



April 20, 2020

City of Aurora  
Planning & Development Services  
Attention: Stephen Rodriguez, Planning Supervisor  
15151 E. Alameda Parkway, Suite 5200  
Aurora, Colorado 80012  
Ph: 303.739.7186

## **Re: TransPort Colorado – FDP Amendment #1 (Tab #5) Response to 3<sup>rd</sup> Comments for 4<sup>th</sup> Submittal**

Dear Mr. Rodriguez,  
We have reviewed your 3<sup>rd</sup> round of comments for Transport Colorado FDP Amendment #1. Attached within are our responses to those comments.

### **SUMMARY OF KEY COMMENTS FROM ALL DEPARTMENTS**

- Staff is examining the proposed uses and zoning. An update will be provided in the next review.  
**Re: Acknowledged**
- See the comment redlines from Engineering, Traffic (contact directly), Aurora Water, Life Safety and Parks.  
**Re: Acknowledged**
- Please contact the Colorado Department of Transportation (CDOT) directly for any comments.  
**Re: Acknowledged**

### **PLANNING DEPARTMENT COMMENTS**

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

#### **1. Community Comments**

1A. No additional neighborhood or community comments were received.

**Re: Acknowledged**

#### **2. Completeness and Clarity of the Application**

2A. Staff has concerns regarding continuing coordination between the City, Adams County, Urban Drainage and Flood Control District, Colorado Department of Transportation, and TransPort. Master Plans and studies should be revised, completed and approved prior to conformance letters/plans being reviewed for sub-areas. Also, staff has received input from various entities with concerns regarding coordination for infrastructure requirements and needs. Additionally, there is the Rocky Mountain Rail Park (RMRP) project in Adams County and coordination between TransPort and needs to occur regarding infrastructure needs and requirements. To date, staff believes that this has not occurred.

**Re: In keeping with previous discussions with staff and MHFD, we have modified the MDR to provide for water quality and in some qualifying cases EURV storage outside drainage channels where we have been allowed to handle flood control. The flows identified by MHFD for the various flow regimes have been incorporated into CVL's studies and**



plans. CVL will convey the identified flows to Adams County in the historic release points. The very same drainage design parameters are being incorporated into the Sub Area 1 Masterplan MDR. Accordingly, as previously discussed, we wish to submit the ISP and PDR for review and comment so we can subsequently submit the SWMP for review and approval to achieve a grading permit as we discussed with the COA review team and ODA.

The RMRP approach to their project's trip generation calculations and resulting proposed infrastructure cost responsibility have made it clear that a meeting between TransPort and RMRP will not be successful in creating equity in obviously shared infrastructure costs and benefits, as the RMRP representatives have made it clear that they are unwilling to accept their fair share of costs for any of the infrastructure. It is imperative to the success of the TransPort project that the adjacent RMRP project contribute appropriately to transportation infrastructure on Colfax Avenue, Manila Road, and for the I-70 ramps, intersections and bridge improvements. We have requested and continue to ask that the City of Aurora and Adams County ensure that similar trip generation methodologies are incorporated for the TransPort Sub-Area 1 and RMRR to determine fairness in cost participation. The TransPort team is available and willing to meet with City of Aurora, Adams County and RMRR to arrive at an equitable cost sharing solution. We respectfully request that the TransPort project approvals are not delayed for any reason related to RMRP.

## **2B. Tab 3 – Context Map**

When examining the Context Map, the following should be provided:

- The names of existing and proposed developments surrounding your site, County included.

Re: Completed

- Zoning, distinguishing between what is in the City versus what is in the County. Some of this is shown, particularly along the west portion of the development. On the east side for example, City zoning is shown and it should show the County zoning. Please modify for accuracy.

Re: Completed

- Planned and existing streets. Some of these are shown, some are not. Please modify

Re: Completed

### 3. Zoning and Land Use Comments

3A. Proposed Use Tables – Staff has analyzed the proposed uses included in the FDP Amendment. The following is an analysis of each use and how staff will address any changes to the Use Table in the UDO.

**Re: Acknowledged – Revised table was removed from the Letter of Introduction and added within for record.**

*Add Permitted* means that staff will examine adding the use to the UDO Use Table. *Remains Not Permitted* means that the use remains Not Permitted in the zoning district. *Permitted* means that the use, now a Conditional Use, will be examined to be changed to a Permitted Use. *Remains Conditional Use* means that there will be no change in requiring a Conditional Use for the use. *Remains Temporary* means there will be no change in requiring a Temporary Use. *Remains Not Permitted as accessory* means that the use remains Not Permitted as accessory in the zoning district. Based on the aforementioned analysis, an update will be provided in the next review regarding the uses shown in the table provided and any progress toward addressing UDO amendments or changes.

3B. Staff will examine amending the Zoning Map to change PA's 4 and 31 to Airport District Zoning. An update will be provided in the next review regarding the zoning map amendment and progress.

**Re: Acknowledged**

3C. Monument Signage height and area. The proposed adjustments for sign height and area exceed city code allowances. Therefore, a Sign Program to be included as part of the FDP Amendment, will address the proposed height and area that both exceed City Code. Please label the tab as a sign program and include any additional graphics and dimensions for signage if needed.

**Re: Applicant reviewed comment with Staff Planner and revisions made accordingly.**

### 4. Public Art

4A. Continue coordination with Roberta Bloom, the Public Art Coordinator for review of your Public Art Plan.

Rbloom@auroragov.org

**Re: Acknowledged**

### 5. Landscape Comments

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

5A. All previous Landscape comment shave been addressed.

**Re: Acknowledged**

| Use  | Zoning                 | Permitted/Not Permitted/Temporary  | Conditional Use      |
|--|------------------------|------------------------------------|----------------------|
| Day Care   | Airport District       | Add Permitted                      |                      |
| Bar and Tavern                                     | Airport District       | Add Permitted                      |                      |
| Locomotive and Railcar Yard and Repair             | Airport District       | Remains Not Permitted              |                      |
| Locomotive and Railcar yard and Repair             | Heavy Industrial (I-2) | Permitted                          | *Change to Permitted |
| Electric Power Generator Station                   | Airport District       | Remains Not Permitted              |                      |
| Telecom Facility, Tower                            | Heavy Industrial (I-2) | Permitted                          | *Change to Permitted |
| T Facility, Freestanding Monopole                  | Heavy Industrial (I-2) | Permitted                          | *Change to Permitted |
| T Facility, Freestanding Unipole                   | Heavy Industrial (I-2) | Permitted                          | *Change to Permitted |
| Telecom Facility, Freestanding Stealth             | Heavy Industrial (I-2) | Permitted                          | *Change to Permitted |
| Utility Major                                      | Heavy Industrial (I-2) | Permitted                          | *Change to Permitted |
| Wind Energy System, Large                          | Heavy Industrial (I-2) |                                    | Remains C. Use       |
| Motor Vehicle Towing, Salvage, and Dismantling     | Heavy Industrial (I-2) |                                    | Remains C. Use       |
| Biomedical Waste Treatment Facility                | Heavy Industrial (I-2) |                                    | Remains C. Use       |
| Sewage Disposal Plant                              | Heavy Industrial (I-2) |                                    | Remains C. Use       |
| Solid Waste Transfer Facility                      | Heavy Industrial (I-2) |                                    | Remains C. Use       |
| Airport (Accessory)                                | Airport District       | Remains Not Permitted as accessory |                      |
| Airport (Accessory)                                | Heavy Industrial (I-2) | Remains Not Permitted as accessory |                      |
| Ambulance Service (Accessory)                      | Airport District       | Remains Permitted as accessory     |                      |
| Ambulance Service (Accessory)                      | Heavy Industrial (I-2) | Remains Permitted as accessory     |                      |
| Electric Vehicle Charging Facility                 | Airport District       | Remains Permitted as accessory     |                      |
| Electric Vehicle Charging Facility                 | Heavy Industrial (I-2) | Remains Permitted as accessory     |                      |
| Ground Floor Commercial Use                        | Airport District       | Remains Permitted as accessory     |                      |
| Ground Floor Commercial Use                        | Heavy Industrial (I-2) | Remains Not Permitted as accessory |                      |
| Interim Mining or Mineral Extraction               | Airport District       | Remains Not Permitted as accessory |                      |
| Interim Mining or Mineral Extraction               | Heavy Industrial (I-2) | Remains Temporary as accessory     |                      |
| Radio and Television Antenna Tower                 | Airport District       | Remains Not Permitted as accessory |                      |
| Scientific, Environmental, or Interpretive Ed. Use | Airport District       | Remains Not Permitted as accessory |                      |
| Scientific, Environmental, or Interpretive Ed. Use | Heavy Industrial (I-2) | Remains Not Permitted as accessory |                      |

### REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES



## **6. Civil Engineering**

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

### **PIP**

6A. Cover page– The FDP Amendment will not be approved until the updated master drainage study is approved.

Re: This is understood. Per previous discussions with staff and MHFD, we have modified the MDR as detailed in the MHFD comment responses below and the minutes from the GoToMeeting held 3/20. Accordingly, we wish to submit the ISP and PDR for review and comment so we can subsequently submit the SWMP for review and approval to obtain the grading permit as we discussed with the COA review team and ODA.

6B. Please remove Autocad SHX text items in the comment section. Please flatten to reduce select-ability of the items.

Re: Autocad SHX text items have been removed and the file has been flattened.

6C. Page 6 – Provide documentation from the PUC that the triggers identified for rail crossings are acceptable. This will likely require evaluation by the PUC with each site plan submittal.

Re: We have discussed this with the Colorado Public Utility Commission (PUC), and they cannot make a statement of acceptability at this time because they cannot know how future PUC Boards or staff may rule on such an issue. The City of Aurora should consider that the timeframe for construction of a grade-separation at either the Quail Run Road or Manila Road crossing of the Union Pacific Railroad (UPRR) is dependent upon the level of vehicular traffic crossing the UPRR tracks which is influenced by the economic climate as TransPort Colorado, the Rocky Mountain Rail Park, the Colorado Air and Space Port, and other land is developed. Land use types, their densities and their locations will determine how much vehicular traffic crosses the UPRR tracks when considering other travel routes that are available. The need for a grade-separation will be based on the progression of the varying development projects and the level of vehicular traffic that crosses the UPRR tracks will need to be monitored as new projects occur. As guidance, an exposure factor calculation can be used to gauge the approximate timeframe for construction. Considering that these crossings will be somewhat urban in nature as development occurs, the number of trains per day multiplied by the number of vehicles crossing the tracks will need to approach 85,000 before a grade-separation is needed. As an example, it's our understanding that there currently are only three trains that traverse this area on a daily basis. As such, over 25,000 vehicles per day would need to cross the UPRR tracks before a grade-separation is required. That timeframe will likely be past the Year 2040. The development review process for the City of Aurora can be the mechanism that monitors vehicle traffic levels to ascertain the grade-separation timeframes.

6D. Page 10 – The FDP can address a tax district as a method of financing regional improvements.

Re: Text has been added discussing the possibility of using special districts as a means of financing regional improvements.

## **7. Traffic Engineering**

Reviewed by: Brianna Medema / bmedema@auroragov.org / 303.739.7646

### **TIS**

7A. Please contact the reviewer directly for redlines.

Re: Acknowledged



## **PIP**

7B. Please contact the reviewer directly for any comment redlines regarding updating the PIP.

Re: We have attempted to contact the reviewer for comments. None have been received to date.

## **8. Aurora Water**

Casey Ballard/ cballard@auroragov.org / (303) 739-7382 Comments in red.

Re: Acknowledged.

## **Master Utility Report**

Please address redline comments:

8A. Page 11 – Please see the comment redlines regarding ownership of the interim system by the City at the discretion of Aurora Water.

Re: Text has been added regarding ownership of the interim system.

8B. Please see other minor redline comments.

Re: Redline comments have been addressed.

## **9. Life Safety**

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

PIP

Sheet 24

- Please revise the following statement, " temporary fire station being provided in a portion of a proposed onsite building." Revised the statement by including a statement that identifies the developer providing and constructing the temporary fire station. Also, include a statement that identifies that the temporary fire station shall be constructed when the Fire Chief or designee deems necessary.

Re: Text regarding the temporary fire station has been revised.

- Please identify what road(s) will serve as the required second point of access to the site from Imboden RD West. Sheet 30

Re: The note has been revised to identify the second point of access.

- Please revise to "Fire Lane"

Re: The detail has been revised to say "Fire Lane".

- Please identify what road(s) will serve as the required second point of access to the site from Imboden RD West.

Re: The notes have been revised to identify the second point of access.

## **10. Parks and Recreation (PROS)**

Reviewed by Curt Bish / cbish@auroragov.org / 303-739-7131

10A. Tab 9: Open Space, Circulation & Neighborhood Plan - – The proposed detention pond location is not reflected in the configuration of the open space. Does the calculated acreage of the open space in PA-36 except



out the pond? To reiterate a previous comment: stormwater infrastructure is not eligible for public land dedication credit for open space purposes. The PIP indicates that a detention pond is to be located within PA-36, but there does not appear to be any allowance for that use. Clarification is needed. Revisions may be necessary to ensure that enough qualified acreage for open space purposes will be provided to satisfy the minimum dedication requirement.

Re: At the time of submittal.....

Tab #9, Form J – Document the decision for landscaped medians to be maintained by the metro district.

Re: Acknowledged

### **11. Mile High Flood District (MHFD)**

Reviewed by: Teresa Patterson / 303-455-6277

11A. Comments:

|                      |  |
|----------------------|--|
| <b>Project Name:</b> | <b>Transport Colorado MDR, Transport Sub-Area 1 FDP and Drainage Letter (RSN #s: 1364323, 1382119, 1364149, and 1370496)</b> |
| <b>Location:</b>     | <b>Transport Colorado Development</b>  |
| <b>Drainageway:</b>  | <b>Crooked Run, Newcomb Gulch, Henry David Draw</b>  |

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

- Drainage Improvements and Regional Detention associated with Crooked Run, Newcomb Gulch, and Henry David Draw

The District has received several referrals for Transport Colorado. This comment letter provides comments for all of these submittals, as the comments are primarily focused on the Transport Colorado Master Drainage Report (MDR), which impacts the information shown for Sub-Area 1 and other overall Transport Colorado submittals.

We have the following comments to offer:

1) On January 2, 2020, the District met with the design team and Aurora for Transport Colorado. During that discussion, it was determined that the MDR should provide sufficient analysis to determine adequate stream corridor based on a detailed geomorphic analysis. The District provided comments in January on the geomorphic report provided. While that analysis was helpful, it was conceptual in nature and more supporting information was needed. The current MDR lacks clear evidence supporting the planned corridor widths, and the widths provided are the same as the previous iteration. Please help us understand how the geomorphic analysis has been carried out to a more detailed level.

Re: A follow up meeting was held on March 20 between MHFD, COA, CVL, and 5 Smooth Stones (5SSR). In that meeting it was agreed that CVL would provide the Crooked Run channel profiles and cross-sections developed for the PDR as a supplement to the MDR. Additionally, 5SSR developed a Basis of Design Memo to include as an appendix in the MDR. These documents should provide the necessary information to support the channel widths shown in the MDR.

2) Several comments regarding channel design indicate that location and number of drop structures will be determined at a later stage in the design. However, these factors are important in determining the space reserved for the stream corridor. The District is open to meeting with the design team to discuss the structures and help determine the best location and use of them.

Re: There are currently no drop structures proposed for Crooked Run. Drop structures may be required along other channels based on the difference between the existing and required reach stability slope. These will be determined at the preliminary and final drainage design level with the proposed grading for individual sites. We will coordinate the number and location of drops with MHFD.

3) If the design team would prefer not to provide more detailed supporting information for stream corridor widths, then a wider stream corridor must be shown and assumed on the MDR. If Aurora allows it, another option may be to provide assurances in the MDR and other conceptual-level documents that the stream corridor widths shown may change if further analysis warrants it.

Re: As noted above, additional information will be provided to MHFD to supplement your review of the MDR and channel widths.

4) During the meeting on January 2, 2020, detention design was discussed. Based on that discussion, the District had understood that the following design choices were made:

- a. All WQ would be handled upstream of regional detention basins
- b. Off-line regional detention basins would handle flood control and EURV
- c. In-line regional detention basins would be flood control only

Re: The design has been updated to reflect items a., b., and c. above. Refer to the meeting minutes from the GoToMeeting held 3/20.

While this is acceptable for drainageways with less than one square mile tributary, this is no longer the intended design for several drainageways based on the MDR. The District recommends reverting back to the original design intent where the one square mile tributary threshold is exceeded.

5) The MDR states that detention facilities will have a 12-hour EURV drain time and a 24-hour WQCV drain time. Based on the District's discussion with Aurora, we do not believe this is Aurora's expectation. Please discuss and confirm appropriate drain times with Aurora to ensure compliance with their requirements.

Re: Per the meeting minutes for the GoToMeeting held 3/20, all ponds will drain in 40 hours to satisfy FAA criteria. Specifically, the following drain times will be achieved:

1. Full spectrum ponds will be designed to COA criteria and drain the WQCV in ~24 hours, the EURV in ~12 hours, and the 100-yr in ~4 hours. There are only 2 ponds of this type.
2. Offline regional ponds will drain the EURV in ~32 hours and the 100-yr in ~8 hours. The WQCV will be detained offline and will drain in 40 hours max.
3. Inline regional ponds will have WQCV+EURV ponds offline with the WQCV draining in ~28 hours and the EURV draining in ~12 hours.





**12. Colorado Department of Transportation (CDOT)**

Reviewed by: Marilyn Cross

12A. No comments received to date. Contact directly for comments.

**Re: Acknowledged**

If you require additional information or have any questions about our submittal items, please do not hesitate to call or e-mail me (303) 734-1777 or [jcarpenter@laidesigngroup.com](mailto:jcarpenter@laidesigngroup.com). We look forward to working with the City in completing this process in order to contribute to the City of Aurora.

Sincerely,

Jennifer Carpenter  
Associate Principal