

November 13, 2020

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

**Re: Buckley Yard Pre-Application Review Comments (Pre-Application Meetings #1429824 / #1480283)**

Dear Mr. Osoba:

Thank you for the Pre-Application Review comments for the Evergreen Development Company (#1429824) and Raintree Investment Corporation (#1480283) Pre-Application submittals. We have reviewed all of the comments and have addressed them in the following pages. Please note that the comments we have addressed in this letter relate to the Master Plan and Zone Map Amendment; any comments related to site plans and plats will be addressed in future submittals for those applications.

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

Sincerely,  
Norris Design



Diana Rael  
Principal

## RainTree Pre-App Comments

### Planning and Development Services Department

#### **Standards and Issues:**

##### **1. Zoning and Placetype**

###### *1A. Zoning*

The purpose of the proposed MU-C Mixed Use – Corridor district for the commercial development on the western portion of the site is to provide goods and services of residents of nearby neighborhoods, and those travelling on adjacent arterial streets. The purpose of the proposed R-2 Medium Density Residential district on the remainder of the property is to promote and preserve various types of medium density housing with adequate amounts of usable common open space. In the Letter of Introduction for this application, please identify how this application meets the Criteria for Approval for Zoning Map Amendments found in Section 146-C.3.a EEVof the UDO.

The current I-1 zoning district will not permit residential and is not supported by the comprehensive plan for the commercial areas. The comprehensive plan supports the rezone proposals of the area along Airport Blvd to MU-C and the remainder to R-2. As proposed, staff has no objection to the proposed Zoning Map Amendment.

***Response: Noted, a Zoning Map Amendment is proposed with this application.***

###### *1B. Overlay Districts Avigation Easements*

Because the property is within the Airport Influence District surrounding Buckley Air Force Base, an avigation easement with the city and the airport shall be conveyed by the person subdividing lands or initiating for right-of-way for unobstructed passage of aircraft above the property and shall waive any right of cause of action against the city of associated airport arising from noise, vibrations, fumes, dust, fuel particles, and other effects caused by aircraft and airport operations. The avigation easement shall be in a form approved by the city and shall be recorded in the office of Clerk and Recorder for the county where the property is located before permit or plat approval is granted. The avigation easement form can be found here. Please contact Porter Ingrum at 303-739-7227 or [pingrum@auroragov.org](mailto:pingrum@auroragov.org) with any questions you may have.

Furthermore, the site is located within an area that requires notification of the development application be sent to Buckley Air Force Base for review and comment.

###### *55 LDN Subarea*

All residential development within the 55 LDN subarea must include noise mitigation measures to achieve a noise reduction of 25 decibels as determined by Chapter 22 of the Aurora City Code. The portion of this property in the 60 LDN subarea may not contain new residential uses.

***Response: This comment will be addressed with a later submittal.***

###### *1C. Placetype*

The western portion of this property is within the Commercial Hub Placetype, which is generally characterized by shopping centers and areas that provide a cluster of neighborhood and community serving businesses. These centers should be developed to better connect to adjacent neighborhoods and provide a broad array of services and experiences. The remainder of the property is within the Established Neighborhood Placetype, which is characterized by predominantly residential areas with a variety of housing types, including single-family detached and attached residential.

**Response: Noted, the proposed Master Plan follows these recommendations.**

1D. Master Plan

The following list provides the required elements of a Master Plan found in Table 1.9 of the Master Plan Manual (formerly called Framework Development Plan Manual). The Master Plan must be submitted and reviewed at least twice before any individual Preliminary Plats or Site Plans. Please reach out to the Planning Department if you have any questions in developing the Master Plan.

- Land Analysis
- General Organization of Land Uses and Densities
- Vehicular and Pedestrian Circulation Network (Please include the local street network)
- Open Space Network
- Conceptual Drainage Plan
- Master Traffic Impact Study
- Master Drainage Plan
- Public Improvements Plan
- Public Elements
- Design Themes (Urban, Landscape and Architectural Design)
- Public Art Plan – if there is a metropolitan district proposed for the Master Plan, this Public Art Plan is required (please contact the City of Aurora Public Art Coordinator, Roberta Bloom directly for more information at 303.739.6747 or [rbloom@auroragov.org](mailto:rbloom@auroragov.org)).

**Response: Noted, thank you.**

The Master Plan must address specific standards in the MU-C zone district identified in UDO Section 146-2.4.3.D, including the provision of a common plaza space within the commercial area.

**Response: Noted, that Land Use Map and Exhibit demonstrate compliance with the requirement for land dedicated as a neighborhood park.**

The expectation for this project is for the commercial areas to be integrated with residential area by a connected street network and consistent urban design approach. The street network needs to include a continuous street connecting Airport Blvd to Alameda Drive.

**Response: Noted, the Circulation Map demonstrates this connection.**

Clarifying the general approach and principles to pad site layout in the Master Plan is recommended to clarify expectations moving forward. The commercial lots will have frontage on two and sometime three streets. Clarify the relationship of buildings and urban design elements to the north-south street as well as Airport Blvd.

**Response: These layouts are still in progress, but are being designed with this request in mind.**

**2. Development Standards**

2A. Dimensional Standards

The proposed residential lot dimensions shown on the conceptual plan do not comply with the dimensional standards found in Table 146-4.2-1 and will require major adjustments for each lot type. Below is a list of the UDO minimum lot dimensions for each lot type included in the Pre-App submission:

Lot Type	Minimum Lot Size	Minimum Lot Frontage
Single-Family Detached	6,000 s.f.	60-feet
Single-Family Attached Duplex	3,000 s.f.	30-feet
Single-Family Attached Townhome	1,600 s.f.	20-feet
Green Court Townhome	Section 146-4.2.3.C	

**Response: Noted, the applicant intends to apply for a waiver with a future application.**

**2B. Subdivision Standards – Block Dimensions**

The minimum block length and/or width in Subarea B is 700-feet and the minimum block perimeter is 2,800-feet. It appears that the blocks shown on the eastern portion of the residential area exceed 700-feet in length. To comply with this standard, the blocks may be separated by a 30-foot minimum green space with a trail connection. This will also provide pedestrian connection to the 2-acre park.

**Response: The site plan has been revised and the block-length maximums are observed.**

**2C. Subdivision Standards – Access to Public Streets**

All lots shall have direct or indirect access to a dedicated public or private street. Indirect access through an easement may be approved by the City for alternative lot layouts defined in this UDO, based on considerations of pedestrian, bicycle, motor vehicle, and emergency vehicle access and safety, and through connectivity. The townhome lots shown in the graphic below do not comply with typical townhome standards (fronting a public/private street) nor alternative lot layouts provided in the UDO. These lots must either front a public or private street or comply with green court standards.

**Response: Noted, this area has been revised.**



**2D. Subdivision Standards – Remainder Parcels Prohibited**

No subdivision of land shall result in any remainder parcel or tract that does not otherwise meet the standards for a required open space, drainage area, buffer, or other area required by this UDO to be included in the development. Along local and collector streets, the front lot lines of residential lots and commercial pad sites shall share the boundary line of the edge of the right-of-way. Along the arterial streets, the front property line is not required to share the boundary of the right-of-way; however, it must comply with curbside landscaping and landscape buffer requirements adjacent to arterial streets.

Double frontage lots are not permitted on local and collector streets and staff strongly supports the homes facing west along the north-south street that transitions to the commercial area.

**Response: Noted, thank you.**

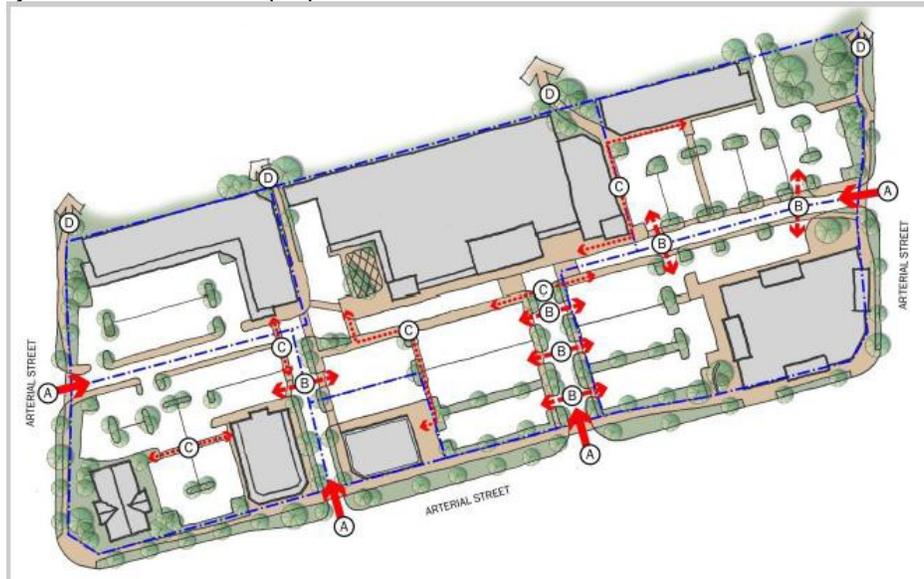
**2E. Neighborhood Protection Standards**

No drive-thru lane shall be placed between the primary commercial building and the townhome lots across the right-of-way. As proposed, the drive-thru lanes are compliant with this requirement; however, this will be reviewed further in subsequent Preliminary Plat and Site Plan submissions. Squawk-boxes and other menu boards should be adequately screened or located as far as practicable from the residential district.

**Response: Understood, we look forward to finalizing during the Preliminary Plat process.**

**2F. Access and Connectivity**

The commercial development shall comply with Table 4.5-1 in Section 146-4.5.4 Access and Connectivity on Individually Platted Lots. An example provided in the UDO is shown below:



Internal streets or driveways shall be designed to break up large parcels into smaller “blocks” and avoid the need to use public boundary streets to move between different buildings or areas within the development site. Each “block” shall not exceed a 2,640-foot block perimeter, include a driving surface at least 16-foot wide and accommodate two-way traffic.

Pedestrian access is required internally between commercial pad sites and from the commercial development to the residential development. Access must be complete from the front main entrance of the commercial buildings to the public sidewalk, other commercial buildings front main entrance, and sidewalks and trails in the residential development. When sidewalks must cross a parking lot, internal street or driveway, it shall be clearly marked using a change in paving materials or a change in paving colors per Table 4.5-4.

**Response: Understood, it is our intent to ensure pedestrian connectivity, as the designs permit, and will be finalized with the Preliminary Plat process.**

#### 2G. Parking, Loading, and Stacking

Off-street parking is required by Section 146-4.6. A restaurant requires 4 spaces per 1,000 gross floor area, a fueling station requires 3 spaces per 1,000 gross floor area, and a bank requires 2.5 spaces per 1,000 gross floor area. Drive-thru stacking spaces are required and are also based on the land use. Banks require 3 stacking spaces and restaurants require 7 spaces, 4 of which must be located before the order window. Handicap accessible parking is required based on Table 4.6-2 in Section 146-4.6.3.E. Parking for each commercial pad site will be reviewed during subsequent Preliminary Plat and Site Plan submission. The expectation for the commercial development is to utilize shared parking for the overall development. Parking alternatives listed in Section 146-4.6.4 may reduce parking requirements. In addition to vehicle parking, the development is required to provide bicycle parking spaces at a rate of 5% of the required vehicle parking. Bicycle spaces must comply with Section 146-4.6.3.F.2 including providing a design that includes 2 points of contact with each bicycle. Each inverted “U” rack counts as two bicycle parking spaces. Place any bicycle parking in a convenient, paved, and well-lit location.

Section 146-4.6.5 details requirements for the design and placement of parking areas. Generally, parking areas should be located and designed to provide for adequate vehicle circulation, safe pedestrian connections,

screening from adjacent sites and streets, and to avoid abutting significant stretches of adjacent streets. No more than 60% of the lot frontage of the commercial development pad sites may be surface parking to a depth of 60-feet. It appears that this requirement is not being met based on the concept plan. The parking must either be reduced to less than 60% of each pad site frontage or setback at least 60-feet from the right-of-way.

**Response: This comment will be addressed with a later submittal.**

## 2H. Landscape, Water Conservation, Stormwater Management

- General Landscape Plan Comments.

Prepare your landscape plans in accordance with the Unified Development Ordinance (UDO). The landscape comments provided herein are based upon the following ordinance Section 146-4.7 (Landscape, Water Conservation, Stormwater Management) and the Landscape Reference Manual. Please ensure that the landscape architect or designer has a copy of these documents as well as the project specific comments.

**Response: This comment will be addressed with a later submittal.**

- Landscape Plan Preparation

Please label all landscape sheets "Not for Construction". Landscape construction drawings are not required and therefore do not necessitate the signature, stamp and seal of a licensed landscape architect upon final approval by the City of Aurora. Landscape plans are used by the city to determine compliance with the landscape standards and for code enforcement purposes.

Landscape plans must be prepared on 24" x 36" sheets. Plans shall have plant symbols, plant labels with quantities, and a plant schedule upon first submission or a complete review will not be possible. Landscape plans shall include the necessary landscape tables for each of the required landscape treatments (i.e. standard right-of-way landscaping, street and non-street frontage buffers, building perimeter landscape tables etc.) to demonstrate compliance with code requirements. Should any of the above information be missing, it may result in additional submittals and ultimately delays in approval of the plan set.

**Response: This comment will be addressed with a later submittal.**

- Sight Triangles

Include sight distance triangles per the Roadway Design and Construction Specifications document. All landscaping within the designated triangles shall not exceed 26" in height as measured from the roadway surface.

**Response: This comment will be addressed with a later submittal.**

- Section 146-4.7 (Landscape, Water Conservation, Stormwater Management)

The following bullet points are not necessarily an all-inclusive list of the landscape requirements found within this section. The applicant is responsible for reviewing this section of the UDO and determining all applicable landscape conditions.

- i. Section 146-4.7.5. C. (Required Landscaping, Curbside Landscaping).

Provide one shade/street tree per 40 linear feet of street frontage along all proposed streets, including private streets. Street trees shall be provided within the designated curbside landscape area when detached walks are required or four to five feet from the back of walk, curb, or pavement when an attached sidewalk is installed. Street trees shall be located 50' from the face of a stop sign to maintain regulatory sign visibility. Refer to Figure 4.7-2. Evergreen trees may not be used to meet the street tree requirement.

Plantings permitted within the curbside landscape area vary depending upon the width required by the street cross section. Curbside landscape widths three feet or less may be rock mulch, no white rock.

Curbside landscape widths four to six feet in width shall be shrubs, ornamental grasses and perennials at a ratio of one shrub/grass per 40 square feet of curbside landscape. Grasses may only be provided to a maximum of 40%. Shrubs and grasses must be five-gallon size at time of installation. For curbside landscapes six to ten foot in width, a combination of shrubs/grasses with native seed may be provided or all shrubs and grasses. Any curbside landscape areas ten feet in width or greater may be sod if desired.

**Response: This comment will be addressed with a later submittal.**

- ii. Section 146-4.7.5 D. (Street Frontage Landscape Buffers). Residential development adjacent to E. Alameda Pkwy shall provide a 20' wide street frontage landscape buffer as measured from the back of walk. Buffers may not be reduced along arterial and collector streets but may be reduced to 12' along all other road classifications. Buffer reductions shall be in accordance with the installation of specific buffer reduction features as noted in Table 4.7-2 (Required Landscaping Buffer Widths and Allowed Reductions). Landscaping shall consist of one tree and 10 shrubs per each 40 linear feet of buffer and shall be installed along the exterior sides of proposed fencing or walls. A reduction in the buffer width does not mean a reduction in the required plant quantities.

Shrubs and ornamental grasses may not be substituted for trees in the buffer unless the applicant demonstrates to staff that the site is encumbered. Encumbrances shall include overhead and underground utilities, floodplain, easements or similar. When overlapping landscape standards occur such as when building perimeter, detention/water quality and/or parking lot landscape requirements fall within the landscape buffer, they may be counted towards meeting the buffer requirements, however, the most restrictive requirements shall be met.

The encroachment of buildings or portions of buildings including porches, patios, trash enclosures, dumpsters, parking lots and internal vehicular drives, sidewalks and detention and water quality pond infrastructure into landscape buffers is prohibited.

**Response: NDPL**

- iii. Section 146-4.7.5 J.3. (Building Perimeter Landscaping). Building perimeter landscaping is required for all commercial buildings. Plant beds shall be an average of six feet wide and shall consist of 1.25 plants per five linear feet of unit perimeter footage. At least five percent should be a mixture of evergreen and deciduous trees, at least 15% shall be tall shrubs with a mature height of six feet and up to 80% shall be a mixture of evergreen and deciduous shrubs chosen to create seasonal interest. An example table demonstrating compliance has been provided below.

Building	Building Perimeter Landscape Description	Length	Trees Required	Trees Provided	Tall Shrubs Required	Tall Shrubs Provided	Regular Shrubs Required	Regular Shrubs Provided
1	Building 1 Elevation	207 LF						
	5% Trees (Mix of Evergreen and Deciduous)		3	3				
	15% Tall Shrubs				8	8		
	80% Other Shrubs						42	42
2	Building 2 Elevation	238 LF						
	5% Trees (Mix of Evergreen and Deciduous)		3	3				
	15% Tall Shrubs				9	9		
	80% Other Shrubs						48	48
3	Building 3 Elevation	208 LF						
	5% Trees (Mix of Evergreen and Deciduous)		3	3				

**Response: This comment will be addressed with a later submittal.**

- iv. Section 146-4.7.5 K. (Parking Lot Landscaping). Both interior and exterior parking lot landscaping is required for all proposed parking lots. No parking row shall exceed 15 spaces without an intervening landscaped island, median or landscaped island peninsula.

All parking rows must terminate in a landscaped island. The perimeter of all parking lots shall be screened from public rights-of-way, public open space and adjacent property with one or a combination of methods shown in this section. If required, street and non-street frontage landscape buffers may be combined with the parking lot screening requirements to satisfy both if the two requirements should overlap. Staff will determine whether the overlap exists once a formal site plan submittal is made.

When not integrated as part of a required buffer, a minimum four-foot planting bed shall be provided around the perimeter of the parking lot. Parking lot screening shall consist of a berm between three and four feet tall with a maximum slope of 3:1 in combination with evergreen and deciduous trees and shrubs. Screening should be integrated with streetscape plantings whenever possible. If berms are not practical, then one of the following options shall provide equivalent screening:

- a. A low continuous hedge between three and four-foot tall planted in a double row at three feet on center in a triangular pattern or;
- b. A decorative masonry wall between three and four-foot tall in combination with landscaping.

Shrubs must reach a height of three feet at maturity and at least 50% of the shrub material shall be flowering species. Large shade and evergreen tree species and/or small tree or large shrub species shall be used as accents throughout the screen planting in conjunction with buffer and street frontage plantings to offset the horizontal lines of a typical shrub bed. Ornamental grasses are not permitted to screen parking lots.

Also provide and landscape each parking lot island with one tree and six five-gallon shrubs per 9' X 19' island and two trees and 12 shrubs per 9' X 38' island. Ornamental trees may be used as accents at the ends of parking rows but shall not be used as the primary shade tree within the parking lot.

**Response: This comment will be addressed with a later submittal.**

- v. Section 146-4.7.5 L. (Site Entryways and Intersections).  
Provide a distinctive landscape feature at each site entrance. Distinctive landscape features should consist of specimen quality plant material that will provide visual interest during all seasons. This may be integrated with any proposed signage.  
**Response: This comment will be addressed with a later submittal.**
- vi. Section 146-4.7.8 B. 2.b. (Service, Loading, Storage and Trash Area Screening).  
All trash dumpsters and recycling bins must be enclosed and setback at least 12 feet from adjacent properties with residential or commercial uses. Service areas visible from streets or residences shall be screened by fences, walls, landscaping, berms or any combination of items. Fencing and wall screening shall be accompanied by landscaping on the exterior side to soften the appearance of the wall and/or fence. Evergreen plantings are required along the exterior.  
**Response: This comment will be addressed with a later submittal.**
- vii. Section 146-4.7.3 M. (Detention and Water Quality Ponds).  
To meet water quality objectives, the city encourages applicants to utilize Low Impact Development (LID) techniques as permanent best management practices (BMPs). Many of the LID practices have an integrated vegetative component which supports the treatment, evapotranspiration and infiltration functions so that storm water is treated at the source. With the implementation of LID techniques, property owners can benefit from the environmental quality and aesthetics of the area in which they live and work. Some examples of LID techniques are depicted in the images below and include permeable pavements, vegetative swales and rain gardens.



Applicants may propose their own BMP's or work Aurora Water/Public Works. Aurora Water has a manual titled "Low Impact Development Techniques for Urban Redevelopment in Aurora" that may be helpful. To obtain a copy, please contact Vern Adam at [vadam@auroragov.org](mailto:vadam@auroragov.org). The applicant may also wish to review the Ultra-Urban Green Infrastructure Guidelines published by the City and County of Denver.

All detention pond facilities shall not exceed six feet in depth. The area within the tract surrounding the pond shall contain a minimum of one tree and 10 shrubs or the approved tree and shrub equivalents per 4000 square feet above the 100-year water surface elevation. When overlapping landscape standards occur such as when buffers, detention/water quality and parking lot/landscape requirements fall within the buffer, they may be counted towards meeting the buffer requirements, however the most restrictive requirements shall be met.

**Response: This comment will be addressed with a later submittal.**

viii. Section 146-4.7.3. C. (Irrigation).

All developments shall install an automatic irrigation system for landscape areas. To assess irrigation tap fees, Aurora Water will require the applicant to divide their landscape into water conserving, non-water conserving and non-irrigated areas as part of the landscape submittal. A table summarizing these areas shall also be provided. Contact Timothy York at (303) 326-8819 regarding irrigation plan requirements and application fees. An irrigation permit is required prior to the installation of an irrigation system.

**Response: This comment will be addressed with a later submittal.**

21. *Building Design Standards*

Section 146-4.8 of the UDO contains specific standards for the design of buildings. These standards include requirements for building orientation and spacing, breaking up the massing of building facades with articulation elements, four-sided building design, and permitted materials, among other things. The Master Plan must include building design standards for residential and commercial development. Design standards must comply with code requirements at a baseline; it is expected to exceed these requirements to create a unique design theme for the overall development. Architecture and Urban Design tabs should be included with the first submittal of the master plan because the pad site development is imminent.

Code requires that building design must incorporate material changes and architectural features such as glazing, textured surfaces, projections, color, overhangs, and changes in parapet height to improve the façade and create an inviting and attractive street presence. Buildings must be designed to create a clear base, middle, and cap, with specific instructions and tips for how this can be achieved in Section 146-4.8.5.C. Ground floor designs should support a pedestrian-friendly environment, provide visual interest, and help to create an atmosphere that promotes foot traffic. Code also requires that you use changes in the wall

planes, both horizontally and vertically, at specific intervals and provide a variety of durable materials to create visually interesting buildings.

**Table 4.8-1  
 Building Design Standards Applicability by Building Type  
 Adjustments for Affordable Housing Structures appear in Sections 146-4.8.5 and 146-4.8.6**

Standard	Single-family detached or two-family dwellings	Single-family attached	Multifamily buildings	Single-story non-residential buildings	Multi-story mixed-use or non-residential buildings	Large-scale retail large format-over 75,000 sq. ft. gfa.
<b>General building design standards</b>						
Design variety	✓					
Distribution of masonry and architectural features	✓					
Windows	✓					
Building orientation and spacing			✓	✓	✓	✓
<b>Massing and articulation</b>						
Horizontal articulation		✓	✓	✓	✓	✓
Vertical articulation	✓					✓ [1]
Maximum building length			✓	✓	✓	
<b>Building materials</b>						
Primary building materials	✓		✓	✓	✓	✓
Masonry standards		✓	✓			
<b>Four-sided building design</b>						
Facade character elements			✓	✓	✓	✓
Entry design			✓	✓	✓	✓
<b>Roof design</b>						
Roof materials	✓		✓	✓	✓	✓
Roof form	✓		✓	✓	✓	✓
<b>Screening of mechanical equipment</b>						
Rooftop equipment	✓		✓	✓	✓	✓
Ground-mounted equipment			✓	✓	✓	✓
Garbage storage areas			✓	✓	✓	✓

Notes:  
 [1] Only applies when more than two stories or over 30 feet tall.

Architectural details shall be continued on all four sides of the buildings to prevent the back of house appearance. See the table below for applicable building design standards and ensure that the building elevations meet all applicable requirements.

If the application will include specific single-family detached home models, the models will need to follow the styles and level of quality and detail shown in the approved Master Plans. Please be aware that code has specific requirements for design variety and durability, and that the building elevations must meet a minimum score of 17 points in Section 146-4.8.3.F, Table 4.8-2 in order to receive building permits.

**Response: This comment will be addressed with a later submittal.**

2J. *Exterior Lighting* Standards for exterior lighting are found in Section 146-4.9. Show typical details of lighting on the plan and on building elevations. It is suggested that a unified lighting pedestrian and landscape lighting design be used throughout the development. Please address this as part of your Master Plan submittal.

**Response: This comment will be addressed with a later submittal.**

2K. *Signs*

Section 146-4.10 governs signage standards. Please review this section for complete details. Show the location of any monument signs on the plans and indicate the location of wall-mounted signs on the building elevations. If a sign program is desired, it must be submitted with the Master Plan and include standards, design and placement of various sign types.

**Response: This comment will be addressed with a later submittal.**

3. **Adjustments**

Section 146-5.4.4 details the definitions, applicability, procedures, and criteria of approval for all adjustments to development standards. If any adjustments are requested, they must clearly be listed and justified in the Letter of Introduction. They must also be listed on the cover sheet of the Preliminary Plat and/or Site Plan and any other sheets on which they are applicable. Approvals of adjustment requests are not guaranteed.

Adjustment requests should identify the reason for the adjustment, efforts to minimize the adjustment, and design elements proposed to mitigate the standards proposed for reduction. Typically, mitigation techniques should go *above and beyond* requirements from other code sections. If an adjustment does not meet the limits for administrative approval under Section 146-5.4.4.F, then the adjustment will require approval from the Planning and Zoning Commission.

**Response: This comment will be addressed with a later submittal.**

#### 4. Submittal Reminders

##### 4A. CAD Data Submittal Standards

The city has developed [CAD Data Submittal Standards](#) for internal and external use to streamline the process of importing AutoCAD information into the City's Enterprise GIS. A digital submission meeting the CAD Data Submittal Standards is required before final mylars can be routed for signatures or recorded for all applications. Please review these standards and ensure that files are in the correct format to avoid future delays.

**Response: This comment will be addressed with a later submittal.**

##### 4B. PDF Requirements

The application will be uploaded through the city's development review website as separate PDFs. Please ensure that all AutoCAD SHX text items are removed from the "Comment" section during the PDF creation process and that the sheets are flattened to reduce ability to select items. PDFs will be rejected during pre-acceptance reviews if they do not comply with this requirement, which could result in delays.

**Response: This comment will be addressed with a later submittal.**

##### 4C. Mineral Rights Notification

Please fill out the [Mineral Rights Affidavit](#) and supply this document to your Case Manager with the application submittal.

**Response: The application has been included in this submittal.**

#### **Pre-Submittal Meeting:**

Contact the assigned Case Manager to schedule a pre-submittal meeting at least one week prior to submitting an application. At the pre-submittal meeting, staff will review the submittal requirements, discuss the review timeline, provide a fee estimate, and review the process for uploading files and inputting adjacent property owners.

Please note that a separate pre-submittal meeting is required with Real Property for the Subdivision Plat prior to application submittal. Please contact Real Property directly to schedule this meeting.

**Response: Noted, thank you.**

#### **Community Participation:**

Please work proactively with registered neighborhood organizations and adjacent property owners. Registered neighborhood organizations within a one-mile radius and adjacent property owners will formally be notified of the application when a submittal has been made to the Planning and Development Services Department.

**Response: Noted, thank you.**

#### **Neighborhood Services Liaison:**

- Scott Campbell is the neighborhood liaison for the project. He has put together a report attached to these notes listing the registered neighborhood organizations within one-mile of your proposed project and can assist in scheduling and facilitating meetings with community members. Please work with the organizations that express interest in your project to address comments and mitigate concerns.

- All meetings with registered neighborhood organizations should also include the Planning and Development Services Department Case Manager so that questions concerning the UDO and procedures can be properly addressed. The Case Manager will record any project-related commitments that are made to the community at these meetings.
  - Additional information about the Neighborhood Liaison Program can be found on the [Neighborhood Services](#) page of the city website.
- Response: Noted, thank you.**

**Parks, Recreation & Open Space Department (PROS)**

*Project Characterization*

Based on your proposal, the following information has relevance to the determination of PROS' requirements for this project:

5. Your proposal includes 338 single family homes and triggers the requirement for park and open space land dedication.
6. Not all land dedication may be paid in cash-in-lieu; a portion of open space shall be dedicated on site.

**Response: This comment will be addressed with a later submittal.**

*Population Impact*

For single-family homes, population calculations for the project are based on an average household size multiplier of 2.65 persons per unit, resulting in an overall projected population of 896 persons residing in 338 units.

*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:

7. 3.0 acres for neighborhood park purposes per 1,000 persons
8. acres for community park purposes per 1,000 persons
9. 7.8 acres for open space purposes per 1,000 persons

The resulting acreage required is as follows:

	<b><u>338 Multifamily Units</u></b>
Neighborhood Park Land	2.69 acres
Community Park Land	0.99 acres
<u>Open Space Land</u>	<u>6.99 acres</u>
Total Land Dedication	10.67 acres

**Response: This comment will be addressed with a later submittal.**

*Internal Trail Connections*

In an effort to meet on site open space requirements and provide strong pedestrian connectivity, please provide one east-west connection from the west most units through to the pocket park site. Local trail connections must be within a 30' wide corridors, contain a 6' concrete trail, and provide amenities such as benches, trash receptacles and dog waste pick up stations. Based on your current proposal, it looks as if the main connection still needed is between the private amenity site and the pocket park.

Please ensure that you provide a table on the plan set which identifies the total acreage being dedicated on site for the pocket park, trail connection, and any other open space which meets PROS definition.

**Response: This comment will be addressed with a later submittal.**

#### *Signature Park*

Please note that just north and east of your property is the undeveloped Signature Park. PROS will be looking to ensure that there is a relationship with and building orientation toward the park and that all 'back of house' appearances are properly screened.

**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 community and neighborhood park 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: This comment will be addressed with a later submittal.**

#### *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 \$1,923.45** would apply if permits for construction of the residential units are pulled in 2020.

**Response: This comment will be addressed with a later submittal.**

#### *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 2020). 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: This comment will be addressed with a later submittal.**

#### Forestry Division

There are several mature trees that could be impacted by development of this site. If the lane for west bound Alameda to north bound Airport requires widening, the trees existing on that corner will need to be removed. There are also trees located in the drainage area that may require mitigation if they are removed.

#### *Tree Mitigation Requirements*

- Trees on site that are 4" or greater in caliper that will be impacted by development require tree preservation or mitigation. The intention of the Tree Preservation Policy is to preserve trees that are in good condition and of high value during the process of development. Mitigation for trees removed from the property can be accomplished by trees being planted back onto the site through the landscape plan, payment made into the Tree Planting Fund, or a combination of the two. If trees are planted on the site, the mitigation requirement

is an inch-for-inch replacement. This is in addition to the regular landscape requirements. For example, if a 10" tree is removed, 10 caliper inches must be replaced back onto the site. The use of tree equivalents are not acceptable for tree mitigation.

**Response: This comment will be addressed with a later submittal.**

#### *Forestry's Role in Site Plan Review*

- When the site plan is submitted, please show and label all existing trees on a separate sheet called Tree Mitigation Plan and indicate which existing trees will be preserved or removed. Please include grading on this sheet as well. Forestry Division staff will conduct a tree assessment after the initial submittal, which includes species, size, condition, and location factors

**Response: This comment will be addressed with a later submittal.**

- Once Forestry Staff conducts the tree assessment, a spreadsheet will be provided showing the dollar value of the trees that will be removed as well as the number of inches required for replacement back onto the site. In most cases, the mitigation inches can be replaced on the site through upgrades to the landscape plan. If there is not room to replace the number of inches that will be lost, payment can be made into the Tree Planting Fund based on the dollar value associated with tree loss.

**Response: This comment will be addressed with a later submittal.**

- Any trees that are preserved on the site during construction activities shall follow the standard details for Tree Protection per the current Parks, Recreation & Open Space Dedication and Development Criteria manual. The Tree Protection notes shall be included on the plan. The link for the manual can be found at [Parks, Recreation & Open Space Dedication and Development Criteria manual](#).

**Response: This comment will be addressed with a later submittal.**

#### *Ash Trees Prohibited*

- Due to the invasive Emerald Ash Borer that has been infesting trees along the Front Range, all species of Ash are prohibited from planting within the City of Aurora – please be sure that your Landscape Architect is aware of this new requirement.

**Response: This comment will be addressed with a later submittal.**

## Aurora Public Schools

AURORA PUBLIC SCHOOLS - STUDENT YIELD  
 9/2/2020

### Airport and Alameda Raintree Residential Pre-application

Dwelling Type	Units	Yield Ratio	Student Yield
SFD	54	0.7	38
MF-LOW	284	0.3	85
MF-HIGH		0.145	0
<b>TOTAL</b>	<b>338</b>		<b>123</b>

YIELD	ELEMENTARY		MIDDLE SCHOOL		K-8 TOTAL	HIGH SCHOOL		K-12
	RATIO	STUDENTS	RATIO	STUDENTS	STUDENTS	RATIO	STUDENTS	TOTAL
SF	0.34	18	0.16	9	27	0.2	11	38
MF-LOW	0.17	48	0.08	23	71	0.05	14	85
MF-HIGH	0.075	0	0.04	0	0	0.03	0	0
<b>TOTAL</b>		<b>67</b>		<b>31</b>	<b>98</b>		<b>25</b>	<b>123</b>

SCHOOL TYPE	STUDENT YIELD	ACRES PER CHILD	ACRES REQUIRED
ELEMENTARY	67	0.0175	1.1662
MIDDLE	31	0.025	0.7840
HIGH	25	0.032	0.8000
<b>TOTAL</b>	<b>123</b>		<b>2.7502</b>

In accordance with Section 4.3.18 of the Unified Development Ordinance, the school land dedication obligation for the 338 proposed residential units is 2.7502 acres. Aurora Public Schools will accept cash- in-lieu of land for this obligation valued at market value of zoned land with infrastructure in place. Cash- in-lieu is due at the time of plat recording.

**Response: This comment will be addressed with a later submittal.**

## Aurora Water

Aurora Water will receive a referral of the Site Plan and Subdivision Plat for review and comment. Please respond to all Water Department comments with your initial submittal.

### **Key Issues:**

- ▶ Update and/or provide a Master Utility Study for this project.
- ▶ Provide phasing plan for erosion control and utility construction.
- ▶ Each residence shall individual water and sanitary service lines.
- ▶ Address onsite drainage.
- ▶ Public utilities installed within alleyways will require a 16 ft easement for one utility and 26 ft for two utilities.
- ▶ A domestic allocation agreement will be required for connections 2" and larger.

### *Utility Services Available:*

10. Water service may be provided from: 16-inch DIP water main in E Alameda Parkway, 8-inch DIP water main in E Alameda Drive and 8-inch DIP main in E Quintero Way.

**Response: The existing water mains in East Alameda Parkway, East Alameda Drive and East Quintero Way will be tied into for service to the site.**

11. Sanitary sewer service may be provided from: 8 – inch PVC sewer main in E Alameda Drive and 8 – inch PVC sewer main in E Quintero Way.

**Response: The existing sewer mains in East Alameda Drive and East Quintero Way will be tied into for service to the site.**

12. Project is located on the following Map Pages: 09L.

**Response: Noted, this is the current City quarter section map reference number.**

*Utility Service Requirements:*

13. A Site Plan is required for this project and must show existing and proposed utilities including:

- Public/Private Mains
- Service Lines
- Water Meters
- Fire Suppression Lines
- Fire Hydrants necessary to service your development
- Grease Interceptors are required for commercial kitchens
- Sand/Oil Interceptors are required for vehicle maintenance facilities
- All utility connections in the arterial roadway are required to be bores.

**Response: This comment will be addressed with a later submittal.**

14. General utility design criteria can be found in Section 5 of the [Standards and Specifications Regarding Water, Sanitary Sewer and Storm Drainage Infrastructure \(Utility Manual\)](#).

**Response: This comment will be addressed with a later submittal.**

*Utility Development Fees:*

15. A partial Storm Drainage Development fee is required prior to the recording of the Subdivision Plat or at the time of building permit approval if a Plat is not required. Additional Storm Drainage fees may be charged and are based on the amount of impervious surface created by this project.

**Response: This comment will be addressed with a later submittal.**

16. The Water Transmission Development Fee and the Sanitary Sewer Interceptor Fee have been combined into the water connection fee and are required to be paid after issuance of building permit and prior to issuance of the Certificate of Occupancy.

**Response: This comment will be addressed with a later submittal.**

17. For a full listing of Utility Fees, please see the [Aurora Water Fee Schedules](#).

**Response: This comment will be addressed with a later submittal.**

**Public Works Department**

*Traffic Engineering will receive a referral of the Site Plan, Subdivision Plat, and Civils for review and comment.*

18. Show all adjacent and opposing access points on the Site Plan.

**Response: This comment will be addressed with a later submittal.**

19. Label the access movements on the Site Plan.

**Response: This comment will be addressed with a later submittal.**

20. Objects and structures shall not impede vision within these sight triangles. Landscaping shall be restricted to less than 26-inches in the sight triangles. Show sight triangles on the site plan and landscaping plan at all access points in accordance with [City of Aurora Standard Traffic Detail TE-13](#) In addition, street trees shall be set back from Stop signs and other Regulatory signs as detailed in [City of Aurora Standard Traffic Detail TE-13.3](#).

**Add the following note landscape plans: 'All proposed landscaping within the sight triangle shall be in compliance with COA Roadway Specifications, Section 4.04.2.10'**  
***Response: This comment will be addressed with a later submittal.***

**ROW/Plat:**

21. Designate a Public Access Easement along internal private drives.
22. A private cross-access agreement is recommended for maintenance and snow removal. The developer is responsible for establishing this agreement with the adjacent property owner.
23. ROW dedication may be required for additional right turn lanes along Airport Blvd and Alameda Parkway at the access points, pending the results of the traffic impact analysis.
24. A traffic signal easement shall be required at the intersection of Alameda Parkway and Airport Blvd to accommodate the proposed traffic signal modifications and future rebuilds.
25. A traffic signal easement shall be required at the intersection of Alameda Parkway and Quintero Way to accommodate the proposed future traffic signal installation.
26. A traffic signal easement shall be required at the intersection of Alameda Parkway and Alameda Drive to accommodate the proposed future traffic signal installation.
27. A traffic signal easement shall be required at the intersection of Alameda Drive and Airport Blvd to accommodate the proposed future rebuilds.
28. ROW dedication is required for an additional free flow right turn lane, westbound Alameda Parkway turning right onto northbound Airport Blvd.

***Response: These comments will be addressed with a later submittal.***

**Improvements:**

29. The developer, pending results of the traffic impact analysis, may be required to lengthen the southbound left turn bay storage at Airport Boulevard and Alameda Drive. Coordinate with the Parks Department for relocating/removing median landscaping.
30. The developer, pending results of the traffic impact analysis, may be required to lengthen the eastbound left turn bay storage at Alameda Parkway and Alameda Drive. Coordinate with the Parks Department for relocating/removing median landscaping.
31. Pending the results of the traffic impact study, deceleration lanes may be required at site access points along Alameda Parkway and Airport Boulevard.
32. Show existing stop signs and street name signs or the installation of new stop signs and street name signs by developer at the site access points onto public streets. Add the following note to the Site Plan:
  - o The developer is responsible for signing and striping all public streets. The developer is required to place traffic control, street name, and guide signs on all public streets and private streets approaching an intersection with a public street. Signs shall be furnished and installed per the most current editions of The Manual on Uniform Traffic Control Devices (MUTCD) and City Standards, and shown on the signing and striping plan for the development.
33. The developer is responsible for signal modifications, if warranted, at the intersection of Airport Boulevard and Alameda Drive. Add a note to the Site Plan indicating this commitment. The traffic signal(s) shall be properly installed and operating prior to issuance of a Certificate of Occupancy. This modification would include a southbound protected-permissive phase.
34. The intersection of Alameda Parkway and Alameda Drive is a potential candidate for a future traffic signal if and when signal warrants are met. As an adjacent land owner/developer, you must participate in the cost of the traffic signal installation. Add the following note to the Site Plan:
  - **(Applicant/owner name, address, phone)** shall be responsible for payment of 50% of the traffic signalization costs for the intersection of Alameda Parkway and Alameda Drive, 100% of the traffic signalization costs for the intersection of Alameda Parkway and Quintero Way, 25% of the recent traffic signalization modification costs for the intersection of Alameda Parkway and Airport Boulevard, if and

when traffic signal warrants are satisfied. Traffic signal warrants to consider shall be as described in the most recently adopted version of Manual on Uniform Traffic Control Devices, as of the date or dates of any such warrant studies. For warrant purposes, the minor street approach traffic shall typically be comprised of all through and left-turn movement and 50% of right turn movements unless otherwise determined by the traffic engineer. **Pursuant to 147-37.5 of city code, the percentage of the traffic signalization costs identified above shall be paid to the city by the applicant / owner, to be held in escrow for such purpose, prior to the issuance of a building permit for the related development or as otherwise required by city code.** The percentage above will be applied to the entire traffic signalization cost as estimated at the time of the escrow deposit to calculate specific dollar funding requirement.

***Response: These comments will be addressed with a later submittal.***

35. A Traffic Impact Study will be required for this site which will include addressing the following specific items:
- Existing, buildout and 2040 average daily traffic counts.
    - o The City can provide some historic count data, but the City has also take pre-post COVID19 count data that can support scaling of counts taken during this time. Coordinate, via email, with Brianna Medema on this item.
  - Include detailed analysis of the following intersections:
    - o Alameda Dr at Airport Blvd
    - o Airport Blvd at Alameda Parkway
    - o Alameda Dr at Alameda Parkway
    - o Alameda Dr at Quintero Way
    - o All access points along Alameda Parkway
    - o All access points along Airport Blvd
    - o All access points along Alameda Drive
  - Signal Warrant Analyses of Alameda Drive and Alameda Parkway
    - o Warrant 1,2,3 all to be included (collect 72 hr tube counts for analysis)
  - Include:
    - o Recently competed COA project at the intersection of Airport Blvd and Alameda Parkway
    - o Traffic from the proposed development to the west of Airport Blvd
    - o Queuing analysis and discussion for all intersections / driveway
    - o Analysis and discussion on the need for right turn lanes (CDOT access code criteria)
    - o Analysis and discussion on the need for a free flow right turn lane, westbound Alameda Parkway turning right onto northbound Airport Blvd
    - o Analysis and discussion of protected – permitting phasing at Alameda Drive and Airport Blvd, in the SB direction
  - If a traffic signal or multiway stop warrant is met at an intersection (other than identified future signals), then a roundabout shall also be considered at the intersection.
  - Discussion of the application of elements from the Traffic Calming Toolbox and countermeasures applicable from the FHA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (July 2018) to address any concerns for speeding, pedestrian crossings, etc. Techniques in the Traffic Calming Toolbox include: Advanced Yield Lines, Enhanced Crosswalk, High- Visibility Signs and Markings, In-Street Pedestrian Crossing Signs, Enhanced Pedestrian Crossing Sign Devices (HAWK or RFB), Mid-Block Lane Narrowing, Curb Extension, Angled Parking, Pedestrian Safety Island, Staggered Pedestrian Safety Island, Lane Narrowing, Mini Roundabout, Speed Cushions and Chicane. Details of Enhanced Crosswalk, compact roundabout, speed cushions and chicane may be made available if requested.
    - o Traffic Engineering supports an at-intersection crossing of Alameda Dr to support the adjacent park. Consider an RRFB or other enhanced crossing measure for E/W crossing.
  - Analysis of pedestrian connectivity/ trail system /crossing locations.

**Response: The traffic study provides this requested information.**

The Traffic Study shall be prepared in accordance with the [City of Aurora Traffic Impact Study Guidelines](#).  
Submitting the Traffic Study:

- The Traffic Study shall be sent directly to *Brianna Medema* at [bmedema@auroragov.org](mailto:bmedema@auroragov.org) as soon as possible.
  - The Traffic Study shall also be uploaded with the rest of the submittal.
36. Based on our review of the Traffic Impact Study, additional improvements may be required.

**Response: Noted, thank you.**

### **Engineering Division**

*The Engineering Division reviews the drainage and public improvement components of your project plans. Engineering reviews referrals of the Site Plan and Subdivision Plat from the Planning Department.*

*Improvements:*

*Sections and details referenced in the Improvements section refer to the City's [Roadway Design and Construction Specifications \(Roadway Manual\)](#).*

37. Typical roadway sections are specified in the City Code and summarized in Section 4.08 with details shown in the Standard Detail S1.
38. Mountable curb and gutter shall be used on all Type 1 and 2 streets. All other streets, including those within the Urban Centers and TODs shall use 6" vertical curb and gutter.
39. Curb ramps must be shown (located) on the plans at all curb returns, "T" intersections, residential mail kiosks or clustered mailboxes, and any other location of public necessity. Refer to Standard Detail S9. Any street grades in excess of three percent will require detailed grading of the curb ramps.
40. Flared curb cuts, Standard Detail S7.4, are not permitted for commercial/industrial or residential driveways where traffic movements would be substantial. When the number of parking spaces exceeds 20, curb returns are required and the curb return radii shall be labeled on the plan.
41. Pedestrian Bicycle Railings will be required at and continuous along vertical separations of 30 inches, or greater, or on slopes greater than or equal to 3:1 adjacent to pedestrian areas. See Standard Detail S18.
42. Retaining walls shown on plans shall indicate material type and a height range or indicate a maximum height. Where appropriate, guard or hand rails may be required.
43. The maximum private access drive slope may be 4% (non-residential) when sloping down toward the public street and up to 6% maximum when sloping up toward the public street.
44. Homes are allowed to front a local street within 75-feet of an arterial street if the average daily traffic volume is less than 2,000 and certain mitigation measures are provided. Indicate the mitigation measures on the Site Plan/Contextual Site Plan. See Section 4.07.7.02.5.04 of the *Roadway Design & Construction Specifications*, October 2016 edition.
45. Street lights are required along adjacent roadways. Please refer to the Draft Lighting Standards for street light spacing, location, wattage, etc., information. Street lights along public right-of-way shall become City owned and maintained once they have been installed and the final acceptance letter for the lights has been issued. Street light locations shown on the site plan are conceptual. The street lighting plan shall be included with the Civil Plan submittal and will determine final street light locations based on a photometric analysis.

**Response: This comment will be addressed with a later submittal.**

*ROW/Easements/Plat:*

46. ROW dedication is required for the public street.
47. The dedication of a 25-foot lot corner radius is required at the intersection of Airport and the east-west roadway.
48. Please coordinate with the Real Property Division of Public Works for the dedication of any required easements. If a plat will be prepared for this development, the plat can cover the required easements.
  - Sidewalk easements may be required for new sidewalk installed.
  - A drainage easement shall be required for any detention/water quality facilities on site. This drainage easement shall tie to a public way.
  - Utility easements shall be required for any proposed water/sanitary sewer/public storm sewer located outside of public right-of-way.
  - Public access/fire lane easement shall be required for fire lanes outside of public right-of-way. Please coordinate with Life Safety for their alignment.

**Response: This comment will be addressed with a later submittal.**

**Drainage:**

Drainage design standards can be found in the City's ["Storm Drainage Design and Technical Criteria"](#).

49. Per Section [138-367](#) of the Aurora Municipal Code, a Preliminary Drainage plan and report is required prior to Site Plan or Plat approval. A Preliminary Drainage Plan and Report shall be submitted at the time of Planning Department application submittal. A review fee shall be paid to the City prior to acceptance of the preliminary drainage report. The site plan will not be approved until the preliminary drainage report is approved. Full spectrum detention is required for this project.

**Response: A Preliminary Drainage Plan and Report will be provided with the Site Plan Submittal. Full Spectrum Detention will be provided.**

50. Under the provisions of Colorado Revised Statute 37-92-602(8), any detention or infiltration facility that becomes operational after August 5, 2015, is required to notify downstream water rights holders prior to operation. Urban Drainage and Flood Control District (UDFCD) has created a spreadsheet form (called *SDI Design Data*) for determining compliance with the statute and a web portal that will send a weekly e-mail notification to downstream water rights holders, satisfying the notification requirements. The developer will be responsible for having a professional engineer, licensed in the State of Colorado, complete the *SDI Design Data* and uploading to the web portal. Public Works Engineering will verify the information matches the final drainage report. Notification must be made before Civil Plans will be approved or Stormwater Permits will be issued.

**Response: Noted, the SDI Design Data will filled out on the above site and a copy provided.**

51. Detention of storm drainage is required for this site and shall be incorporated on the site, unless other accommodations are approved by the City Engineer.

**Response: Full Spectrum Detention will be provided on site.**

52. Release rate for the detention pond shall be based upon the ["Storm Drainage Design and Technical Criteria"](#) Manual, latest revision.

**Response: Noted, release rates will follow the SDDTC Manual.**

53. Storm water from concentrated points of discharge from a minor storm event shall not be allowed to flow over sidewalks, but shall drain to the roadway by the use of sidewalk chase sections. Sidewalk chase sections shall not be located within a curb cut, driveway, curb ramp, or curb return.

**Response: Noted, this will be addressed with a later submittal.**

54. A public storm sewer system appears to be located near this site. Please have your Engineer or Surveyor

verify and tie your site drainage into it.

**Response: The existing storm sewer system has been surveyed and will be used to tie into for the site drainage.**

55. Extend storm sewer through the site, including inlets, pipes, manholes, etc., as needed.

**Response: The existing storm sewer on site will be extended as needed.**

#### **Fire/Life Safety Comments - Building Division**

*The Building Division will receive a referral of the Site Plan and Subdivision Plat for review and comment. They will review these documents for Life Safety (Fire Code) and Building Code issues.*

#### **Address Directory Signs for Single-Family Dwellings Facing Green Belts instead of Public Right-of-Way:**

An approved address directory shall be shown within the detail sheet of the site plan and/or civil plan sign package. Address Directory Signs must be installed at properties where the single-family unit is facing a green belt and access to the unit is from garage of an adjacent access road.

- Adjacent public/ private roadways, or fire lane easements/public access easements must provide emergency access to within 150' of all exterior portions of the first floor of each structure. The utilization of a greenbelt product cannot exceed this requirement.

**Response: This comment will be addressed with a later submittal.**

#### **Addressing Requirements:**

All buildings or structures, except accessory buildings, shall display the proper building number in the manner provided in this article. It shall be the responsibility of the owner, occupant or any person obtaining a building permit to place such number in the manner provided in the Aurora City Code of Ordinance, Chapter 126 - Article VII - Numbering of Buildings.

**Response: This comment will be addressed with a later submittal.**

#### **Adopted Codes by the City of Aurora – Setbacks:**

The site plan and civil plans must reflect the setback requirements of the 2015 International Building and Fire Code for placement of the structure(s) in relation to adjacent buildings, property lines, public ways, accessible walkways, etc. To view the 2015 International Codes please utilize the following hyperlink; [ICC Codes Online](#).

**Response: This comment will be addressed with a later submittal.**

#### **Civil Plans:**

Based on the discussion within the pre-application meeting the following information must be reflected within the Civil Plan package submitted to Public Works Department.

- [Dead-End Fire Lane Detail](#)
- [Fire Lane Sign Detail](#)
- [Grading Plan](#)
- [Handicap Accessible Parking Signs](#)
- [Sign Package](#)
- [Signature Block](#)
- [Street Standards and Street Section Details](#)

**Response: This comment will be addressed with a later submittal.**

#### **Emergency Responder Radio Coverage:**

The 2015 International Fire Code requires all buildings to be assessed for adequate emergency responder radio coverage.

- The 2015 International Fire Code (IFC), requires all buildings to be assessed for adequate Emergency

- Responder Radio Coverage (ERRC). At the time the structure is at final frame and final electrical inspections, the general contractor (GC) will be required to hire an approved and qualified independent 3rd party to assess the radio frequency levels within the structure. Once completed, the 3rd party will provide the results of the test to both the GC and the Aurora Building Division as to whether the structure passed or failed the preliminary radio surveillance. A structure that has passed this surveillance requires no further action by the GC. A failed radio surveillance will require a licensed contractor to submit plans to the aurora building division to obtain a building permit for the installation of an ERRC system prior to installation. This assessment and installation is at the owner or developers expense. Future interior or exterior modifications to the structure after the original Certificate of Occupancy is issued will require a reassessment for adequate radio frequency coverage.
- Core and shells structures will not require this assessment, but the tenant finish that follows and prior to issuance of the certificate of occupancy will be required to conduct this assessment, install a system where needed.

***Response: This comment will be addressed with a later submittal.***

#### Fire Department Access:

Based on the information presented so far, the type(s) of fire apparatus access road(s) needed for this particular site is:

- Fire Lane Easement
  - o Buildings less than 30' in height require only a 23' wide fire lane easement with 29' inside and 52' outside turning radii. Building greater than 30' in height require a 26' wide fire lane easement with a 26' inside and 49' outside turning radii.

***Response: This comment will be addressed with a later submittal.***

#### Fire Hydrants:

The number and spacing of fire hydrants are determined using the 2015 IFC, Appendix B & C. As indicated in the previously stated code sections, fire hydrant coverage requirements include both internal site areas and abutting public street systems.

- In single-family detached residential sites, the IFC reflects an exception in Section 507.5.1 that allows IRC R-3 dwellings to utilize a 600' on center spacing of fire hydrants.

***Response: This comment will be addressed with a later submittal.***

#### Fire Sprinkled Structures:

The requirements for the installation of a fire sprinkler system are provided within the Chapter 9 of the 2015 IFC and IBC.

General Comments:

- Our jurisdiction has amended the IFC through a city ordinance that removes the requirement for fire sprinkling R-3 Single-Family residences. During the pre-application meeting it was stated that these units would be IRC R-3 Occupancy. If this is changed to IBC R-2 occupancy, then a fire sprinkler system will be required for these units.

***Response: This comment will be addressed with a later submittal.***

#### ***Handicap Accessibility Requirements:***

The City of Aurora reviews handicapped accessibility requirements based on 2015 IBC, Chapter 11, the 2009 ICC/ANSI A117.1 and the 2003 Colorado State [House Bill 03-1221](#), Article 5, Standards for Accessible Housing.

- Residential

***Response: This comment will be addressed with a later submittal.***

The City of Aurora reviews handicapped accessibility requirements based on 2015 IBC, Chapter 11, the 2009 ICC/ANSI A117.1.

- [Commercial](#)

**Response: This comment will be addressed with a later submittal.**

Knox Hardware:

Where access to or within a structure or an area is restricted because of secured openings or where immediate access is necessary for life-saving of fire-fighting purposes, the fire code official is authorized to require a key box to be installed in an accessible location.

**Response: This comment will be addressed with a later submittal.'**

Legend:

The cover sheet must include a "Site Plan Legend" reflecting both existing and/or proposed site elements that are existing or proposed within site.

**Response: This comment will be addressed with a later submittal.**

Loading and Unloading Areas:

The site plan must show the location of the loading and unloading areas. These areas must not encroach into the dedicated or designated fire lane easement.

**Response: This comment will be addressed with a later submittal.**

Motor Fuel Dispensing Sites:

Automotive motor fuel-dispensing facilities, marine motor fuel-dispensing facilities, fleet vehicle motor fuel-dispensing facilities, aircraft motor-vehicle fuel-dispensing facilities and repair garages must reflect the specific elements within the site plan submittal.

- Show and label locations of underground fuel storage tanks with gallon size and type of fuel being stored.

**Response: This comment will be addressed with a later submittal.**

Phasing Plans:

A phasing plan must be provided with the Planning Departments Site Plan and the Public Works Departments Civil Plans submittals.

**Response: This comment will be addressed with a later submittal.**

Photometric Plan:

- 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".
- Add the "accessible route" (heavy dashed line) to the photometric plan and verify minimum 1 foot-candle of illumination along its entire length.
- Site Plan, Civil Plan, Framework and General Development Plan, and Plat Notes:

The notes being provided below must be included on the cover sheet of the indicated submittal type.

- [\(Plat Note\) If Plat does not contain a Dedicated Fire Lane Easement](#)
- [\(Plat Note\) If Plat Contains Fire Lane Easement](#)
- [\(Site Plan Note\) Accessibility Note for Commercial Projects](#)
- [\(Site Plan Note\) Accessibility Note for Multi-Family Projects Built under the 2015 IBC/IRC and HB-](#)

- 1221
- (Site Plan Note) Addressing
  - (Site Plan Note) Aircraft Noise Reduction (LDN)
    - o This area is within a noise mitigation area. Sec. 22-425
  - (Site Plan Note) Americans with Disabilities Act
  - (Site Plan Note) Emergency Ingress and Egress
  - (Site Plan Note) Emergency Responder Radio Coverage
  - (Site Plan Note) Fire Lane Easements
  - (Site Plan Note) Fire Lane Signs
  - (Site Plan Note) Right of Way for Ingress and Egress of Emergency Vehicles

**Response: This comment will be addressed with a later submittal.**

Site Plan Data Block:

The site plan must include a “Data Block” on the cover sheet that reflects all items indicated within the “link” that apply to your project.

**Response: This comment will be addressed with a later submittal.**

Special Design Considerations:

Based on the information presented in the pre-application meeting, these additional Life Safety criteria must be shown on the site plan, plat and civil plans.

- Abutting Fire Lane or Public Access Easement to Property
  - o If an existing fire lane or public street has to be removed or relocated for any reason, the roadway must be replaced using the current specifications of the Public Works Department.
- Access to within 150 feet of Each Structure
  - o The fire code official is authorized to increase the dimension of 150 feet reach requirement where the building is fire sprinkled in accordance with the 2015 IFC, Section 503.1.1 where allowed by code. If granted approval, a fire sprinkled structure may utilize 200-foot reach criteria in place of the 150-foot standard requirement.
  - o Where fire hydrants and fire department connections are provided adjacent to vehicular access drive aisles, they will need to be dedicated as fire lane easements in order to provide emergency access to them.
- Fire Apparatus Access Road Specifications
  - o If an existing fire lane or public roadway has to be removed or relocated for any reason, the portion replaced must be in compliance with the current specifications of the Public Works Department.
- Combined Fire Lane, Public Access and Utility Easements
- Construction of Fire Lane Easements and Emergency Access Easement
- Dead-end Fire Apparatus Access Roadways
- Dead-End Public Streets
- Encroachment into Emergency Access or Fire Lane Easements are Prohibited
- Grade
- Labeling of Easements on the Site Plan, Plat and Civil Plans
- No Parking is allowed within a Fire Lane Easement
- Private Streets Constructed to Public Street Standards
- Pocket Utility Easements for Fire Hydrants
- Public Street Systems Adjacent to Site
- Speed Bumps
- Snow Removal Storage Areas
- Two points of Emergency Access
- Width and Turning Radius

**Response: This comment will be addressed with a later submittal.**

Trash Enclosure:

Per the 2015 International Fire Code, Section 304.3.3, dumpsters and containers with an individual capacity of 1.5 cubic yards or more shall not be stored in buildings or placed within 5 feet of combustible walls, openings, or combustible roof eave lines.

**Response: This comment will be addressed with a later submittal.**

Real Property Division

The Real Property Division reviews the Site Plan and processes Subdivision Plats, Easements, and License Agreements that may be necessary for development of property.

Subdivision Plats:

56. The property is currently platted; however, due to your proposed use, it will need to be resubdivided (replatted) at this time in order to obtain a building permit. Plats must be prepared using City of Aurora specifications provided in the most current [Subdivision Plat Checklist](#). Plat reviews may run concurrently with your other Planning Dept. submittals.

**Response: This comment will be addressed with a later submittal.**

57. A **presubmittal meeting** with Real Property is required on all plat submittals so our team may verify that basic elements have been addressed before they are submitted to Planning. This 30-minute meeting is for the 1<sup>st</sup> submittal of plats only and is by appointment only. Call *Darren Akrie* at 303.739.7300 to schedule your appointment. The person preparing the plat and your project manager should attend the meeting. Please bring two sets of the plat.

**Response: This comment will be addressed with a later submittal.**

Site Plans:

A Site Plan will be required by the Planning Department. Real Property has items that need to appear on that site plan above and beyond what other departments may require. These items are listed on the Real Property [Site Plan Checklist](#).

**Response: This comment will be addressed with a later submittal.**

Separate Documents:

58. During the pre-application meeting no requirement for separate documents were specifically identified for your site as proposed. However, review of your actual Site Plan when submitted may identify additional conditions which will require a separate document. Following are the links to additional information if needed later in your formal review process:

- [Easement Release](#)
- [License Agreement Packet](#)
- **Offsite easement dedications** may be required to make your project work. It's up to the developer to obtain these easements for the city, pay compensation, etc. Dedication documents must be prepared using Real Property specifications which can be found in the [Dedication Packet](#). Once complete and accurate easement dedication information is submitted to Real Property, it takes **about 8-10 weeks** to complete the process. They must be complete and ready to record before Real Property will record the Plat and/or Site Plan.

**Response: This comment will be addressed with a later submittal.**

59. If there are existing easements that are no longer needed, the city will require the developer to make application to the city to release those easements. Easement release documents must be prepared using

Real Property specifications and are available in the [Easement Release Packet](#). Once complete and accurate easement release information is submitted to Real Property, it takes about **8-10 weeks** to complete the process. They must be complete and ready to record before Real Property will record the Plat and/or Site Plan.

**Response: This comment will be addressed with a later submittal.**

60. You may have items that encroach into city-owned property or easements (i.e. retaining walls, medians, stairs, etc.). If allowed, these types of encroachments require a **License Agreement**. Requirements can be found in the [License Agreement Packet](#). It takes **8-10 weeks** to complete the process after submittal. The License Agreement must be completed before the Site Plan is recorded.

**Response: This comment will be addressed with a later submittal.**

61. If a requirement for new street lighting is identified during the review process, this may be an opportunity to partner with cell carrier providers. New technology allows these providers to incorporate their technology with street lighting. These carriers are willing to take on the cost of purchasing and installing a light with qualifying projects. Please contact *Leslie Gaylord* at 303.739.7901 for additional details and contact information.

**Response: This comment will be addressed with a later submittal.**

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## **Evergreen Pre-App Notes**

### **Planning Department**

The Planning comments are numbered, when you submit your application, include a letter of introduction responding to each of the numbered comments including key issues from other departments.

#### **Key Issues:**

- ▶ Key elements to include with the street network are a north-south spine street and a street connecting into the residential area from Airport Blvd.
- ▶ Zoning Map Amendment should include MU-C and R-2 and no industrial zoning should be retained.
- ▶ A small portion of the project area on the east end is within the “60 LDN,” and Buckley Air Force Base (BAFB) will receive a referral for review and comment.
- ▶ Automobile oriented uses may be required to locate on the north half of the site.

#### **General Zoning Code Review of your Property:**

- Your property is zoned I-1.
- The uses you propose will require “Zoning Map Amendments.” The zoning recommended by the Planning Department and Aurora Places for this property is MU-C along Airport Blvd and R-2, subject to BAFB review, for the remainder of the property. A Zoning Map Amendment to R-2 without the companion rezone to MU-C is not recommended.

#### **Standards and Issues:**

##### **1. Zoning and Land Use Issues**

Aurora Places, the City’s Comprehensive Plan, supports the movement away from industrial land uses in this area to a mix of commercial and residential uses with the “Commercial Hub” designation along Airport Blvd and the remainder being the “Established Neighborhood” designation. However, the Comprehensive Plan is less supportive of a movement to residential zoning adjacent to industrial zoning. A Comprehensive

Plan Amendment request to City Council may be required to support a Residential Zoning Map Amendment adjacent to the industrial zoning district.

Commercial Mixed-Use zone districts are intended to be integrated with adjacent residential uses. Uses in these Commercial Mixed-Use districts are limited, and design standards are in place to assure a higher level of compatibility with adjacent residential uses. The standards in these Mixed Use commercial districts also serve and assure a variety of uses at commercial nodes. By contrast, industrial zone districts are not intended to be located adjacent next to residential uses and have fewer design standards and permit industrial uses. It may be difficult to mitigate the impacts of industrial development adjacent to residential development, substantial setbacks and buffering reduces the overall developable area.

A Master Plan will be required for this project. The Master Plan will accompany the Preliminary Plat, and the Planning and Zoning Commission will render a decision on both. A Master Plan will include: (1) The general arrangement of uses, parking areas, and infrastructure; (2) Vehicular and pedestrian circulation systems with shared entryways from streets and shared connections to public sidewalks, parking areas and land uses; (3) Street and perimeter landscaping; (4) Architectural and urban design standards; and (5) An infrastructure phasing plan.

Within this Master Plan, we are looking for the street and access network to be clarified. Typically, these plans will include design principles, guidelines, and standards that create elements of consistency throughout the development and help to distinguish this development from other developments. The commercial portion of the Master Plan should also include a conceptual commercial layout to identify anticipated building placement, land use, site circulation, and perimeter setbacks and design. The approach to integrating commercial and residential uses, which includes street and pedestrian network connectivity between them, is also part of a mixed-use Master Plan.

Your proposal should include two zoning map amendments for MU-C and R-2 zoning. A Zoning Map Amendment requires a recommendation from the Planning Commission and a decision by City Council. Criteria for a Zoning Map Amendment decision are as follows:

1. The change to the Zoning Map is needed to correct an error (change in the character of surrounding areas does not constitute an error in the map); or
2. The change to the Zoning Map is required because of changed conditions or circumstances on the property or in the surrounding area and: (a) The applicant has demonstrated that the proposed rezoning is consistent with the spirit and intent of the Comprehensive Plan, with other policies and plans adopted by the City Council, and with the purpose statement of the proposed new zone district(s); and (b) The applicant has demonstrated that the size, scale, height, density, and multi-modal traffic impacts of the proposed rezoning are compatible with surrounding development or can be made compatible with surrounding development through approval conditions; and (c) The application demonstrates that the change in zoning will not create significant dislocations of tenants or occupants of the property, or that any impacts are outweighed by other public benefits or progress toward other Comprehensive Plan goals that would be achieved by approval of the application.

Multiple commercial uses are proposed. Please note that most uses have “Use- Specific Standards,” which are described in Section 146-3.3. These standards are, in addition to the general design standards and may include modified design standards or, in some cases, limitations to uses in some contexts. Please be aware that automobile-oriented uses such as gas stations and car washes are limited at this location due to the prevalence of other automobile uses in the area. Automobile-oriented uses (as defined in code) may need to be located on the north half of the site to comply with UDO requirements.

***Response: The above comments have been noted and will be reflected in the attached plans and future applications.***

## 2. Traffic and Street Layout Issues

All proposed streets whether public or private need to be labeled according to our street standard ordinance, Chapter 126-1 and 126-36 of the city code. City design standards call for detached sidewalks and tree lawns. The City of Aurora emphasizes an integrated and connected street network. The goals and requirements as applied to this proposal include:

- The internal “drive” along the backside of the commercial properties needs to be designed and function like a street and include a continuous two-way connection from Alameda Parkway to Alameda Drive. The drive should include a detached sidewalk, curbside landscaping, and street trees on both sides.
- At least one primary access from Airport Boulevard needs to extend into the residential areas to the east and ultimately to Alameda Drive. All primary accesses from Airport Blvd need to connect to the north/south spine street and include a sidewalk on both sides.
- Subdivision regulations identify maximum block lengths of 700-feet and maximum block perimeters of 2,800 feet. This requirement applies to both commercial and residential development.
- Cul-de-sacs are not encouraged. Street connections to Alameda Drive and Quintero Way are preferred. Code requires each lot to have access by traveling no more than two local streets after departing from the arterial or collector street system.
- Please be sure to not plat unbuildable lots or tracts unless they meet the standards for a required open space, drainage area, buffer or other required area.
- Platting of streets should include right of way or tracts that are wide enough to include the entire street section from the back of sidewalk to the back of sidewalk. Perimeter lot lines along streets should also include the sidewalk within the right of way. Additional right of way width may be requested along Airport Blvd and Alameda Pkwy to include turn lanes and detached sidewalks.

**Response: Noted, thank you.**

## 3. Environmental Issues

The City of Aurora has no environmental records on this site. As our records may be incomplete, please contact the Environmental Health Division of the Tri-County Health Department at 303-220-9200, and the Colorado Department of Public Health and Environment (CDPHE) at (303) 692-2000 for more information.

**Response: Noted, thank you.**

### Buckley AID:

Because this property is located within the Airport Influence Overlay(AIO) of Buckley Air Force Base (BAFB), the applicant must assure that an avigation easement has been conveyed to the City of Aurora for this parcel and that this easement has been recorded with the Arapahoe County Clerk and Recorder along with the first plat in accordance with Section 146-2.6.2B.2 of the UDO.

To streamline this process, the City of Aurora will record the avigation easement for the applicant. The applicant is responsible for the following:

- Completing the easement form
- Obtaining the property owner’s signature
- Notarizing the document
- Including a legal description of the property
- Including a survey of the property

The completed easement form can be dropped off or e-mailed to Porter Ingrum at [pingrum@auroragov.org](mailto:pingrum@auroragov.org). It may also be e-mailed to the case manager. The easement form is available on the city website at [www.auroragov.org](http://www.auroragov.org), Business Services, Development Center, Development Process, Forms & Applications. Development in the AIO shall comply with height restrictions in the underlying zone district, which do not intrude into 14 CFR 77 surfaces for military airports. Vendors of real property located within the Airport Influence Overlay

are required to provide notice to prospective purchasers in accordance with Section 146-2.6.2B.3. The notice will state that the property may be subject to some of the annoyances or inconveniences associated with proximity to an airport including noise, vibration, and odors. Please contact Porter Ingram at 303-739-7227 with any additional questions regarding the AIO.

**Response: This comment will be addressed with a later submittal.**

#### 55 DN and 60 LDN Subareas

The property is located within the 55 LDN and 60 LDN Subareas of BAFB. The 60 LDN Subarea does not permit new residential uses or structures. The 55 LDN Subarea permits new residential uses or structures but they must include noise reduction measures in the design and construction in accordance with Chapter 22 of the Aurora City Code. Please contact the Building Division at 303-739-7240 regarding the specific construction requirements for building in the 55 LDN Subarea.

**Response: Noted, thank you.**

## 4. Site Design Issues

### 4A. Pad Sites

Each pad site will be required to have a site plan and should have its own pre-application meeting before submittal. Developers of the pad sites are encouraged to coordinate with the Planning Department in advance of a pre-application meeting. The commercial layouts provided in the pre-application submittal are viewed as conceptual, and a detailed review of these concepts is not included in this letter. While high-level requirements have been addressed in this letter, there will be a benefit in this initial dialogue to troubleshoot the constraints and design as well as development regulations.

**Response: This comment will be addressed with a later submittal.**

### 4B. Building Orientation and On-Site Amenities

Commercial buildings are required to have primary entrances onto enhanced pedestrian areas. These areas can include primary entries directly onto the public sidewalk or onto plaza or patio spaces with a direct sidewalk connection to the public sidewalk along the street. These patio spaces typically include decorative pavement treatments, pedestrian-scaled lighting, site furniture such as benches or tables and chairs, and landscape borders and amenities such as raised planter and seat walls. Buildings are encouraged to share plaza and patio spaces.

Commercial developments organize supporting commercial uses into clusters and emphasize building frontages along the streets and at corners.

Buildings on pad sites shall be designed to be “double-fronted,” where one entrance faces the parking lot entrance to the site and the other entrance facing the street or other public spaces.

One standard to be aware of relates to drive-through restaurants. The requirements do not permit drive-through lanes, order boards, or pick up windows to be located between the building the street. Alternative configurations may require an “Adjustment” to be approved by the Planning and Zoning Commission concurrent with the Site Plan.

**Response: This comment will be addressed with a later submittal.**

### 4C. Pedestrian Circulation and Linkages to Off-Site Trails & Open Space.

Within the commercial area, direct and continuous sidewalk connections are required from all building entrances to the public sidewalk and all commons areas. For both the commercial and residential areas, the Master Plan of the project should include proposed connections to “Signature Park” to the north. These connections should include approaches to maximize pedestrian comfort and safety for the crossings.

**Response: Noted, these connections are shown on the Circulation Map.**

#### 4D. On-Site Vehicular Circulation

As mentioned in the “Street Layout” section of this letter, key elements of vehicular circulation for the commercial areas are the development of a north-south spine street along the east side of the commercial pads. This “street” will connect Alameda Blvd to Alameda Drive and will include two-way vehicular flow and sidewalks. On-street parking is also encouraged and may count toward onsite parking requirements. The other major components are access ways from Airport Boulevard need to connect to the north-south spine and include sidewalks, and at least one of these accesses most continue into the residential portion of the development. The blue polygons in the diagram to the right show an example of a north-south spine street connections to Airport Blvd.



**Response: Noted, these connections are shown on the Circulation Map.**

#### 4E. Parking

On-Site parking quantities and parking lots design standards are required by Section 146-4.6 in the UDO. Within the commercial areas, code emphasis minimizing the appearance of parking lots from the street. Along arterials and collectors, no more than 60% of the lot frontage to a depth of 60 feet (measured from the back of sidewalk) may be occupied by surface parking. Each pad site will be evaluated to this standard.

**Response: This comment will be addressed with a later submittal.**

#### 4F. Site Lighting

Show typical details of lighting on the plan and building elevations. Section 146-4.9 governs the design of site lighting. In general, sidewalks, internal pedestrian paths, and bicycle paths shall be lit with full cutoff lighting fixtures no more than 16 feet tall and providing consistent illumination of at least one foot-candle on the walking surface, except in Low-Density Residential subareas. On-site streets and parking areas shall be lit with full cutoff type lighting fixtures no more than 25 feet tall. Fixtures shall be of a downcast type.

The Master Plan needs to include a consistent lighting style that will be used though out the development, including a variety of pedestrian-scaled lighting types.

**Response: This comment will be addressed with a later submittal.**

### 5. Landscape Design Issues

For further information, please feel free to contact our Senior Landscape Architect, Kelly K. Bish, PLA, LEED AP. The general landscape comments on your proposal are listed below:

**A. General Landscape Plan Comments.** Prepare your landscape plans in accordance with the recently adopted Unified Development Code (UDO). The UDO effective date was September 21, 2019 and can be found online by clicking this link: [UDO](#). The landscape comments provided herein are based upon the new code regulations and should follow Section 146-4.7 Landscape, Water Conservation, Stormwater Management and the Landscape Reference Manual. Please ensure that your landscape architect or designer has a copy of these documents as well as our project specific comments.

- **Landscape Plan Preparation:** Please label all landscape sheets “**Not for Construction**”. Landscape construction drawings are not required and therefore do not necessitate the

The landscape plan shall include the necessary landscape tables for each of the required landscape treatments (i.e. standard right-of-way landscaping, street and non-street frontage buffers, building perimeter landscape tables etc.) to demonstrate compliance with code requirements.

Landscape Plan Preparation: Please label all landscape sheets “Not for Construction”. Landscape

construction drawings are not required and therefore do not necessitate the signature, stamp and seal of a licensed landscape architect upon final approval by the City of Aurora. Landscape plans submitted with a site plan or redevelopment plan are used by the City to determine compliance with the landscape standards and for code enforcement purposes.

Landscape plans submitted during the Development Application submittal process must be prepared on 24" x 36" sheets and have plant symbols, plant labels with quantities, and a plant schedule upon first submission or a complete review will not be possible and may result in additional submittals and ultimately delays in approval of the plan set.

**Response: This comment will be addressed with a later submittal.**

- **Sight Triangles** – Include sight distance triangles per the Roadway Design and Construction Specifications document. All landscaping within the designated triangles shall not exceed 26" in height as measured from the roadway surface.

**Response: This comment will be addressed with a later submittal.**

#### **B. Section 146-4.7 Landscape, Water Conservation, Stormwater Management Requirements**

The following bullet points are not necessarily an all-inclusive list of the landscape requirements found within Section 146-4.7. The applicant is responsible for reviewing this section of the UDO and determining all applicable landscape conditions.

- **Curbside Landscaping.** Refer to Section 146-4.7.5 Required Landscaping (C) Curbside Landscaping 2. a. Street trees shall be provided along all street frontages proposed as part of this pre-application at a ratio of one (1) tree per 40 linear feet of curbside landscaping. When a detached walk and curbside landscape are provided according to Public Works street cross section requirements, street trees shall be provided within the designated curbside landscape area. When a detached walk and curbside landscape are absent, street trees shall be located from four to five feet from the back of walk, curb or pavement. Street trees shall be located 50' from the face of a stop sign in order to maintain regulatory sign visibility. Refer to Figure 4.7-2.

Plantings permitted within the curbside landscape area vary depending upon the width required by the street cross section. Curbside landscape widths three feet or less may be rock mulch, no white rock. Curbside landscape widths four to six feet in width shall be shrubs, ornamental grasses and perennials at a ratio of one shrub/grass per 40 square feet of curbside landscape. Grasses may only be provided to a maximum of 40%. Shrubs and grasses must be five-gallon size at time of installation. For curbside landscapes six to ten foot in width, a combination of shrubs/grasses with native seed may be provided or all shrubs and grasses. Any curbside landscape areas ten feet in width or greater may be sod if desired. Sod may not be installed unless the curbside landscape is a minimum of ten feet wide.

**Response: This comment will be addressed with a later submittal.**

- **Street Frontage Landscape Buffers.**

Commercial Developments:

Provide a 20' wide street frontage landscape buffer in connection with the proposed retail development along S. Airport Boulevard and E. Alameda Parkway. Buffers shall be measured from the back of walk or from the right of way if no walk is provided. Landscape with one tree and ten shrubs per each forty linear feet of buffer length. A reduction in buffer width is permitted for commercial developments in accordance with Table 4.7-2 Required Landscaping Buffer Widths and Allowed Reductions. Landscape street frontage buffers may be reduced incrementally down to 10' depending upon the buffer reduction feature chosen and shall be installed along the exterior sides of proposed fencing or walls.

Shrubs and ornamental grasses may not be substituted for trees in the buffer unless the applicant demonstrates to staff that the site is encumbered. Encumbrances shall include overhead and underground utilities, floodplain, easements or the like. If an encumbrance is present and the applicant wishes to use tree equivalents, then one 2.5" deciduous tree or 8'-10' evergreen tree is equivalent to 12 five-gallon shrubs or a 2" deciduous tree or 6' tall evergreen tree is equivalent to 10 five-gallon shrubs. When overlapping landscape standards occur such as when building perimeter, detention/water quality and/or parking lot landscape requirements fall within the landscape buffer, they may be counted towards meeting the buffer requirements, however, the most restrictive requirements shall be met. Refer to Section 146-4.7.5 D. Street Frontage Landscape Buffers.

**Response: Noted, the buffer will be provided and detailed at the time of site plan.**

Residential Developments:

Landscape street frontage buffers are only required for single family residences and multi-family developments. When the rear lot of a single-family home abuts an arterial or collector street, then a street frontage landscape buffer as measured from the flow line is required. Buffers shall be measured as follows: a 10' curbside landscape area, a 10' wide detached walk and a 20' wide buffer. Refer to Section 146-4.7.5 D. Street Frontage Landscape Buffers and Figures 4.7-14 through 4.7-17.

Buffers shall be landscaped with a minimum of one tree and 10 shrubs per each 40 linear feet of buffer length. Fifty percent of the trees provided shall be evergreen species.

**Response: This comment will be addressed with a later submittal.**

• **Non-Street Perimeter Buffers** – Based upon the current proposal, a 25' wide non-street perimeter buffer is required between the proposed commercial and residential developments. A reduction in the buffer width to 15' is permitted in accordance with Table 4.7-2 Required Landscape Buffer Widths and Allowed Reductions. The buffer shall consist of 1 tree and 5 shrubs per 25 linear feet of property boundary in accordance with Section 146-4.7.5. E.2 with 50% of the tree species being evergreen.

**Response: This comment will be addressed with a later submittal.**

• **Building Perimeter Landscaping.**

Commercial Developments:

Building perimeter landscaping is required when building elevations face public rights-of-way, residential neighborhoods, public open space, or whenever an entrance door is present. Landscape each elevation with one tree equivalent per each 40 linear feet of elevation length. One tree equivalent is equal to one tree, or 12 five-gallon shrubs for a 2.5" tree or 8'-10' tall evergreen tree or 10 shrubs for a 2" tree or 6' evergreen tree. Any combination of plant material may be used that totals the required number of tree equivalents. Refer to Section 146-4.7.5 J. Building Perimeter Landscaping.

Building perimeter landscaping provided within 20' of the building face may count towards the building perimeter landscaping requirements including landscaping provided within parking lot islands.

**Response: This comment will be addressed with a later submittal.**

Residential Developments:

All new single family detached residential homes shall provide for front and side yard landscaping of corner lots visible from public view on each lot to meet the water-wise or turf landscape options. Front yard landscape requirements can be found in Section 146-4.7.5 P. Residential Yard Landscape and Table 4.7-3 Residential Yard Landscape Requirements. The city does offer developers a \$1,000 tap credit for each home that has a separate meter and participates in the "xeric" front yard landscape requirements. For further information on the Xeric tap credit, contact Aurora Water, Tim York at (303) 326-8819 for the specific landscape requirements.



triangular pattern or;

- b. A decorative masonry wall between 3'- 4' tall in combination with landscaping.

**Response: This comment will be addressed with a later submittal.**

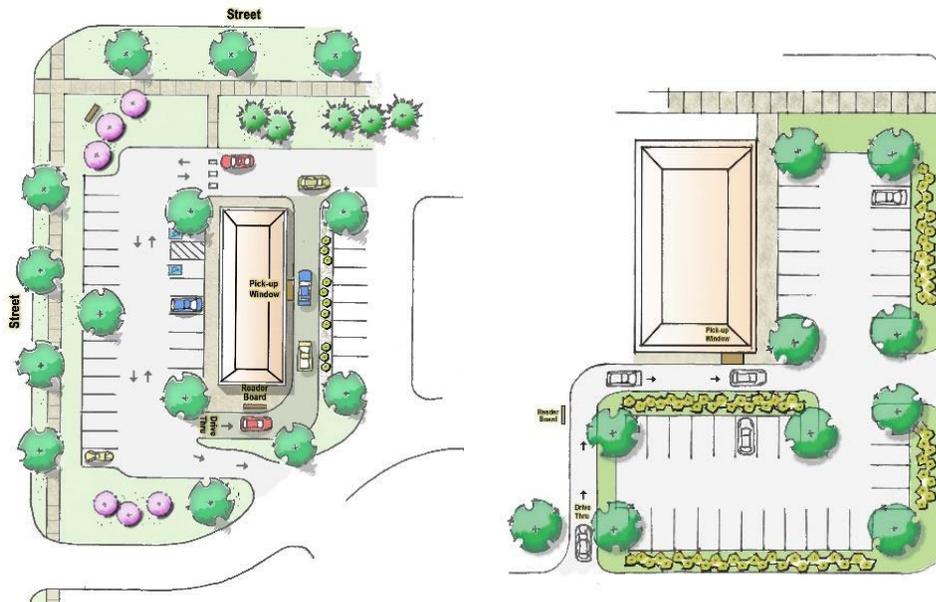
Shrubs must reach a height of 3' at maturity and at least 50% of the shrub material shall be flowering species. Large shade and evergreen tree species and/or small tree or large shrub species shall be used as accents throughout the screen planting in conjunction with buffer and street frontage plantings to offset the horizontal lines of a typical shrub bed. Ornamental grasses are not permitted to screen parking lots.

**Response: This comment will be addressed with a later submittal.**

Also provide and landscape each parking lot island with one tree and six five-gallon shrubs per 9' X 19' island. No more than an average of 15 parking spaces are permitted in a row without a landscape island. All parking rows shall be provided with a terminal landscaped island. Landscaping shall consist of one deciduous canopy tree and six shrubs per 9'x19' island and two trees and 12 shrubs per 9'x38' island. Ornamental trees may be used as accents at the ends of parking rows but shall not be used as the primary shade tree within the parking lot. Refer to Section 146-4.7.5 K.

**Response: This comment will be addressed with a later submittal.**

- **Drive Through Screening Adjacent to Street Frontages**. Drive through lanes fronting streets are not ideal nor permitted with the Unified Development Code. Mitigation measures should be provided to offset the negative impacts associated with noise from idling cars, reader boards and headlight glare. Should a drive through business be proposed adjacent to Airport Boulevard, the drive through shall be located internal to the site and shall not face the street frontage. A wall between 42" - 48" in height similar in color and materials and aesthetic theming as the main building shall be provided to mitigate noise and minimize visual impacts associate with signs, speakers and to screen drive through aisles, stacking lanes and service areas. Landscaping shall be provided along the exterior side of the wall and may be located within any required buffer setbacks. Required plantings may count towards any required street frontage buffer landscaping. Refer to Section 146-4.7.5 M. 6. Drive-Through Screening Adjacent to Street Frontages. See examples below for potential drive through options.



**Response: This comment will be addressed with a later submittal.**

- **Service, Loading, Storage and Trash Area Screening.** All trash dumpsters and recycling bins must be enclosed and setback at least 12 feet from adjacent properties with residential or commercial uses. Service areas visible from streets or residences shall be screened by fences, walls, landscaping, berms or any combination of items. Fencing and wall screening shall be accompanied by landscaping on the exterior side to soften the appearance of the wall and/or fence. Evergreen plantings are required along the exterior. Refer to Section 146-4.7.8 B. 2.b.

**Response: This comment will be addressed with a later submittal.**

- **Detention Pond and Water Quality Measures:** To meet water quality objectives, the city encourages applicants to utilize Low Impact Development (LID) techniques as permanent best management practices (BMPs). Many of the LID practices have an integrated vegetative component which supports the treatment, evapotranspiration and infiltration functions so that storm water is treated at the source. With the implementation of LID techniques, landowners can benefit from the environmental quality and aesthetics of the area in which they live and work. Some examples of LID techniques are depicted in the images below and include permeable pavements, vegetative swales and rain gardens.



Applicants may propose their own BMPs or work with the City of Aurora's Water and/or Public Work's Departments. The City of Aurora Water Department has recently completed a study and produced a manual titled "Low Impact Development Techniques for Urban Redevelopment in Aurora". Applicants are encouraged to utilize this document as an introduction to LID/BMP techniques. To obtain a copy, please contact Vern Adam at [vadam@auroragov.org](mailto:vadam@auroragov.org). The applicant may also wish to review the Ultra-Urban Green Infrastructure Guidelines published by the City and County of Denver/ Public Works.

All detention pond facilities shall not exceed 6' in depth. The area within the tract surrounding the pond shall contain a minimum of 1 tree and 10 shrubs or the approved tree and shrub equivalents per 4000 square feet above the 100-year water surface elevation. When overlapping landscape standards occur such as when buffers, detention/water quality and parking lot landscape requirements fall within the buffer, they may be counted towards meeting the buffer requirements, however the most restrictive requirements shall be met. Landscaping shall be provided in accordance with Section 146-4.7.3 M. Detention and Water Quality Ponds

**Response: This comment will be addressed with a later submittal.**

- **Special Landscape Requirements at Entryways and Intersections.** Provide a distinctive landscape feature at each site entrance. Distinctive landscape features should consist of specimen quality plant material that will provide visual interest during all seasons. Refer to Section 146-4.7.5 L. Site Entryways and Intersections.

**Response: This comment will be addressed with a later submittal.**

- C. **Irrigation.** Refer to Section 146-1430. All developments shall install an automatic irrigation system for landscape areas. To assess irrigation tap fees, the City Water Department will require the applicant divide

their landscape into water conserving, non-water conserving and non-irrigated areas as part of the landscape submittal. A table summarizing the quantities along with a plan shall be provided that clearly delineates the water conserving vs. non-water conserving areas. Contact Timothy York at (303) 326-8819 in Aurora Water regarding irrigation plan requirements and application fees. An irrigation permit is required prior to the installation of an irrigation system.

**Response: This comment will be addressed with a later submittal.**

## 6. Architectural and Urban Design

### 6A. Design Standards

Section 146-4.8 of the Zoning Code establishes building design standards applied to various types of building proposals, and Table 4.8-1 below outlines the building design categories in the code. Building elevations will need to be included as part of the site plan for individual pad sites and should call out dimensions, exterior finishes, and color schemes. We will also ask for the color and material samples with the initial submittal. As a general rule, “high quality of design” usually means that architectural details should be continued on all four sides of all buildings open to view.

To meet code, staff suggests that buildings incorporate material changes and architectural features such as glazing, textured surfaces, projections, color, overhangs, and changes in parapet height to improve the façade. Emphasis should be placed on ground floor design. Ground floor designs should provide visual interest. Use changes in the wall planes, both horizontally and vertically, a variety of durable materials and quality architecture to create visually interesting buildings. Architectural details shall be continued on all four sides of the buildings to reduce the back of house appearance.

The table below outlines the categories of building design standards in code. The required Master Plan will also include design themes to be implemented with the building design of all buildings including both commercial and residential. The Master Plan will also include specific design requirements, guidance, and principals.

**Table 4.8-1**  
**Building Design Standards Applicability by Building Type**  
 Adjustments for Affordable Housing Structures appear in Sections 146-4.8.5 and 146-4.8.6

Standard	Single-family detached or two-family dwellings	Single-family attached	Multifamily buildings	Single-story non-residential buildings	Multi-story mixed-use or non-residential buildings	Large-scale retail over 75,000 sq. ft. gfa.
<b>General building design standards</b>						
Design variety	✓					
Distribution of masonry and architectural features	✓					
Windows	✓					
Building orientation and spacing			✓	✓	✓	✓
<b>Massing and articulation</b>						
Horizontal articulation		✓	✓	✓	✓	✓
Vertical articulation	✓		✓	✓	✓	✓ [1]
Maximum building length			✓	✓	✓	✓
<b>Building materials</b>						
Primary building materials	✓		✓	✓	✓	✓
Masonry standards		✓	✓			
<b>Four-sided building design</b>						
Façade character elements			✓	✓	✓	✓
Entry design			✓	✓	✓	✓
<b>Roof design</b>						
Roof materials	✓		✓	✓	✓	✓
Roof form	✓		✓	✓	✓	✓
<b>Screening of mechanical equipment</b>						
Rooftop equipment	✓		✓	✓	✓	✓
Ground-mounted equipment	✓		✓	✓	✓	✓
Garbage storage areas			✓	✓	✓	✓

Notes:  
 [1] Only applies when more than two stories or over 30 feet tall.

**Response: This comment will be addressed with a later submittal.**

## 6B. Residential Design Standards

Residential in R-2 requires compliance with subdivision and access standards previously described.

Lots are required to have minimum lots of areas of 6,000 square feet and a minimum frontage of 60 feet, as described in Section 146-4.2.2 Table 4.2-1. Minimum Setback includes a front setback of 20 feet as measured from the back of the sidewalk and 15 feet from the rear property line or edge of the alley.

Single-family homes have building design standards, which include limiting garage doors to 47% of the front building façade and 15% masonry. Single-family products also include performance criteria for quantities of architectural detail, as described in Section 146-4.3.8.

All Single Family Detached products are required to have direct frontage on a public or private street. Housing diversity is required for single-family products.

The zoning district also supports higher density products such as duplexes, townhomes, and multifamily product. Utilizing higher density products to transition from commercial uses is recommended to enhance the compatibility and efficiency of design.

**Response: This comment will be addressed with a later submittal.**

## 6C. Screening of Mechanicals.

Code section 146-4.8.11 states the requirements for mechanical equipment on the building or the site. Please show the location of any rooftop or ground mechanical equipment and vents greater than eight inches in diameter on the elevation drawings. All such equipment must be screened. Use drawings and notes to explain how this will be accomplished. Screening may be done either with an extended parapet wall or a freestanding screen. In either case, the screening must be at least as high as the equipment it hides.

**Response: This comment will be addressed with a later submittal.**

## 7. Signage

The Master Plan should include a unified approach to commercial signage, including a consistent design theme for monument signage as well as a strategy to consolidating signage. Guidance proposed in the Master Plan must meet or exceed minimum code requirements for signage as described in Section 146-4.10

**Response: Noted, thank you.**

## 8. Adjustments

If you decide to request any adjustments, you must clearly list them in your *Letter of Introduction* and justify them according to the criteria listed in Section 5.4.4.D of the UDO. You must also list them on the cover sheet of your Site Plan or other drawings on which they occur. Adjustments requests must include the reason a standard cannot be met and proposed mitigation to specifically address the regulation being adjusted.

**Response: This comment will be addressed with a later submittal.**

## 9. Mineral Rights Notification Requirements

Please fill out the Mineral Rights Affidavit / Severed Mineral Rights Notice and supply this document to your Case Manager at the time of site plan submittal.

**Response: Noted, thank you.**

## 10. New CAD Standards

The City of Aurora has developed a CAD Data Submittal Standard for internal and external use to streamline the

process of importing AutoCAD information into the City's Enterprise GIS. Digital Submission meeting the CAD Data Submittal Standards are required by consultants on development projects before submitting to the City for signature sets and on capital projects funded by the City. Please review the CAD Data Submittal Standards, including templates and required layer file labeling, at <http://tinyurl.com/AuroraCAD>.

**Response: Noted, thank you.**

***Pre-submittal Meeting:***

At least one week prior to submitting an application, you will be required to hold a Pre-submittal meeting with your assigned Case Manager to ensure that your entire application package is complete and determine your application fee. Please contact your Case Manager in advance to schedule.

**Response: Noted, thank you.**

***Community Participation:***

You are encouraged to work proactively with neighborhood groups and adjacent property owners. Neighborhood groups within a mile radius will formally be notified of this project when submittal has been made to the Planning Department.

**Response: Noted, thank you.**

***Neighborhood Services Liaison:***

- Your Neighborhood Services Liaison is Meg Allen. She has put together a report attached to these notes listing the registered groups within one mile of your proposed project and can assist in scheduling and facilitating meetings with community members. It is recommended that you work with the neighborhood organizations that express interest in your project to mediate and mitigate concerns.
- All meetings with neighborhood associations should also include your Planning Department Case Manager so that questions concerning City Code or policies and procedures can be properly addressed. We will record any project-related commitments that you make to the community at these meetings.
- Additional information about the Neighborhood Liaison Program can be found on the Neighborhood Services page of the city website.

**Response: Noted, thank you.**

**Parks, Recreation & Open Space Department (PROS)**

***Project Characterization***

Based on your proposal, the following information has relevance to the determination of PROS' requirements for this project:

- Your proposal includes 160 single family units.
- Medians on Airport Boulevard and Alameda Parkway are approved and funded for improvements in 2020.

***Medians***

Please be aware that the medians on both Airport Boulevard and Alameda Parkway in front of your proposed site have been designed, funded and approved by City Council for completion in 2020. These will include our new xeric standard with native shrubs and grasses, boulders, cobble, and no irrigation. Should you require any modifications to the medians, you will be required to replace and restore any sections which are impacted.

**Response: This comment will be addressed with a later submittal.**

***Open Space Dedication on site***

In order to meet some of the open space requirements on site, PROS suggests providing a local trail network within each of the residential sites which could provide an off-street park connection. To receive open space land dedication

credit, you would need to provide at a minimum a 30' corridor encompassing a 6' concrete trail, landscaping such as trees and shrubs, and amenities such as benches, trash receptacles, dog waste pick up stations, etc.

**Response: Noted, thank you.**

**Signature Park**

Signature Park is across the right of way from your proposed site. Please be aware that there is an existing approved master plan for this site, however PROS will be undergoing a master plan update starting in 2020. There is no timeline on improvements to the site, therefore your development should anticipate logical connections for pedestrian crossings which can be continued into Signature Park.

Please be aware that any parking lots, auto uses, or loading areas should be screened from Signature Park as per Landscape Code via a mix of trees, shrubs, and decorative walls.

**Response: Noted, thank you.**

**Population Impact**

For single-family homes, population calculations for the project are based on an average household size multiplier of 2.65 persons per unit, resulting in an overall projected population of 424 persons residing in 160 units.

**Response: This comment will be addressed with a later submittal.**

**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
- 7.8 acres for open space purposes per 1,000 persons

The resulting acreage required is as follows:

	<b>160 Units</b>
Neighborhood Park Land	1.27 acres
Community Park Land	0.47 acres
Open Space Land	3.31 acres
Total Land Dedication	5.05 acres

**Response: This comment will be addressed with a later submittal.**

**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: This comment will be addressed with a later submittal.**

**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 \$1,923.45 would apply if

permits for construction of the residential units are pulled in 2020, and the total paid under either scenario would be as follows:

**160 Units**  
\$307,751.45

**Response:** *This comment will be addressed with a later submittal.*

### 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 2020). 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:** *This comment will be addressed with a later submittal.*

### Aurora Public Schools

In accordance with Section 4.3.18 of the Unified Development Ordinance, the school land dedication obligation for the residential portion of the proposed development at Alameda and Airport is 2.6160 acres. This obligation is based on 160 SFD, the actual requirement will depend on the number and type of housing approved. Aurora Public Schools will accept cash-in-lieu of land for this obligation valued at market value of zoned land with infrastructure in place. Cash-in-lieu is due at the time of recording of the first plat.

#### AURORA PUBLIC SCHOOLS - STUDENT YIELD 1/16/2020

##### NEC Airport and Alameda Pre-application

Dwelling Type	Units	Yield Ratio	Student Yield
SFD	160	0.7	112
MF-LOW		0.3	0
MF-HIGH		0.145	0
<b>TOTAL</b>	<b>160</b>		<b>112</b>

YIELD	ELEMENTARY		MIDDLE SCHOOL		K-8 TOTAL	HIGH SCHOOL		K-12
	RATIO	STUDENTS	RATIO	STUDENTS	STUDENTS	RATIO	STUDENTS	TOTAL
SF	0.34	54	0.10	20	80	0.2	32	112
MF-LOW	0.17	0	0.08	0	0	0.05	0	0
MF-HIGH	0.075	0	0.04	0	0	0.03	0	0
<b>TOTAL</b>		<b>54</b>		<b>26</b>	<b>80</b>		<b>32</b>	<b>112</b>

SCHOOL TYPE	STUDENT YIELD	ACRES PER CHILD	ACRES REQUIRED
ELEMENTARY	54	0.0175	0.9520
MIDDLE	20	0.025	0.0400
HIGH	32	0.032	1.0240
<b>TOTAL</b>	<b>112</b>		<b>2.6160</b>

**Response:** *This comment will be addressed with a later submittal.*

### Utility Services Available:

- Water service may be provided from: 16-inch DIP main in E Alameda Parkway, 8-inch DIP in East Alameda Drive main and 8-inch DIP main in East Quintero Way.

**Response:** *The existing water mains in East Alameda Parkway, East Alameda Drive and East Quintero Way will be tied into for service to the site.*

- Sanitary sewer service may be provided from: 8-inch PVC main in East Alameda Drive and 8-inch PVC main in East Quintero Way.

**Response:** *The existing sewer mains in East Alameda Drive and East Quintero Way will be tied into*

*for service to the site.*

- Project is located on the following Map Pages:09L  
**Response: Noted, this is the current City quarter section map reference number.**

**Utility Service Requirements:**

- A Site Plan is required for this project and must show existing and proposed utilities including: -
  - Public/Private Mains
  - Service Lines
  - Water Meters
  - Fire Suppression Lines
  - Fire Hydrants necessary to service your development
  - Grease Interceptors are required for commercial kitchens
  - Sand/Oil Interceptors are required for vehicle maintenance facilities
  - All utility connections in the arterial roadway are required to be bores.

**Response: This comment will be addressed with a later submittal.**

- General utility design criteria can be found in Section 5 of the Standards and Specifications Regarding Water, Sanitary Sewer and Storm Drainage Infrastructure (Utility Manual).

**Response: This comment will be addressed with a later submittal.**

**Public Works Department**

*Traffic Engineering will receive a referral of the Site Plan and Subdivision Plat for review and comment.*

- Show all adjacent and opposing access points on the Site Plan.  
**Response: This comment will be addressed with a later submittal.**
- Label the access movements on the Site Plan.  
**Response: This comment will be addressed with a later submittal.**
- Objects and structures shall not impede vision within these sight triangles. Landscaping shall be restricted to less than 26-inches in the sight triangles. Show sight triangles on the site plan and landscaping plan at all access points in accordance with City of Aurora Standard Traffic **Detail TE-13** In addition, street trees shall be set back from Stop signs and other Regulatory signs as detailed in City of Aurora Standard Traffic Detail TE-13.3.

**Response: This comment will be addressed with a later submittal.**

**Add the following note landscape plans: 'All proposed landscaping within the sight triangle shall be in compliance with COA Roadway Specifications, Section 4.04.2.10'**

**Response: This comment will be addressed with a later submittal.**

**Engineering Division**

*The Engineering Division reviews the drainage and public improvement components of your project plans. Engineering reviews referrals of the Site Plan and Subdivision Plat from the Planning Department.*

*Improvements:*

Sections and details referenced in the Improvements section refer to the City's Roadway Design and Construction

## Specifications (Roadway Manual).

- Typical roadway sections are specified in the City Code and summarized in Section 4.08 with details shown in the Standard Detail S1.
- Mountable curb and gutter shall be used on all Type 1 and 2 streets. All other streets, including those within the Urban Centers and TODs shall use 6" vertical curb and gutter.
- Curb ramps must be shown (located) on the plans at all curb returns, "T" intersections, residential mail kiosks or clustered mailboxes, and any other location of public necessity. Refer to Standard Detail S9. Any street grades in excess of three percent will require detailed grading of the curb ramps.
- Flared curb cuts, Standard Detail S7.4, are not permitted for commercial/industrial or residential driveways where traffic movements would be substantial. When the number of parking spaces exceeds 20, curb returns are required and the curb return radii shall be labeled on the plan.
- Pedestrian Bicycle Railings will be required at and continuous along vertical separations of 30 inches, or greater, or on slopes greater than or equal to 3:1 adjacent to pedestrian areas. See Standard Detail S18.
- Retaining walls shown on plans shall indicate material type and a height range or indicate a maximum height. Where appropriate, guard or hand rails may be required.
- The maximum private access drive slope may be 4% (non-residential) when sloping down toward the public street and up to 6% maximum when sloping up toward the public street.
- Homes are allowed to front a local street within 75-feet of an arterial street if the average daily traffic volume is less than 2,000 and certain mitigation measures are provided. Indicate the mitigation measures on the Site Plan/Contextual Site Plan. See Section 4.07.7.02.5.04 of the Roadway Design & Construction Specifications, October 2016 edition.
- Street lights are required along adjacent roadways. Please refer to the Draft Lighting Standards for street light spacing, location, wattage, etc., information. Street lights along public right-of-way shall become City owned and maintained once they have been installed and the final acceptance letter for the lights has been issued. Street light locations shown on the site plan are conceptual. The street lighting plan shall be included with the Civil Plan submittal and will determine final street light locations based on a photometric analysis.

***Response: These comments will be addressed with a later submittal.***

### *ROW/Easements/Plat:*

- Please coordinate with the Real Property Division of Public Works for the dedication of any required easements. If a plat will be prepared for this development, the plat can cover the required easements.
  - Sidewalk easements may be required for new sidewalk installed.
  - A drainage easement shall be required for any detention/water quality facilities on site. This drainage easement shall tie to a public way.
  - Utility easements shall be required for any proposed water/sanitary sewer/public storm sewer located outside of public right-of-way.
  - Public access/fire lane easement shall be required for fire lanes outside of public right-of-way. Please coordinate with Life Safety for their alignment.

***Response: These comments will be addressed with a later submittal.***

### *Drainage:*

- *Drainage design standards can be found in the City's "Storm Drainage Design and Technical Criteria".*
- Per Section 138-367 of the Aurora Municipal Code, a Preliminary Drainage plan and report is required prior to Site Plan or Plat approval. A Preliminary Drainage Plan and Report shall be submitted at the time of Planning Department application submittal. A review fee shall be paid to the City prior to acceptance of the preliminary drainage report. The site plan will not be approved until the preliminary drainage report is approved. Full spectrum detention is required for this project.



- Under the provisions of Colorado Revised Statute 37-92-602(8), any detention or infiltration facility that becomes operational after August 5, 2015, is required to notify downstream water rights holders prior to operation. Urban Drainage and Flood Control District (UDFCD) has created a spreadsheet form (called *SDI Design Data*) for determining compliance with the statute and a web portal that will send a weekly e-mail notification to downstream water rights holders, satisfying the notification requirements. The developer will be responsible for having a professional engineer, licensed in the State of Colorado, complete the *SDI Design Data* and uploading to the web portal. Public Works Engineering will verify the information matches the final drainage report. Notification must be made before Civil Plans will be approved or Stormwater Permits will be issued.
- Detention of storm drainage is required for this site and shall be incorporated on the site, unless other accommodations are approved by the City Engineer.
- Release rate for the detention pond shall be based upon the “Storm Drainage Design and Technical Criteria” Manual, latest revision.
- Storm water from concentrated points of discharge from a minor storm event shall not be allowed to flow over sidewalks, but shall drain to the roadway by the use of sidewalk chase sections. Sidewalk chase sections shall not be located within a curb cut, driveway, curb ramp, or curb return.
- A public storm sewer system appears to be located near this site. Please have your Engineer or Surveyor verify and tie your site drainage into it.
- Extend storm sewer through the site, including inlets, pipes, manholes, etc., as needed.

***Response: These comments will be addressed with a later submittal.***