



FITZSIMONS
redevelopment authority

October 22, 2017

Heather Lamboy
Planning Supervisor
City of Aurora Planning Department

**Re: Fitzsimons GDP Amendment 6 – GDP Minor Amendment
Response to City of Aurora Comments dated September 14, 2017**

Dear Ms. Lamboy.

Thank you for your review and thoughtful comments. The following pages include our responses to your questions. For simplicity purposes, we have included our responses in 'red' below each comment received from the City of Aurora.

I would like to clarify that this is a Minor Amendment to an approved GDP for the sole purpose of realigning Scranton Parkway and 23rd Street, and revising associated land use acreages at adjoining parcels. No other changes or modifications are being made at this time.

Sincerely,

Steve VanNurden
President and CEO
Fitzsimons Redevelopment Authority



SUMMARY OF COMMENTS

- ✓ Public Works and Planning have no objection to removing the Montview Boulevard street cross section.
 - Acknowledged
- ✓ Provide a drainage letter and address changes in impervious area.
 - Letter provided as attachment.
- ✓ Clarify whether a water line will be removed in the middle of Scranton Parkway.
 - The water line will remain.

PLANNING DEPARTMENT COMMENTS

1. Completeness and Clarity of the Application

- A. Provide a drainage letter as noted in Civil Engineering comments.
 - Letter provided as attachment.
- B. A license agreement will be required for the installation of stamped concrete in a utility easement.
 - Noted.

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

2. Civil Engineering (Gustav "George" Slovensky / gslovens@auroragov.org / (303) 739-7431 / Comments in green)

- A. Park area is being increased and residential reduced a few acres worth. Changes are relatively minor and result should be a reduction in imperviousness but required pond volumes listed on this drainage sheet have not been updated. Another minor change to drainage is that some street locations have been adjusted but basin boundaries have not.
 - Letter provided as attachment.
- B. Since changes are relatively small, please do the following:
 - 1. Provide a Drainage Letter w/ this Minor Amendment to address the above two issues. Regarding imperviousness, can describe that planned impervious area has been reduced and some required pond volumes will decrease slightly as a result. Explain volumes have not been updated at this time but will be evaluated in future Preliminary Drainage Reports to be submitted to the City with individual planning areas or sites as they are proposed for redevelopment. Regarding basin boundaries, can take the same approach - state in letter that basin boundaries have not been changed, impact is small and will be addressed in future PDRs.
 - Letter provided as attachment.
 - 2. Add a couple notes to this drainage sheet stating that a Drainage Letter has been prepared to accompany this minor amendment, summarize impacts to imperviousness and basin boundaries and state that changes are anticipated to be minor and will be addressed in future PDR's.
 - Drainage sheets updated to include notes.



3. Fire / Life Safety (Neil Wiegert / (303) 739-7613 / nwiegert@auroragov.org)

A. Sheet 13

1. (TYPICAL) Street sections shall show a symbol reflecting the location of the adjacent fire hydrant, and placed 3'-6" minimum to 8'-0" maximum from the back of the adjacent curb. As an acceptable alternate, provide a hydrant detail showing the required 3'-6" minimum to 8'-0" maximum from the back of the adjacent curb.
 - Too detailed for a GDP. Fire hydrant location shall be determined during site plan development.
2. If this design utilizes Aurora Urban Street Standards, add the following notes to drawings:
 - a. The developer shall comply with the Aurora Urban Street Standards as adopted by the Aurora Municipal Code Section 126-36.5.
 - This not has NOT been added for the following reasons:
 - The conceptual street sections embody the intent of the Aurora Urban Street Standards, however, the conceptual street standards in the GDP have been tailed to this project. They are the result of numerous planning and design discussions with City of Aurora Public Works and Planning Department which have been approved through this GDP process.
 - The Metro District has an agreement with the City of Aurora regarding ownership and maintenance of streets which may differ from those set forth in 126.36.5.
 - b. Emergency Vehicle Access - It is required that adequate emergency vehicle access be provided to all areas of TODs and urban centers. All street intersections shall be designed to allow fire trucks to complete a turn without running over curbs. Fire trucks may occasionally encroach into the opposing or adjacent lanes when making a turn. A minimum of 28 feet of drivable road surface (face of curb to face of curb) on one cross street and a minimum of 26 feet of drivable road surface (face of curb to face of curb) on the other cross street shall be provided for all intersections. The dimension of a large school bus, S-BUS 40 as defined by AASHTO (the American Association of State Highway and Transportation Officials), shall be used for conducting additional intersection turning movement analyses of fire trucks when required by Aurora Life Safety.
 - Noted. Final street plans and cross sections will be included as part of site plan development review.
 - c. Emergency Access To accommodate the set-up requirements of large emergency response vehicles, a minimum width of 25 feet of paved surface shall be provided every 150 feet along all streets. This paved surface area may be provided by means of driveways or "No On-Street Parking" areas or other unobstructed design features.
 - Noted. See note 2 on sheets 13-16
 - d. Documentation, if necessary, must be provided to fully clarify any requested modifications from the City of Aurora Urban Street Standards.
 - Documentation has NOT been provided for the following reasons.
 - The conceptual street sections embody the intent of the Aurora Urban Street Standards, however, the conceptual street standards in the GDP have been tailed to this project. They are the result of numerous planning and design discussions with City of Aurora Public Works and Planning Department which have been approved through this GDP process.
 - This is a minor amendment to an approved GDP for the purpose of realigning two streets, not street cross sections.



B. Sheets 14 & 15

1. Revise "tracks" to "trucks."

- Revised

4. Traffic (Victor Rachael / (303) 739-7309 / vrachael@auroragov.org)

A. On sheets 14 and 15 "tracks" should be corrected to state "trucks."

- Revised

5. Utilities (Vern Adam / (720) 859-4324 / vadam@auroragov.org)

A. A license agreement will be required to allow the installation of this stamped concrete in the Utility Easement.

- Noted

B. Clarify whether a water line will be removed in the middle of Scranton Parkway.

- Water line will remain.

6. Forestry (Jacque Chomiak / (303) 739-7178 / jchomiak@auroragov.org)

A. It appears that there will be trees impacted by this project. However, it appears that they will be trees located on the Golf Course. These trees have already been inventoried and mitigation requirements are set. Each set of plans that affect Golf Course trees is to include a chart showing the number of inches coming out and mitigation replaced on the site. Please contact Norris Design, Brandi Rice at 303.892.1166 x720, as she has all the information regarding the mitigation.

- Noted. See current language in Section 2.11 and 2.12 on Sheet 12.

B. 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. [Parks, Recreation & Open Space Dedication and Development Criteria manual](#). These notes shall be added to the plan.

- Noted. See current language in Section 2.12 on Sheet 12.

C. If payment will be made into the Tree Planting Fund, payment will be required before recording. If trees will be planted on the site, please show a symbol indicating trees that are specific to tree mitigation.

- This is too detailed for General Development Plan and will occur during site development planning.