



Planning Division
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Aurora, Colorado 80012
303.739.7217

AuroraGov.org

June 28, 2024

Bill Parkhill
Aurora Parcel A LLC
PO Box 797
Littleton, CO 80160

Re: Initial Submission Review: Metro Center Master Plan Amendment
Application Number: DA-1489-29
Case Numbers: 2016-7002-01

Dear Bill Parkhill:

Thank you for your initial submission, which we started to process on Monday, June 3, 2024. We have reviewed your plans and attached our comments along with this cover letter. The first section of our review highlights our major comments. The following sections contain more specific comments, including those received from other city departments and community members.

Since several important issues remain, you will need to make another submission. Please revise your previous work and send us a new submission on or before Monday, July 22, 2024. Please note a fee of \$31,434.00 must be paid ahead of second submission.

Note that all our comments are numbered. When you resubmit, include a cover letter specifically responding to each item. The Planning Department reserves the right to reject any resubmissions that fail to address these items. If you have made any other changes to your documents other than those requested, be sure to also specifically list them in your letter.

The estimated Planning & Zoning Commission hearing date is still set for Wednesday, August 28, 2024. Please remember that all abutter notices for public hearings must be sent and the site notices must be posted at least 10 days prior to the hearing date. These notifications are your responsibility and the lack of proper notification will cause the public hearing date to be postponed. It is important that you obtain an updated list of adjacent property owners from the county before the notices are sent out. Take all necessary steps to ensure an accurate list is obtained.

As always, if you have any comments or concerns, please let me know. I may be reached at 303-739-7259 or amuca@auroragov.org.

Sincerely,

Ariana Muca, Planner II
City of Aurora Planning Department

cc: Eva Mather - Norris Design 1101 Bannock St Denver CO 80204
Brit Vigil, ODA
Filed: K:\\$DA\DA-1489-29rev1.rtf



Initial Submission Review

SUMMARY OF KEY COMMENTS FROM ALL DEPARTMENTS

- The parking adjustment requests for PA-A1 and PA-A2 should be proposed during the site plan application stage.
- Staff still prefers the construction of Dawson Street as previously approved. At a minimum, a ROW or private Tract should be preserved under the Dawson Street Promenade if needed for future access for the A1 and RTD properties. (Planning, Civil Engineering, PROS)
- If proceeding with the removal of Dawson Street, update the Master Plan to establish a new vision for the public realm on Dawson Street and Alameda Drive (to include public spaces, commercial uses and other public attractions).
- Please show a secondary point of fire access for Parcel A (Fire and Life Safety).
- Future intersection improvements recommended in MTIS. Update to NB and WB intersection approaches for all major intersections per the redlines (Traffic).
- Please include more detail on what amenities will be provided in the SUP and promenade. Elaborate on enhanced paving, water features, and seating options (PROS).
- Please correct the potential art locations on graphic 6.2.1 and 6.2.2 (Public Art).
- RTD and Xcel Comments Attached.

PLANNING DEPARTMENT COMMENTS

1. Community Questions, Comments, and Concerns

- 1A. One comment was received during the first review. Please respond to the comment. The staff recommends reaching out directly to Jon Holmberg.

Name: Jon Holmberg

Organization: 14950 center ave

Address: aURORA CO 80012

Phone: 7202511109

Email: jonholmberg@gmail.com

Comment: The justification of #1 is vague. does this allow 100% surface parking if only part of the units are affordable housing? would it be permanently affordable, or just for the first buyer?

2. Completeness and Clarity of the Application

- 2A. Please note a fee of \$31,434.00 must be paid ahead of the second submission.
- 2B. The Metro Center Design Review Committee must review and approve the master design guidelines amendment. It is recommended that the DRC approves the Amendment ahead of a Planning Commission hearing. Please add in the response to comment on the status of the DRC approval.
- 2C. Minor comment regarding the list of amendments. We only need mylar changes and minor amendments listed under amendments not all the submissions.
- 2D. Following the amendment we will have the master plan set sent in to county for mylar recordation.
- 2E. In the letter of introduction, address how the core district will be able to provide a commercial presence in the Master Plan Amendment. Staff wants to concentrate on what is being added to the Metro Center Master Plan, what is making it a unique and special place in the City of Aurora rather than what is being subtracted from the Master Plan. The letter of introduction is the Planning Commission's first interaction with the application, and the letter of introduction should showcase the Dawson Street Promenade.
- 2F. Refer to comments provided at the pre-application from Long Range Planning. These concerns are still applicable to the proposal.



3. Zoning and Subdivision Use Comments

- 3A. The adjustment requests for 100% surface parking on Parcel A1 and permitting surface parking along Alameda may be requested with the Master Plan Amendment application as long as clear mitigation measures (requirements) are outlined within the Master Plan to offset the reduction request. However, obligating a future site developer may be problematic, so staff continues to encourage delaying these adjustment requests until the future site plan stage.
- 3B. Section 146-5.4.4 details the definitions, applicability, procedures, and criteria of approval for all adjustments to development standards. Adjustment requests should identify the reason for the adjustment, *efforts to minimize the adjustment, and design elements to mitigate the standards proposed for reduction. Typically, mitigation techniques should go above and beyond requirements from other code sections.* Currently, the adjustment in both the cover sheet and introduction letter only discusses the justification for the adjustment, and no mitigation is discussed. These adjustment requests are considered incomplete. If the adjustments are to progress, staff needs to see design mitigation included and memorialized on the cover sheet. With two adjustment requests, two separate site-specific design mitigations would be required.
- 3C. The first adjustment for PA-A1, asking to eliminate garage parking in the MU-TOD should have design mitigation that relates to good building frontage, protected pedestrian connectivity that moves patrons safely through the parking space to the building, and increased parking lot landscaping. Additionally, without structured parking staff does not want to see parking exceeding the minimum requirements for PA-A1. Surface parking areas should be limited as much as possible to prevent further degradation of the site.
- 3D. The second adjustment for PA-A2 is asking for parking lot frontage along an arterial street. Staff would like the master plan to commit to 90% garage parking for PA-A2 as design mitigation.

Land Dedication

Sheet 3

- 3E. There is an expectation that there will be commercial uses on this site. Please include the Mixed-use Commercial as the land designation for Parcel A and demonstrate how this master plan will meet this definition. Eliminating commercial uses from Parcel A directly conflicts with the Station Area Plan - Fundamental Concept #4 (page 21), which states, "Active ground floor uses such as restaurants, coffee shops, and/or retail will be located directly adjacent to the station platform."
- 3F. Please delete note 3 sentence, "NO MINIMUM DENSITY IS REQUIRED SO LONG AS BUILDINGS MEET THE REQUIRED MINIMUM BUILDING HEIGHTS PER THE STATION AREA PLAN". This would be an adjustment. The expectation is that Parcel A will meet density requirements which are 60 dwelling units per acre.

Building Frontage

Sheet 10

- 3G. There is an expectation that there will be commercial uses on this site. Please include the Mixed-use Commercial as the land designation for Parcel A and demonstrate how this master plan will meet this.
- 3H. Parcel A1 needs to include a designation for the building frontage. Staff would like to see this designation along Alameda Parkway and the new Dawson Street Pavilion.
- 3I. If Dawson Street is removed, the master plan should identify building frontage along Alameda Dr. as a priority. Outline requirements for architectural features, corner, and grand building entry elements to enhance the public realm in these areas/
- 3J. Per Section 146-2.4.6.h.1, the maximum block length and width in MU-TOD shall be between 200-500 feet. Each block shall be bordered by public or private streets meeting the requirements of Section 146-4.5, or by private common space or dedicated park land or open space at least 30 feet in width with a sidewalk connecting one street to another. With the removal of Dakota Street, a midblock open space shall be provided to meet these requirements in its place. The open space needs to extend through PA A2 from east to west. It may move under a second story building connection if desired, as long as a visible, publicly accessible connection remains for bike and pedestrian circulation.



4. Streets and Urban Space Comments

- 4A. The pre-application meeting did not discuss an increase in road width for the Alameda Drive section. Rather, staff discussed the importance of the median and installing traffic calming measures on Alameda Drive. Please clarify what the new section will look like and ensure that an urban street design will remain a priority.
- 4B. The expectation from planning is to continue the main streetscape design already in place for E. Alameda Drive, which is an urban sidewalk section with street trees in tree cutouts and a median. Even if the curb to curb cannot be reduced, an effort should be made to modify the section to be more pedestrian friendly and slow traffic. As discussed in previous meetings, the median in E. Alameda Drive remains a priority for planning. In the previous design, Dawson Street was given strong attention as a pedestrian-oriented street, and Alameda Drive was a bit more of a secondary street for pedestrian priority. With the elimination of Dawson Street, the expectation is for Alameda Drive to have greater design emphasis as a pedestrian-focused street.
- 4C. The construction of Dawson Street as previously approved is still the preferred development option. If proceeding with the Dawson Promenade, please establish a deferral and right of way dedication following a local street width. Have the section demonstrate tree plantings within the future curbside landscape area. This will decrease conflicts to establish the promenade as a street in the future.
- 4D. As part of the original Metro Center Master Plan application, as part of the description and discussion at the Planning Commission, the high level of park design went above and beyond code requirements. With the removal of two urban parks, Alameda Plaza and Plaza East, the Promenade should be expanded with a higher level of activity included in the SUP outline. The Dawson Street description was not updated during the first submittal of the original master plan. This urban park should be very different than the original submission with the removal of the street. How will this space remain commercially viable and active without the street network?

5. Design Guidelines

- 5A. Many highlighted images say updated imagery, yet they appear to be the same imagery used in the original Metro Center Master Plan. These images show high levels of transparency and commercially activated ground floors. These images are in line with both the station area plan and MU-TOD zone district. In response to the comment, may you please explain how the images are updated or remove the rev cloud from the imagery? It appears that only the text label has been modified.
- 5B. As part of the design guidelines package, staff needs a spread on the new Dawson Promenade. The spread should explain how this space is unique, how it will activate the ground floor, how it meets the station area plan, and its overall contribution to the Metro Center. Please include imagery. The pedestrian corridor replacing Dawson Street needs a high level of design, engagement, and a unique identity beyond just a pedestrian thoroughway. The mixed-use commercial parcel designation was thoughtfully implemented to stimulate the public realm and staff would like to see mixed-use commercial remain.
- 5C. As part of the design guidelines package, staff needs a spread on Alameda Drive as the updated main street. The MU-TOD and station area plan calls for a main street, and with the removal of Dawson Street, a new one must be established. As per code *main streets shall be designed as attractive public areas with quality streetscaping, provision of space for sidewalk cafés, and with sidewalk widths that comply with the latest adopted Aurora Roadway Design and Construction Specifications Manual (146-2.4.6.H.5).*

6. Landscaping Issues (Chad Giron / 303-739-7185 / cgiron@auroragov.org / Comments in bright teal)

Master Plan

Sheet 2 – Planning Area Map

- 6A. The north section of the Protected Bike Lane is not shown on the Master Plan graphic on sheet 3. Either remove it here or add it to the Master Plan graphic for consistency.
- 6B. Show the Multi-Use Trail extended to the RTD site.

Master Plan

Sheet 3

- 6C. Make sure a pedestrian connection from PA-A2 to the middle of the RTD site is feasible and accessible if



it will be shown on the Master Plan. The City will be expecting this connection if it's shown on this plan.

Master Plan Illustrative

Sheet 4

- 6D. This graphic should show the continuation of the proposed 2-way protected bike lanes as shown down Centrepoint Dr & Center Ave.

Master Plan Bike Plan

Sheet 8

- 6E. Fix all spelling errors of 'Sharrows'.
6F. Be more specific in the Notes to what is the proposed "Drivable Softscape".

Design Guidelines

General Comments

- 6G. Some of the "Image Updated" graphics appear to be the same images used in the original document and not updated at all. Please confirm what has been updated with each "Image Updated" graphic.
6H. Make sure the layout of the Proposed Protected Bikeway on the north side of the pedestrian promenade is consistent with the Master Plan and Design Guidelines. Some show it connected only to PA-A1, some include a connection to Tract A, some show a connection to the sidewalk along Alameda Pkwy.
6I. Please be consistent with all labels of the Protected Bikeway in the graphics and legends. Some documents use "Protected Bike Lanes", some say "2-Way Protected Bike Lane", some street sections use "Bike/Scooter Lane".
6J. Please be clear in the description and/or graphic notes if the proposed Protected Bikeways will be painted green as shown along Centrepoint Dr. and Center Ave. street section graphics, and not painted green in the Dawson Pedestrian Promenade and PA-A1/Tract A connections.

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

7. Civil Engineering (Julie Bingham/ 303-739-7403 / jbingham@auroragov.org)

Public Land Dedication

Sheet 7

- 7A. Public Works would not own or maintain the infrastructure within the pedestrian plaza.
7B. There are ongoing conversations about whether this area should be defined as a public access/fire lane easement in lieu of ROW since the infrastructure does not meet any COA standards and would not be owned/maintained by the City.
7C. If RTD is going to give COA the ROW in this area, then Public Works would look for Dawson to remain as a public, local urban street as originally proposed.

Street Sections

Sheet 9

- 7D. There are ongoing conversations about whether this area should be defined as a public access/fire lane easement in lieu of ROW since the infrastructure does not meet any COA standards and would not be owned/maintained by the City. If the RTD extension parcel is going to be dedicated as ROW by RTD, Public Works would look for the street to be built to public standards as originally approved."

Exhibit

Sheet 11

- 7E. If Dawson and Dakota are removed as public streets, then this section (street improvement section) should be revised in the notes.

8. Traffic Engineering (Dean Kaiser / (303) 739-7584 / djkaiser@auroragov.org / Comments in amber)

Master Plan Illustrative

Sheet 4

- 8A. Future intersection improvements recommended in MTIS Update to NB and WB intersection approaches at all major intersections.
8B. Significant signal timing issues will need to be addressed here. This is at all major intersections.
8C. Intersection is warranted for signalization, have to wait for PA-B6 or can it be incorporated sooner?



9. Utilities (Steven Dekoskie / 303-739-7490 / sdekoski@auroragov.org / Comments in red)

- 9A. Advisory comment: Trees are not permitted in Aurora Water utility easements or within 10' of water utilities.
- 9B. Water features are not permitted.

10. Fire / Life Safety (Rich Tenorio / 303-739-7628 / rtenorio@auroragov.org / Comments in blue)

Cover Sheet

Sheet 1

- 10A. THE SECOND POINT OF EMERGENCY FIRE ACCESS MUST BE SHOWN THROUGHOUT THIS PLAN SET.

Master Plan

Sheet 3

- 10B. The Dawson Pedestrian Promenade should align with road on the north side of E Alameda Pkwy.
- 10C. The solid blue line (refer to redlined documents) is the location of the required fire lane easement along the entire length of the Dawson Pedestrian Promenade and connection to the second point of emergency access for PA-A1. Correct the alignment of the fire lane access easement within the ped promenade.

Master Plan Illustrative

Sheet 4

- 10D. Show the path of travel for the fire apparatus along the entire fire access easement. The width of the dedicated easement and the turn radius must accommodate turning fire apparatus.
- 10E. This proposed fire access should align with the parking area drive aisle to the north.
- 10F. The drive aisle in blue (refer to redlined documents) must be designated as a fire lane. Please ensure the fire apparatus can turn through all portions of the parking area and meet the required turn radius for the largest COA fire apparatus.
- 10G. The transition from the road to the fire access easement must be smooth and unobstructed at both north and south locations.

Street Sections

Sheet 9

- 10H. Show the fire lane easement within this detail. Show the drive aisle width and will require a clear vertical clearance of 13.5' along the entire easement.

Development Exhibit

Sheet 11

- 10I. Add the following Fire-Life Safety note: TYP (ALL SHEETS) THE DEDICATED FIRE ACCESS EASEMENT AND FIRE LANES ARE SHOWN THROUGHOUT THE SITE AND ALONG THE PERDESTRIAN ROUTE. INCLUDE IN THE LEGEND ARE THE DELINEATION OF THE EASEMENT(S) AND THE ROUTE(S).

11. Land Development Services (Maurice Brooks / 303-739-7294 / mbrooks@auroragov.org / Comments in magenta)

- 11A. No further comments.

12. PROS (Scott Hammons / 303-739-7147 / shammons@auroragov.org / comments in purple)

- 12A. Please update language to show the Dawson street plaza to be privately owned and maintained.
- 12B. Please include more detail on what amenities will be provided in the SUP and promenade. Elaborate on enhanced paving, water features, and seating options.

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

Public Art

- 13A. Please correct the graphic for 6.2.1, potential art locations at PA-A on page 58 and 6.2.2 potential art locations at PA-B and 6.2.3 potential art locations at PA-cC on page 59.



14.Arapahoe County (Sarah White / 720-874-6500)

14A. THANK YOU FOR THE OPPORTUNITY TO REVIEW AND COMMENT ON THIS PROJECT. THE ARAPAHOE COUNTY PLANNING DIVISION HAS NO COMMENTS; HOWEVER, OTHER DEPARTMENTS AND/OR DIVISIONS MAY SUBMIT COMMENTS.

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

15A. See below for comments.



Right of Way & Permits

1123 West 3rd Avenue
Denver, Colorado 80223
Telephone: **303.571.3306**
Facsimile: 303.571.3284
donna.l.george@xcelenergy.com

June 20, 2024

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

Attn: Ariana Muca

Re: Metro Center Master Plan Amendment, Case # DA-1489-29

Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the documentation for **Metro Center Master Plan Amendment**. PSCo owns and operates existing natural gas and underground electric distribution facilities within several areas of the subject property. 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](https://www.xcelenergy.com/InstallAndConnect). It is then the responsibility of the developer to contact the Designer assigned to the project for approval of design details.

For additional easements that may need to be acquired by separate PSCo document (i.e. transformer), the Designer must contact a Right-of-Way Agent.

Please note PSCo requests 10-foot-wide utility easements around the perimeter of the lots.

As a safety precaution, PSCo would like to remind the developer to contact Colorado 811 for utility locates prior to construction.

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

16. RTD (Clayton Woodruff / 3032992943 / clayton.woodruff@rtd-denver.com)

Engineering

Sheet 9

- 16A. Sheet 9 misrepresents the roadway section for Alameda Dr, leads you to believe that the drive lane will only be 10' wide but when you go to sheet 10 it represents a more bus friendly 14' travel lane. Sheet 11 development C street improvements need to be updated to represent the removal of the Dawson St. north of Centerpoint Dr.

Service Development

- 16B. The 11' lanes along Centerpoint Dr are concerning and the impacts to bus operations, especially in and out of the station. The RTD would like to see more detailed plans for the protected bike lane on Centerpoint Dr to better understand the potential bus/bike interactions. With the increased traffic the left turn movement in and out of the station is a concern, are there any potential remedies that can be proposed (by the developer or City of Aurora) to mitigate this for the TRANTIST-Oriented Development.

TOD

- 16C. The current plans provide only limited pedestrian and bicycle connections to RTD's nearby station. As this project is considered transit-oriented development, connections to the station to enable residents and employees to use transit are essential. There is currently a sidewalk along the southern edge of RTD's property on E Centrepont Dr and a sidewalk between the existing park-n-ride and the bus facility. The developer should construct sidewalk connections on their property to align with those on RTD's property to facilitate access to the rail station and bus facility. Additionally, the developer should work with RTD staff to propose connections through RTD's property, including curb ramps that meet ADA requirements and potential crosswalks, to further ensure access to transit services. As part of building these key connections, the developer should also be prepared to address the grade change that occurs on the eastern edge of RTD's property.
- 16D. This review is for Design concepts and to identify any necessary improvements to RTD stops and property affected by the design. This review of the plans does not eliminate the need to acquire, and/or go through the acquisition process of any agreements, easements or permits that may be required by the RTD for any work on or around our facilities and property.