off the AutoCAD SHX text.

Response: The modifications has been made as requested.

3D. Replace Arial Narrow font. It is not recognized by our program.

Response: This modification has been made as requested.

3E. Make the building footprints and labels more prominent. Add building gross floor area to each.

Response: This information has been added to the Site Plan sheets as requested.

3F. Add labels to site features, especially around clubhouse and pool. It is unclear what all the linework means.

Response: Additional information has been added as requested.

3G. Show all proposed retaining walls, fences, masonry walls, gates, etc. on the site plan sheets and provide details for each.

Response: These features have been labelled and details have been added as needed.

3H. Enhance the footprint of the carports. It is very difficult to see the entire outline and the dashed line is very similar to the easement lines.

Response: The carport blocks have been updated as requested.

3I. On the Photometrics Plan, add a description for each light type and symbols to the Site Light Fixture Schedule. Add a description of the light types to details/cut sheets of each light fixture.

Response: Descriptions have been included.

3J. Add detail(s) for pole lights and label the maximum height for each. Identify the different light types proposed in the Landscape Notes.

Response: Proposed lighting descriptions have been added to the landscape notes.

3K. Some fixtures are located in the center of sidewalks. Please relocate or provide more information.
Plat

Response: Fixtures have been relocated to avoid conflicts.

3L. Add the reception number for the 40th Avenue right-of-way.

Response: This number has been added as requested.

3M. What is the status of the temporary construction easement and will it be released?

Response: This easement has been released. The applicant will have this removed from the title commitment and it will no longer be shown within project documents.

3N. See the redlines to reference all comments, edits and notations.

Response: All redlines have been addressed accordingly.

4. Parking Issues

4A. The parking requirement for multi-family residential in the MU-TOD district is .85 spaces per unit. Please revise the required parking requirement in the site data table.

Response: Parking requirements within the TOD zone district recommend parking at a rate of 0.85 spaces per unit. Due to the transitional nature of this development and its location within the fringe of the station area, additional parking is provided in excess of that recommendation. Although the station is within walking distance of the community, many residences still rely on personal vehicles to commute to-and-from their jobs as well as weekend activities where multi-modal transportation may not currently serve. In addition, on-street parking nearby the community is limited as it is bordered by roadways prohibiting on-street parking and a warehousing development on the majority of its perimeter.

Flats on the A provides as mixture of unit types tailored to a variety of lifestyles and to best meet the needs of the residents. Parking is provided based on number of bedrooms within the community versus the number of units. The following assumptions for parking include:

- 1 space / Studio & 1 Bedroom Units
- 2 spaces / 2 Bedroom & 3 Bedroom Units

A total of 527 spaces are provided on site for both residents and guests, averaging to approximately 1.41 spaces per unit and 1.01 spaces per bedroom.

In other similar developments completed by the Applicant nearby, parking has been noted as an issue by residents and managing staff. For example, Station A is a similar multi-family community located approximately $\frac{3}{4}$ mile from the Flats on the A community and is located three blocks west of Pena and 2 blocks north of 40th Avenue. This community was development 1 $\frac{1}{2}$ years ago and includes 400 units with a similar mix of unit types. Station A provided approximately 1.65 spaces per unit and 1.23 spaces per bedroom.

4B. The provided parking of 578 spaces is 182% of the requirement. Please provide a justification for the additional spaces, which are not consistent with TOD development.

Response: Justification has been provided within the Letter of Introduction.

4C. Section 146-4.6.5.D.4 Tandem Parking states, "In Subareas B and C, all required parking spaces shall be individually accessible except for guest parking in private driveways leading to single-family detached, single-family attached, and two-family dwellings. Unless otherwise stated, tandem parking for the purpose of meeting minimum parking requirements is prohibited." Please explain the purpose of the tandem spaces, why they are deemed necessary and how they will be managed.

Response: No tandem parking spaces are included within the parking calculations for the project on the cover sheet off the Site Plan. Additional drive space outside of the tuck-under garages is provided to meet setbacks required by fire code for buildings taller than 30' in height. This additional drive space will be available as additional private parking for residents who lease the associated tuck-under garage space, but are not counted toward City required parking.

4D. Label exterior bike racks and outline interior bike storage. Code requires 1 bike space per 10 dwelling units with two points of contact. How is the requirement being met?

Response: Bike racks have been labelled on the site plan and landscape plan sheets.

5. Architectural and Urban Design Issues

5A. Building orientation and entrances should be to a street, plaza or courtyard (Section 146-4.8.4.B). The building entries are internal to the site and indistinct. Please revise the plans to enhance the building entrances by adding a plaza or courtyard around each. Consider adding shelter such as an awning or canopy as well.

Response: Building entrances have been revised to reflect a two-story glass feature along with ground level plaza spaces and enhanced landscaping. These features help to pronounce the front entrances as well as encourage interaction between the buildings and the street.

5B. Carports shall have exterior materials and colors similar in appearance to the principal building (Section 146-4.2.3.F.3). Revise the carport materials to be consistent with the primary building materials.

Response: Carports have been noted so that they will be painted to match the primary metal entries at all the buildings and the clubhouse.

5C. Where and how will trash be collected and picked up? Are their service doors that are separate from the garage doors?

Response: Trash is located within the buildings with man doors to access the bins.

5D. Submit black and white elevations that include material labels that relate to the Material Key. The colored elevations should be uploaded separately.

Response: Colored elevations have been submitted separately, as requested.

5E. Increase the size of labels and dimensions on the elevations. The font must be readable when printed at 11" x 17".

Response: The labels and dimensions have been increased for better readability.

5F. Clarify the architectural treatments used to meet the requirements for multifamily developments shown in Table 4.8-3, such as the use of at least two of the horizontal articulation methods at an interval of 50 feet or less on each street facing building façade.

Response: In order to meet the horizontal articulation requirements, the buildings use a mix of:
a. change in material texture, patterning or color: Variation of Brick and stucco articulations
b. Horizontal offset or projection: Recessed patios extending all 4 floors, steps in the building façade
d. Change in roof height or form: Variation in parapet heights to create a layering of building elements

6. Landscaping Issues

6A. Fence, wall and retaining wall locations are not clear. Please make sure the linework is visible and the site plans and landscape plans are consistent and add labels. Add details for each.

Response: Linework and labels have been clarified. Details have been added.

6B. The maximum continuous fence/wall plane shall extend no more than 700 feet without including an offset in fence alignment and/or a change in material, fence, and/or wall type. The wall along the eastern boundary exceeds 700 feet.

Response: The wall has been modified to provide articulation in order to break up the visual mass.

6C. Landscape is required in all parking lot islands. If there is a sidewalk through an island, the island should be expanded to accommodate the required landscape.

Response: Landscape islands have been updated to provide adequate room for both the sidewalk and landscaping to fit within the area provided. Please see the updated site plan and landscape architect plans.

6D. Label the structure in the dog park and provide a detail.

Response: The trellis structure has been labeled and detailed.

6E. Review landscape material within sight triangles. The maximum height for plants is 26”.

Response: Heights in sight triangles have been verified.

6F. Add the complete legend to Sheet 18. Include the retaining wall and each fence type.

Response: A complete legend has been added.

6G. Differentiate the shrubs and grasses in the curbside landscape. There is a maximum of 40% grasses.

Response: Curbside landscape has been eliminated and replaced with sod per the Gateway Park development guide and DRC comments.

6H. Review parking island landscape plant material. There is a maximum of 30% grasses in a single island.

Response: No more than 30% grasses are provided in the landscape islands.

6I. List surface materials. Do not reference civil plans.

Response: Surface materials have been labeled.

6J. Confirm the landscape material is in compliance with the Gateway Park Design Standards.

Response: Revisions have been made to comply with Gateway Park Design Standards.

6K. Label site furniture on the landscape plans. It is very hard to see.

Response: Site furniture has been labeled.

6L. Buffer labels on the site plans are not consistent with the landscape plans. Please revise.

Response: Buffer labels have been clarified.

6M. Remove all contractor related notes and enlarge the “Not for Construction” on the sheets.

Response: Contractor related notes have been removed and “Not for Construction” has been enlarged.

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

7A. 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: Addressing shall be coordinated with Phil Turner with this submission.

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

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

Site Plan

8A. The Site Plan will not be approved by Public Works until the Preliminary Drainage Report is approved.

Response: Acknowledged, thanks.

8B. Add the notes provided on Sheet 2 of the redlines.

Response: These notes have been added as requested.

8C. Improvements need to be provided up to and along 40th Avenue.

Response: The plans have been updated to show the construction of public sidewalk along Salida and 40th, as well as a turn lane along 40th per the TIS.

8D. Label curb radii. The minimum is 20' on a collector road.

Response: Labels have been added as requested.

8E. Label and dimension the existing sidewalk.

Response: Dimensions added as requested.

8F. Identify pavement materials.

Response: This will be detailed within the civil construction documents with a formal paving plan. All site paving is to be standard gray concrete or asphalt. Concrete hatch has been added to all concrete areas. Any specialty paving will be shown on the landscape plan.

8G. Add a note indicating whether the storm sewer is public or private and by whom it will be maintained.

Response: All storm sewer located within the limits of the site will be private. A note has been added to the utility plans within the Site Plan to indicate this. This will also be formalized within the civil construction documents after Site Plan approval.

8H. Show the storm sewer on the grading plan.

Response: Storm sewer has been shown on the grading plan as requested.

8I. Label slopes. A 3:1 slope is the maximum permitted on-site.

Response: Relevant slope labels have been added. The maximum slope proposed within the site is limited to 4:1, which is shallower than the allowable 3:1.

8J. Show and label fire lane easements.

Response: The fire lane easements have been shown and labelled as requested.

8K. The minimum slope away from the building is 5% for 10' for landscape areas, and a minimum 2% for impervious surface.

Response: These requirements will be met. This will be further detailed with the detailed grading plans to be included within the civil construction documents to be provided at a later date.

8L. Label the retaining wall with railing (for wall heights greater than 30").

Response: Railing has been shown, where required by code, on the Site Plan sheets.

8M. Include a typical section for the retaining wall.

Response: A retaining wall detail has been added as requested.

9. Traffic Engineering (Brianna Medema / 303-739-7336 / bmedema@auroragov.org / Comments in amber)

Site Plan

9A. Add the note provided on redline Sheet 2.

Response: This note has been added as requested.

9B. Provide a traffic signal easement at Salida St. and 40th Avenue.

Response: No signal easement is needed; the signal already exists within the ROW in a pork chop on the northwest side of a dedicated right turn lane. The right-turn lane is located fully within the ROW.

9C. Show the proposed signage identified in the TIS at all accesses. Show stop, no left turn, one-way signs, etc.

Response: A signage plan has been added to the TIS as requested.

9D. Minimum access spacing criteria along arterials is 300'. Provide the distance between the two Salida St. access points and ensure minimum spacing is met.

Response: Justification for a variance from the spacing requirement mentioned above is included within the TIS for the right-out only access proposed along Salida.

9E. Add sight triangles per COA TE-13 Case 3. See the dimensions on the redlines.

Response: Sight triangles have been added in the locations where they apply per code, which does not include most of the internal intersections within the private limits of the site as indicated in the redlines. Sight triangles are only required at intersections with public streets, which in this case is limited to the proposed connections along Salida and the one proposed connection at the northeast corner of the northern light along 40th.

9F. Show access movements at all access points.

Response: This information is shown on the above mentioned signage plan.

9G. Show full internal intersection and existing site access on 40th Avenue. Residential driveway connection needs to connect at a right angle. Show turning templates, and existing/proposed signage.

Response: This access was previously accepted with the adjacent Building 22 & 23 Project. The south leg of the northeast internal access intersection is slightly offset to the west and this is due to constraints with the property line of the adjacent development to the east. The currently proposed alignment of the south leg of this internal intersection has been moved east and is located as far to the east as possible.

9H. Show the existing striping on 40th Avenue.

Response: This information has been shown on the Site Plan sheet as requested.

9I. Coordinate accessible route through the parking area with landscape island(s).

Response: This has been coordinated as requested.

9J. Provide directional ramps. Add detectable warnings where noted on the redlines.

Response: These are private ramps and are not required to meet Aurora requirements within the private development. Providing the types of ramps proposed creates a more pleasurable pedestrian experience by moving the sidewalk further away from transformers and the building where the building will be elevated above the sidewalk. The ramp types proposed will meet Fair Housing/ADA grading requirements and details specific to these ramps will be provided with the civil construction documents at a later date.

9K. Edge to edge ramp alignment is required. A single wide ramp near the accessible parking would be acceptable.
Response: The ramp has been modified as requested.

9L. Move accessible parking spaces to be as close to the building entrances as possible.
Response: This space needs to remain in the proposed location. The location suggested does not have corridor access to the building without walking behind garages. Also, the space as located is under a carport, which is required since the carport is a different parking type which needs to contain accessible spaces. The space is also located in its current location so that the passenger side door of the space has direct access to the accessible route in the landscape island that leads directly to the closest accessible unit within Building 1.

Traffic Impact Study

9M. Provide additional discussion on why the site trip distribution changes at the south and west extents. Is this because of the Telluride St. connection? Adjacent developments? Both? NEATS Data?

Response: The trip distribution to the south was previously increased to account for the proposed connection of 37th Avenue to Airport Boulevard. As this connection has not been approved, a second scenario in the revised study has been prepared in the 2040 condition without the increased trip distribution to south which does not include the proposed 37th Avenue connection to the Airport Boulevard.

9N. Provide site circulation plan in the appendix.

Response: A site circulation plan has been provided in the revised traffic study.

9O. Provide recommendations for stop control at internal intersections.

Response: A signage plan has been added to the TIS as requested.

9P. State the roadway classifications within the Existing Roadway Network section.

Response: Roadway classifications have been provided the revised study and include a collector roadway for Salida Street and a minor arterial for 40th Avenue based on the NEATS Refresh. It should be noted that the Enhanced 2040 model alternative classifies 40th Avenue as a major arterial in the NEATS Refresh..

9Q. Access spacing along arterials is a minimum of 300 feet. It appears that the right-out access, as proposed, is too close to the full movement access on Salida.

Response: Salida Street is classified as a collector roadway in the NEATS Refresh. According to the City of Aurora Roadway Design and Construction Specifications, access points shall be no closer than 150 feet to collector intersections. The north access along Salida Street is proposed to be located approximately 170 feet north of the existing RTD Station North Access/South Project Access, and the project is proposing to restrict this access to right-out movements only to reduce conflict points at this intersection. This access is critical for the circulation of the leasing office area of the multifamily complex. It is respectfully requested that the City of Aurora allow this right-out only access at the currently proposed location.

9R. Include interior intersection control and site plan.

Response: A signage plan has been added to the TIS as requested.

9S. Provide discussion and recommendations for functional intersection connecting to existing 40th Access (previously proposed offset and alignment is not acceptable).

Response: This access was previously accepted with the adjacent Building 22 & 23 Project. The south leg of the northeast internal access intersection is slightly offset to the west and this is due to constraints with the property line of the adjacent development to the east. The currently proposed alignment of the south leg of this internal intersection has been moved east and is located as far to the east as possible.

9T. See comments throughout the report.

Response: Thank you for review of the Flats on the A at Gateway Park traffic study. Please see individual responses throughout the redlined traffic study comment response document.

11. Aurora Water (Nina Khanzadeh / nkhanzad@auroragov.org / Comments in red)

Site Plan

11A. Note that Civil Plans will need to include Aurora Water (AW) standard notes listed in AW Specifications Section 5. Also, include standard Aurora Utility Notes.

Response: Acknowledged, thanks.

11B. Show the existing 8" DIP water line at 40th Avenue. There may be a conflict between the existing water line and the proposed storm drain.

Response: The water line has been labelled and the storm sewer mains have been updated with drainage report revisions, therefore there are no conflicts with the water main in 40th.

11C. Drainage easements are required for storm water system. Please show total extents of drainage easement on site.

Response: The storm sewer system within the site is private, therefore no easement should be required per the Aurora Stormwater Manual, Section 3.5, where it states that, "...Easements are required for all public storm sewers."

11D. Note that adequate clearance must be met between proposed storm sewer and existing sanitary sewer. Reference AW standards. Reference Section 11.08 of the AW Standards for storm sewer crossings.

Response: The appropriate utility spaces have been checked and provided.

11E. A manhole may be required if the diameter of the service line is equal to or greater than 75% of the existing main.

Response: Acknowledged, thanks. The manhole indicated is existing and we're just connecting our site service main (a public main) to this existing manhole based on survey dips of the manhole.

11F. Water meters are a COA asset that must be located in a landscaped area and pocket utility easement.

Response: Acknowledged, thanks.

11G. Review storm drain locations. If they are encroaching into utility easements a license agreement will be required.

Response: Storm sewer mains/inlets have been removed from the utility easements where feasible. License agreements will be processed with the civil construction documents for the remainder.

11H. Label all sanitary service, storm drain, and waterline past the meter as private.

Response: Labels added as requested.

11I. Confirm the location of the stub on Salida Street.

Response: Confirmed by survey, test holes are being obtained to confirm the exact horizontal and vertical location at the connection point and will be provided with the civil construction documents.

11J. Maintain adequate clearance between wet utilities.

Response: Clearances checked and provided.

11K. A fire hydrant easement needs to be 10' wide by 5' past the hydrant.

Response: Hydrant easements have been added.

11L. Clarify if the property to the north is a privately owned parcel.

Response: This has been indicated on the Site Plan sheet.

11M. Show the storm drain on the grading plans.

Response: This information has been added to the grading plans as requested.

12. Revenue / TAPS (303-739-7395)

12A. Storm Drainage Development fees due: 17.62 acres x \$1,242.00 = \$88,952.04

Response: Storm Drainage Development fees will be paid prior to recordation.

13. PROS (Curtis Bish / 303-739-7131 / cbish@auroragov.org / Comments in mauve)

13A. PROS comments are forthcoming by separate cover.

Response: Noted. Thank you.

Parks, Recreation and Open Space

Michelle Teller/ mteller@auroragov.org/ 303-739-7437

Key Comments:

- Your project is currently recognized as a Transit Oriented Development by PROS as it is within close proximity to the light rail station and the proposal includes a mix of uses with future commercial fronting on 40th. Therefore, you will get the TOD incentives for population calculations and the assigned cost per acre as it relates to PROS requirements.
Response: Noted. Thank you.

- The existing Gateway development plans did not anticipate residential within this site; therefore, park land dedication requirements apply.
Response: Noted. Thank you.

TOD Designation

Projects which are within close proximity to light rail stations and propose higher density uses and/or a mix of uses are eligible for the TOD incentives for park land dedication requirements. In order to qualify for this, the following need to be incorporated:

- Please identify clear pedestrian connections out to 40th to access the light rail station
- Clear pedestrian connections between the future commercial site need to be identified.
- Please label the future site adjacent to 40th as 'future commercial and retail' as identified in the letter of introduction.

Response: Pedestrian connections have been identified.

Population Impact

For homes within transit-oriented developments, population calculations for the project are based on an average household size multiplier of 2.02 persons per unit, resulting in an overall projected population of 756 persons residing in 374 units.

Response: Noted. Thank you.

Land Dedication

To ensure that adequate park land and open space areas are available to meet the needs of the population introduced into the city by the new dwelling units, Section 147-48(b) of City Code specifies that land shall either be dedicated on-site within the project's limits or a cash payment in-lieu of land dedication shall be paid. The required dedication acreage is computed by applying the following standards to the projected population for the project:

- 3.0 acres for neighborhood park purposes per 1,000 persons
- 1.1 acres for community park purposes per 1,000 persons

Response: Noted. Thank you.

The resulting acreage required is as follows:

374 TOD Multifamily Units

Neighborhood Park Land	2.27 acres
Community Park Land	0.83 acres
Total Land Dedication	3.10 acres

Response: Noted. Thank you.

Cash-in-Lieu Payment –

Given the small overall acreage of park land impact generated by the population increase and the fact that the subject development is not conducive to on-site dedication due to minimum park size criteria, the land dedication shall be satisfied by a cash-in-lieu payment prior to subdivision plat/replat. The amount of the payment is computed by multiplying the dedication acreage by the estimated market value for the land.

Response: Comment noted. Thank you.

Being a TOD development, this project is able to take advantage of a less-than-market-rate value which the city offers to reduce the cost of PROS' requirements for infill. The current per-acre value of \$60,200 multiplied by the dedication acreage results in the following potential cash-in-lieu payments:

374 Units

\$186,620

Response: Comment noted. Dedication fees will be paid prior to recordation.

Park Development Fees

In accordance with Section 146-306 of City Code, Park Development Fees shall be collected by the city to cover the cost of constructing new park facilities to serve the needs of the projected population. These fees apply to the project because park facilities are not proposed to be provided on-site. Fees are based on the park land dedication acreages and an annual cost per acre for construction of park facilities. The fees, which are computed and collected on a per-unit basis, shall be paid at time of building permit issuance. The current per-unit fee of \$1,476.44 would apply if permits for construction of the residential units are pulled in 2021.

Response: Comment noted. Park Development fees will be paid at time of building permit.

PROS Requirements Caveat

The monetary calculations presented herein are estimates based on park construction costs and a per-acre value for infill development at this point in time (current year 2021). The timing for implementation of the project may affect the ultimate amount of fees collected and other payments imposed to satisfy park-related obligations. Furthermore, if aspects of your project change, such as the number of dwelling units proposed, the park land dedication requirements may also change.

Response: Comment noted. Thank you.

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

14A. The legal description does not match the illustration.

Response: The legal description has been updated.

14B. Provide the closure sheet and State Monument Record for the legal description.

Response: Closure sheets have been updated and provided again with this resubmittal.

14C. Revise the text and notes as shown on the redlines.

Response: Text and notes have been updated.

14D. describe the set pins on the boundary of the subdivision.

Response: Descriptions have been provided as requested.

14E. Add a 10' utility easement along the south and east site perimeters and label.

Response: The easements requested do not serve a purpose. For multifamily projects such as the one proposed we typically work with all the dry utility providers (Xcel, Lumen, Comcast, Zayo, etc., as applicable) to provide a joint trench throughout the property and not along the perimeters as these utilities will be integrated in to the site design. We respectfully request that this not be required for this project as it will be coordinated in much more detail during civil construction documents. Additionally, the easements requested would conflict with proposed improvements and just create a requirement for more license agreements than are necessary.

14F. Add the distance from the Point of Beginning to the connection point (see Sheet 5).

Response: This information has been updated as requested.

14G. Make sure easement labels match the name on the dedicating document.

Response: Easement labels have been updated as requested.

Site Plan

14H. Add notes on Sheet 2 as provided on the redlines.

Response: Notes have been added as requested.

14I. Easement names on the Site Plan should match the names on the plat.

Response: Easement names have been coordinated on both documents.

14J. Not all easements shown on the Site Plan are shown on the plat.

Response: All easements have been shown in the Site Plan and the Final Plat.

14K. Add the area in square feet to each lot.

Response: The area has been added as requested to the Site Plan and Final Plat.

14L. Add a 10' utility easement along the south and east lot perimeters and label.

Response: The easements requested do not serve a purpose. For multifamily projects such as the one proposed we typically work with all the dry utility providers (Xcel, Lumen, Comcast, Zayo, etc., as applicable) to provide a joint trench throughout the property and not along the perimeters as these utilities will be integrated in to the site design. We respectfully request that this not be required for this project as it will be coordinated in much more detail during civil construction documents. Additionally, the easements requested

would conflict with proposed improvements and just create a requirement for more license agreements than are necessary.

14M. A License Agreement is required for fences, walls, gates, and/or retaining walls that encroach into easements. Please contact Grace Gray (ggray@auroragov.org) to start that process. It can take 6-8 weeks to complete and the Site Plan cannot be recorded until it is complete.

Response: Acknowledged, these will be processed with the civil construction documents.

16. Adams County Development Services Engineering (Steve Krawczyk / SKrawczyk@adcogov.org)

16A. Community Development Engineering has no concerns with this case at this time; but, Community Development would like to receive a referral with future submittals to address the proposed drainage and traffic improvements required within the unincorporated portion of Adams County.

Response: Acknowledged, thanks.

16B. The traffic study should address the recommendations of Colorado Aerotropolis Study.

Response: This traffic study is consistent with the vision and recommendations of the Colorado Aerotropolis Study. Traffic volumes have been adjusted due to the proposed future connections of Picadilly Road with I-70. Although not identified in the Colorado Aerotropolis Study, the recently proposed extension of 38th Avenue to the east of E-470 has also been incorporated in this study.

17. RTD (303-299-2439 / Engineering@rtd-denver.com)

17A. It does not appear that any of the work will impact our operations so the RTD has no comment.

Response: Acknowledged, thanks.

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

18A. We appreciate the opportunity to review this proposal and have no comment, as this project does not include any major drainage features. We do not need to receive any future submittals on this project. Please feel free to contact me with any questions or concerns.

Response: Acknowledged, thanks.

19. City and County of Denver (720-865-2971 / Emily.collins@denvergov.org)

Please see the following comments provided for the above referral:

DOTI Wastewater:

- Confirm the storm extension in 40th will be owned, operated and owned by the City of Aurora.
Response: This proposed extension has been removed. If a storm sewer extension within 40th is needed it will connect to the existing storm sewer main within 40th that is already owned, operated and maintained by the City of Aurora.
- Provide a copy of IGA that will govern the utilities in 40th.
Response: A copy of the IGA is attached as requested.
- Sanitary will need to be provided by the COA
Response: Acknowledged, there is City of Aurora sanitary existing within Salida that the project is proposing to connect. This sanitary sewer has capacity to serve the proposed development.

Additional information/re-submittal is requested.

20. PSCO (303-571-3306 / donna.l.george@xcelenergy.com)



Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the documentation for **Salida Flats at Gateway Park**. Please be aware PSCo owns and operates existing underground electric distribution facilities along Salida Street and East 40th Avenue within the areas indicated in this proposed rezone and has no objection to this proposed rezone, contingent upon PSCo's ability to maintain all existing rights and this amendment should not hinder our ability for future expansion, including all present and any future accommodations for natural gas transmission and electric transmission related facilities.

Response: Acknowledged, thanks.

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 for new facilities.

Response: Acknowledged, this process will be initiated with the submittal of the construction documents for the project.

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: Acknowledged, thanks.

No resubmittals necessary.

Response: Acknowledged, thanks.

END OF COMMENTS.