



Date: Sept 8th, 2021

To: Aja Tibbs

From: Garrett Graham

PCS Group Inc.

P.O. Box 18287

Denver, CO 80218

This document is a response to the Harmony PP4 (DA-1925-10) second submission comments submitted on May 11, 2021 by the Office of Development Assistance. Responses are below in **RED**:

Initial Submission Review

SUMMARY OF KEY COMMENTS FROM ALL DEPARTMENTS

- An additional north-south street needs to be identified on the east side of the proposed project. The internal street network needs to be further defined to determine compliance with the access and connectivity regulations with land use and engineering standards (refer to comments by planning and engineering below)

PCS Response: North-to-south collector has been added along the eastern property edge. Per discussion with planning and traffic on July 8th, alignment for southbound traffic has been brought on-property and does not straddle the section line in order to avoid existing Sky Ranch subdivision to the south. For north bound traffic, the collector will need to be designed off-property by others to avoid existing Fox Ridge Farms Estates to the north.

- Further refinement of the design standards will be needed to address missing items and clarify miscellaneous design elements (such as parking canopies, site lighting, and sign design). The architectural design standards need to address building orientation and preference to push building up to Powhatan.

PCS Response: Acknowledged, these additional items have now been provided.

- Additional landscape buffer areas will be required on the property which need to be reflected in multiple plan documents.

PCS Response: Additional buffers have been added and labelled. Please refer to the landscape overview plan on Tab 11.2 for comprehensive diagram of landscape buffers & widths within the Jamaso property.



- Water and sanitary sewer alignments need to be included in the plans. These need to be properly planned (phased) improvements in the PIP, and loop water requirements are identified in the redlined documents.

ILC Response: PIP map now extends sanitary sewer alignment to extents of site and adds water looping to include the collector streets' required fire hydrants.

- Refer to redlines on the traffic impact study. Required traffic improvements should be reflected in the PIP and signals will be required for the project as indicated in the study.

LSC & ILC Response: Acknowledged.

PLANNING DEPARTMENT COMMENTS

1. General Planning (Aja Tibbs / atibbs@auroragov.org / 303-739-7227 / Comments in dark teal)

PIP – Tab 13

1A. The street network within the project should achieve a small block system that circles and goes around development sites rather than simply accessing them through randomly spaced drives. To achieve this goal, a local street is needed behind the commercial parcels. This street should pull all the way through the parcel to connect to south property line (refer to redlined drawings). If preferred, you may request that the construction of this street be phased with the development of the commercial parcels.

PCS Response: Acknowledged, the plan has been updated to reflect a small block system with local roads connections per redline mark-up of circulation and land use maps.

1B. The PIP map needs to relate to the PIP narrative. Please either color improvements for each planning area or create separate maps for each planning area.

ILC Response: PIP map combined with PIP narrative. Planning areas shifted to be inclusive of improvements.

1C. As mentioned in comment 1A, a system of blocks is needed within the development. This is also an issue for the eastern half of the master planned area. Create a block by adding another local street connection between Colfax Ave. to the southern property line.

PCS Response: A small block road system has been incorporated to the map as well as a local connection from Colfax to the southern property line has been added.

Architectural Design Standards – Tab 12

1D. Replace "may" with "shall" throughout the submittal documents – these are design standards not guidelines.

PCS Response: "May" has been replaced with "shall" within these standards.



1E. Add a section about building orientation – buildings shall be pulled up to the street on Powhaton and Colfax. Parking areas, gas canopy's and other auto-oriented uses need to be pulled to the back of the site.

PCS Response: Section has been included to address building orientation. We will follow the UDO for building orientation along streets, parking location/requirements at the site plan level of design as well.

1F. Update old terms from previous code – the FDP is now known as the Master Plan, the preliminary plat stage is now the site plan stage, the waiver process is now known as an adjustment, and there are no E-470/Eastern Plains regulations (just reference the Unified Development Ordinance – UDO)

PCS Response: Verbiage has been updated with the Architectural Standards and throughout the remaining sections with the Master Plan documents.

1G. Will canopy/coverings be proposed for the outdoor self-storage areas? Please clarify. If so, the design, style and general orientation should be addressed in these standards.

PCS Response: Yes, we intend to provide some sort of canopy / shade coverings for the outdoor self-storage area and standards for these canopies has been added.

1H. Per Section 146-4.6.5.A.3.a. "No more than 60% of lot frontage on arterial and collector streets to a depth of 60 feet shall be occupied by surface parking." The buildings shall front the street to meet this requirement.

PCS Response: Acknowledged, we intend to meet the building layout requirements at the site plan level. Conceptual illustrative and diagrams have been updated to reflect this requirement however final surface parking design criteria will be met at the Site Plan level of design.

Urban Design Standards – Tab 10

1I. Add information about sidewalk and bicycle network. Coordinate these standards with the landscaping standards.

PCS Response: Bike rack imagery has been added to Tab 10.7. As well, bike lanes have been added to typical street cross section for "Powhaton Road" and "12th Avenue & Half Section Road" on the PIP within the Public Improvements Plan.

1J. Address design standards for employee plaza and other outdoor amenity spaces (either here or in the landscape standards).

PCS Response: Standards for commercial use outdoor plaza design has been provided on the Urban Design standards matrix as well as example imagery provided on Tab 10.19.

1K. Colfax is intended to be a high transit corridor in the long-term. Please address future placement of transit stops and amenities in the area.



PCS Response: Per a meeting with CDOT, it's been determined that this road is no longer designated as Colfax Avenue and will instead be referring to as E 12th Ave.

1L. Add lighting fixture images for general theme and style.

PCS Response: Light fixtures have been added to Tab 10.5.

1M. Provide descriptions and standards regarding the general theme for signage within master planned area. This is required to be addressed as part of a master-planned development.

PCS Response: This has been provided on Tabs 10.6 through Tab 10.8.

1N. Update old terms from previous code – the FDP is now known as the Master Plan, the preliminary plat stage is now the site plan stage, the waiver process is now known as an adjustment, and there are no E-470/Eastern Plains regulations (just reference the Unified Development Ordinance – UDO)

PCS Response: Acknowledged, verbiage has been updated.

1O. There is significant variation in the style of the three signs depicted on tab 10.2, which will make it difficult to determine the intended theme/style during site plan review. Please add more information and revise.

PCS Response: Signage has been updated to use only one theme.

Open Space and Circulation Plan – Tab 9

1P. Add scale to plan

PCS Response: Scale has been added to plan.

1Q. Relocate existing fire station access to new street connection.

PCS Response: Acknowledged, fire station is now accessed via 66' wide collector street that runs east-to-west from Powhaston to the existing water treatment plant.

1R. Local streets should be provided at access points to create blocks and meet the standards of section 4.5.4.A.1.

PCS Response: The circulation plan has been updated to now show these blocks and connections throughout the site.

1S. Add bike and ped circulation. Where will crossings generally be? Consider transit access.

PCS Response:

1T. These access points along Colfax should be aligned. Refer to Table 4.6-1 of the UDO.

PCS Response: We have now updated these access point to be aligned.



IU. Per Section 146- 4.5.3.A.2. Another North/South collector should be reserved or dedicated at the quarter section line.

PCS Response: This north-to-south collector has now been added along the east property boundary.

IV. Add an internal local road to break up the eastern block of the proposed project:

-Refer to Section 146-4.5.3.C which requires that stub streets be provided to adjacent properties which have not been platted.

PCS Response: These additional internal roads have now been added.

-Refer to section 4.5.4.A.2. which requires that internal blocks cannot be more than 2,640ft., and section 4.3.9.B. which will require a maximum block length of 700 ft. at the time of plat.

PCS Response: Acknowledged.

IW. Colfax is planned for transit long-term. Address future transit stops, crossings, and other bike/ped amenities in this proposal. Even if a stop is not planned or determined at this time, the master plan should address standards and reserved spaces for the potential improvement needs in the long-term.

Contact information for RTD:

C. Scott Woodruff

Engineer III

Regional Transportation District

1560 Broadway, Suite 700, FAS-73 | Denver, CO 80202

o 303.299.2943 | m 303-720-2025

clayton.woodruff@rtd-denver.com

PCS Response: Per a meeting with CDOT, it's been determined that this road is no longer designated as Colfax Avenue and will instead be referring to as E 12th Ave.

IX. If possible, the internal local road should be pulled all the way to the south property line for future connectivity. Please coordinate with the Oil and Gas site to explore amending the current site condition.

PCS Response: Internal local road has been extended to the southern property line for future connectivity.

Land Use Map – Tab 8

IY. Update to match requested street connections on the open space and circulation plan.

PCS Response: These street connections have now been added.



1Z. Refer to the lower table on Form D/ Tab 8.2: Why is this section shaded when there are mixed commercial areas proposed? Please revise table to shade items which are not applicable to the project (such as residential)

PCS Response: Shading has been removed in most areas and only used for areas with totals.

FDP Narrative – Tab 6

1AA. Please update the terms to match current standards and process requirements. Again, the FDP is now known as the Master Plan, the preliminary plat stage is now the site plan stage, the waiver process is now known as an adjustment, and there are no E-470/Eastern Plains regulations (just reference the Unified Development Ordinance – UDO)

PCS Response: Verbiage has been updated.

2. Landscape Design (Kelly K. Bish, PLA, LEED AP / kbish@auroragov.org / 303-739-7189 / Comnts in red/teal)

Landscape Design Standards – Tab 11

2A. The design standards matrix does not address building perimeter, parking lot or non-street buffer landscaping standards.

PCS Response: These additional standards have been addressed on the landscape standards matrix.

– Landscape character for building perimeter and parking lots can be found on Tab 10.17 through 10.18, 12.2 through 12.4 .

– Non-street buffer info can be found on Row 8 of the landscape standards matrix.

2B. Update the matrix to reflect the review comments provided.

PCS Response: All review comments have been incorporated into the matrix.

Jamaso Landscape Overview Plan

2C. Add the additional buffer areas where indicated.

PCS Response: All of these additional buffers have been added.

2D. Provide the designated land uses as shown on the land use plan.

PCS Response: Land uses have been added to landscape map.

2E. Provide a cross section of the proposed berms and landscaping.

PCS Response: Landscape cross section berm has been added on Tab 11.12.

2F. Include where fencing is proposed or a separate fencing plan.

PCS Response: Conceptual fencing has been added and will be further determined at the site plan level of design.



2G. Are the buffers indicated intended to be the minimum buffers, that is they will not be able to be reduced since the design standard defer to the UDO?

PCS Response: All buffers currently except for the southern buffer are intended to meet minimum buffer widths per the UDO. The southern buffer is larger than the minimum required width and intended to provide a more robust screen between the outdoor self-storage use and adjacent residential land use within Sky Ranch to the southeast.

2H. Because the buffer widths indicated are specific to the graphic/layout shown, should the layout change in the future the requirements should be written out and included in the matrix above. For example, a minimum 25' wide landscape buffer shall be provided between all residential and commercial properties. That way it covers the entire development and is not just specific to a location shown on the exhibit.

PCS Response: Acknowledged, this has been added to the matrix.

Colfax Avenue Right-of-Way Landscape Graphic

2I. The fencing shown in the graphic does not represent the fencing proposed in the Master Plan to be used for screening purposes. Staff would be supportive of an opaque fence as it would screen whereas an ornamental rod iron fence would not.

PCS Response: Fencing along what is now being called E 12th Ave (no longer Colfax) has been updated to remove the ornamental rod iron fence and instead reflects the fencing as shown on Tab 10.4 and 11.3.

2J. The proposed shade structures shown to provide cover for the outdoor storage need to be included in the Master Plan design standards.

PCS Response: The RV Storage shade canopies have been added to the architectural design standards and imagery can also be found on Tab 12.5.

Urban Design Standards – Tab 10

2K. Update the matrix per the comments provided.

PCS Response: Matrix has been updated per these comments.

2L. Provide the proposed land uses on the entry monument location map.

PCS Response: Proposed land uses have been added to entry monumentation map.

Land Use Map and Matrix – Tab 8

2M. Update the buffers shown in the Land Use Map per the linework provided in teal.

PCS Response: These additional buffers have been provided on the Land Use Map and can be even more prominently seen on the overall Landscape Map (Tab 11.2)



2N. Update the Land Use Standard Notes where indicated.

PCS Response: Land Use Standard Notes have been updated.

3. Transportation Planning (Tom Worker-Braddock / tworker@auroragov.org / 303-739-7340 / Comnts in teal)

PIP – Tab 13

3A. Powhaton marked on NEATS (2018) as a future high frequency transit route. Cross section will have to include space for future accommodation of transit stops.

ILC Response: RTD was contacted and replied on July 29, 2021, "The RTD has no service in this area at this time and no planned service expansion at this time so we have no comment on this project."

3B. Powhaton marked on NEATS (2018) as primary bike route, with separated bike lanes.

ILC Response: Bike lane added to street cross section.

3C. Recommend identify location of access points to site for internal circulation. This would also help identify how the site would avoid creating a "super block". See UDO 146.4-5.

ILC Response: Internal circulation now shown.

3D. This part of Colfax is designated as a two-lane collector in NEATS (2018).

ILC Response: Two-lane collector street cross-section shown in PIP map. This collector street is no longer being referred to as Colfax per CDOT's request during the August 16th meeting (meeting requested by CDOT in the referral comments).

3E. The east side of the property is approximately 1/2 mile from Powhattan and would require a north-south collector.

ILC Response: South portion of half section collector shown onsite per the July 8th meeting with the City. The half section collector road extending north will have to be accommodated with the unincorporated property to the east of the site due to conflicts with the existing City Prairie Waters treatment facility and Foxridge Farms mobile home community to the north.

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

4. Public Works / Kristin Tanabe / ktanabe@auroragov.org / 303-739-7306 / comments in green)

PIP Narrative

4A. The master plan will not be approved by public works until the drainage report is approved.

ILC Response: Understood.

4B. Please combine the narrative and the exhibit(s) into a single file.



ILC Response: Narrative shifted to ledger size per recommendations.

4C. Improvements need to be identified for each planning area if they were to develop independently, not to build upon previous planning area developments.

ILC Response: Suggestions incorporated into narrative.

4D. A vicinity map is often included for context.

ILC Response: Vicinity map included.

4E. Add a statement that additional off-site improvements for planning areas may be required based on traffic or life safety needs.

ILC Response: Added.

4F. This development is required to construct the eastern half the ultimate section for Powhaton. Additional required accel/turn lanes are in addition to that section typical.

ILC Response: Added the eastern half of a painted median, and a bicycle lane.

4G. I don't prefer detention ponds as a separate planning area as they are usually required to be constructed with the first planning area and do not have a separate development timeframe.

ILC Response: This detention pond is now part of Planning Area #4.

4H. Colfax improvements would be required to extend to Powhaton, not just adjacent to the planning area.

ILC Response: Added wording.

4I. For what street? There is no connection identified to this planning area (PA-7).

ILC Response: Added detail.

4J. Identify the street in PA-9.

ILC Response: Added detail.

PIP – Tab 13

4K. Powhaton improvements are required along the property frontage with the transition starting at the property line.

ILC Response: Transitions now start at the property line extended.

4L. The fire station access would need to be reconfigured to the access road. Two access points are not permitted this close together.



ILC Response: Potential reconfiguration indicated on PIP map. Per the July 8th meeting with the City, the coordination with the fire authority may wait until a later date.

4M. This will not be a public roadway without any other connectivity (north drive)

ILC Response: Understood.

4N. There will be interconnectivity between the Oil and Gas site and the self-storage?

ILC Response: Interconnectivity updated.

4O. Indicate an access point for the self-storage areas.

ILC Response: Internal circulation now shown.

4P. The master plan will not be approved by public works until the drainage report is approved.

ILC Response: Understood.

4Q. Include a typical section for Powhaton.

ILC Response: Added.

4R. Water and sanitary sewer need to be included in the PIP. They will likely need to extend in Colfax Avenue to provide service to parcels to the east. Water will also be required to provide hydrants along Colfax and irrigation for the curbside landscaping.

ILC Response: PIP map now extends sanitary sewer alignment to extents of site and adds water looping to include the collector streets' required fire hydrants.

4S. Why is there a boundary line if these are both planning area 6?

ILC Response: Removed.

4T. It is easier to see the required improvements if the exhibit is broken up for each planning area. The overall exhibit for the ultimate build out is fine.

ILC Response: Planning areas shifted to be inclusive of improvements.

4U. A vicinity map would help give context to the future Colfax connectivity.

ILC Response: Vicinity map now included in the PIP narrative.

Urban Design Standards – Tab 10

4V. Railing required on all walls greater than 30"

PCS Response: Acknowledged, this note has been added to the matrix.



4W. Only if the outdoor storage is for non-tired vehicles. Anything that can be driven on a road will require pavement and not recycled asphalt. Additionally, fire lanes, parking lots and drive aisles shall be paved.

PCS Response: Acknowledged.

4X. The lower crosswalk depicted on tab 10.6 will not be permitted in ROW.

PCS Response: Acknowledged, this has been removed.

Open Space and Circulation Plan – Tab 9

4Y. The northern access drive will not be a public road without connectivity to Colfax.

PCS Response: Acknowledged.

5. Utilities Dpt. /Aurora Water (Nina Khanzadeh / rkhanzad@auroragov.org / 303-303-883-2060 / comnts. in red)

Master Utilities Plan

5A. Address critical infrastructure- raw water under the existing infrastructure paragraph.

ILC Response: This information has been added.

5B. Make note that the proposed water system extension should have at least a vertical clearance of 5 FT when crossing the 60" raw water line.

ILC Response: This has been added.

5C. Ask Nina to send MUS checklist by emailing her at nkhanzad@auroragov.org.

ILC Response: We have the checklist and intend for it to be included with the next submittal.

5D. Need overall map showing junctions and notes.

ILC Response: The nodal diagram was enhanced, and a water distribution system map was included for reference.

5E. Send live calculations to nkhanzad@auroragov.org

ILC Response: Understood.

5F. Provide overall map showing nodes and junctions relative to project site.

ILC Response: Nodal Diagram has been revised and now includes satellite imagery for reference.

6. Traffic Engineering (Brianna Medema / bmadema@auroragov.org / 303-739-7336 / Comments in gold)



(Comments also submitted by "Cassie" from Fox Tuttle Transportation Group / cassie.slade@foxtuttle.com / 303-652-3571)

PIP Narrative

6A. Add reference to Master Traffic Impact Study from LSC

ILC Response: Added.

6B. Add reference to future Traffic Signal Escrow responsibility for future signalized intersections.

ILC Response: Added.

6C. This does not match full 1/2 section + needed accel/turn lane. Also add "required transition"

ILC Response: Added.

Traffic Impact Study

6D. Update Figure 4 with Year 2025 ADT Volumes. Appears to be the same as existing volumes.

LSC Response: Updated.

6E. The ADT Volumes for Year 2040 Background on Colfax Ave west of Powhaton Road are half of the projections in NEATS. The NEATS report indicates a daily volume of over 12,000 VPD, while this traffic study indicates a daily volume on this link of only 6,000. The projected peak hour volumes seem to reflect a daily volume that is not as high as that in the NEATS report. Please address this inconsistency.

LSC Response: Updated.

6F. Update pass-by calculations and distribution based on comments throughout.

LSC Response: Updated.

6G. Figure 7a is labeled "primary" trips, but seems to include pass-by trips which is shown on the next figure. Should label change or should the trips be reduced by the pass-by trips (peak hour and ADT)?

LSC Response: Figure 7A is the short term 2025 trip assignment and assumes no passby trips. Figures 7B and 7C are the long-term 2040 trip assignment broken out into primary trips (Figure 7B) and passby trips (Figure 7C).

6H. Add 95th percentile queue table.

LSC Response: A queuing table was added to the updated study.

6I. Update with HCM 6th Edition calculations for sign.

LSC Response: HCM 6th Edition is used in the updated study.

6J. It is agreed that traffic signals will be warranted at Powhaton/6th and Powhaton/Colfax by 2040.



LSC Response: Comment noted.

6K. Auxiliary turn lane length calculations on Figure 8 appear to be consistent with the CDOT access code criteria for a 45-mph roadway. The only exception is that the northbound right turn acceleration lane from the Colfax intersection will not reach the recommended length before intersecting the existing east/west collector at the north end of the site. The result will be a continuous accel./decel. lane between the two intersections that is approximately 500 feet long.

LSC Response: Comment noted.

6L. Refer to additional redlines on the document.

LSC Response: Comment noted.

Open Space and Circulation Plan – Tab 9

6M. Strong preference to align access points on Colfax.

PCS Response: Points of access now align along what is now being referred to as E 12th Ave (no longer called Colfax Ave)

Land Use Map – Tab 8

6N. Please provide distances between all intersections and accesses, internally and externally.

PCS Response: Dimensions have been added for major intersections along Powhaton Road and E 12th Avenue.

6O. What is the distance between Powhaton Rd CL and CL of first access/intersection?

PCS Response: 330 feet.

6P. Is there a way to align these accesses? – Intersection spacing along collectors is 150'. Alignment is strong preference.

PCS Response: These accesses have been updated to now align.

6Q. Is the access shared between the Comm/Retail and Gas/Oil? What is the distance of access from Powhaton into the Comm/Retail area?

PCS Response: Currently this access between the commercial and the oil and gas is intended to be shared.

7. Real Property (Maurice Brooks / mbrooks@auroragov.org / 303-739-7294 / comments in magenta)

7A. See the red line comments. Dedicate the additional R.O.W. by separate document. Contact Andy Niquette at dedicationproperty@auroragov.org to start the processes.



ILC Response: Additional ROW has been added since this comment was made. ROW dedication will be part of the platting process.

8. Life Safety (Mark Apodaca / mapodaca@auroragov.org / 303-739-7656 / comments in blue)

Master Utility Report

8A. See comment on sheet 4 to indicate a looped water supply.

ILC Response: This information has been added to Section II. B.

PIP – Tab 13

8B. See comment for water main for Colfax Ave.

ILC Response: The PIP map now shows water main to support fire hydrants along collector streets.

8C. See comment to show secondary access points for planning areas.

ILC Response: Internal circulation now shown.

8D. See comment for looped water supply.

ILC Response: PIP map now reflects additional water looping.

Land Use Map – Tab 8

8E. See comments to add notes on sheet 2 of 4.

PCS Response: This text has been added as notes 16 and 17 on Tab 8.4.

9. Parks and Open Space (Curtis Bish, AICP / cbish@auroragov.org / 303-739-7131 / Comments in purple)

9A. Land Dedication – The annexation agreement for this site requires that 2% of the non-residential land shall be dedicated for public use. If there is no other municipal purpose to be served by the required acreage, this land shall be devoted to open space purposes. Since the development site is not influenced by a proposed regional greenway/trail corridor, the open space acreage shall be non-city owned and maintained. As such, there is no need to include a Form J. However, please include the notes provided as redline comments on Form D instead.

PCS Response: Acknowledged, these notes have been included on the Form D Land Use Matrix.

9B. Powhaton Road Medians – The master plan must declare your intentions regarding the median of Powhaton Road. Refer to the redline comments on the Open Space & Circulation Plan (Tab 9.1).

PCS Response: Acknowledged, the medians along Powhaton have been addressed on the Land Use Map on Tab 8.1.

10. Public Art Plan (Roberta Bloom / rbloom@auroragov.org / 303-739-6747)



10A. The city would prefer to see the public art plan as a part of the master plan. Please contact me for further information or to discuss. Also refer to the attached Metro District Guidelines and Public Art Ordinance.

PCS Response: Acknowledged, we will be in contact with Roberta in regards to adding the Public Art Plan component to this Master Plan.

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

11A. See attached letter.

PCS Response: Acknowledged.

12. Arapahoe County Planning Division (Terri Maulik / referrals@arapahoegov.com / 720-874-6650)

12A. The exhibits included landscape examples for the view from Sky Ranch and looking south on the Colfax extension. Please provide buffer/screening details for the north side of the Colfax extension, which has several adjacent homes.

PCS Response: Acknowledged.

12B. Given the large story and a half windows on the self-storage facility facing existing residents, please include restrictions for lighting that interior space such as mandating full cutoff or recessed light fixtures to limit glare.

PCS Response: Self-storage facilities will meet COA outdoor lighting requirements and details will be provided at the time a site plan is submitted.

13. Colorado Department of Transportation (Steve Loeffler / steven.loeffler@state.co.us / 303-757-9891)

13A. This project is off of the state highway system and we have no comment on the rezone.

PCS Response: Acknowledged.

13B. The letter from Garrett Graham references a proposed realignment of Colfax Avenue. The public improvement plan goes on to discuss improvements at Colfax. Is this the realigned Colfax? It is requested that a meeting be scheduled with CDOT permits unit to discuss what is being proposed with this project.

ILC Response: ILC, PCS, LSC and Westside met with CDOT on August 16th per their request. CDOT explained that they do not want the east-to-west collector through our site to be called "Colfax Avenue" and were adamant that it be renamed. Based upon the review with ILC and LSC, an appropriate name would be "E. 12th Avenue," based on the naming convention within the metro area. CDOT explained that renaming to Colfax Avenue will cause confusion as the frontage road along I-70 and US36 on the north side of the Monaghan interchange is still currently called "Colfax Avenue".



14. Adams County Dept. of Planning and Development (developmentsubmittals@adcogov.org / 720-523-6859)

14A. Thank you for including Adams County in this review. It does not appear that any unincorporated Adams County residents or roads will be affected as a result of this development, therefore the County has no comment on this proposal.

PCS Response: Acknowledged.

15. Tri-County Health Department (Pang Moua / pmoua@tchd.org / 720-200-1537)

15A. Refer to attached letter. Comments in the letter are regarding the availability of water and sewer utilities, and urban design issues related to human health. (i.e., pedestrian and bicycle improvements, block size, and building design)

PCS Response: Acknowledged.

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

16A. Letter will be forthcoming by separate document.

PCS Response: Acknowledged.



XCEL COMMENTS:

May 24, 2021

City of Aurora Planning and Development Services
15151 E. Alameda Parkway, 2nd Floor
Aurora, CO 80012

Attn: Aja Tibbs

Re: Jamaso Master Plan and Zoning Map Amendment, Case # DA-2243-00

Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the request for the **Jamaso Rezone and Master Plan**. Please be advised that PSCo has existing underground electric distribution facilities within the areas indicated in this proposed rezone. Public Service Company has no objection to this proposed rezone, contingent upon PSCo's ability to maintain all existing rights and this amendment should not hinder our ability for future expansion, including all present and any future accommodations for natural gas transmission and electric transmission related facilities.

ILC Response: Acknowledged.

Please note that these existing facilities must be shown on the plans.

ILC Response: Acknowledged.

The property owner/developer/contractor must complete the application process for any new natural gas or electric service, or modification to existing facilities via xcelenergy.com/InstallAndConnect. It is then the responsibility of the developer to contact the Designer assigned to the project for approval of design details.

ILC Response: Acknowledged.

Additional easements may need to be acquired by separate document for new facilities (i.e. transformer) – be sure to contact the Designer and request that they connect with a Right-of-Way and Permits Agent in this event.

ILC Response: Acknowledged.

Donna George
Right of Way and Permits
Public Service Company of Colorado dba Xcel Energy
Office: 303-571-3306 – Email: donna.l.george@xcelenergy.com



TRI-COUNTY HEALTH COMMENTS:

June 3, 2021

Aja Tibbs
City of Aurora Planning Division
15151 E. Alameda Parkway, Suite 2300
Aurora, CO 80012

RE: Jamaso–Master Plan and Zoning Map Amendment
DA-2243-00
TCHD Case No. 6987

Dear Ms. Tibbs:

Thank you for the opportunity to review and comment on the Master Plan and Zoning Map Amendment for the 56.8 acre parcel located one-half mile south of Colfax Avenue and east of Powhatan Road. Tri-County Health Department (TCHD) staff has reviewed the application for compliance with applicable environmental and public health regulations and principles of healthy community design. After reviewing the application, TCHD has the following comments.

Water and Sewer Utilities

All wastewater from hand sinks, mobile units or other sources must be disposed of in a utility sink or any other sink that drains into the municipal sewer system. Wastewater must not be allowed in the storm drains located on site or disposed of directly on the ground.

The Master Plan states: “A large component of the development of this property is largely dependent on the future availability of utilities. As of December 2019, there is no logical and cost effective way to connect this property to surrounding sanitary sewer. Per discussions with Aurora Water, the property owner would need to construct approximately 2 miles of sanitary sewer to make these utility connections. Aurora Water estimated that it may take as long as 10 years before Aurora infrastructure was extended to close proximity of this site. In the interim, the design team plans to phase development appropriately and design wastewater solutions that will serve the site until permanent connection becomes available.”

Absent the provision of public water and sewer, decentralized water and wastewater service is typically comprised of wells and On-Site Wastewater Treatment Systems (OWTS). If a well serves more than a specified number of employees and/or customers, the Colorado Department of Public Health and Environment (CDPHE) requires that the water system be regulated.



TCHD is amenable to considering the provision of interim decentralized water and wastewater service for the subject development, provided the developer provide TCHD a comprehensive water and wastewater utility service plan for the development for our review and comment.

Developments that utilize decentralized water and sewer require specialized engineering and design expertise in order to be successful. Consequently, we recommend that the applicant work with a consultant that is experienced with development of decentralized water and wastewater infrastructure.

ILC Response: Potable water will be part of the City of Aurora's network from the adjacent Prairie waters treatment facility. While ILC is experienced with decentralized systems, it is recognized that the individual site developments must obtain their own respective consultants in proposing decentralized wastewater infrastructure until such time as sanitary sewer is extended to the site. The City of Aurora is agreeable to temporary measures until that time.

Community design to support walking and bicycling

Because chronic diseases related to physical inactivity and obesity now rank among the country's greatest public health risks, TCHD encourages community designs that make it easy for people to include regular physical activity, such as walking and bicycling, in their daily routines. Because research shows that the way we design our communities can encourage regular physical activity, TCHD strongly supports community plans that incorporate pedestrian and bicycle amenities that support the use of a broader pedestrian and bicycle network. Increasing multi-modal transportation has additional co-benefits including improved air quality, which can reduce contributions to climate change and exposure to pollutants associated with a number of health problems including asthma, lung cancer, and heart disease.

In order to promote walking and bicycling through this development, TCHD encourages the applicant to consider the inclusion of the following as they design the community.

- A system of sidewalks, bike paths and open space trail networks that are well-designed and well-lit, safe, and attractive so as to promote bicycle and pedestrian use.
- Bicycle and pedestrian networks that provide direct connections between destinations in and adjacent to the community.
- Where public transportation systems exist, direct pedestrian access should be provided to increase transit use and reduce unnecessary vehicle trips, and related vehicle emissions. The pedestrian/bicycle networks should be integrated with the existing and future transit plans for the area.
- Streets that are designed to be pedestrian/bike friendly and to reduce vehicle and pedestrian/bicycle fatalities.
- Bicycle facilities and racks are provided in convenient locations.

PCS: Acknowledged.

Healthy building design standards:



Building design can impact health in several ways including through the materials used and the amount of volatile organic compounds (VOCs) or other harmful chemicals that they contain, the air and water quality, the amount of daylight available, and even by encouraging physical activity and social interaction. TCHD encourages the applicant to consider incorporating design standards into the development to ensure a health-promoting environment. The applicant could pursue building certifications such as LEED, WELL Building Standard, Certified Healthy, or Living Building Challenge.

PCS: Acknowledged.

Connections to Transit:

Communities that promote walking, bicycling and transit trips can also help protect air quality by reducing vehicle trips and related emissions. TCHD supports projects that address the needs of groups (e.g., seniors, the disabled) who cannot or do not drive. Transit-friendly developments can make it easier for these groups to access services and to maintain connections within the community, which can also have health benefits.

PCS: Acknowledged.

Street Grid:

TCHD encourages the applicant to consider a well-connected street grid with multiple street connections to the east/west and north/south. A gridded system will provide better connections to adjacent developments and will reduce the traffic on nearby arterial streets by offering additional routes for local trips. A more connected street grid will also increase the travel routes for motorized and non-motorized trips offering better access to nearby destinations and encouraging a more walkable community.

PCS: Acknowledged.

Block Length:

Block length is an important component to encouraging walking as a reasonable means of navigating a development. Healthy community design standards encourage block lengths of approximately 300 feet and no more than 600 feet.

PCS: Acknowledged.

Please feel free to contact me at 720-200-1537 or pmoua@tchd.org if you have any questions on TCHD's comments.

Sincerely,
Pang Moua, MPP
Land Use and Built Environment Specialist



MHFD COMMENTS:

Date: May 18, 2021
To: Aja Tibbs
Via email
RE: MHFD Referral Review Comments

Project Name:	Jamaso (1473638)
Location:	0.5 mi south of Colfax Ave & E of Powhaton Rd
Drainageway:	Riverwood and Powhaton North

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

- Riverwood Tributary
- Powhaton North Tributary

We have the following comments to offer:

- 1) Please reference the First Creek Tributaries Master Drainageway Plan for more information on the two First Creek tributaries that are within this site. What is the plan to convey these tributaries and offsite flows through the site?

<http://firstcreektributaries.merrick.com/>

<http://firstcreektributaries.merrick.com/assets/final-alternatives-report-first-creek-tributaries-upstream-of-i-70.pdf>

ILC Response: The Riverwood Tributary starts past the south boundary of the site. Per the City of Aurora's request, internal basins have been rerouted to continue the contributory basins' stormwater to this tributary to First Creek. It is understood that the major drainageway planning represents high level planning for the overall watershed and the master drainage planning for the site continues the process at a closer, yet still high, level. The Powhaton Road ditch routing seems to pool and overtop to the west per conversations with the City staff and review of the existing contours available through USGS, DRCOG, Arapahoe County and ALTA. Internal routing now reflects this existing drainage pattern.

- 2) The land use map shows detention in planning area 5. Where does this pond outfall?

ILC Response: Outfalls are now reflected on the mapping (see response above)

We appreciate the opportunity to review this proposal. Please feel free to contact me with any questions or concerns.

Sincerely,

Teresa Patterson, P.E., CFM