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October 17, 2023

Dane Olmstead
Jackson Dearborn Partners
404 S. Wells Street, Ste. 400
Chicago, IL 60607

Re: Initial Submission Review – Revolve Denali at Windler – Site Plan
Application Number: **DA-1707-25**
Case Numbers: **2023-4003-00**

Dear Dane Olmstead:

Thank you for your initial submission, which we started to process on September 28, 2023. 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 note that there are several repeat comments - while there has been progress to address several of them, more is needed to resolve or clarify the comments enough to move towards a decision. Please revise your previous work and send us a new submission on or before November 15, 2023. As always, if clarification or additional information is needed, please do not hesitate to reach out and schedule a comment review meeting.

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 list them specifically in your letter.

The estimated Administrative Decision date is tentatively set for December 13, 2023. Please remember that all abutter notices must be sent, and the site notices must be posted at least 10 days prior to the decision date. These notifications are your responsibility, and the lack of proper notification will cause the decision 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: Eric Gunderson, Kimley-Horn, 4582 S. Ulster St., Ste. 1500, Denver, CO 80209
Cesarina Dancy, ODA Rep
Filed: K:\SDA\1707-25rev2



Second Submission Review

SUMMARY OF KEY COMMENTS FROM ALL DEPARTMENTS

- Concerns regarding building material, setbacks and covered parking requirements (Planning).
- Minor comments regarding labels (Landscape).
- The full 40' of the perimeter park must be outside of any privately fenced area. Please ensure to shift the fence back to the 40' mark measured from right of way (PROS).
- Real Property comments to be forwarded directly.

PLANNING DEPARTMENT COMMENTS

1. Community Questions, Comments and Concerns

- 1A. No public comments were received with this submittal. A neighborhood meeting will not be required at this time.
- 1B. Staff has received referral comments from Xcel Energy, Aurora Public Schools, and DEN-Planning which are summarized below and attached to this letter. Xcel has no further comments.

2. Completeness and Clarity of the Application

- 2A. If the portal will allow it, please combine the site plan into one file set (to include landscaping and building elevations) upon resubmission.
- 2B. The Data Block needs to be placed on the cover sheet per the site plan manual. Please include max and minimum building height, signage, and bike parking.
- 2C. As a reminder, this site plan will not be approved until the site is platted into a lot. The Windler Filing No. 2 is not yet ready for recording.
- 2D. Add a page towards the front of the site plan set that tracks the FRLO unit and density requirements for development within the Flexible Residential Lot Option (FRLO) Area 1. Coordinate with the master developer for consistency on the table and image formatting used for previous site plan submissions. Thank you for including the information for this site. Upon third submission, please work with the master developer to include a chart for all FRLO areas with approved site plans. An idea for how the table should be presented below:

SITE PLAN NO. 3 FDP COMPLIANCE CHART							
FILING	LARGE LOTS	STANDARD LOTS	FRONT LOADED SMALL LOTS (<50')	MOTOR COURT SMALL LOTS	TOWNHOMES	SMALL LOT/GREEN COURT	OVERALL
1	133		48	89	0		270
2					115		115
3	37	90	18	108	0		253
4							
TOTAL UNITS APPROVED	170		66	197	115		638
MAXIMUM PERMITTED UNITS (PER FDP AND CODE)	625				269		894

- 2E. Since the last review of this site plan, a sign site plan has been submitted and is under review (DA-1707-27). This site plan proposes landscaping and sign monumentation adjacent to this site. Please include the master sign plan grayed out underneath the multi-family site plan and landscape plan with your next submission.
- 2F. Within the setback standards, please delete the line that says side setback none. Windler FRLO zone districts do not necessarily need to follow the R-2 zone standard setbacks; the expectation is setbacks will be set. Is the front setback for the carriage homes 13'? Please explain why a code reduction of 7' is necessary to carry out the Windler Master Plan design intent in the letter of introduction. Provide additional information on the reasoning/need, and design mitigating options that balance this significant reduction. Please also label the proposed setbacks for all proposed structures to all adjacent property lines



on the site plan. Per previous discussions, staff is in support of reduced setbacks for the urban environment, but the reasoning and minimum standards need to be clearly outlined within the proposal.

3. Streets and Pedestrian Comments

- 3A. Section 146-3.3.2.H.1. Requires that all multi-family buildings have no single portion of façade frontage greater than 150' without an entry. This site proposes excellent building frontage but is lacking in connectivity to the streets they are fronting. A single corner entry to the street does not provide enough entry to meet the minimum 150' separation requirement. Can the unit private patios be modified into front entries/porches with individual access to the street? This is also listed as a guideline within the multi-family design standards in Tab 12 of the Windler Master Plan. Staff does see further connections outside of the patio spaces along 56th. Staff would like to push further and have this path connect across to the stairs to the east and the corner entrance to the west.
- 3B. Planning is highly supportive of the use of paving materials within the site. Please provide details of these materials so they can be understood and clarified – this was requested with the first review.

4. Parking Comments

- 4A. The parking table does not appear to be correct. The parking stalls are not adding up correctly; please revise.
- 4B. Thank you for pulling out the compact spaces. The compact spaces need to include dimensions and be excluded from the parking table.
- 4C. Per section 146-4.6.5.A.4, 40 percent of resident parking shall be in garages or carports and at least 50 percent of those garages and carports shall be attached to a primary residential structure. The current calculations exclude the required guest parking counts. On-street guest parking is allowed per code, but they should be identified and counted on the parking table.

5. Architectural and Urban Design Comments

- 5A. Add an overall landscape plan sheet/diagram that demonstrates the areas that contribute towards the minimum common area requirements as required by Section 146-3.3.2.H.7. Provide area calculations to demonstrate a minimum of 20% of the site area. Also, note that the Windler Master plan requires a minimum of 30% of units to have an outdoor patio or balcony at least 6x8 in size. Please identify compliance with this requirement when accounting for outdoor spaces. This was requested with the first review, but staff did not see this included in the second submittal. 20% outdoor amenity space is required, or a major adjustment will need to be requested.
- 5B. Fiber cement planking/board (Nichiha material) is not a listed material in our building materials Table 4.8-5, under Section 146-4.8.6.C.3. This section of the code does provide the Director's discretion to approve this material as an alternative equivalent, which can be done administratively through the standard site plan process. Staff would like the justification for using the Nichiha material included in the introduction letter.
- 5C. Multi-family residential applications are required to meet minimum masonry requirements outlined in Table 4.8-6 of Section 146-4.8.6.D. The current material breakdown shows 4 materials: stucco, limestone slate, and spruce fcb. These materials do not match what is on the material board and needs to be retitled. Further, there are 10 materials called out yet only 4 are included in the percentage breakdown. Staff is concerned that the 80% stucco and masonry standard is not being met.
- 5D. Section 146-4.8.8.A.2 requires that flat roofs vary by at least 3' in height or setback for every 60' of façade. The rear façade of buildings does not appear to be meeting this requirement.
- 5E. Page 19 of the Windler Master Plan establishes goals for sustainable development. Are there any design elements proposed that promote the use of renewable energies, energy efficiency, water conservation, air quality, or light pollution reductions? Please include it in the introduction letter.
- 5F. Review and approval of the Windler Design Review Board is required for all proposed developments within the Windler Master Plan. Please contact Kevin Yoshida at 303-807-0737 or kevin@ideate.design to initiate the submittal and review process.



6. Signage, Fencing & Lighting Comments

- 6A. Include details for all proposed site furnishings. There are established styles and guidelines for these items in Tab 10 of the Windler Master Plan.
- 6B. Provide a detail of any proposed monument signage proposed on site – this includes wall signs. Additionally, the Windler Master Plan identifies the southeast corner of Denali and 56th Avenue as a location for primary neighborhood sign monumentation. Outline the proposed sign area for any wall signs on the building elevations.

7. Landscaping Issues (Tammy Cook / 954-266-6488 / tdcook@auroragov.org / Comments in bright teal)

Sheet 15

- 7A. Include total sheet #. Make sure the sheet numbering is consistent throughout the plan set. For example sheet X of X - the numbering should be cumulative.
- 7B. Label the street frontage buffer and dimension and label the street frontage buffer.
- 7C. Note stop sign.

Sheet 16

- 7D. Note stop sign.

Sheet 17

- 7E. Label the non-street buffer.

8. Addressing (Phil Turner / 303-739-7357 / pcturner@auroragov.org)

- 8A. No further comments.

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

9. Civil Engineering (Julie Bingham / 303-739-7403 / jbingham@auroragov.org / Comments in green)

Site Plan

Page 6

- 9A. Repeat: Label the inside and outside radii of the fire lane easement.
- 9B. Repeat: Label the curb return radii, typical.
- 9C. A license agreement will be required for the specialty pavement in ROW.
- 9D. Why is concrete proposed behind the ADA ramp? Please remove.
- 9E. The private soft surface trail is not within the ROW for 56th per the approved master plan. Please indicate if this application will be building the trail or identify the site plan that will provide it.
- 9F. Provide the RSN or case number for the ISP providing this street.
- 9G. The proposed gate should be outside of the ROW.

Page 11

- 9H. Per section 4.02.7.07.2 of the Roadway Manual, a minimum 2' of clearance is required between a retaining wall and property line.
- 9I. The distance between the two walls shall be twice the height of the lower wall, otherwise the wall is considered to act as one wall. A variance would be required for a wall over 4'.
- 9J. Please add the following notes to this sheet:
- 9K. Minimum slope on unpaved areas is 2%, minimum slope on asphalt is 1%, and minimum slope on concrete is 0.5%.
- 9L. The maximum slope within ROW is 4:1, the maximum slope for property outside of the ROW is 3:1.
- 9M. The slope away from the building shall have a minimum grade of five (5) percent for the first ten feet or to the property line, whichever occurs first, then a minimum of two (2) percent until the slope reaches the swale around the building. If physical obstructions or lot lines prohibit the ten feet of horizontal distance, a five (5) percent slope shall be provided to an approved alternative method of diverting storm runoff away from the foundation. Impervious surfaces within ten feet of the building foundation shall be sloped a minimum of two (2) percent away from the building.
- 9N. The maximum permissible longitudinal grade for fire lanes is 10%. The maximum transverse grade for a fire lane is four percent with a resultant maximum slope of ten percent.



- 9O. The resultant grade in any direction within accessible parking areas shall not exceed two percent.
- 9P. The maximum cross slope in an accessible path shall not exceed two percent. The maximum longitudinal slope in an accessible path shall not exceed five percent.

Page 12

- 9Q. Remove FG spot elevations from this sheet to improve legibility of the plan. Detailed grading will be reviewed as part of civil plans.

Page 13

- 9R. Max cross slope in a fire lane easement is 4%, typical.

10. Traffic Engineering (Steven Gomez / 303-739-7336 / sgomez@auroragov.org / Comments in amber)

Site Plan Set

- 10A. This Site Plan will not be approved until the Windler Master documents have been approved.
- 10B. Add a note:
(Applicant/owner name, address, phone) shall be responsible for payment of 25% of the traffic signalization costs for the intersection of 56th Avenue and Denali Street, if and when traffic signal warrants are satisfied. Traffic signal warrants to consider shall be as described in the most recently adopted version of the Manual on Uniform Traffic Control Devices, as of the date or dates of any such warrant studies. For warrant purposes, the minor street approach traffic shall typically be comprised of all through and left-turn movements and 50% of right-turn movements unless otherwise determined by the traffic engineer. Pursuant to 147-37.5 of city code, the percentage of the traffic signalization costs identified above shall be paid to the city by the applicant/owner, to be held in escrow for such purpose, prior to the issuance of a building permit for the related development or as otherwise required by city code. The percentage above will be applied to the entire traffic signalization cost as estimated at the time of the escrow deposit to calculate specific dollar funding requirements.
- 10C. Verify all intersection/roadway laneage is consistent with the laneage identified in the latest MTIS.
- 10D. Verify parking stalls and parking medians are not within the fire lane easement.
- 10E. Show, callout, and revise stop sign locations as redlined.
- 10F. Move sidewalk and ped ramps from 55th Avenue entry to the east (see redlines on sheet 5)
- 10G. Relocate head in parking away from the site entrance.
- 10H. Provide continuous connection and ped ramps to amenity area. The path should not go through the parking stall.
- 10I. Fire lane easement extends into pavers. Will there be a curb and gutter?
- 10J. Adjust and add ped ramps to provide continuous sidewalk connection to the leasing building.
- 10K. Correct code citation for the last note on Sheet 17.

Master Traffic Study

- 10L. All intersection laneage is not consistent with MTIS.
- 10M. See comments throughout report.
- 10N. Provide LOS /delay results for all movements, approaches, and total intersection consistent with Table 5.

11. Fire / Life Safety (Mark Apodaca / 303-739-7656 / mapodaca@auroragov.org / Comments in blue)

Sheet 2

- 11A. See comments for implementation plan.
- 11B. See notes for garage-accessible parking.

Sheet 4

- 11C. Show and label knox box locations.
- 11D. Please show fire hydrants abutting this site. 55th Ave & Denali.
- 11E.

Sheet 5

- 11F. See multiple comments for the gating system, provide gating detail.
- 11G. Please label gate as shown.
- 11H. The gating system must be set back 35'.
- 11I. Alternate fire lane material will need a license agreement.



- 11J. Please show knox box locations.
- 11K. See comment to provide details of the fire lane easement.
- 11L. See comment to provide mountable curbs.
- 11M. See note for gate to swing into site.

Sheet 6

- 11N. See updated signage details.
- 11O. See comments to extend the fire lane easement.
- 11P. See comment regarding EV parking.
- 11Q. See note for a crosshatched delineation, show in legend.

Sheet 7

- 11R. See dead-end fire lane sign details.
- 11S. See comment for FDCs encroaching the fire lane.
- 11T. See note to provide wheel stops.
- 11U. See comment to provide an accessible ramp.
- 11V. See comment to extend fire lane easements.
- 11W. See note for realigning the dead-end fire lanes.
- 11X. See comment for the dead-end fire lane widths can be reduced to 20'.
- 11Y. See note for a smooth transition in fire lane to entrance paving.
- 11Z. See comment for ramps may need to be relocated out of the fire lane.

Sheet 9

- 11AA. See comments to remove FDCs, only 1 fdc per building.
- 11BB. See note to show riser room locations.
- 11CC. See note for FDCs encroaching into the fire lane.

Sheet 10

- 11DD. See new fire hydrant location.
- 11EE. See note to reposition a fire hydrant.
- 11FF. Show fire riser room locations.
- 11GG. See note to show the fire line.
- 11HH. See comment to clarify which building a fire line goes to.

Sheet 12

- 11II. See note for fire lane traverse grades.

Sheet 16

- 11JJ. Show fire lane on landscaping sheets.

Sheet 22

- 11KK. See note for hose lay is from the fire truck.
- 11LL. See comments to provide fire lane signs.
- 11MM. See comment to provide mountable curb.

Sheet 26

- 11NN. See comment to check with Planning, regarding compact car parking space detail.
- 11OO. See note to locate accessible parking signs on back side of sidewalk.
- 11PP. Show wheel stops.
- 11QQ. See EV sign details.

Sheet 33 & 47 Elevations

- 11RR. Show and label Knox boxes.

Utility Conformance Letter

- 11SS. See comment to provide fire flow data table.

12. Aurora Water (Casey Ballard / 303-739-7382/ cballard@auroragov.org / Comments in red)

Page 9

- 12A. How many units are in the building? I am currently seeing two meters.
- 12B. Advisory: No structural encroachments are allowed in the easement. This includes roof overhangs,



- foundation footings, balconies, or window awnings.
- 12C. Water meters must have at least 2-feet clear space between edge of lid and edge of hard surfaces such as asphalt or concrete.
- 12D. Advisory: Water meters 3-inches and larger require larger easements and this could pose issues with the building.
- 12E. Where are the meters for these service lines?
- 12F. All water meters are to be outside of the building in a landscaped area. Meters that are 5/8-inch to 2-inch require a 10-foot wide easement that extend 5-feet past the meter. Water meters 3-inches and larger require additional easement at 18-feet wide and 5-feet behind the meter.
- 12G. Water meters that are 3-inch and larger also require the civil plan to show the bypass line around the meter vault.
- 12H. Any bends in the service line are to have a minimum radius of 12-inches.
- 12I. See Section 5.04 and 17 for additional information.
- 12J. All special paving within the public easements require a license agreement.
- 12K. Name easements based on the utility within them. For this one, it would be a Water Easement.
- 12L. If an easement contains multiple utilities list them all. For example a Water and Sanitary Easement.

Page 10

- 12M. Missing meter location for this service line. Please see previous comments for easement and meter placement requirements.
- 12N. Meter cannot be in a paved surface. These lids are not traffic rated and this is in the path of a fire truck. Why not have the meter from the public ROW?
- 12O. These townhome style buildings would be better served for water from the public ROW instead of placing meters in tight areas with easements that will prevent any landscape, fences, roof overhangs, foundations, etc.
- 12P. I'm only seeing 2 sewer services per townhome cluster. Is there 4 or 2 units per townhome cluster?

13.PROS (Michelle Teller / 303-739-7147 / mteller@auroragov.org / Comments in purple)

- 13A. Please identify who will be building the full perimeter park, the crusher fines path isn't currently in the site plan for 56th avenue.
- 13B. The full 40' of the perimeter park must be outside of any privately fenced area. Please ensure to shift the fence back to the 40' mark measured from right of way.
- 13C. A cash-in-lieu payment for community park is due prior to finalizing your plat and site plan. Please connect with the master developer and reach out to Curt Bish at cbish@auroragov.org to create the invoice for payment.
- 13D. Further detailed comments located on the site plan.

14. Land Development Services (Roger Nelson / 303-587-2657 / rmelson@auroragov.org / Comments in magenta)

The Land Development Services review is not yet complete. Comments should be sent to you directly from the project reviewer with that department. Please contact them if you have any questions, and include responses from their comments upon resubmission.

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

- 15A. Comment response is acknowledged; no resubmittals are necessary.

16. Denver International Airport (DEN) – Planning (303-342-4105 / denplanningreferrals@flydenver.com)

Denver International Airport (DEN) received your referral letter, and we appreciate the opportunity to comment on the proposal. DEN provides the following comments:

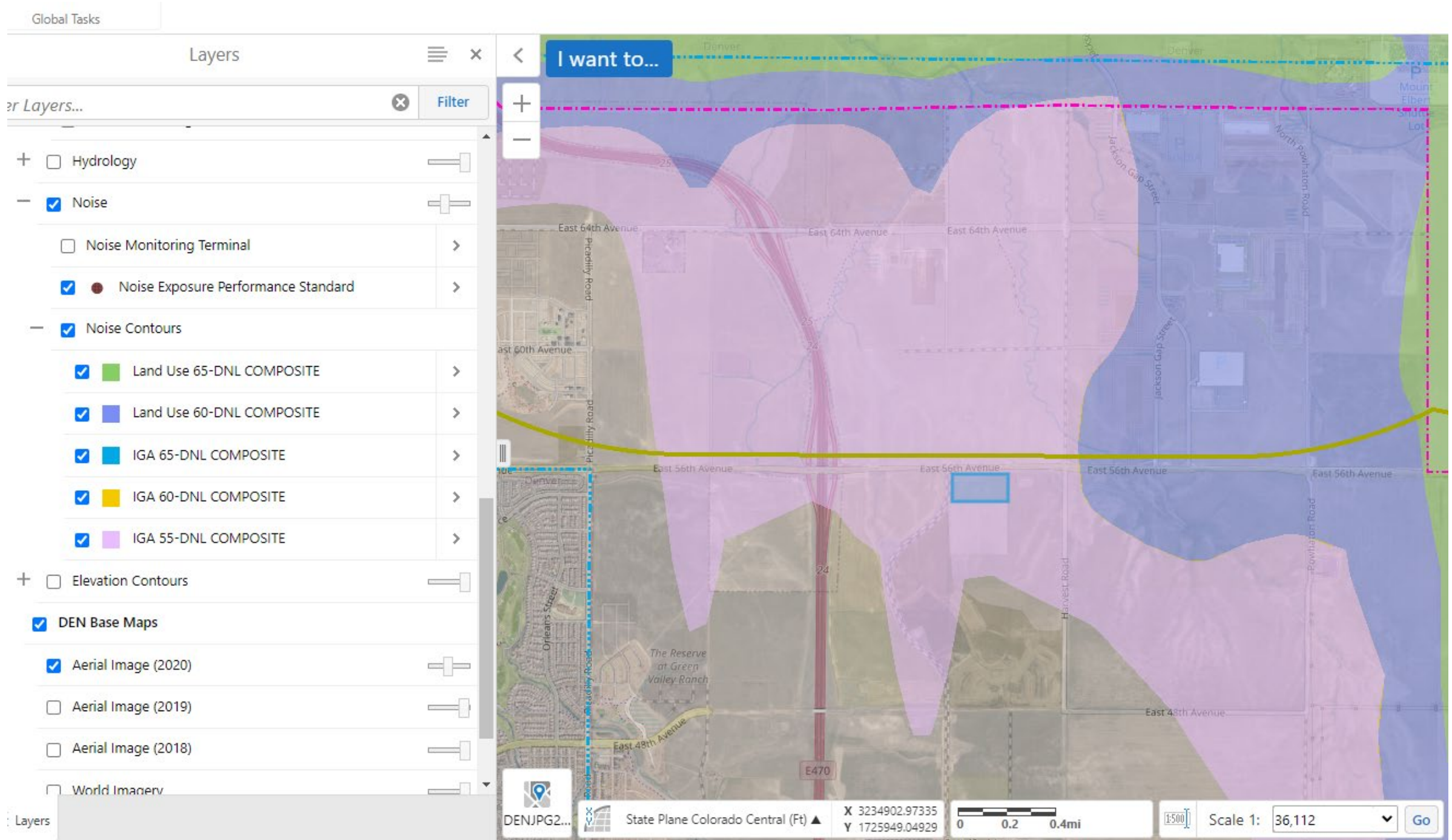
- 16A. Please see the attached documents



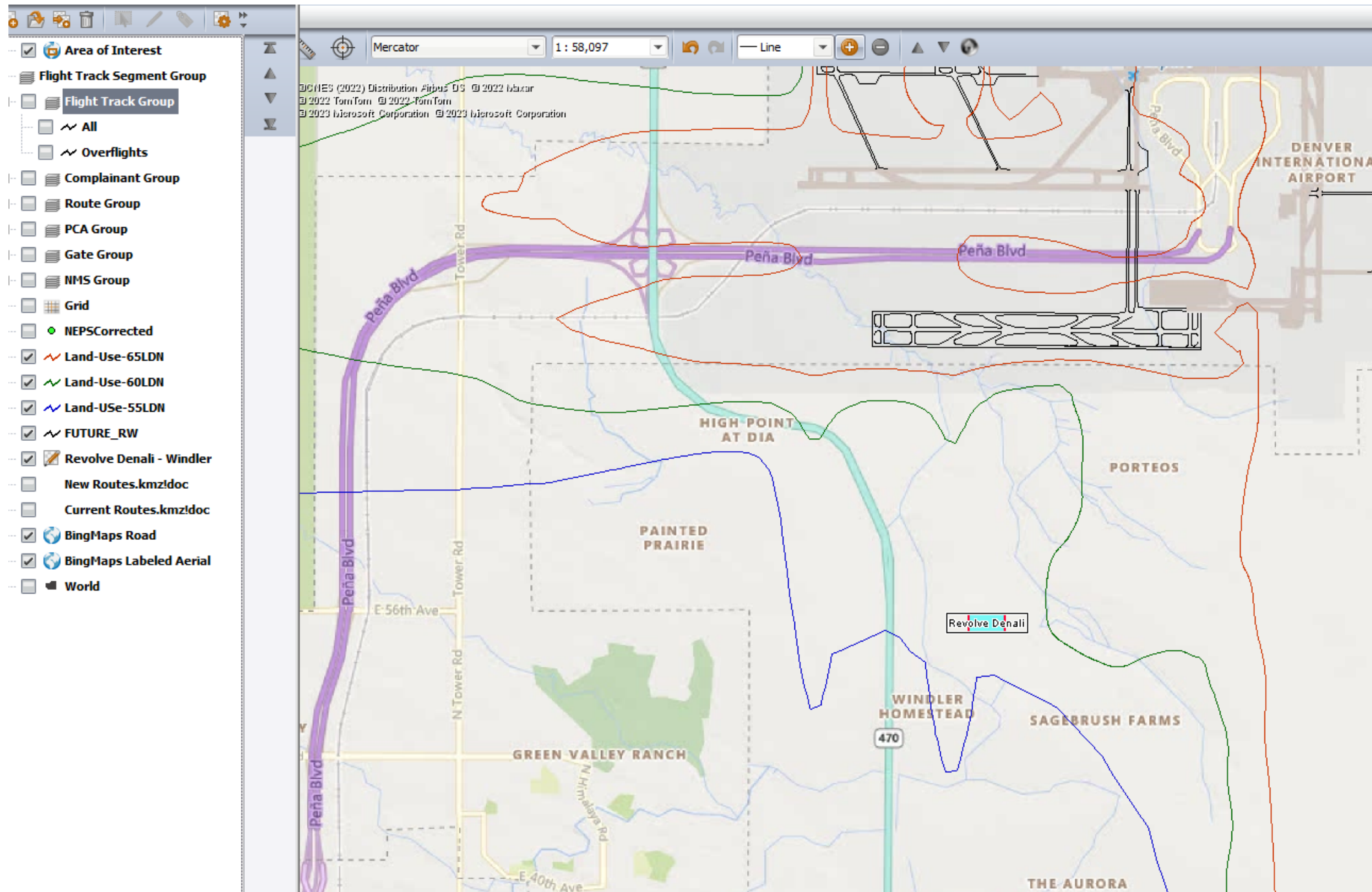
17. Aurora Public Schools (Joshua Hensley / 303-365-7812 / jdhensley@aurorak12.org)

- 17A. Based on the land use plan in the Windler Zoning Map Amendment and Master Plan application, the total school land dedication requirement for Windler is approximately 42 acres. The land use plan in the Master Plan application includes a 15.5-acre school site adjacent to a 2.5-acre shared park and school playfield. The 18-acre school and school/ park playfield site will meet the district's need for a P-8 school to serve the future Windler community. Aurora Public Schools will require cash-in-lieu for the school land obligation that exceeds the acreage that will be dedicated to the school site. Cash-in-lieu is required in order to serve high school-age students at other district locations. The school district will apply the school land dedication requirement for the purposes of calculating cash-in-lieu as site plans are approved. The district will request cash-in-lieu of land when the balance of the obligation from approved site plans exceeds the acreage of the school site. Cash-in-lieu may be required for this phase of Windler if the total school land obligation of approved site plans exceeds 18 acres. In accordance with Section 4.3.18 of the Unified Development Ordinance, land value for cash-in-lieu will be based on the fair market value of zoned land with infrastructure in place. Cash-in-lieu is due prior to plat recording.

Revolve Denali at Windler – Site Plan



Revolve Denali at Windler – Site Plan

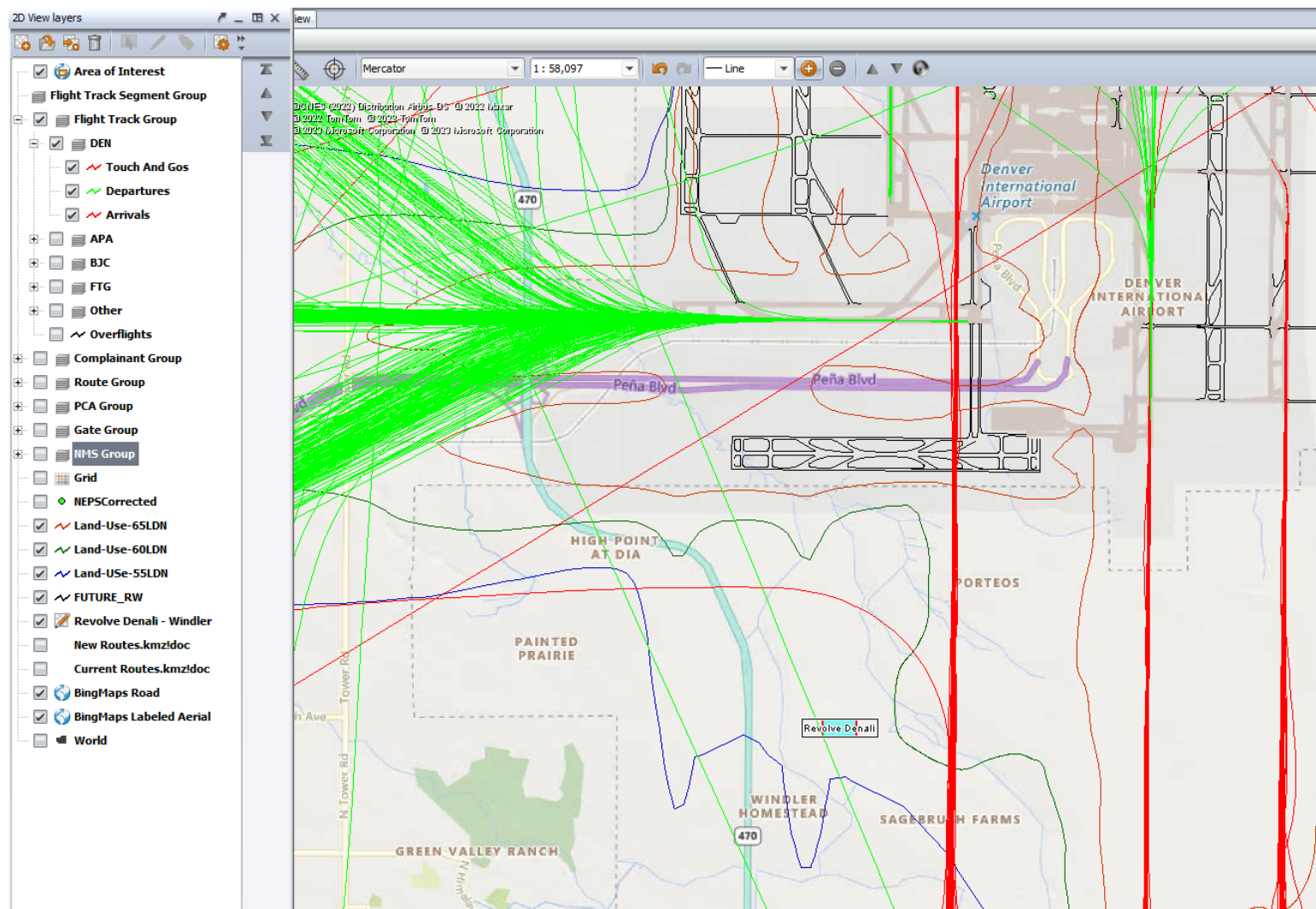


Revolve Denali at Windler – Site Plan

DEN Aviation Noise:

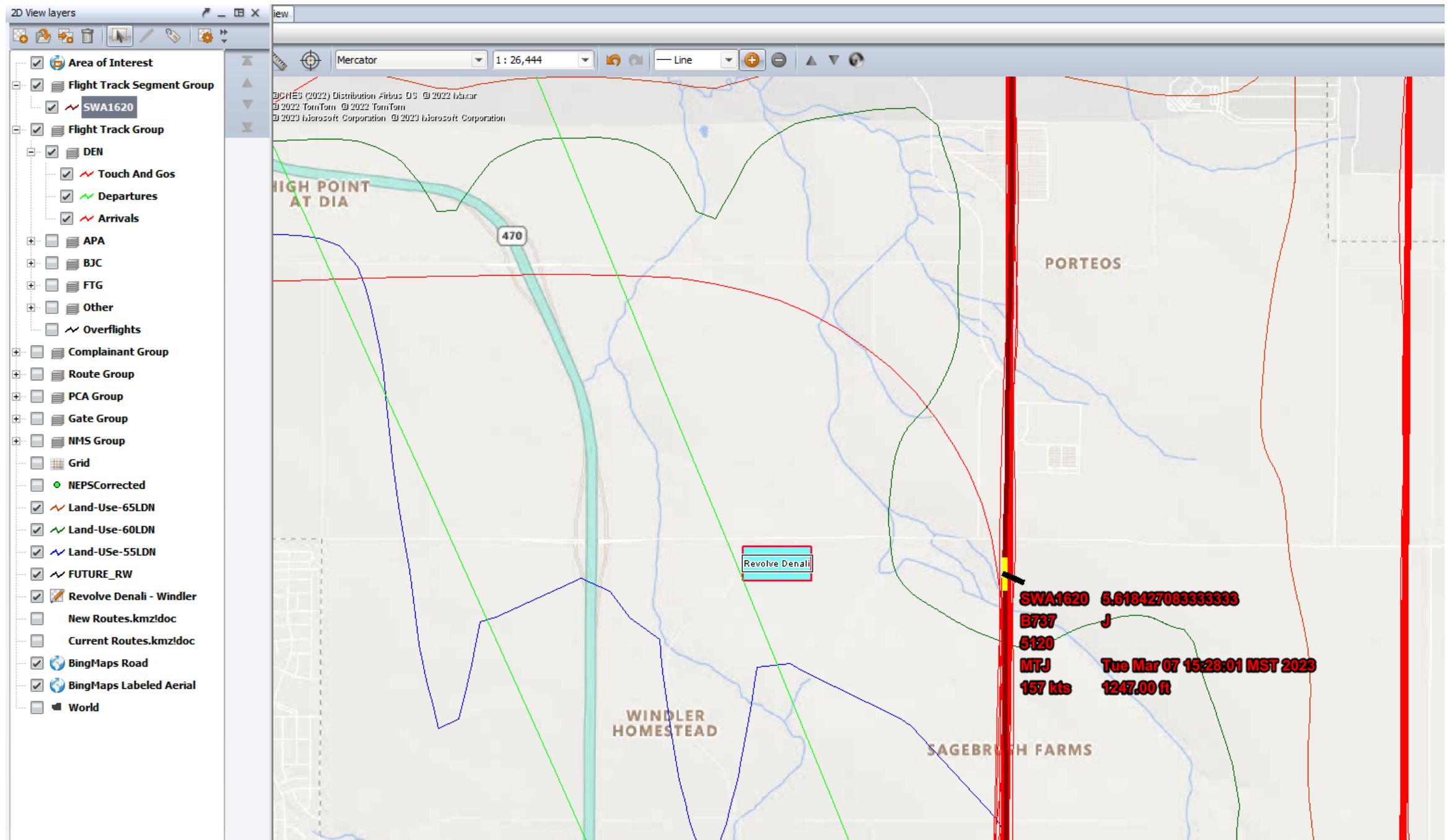
This property will be subject to overflights to and from Denver International Airport (DEN). Included are flight track maps showing the different flight track pattern scenarios and their altitudes related to the arrivals and departures at DEN. All related aviation noise statements should be included in any information sharing, documentation and contracts.

This subject property area is not currently under and arrival pattern, the future north/south runways on the west side of the airfield will put arrivals over the subject property. This portion of the development could potentially have arrival overflights from the south at altitudes of between 1,100 feet above ground level (AGL) and 1,500 feet AGL depending on the aircraft type and what arrival runway the Federal Aviation Administration (FAA) air traffic controllers have directed the aircraft to land on. If the winds are out of the north aircraft will land coming in from the south on final approach to DEN. Aircraft currently arrive to DEN on runways 34L and 34R and with the potential of 4 North/South runways on the West side of the airfield there could be even more daily arrival overflights of this development. The future runways are depicted in black on this map of flight data from 3/7/23. This days of flights depicts a typical flight pattern for a 24 period. See next page for a zoomed in version.



DEN Aviation Noise:

Same flight data from 3/7/23, zoomed in to see the 55, 60 and 65 DNL contour and the property area in light blue. This subject property lies within the 55 DNL. This portion of the 55 DNL contour shows the noise footprint of aircraft arriving/departing to/from the additional 2 potential north/south runways on the west side of the airfield. Once the runway straight north-northwest of this property is built, 16C/34C (might be the runway name) there will be overflights at the beforementioned altitudes. There could be upwards of 200+ arrivals per day to those current/future runways, at anywhere between 1,110 feet AGL to 1,500 feet AGL depending on the aircraft type.



DEN Aviation Noise:

Flight data from 2/28/23. Few arrivals vectoring to get in line for final approach to 34L or 34R and there are also some departures that could fly near the subject property. On this day there were a few departures from runway 17L and 17R as well as runway 25. Their altitudes can vary based on aircraft type. On this day they were between 2,600 feet AGL and 4,100 feet AGL. These aircraft will be louder than arrivals as they are under full power departing DEN. During periods of high winds, inclement weather or runway capacity issues the FAA will depart aircraft to the south from runways 17L/R and then turn them west to get back onto the final assigned pattern. This could happen from any one of the north south runways. For the same reasons noted above, the FAA will direct departures from runway 25 to depart west and then turn to the south to then get them onto their final assigned pattern. This departure was approximately .45 miles to the NE of the subject property.

