



February 8, 2023

Aja Tibbs
City of Aurora - Planning Department
15151 E. Alameda Parkway
Aurora, CO 80012

RE: *Revolve Denali at Windler – Site Plan (#1643056) DA-1707-25*

Dear Ms. Tibbs,

Thank you for the pre-app comments dated July 21, 2022 for the above-mentioned project. In an effort to address your comments concisely and simplify your review of the Site Plan application, we have summarized your comments and our responses below.

COMMENT RESPONSE LETTER

Planning and Development Services Department Key Issues:

1. The proposed carriage units will require additional study and coordination because the use does not strictly meet the definition of multifamily. Therefore, the existing zoning does not address the proposed use, and carriage units are generally restricted through a conditional use process in limited zone districts. The idea of pairing the two uses is generally preferred over the singular garage structures, but design issues also need to be considered such as how the structures with engage with the streetscape and how the use might be permissible.
■ *Response: See response to Land Use section 2B*
2. Please note that back-out parking is not permitted on-street. Internal streets should be lined with parallel or diagonal parking only.
Response: Understood and Noted – back-out parking has been removed at main internal streets and only utilized at centralized lots within the blocks and between the clubhouse and leasing buildings.
3. The maximum building length for multifamily buildings within Section 146-4.8.5 is 600 feet provided certain design conditions, such as a building entry every 150 feet and a plaza feature for buildings over 400 feet in length.
Response: This is a little confusing especially with the requirements for a 20'-0" landscape buffer in front of the buildings fronting the major arterial streets. The main entrance of the "L" shaped buildings occurs at the corner of the building fronting 56th Avenue, largely symbolic as most tenants will utilize the rear entrance from the parking in the rear. There are also entrances at each end of the building visible from 56th – see architectural site plan. All units on the ground level open to private patios.

Zoning and Placetype

4. 1A. Zoning

The purpose of the R-2 district is to promote and preserve various types of medium density housing with adequate purpose of the R-2 district is to promote and preserve various types of medium density housing with adequate amounts of usable common space and amenities. Development pursuant to a Small Residential Lot option is allowed in Subarea C. This district is intended for use close to collector streets and public transit facilities. The primary use in this district is single-family residences, but several types of attached dwellings are also permitted. The district generally prohibits commercial activity except for home occupations and typical neighborhood services. Other uses are as shown in Table 3.2-1 (Permitted Use Table).

■ *Response: Understood and noted.*

5. 1B. Overlay Districts

Because the property is within the Airport Influence District surrounding Denver International Airport, an avigation easement with the city and the airport shall be conveyed by the person subdividing lands or initiating construction of any structure on already subdivided lands. Such avigation easement shall be an easement 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 Karen Hancock at 303-739-7107 or khancock@auroragov.org with any questions you may have.

■ *Response: Understood and noted.*

6. 1C. Placetype

An emerging neighborhood placetype is a newer largely residential neighborhood in previously undeveloped areas. They are neighborhoods that have typically been built in the last 25 years and represent an opportunity to further diversify neighborhood choices. This placetype is more than just an isolated residential subdivision but is instead a complete neighborhood with mixed residential housing types and pedestrian and bicycle infrastructure.

■ *Response: Understood and noted.*

7. 1D. Master Plan

The updated Windler Master Plan, which has not yet been finalized, will apply to this project. The proposed project is located within Planning Area 5 and 6 (PA-5, PA-6) and within the Flexible Residential Lot Option (FRLO) Area 1. The master plan planning areas anticipated a maximum of 560 multifamily dwelling units. In addition to the proposed multifamily uses, single-family attached, detached and commercial use are planned.

Flexibility with the dwelling unit count is permitted between master plan and site plan, but the overall density requirements of twelve dwelling units per acre must be met for each FRLO area. Initial site plan submittals for the remaining neighborhoods within FRLO 1 have been submitted for review. The proposed dwelling units combined with the units proposed with this plan calculate to approximately 10.6 dwelling units per acre and meet the master plan and zoning district requirements.

■ *Response: Understood and Noted*

8. The location of parks and open spaces must also be consistent the Windler Master Plan and the acreage must match the required areas per Form J. Site amenities including benches, picnic

tables, trash receptacles, shade features, and pedestrian-scale lighting must be shown on the Site Plan and detail drawings must be provided to be consistent with the Urban Design standards as illustrated in the Windler Master Plan. Architectural design of the proposed dwellings must be consistent with the Architectural and Urban Design standards illustrated in the Master Plan.

- *Response: Please see landscape and architectural site plan for open space, site amenities, trash receptacles, shade features and lighting which conform to and are consistent with the Urban design standards in the Windler Master Plan. Please note that the three(3) four-story "L" shaped buildings include internal trash dumpster slips – see architectural site plan.*

Land Use

9. 2A. Historic Land Use

The existing property is currently vacant had has been historically used for open space and/or agriculture. Both planning areas are impacted by the 56th Avenue ISP, which plans for large detention pond infrastructure along the east sides of each parcel.

- *Response: Noted*

10. 2B. Proposed Land Use

The pre-application proposes two multifamily development sites. The first, located within PA-5, includes one four-story and two three-story multifamily buildings, clubhouse and leasing buildings, and outdoor pool, and four detached garage/carriage unit buildings. The second site, located within PA-6, includes one three-story building and two four-story multifamily buildings, a clubhouse/leasing combined building, and outdoor pool and four garage buildings, and with additional carport covered parking.

- *Response: This submission is only for the first location within PA-5 and includes three(3) four-story buildings, five(5) carriage houses, clubhouse and leasing buildings along with outdoor pool and amenities.*

11. The proposed carriage units will require additional study and coordination because the use does not strictly meet the definition of multifamily. If considered an accessory dwelling, the existing zoning does not address the proposed use, and carriage units are generally restricted through a conditional use process in limited zone districts. The idea of pairing the two uses is generally preferred over the singular garage structures, but design issues also need to be considered such as how the structures with engage with the streetscape and how the use might be permissible.

- *Response: See attached elevations – The main entrance to the 2-unit carriage house fronts 55th Avenue along with pedestrian entrances at four(4) of the garage slips. The main entrance is identified with a double glass entry door, overhead canopy, and elevated landing. The design is meant to mimic the rhythm of town homes.*

12. In addition to the Windler Master Plan requirements, multifamily residential development has use-specific regulations in Section 146-3.3.2.H. that require all buildings to be accessed from a public or private street (meeting the standards of a public street). The use-specific regulations also require 20% common area on the site, and establish covered and attached parking requirements. Further information is provided below.

- *Response: All buildings within the development can be accessed from a public or private street and meet or exceed the requirements. The development exceeds the 20% common*

area requirement, and the covered parking number exceeds requirements – see civil and landscape drawings for further information.

Development Standards

13. 3A. Dimensional Standards

As previously mentioned, the proposal is located within the Flexible Residential Lot Option (FRLO) within the R-2 zone district. This option provides some flexibility in the dimensional standards which may impact your proposal. Dimensional standards for typical multifamily development within the R-2 zone district can be found in Table 4.2-2 of Section 146-4.2.2.A.2. The site plan application should submit lot typical diagrams and setback tables to identify the applicable dimensional standards for the site, and please highlight or outline if any flexibility is needed in the standards outlined in Table in 4.2-2. Note: the reduction in setbacks, increase in building height, or reduction in lot sizes should generally coincide with increased access to higher quality parks, open space and other common areas, a higher degree of architectural design and product mix, and increased multi-modal transportation systems and connectivity.

- *Response: See Civil drawings for setback table – the north and west setbacks will be at 20'-0" to conform with the landscape easement requirements while the east building setback will be 5'-0" and the south setback will be 6'-0".*

14. 3B. Subdivision Standards

When considering the inner street network for the development of the site, refer to Section 146-4.3.9 that indicates that the maximum length of a block should be 700 feet, and max. block perimeter should be 2,800 SF. Blocks should be bordered by actual streets with sidewalks and buffer/curbside landscaping as referenced in Section 4.3.9.C. Internal access roads should be brought through the site to connect 55th Avenue and 56th Avenue.

- *Response: The site is split into roughly 3 blocks with the center block being the primary entrance / visitor area and boarded by sidewalks and buffer / curbside landscaping. Its our understanding that an internal access road CAN NOT connect through from 55th to 56th Avenue. All parking is screened by the buildings from the public streets and positioned to the inside of the block.*

15. 3C. Common Space and Amenities

Multifamily development must include adequate usable common space and amenities per code. Twenty percent of the site will be designed as usable green spaces and common gathering spaces such as courtyards and plazas. The mobility hub along the north side of the site continues to be an ideal location for amenities to connect the development to a regional circulation network. The proposed plazas and amenity spaces are proposed in ideal locations for the site design.

Outdoor amenities such as pools and basketball courts, dog parks, private balconies, and rooftop amenities may also contribute to the requirement. The expectation is that significant portions of the open space are consolidated into "large," centrally located amenities. Typically, usable turf areas should have a minimum dimension of 50 feet. Smaller hardscape gathering spaces also count toward the requirement. Normally, these spaces will have a minimum dimension of 15 feet. Landscape buffers, building landscaping, parking lot landscaping, and other required landscape features typically do not count toward the outdoor space requirements.

The Windler Master Plan has additional regulations that will apply to common space and amenities on the site. The Urban Design Standards in Tab 10 provide character and design requirements for site furnishings, fencing, environmentally conscious development, and parks and open space types unique to Windler.

- *Response: The development proposes multiple areas on the site that are designed specifically for usable common space and amenities. Some of the amenities include a pool, spa, shade structures, fountains, grill areas and seating, multiple fire pit lounge areas, artificial turf with outdoor games, outdoor workspace areas, decorative paving, masonry sign and seat wall elements, private sitting areas, public art, enhanced landscape, and a specimen holiday tree at the corner plaza for the entire development to enjoy when it is decorated for all seasons.*

These common space amenities are spread throughout the site for easy access and excellent connectivity. Each has ample space for pedestrians to gather as well as more intimate seating for people to have some privacy.

The open common space and amenities for this site comprise over 14% of the overall development and provide an excellent place for people to congregate as well as being connected to the development and the overall regional circulation network.

16. 3D. Access and Connectivity

Street connectivity and alignment should follow the Open Space and Circulation Tab 9 and the Public Improvement Plan (PIP) Tab 13 that is part of Windler Master Plan. In addition to the street network that is outlined at the master plan level, additional local streets may be needed to further develop the network based on the use and proposed style of development. This should also be coordinated with your traffic conformance letter and its relationship to the master traffic study (refer to comments by traffic and public works).

- *Response: Noted*

17. Sidewalks should be provided on both sides of every street (including streets that move internal through the site). Sidewalks should connect all building entries to parking and common areas and provide circulation within and through the proposed development. The expectation is that all streets including perimeter streets are constructed with required detached sidewalk, street trees and curbside landscaping prior to CO's. Please note the design for 56th Avenue is identified in NEATS (North East Area Transportation Study) and includes both a detached sidewalk and separate off-street bike path. This design should be included in the site plan submittal, and the improvements must be completed prior to building occupancy.

- *Response: Sidewalks connect to all building entries and to parking and common areas. In addition there are at minimum one accessible path from each required building to the public way.*

18. 3E. Parking, Loading, and Stacking

Off-street parking is required by Section 146-4.6. Based on the information provided, 280 parking spaces, will be required for Parcel B, and 360 spaces for Parcel D. Per the use-specific standards for multifamily buildings, resident parking is required at a minimum ratio of 1 per unit and guest parking is required at a ratio of 0.2 per unit. 40% of resident parking provided (total onsite parking

provided less required minimum required guest parking) is required to be covered parking and 50% of those covered spaces must be attached to the residential structure. These standards apply to the provided parking spaces within the site, so the number of covered and attached spaces shall be increased proportionally to number of provided spaces. Accessible parking and bicycle parking requirements are also required as outlined within this section of the UDO. 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.

■ *Response:*

PARKING SUMMARY			
TYPE	STANDARDS	REQUIRED	PROVIDED
RESIDENT	1 SPACE/UNIT	201 SPACES	275 SPACES
GUEST	0.2 SPACES/UNIT	41 SPACES	41 SPACES
COVERED	40% OF RESIDENT PARKING	81 SPACES	110 SPACES
ATTACHED GARAGE	50% OF COVERED PARKING	41 SPACES	55 SPACES
ACCESSIBLE	7 PER 201-300 SPACES	7 SPACES	7 SPACES
TOTAL		242 SPACES	296 SPACES

Bike parking will conform with Section 146-4.6.3.F.2

19. 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. Please note that back-out parking is not permitted on-street. Internal streets should be lined with parallel or diagonal parking only. Refer to traffic comments for parking separation requirements near intersections.

■ *Response: Understood and Noted*

20. 3F. Landscape, Water Conservation, Stormwater Management
General Landscape Plan Comments.

Prepare the landscape plans in accordance with the Windler Master Plan (MP), the City's Unified Development Ordinance (UDO) and the Landscape Reference Manual. The landscape comments provided herein are based upon the following code section 146-4.7 Landscape, Water Conservation, Stormwater Management. Please ensure that that the landscape architect or designer has a copy of these documents as well as our project specific comments.

- *Response: The landscape plans for the development have been prepared in accordance with the Windler master plan requirements as well as the City's unified development ordinance and include more than what is required.*

21. 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: The landscape plans are notated not for construction. The sheet size is 24 inch by 18 inch due to the need to be submitted to Adams County as well as the City of Aurora. All of the landscape plans have the necessary landscape tables showing code compliance as well as plans and details that show plant symbols, labels and all necessary information per the City's Landscape Reference Manual.*

22. 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: Sight triangles are shown on the site plan.*

23. Windler Master Plan (MP)

The Windler MP is under technical review and has not been finalized. Draft landscape and urban design standards have been provided below. The designer however should consult the completed/approved document when preparing the landscape plan. Several outstanding landscape comments remain to be addressed within the MP

- *Response: Understood and Noted*

Tab 10 Landscape Design Standards

- *Response: The most updated Windler master plan was provided to us by the master developer and has been consulted through the landscape design. if anything changes within the Windler MP The technical review we will modify our plans to ensure full compliance.*

24. 3G. Building Design Standards

The proposed site plan must comply with the Architectural Design Standards within the Windler Master Plan, Tab 12, as well as Section 146-4.8 of the UDO which contains specific standards for

the design of buildings. Building elevations for all proposed buildings will be required at the time of site plan submittal. 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.

- *Response: Understood and Noted – see elevations for conformance with the Windler Master Plan and UDO.*

25. Code requires that you 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. 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.

- *Response: Understood and Noted – see elevations and renderings for compliance to material changes and clear identification of a base, middle, and cap. Architectural detailing carries through-out the building to the “back” elevations.*

26. Building and architectural design for the proposed carriage units will need to be coordinated and discussed. The top priority for this type of product is to ensure street access, and the activation of the street frontage. Front porches, front yard amenities, ground floor living, and ground floor openings are all items of interest for these proposed units. Please also note that external staircases are prohibited, so any access to the upper floor carriage unit must be internal to the structure.

- *Response: The carriage units are comprised of two(2) 2-bedroom units over eight(8) garage slips. There is one(1) central internal entrance with a stair feeding both units. The main entrance is identified with a double glass entry door, overhead canopy, and elevated landing. The design is meant to mimic the rhythm of town homes. There are additional entrances provided from two(2) of the garage slips under each balcony, all fronting 55th Ave. See elevations and renderings.*

27. The maximum building length for multifamily buildings within Section 146-4.8.5 is 600 feet per a recent code amendment. Related to this requirement, multifamily buildings are required to have frontage onto a street and have main or unit entrances onto the public sidewalk. Those entrances need to occur so they are not spaced by more than 150 feet. Also, buildings over 400 feet long require an inset plaza space integrated into the streetscape (minimum size is 400 square feet and minimum dimension 15 feet). Please keep this in mind when preparing the building design. Ground level entries and street conditions along all street frontages are a high priority for this development.

- *Response: As noted above, this is a little confusing especially with the requirements for a 20'-0" landscape buffer in front of the buildings fronting the major arterial streets. The main entrance of the “L” shaped buildings occurs at the corner of the building fronting 56th Avenue,*

largely symbolic as most tenants will utilize the rear entrance from the parking in the rear. There are also entrances at each end of the building visible from 56th – see architectural site plan. All units on the ground level open to private patios.

28. Per the Master Plan, approval of an architectural review by the Windler Design Review Committee will be required for all proposed development. Contact information regarding the Windler Design Review Committee is Kevin Yoshida at kevin@ideate.design or 303-807-0737 for more information on this process and coordination of approval of the elevations design.

■ *Response: Noted*

29. 3H. Exterior Lighting

Standards for exterior lighting are found in Section 146-4.9. Stylistic choices for exterior lighting is also outlined within Tab 10 of the Windler Master Plan. Show typical details of lighting on the plan and on building elevations. Include a photometric plan and lighting specifications for pedestrian lighting that might be proposed with private parking areas and park or other common area amenities.

■ *Response: Noted - see renderings and photometric plan*

30. 3I. Signs

Section 146-4.10 governs signage standards. Community wide sign design standards are also located within the Urban Design Standards Tab 10 of the Windler Master Plan. Please review both sections 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.

■ *Response: Noted - see architectural site plan and elevations for locations*

Adjustments

31. 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 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: Noted*

Public Art

32. The approved public art plan for Windler seems to indicate that there are multiple public art sites within the areas of this site plan. Therefore, the site plan should address the intentions regarding public art including exact location, budget, timeline, concepts, materials, etc. Please contact Roberta Bloom with any questions rbloom@auroragov.org.

■ *Response: In discussing with Aja Tibbs, public art is not required on this parcel*

Submittal Reminders

■ *Response: Noted, thank you.*

Oil and Gas Development

33. We have reviewed the area of your development. There are no known plugged and abandoned (P&A) wells within your site and no existing or planned oil and gas surface facilities on your site at this time.
 ■ *Response: Noted, thank you.*
34. There may be existing underground pipelines in rights-of-ways. If you have questions or concerns about this, the Oil & Gas Division can assist with providing additional information.
 ■ *Response: Noted, thank you.*
35. In the future, a horizontal well may be drilled underneath your site. If so, the depth would be greater than 7,000 feet below the surface. At that depth, we do not expect any effects to be felt at the surface. The City of Aurora has no authority or control over subsurface well equipment or operations. Contact the Colorado Oil & Gas Conservation Commission (COGCC) for more information.
 ■ *Response: Noted, thank you.*
36. Should you have any questions about oil and gas development, please reach out to Jeffrey Moore, Manager of the Oil & Gas Division.
 ■ *Response: Noted, thank you.*

Parks, Recreation & Open Space Department

37. No comments from this department.
 ■ *Response: Noted, thank you.*

Aurora Water

Key Issues:

38. Each building to be individually served for water and sanitary sewer. Additional information is required on the carriage home concept to determine how services will be handled.
 ■ *Response: Each carriage house will be sprinklered and will have a single domestic service line and fire service line.*
39. A utility conformance letter is required with the site plan.
 ■ *Response: Noted, thank you.*
40. Connection fees are those in effect at time of payment.
 ■ *Response: Noted, thank you.*
41. Aurora Water is currently processing a non-functional turf ordinance with an anticipated enforcement date of January 1, 2023.
 ■ *Response: Noted, thank you.*
42. Water quality and detention is required in conformance with the master drainage plan.
 ■ *Response: Water quality and detention will be provided in the proposed pond adjacent to the site to the east, by the master developer.*
43. No utility mains under the building or building overhangs.
 ■ *Response: Noted, thank you.*

44. Separate irrigation meter is required.

- *Response: Noted, a separate irrigation meter will be provided.*

45. A domestic allocation agreement will be required for connections 2" and larger.

- *Response: Noted, thank you.*

Utility Services Available:

46. Water service may be provided from: Extension per MUS

- *Response: Noted, thank you.*

47. Sanitary sewer service may be provided from: Extension per MUS

- *Response: Noted, thank you.*

48. Project is located on the following Map Page: 96V

- *Response: Noted, thank you.*

Utility Service Requirements:

49. 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.
- All utility connections in the arterial roadway are required to be bores.

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: Noted, this information has been shown on the utility plans.*

Utility Development Fees:

50. 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.

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.

For a full listing of Utility Fees, please see the Aurora Water Fee Schedules.

Commercial users with meters one and one-half inches and smaller with landscaped areas not served by a separate irrigation system shall be charged an outdoor fee based upon the total landscaped area.

- *Response: Noted, thank you.*

Public Works Department
Key Issues:

51. A Detailed Traffic Impact Study (TIS), in conformance with the Windler Master TIS, will be required for this development. See below for additional information.
 - *Response: A TIS has been provided with this submittal.*
52. The Windler Master TIS identifies northbound Denali Street at 56th Avenue vehicle queuing that extends past the 55th Avenue intersection. Access movements at the 55th Avenue and Denali Street intersection will have to be restricted if the queuing impacts cannot be mitigated.
 - *Response: This issue has been resolved and documented in the Windler Master TIS*
53. If an interim roadway/access network is proposed, a traffic analysis for this condition would be required.
 - *Response: An interim roadway/access network is not proposed.*
54. Site access drives/streets shall be spaced a minimum 150' CL-CL along 55th Avenue, including from intersections. The throat depth to internal intersections shall be a minimum 75'.
 - *Response: This requirement has been met.*
55. The site access along 55th Avenue shall align with accesses to the south.
 - *Response: This requirement has been met.*
56. A minimum 50' min spacing from 55th Avenue flow line to first parking stall shall be provided.
 - *Response: This requirement has been met.*
57. A minimum 30' spacing from internal curb return to first parallel parking stall shall be provided.
 - *Response: This requirement has been met.*
58. COA Traffic Engineering does not support head in parking at the leasing office entrance or across from parallel parking.
 - *Response: Noted, thank you. Head in parking across from parallel parking has been revised.*
59. Fire truck turning templates at the site accesses and internally will be required.
 - *Response: The proposed fire lane easement has been added to the plan to show routing through the Site.*
60. • Show all adjacent and opposing access points on the Site Plan.
 - *Response: All entrances will be full movement accesses.*
61. Label the access movements on the Site Plan.
 - *Response: All entrances will be full movement accesses.*
62. Objects and structures shall not impede vision within 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: Sight triangles have been added to the plan.*

63. 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 note has been added to the landscape plans.*
64. 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 not to the Site Plan: - 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.
- *Response: This note has been added to the plans.*

ROW/Plat

65. Designate a Public Access Easement along private drives/streets.
- *Response: Noted, this will be completed via separate document.*

Traffic Impact Study

66. A Traffic Impact Study will be required for this site which will include addressing the following specific items:
- 1) Existing, buildout and 2040 average daily traffic counts.
 - 2) Trip Generation from the site.
 - 3) Site Circulation Plan
 - 4) Include detailed analysis, including vehicle queuing evaluation, of:
 - a) All site access points
 - b) Intersection of 55th Avenue at Denali Street
 - c) Intersection of 56th Avenue at Denali Street
 - d) Intersection of 55th Avenue at Fultondale Street
 - e) Intersection of 56th Avenue at Fultondale Street
 - f) Intersection of 55th Avenue at Harvest Road
 - g) Intersection of 56th Avenue at Harvest Road
 - 5) Signal Warrant Analyses of 56th Avenue at Denali Street– Warrant 1,2,3 all to be included (collect 72 hr. tube counts for analysis)
 - 6) If a traffic signal or multiway stop warrant is met at an intersection, then a roundabout shall also be considered at the intersection.
 - 7) Analysis of pedestrian connectivity
 - 8) Discussion of the application of elements from the Traffic Calming Toolbox and countermeasures applicable from the FHWA 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 RRFB), 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.

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 Steve Gomez at segomez@auroragov.org as soon as possible.
- The Traffic Study shall also be uploaded with the rest of the submittal.
- Previously approved Traffic Impact Studies/Letters are available through this link.

Based on our review of the Traffic Impact Study, additional improvements may be required.

- *Response: Noted, a traffic study has been submitted with this application.*

Engineering Division

Key Issues:

67. Public improvements for this development shall be in conformance with the Public Improvement Plan (PIP), which is still under review. The Infrastructure Site Plans (ISPs) for the adjacent roadway improvements shall be approved prior to the approval of the site plan(s). The adjacent roadway improvements shall be completed and accepted prior to the issuance of a Temporary Certificate of Occupancy (TCO) or Certificate of Occupancy (CO). Internal streets shall be private.

- *Response: Noted, thank you.*

68. A preliminary drainage report shall be submitted with each site plan. Detention and water quality/EURV shall be in conformance with the master drainage study. Ensure that the assumptions made for imperviousness in the master study is consistent with the proposed site. Downstream drainage facilities must be installed prior to on site paving and must be accepted with an approved pond certificate prior to issuance of TCO/CO.

- *Response: Noted, thank you. A PDR has been submitted with this application.*

69. Previously approved plans and reports can be found on the City's website. Instructions can be found here: Getting to Engineering Documents Online. Older documents can be provided upon request.

- *Response: Noted, thank you.*

Improvements:

70. Typical roadway sections are specified in the City Code and summarized in Section 4.08 with details shown in the Standard Detail S1.

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. Detailed grading of the curb ramps shall be included in the civil plans.

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 handrails may be required. Structural calculations are required with the first civil plan submittal for all cast in place walls and walls greater than four feet in height. Please refer to Section 4.02 of the Roadway Manual for additional retaining wall requirements.

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 and drives are allowed to front collector streets if the average daily traffic volume is less than 4,000 and certain mitigation measures are provided. Indicate the mitigation measures on the Site Plan. See Section 4.04.2.02.4 of the Roadway Design & Construction Specifications, October 2016 edition.

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.

If gates are incorporated into the design of the development, they are required to be setback from the street flow line a minimum of 35-feet or one truck length, whichever is greater.

Streetlights are required along adjacent roadways. Please refer to the Draft Lighting Standards for streetlight spacing, location, wattage, etc., information. Streetlights 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. Streetlight 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: Noted, thank you. These requirements have been incorporated into the design as applicable.*

ROW/Easements/Plat

71. ROW dedication is required for public streets.

- *Response: Public streets are not proposed.*

72. The dedication of a 25-foot lot corner radius is required at the intersection of arterial roadways, a 20-foot lot corner radius is required at the intersection of collector roadways, and a 15-foot lot corner radius is required at the intersection of local roadways.

- *Response: Noted, platting of the property is being completed by the master developer.*

73. 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: Noted, applicable easements noted above are shown on the plans.*

Drainage

74. 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.

■ *Response: Noted, a PDR has been provided with this submittal.*

75. The engineer is responsible for researching and determining if there has been a study by Mile High Flood District (MHFD) proposing improvements within or adjacent to said development. Any such improvements may be required to be constructed with the subject development. Coordination with MHFD and the City shall be initiated in such case at the master plan level or as soon as determined with any proposed development.

■ *Response: Noted, thank you.*

76. 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. Mile High Flood District (MHFD) 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, thank you.*

77. 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: Detention is being provided by a master detention pond adjacent to the site, to the east.*

78. Per City of Aurora Storm Drainage Design and Technical Criteria Section 3.61, underground detention may be used only as a last resort and must be approved by the City Engineer, when all other alternatives are exhausted. If a development chooses to propose underground detention, they are doing so at-risk of significant redesign if the underground detention is not approved. A variance, with supporting documentation, in the preliminary drainage report for underground detention will be evaluated on a case by case basis.

- *Response: Underground detention is not proposed.*
- 79. Release rate for the detention pond shall be based upon the “Storm Drainage Design and Technical Criteria” Manual, latest revision.
 - *Response: Master detention pond is being proposed by others.*
- 80. Cross pans are not allowed on roadways with storm sewer systems.
 - *Response: Noted, thank you.*
- 81. 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, thank you.*
- 82. A public storm sewer system is planned to be located near this site. Please have your Engineer or Surveyor verify and tie your site drainage into it.
 - *Response: Noted, thank you. The public storm system is not yet constructed.*
- 83. Extend storm sewer through the site, including inlets, pipes, manholes, etc., as needed.
 - *Response: The design reflects this.*

Fire/life Safety Comments – Building Division

Key Issues:

- 84. The preliminary drawings reflected building structures over the access points to the site. Where these access drives are required to be dedicated fire lane easements, then no portion of the structure can encroach into or over the fire lane easement.
 - *Response: Noted – see architectural site plans AS-01, AS-02 and AS-03 for information related to aerial apparatus, fire lanes, turn radius and fire hose lay.*
- 85. Buildings 3 stories or greater than 30’ in height will require a second point of emergency access per IFC, Appendix D.
 - *Response: Noted - see architectural site plan with 2 points of site access and an additional third emergency access drive.*

Addressing Requirements:

- 86. 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: Noted*

ICC Codes Online.

- 87. The Aurora Building Division currently utilizes the adopted 2015 International Codes Series except for the 2020 NEC. Our next code adoption cycle will be for the 2021 International Code Series, along with the 2020 NEC as of January 8, 2022. A 9-month grace period will be allowed after the formal adoption of the 2021 ICC codes to utilize the 2015 ICC codes until October 31, 2022.

Show the distance of new or existing lot lines to proposed exterior walls of structures on the site plan.

■ *Response: Noted*

Emergency Responder Radio Coverage:

88. The 2015/2021 International Fire Code requires all buildings to be assessed for adequate emergency responder radio coverage.

The 2015/2021 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 are 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: Noted*

Fire Department Access:

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

The preliminary drawings reflected building structures over the access points to the site. Where these access drives are required to be dedicated fire lane easements, then no portion of the structure can encroach into or over the fire lane easement.

■ *Response: Noted – see sheets AS-01, AS-02 and AS-03 for fire lane and turning radius information.*

Fire Lane Easement

90. 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: Noted – see sheets AS-01, AS-02 and AS-03 for fire lane and turning radius information.*

91. Buildings greater than 30' in height are regulated by the 2015/2021 IFC Section D105 and require a both a 26' Fire Lane Easement and two points of emergency access. Typically, the 26' fire lane easement is located on the front main entry side of the structure within a minimum of 15' and a

maximum of 30' from the exterior wall of the building. Structures greater than 30' in height also require a second point of emergency access.

- *Response: Noted – see sheets AS-01, AS-02 and AS-03 for fire lane and turning radius information. Please note the 26'-0" aerial apparatus fire lane includes a 15'-0" buffer comprised of stamped concrete and no curb set from the face of the building.*

92. A question was raised by the applicant: "Would like to have a better understanding of limitations and exceptions for the Fire aerial apparatus road requirements. Most of these buildings will be over 30 feet tall but all will be sprinkled NFPA 13. Can any of the arterial roads like 55th, Denali or Fultondale be used for aerial apparatus if within the range requirements?" The aerial fire apparatus access roads should be placed within the site since the adjacent roadways are intended to support heavy traffic in the future.

- *Response: Noted – see sheets AS-01, AS-02 and AS-03 for fire lane and turning radius information.*

Fire Hydrants:

93. The number and spacing of fire hydrants are determined using the 2015/2021 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.

- *Response: Noted*

Fire Sprinkled Structures:

94. The requirements for the installation of a fire sprinkler system are provided within the Chapter 9 of the 2015/2021 IFC and IBC.

R-2 Apartments or Condominiums. A heated fire riser room with an exterior door will be required. A Knox box will be required on the right side of the entrance to the fire riser room. A fire control panel or unit that is tied into a master fire alarm panel will be required within the fire riser room.

- *Response: Noted*

Gated Entry:

95. The installation of any gating system will require a City of Aurora licensed contractor to obtain a building permit through the Aurora Building Division prior to the start of any work. This would be considered a structural, life safety and electrical review within the Building Division that is conducted on behalf of the Fire Chief.

- *Response: Noted – there will not be a gated entry in this project*

Accessibility Requirements:

96. The City of Aurora reviews accessibility requirements based on 2015/2021 IBC, Chapter 11, the 2009/2017 ICC/ANSI A117.1 and the 2003 Colorado State House Bill 03-1221, Article 5, Standards for Accessible Housing.

- *Response: Noted*

Residential

97. Please show the location of all mail kiosks proposed within this site. Public Works will require a curb ramp to access the mail kiosks from the adjacent urban streets. A detail will be needed of the mail kiosk layout that includes the mailboxes, sidewalk, street and curb that reflect the way these elements will meet the accessibility requirements of the ADA, USPS, ICC A117.1, 2009/2017 edition.

■ *Response: Noted – mail will be located in the lobby of each building*

98. The City of Aurora reviews accessibility requirements based on 2015/2021 IBC, Chapter 11, the 2009/2017 ICC/ANSI A117.1.

■ *Response: Noted*

Knox Hardware:

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

Approved Knox Hardware is required for existing buildings at the main entry of the structure, at the exterior door of a fire riser/fire pump room and at the fire department connections (caps/plugs). Please label and show these Knox boxes on the site plan amendment submitting to the Planning Department.

■ *Response: Noted, thank you.*

Legend:

100. 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 is shown on sheet AS-00*

Phasing Plans:

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

■ *Response: Phasing is not proposed.*

Photometric Plan:

102. Add the following note to the Photometric Site Plan:

ILLUMINATION WITHIN THE SITE MUST COMPLY WITH THE 2015/2021 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.

- *Response: These items have been added.*

Trash Enclosure:

103. Per the 2015/2021 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: Noted - see architectural site plan and floor plans – each 4-story building contains an interior trash room.*

Real Property Division**Key Issue:**

104. The buildings covering any easements will not be allowed (per code). Those buildings will need to be reconfigured and taken out of the easements.

- *Response: Noted, building design has been reconfigured.*

Subdivision Plats:

105. The property has never been platted and shall be subdivided at this time in order to obtain a building permit. Plats must be prepared using City of Aurora specifications provided in our most current Subdivision Plat Checklist. Plat review may run concurrently with your other Planning Department submittals.

- *Response: The property is being platted by the master developer as part of a separate application.*

106. 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 1st 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: The property is being platted by the master developer as part of a separate application.*

Site Plans:

107. 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 Subdivision Plat Checklist.

- *Response: Noted, thank you.*

Separate Documents:

108. A separate document refers to a process to describe and record an encumbrance (easement, license etc.) or release of such on property when a subdivision plat already exists. The document usually consists of a legal description and drawing. Each are reviewed and approved by the city, signed by the property owner as well as the appropriate city officials and recorded with the county.

109. 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:

- Dedications Packet
- Easement Release
- Revocable License Packet
- License Agreement Packet

110. 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 Dedications 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: Noted, thank you.*

111. The developer may need to dedicate new easements and/or street right-of-way on the site. Since a new subdivision plat is not required, these dedications must be done by separate legal document. These legal documents must be prepared using Real Property specifications which are found in the Dedications Packet. Once complete and accurate easement dedication information is submitted to Real Property, it takes about 4-6 weeks to complete the process. They must be complete and ready to record before Real Property will record the Plat and/or Site Plan.

112. (Residential only) No portion of any roofed structure may encroach into any easement. However, the city will allow certain items to encroach in easements such as fences, gates, retaining walls, monument signs, etc. as long as they do not interfere with the use of the easement. If your encroachment is approved, you must obtain a Revocable License from Real Property. It is the responsibility of the applicant to identify and include all encroachments on their Revocable License application which can be found in the Revocable License Packet. A Revocable License takes about 1-2 weeks to complete and must be complete before Real Property will record the Site Plan.

■ *Response: Noted, thank you.*

113. 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.

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: Noted, thank you.*

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

A handwritten signature in black ink that reads "Eric Gunderson". The signature is written in a cursive, flowing style.

Eric Gunderson, P.E.
Project Manager