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June 10, 2020

Ryan Loomis
City of Aurora Planning Department
1515 E. Alameda Parkway, Ste 2300
Aurora, Colorado 80012

Re: Picadilly Road at 38th Avenue – Infrastructure Site Plan
Application Number: DA-2226-00
Case Number: 2020-6010-00

Enclosed you will find our submittal of the Revised Planning Documents for the above referenced project. Below you will find our responses to the first round of comments in bold.

PLANNING DEPARTMENT COMMENTS

1. Zoning and Land Use Comments (Ryan Loomis / 303-739-7220 / rloomis@auroragov.org / Comments in teal 1A. Provide authorization from all underlying property owners. It appears, for example, that the project may include land owned by Green Valley Aurora, LLC, Clayton Properties Group II Inc., Picadilly Property 26th Avenue, and Public Service CO of Colorado. This must be uploaded with the next submittal.

1B. Include details about the phasing of the project in the Letter of Introduction.

Response: LOI lists the phasing concept of Picadilly Rd improvements.

1C. As discussed in Landscape Design Issues, landscaping must be included with the next submittal or staff will not accept the application.

Response: We will continue to coordinate landscaping requirements with Kelly Bish. Landscape plans per this coordination have been provided with the 2nd submittal.

ISP

Cover Sheet

1D. Update the title of the ISP to Picadilly Road at 38th Avenue to match the DA name and to be more specific. 1E. Identify where the future 38th Avenue intersection with Picadilly is on the vicinity map.

Response: Updated.

1F. Provide Signature Blocks for each underlying property owner or explain the method and timing of dedication that would preclude the need for their signatures.

Response: Updated.

1G. Include a legal description for the proposed right-of-way.

Response: Updated.

1H. Add the Mobility Hub note as provided in comment 2A below. 1I. Please provide an Amendment Block.

Response: Mobility Hub note, and Amendment Block added to Cover Sheet.

1J. Provide a Phasing Plan, such as what was provided for the 38th Ave - Odessa Street to E-470 ISP. See also comment 4B below from Public Works.

Response: Updated.

(Various Sheets)

1K. Please update Sheets C2, C3, C4, and C5 for correct property owners.

Response: Updated.

1L. Please add adjacent subdivision plat information on all sheets, where applicable.

Response: Updated.

1M. Please provide information and reference to the ISP for 38th Avenue, where applicable. It appears to be the 38th Ave - Odessa Street to E-470 ISP. Include the case number for this project as part of the reference.

Response: 38th ISP Case Number has been added to the 38th Ave description.

1N. Please show the jurisdictional boundaries of Denver and Aurora on this map and as applicable on other sheets. 1O. On Sheet C9, the street cross sections need to more clearly identify the sidewalk and curbside landscape area. Include the dimensions of each in the cross section.

Response: Additional dimensions have been provided on the typical section.

1P. On Sheet C9, label which cross-section is A and B, per the plan view section.

Response: Cross-section has been updated.

2. Transportation Planning (Tom Worker-Braddock / 303-739-7340 / tworker@auroragov.org)

2A. Please add the following note in Required Site Plan Notes on Cover Sheet: "NEATS Refresh (2018) identifies a future Type 1 Mobility Hub in the vicinity of the 38th Avenue and Picadilly Road intersection to support future high frequency transit routes along both Picadilly Road and 38th Avenue. Notes on project documents should specifically mention that Picadilly Road and 38th Avenue will have transit stops in future, specific locations to be determined with future coordination with RTD. These notes should also acknowledge that a mobility hub will be located in the vicinity of the Picadilly Road and 38th Avenue intersection, and that circulation will support walking and biking to the mobility hub. Mobility hubs would incorporate a combination of areas on the far side of intersections reserved for transit stops, long term bike parking such as bike lockers, parking locations for docked or dockless shared mobility vehicles (i.e. bike share or e-scooter share), information kiosks, and parking spaces reserved for publicly-available electric vehicle charging, and car sharing."

Response: Note added to Cover Sheet.

3. Landscape Design Issues (Kelly Bish / kbish@auroragov.org / 303-739-7189 / Comments in bright teal) Redlines to Cover Sheet and Notes (Sheet C1)

3A. A landscape plan shall be submitted with this Infrastructure Site Plan. See additional commentary in this plan set. 3B. Update the Site Plan Notes per the comment provided.

Response: Landscape plans have been provided with the 2nd ISP submittal package.

Redlines to Infrastructure Site Plan (Sheet C9, C10 and C11)

3C. Add the required street trees per code. While the letter of introduction and the response to the pre-application review comments indicates that the adjoining developer will be responsible for this, in this case there will not be an immediate adjoining developer as this streetscape along the east side contains detention pond areas that also require landscaping and cannot be further developed by an adjoining applicant.

Response: Landscape improvements have been provided per coordination with Kelly Bish.

3D. Provide landscaping for the detention ponds per code.

Response: Landscape improvements have been provided per coordination with Kelly Bish.

Redlines to Infrastructure Site Plan (Sheet 17)

3E. Landscaping needs to be provided for the regional pond with this application as this pond is being constructed with this application.

Response: Landscape improvements have been provided per coordination with Kelly Bish.

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

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

4A. The Infrastructure Site Plan will not be approved by Public Works until the Preliminary Drainage Report is approved.

Redlines to Sheet C2

4B. Please include notes regarding phasing of improvements. Why is this portion of Picadilly included if it is not being designed with this ISP?

Response: Future improvements south of asphalt transition connection from proposed improvements to existing have been provided per request made during the pre-application meeting. The future roadway alignment is shown as a conceptual alignment to correspond with the ongoing right-of-way dedications along Picadilly Rd – limited to parcels owned by Majestic Realty Co., Majestic Reality At EI, and Majestic Commercenter.

The conceptual future improvement alignment has been notated as such on the ISP 2nd submittal package. We may remove these sheets at the request of the City, in the next submittal.

Redlines to Sheet C5

4C. Show/label proposed drainage easements for the ponds.

Response: Drainage easements, by separate document, have been added to the plans.

Redlines to Sheet C9, C10, and C11

4D. Please add the following note: A floodplain permit is required for any grading or construction within the floodplain, typical.

Response: Note added

4E. Please clarify location of Pavement Inset, as not found. Please note that a pavement design will be required.

Response: Pavement inset added to ISP plans.

4F. Please label slopes, typical.

Response: Proposed slopes have been identified throughout the proposed grading.

4G. Regarding the ponds, please show the following:

- Show/label proposed drainage easements, with access easement from drainage easements to public right of way;
- Show/label pond maintenance access;
- Show/label 100-year water surface elevations

Response: Drainage easements and pond maintenance paths have been added to the ISP plans. The water surface elevations for the 100-year, EURV, and WQCVs have been identified as applicable to the proposed plans.

4H. Please include BFEs. Please address same comment on Sheet C16 and C17.

4I. Please include FIRM panel and effective date. Please address same comment on Sheet C16 and C17. 4J. Please include a typical section detail of the bridge.

Response: FEMA and BFE sections have been added to the ISP plans. A typical bridge section is provided on sheet C18.0

Redlines to Sheet C16

4K. Please note that this exhibit does not match the grading shown in the Olsson plans included in the drainage report.

Response: Grading has been updated per coordination with Olsson, as included on the Construction Drawing package submitted to Public Works. This pond has been updated to account for the coordinated maintenance access for both the regional basin and the First Creek sanitary interceptor sewer main.

4L. Please show pan for the trickle channel, typical.

Response: Updated.

4M. Refer to Comment 4G, as same comment applies to Sheet C16.

Response: Drainage easements and pond maintenance paths have been added to the ISP plans. The water surface elevations for the 100-year, EURV, and WQCVs have been identified as applicable to the proposed plans.

5. **Traffic Engineering** (Brianna Medema / 303-739-7336 / bmedema@auroragov.org / Comments in orange) Please contact Brianna Medema for Traffic Engineering comments.

Response: We will continue to coordinate with Brianna Medema.

6. **Fire / Life Safety** (William Polk / 303-739-7371 / wpolk@auroragov.org / Comments in blue) Redlines to Overall Site Plan (Sheet C6)

6A. Fire hydrants shall be placed between 3'6" and 8'0" from the edge of the fire lane easement or public way. Also, fire hydrants must be placed at least one foot in front or behind a sidewalk while still meeting the minimum back of curb clearance requirements. Please relocate these fire hydrants to be within the required distance.

Response: Plan comments provided are at the concept future roadway alignment only. We are not proposing any improvements to the roadway nor water main in this contract.

6B. Place a fire hydrant at the shown location.

Response: Plan comments provided are at the concept future roadway alignment only. We are not proposing any improvements to the roadway nor water main in this contract.

6C. Rotate all fire hydrants to face the adjacent road. See examples. 6D. Show the fire hydrant located on 26th.

Response: Existing fire hydrants symbols have been rotated per request.

6E. 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: Fire Hydrants have been shown within 400-feet of the proposed improvement limits. 26th Avenue is not within 400-feet of the proposed improvements of this contract.

6F. Please relocate the noted label.

Response: Label relocated. It is our opinion the valve in this area is in reference to the domestic service line that extends to the PsCO tract.

Redlines to Infrastructure Site Plan (Sheet C9)

6G. Please add this fire hydrant symbol to the legend.

Response: Existing and relocated Fire Hydrants symbols have been added to the legend.

7. **Aurora Water** (Stephen Dekoskie / 303-739-7490 / sdekoski@auroragov.org / Comments in red)

Redlines to Sheet C9

7A. The water main under First creek will have to be installed in a casing pipe. Will there be first creek channel improvements or bank stabilization?

Response: First Creek improvements and bank stabilization under the bridge will occur in this phase. Water main will be relocated and placed in a casing pipe, as shown on the submitted Construction Documents submitted to Public Works.

Redlines to Sheet C10

7B. Please include inlet sizes and pipe sizes. Please also include on Sheet C11.

Response: Inlet sizes and pipe sizes have been added to plans.

7C. Please note that vehicle maintenance access is required to the bottom of the pond and must also extend to the top of the outlet structure. If this is not going to be a tract, then A drainage easement with maintenance access is required for both ponds, I&M plans required. Regional ponds are to be designed and constructed to be MEP eligible by the MHFD.

Response: Plans have been updated to include the requested maintenance paths and easements. The MHFD MEP eligible requirements will be coordinated via Construction Drawing plans to account for the typical design specifics and details required to receive MEP approval from MHFD. We acknowledge this first round of preliminary review from MHFD and will continue to coordinate with them directly.

Redlines to Sheet C14

7D. Please note that stockpiles can't be located over the sanitary manholes. SF is required around this stockpile.

Response: Proposed placed fill, per the ongoing CLOMR, will be situated outside of the sanitary manholes. Reinforced silt fence has been placed around the perimeter of the placed fill.

Redlines to Sheet C15

7E. Please address if there has been coordination with the GMT well pad site. The proposed access to that site is through this area.

Response: Yes. Majestic Commercenter has coordinated and completed the abandonment of this well.

Redlines to Sheet C16

7F. Please delineate the floodplain.

Response: The 100-year and 500-year floodplain limits have been added to plans.

7G. Please note the stock pile cannot be within the utility easement for the sanitary sewer interceptor. Access through the U.E. must remain open at all times. Stockpiles must be outside of all floodplains and will require additional BMPs.

Response: Proposed placed fill, per the ongoing CLOMR, will be situated outside of the sanitary manholes. Reinforced silt fence has been placed around the perimeter of the placed fill. This placed fill and Regional basin alignment have been coordinated with MHFD as part of the ongoing CLOMR and consideration for confining First Creek to the proposed flood plain limits as specified in the CLOMR.

Note, we anticipated receiving approval on the CLOMR by the end of June, 2020.

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

8A. See the red line comments on Sheets C9, C10 and C11 regarding easement dedications and licensing agreements. Contact Andy Niquette for the R.O.W. and easement dedications. Contact Grace Gray on the License Agreement process for the encroachment in the proposed easements.

Response: Process with Andy Niquette and Grace Gray has been initiated.

9. **PROS** (Curt Bish / 303-739-7131 / cbish@auroragov.org / Comments in purple) Redlines to Sheet C2

9A. Is ownership accurately identified at this northeast corner of the Picadilly Road and 26th Avenue intersection?

Response: Property ownership updated

Redlines to Sheet C9

9B. Please note that because the sidewalk on the eastern side of Picadilly Road will serve as an important link for bicyclists to ride to nearby regional trails, a 2 foot wide shoulder should be provided at the same grade as the sidewalk with a maximum 2% cross slope that is free of obstructions.

Response: A 2-foot recovery zone has been accounted for in the grading design and this dimension has been included as part of the typical section.

9C. Please note the slope along Picadilly from the point shown up to 38th Avenue is too steep if maintenance access and regional trail access interfaces with the sidewalk somewhere here.

Response: Understood. It is our understanding the First Creek Interceptor maintenance road will act as a point of connection from the trail to the public right-of-way along Picadilly Road. The requirements for the maintenance road will be limited to a 10% longitudinal slope and a 2% cross slope. The continuation of the trail beyond the bridge underpass and along First Creek will be provided as part of the First Creek Improvement plans. This phase will not include trail connectivity from the right-of-way to underneath the bridge as it does not provide at outlet.

We will continue to work closely with the PROS department to ensure the First Creek trail is vetted out once the First Creek improvement plans are initiated.

9D. The median design shall comply with PROS standards.

Response: Understood. It is our understanding that standard roadbase material is an acceptable feature for the proposed median.

9E. Please note that no proposed facility is depicted to serve as the First Creek Trail access. Show the sanitary sewer access road as the connection from the regional trail to the sidewalk.

This phase will not include trail connectivity from the right-of-way to underneath the bridge as it does not provide at outlet.

We will continue to work closely with the PROS department to ensure the First Creek trail is vetted out once the First Creek improvement plans are initiated.

Redlines to Sheet C17

9F. For context, the planned First Creek Drainage Improvements should be shown, particularly in the event that grading for the pond takes place after the channel work is completed.

Response: The current position of the regional pond and placed fill was previously coordinated and located per the future alignment of First Creek.

These channel improvements per the 'First Creek at 26th Avenue, EDN# 220081' have been added to plans.

9G. Please address the following question: What consideration has been given to the impact that the shown detention ponds could have on the potential alignment of the Triple Creek and First Creek Trails? Please work with PROS to resolve regional trail alignments through Majestic Commerce Center.

Response: We understand the maintenance path to service the regional pond and sanitary interceptor may also be used for the proposed trail alignments.

Redlines to Sheet C18

9H. Please address the following questions: Is the elevation of the trail above the 10-year floodplain? What will be the 10-year flood elevation based on the drainageway planning and design? What would it take to mitigate flooding hazards for the trail?

Response: The trail has been placed above the 10-year flood elevation. See revised notations provided on the bridge section. Additional flood prevention measures for the trail are not being proposed at this time, as it is located below the base flood elevation.

10. Regional Transportation Authority (Clayton Woodruff / 303-299-2943 / clayton.woodruff@RTD-Denver.com)

10A. RTD has no comments on this project at this time as RTD does not currently have service in this area, but ideally the key is to make sure that for future service the tree lawns of all developments stay less than 2% to limit the amount of reconstruction necessary to install bus stops in the future.

Response: Understood.

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

11A. See attached letter addressing coordination with Xcel regarding existing natural gas and electric distribution and transmission facilities within the proposed project area.

Response: We will coordinate with Xcel as outlined in their attached comments.

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

12A. Please see the attached letter, which requests the following:

- Sheets C15 and C17 appear to indicate that a sanitary sewer alignment runs through the stockpile area and crosses First Creek several times. Please show this alignment on plan and profile sheets to better understand how it interacts with proposed development.

Response: Additional design information has been provided in the Construction Documents.

- The northern WQ pond appears to have two outlet structures. Is this accurate?

Response: That is correct. The regional pond design included an outlet pipe used for low flows and an exit spillway for larger flows. Refer to Construction Drawings for additional information.

- It is understood, per the MOU with Aurora, that designs may change as needed to accommodate First Creek channel improvements. Based on the proximity of both the stockpile and regional detention pond to the First Creek corridor, changes may be needed to avoid constricting the stream.

Response: We acknowledge the possibility of future unknown improvements to First Creek may impact the proposed place fill. We understand the location of the proposed placed fill and regional pond has been situated per ongoing coordination between WareMalcomb, Wright Water Engineering, and Olsson.

- Please provide supporting calculations and design for the Picadilly bridge improvements when they are available so that the District can verify the channel will be sufficiently protected.

Response: Additional design information has been provided in the Construction Documents.