



TAB No.5

RESPONSE TO COMMENTS

RESPONSE TO COMMENTS

April, 10 2024

City of Aurora, Planning Department
Cesarina Dancy
15151 E. Alameda Parkway, Suite 2000
Aurora, Colorado 80012

Re: First Creek Powhaton (#1695238)/Pre-Application Meeting held March 16, 2023

Dear Cesarina:

Thank you for taking the time to review the pre-application submission for First Creek Powhaton project, now known as Tributary, in Aurora, Colorado. We received comments and valuable feedback on March 16, 2023. Please see the following pages for responses to comments.

Sincerely,
Norris Design

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

Diana Rael
Principal

PLANNING DEPARTMENT COMMENTS:

STANDARDS AND ISSUES:

1. Zoning and Placetype

1A. Zoning

Mixed-Use Airport (MU-A): The Airport District is intended to take advantage of the nearby regional and national transportation hubs and infrastructure, to expand employment opportunities created by the strategic location of these lands near the airports operating in or near Aurora, and to ensure that development is located and designed to be consistent with the continued efficient operation of those airports. Industry hubs and a variety of commercial, light manufacturing, distribution uses, and research and development campuses are anticipated to be developed in this classification. Non-residential uses should focus on high quality design and uses complimentary to the nearby airport. Though a mixed-use zone, there is a limit of 50% residential development and a maximum of 50% single-family residential within that 50% residential product type.

Response: Noted; the MU-A District is proposed for the Mixed-Use planning area immediately south of I-70, east of Harvest Road.

Mixed-Use Regional Activity Center (MU-R): The MU-R district is intended to serve “image making” areas in Aurora such as gateways, major arterial street and highway intersections, and regional activity centers. The MU-R district allows for a mix of medium- to high-density residential and regional commercial uses, as well as other uses as shown in Table 3.2-1 (Permitted Use Table). The MU-R district intends to promote a distinctive, unified character and to ensure high quality development. Note that there are district-unique development standards for the MU-R within Section 146-2.4.7. MU-R areas are intended to provide retail goods and services to surrounding residential neighborhoods through an arterial and collector street network. A strong multi-modal network is essential to the development of this area, and staff will be looking for strong circulation and access from this zone which connects to the rest of the development and surrounding neighborhoods. Subarea C also highlights sustainable development practices and mixed-use centers. Because this is intended to be an area providing commercial services, residential use should be medium and high densities (single-family uses are prohibited). The district also has unique analysis and development requirements to address high visibility areas, focal points, and main street design and development.

Response: Noted, the MU-R zone district is proposed for the entire portion of the site west of Harvest Road. PA-1 within the MU-R area is planned for retail uses that will serve the proposed, and existing neighboring community.

Medium Density Residential (R-2): The 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 unless designated as an Administrative Activity Center. Certain residential uses may also be required to be in proximity to commercial.

Response: Noted, R-2 zoning is proposed for a large swath of the Master Planning area, to provide housing in areas with less exposure to highways, key commercial zones, etc.

Airport District (AD): The purpose of The Airport district is intended to take advantage of the nearby regional and national transportation hubs and infrastructure, to expand employment opportunities created by the strategic location of these lands near the airports operating in or near Aurora, and to ensure that development is located and designed to be consistent with the continued efficient operation of those airports. Industry hubs and a variety of commercial, light manufacturing (e.g., assembly and technology centers), distribution uses (e.g., freight forwarders, warehousing/distribution), and research and development campuses are anticipated to be developed in this classification. Development is encouraged that will take advantage of the multi-modal transportation opportunities in this district. Limited and supporting retail and service uses are also allowed in this district but are not intended to be regional draws or the driving force for economic development. Residential uses are not permitted in this district. Other uses permitted in this district are as shown in Table 3.2-1 (Permitted Use Table).

Response: Noted; AD zoning is proposed for all Industrial Planning Areas north of I-70, reflecting the PAs proximity to I-70 and Aerotropolis Parkway.

Changes proposed to the existing district boundaries are required to go through a zoning map amendment, and any proposed Master Plan should outline planning areas and use boundaries consistent with the existing or proposed zone district boundaries. Refer to the zoning inquiry #1691071 dated March 14, 2023 which outlines both negative and neutral responses to the proposed zone district boundary changes included in the pre-app materials. Any zoning map amendment proposed must be compliant with the Aurora Places Comprehensive Plan. Please note that a Comprehensive Plan Amendment to adjust the placetype boundaries is not permitted by project applicants, and support for the proposal should be justified from contents within the comprehensive plan.

Response: All proposed changes to zoning are justified in the Letter of Introduction.

1B. Overlay Districts

RESPONSE TO COMMENTS

Avigation Easements

Because the property is within the Airport Influence District surrounding Buckley Air Force Base and Denver International Airport, an avigation easement with the city and both airports 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 Jeffrey Moore at 303.739.7676 or jsmoore@auroragov.org with any questions you may have.

Response: Acknowledged, such easements will be provided at the time of subdivision, as indicated in the above comment.

1C. Placetype

The Placetype Plan on page 25 of the Aurora Places Comprehensive Plan designates portions of the project property as Urban District, Commercial Hub, City Corridor, Emerging Neighborhood, and Industry Hub. Placetypes generally describe the overall character of a place and should be closely linked to the planning area and land uses proposed within the proposed Master Plan. The Master Plan should be an effort to realize the placetype designations into an actual plan for land uses, site circulation and system designs which are all in context to the subject site and surrounding environment. This project proposal covers a vast amount of land, which means that it will need to be complex and expansive to achieve all of the placetypes identified. In addition to the short summaries below, review the comprehensive plan to fully understand each place and how the proposed Master Plan application will create the places envisioned by the City of Aurora.

Urban Districts will be critical to the economic and fiscal health of the city because they will be the centers of employment, culture, and activity. The Urban District is the city's most intensely developed area with mixed-use, entertainment, institutional, retail, restaurant and multifamily residential as defining uses. In the absence of a single "Downtown Aurora," this place type creates a unique mix of uses in a relatively dense urban fabric, that provides a pedestrian-friendly environment and a place to live, work, shop, dine, recreate and more. It is distinguished from other placetypes by density, scale and the prioritization of multimodal transportation. Multifamily housing and employment opportunities abound, making Urban Districts the center of activity for Aurora.

RESPONSE TO COMMENTS

Commercial Hubs are especially critical to the future economic and fiscal health of Aurora. This placetype primarily contains uses that provide goods and services to nearby Established and Emerging Neighborhoods but can also serve other placetypes in the area. This placetype is characterized by shopping centers and areas that provide a cluster of compatible businesses.

City Corridors are a placetype that will contribute to the economic and fiscal success of the city. Corridors are centered along the city's major roadways, home to a wide range of uses, including commercial, retail, institutional, service and some residential. This placetype is generally auto oriented, but should also accommodate pedestrians, bicyclists and transit service. City Corridors should include amenities such as sidewalks, crosswalks, benches, pedestrian-scale lighting and landscaping that make it easy for pedestrians to safely and comfortably navigate the area.

An Emerging Neighborhood placetype is a newer largely residential neighborhood in previously undeveloped areas. They are neighborhoods that have typically been built in the past 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. This makes it walkable and well-connected throughout the neighborhood and to adjacent placetypes, with highly accessible parks and open space integrated into the neighborhood.

The Industry Hub includes areas typically dedicated to manufacturing, warehousing, distribution, fulfillment centers, freight operations and renewable energy enterprises. This placetype plays an important role in the city's employment base and economy but can sometimes create outdoor activity and should be appropriately buffered from residential and commercial areas.

Response: Zoning and Planning-Area classifications throughout Tributary reflect the PlaceTypes laid out in the Comprehensive Plan, providing a truly mixed-use community.

1D. Master Plan

A Master Plan will be required in order to guide development in the area and provide for a similar site design and architectural vocabulary and theme across the site. The Master Plan will provide guidance for design development and ensure predictability as each Site Plan is proposed for the development. The master developer is responsible for managing the development and disposition of sites from planning refinement to final buildout, overseeing site preparation and shared infrastructure development, design review, maintenance, and asset management.

The required Letter of Introduction should address how the project meets the Master Plan criteria for approval. A Master Plan shall only be recommended for approval if:

RESPONSE TO COMMENTS

- It is consistent with the Comprehensive Plan, the purpose statement for the zone district(s) where the property is located, the use regulations in Article 146-3 for the zone district(s), and all other adopted plans and policies of the City Council;
- It identifies a Master Developer and Master Plan that will foster future development of the property which complies with all applicable standards;
- It will result in a coordinated system of streets, trails, sidewalks, open spaces, and infrastructure systems that are integrated into the surrounding area and does not create significant adverse impacts on the surrounding area; and
- It will improve or expand multi-modal with park and open space connections to adjacent sites, neighborhoods, and urban centers.

Refer to the Master Plan Manual for detailed instructions on the contents and submittal requirements of the application. The submittal must include all tabs (Tab 1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12), a Public Improvements Plan (Tab 13), a Master Utility Study, Master Drainage Report, and a Master Traffic Impact Study with the first submittal. The Master Plan document should not be a site-specific zoning document or planned development and should not duplicate or be contrary to the UDO or other city standards that will apply to development of the site. Instead, it should be focused on compatibility and alignment with surrounding development and approved/in-process projects, the opportunities and constraints of the subject site, and furthering the goals of the Aurora Places Comprehensive Plan. The Master Plan should establish unique themes and placemaking principles contextual with the existing and future conditions.

Response: NDPL

2. Land Use

2A. Historic Land Use

All of the properties included in the project are currently vacant land. The first creek flood plain and floodway cross the land south of I-70 moving from the southeast corner of the site to the northwest corner. Additionally, the first creek tributary runs along the southwest side of the site. There are also some known impacts to development of the property. A utility easement running north/south from 6th Avenue to I-70 along the west side of the site; regional storm drainage planned along the northwest side of the site, and existing utility infrastructure along the east side of Powhaton (west side of proposed industrial parcels).

Response: The design team has taken all these characteristics into account in overall design of the site.

2B. Proposed Land Use

RESPONSE TO COMMENTS

The subject site is approximately 984 acres of land. The pre-app materials indicate that this is planned for 243 acres of industrial uses, 173 acres of mixed-use, 29 acres of retail, and 539 acres of residential uses. These use categories are generally aligned with the zoning inquiry #1691071, dated March 14, 2023 to rezone several areas throughout the site. Overall, planning is not supportive of the reduction of commercial areas or moving the location of commercial services away from the commercial hub. Three of the placetypes within the subject site are described as critical to the “economic and fiscal success of the city”, and there are hundreds to thousands of acres of developing residential projects surrounding the subject site with little to no commercial or employment areas in proximity. Reducing the area of these planned commercial areas is highly problematic and will negatively impact the ability to provide a balanced and well-connected community in eastern Aurora.

Lastly, please review the Permitted Use Table 3.2-1 which outlines the use and use-specific standards for proposed uses within each zone district. As you are evaluating the zone district boundaries and proposed uses for your project it is important to consider and fully understand any use restrictions that might apply during site development.

Response: The proposed project provides significant area for commercial land uses, including a retail planning area at the intersection of Harvest Road and E 6th Avenue (though on the opposite side of the intersection from the Comprehensive Plan map).

3. Development Standards

3A. Dimensional Standards

Development standards for industrial development can be found in UDO Section 146-4.2 and Table 4.2-4. Additional setbacks may apply to accommodate landscape buffers (see item 3I).

Refer to the Section 146-4.2 for residential dimensional standards (i.e., lot size, setbacks and building height) that will apply to all proposed structures and lots within the R-2 zone district. Table 4.2-3 provides the standards for development within the MU-A and MU-R districts, and Table 4.2- 4 addresses the AD zone district. Subarea C allows for special dimensional standards and unique lot configurations outlines in Section 146-7.2.3. If small lots are to be used, the Master Plan should outline a plan for the location and configuration of these types. Neighborhoods should be planned between 120-200 acres in size, have distinctive or unique qualities, and provide boundaries for the measurement of density and housing types diversities as required within this section of the UDO.

RESPONSE TO COMMENTS

Industrial buildings shall be situated so dock and overhead doors will be oriented internally to minimize visibility from adjacent streets (Section 146-4.8.10). Opaque screen walls and landscaping are required if a service area will be visible from the public right of way. In addition, parking and drive circulation along a collector and arterial street frontage is limited to 60% of that frontage of collector and arterial streets.

Response: Noted; these details will be addressed at the time of Site Plans.

3B. Subdivision Standards

The Master Plan submittal should set-up the framework for the subdivision and plat process by establishing a strong network of circulation and access to neighborhood amenities. The Master Plan and PIP should establish a well-connected system of streets which organize small blocks, alleys, and a high degree of pedestrian connectivity throughout the project. **Also note, that there should be a strong relationship between the level of density and building variation with the degree of block size and connectivity proposed in a street network. A mixed-use project proposing high and medium density development should also include an increased level of building design and small blocks with a high degree of connectivity. A detailed approach to buildings and their relationship to the public realm will be necessary to consider lot or density flexibility.**

If the project will be platted in phases, each phase should prevent any remainder parcels which are undevelopable or unplanned. The PIP and Master Plan should clearly identify how infrastructure and amenity access will be available to all phases of development. The Master Plan should also generally indicate the intended locations of land dedications for schools, parks or any other applicable public facilities.

Refer to Section 146-4.5 (Access and Connectivity) for the subdivision standards that shall apply at the time of Subdivision and Site Plan applications. Generally, these standards require that all lots shall have direct or indirect access to a dedicated public or private street. Indirect access through an easement may be approved by the city for alternative lot layouts defined in the UDO, based on considerations of pedestrians, bicycle, emergency vehicle access and safety, and through- connectivity. No subdivision of land shall result in any remainder parcel or tract that does not otherwise meet the standards for a required open space, drainage area, buffer, or other area required by the UDO.

RESPONSE TO COMMENTS

The UDO does not distinguish between a product that is owner occupied as opposed to a rental product. The design expectations are the same. Thus, single family detached and attached proposed as rental products are a permitted use within all zones that allow single family and attached residential uses. However, please note that the city requires all dwelling units to be placed on individually platted lots, unless developed under cottage lot provisions in the UDO (even if those lots are not individually sold or are held in a common ownership). All individually platted lots for single family products require street frontage or arrangement in green courts or motor courts as described in the UDO. Multifamily residential is the only residential use which does not require individual lots (but does still require street frontage).

Response: The Master Plan lays out planning areas and roads in accordance with the above direction, to enable comprehensive, well-planned subdivisions and site plans within all planning areas. An exhibit showing conceptual Road Framework is included in the Master Plan Appendix.

3C. Traffic and Vehicular Circulation

The Master Plan and Master Traffic Impact Study need to identify the future roadway network. Emphasis should be placed on internal connectivity between the planning areas, as well as provide context to the proposed regional street framework. Regional connections through the site should align with NEATS, by providing a direct East-West movement connecting 13th/12th/Colfax from E-470 to Powhatan (at the alignment proposed within the Jamaso Master Plan), as well as the I-70 and Aerotropolis Parkway south interchange.

Response: This is all included in the Master Traffic Study. The volumes throughout the study area were aligned with NEATS, System Level Studies at the interchanges, and forecasts from adjacent development projects.

When applicable, local and collector streets should be aligned or spaced appropriately with surrounding development access and circulation plans. The Master Plan documents should analyze and reflect adjacent developments and coordinate plans for infrastructure and vehicular movement. Key connections include the extension of Trussville Road at 6th Avenue, which is extended north to connect to 13th/12th/Colfax and the connection of 10th Avenue on the west side of the development. Within the Master Plan, a network of collectors should be provided meeting Section 146-4.5.3, which requires a collector network along the quarter sections of land. Keep in mind that this network of streets is required for ALL uses, and additional collector roads may be needed within residential developments to meet the Local Destinations requirement within Section 146-4.5.3.B. Waterways and other development barriers are not listed as justification for an adjustment to these requirements and crossings should be planned accordingly.

RESPONSE TO COMMENTS

Response: All streets entering Tributary align with existing streets. Arterial and Collector streets are shown in Master Plan documents and are designed to provide connections that will not compromise the health of First Creek or its Tributaries.

Special attention to differing vehicular modes should be outlined in the circulation patterns of the Master Plan. Truck traffic for deliveries and services for commercial, industrial, and office uses should have an established route and pattern that is separated, as much as possible, from personal automobile use and residential areas. An on-street bicycle route should be established on the collector network and any off-street or shared use paths along arterials or internal to the development should be provided by a 12-14' wide path.

Response: Both arterials and collectors propose a 10' wide multi-use concrete path, adjacent to a 4' wide crusher fines path, to provide ample room for cyclists and pedestrians to pass one another along roads, without conflict. Additionally, the First Creek and CIG easement trail corridors will provide trails entirely separate from ROW for pedestrians and cyclists.

The MU-R Zone District requires unique street and bike connectivity with internal streets. Even though these may be smaller scale than a collector or arterial network, their location and a general plan to meet these standards shall be identified within the land use map and align with the traffic and vehicular circulation patterns. All proposed streets need to be labeled according to the city's street standard ordinance, Chapter 126-1 and 126-36.

Response: All Arterial and Collector streets within Tributary will provide off-street multi-use paths that provide room for cyclists, including those within the MU-R area. Additionally, a trail will be provided within the 100'+ CIG easement that runs north to south through the MU-R area. Additional details will be provided at the time of Site Planning.

3D. Pedestrian Circulation & Open Space

The Master Plan shall establish an overall framework of pedestrian circulation and access to the established open space system. Pedestrian access should be provided into and around the property, to trail corridors and between individual sites and/or buildings. Look for opportunities to interconnect adjacent developments into a greater regional system. Accessible routes will be required between parking areas, buildings and to the public right-of-way. Consideration should be taken to ensure there will be adequate connectivity and accessible route(s).

RESPONSE TO COMMENTS

The MU-R Zone District requires an established “Mainstreet” designation within the Master Plan. This should be a centralized area that is focused on a high-degree of pedestrian activity rather than auto-oriented activity. High-quality building and street design standards for these areas shall be more urban in nature in order to provide an enhancement to the pedestrian experience. Public spaces and plazas should also be provided in a system interconnected with the identified Mainstreet areas.

Response: Tributary provides creek-corridor trails outside of ROW, and multi-use paths adjacent to all arterial and collector streets.

Within the MU-R zone district, a Walkable Main Street will be provided, per code, to provide the desired urban streetscape.

3E. On-Site Amenities and Use of Open Space

The Master Plan should identify open space locations within the proposed development and meet the dedication requirements established in the UDO. Open spaces should be intentionally placed and integrated into the broader park and amenity areas provided throughout each neighborhood/ planning area and the project as a whole. Open spaces should not simply be remnant parcels of land or unusable/enjoyable spaces. View corridors and natural areas along first creek should be preserved and integrated into the pedestrian circulation network. Parks and open spaces should seek to provide attractive uses for all walks of life, both active and passive.

For commercial and industrial land uses, please note that an outdoor amenity area for use by employees and customers should be provided in reasonable proximity to the buildings. These spaces should be well integrated into the pedestrian circulation of the site and intentionally placed so that they may be easily accessed.

Response: All Open Spaces and Parks required will be provided within Tributary. Many of such spaces are proposed along the First Creek corridor, accessible by off-street trails. On-site outdoor amenity areas will be detailed at the time of Site Planning.

3F. Landscape, Water Conservation, Stormwater Management

General Landscape Plan Comments

A Master Plan is required and shall include design standards that address the overall landscape and aesthetic requirements for the entire development. While the design standards should meet the Unified Development Ordinance (UDO), Master Plans typically go above and beyond these minimum standards and address any unique circumstances that may require special design considerations such as buffers associated with undesirable views to loading and storage areas, steep slopes, trail connections, and setbacks etc. Once the property has been zoned and the applicant has an approved Master Plan, all future site plan submittals will be reviewed against the adopted standards as well as the UDO for regulatory compliance.

While not an all-inclusive list, the Master Plan should at a minimum the following:

Streetscapes: Hierarchy of streetscape aesthetic treatments for internal vs. external streets. Will there be urban conditions with attached sidewalks, tree openings for street trees and understory plantings versus detached sidewalks with curbside landscapes? Tree spacing shall meet current city standards, but alternative design options can be proposed that exceed current code requirements.

Response: *The intention is to follow the current City Standards. There will be urban conditions which are illustrated in the Master Plan. Tree wells are provided where walks are attached.*

Landscaping: The Master Plan should address street and non-street buffers. Describe how the landscape will address the streetscape including street frontage buffers that detail proposed widths, berming, plant quantities and plant types. Street buffers should reflect the hierarchy of the street in addition to the proposed land development associated with that frontage. The Master Plan should include landscape design standards for screening of loading areas, detention basin landscaping, building perimeters, parking lot landscaping, non-street frontage buffers and enhanced site entrances. The proposed landscape standards should meet the current UDO, but where landscape standards are missing or silent, they shall defer to the requirements found within the UDO.

Response: *The intention is to follow UDO standards in all conditions.*

Entry Monumentation: Will there be any unique entry monuments associated with the development? Clarify whether there will be major and minor monuments and how monuments for the residential and commercial areas will coordinate with those for the industrial areas of the development.

Response: *A family of monuments have been included withing the Master Plan.*

The primary through corridors: Will there be multiple primary entrances into the development and how will they be treated aesthetically with landscape, monumentation/signage, hardscape etc.?

Response: *There are multiple entrances into the development. Aesthetic treatments will be addressed at time of Site Plan as there is insufficient site information for a proper design of these areas.*

Primary entrances: Identify primary entrances into the development and how they will be treated aesthetically with landscape, monumentation/signage and hardscape. Use images to illustrate the desired character.

Response: *There are multiple entrances into the development. Aesthetic treatments will be addressed at time of Site Plan as there is insufficient site information for a proper design of these areas.*

Walls and Fences: Identify the proposed materials, colors, heights and aesthetic designs for walls and fences. Describe the criteria for the locations of each fence type.

Response: *It is anticipated there will be walls as part of the development. Character of these walls are provided in the Master Plan. Heights are not provided as site conditions will not be known until time of Site Plan development. Fence Character has also been provided.*

3G. Building Design Standards

Design standards for all the proposed use types shall be required with the Master Plan application. A variety of density and building types should be mixed throughout the project to create a diverse selection of mixed-use development opportunities. The locations of building types need to generally be identified within the land use plan, and account for the varied requirements of each zone (for example limits to SFD or other building types). The Urban and Architecture Design Standards should not only address the quality and variation of proposed residential development (SFD, SFA, and MF), but also the commercial centers, mixed-use centers and industrial parks listed in the proposed plan. An architectural theme should also be established in the design standards, which outlines a range of architectural styles, colors and building materials to be used for future development of the project.

In addition to the requirements outlined in the Master Plan, Section 146-4.8 of the UDO contains specific standards for the design of buildings. 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. When drafting the design standards for the Master Plan, review the UDO requirements (details below) as a guideline, and ensure there are no conflicts between the UDO and Master Plan (these require an adjustment).

RESPONSE TO COMMENTS

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.

Response: Understood; Architectural Design Standards will be provided with a future submittal of the Master Plan.

Architectural details shall be continued on all four sides of the buildings to prevent the back of house appearance. See the table above for applicable building design standards and ensure that the building elevations meet all applicable requirements. The Master Plan design standards should not be duplicative or contrary to these requirements, but instead, bridge the gap between the UDO standards and the unique place-making styles and themes proposed for this specific project.

For single-family detached home models, the models will need to follow the styles and level of quality and detail shown in the approved Master Plans. Please be aware that code has specific requirements for design variety and durability, and that the building elevations must meet a minimum score of 17 points in Section 146-4.8.3.F, Table 4.8-2 in order to receive building permits.

Response: Understood, these details will be provided at the time of site planning.

3H. Exterior Lighting

Standards for exterior lighting are found in Section 146-4.9 of the UDO. The Master Plan design standards shall establish development wide lighting standards for the project. Please address all types of lighting fixtures (street, pedestrian, building, landscaping, etc.), as well as general guidelines for lighting levels and requirements.

Response: Exterior lighting will follow UDO standards.

3I. Signs

Section 146-4.10 of the UDO governs signage standards. Please review this section for complete details. The Master Plan design standards should include a general style, material and color palate and proposed locations for monument signage intended for the project.

Response: Monument signage has been provided in the Master Plan. There is no intention to deviate from the UDO at this time.

4. Adjustments

RESPONSE TO COMMENTS

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. Most adjustment requests are appropriate at the time of site plan when actual mitigation measures can be detailed and outlined within the justification. Adjustment requests at the time of Master Plan are discouraged and only rarely appropriate when applied to the Master Plan standards and/or items impacting the larger Master Plan systems (such as circulation, land use areas, overall density, etc.). Please coordinate any adjustments with planning prior to proceeding with a request.

Response: Adjustment requests are detailed in the Master Plan application.

5. Submittal Reminders

5A. CAD Data Submittal Standards

The city has developed CAD Data Submittal Standards for internal and external use to streamline the process of importing AutoCAD information into the City's Enterprise GIS. A digital submission meeting the CAD Data Submittal Standards is required before final mylars can be routed for signatures or recorded for all applications. Please review these standards and ensure that files are in the correct format to avoid future delays.

Response: Noted, CAD will be provided prior to recordation.

5B. PDF Requirements

The application will be uploaded through the city's development review website as separate PDFs. Please ensure that all AutoCAD SHX text items are removed from the "Comment" section during the PDF creation process and that the sheets are flattened to reduce ability to select items. PDFs will be rejected during pre-acceptance reviews if they do not comply with this requirement, which could result in delays.

Response: Noted.

5C. Mineral Rights Notification

RESPONSE TO COMMENTS

Please fill out the Mineral Rights Affidavit and supply this document to your Case Manager with the application submittal.

Response: The Mineral Rights Affidavit is included with this submittal.

Pre-Submittal Meeting:

Contact the assigned Case Manager to schedule a pre-submittal meeting at least one week prior to submitting an application. At the pre-submittal meeting, staff will review the submittal requirements, discuss the review timeline, provide a fee estimate, and review the process for uploading files and inputting adjacent property owners.

Please note that a separate pre-submittal meeting is required with the Land Development Review Services Division for the Subdivision Plat prior to application submittal. Please contact them directly to schedule this meeting.

Response: Noted, a PreSubmittal meeting was held on Monday, April 8.

Community Participation:

Please work proactively with registered neighborhood organizations and adjacent property owners. Registered neighborhood organizations within a one-mile radius and adjacent property owners will formally be notified of the application when a submittal has been made to the Planning and Development Services Department.

Response: The team looks forward to working with neighboring RNOs and property owners.

Community Engagement Coordinator:

- Community Engagement Coordinators can assist in scheduling and facilitating meetings with community members. They have included a report attached to these notes listing the registered neighborhood organizations within one mile of your proposed project. Please work with the organizations that express interest in your project to address comments and mitigate concerns.
- All meetings with registered neighborhood organizations should also include the Planning and Development Services Department Case Manager so that questions concerning the UDO and procedures can be properly addressed. The Case Manager will record any project-related commitments that are made to the community at these meetings.
- Additional information about the Community Engagement Program can be found on the Housing and Community Services page of the city website.

Response: Noted, we look forward to working with Aurora staff to engage the community.

OIL AND GAS DEVELOPMENT

RESPONSE TO COMMENTS

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. There may be existing underground pipelines in rights-of-way. If you have questions or concerns about this, the Oil & Gas Division can assist by providing additional information.

Currently there is a horizontal well drilled underneath your site. The well is at a depth of greater than 7,000 feet below the surface. The operation of the well is not anticipated to impact your surface development. 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. Please be advised there is a Regional Natural Gas and Hazardous Liquid Transmission Lines that run all along the area going west towards the Blue Spruce Energy Center.

In January 2021, the Colorado Oil & Gas Conservation Commission (COGCC) implemented new rules which include a two thousand-foot (2000') setback between oil and gas locations and certain surface features, including residences and schools. The setback is measured from the edge of the oil and gas location (also referred to as the "well pad," which represents the area of greatest extent of surface disturbance around a well.) A portion of your site is within this 2000' setback from an existing and/or planned oil and gas facility. Currently, there are no City regulations against constructing residences within this setback from an existing oil and gas facility, however, there is a pre-sale requirement to notify future owners of the fact.

The following notice language appears in UDO section 146-3.3.5.DD.2:7.

"Notice to Purchasers

a. A seller of real property upon which an oil or gas well or facility has been located shall provide written notice of the existence of such a well to a purchaser of such real property prior to the closing of the sale. The seller shall cause the following notice to be recorded with the clerk and recorder of the appropriate county:

Notice: The property known as [legal description and address] contains an oil and/or gas well.

This requirement to provide notice to prospective purchasers and record such notice shall only apply to the transaction between the developer or builder and the initial purchaser and does not apply upon any subsequent sale of the property.

b. Vendors of residentially zoned real property within a state-determined setback shall provide the following notice to prospective purchasers in 14-point bold type on a single sheet of paper that is signed by the prospective purchaser prior to entering into a contract for purchase:

Notice: of nearby oil and gas facility. This property is located within a state-determined setback from an oil and gas facility.

RESPONSE TO COMMENTS

Vendors of residentially zoned real property within a state-determined setback from an oil and gas facility shall cause the following notice to be recorded with the clerk and recorder of the appropriate county:

Notice: The property known as [legal description and address] is located within a state-determined setback from an oil and gas facility.

This requirement to provide notice to prospective purchasers and record such notice shall only apply to the transaction between the developer or builder and the initial purchaser and does not apply upon any subsequent sale of the property.”

It is at your discretion whether you choose to construct residences within the state setback or modify your development plans to accommodate such. The City of Aurora regulations regarding setbacks from oil and gas facilities are subject to change in the future. Even though Colorado voters struck down a proposed 2,500’ setback in 2018, future public perception may change now that the new COGCC rules are in effect.

The Oil & Gas Division will work with you during your project development to help you understand the location of current and future oil and gas facilities that may affect your site. Should you have any questions about oil and gas development, please reach out to Jeffrey Moore, Manager of the Oil & Gas Division.

Additional information regarding oil and gas development can be found in the data and maps on the Colorado Oil & Gas Conservation Commission website at COGCC Home (cogcc.state.co.us) and COGCC GISOnline (cogccmap.state.co.us).

Response: The development team has reviewed all of the above information and will notify residents, per requirements.

PARKS, RECREATION & OPEN SPACE DEPARTMENT (PROS)

Planning Design and Construction

Population Impact

RESPONSE TO COMMENTS

Your proposal includes the development of approximately 4,500 residential units with a yet undetermined mix of multifamily and single-family product types. For the purposes of estimating the PROS land dedication acreages which should be provided with your project, the acreage requirements listed below use the single-family multiplier for projected population increase.

- For multi-family homes, population calculations for the project are based on an average household size multiplier of 2.5 persons per unit.
- For single-family homes, population calculations for the project are based on an average household size multiplier of 2.65 persons per unit, resulting in an overall projected population of 11,925 persons residing in 4,500 units.

Please note the following population-based land dedication requirements for your development:

- 3.0 acres for neighborhood park purposes per 1,000 persons
- 1.1 acres for community park purposes per 1,000 persons
- 7.8 acres for open space purposes per 1,000 persons

The approximate resulting land dedication acreage required is as follows:

Neighborhood Park Land	35.7 acres
Community Park Land	13.0 acres
<u>Open Space Land</u>	<u>92.8 acres</u>
Total Land Dedication	141.50 acres

Response: These calculations are provided within Form D and Form J, with updated density projections.

RESPONSE TO COMMENTS

Land Dedication and Form J

With the Master Plan please provide Form J to detail the proposed parks and open spaces on site. Each park and open space should be identified as a separate planning area for the purpose of the Form J inventory. Each planning area should also include clear triggers for development timeline, ownership and maintenance responsibility, construction responsibility, and general details of anticipated features, amenities and programming to be provided with each site. All neighborhood parks and open spaces required are to be dedicated and built in their entirety within the full First Creek Powhatan development. Since your project is not of sufficient size to trigger PROS minimum size requirements for the inclusion of a community park with your project, a cash-in-lieu of land dedication payment for community parks will be required. The current 2023 per acre land value for cash-in-lieu is \$177,673 which may be adjusted if the developer provides the city with a land appraisal and the city agrees to a different value.

Response: The Form J has been prepared as advised above and the development team is aware of the cash-in-lieu for Community Park.

First Creek and other Open Space

PROS has identified the First Creek corridor as a key open space to provide a regional trail corridor, as well as to preserve key natural habitat within the city. The following requirements will apply to the First Creek corridor and other open space areas.

- Dedication of open space lands adjacent to First Creek, identify as separate planning areas for Form J inventory.
- Dedication of the floodplain of First Creek, identify as separate planning areas for Form J inventory. Note that the floodplain may only be credited for up to 50% of the total required open space land within the full development.
- Inclusion of a regional trail corridor along First Creek. Work with PROS to identify pedestrian bridges or low water crossings that will provide connectivity from the neighborhoods to the regional trail. Also provide trail amenities to activate trail connection hubs in order to receive open space credit.
- Other open space areas should be activated with open space appropriate amenities and features such as trails, benches, shelters, etc. to receive open space credit per the PROS manual.

Response: The Master Plan follows all requirements listed above.

Community and Local Trails

In order to provide sufficient connectivity from the neighborhoods to the regional trail network, both local and community trails shall be planned and identified in the Master Plan.

- Trail corridors shall be 30' in width with a minimum 8' walk.
- To minimize impact in the First Creek open space, please work with PROS to create more internal connectivity and only a handful of key locations to connect to the regional trail.

RESPONSE TO COMMENTS

Response: Primary corridors of trail connectivity are provided in the Master Plan. We are currently working with the Civil Engineers and our Geomorphologist to address impacts along First Creek. We will be working with PROS once routing of the trail design is developed as part of an ISP or SP.

Neighborhood Parks

Your project will be required to provide neighborhood parks. Please ensure the following criteria is addressed with your Master Plan.

- Neighborhood parks should comply with the recreation amenities requirements and design requirements of the PROS Dedication and Development Criteria Manual.
Response: Neighborhood Parks will comply with the PROS criteria. As the parks are programed for Site Plans, we will coordinate with PROS incase deviations are desired for variation.
- Neighborhood parks should be distributed equitably throughout the project to provide easy access for residents. Please ensure that the entire development is meeting service radius requirements, i.e. ½ mile radius from neighborhood parks and ¼ mile radius from pocket parks. Pocket parks will receive open space credit provided they comply with the PROS manual.
Response: Neighborhood Parks have been located according to the above requirements.
- For all neighborhood parks to be given to the City of Aurora for ownership and maintenance, a minimum size of 5 acres is required.
Response: All Neighborhood Parks are a minimum of 5 acres in size.
- Neighborhood Parks should be located more internally to each area of residential development and provide a clear connection out to the regional trail.
Response: Four of the six proposed Neighborhood Parks are immediately adjacent to the First Creek corridor, providing trail connection via the creek-corridor trails. The remaining two parks are adjacent to collector streets with 10' multi-use paths, providing safe pedestrian and cyclist access.
- Each neighborhood park should be identified as a separate planning area for the purpose of the Form J inventory.
Response: Form J is formatted as requested.

Forestry Division

The only trees on this site are within the First Creek corridor and it is apparent that some trees will be lost. Tree protection measures must be incorporated into the plan. If trees are disturbed, then tree mitigation will be required.

RESPONSE TO COMMENTS

You are required to hire a Consulting Arborist to conduct the tree inventory and appraisal. A list has been provided below.

Response: We are currently working with the Civil Engineers and our Geomorphologist to address impact along First Creek. Once a better understanding of necessary disturbance is understood, and the trees and plant material emerges from winter dormancy, we will consult with the Arborist for the tree inventory. Mitigation measures will be address with an ISP or Site Plan application.

Tree Mitigation Requirements

- Trees on site that are 4" or greater in caliper that will be impacted by development require tree preservation or mitigation. The intention of the Tree Preservation Policy is to preserve trees that are in good condition and of high value during the process of development. Mitigation for trees removed from the property can be accomplished by trees being planted back onto the site through the landscape plan, payment made into the Tree Planting Fund, or a combination of the two. If trees are planted on the site, the mitigation requirement is an inch-for-inch replacement. This is in addition to the regular landscape requirements. For example, if a 10" tree is removed, 10 caliper inches must be replaced back onto the site. The use of tree equivalents is not acceptable for tree mitigation.

Response: Understood. The intention is to follow COA regulations.

Forestry's Role in Site Plan Review

- When the **site plan** is submitted, please show and label all existing trees on a separate sheet called Tree Mitigation Plan and indicate which existing trees will be preserved or removed. Please include grading on this sheet as well. Since you will be hiring a Consulting Arborist, please provide the inventory and appraisal with the first submittal. Below is the list of Consulting Arborists for your review. Forestry would require a meeting with the arborist selected to make sure that we agree on the appraisal.
- Once the tree assessment is complete, a spreadsheet will be provided by the Consulting Arborist showing the dollar value of the trees that will be removed as well as the number of inches required for replacement back onto the site - the Consulting Arborist should contact Forestry to make sure they provide the correct number of inches. In most cases, the mitigation inches can be replaced on the site through upgrades to the landscape plan. If there is not room to replace the number of inches that will be lost, payment can be made into the Community Tree Planting Fund based on the dollar value associated with tree loss.

RESPONSE TO COMMENTS

- Any trees that are preserved on the site during construction activities shall follow the standard details for Tree Protection per the current Parks, Recreation & Open Space Dedication and Development Criteria manual. The Tree Protection notes shall be included on the plan. The link for the manual can be found at:
<https://auroraver2.hosted.civiclive.com/cms/One.aspx?portalId=16242704&pageId=16529352>
Response: Noted, tree protection will be addressed at the time of Site Planning.

Ash Trees Prohibited

- Due to the invasive Emerald Ash Borer that has been infesting trees along the Front Range, all species of Ash are prohibited from planting within the City of Aurora – please be sure that your Landscape Architect is aware of this requirement.
Response: Acknowledged

Aurora Public Schools

The First Creek Powhaton pre-application does not include the specific number and types of residential units that will be part of the proposed master plan. The school district is not able to project a final student yield and determine the school land dedication requirement without more detailed residential land use information.

The pre-application includes a 16.3-acre school site. Based on previous conversations with the development team, as well as existing school sites in the vicinity of the proposed development, a single P-8 school is likely sufficient for the proposed development. However, a second P-8 site may be required depending on the student yield from the residential land use that will be included in the masterplan application.

The district's P-8 school typically requires a site of approximately 18 acres. This acreage is net and does not include land for streets, pre-existing easements, storm drainage, excessive slopes or any other condition that would preclude development of the entire site. School sites should be centrally located, compact and rectangular or square in shape. The site should also be located adjacent to intersecting non-arterial streets in order to provide two access points to allow separation of car and bus traffic. The building entrance is generally south facing with the play areas north of the building, so the district requests that one of the streets be adjacent to the south property boundary. Utilities, including water, should be available at the school site.

The school site included in the pre-application is smaller than the typical school site the district requests, but the size may be sufficient assuming storm water can be accommodated off site and the school will not require onsite water quality. The school is centrally located within the planned residential area. The district will want to see some type of pedestrian access between the neighborhoods planned south of the drainage corridor to the school site.

RESPONSE TO COMMENTS

Aurora Public Schools will require cash-in-lieu for any school land obligation above the acreage dedicated for P-8 sites in order to serve high school age students, and some P-8 students from other portions of the proposed development, at other district locations. Cash-in-lieu is based on fair market value of zoned land with infrastructure in place.

Response: The Master Plan proposes a school site that takes access off a collector road and will have First Creek Trail corridor access. The site meets all other requirements outlined above.

Aurora Water

Utility Services Available:

- Water service may be provided from: Per MUS
- Sanitary sewer service may be provided from: Per MUS
- Project is located on the following Map Pages: 05V – 05Y, 06V – 06Y, 03Y, 04Y

Response: We have reviewed the relevant Master Utility Studies from adjacent projects and have referenced these studies in the Master Utility Study for Tributary.

Utility Service Requirements:

- 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.
 - Sand/Oil Interceptors are required for vehicle maintenance facilities.
 - All utility connections in the arterial roadway are required to be bores.

Response: Future Site Plans on the project will include the requested utility information requested.

- 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).
- Note that Aurora Water reserves the right to enact certain restrictions that may include curtailment of water taps or usage of non-functional turf as established by City Ordinance.
- Please reference Ordinance No. 2022-46 pertaining to the use and restrictions of turf and ornamental water features.

RESPONSE TO COMMENTS

Response: The Master Utility Study has been prepared in conformance with the City's Standards and Specifications.

Utility Development Fees:

- 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. Connection fees should be paid prior to December 31st which are subject to increases as approved by City Council.
- 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: Acknowledged.

Stormwater Management

Aurora Water reviews the drainage and public improvement components of your project plans. Drainage design standards can be found in the city's "Storm Drainage Design and Technical Criteria" and "Standards and Specifications Regarding Water, Sanitary Sewer and Storm Drainage Infrastructure".

Response: The Master Drainage Report for Tributary has been prepared in conformance with the City Criteria Manual.

- 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 the 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. Full spectrum detention is required for this project.

Response: Acknowledged.

RESPONSE TO COMMENTS

- Drainage references provided in these notes may not be an exhaustive list or include all potentially relevant existing or under-review documents. Please note that approved city documents before approximately the year 2000 are not available of the city website and must be requested by the design engineer from the Aurora Water Reviewer listed on the Pre-Application notes. Additionally, the city can only provide copies of approved Master Drainage, Preliminary Drainage, Final Drainage and Civil Plan documents. In cases where City review of these documents is on-going and they may have some impact on the project, it is the design engineer's responsibility to contact the designers of the under- review documents and coordinate designs.

Response: Acknowledged.

- Stormwater Conveyance - Notification of Adjacent Property Owners link:
https://cdnsm5hosted.civiclive.com/UserFiles/Servers/Server_1881137/File/Business%20Services/Development%20Center/Water%20&%20Other%20Utilities/2023/Stormwater%20Conveyance%20-%20Notification%20of%20Adjacent%20Property%20Owners.pdf

Response: The included link is not working. The Tributary is downstream of all of the adjacent properties except for City owned property, City right of way and CDOT right of way. We understand that CDOT will be a referral review agency of the Master Plan submittal.

- 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: The Master Drainage Report references the 2 Major Drainageway Plans for First Creek.

- 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. Aurora Water 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 TO COMMENTS

Response: Acknowledged.

- Detention of storm drainage is required for this site and shall be incorporated on the site, unless a variance is approved through the City review process.

Response: Acknowledged.

- 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 variance, 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: No underground detention is anticipated on this project.

- Release rate for the detention pond shall be based upon the “Storm Drainage Design and Technical Criteria” Manual, latest revision, and in conformance with the MHFD’s MDP/OSP.

Response: Acknowledged.

- Cross pans are not allowed across collector or arterial roadways, nor are they allowed on roadways with storm sewer systems.

Response: Acknowledged.

- 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: Acknowledged.

- For alley loaded product areas with more than the equivalent of 2 lots draining to the private alley, flows cannot cross the sidewalk. One of the following treatments shall be utilized unless otherwise approved by the City Engineer: 1. The 2-year storm event shall be collected prior to the sidewalk crossing. 2. The alley v-pan shall be warped to curb returns which shall include curb ramps with truncated domes. 3. The v-pan of the alley shall be perpetuated to the connecting street with the sidewalk approaching the alley terminated with truncated domes just prior to the alley. Any warping of the v-pan shall occur downstream of a line parallel to the adjacent sidewalk.

Response: Acknowledged.

RESPONSE TO COMMENTS

- Storm sewer system does not extend to this site.
 - Extend storm sewer to this site, including inlets, pipes, manholes, etc.; or
 - Discharge onto the street through a chase; or
 - Discharge onto the adjacent property in accordance with the approved master drainage study/preliminary drainage study for this development.

Response: The South Area drains directly to First Creek. The North Area drains to existing culverts under Powhatan Road as part of First Creek Tributary T and to the CDOT swale along the north side of Interstate 70.

- Drainage references provided in these notes may not be an exhaustive list or include all potentially relevant existing or under-review documents. Please note that approved city documents before approximately the year 2000 are not available on the city website and must be requested by the design engineer from the Aurora Water Reviewer listed on the Pre-Application notes. Additionally, the city can only provide copies of approved Master Drainage, Preliminary Drainage, Final Drainage and Civil Plan documents. In cases where city review of these documents is on-going and they may have some impact on the project, it is the design engineer's responsibility to contact the designers of the under- review documents and coordinate designs.

Response: Acknowledged.

PUBLIC WORKS DEPARTMENT

- Conduit
 - Conduit material shall be Schedule 80 HDPE (or similar).
 - A # 14 AWG stranded copper conductor shall be installed for city underground locating purposes.
 - A nylon pull tape with a minimum of 1,250 lb. tensile strength shall be installed in all new conduit.

Response: Acknowledged.

- Pull Box
 - Pull boxes shall be 30"x48"x24", with two-piece interlocking lids.
 - City conduit shall be installed into City Pull Boxes.

Response: Acknowledged.

- Show all adjacent and opposing access points on the Site Plan.

Response: Adjacent and opposing access points are shown on all plans.

- Trussville Road north of Harmony is expected to connect to continue north through the property (needs to connect to 12th Ave to the north, which is not adjacent to property).

RESPONSE TO COMMENTS

Response: Per continued conversations with Aurora staff, the current plans do not propose continuation of Trussville Road.

- 13th Avenue is expected to be a continuous east/west roadway through the property, with singular point of crossing of Harvest Road.

Response: 12th Avenue is now shown as the East-West Roadway within the northern portion of the main-site, given the constrictions placed on 13th Avenue by the I-70 ROW that continues south into the site.

- 13th Avenue to the east is expected to align to 12th Avenue (into and through the Jamaso property).

Response: Plans show this road at 12th Avenue.

- 10th Avenue to the west is expected to be built (currently is a deferred roadway but shall be called in when connections become necessary by this development). You should provide at minimum a collector roadway into/through your site tying into this roadway.

Response: 10th Avenue is shown as a collector road that turns south, becoming Fultondale Street.

- 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 and roadway intersections 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.

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: Acknowledged.

- 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 note 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: Future Site Plans will provide this level of detail.

RESPONSE TO COMMENTS

- 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, February 2023 edition.

Response: Future Site Plans will provide this level of detail.

ROW/Plat:

- Designate a Public Access Easement along all planned public roadways.
Response: Public roadways are planned to be within proposed public right of way.
- Dedicate Public ROW for the various roadways being considered.
Response: Public right of way will be dedicated via the Platting process.
- To permit maintenance of the proposed traffic signal equipment (such as controller cabinets, pull boxes, and signal poles), dedicate a traffic signal easement (consisting of a 75-ft corner chamfer from the intersection of flowlines) on the various corners of intersections intended to be signalized as necessary.
Response: Traffic signal easements will be dedicated to the City as required.

Improvements:

- Provide turn lanes as indicated in the MTIS recommendations at those intersections warranting them.
Response: Turn lanes will follow the recommendations of the Master Traffic Impact Study.
- Indicate all intersections that will meet traffic signal warrants as per the 2050 analyses indicated in the MTIS.
Response: Anticipated Traffic Signal locations have been identified in the Master Plan.

Traffic Signal Escrow:

- Various intersections are potential candidates for future traffic signals if and when signal warrants are met. As an adjacent landowner/developer, you must participate in the cost of the traffic signal installation. Add the following note to the Site Plan:

RESPONSE TO COMMENTS

- (Applicant/owner name, address, phone) shall be responsible for payment of your percentage of site frontage at the intersection for traffic signalization costs if and when traffic signal warrants are satisfied. Traffic signal warrants to consider shall be as described in the most recently adopted version of 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 movement 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 requirement.

Response: The requested note will be added to future Site Plan submittals.

Traffic Impact Study:

•A Traffic Impact Study will be required for this site which will include addressing the following specific items:

- 1) Existing and 2050 average daily traffic counts.

Response: Volumes are provided on Figure 8 in the Master Traffic Study.

- 2) Anticipated Trip Generation from the site.

Response: Refer to Section 6.0 for the trip generation discussion. Tables 5A and 5B provide the trip generation calculations and trip volumes are shown in Figures 6A-6C.

- 3) Site Circulation Plan

Response: Refer to Figure 2 in the Master Traffic Study.

- 4) Site Circulation Plan and interior intersection control

Response: This is included in the Master Traffic Study.

- 5) Interior roadway ADT & classification

Response: Refer to Figure 8 in the Master Traffic Study and Section 6.0.

- 6) Signal Warrant Analyses of each arterial-to-arterial intersection as well as arterial-to-collector intersections – Warrant 1,2,3 all to be included (collect 72 hr. tube counts for analysis if applicable)

Response: Majority of the roadways and intersections within the study area do not exist. Data and forecasting was utilized to evaluate Warrants 2 and 3.

- 7) If a traffic signal or multiway stop warrant is met at an intersection, then a roundabout shall also be considered at the intersection.

RESPONSE TO COMMENTS

Response: Roundabouts are a consideration but were not evaluated. Please advise if there are specific intersections the City would prefer to be a roundabout and the analysis can be provided.

8) Analysis of potential pedestrian connectivity, Pedestrian LOS.

Response: To be added on a future submittal.

9) Analysis of pedestrian connectivity, including vehicle/pedestrian crossing of trails. Enhancements will be required and any concerns with sight distance need to be addressed

Response: The design team has been working together to provide a connected, safe and easily accessible pedestrian network which is shown within the submittal.

10) 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.

Response: To be added on a future submittal.

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 Dean Kaiser at djkaiser@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: Master Traffic Study completed and submitted.

Engineering Division

RESPONSE TO COMMENTS

The Engineering Division reviews the roadway and public improvement components of your project plans. Engineering reviews referrals of the Site Plan and Subdivision Plat from the Planning Department.

Key Issues:

- A Public Improvement Plan (PIP) shall be included with the Master Plan submittal. This consists of a narrative description identifying all the public improvements such as roadways, utilities and drainage, that are required for each planning area to develop independently. Exhibits supporting the narrative description shall be included. Streets shall be provided in conformance with City of Aurora Standards and NEATS. The half sections of the adjacent public streets are the obligation of this Master Plan.

Response: A Public Improvement Plan has been included in the Master Plan submittal.

- The connection to 10th Avenue on the western edge of the area shall be shown as part of this Master Plan.

Response: 10th Avenue has been extended into the site and connected to Fultondale Street.

- The updated Roadway Manual has been adopted as of February 1, 2023. The link to the updated Roadway Manual can be found below.

Response: Acknowledged.

- 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: Acknowledged.

The following notes will be applicable for future site plans:

Improvements:

Sections and details referenced in the Improvements section refer to the City's Roadway Design and Construction Specifications (Roadway Manual).

- Typical roadway sections are specified in the City Code and summarized in Section 4.08 with details shown in the Standard Detail S1.
- Mountable curb and gutter shall be used on all Type 1 and 2 streets. All other streets, including those within the Urban Centers and TODs shall use 6" vertical curb and gutter.
- 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.

RESPONSE TO COMMENTS

- 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, guards 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 2023 Roadway Manual 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. Street light 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: Acknowledged.

ROW/Easements/Plat:

- ROW dedication is required for public streets.
Response: Acknowledged.

RESPONSE TO COMMENTS

- 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: Acknowledged.

- 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: Acknowledged.

FIRE/LIFE SAFETY COMMENTS - BUILDING DIVISION

Addressing Requirements:

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: Acknowledged.

Adopted Codes by the City of Aurora - Setbacks:

The site plan and civil plans must reflect the setback requirements of the 2015/2021 International Building and Fire Code for placement of the structure(s) in relation to adjacent buildings, property lines, public ways, accessible walkways, etc. To view the 2015/2021 International Codes please utilize the following hyperlink; ICC Codes Online.

- 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 grace period will be allowed after the formal adoption of the 2021 ICC codes to utilize the 2015 ICC codes until May 1, 2023.

Response: Acknowledged.

RESPONSE TO COMMENTS

Civil Plans:

Based on the discussion within the pre-application meeting the following information must be reflected within the Civil Plan package submitted to Public Works Department.

- Dead-End Fire Lane Detail
- Fire Lane Sign Detail
 - The developer of the site will be required to install fire lane signs in areas where the site abuts an existing fire lane easement that is currently without adequate signage.
- Sign Package
- Signature Block
- Street Standards and Street Section Details

Response: Acknowledged.

Fire Department Access:

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

- Fire Lane Easement
 - The first phase of construction must include two points of emergency access and a looped water supply to support on site fire hydrants and fire service lines.
- Emergency Access Easement

Response: Acknowledged.

Fire Hydrants:

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: Acknowledged.

Flag Lots:

A flag lot is considered a parcel of land that is entirely dependent upon an adjacent property for access to a public street and to a public water supply. A flag lot can create an area of land that is undevelopable unless a dedicated means of access and water is established at the time of the subdivision of the site.

Response: Acknowledged.

Framework & General Development Plans:

The link provided will provide the developer with important fire department requirements that must be reflected within a framework or general development plan.

- With an update of the FDP being required by the Planning Department, Fire/Life Safety is required to reassess the locations of permanent/temporary fire stations and Whelen siren systems. The Aurora Fire Department has recently updated its land dedication requirement to 2.75 acres to fit the new fire station design.

RESPONSE TO COMMENTS

Response: Noted, thank you.

Accessibility Requirements:

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.

- Residential
- 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.

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

- Residential
- The site plan and the civil plans must reflect the location of outside mail kiosk. A detail of the types of mail kiosks must be included along with a drawing showing how the residents will access their mailbox, how the postal service will load the mailboxes, along with curb ramp and sidewalks abutting the mail kiosks.

Response: Acknowledged.

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

- Commercial
- Response: Acknowledged.**

Legend:

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: Acknowledged.

Petroleum and Gas Line Easements:

Please review either 49 CFR part 195, Transportation of Hazardous Liquids by Pipeline criteria or 49 CFR part 192, Transportation of Natural and Other Gas by Pipeline criteria to determine minimum distance criteria of a pipeline proximity of any private dwelling, industrial building, or place of public assembly in which persons work, congregate, or assemble. You can also gain assistance by obtaining a letter from the petroleum or gas line easement owner indicating the minimum distance they would allow the buried gas line and easement line to the proposed exterior wall. Submit this letter with your site plan amendment planning documents for recordation.

RESPONSE TO COMMENTS

Response: Acknowledged.

Phasing Plans:

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

Response: Acknowledged.

Site Plan, Civil Plan, Framework and General Development Plan, and Plat Notes:

The notes being provided below must be included on the cover sheet of the indicated submittal type.

- [\(Framework and General Development Plan Note\) On-Site and Off-Site Infrastructure Requirement](#)
- [\(Framework and General Development Plan Note\) Temporary Fire Station Requirements](#)
- [\(Framework and General Development Plan Note\) Permanent Fire Station Requirements](#)
- [\(Framework and General Development Plan Note\) Whelen Warning System Requirements](#)
 - As each CSP and Plat are submitted, a possible land dedication for placement of a Whelen Siren system will be assessed.
 - Whelen Siren Access Requirements:
 - Provide a 12' wide concrete access drive.
 - Design as a 6" reinforced concrete drive surface.
 - Show it as coming alongside the tower for parking and maintenance.
 - If this access drive creates a dead end longer than 150', a turnaround is highly recommended, and we may need to discuss it further. If it is less than 150', it should be adequate without a turnaround. (You should be able to control the length of the access drive since you have some latitude re: the tower setback from the community center access drive).
- [\(Plat Note\) If Plat does not contain a Dedicated Fire Lane Easement](#)
- [\(Plat Note\) If Plat Contains Fire Lane Easement](#)
- [\(Plat Note\) If Plat Contains an Emergency Access Easement](#)

Response: Acknowledged.

Site Plan Data Block:

The site plan must include a "Data Block" on the cover sheet that reflects all items indicated within the "link" that apply to your project.

Response: Noted, this will be addressed at the time of Site Plan.

RESPONSE TO COMMENTS

Special Design Considerations:

Based on the information presented in the pre-application meeting, these additional Life Safety criteria must be shown on the site plan, plat and civil plans.

- [Access Road Width with a Hydrant](#)
- [Fire Apparatus Access Road Specifications](#)
 - If an existing fire lane or public roadway has to be removed or relocated for any reason, the portion replaced must be in compliance with the current specifications of the Public Works Department.
- [Combined Fire Lane, Public Access and Utility Easements](#)
- [Construction of Fire Lane Easements and Emergency Access Easement](#)
- [Dead-end Fire Apparatus Access Roadways](#)
- [Dead-End Public Streets](#)
- [Encroachment into Emergency Access or Fire Lane Easements are Prohibited](#)
- [Labeling of Easements on the Site Plan, Plat and Civil Plans](#)
- [License Agreement](#)

Construction of fire lanes using alternative surfacing materials other than asphalt and concrete and/or installations of gating systems crossing a dedicated fire lane easement will require a license agreement through Land Development Review Services.

- [Private Streets Constructed to Public Street Standards](#)
- [Pocket Utility Easements for Fire Hydrants](#)

- [Remoteness](#)
- [Two points of Emergency Access](#)
- [Width and Turning Radius](#)

Response: Acknowledged.

Trash Enclosure:

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: Acknowledged.

LAND DEVELOPMENT REVIEW SERVICES DIVISION

The Land Development Review Services Division reviews the Site Plan and processes Subdivision Plats, Easements, and License Agreements that may be necessary for development of property.

Subdivision Plats:

- 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

RESPONSE TO COMMENTS

provided in our most current [Subdivision Plat Checklist](#). Plat review may run concurrently with your other Planning Department submittals.

- A **presubmittal meeting** with Land Development Review Services 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: Acknowledged.

Site Plans:

A Site Plan will be required by the Planning Department. Land Development Review Services has items that need to appear on that site plan above and beyond what other departments may require. These items are listed on the Land Development Review Services [Subdivision Plat Checklist](#).

Response: Noted, thank you.

Separate Documents:

- 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.

Response: Noted, this will be addressed at the time of Site Plan and/or Platting.

- 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
- License Agreement Packet

Response: Noted, thank you.

- 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 Land Development Review Services specifications which can be found in the Dedications Packet. Once complete and accurate easement dedication information is submitted to Land Development Review Services, it takes about 8-10 weeks to complete the process. They must be complete and ready to record before Land Development Review Services will record the Plat and/or Site Plan.

Response: Noted, this will be addressed at the time of Site Plan and/or Platting.

RESPONSE TO COMMENTS

- If there are existing easements that are no longer needed, the city will require the developer to make application to the city to release those easements. Easement release documents must be prepared using Land Development Review Services specifications and are available in the Easement Release Packet. Once complete and accurate easement release information is submitted to Land Development Review Services, it takes about 8-10 weeks to complete the process. They must be complete and ready to record before Land Development Review Services will record the Plat and/or Site Plan.

Response: Acknowledged.

- 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 Land Development Review Services specifications which are found in the Dedications Packet. Once complete and accurate easement dedication information is submitted to Land Development Review Services, it takes about 4-6 weeks to complete the process. They must be complete and ready to record before Land Development Review Services will record the Plat and/or Site Plan.

Response: Acknowledged.

- 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.

Response: Acknowledged.

- Land Development Review Services may require a Monumented Field Survey, but we are unable to determine that until we do our first review.

Response: Acknowledged.

- 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.

End of Comments