



TAB No.5

RESPONSE TO COMMENTS



June 25, 2025

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

**RE: SECOND SUBMISSION REVIEW: TRIBUTARY – MASTER PLAN WITH ADJUSTMENT
AND ZONING MAP AMENDMENTS**

Ms. While:

Thank you for taking the time to review the second submittal for Tributary Master Plan and Rezoning project in Aurora, Colorado. We received comments and valuable feedback on April 16, 2025. Please see the following pages for responses to comments.

Sincerely,
Norris Design

A handwritten signature in black ink that reads "Diana Rael".

Diana Rael
Principal



Second Submission Review

PLANNING & BUSINESS DEVELOPMENT DEPARTMENT COMMENTS

1. Community Questions, Comments, and Concerns
 - a. No additional comments from community members were received with the second review.
Response: Noted, thanks.
2. General Planning Comments
 - a. Update Tab 1 to clarify adjustment requests, include additional information on the Zoning Map Amendments, and address minor inconsistencies.
Response: Corrections made, per comments.
 - b. A few items in Tabs 4 and 8 are either missing or the text is cut off in the legend. Please review redline comments and update these with the next submittal.
Response: Responses have been added to the redline comments.
 - c. In Tab 3, please note the names of all adjacent Master Plans in lieu of noting specific Subdivision Plat names.
Response: Master plan names have replaced the plat names.
 - d. Include more details in Tab 4 regarding the specific constraints associated with the 130' CIG and CCVW easement. For example, what types of landscaping can be provided, can there be any site furnishings, etc.?
Response: Landscape is limited to shrubs, ground cover, and surface mounted furnishings. Trees, furnishings with foundations, or other foundation related items are prohibited.
 - e. Revise sections of the Master Plan Narrative (Tab 6) to be consistent with review comments throughout this letter. There should be additional discussion on consultations with outside jurisdictions as well.
Response: Narrative revised, per comments. Summaries of discussion topics and collaboration with outside agencies have been added.
 - f. Provide legal descriptions with associated exhibits for both avigation easements.
Response: The Avigation Easement and legal description is included with this submittal. A single agreement covers the full site.
3. Zoning and Land Use Comments
 - a. General Comment: Form D in Tab 8 is missing key information that is needed for staff to sufficiently review all elements of the Master Plan and to verify compliance with the UDO. Please ensure that all information requested below and in the redline comments is included with the next review. Planning is available to meet to clarify any items or answer specific questions as well.
Response: Form D has been adjusted per coordination with City staff.



- b. Residential density is calculated by zone district per the UDO and should exclude floodplain acreage within that zone district. It is not based on the gross Master Plan area as currently noted in Form D. Each of the three zone districts has a different density limit – 5 DU/AC for R-2, 40 DU/AC for MU-A, and no maximum density for MU-R. Based on this, it appears that the residential density proposed in R-2 exceeds 5 DU/AC and is closer to 6.5 DU/AC. This would require another adjustment request and would need to be discussed in more detail with staff prior to resubmitting to determine if it can be supported, what the justification is, what mitigation would be required, etc.

Response: Form D have been adjusted per coordination with City staff and shows density per district.

- c. Planning areas cannot be designated as both multifamily and single-family attached as PA-7, PA-9, PA-11, and PA-15 currently are. Multifamily (2.5 people per unit) and single-family attached (2.65 people per unit) have different population projections. In addition, multifamily units do not count towards the overall number of lots when calculating small lots, while single-family attached lots do (even though they are not considered small lots themselves). Therefore, combining these two land uses is not permitted because the calculations in Form D will not align. There is also a significant difference in density between multifamily and single-family attached and understanding how densities are distributed is one of the key elements of a Master Plan.

Response: Residential designations have been revised per coordination with City staff.

- d. Form D needs to clearly identify how the Small Residential Lot calculations are determined based on the proposed number of single-family detached, two-family, and single-family attached lots. The calculations could not be verified because some of the planning areas do not distinguish between product types as required. See additional comments in Item 4 regarding mitigation for the proposed small lot adjustment request.

Response: Form D and residential designations have been adjusted per coordination with City staff.

- e. In addition to the comments above about clearly outlining the proposed number of single-family detached, two-family, and single-family attached lots in order to accurately calculate the maximum number of small lots permitted throughout the Master Plan, there should be additional rows added to Form D that further outline the number of total lots proposed in each neighborhood AND the maximum number of small lots allowed based on that number. This will help provide a baseline when Site Plans are submitted in each neighborhood in the future since the request is to count them by neighborhood in lieu of throughout the entire Master Plan.

Response: Form D has been adjusted per coordination with City staff.

- f. To demonstrate compliance with MU-A, at least 50% (~52 acres) of the land area in the MU-A zone district must be identified as Retail / Commercial or Office, not Mixed Use. No residential uses are permitted within this planning area. The



vagueness of "Mixed Use" that could allow any land use is not acceptable, and a note in Form D is not sufficient based on experiences with other Master Plans. The remainder of the land can be residential, but the designation needs to be more specific about the type of residential that is planned.

Response: MU-A parcels have been revised per comment.

- g. The Mixed Use planning areas in MU-R need to be more specific about the type of residential use planned so that accurate population projections and intent can be determined. MU-R permits single-family attached and multifamily. As an example, PA-39 states that 253 units are proposed within a larger 36.1-acre planning area. Without additional context, this could mean that the entire planning will be comprised of single-family attached townhomes at ~7 DU/AC, or it could mean that there will be 10-acres of multifamily at ~25 DU/AC and the remainder will be nonresidential uses. The intent of a Master Plan is to guide development of the area in the future and it is difficult to understand what the intent is without having this information.

Response: Residential designations have been revised per coordination with City staff. Mixed use parcels are shown with a multi family population generation of 2.5 people per unit.

- h. Population projections are required in Tab 8 in accordance with the Master Plan Manual, not just in Tab 9. The population projection calculations should be simple to follow based on the updated planning area designations as noted above.

Response: Population calculation has been added to Tab 8.

- i. There are many notes underneath Form D related to multifamily percentages in the Master Plan that should be removed. These notes are either too vague or would be more permissive than what is currently shown on the Land Use Map for multifamily. The planning area designations on the Land Use Map should be specific enough that no additional notes or clarification are needed in Form D. The planning area designations directly impact streets, traffic, water, parks and open space, schools, etc. and a Master Plan Amendment will be required if major changes are requested in the future.

Response: Form D has been adjusted per coordination with City staff.

- j. Note in Form D that PA-1 (the Administrative Activity Center) will become MU-C when developed and will be reviewed according to the standards for that zone district.

Response: Note added to Form D.

- k. Please remove the note in Form D that states that retail / commercial frontage is required along a portion of Harvest Road for PA-42 and PA-43. This note does not provide assurance that retail / commercial uses will be provided within these Mixed-Use planning areas as previously requested.

Response: Note removed.



- l. Please review redline comments on the MU-R compliance plan in Tab 10. The plaza, which is required to be a minimum of 600 square feet, does not technically meet MU-R location requirements. The UDO states that it shall be “at the intersection of an arterial street with another arterial street or with a collector street, which includes a corner design element with architectural or urban design features.” A deviation to this may be acceptable, but please note that the land requirement for the plaza is above and beyond the required adjacent neighborhood park acreage. In addition, please review the potential concern with the additional street connection to Harvest Road relative to the future interchange (see Item 5). The current layout may not be viable if that street is not permitted.

Response: Conceptual exhibit has been revised per comment.

- m. Small Residential Lot standards in Section 146-4.2.3.A are only applicable to areas zoned R-1, R-2, or MU-A. The small lot calculations related to Neighborhood 5 (which includes areas zoned both MU-R and MU-A) will be impacted by this. Only the proposed lots within the MU-A portion of Neighborhood 5 will be eligible to utilize small lot standards, and the 65% maximum small lot calculation should be based only on the lots in MU-A. Please ensure that the requested small lot calculations in Tab 8 clearly differentiate between these two zone districts for this neighborhood.

Response: Form D has been adjusted per coordination with City staff.

- n. It appears that a portion of the site that is already zoned R-2 (east of Powhaton Road) is included as part of the legal description / exhibit for the Zoning Map Amendment to R-2. Please only include areas that are being rezoned in this document. In addition, please update some text in the narrative / justification per redline comments.

Response: Legal description / exhibit for Zoning Map Amendment has been revised. Text clarified, per comments.

4. Adjustments

- a. For the small lot adjustment request to allow up to 65% small lots in each neighborhood, the minimum dimension of the one-half acre park / programmed open space is required to be 145'. This is consistent with requirements made for other Master Plans requesting this adjustment. In addition, clarification is needed on what is considered a “housing type” for many of the mitigation measures. Table 4.2-8 may be an appropriate place to start this discussion. See redline comments for additional information.

Response: Form D has been updated per coordination with City staff. “Housing type” has been revised to “household living type,” per code.

- b. Remove the adjustment request for the Harvest Road cross section change. Adjustments can only be requested from the UDO. In addition, the city is not supportive of any modifications to the Harvest Road cross section as part of the Master Plan.



Response: This adjustment has been removed; the width of the road section shall be addressed at the time of site plans, via deferral agreements, per conversations with Aurora staff.

- c. The monument sign height adjustment needs to be more specific about the number and types of signs that are included as part of the adjustment. The request currently only notes the 75' commercial pylon signs adjacent to I-70, but the community marker sign is also over 30' in height and would need an adjustment too. The adjustment must be limited to a specified number of signs and should include restrictions on the placement of them near residential uses. As previously requested in the meeting about this topic, additional graphics / cross sections are required in Tab 10 to understand the proposed height relative to I-70 / Harvest Road / potential building heights and determine if the height is acceptable based on the context. If any additional adjustments related to signage are requested (sign design, sign area, etc.), include these adjustments with the next submittal. The adjustment(s) should be noted in Tab 10 as well.

Response: Only the 75' pylon signs are included in the adjustment. Community marker signs have been reduced in size to conform with the UDO. Additional information including I-70 cross section and specific adjustment language has been added to the MP.

- d. The requirements / mitigation measures for small lot percentage must be included in the notes section of Tab 8 and referenced in Form D. Tab 6 is often not recorded and the specific requirements associated with each neighborhood could be missed if they are not clearly called out in Tab 8.

Response: A note has been added with small lot mitigation measures

5. Streets and Connectivity Comments

- a. As noted in Item 10, Harvest Road must be identified as a 6-lane arterial in all Master Plan tabs. Please remove all references that note it as a 4-lane arterial. A deferral request will be required with future Site Plans if an alternative section is proposed in the interim.

Response: Reference to 4-lane arterial have been removed in graphic exhibits.

- b. The MU-R compliance plan in Tab 10 identifies a local street north of 12th Avenue that connects with Harvest Road. However, it cannot be determined at this time if a street will be allowed in this location given the potential proximity to the Harvest Road / I-70 interchange. Until engineering progresses on the interchange, the city cannot determine whether this will be permitted. Please be aware that if this street is not permitted, or has access limitations, the MU-R compliance plan will need to be updated in the future as this street is key to making the current concept viable.

Response: Noted, thanks.

- c. The conceptual street network map in Tab 10 is missing some key access points that will be needed to comply with block length and connectivity requirements, particularly along 6th Avenue. For example, PA-22 only shows one access to 6th Avenue for a one-half mile stretch of road. Although exact locations may change,



access points should be shown to all collectors and arterials that illustrate compliance with connectivity requirements. Please review all redline comments and address with the next submittal.

Response: Access points have been added.

6. Architecture, Urban Design, and Open Space Comments

- a. The purpose of the architectural standards in Tab 12 are to include specific design requirements for all land uses proposed in the Master Plan. Currently, Tab 12 only includes imagery from other developments and general descriptions of architectural styles. There are no actual architectural standards (i.e. requirements) or architectural guidelines (i.e. recommendations) that would apply to the Master Plan as is the intent of this tab. Please provide specific standards and guidelines for all proposed land uses with the next submittal that can be used to further the defined vision of the Master Plan when Site Plans are submitted in the future. Please note that this was city's first review of Tab 12 because this tab was not provided with the first submittal.

Response: Please see revised Tab 12 with clarified and additional standards for all land uses.

- b. Address comments in the Neighborhood Character Matrix in Tab 10, specifically regarding the urban design / land use section.

Response: Neighborhood character matrix has been updated per the received comments.

- c. In addition to the issues noted in Item 4 related specifically to the monument sign adjustment requests, there are inconsistencies in Tab 10 regarding the labeling of certain sign types and the design of the signs. To be considered a monument sign, "the entire bottom of the sign must be affixed to the ground" per the definition in the UDO. The blades protruding out from the vertical element and the gap between the "base" and the blades appears more like a pole sign (which is prohibited) than a monument. The vertical element needs to be wider to include all advertising, the base needs to be taller, or an adjustment needs to be requested for the sign design.

Response: Sign bases have been widened. The intent of these signs is for the 'watercolor mountain' aesthetic to act as the base of the sign. These are solid features that wrap the entirety of the sign, and as such, should be considered a true base.

- d. The monument sign map in Tab 10 does not identify all of the monument signs that are detailed in Tab 10 and proposed throughout Tributary. Please include all proposed sign types in the map or provide specific location standards if some are unknown currently. The map also does not differentiate between commercial and residential signs.

Response: Commercial and residential signs have been broken out for clarity.

- e. Tab 10 states that fencing throughout the community will be "uniform and cohesive," but there are no designated fence designs or fence materials proposed in Tab 10 - only pictures showing various fence types with no details. This means that



the applicant for any Site Plan in the future could propose any fence design or material and it would be permitted if it complies with the UDO. Most Master Plans call out specific fencing and limit the choices to one or two fence types per neighborhood / land use.

Response: Fencing language has been revised to be more prescriptive, although specific material and form has not been ultimately decided and will be determined at time of site plan. Arterial street fencing is required to be pre-cast concrete with stone masonry columns. Collector fencing may be precast concrete, masonry, wood or synthetic wood, to be determined at site plan on a case-by-case basis.

- f. The sections within Tab 12 should be labeled differently (i.e. Tab 12.1, 12.2 instead of Tab 1 or 2) since these tabs already exist elsewhere within the Master Plan.

Response: Please revised naming of sections.

- g. Architectural standards must be provided for mixed-use buildings since there are many references to this land use being provided throughout the Master Plan.

Response: Please see provided standards for mixed-use buildings.

- h. Some of the proposed triggers for parks and open spaces do not seem accurate and should be reviewed more thoroughly with PROS.

Response: Trigger language has been revised.

- i. Tab 9 references the PIP for details on many of the open space construction triggers, but the PIP does not specifically address these open spaces. Please reconcile this and provide more details.

Response: The PIP narrative has been updated to indicate the development and construction triggers for parks and open space, typically associated with the development of adjacent planning areas.

- j. Coordinate with PROS to provide more specific details on the programmatic elements that will be provided in parks and open spaces. Not everything should be determined later. The purpose of the Master Plan is to provide a vision and specific requirements for how these spaces should be constructed.

Response: A meeting was held with PROS on 5/7/25 to discuss programming. Additional language was developed and sent to PROS for review. No additional changes have been requested by PROS.

- k. Tree openings are required to be a minimum of 5'x15' per the UDO. Please update the language in Tab 10 to state the correct dimensions as 5'x10' does not meet size requirements.

Response: Tree opening language revised.

7. Landscaping (Kelly Bish / 303-739-7189 / kbish@auroragov.org)

Tab 11

- a. A landscaped median is being proposed for Harvest Road. Please include the intended landscape design standards for that median.



Response: Median landscape standards have been provided.

- b. To avoid any confusion, please remove the word “expanded” as the response to the previous review comments states that buffers will comply with the minimum UDO standards and therefore expanded buffers are technically not being provided.

Response: “Expanded” removed

- c. The purpose of the Master Plan is to provide design standards that address unique conditions that require more than just compliance with the UDO. Additional landscaping in terms of specified quantities, perhaps increased trees vs. shrubs, and increased tree sizes should be specified for the below items. The UDO does not specifically address landscaping as it pertains to Oil and Gas sites, nor does it address utility corridors. Additional screening should be provided between the proposed multifamily and the data center and transformer yard along the western property boundary. Additional buffering is needed between the proposed single-family detached homes and the oil and gas site. If adjustments are being requested for additional small lots, mitigating measures should be offered such as enhanced landscaping to offset the adjustment request.

Response: More prescriptive landscape standards have been added to the requested tabs.

- d. The cross section for Harvest Road should be removed as it does not conform to the requirements specified by Civil Engineering. A 6-lane arterial is required.

Response: 6-lane arterial graphic updated.

8. Transportation Planning (Tom Worker-Braddock / 303-739-7340 / tworker@auroragov.org)

- a. Trussville Road needs to be shown as a collector extending into PA-33 and PA-34 even if it does not connect to 6th Avenue. This is a repeat comment.

Response: A collector has been extended to the property with an access arrow indicating the collector will continue through the site. Final alignment to be determined with site plan.

- b. The Tributary Parkway (west of Harvest Road) bike lane needs to be a 9-10' wide buffered bike lane, with 8-12' shared use path, per NEATS section S1.5 "Four Lane Arterial Raised Median."

Response: The existing road section for Tributary Parkway from the Aurora Crossroads development will be transitioned as quickly as possible to the standard separated bike lane road section from NEATS to show no on-street bike lane and a 14' shared path.

- c. Show 10th Place extending as a collector across Powhaton Road to access PA-31 and PA-32, per Section 146-4.5.3.A.1. This is a repeat comment.

Response: Supplemental connectivity exhibits have been submitted with this Master Pan within Tab 10-Urban Design Standards to show the future access plans for Planning Areas 32, 33, and 36.



9. Energy & Environment (Maria Alvarez / 303-739-6824 / malvarez@auroragov.org)
- a. There are no known plugged and abandoned 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 Energy & Environment division can assist by providing additional information.
Response: Noted, thanks.
 - b. 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. Please be advised there is a natural gas transmission line running north/south within the proposed project area belonging to Colorado Interstate Gas Co.
Response: Noted, thanks.
 - c. Additional information regarding oil and gas development can be found on the Colorado Energy and Carbon Management Commission (ECMC) website at (<https://ecmc.state.co.us/#/home>). Should you have any questions about oil and gas development in the City of Aurora, you can visit our webpage at [Oil and Gas Drilling - City of Aurora](#).
Response: Noted, thanks.

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

10. Civil Engineering (Julie Bingham / 303-739-7306 / jbingham@auroragov.org / Comments in green)
- a. As discussed in the December 11, 2024 meeting, a deferral will be considered for the additional lanes of Harvest Road. However, that will be reviewed with subsequent Site Plans. The PIP should identify the requirements for the street. Deferrals may be called in at any time by the Director as necessary, not by traffic counts. Please revise to identify Harvest Road as a 6-lane arterial.
Response: The Master Plan has been changed to state that Harvest Road will be a 6-lane arterial. The following sentence was added to narrative regarding the future deferral request: "A letter has been submitted to the City requesting that a deferral of 2 of the 6 lanes of North Harvest Road be considered at subsequent Site Plans."
 - b. As previously noted, the timing of the interchange is very impactful to the timing of improvements. Identify that the interchange is required for this project to develop. Identify which planning areas will be impacted by the timing of the interchange. There are several planning areas that will not have two distinct points of access without the interchange. These include PA-38, 39, 42, and 43.
Response: The narrative was updated to state that Planning Areas 38, 39, 42, and 43 will be dependent on the Harvest Road/Interstate 70 interchange.
 - c. In the PIP, note that ARTA has the opportunity, but not the obligation, to construct the interchange.



Response: This statement was added as requested.

- d. Remove all references to the 4-lane section of Harvest Road in the PIP.
Response: Any reference to Harvest Road being a 4-lane road was removed and replaced with a 6-lane road.
- e. Delete repeat sentences in the PIP.
Response: The repeated sentences have been removed.
- f. Confirm with Traffic Engineering if the RRFB should be specifically noted in the PIP.
Response: The statement calling for the RRFB has been updated to state that an enhanced pedestrian crossing will be utilized at the crosswalk.
- g. The proposed trigger for the construction of the Harvest Road crossing of First Creek is not acceptable. It should be required prior to the issuance of the first CO in PA-11 and 27, or as required by Traffic and/or Life Safety.
Response: The trigger point for the First Creek crossings has been updated to state the crossing will be required prior to the issuance of the first certification of occupancy of any adjacent Planning Areas. The statement of "or as required by traffic and/or life safety, whichever comes first." was added to all of the paragraphs about the triggers for First Creek crossings.
- h. The proposed trigger for the construction of the Little River Road crossing of First Creek should be based on the development of the planning area.
Response: The trigger point for the First Creek crossings has been updated to state the crossing will be required prior to the issuance of the first certification of occupancy of any adjacent Planning Areas. The statement of "or as required by traffic and/or life safety, whichever comes first." was added to all of the paragraphs about the triggers for First Creek crossings.
- i. The statements in the PIP regarding crossing construction triggers should be revised to state "or as required by Traffic and/or Life Safety, whichever comes first."
Response: The trigger point for the First Creek crossings has been updated to state the crossing will be required prior to the issuance of the first certification of occupancy of any adjacent Planning Area. The statement of "or as required by traffic and/or life safety, whichever comes first." was added to all of the paragraphs about the triggers for First Creek crossings.
- j. Please note that cost sharing agreements are private agreements and it's okay to establish them. However, the specific requirements for each planning area are required to be established with this PIP and need to be clearly identified independent of any timing identified by the cost sharing agreements.
Response: References to cost sharing agreements have been removed from all paragraphs related to the trigger for the creek crossings.
- k. Add the ADT trigger for Powhaton Road where requested (12,000).



Response: Our Traffic Consultant has recommended that a ADT trigger of 15,000 is more appropriate for a Minor Arterial. Therefore, the ADT traffic trigger of 15,000 was added for the Powhaton Road/ First Creek crossing.

- I. Revise the notes in the PIP Exhibit regarding the creek crossings. The individual planning areas are responsible for the crossings.

Response: The PIP note has been updated to state the creek crossings will be required with the development of the first adjacent Planning Area.

- m. Remove the widening details for the Harvest Road section in the PIP Exhibit.

Response: The widening details for the Harvest Road section have been removed to show the full 6-lane road..

11. Traffic Engineering (Dean Kaiser / 303-739-7584 / djkaiser@auroragov.org)

- a. Review comments in the MTIS regarding the Harvest Road / I-70 interchange and the required section for Harvest Road.

Response: Comments were reviewed. The development will defer the widening of Harvest Road to 6-lanes when the additional capacity is needed and the interchange bridge is widened.

- b. Remove references to industrial trips since that was taken out of the Master Plan.

Response: Thank you for catching that. Removed.

- c. Additional coordination / updates regarding signal timing are required in the MTIS.
Response: Signal timing was coordinated throughout the network. Note that the signal timing should be based on the traffic conditions at the time of installation, as traffic increases and changes, and to accommodate multi-modal users. The MTIS coordination is based on the ultimate condition which may or may not be realized.

- d. The 30% reduction of trips within residential areas is still a concern and hasn't been justified.

Response: See the additional discussion and data in the report and appendix. A portion of the residential and non-residential trips are double counted if the NCHRP Home-Based Work methodology is not applied. The trips are removed from the External Trip Generation calculations for both residential and non-residential land uses. Then it is added back in with Local Trips. If residential trips were not reduced in the External Trip Generation, then those trips would be assigned outside of Tributary AND also assigned to other Planning Areas, therefore, double counted. This is a similar approach to just applying trip distribution within Tributary. The NCRHP methodology provides data for how the mix of uses interacts and sets of the trip generation for a more accurate approach to distributing the traffic to the appropriate routes.

The ADTs for additional scenarios are provided in the Appendix for the following scenarios: (1) raw trip generation (no reductions or reassignments or local trips), (2) applying only ITE internal capture and non-auto, and (3)



Residential trips as 0% local trips – double counted. Scenario 1 (no adjustments, most conservative) indicates that Harvest Road north of Tributary Road to I-70 will be between 43,000 vpd and 44,400 vpd. Scenario 2 (only ITE reductions) would have volumes on Harvest Road below 42,000 vpd, below the six-lane threshold. Scenario 3 (Residential trips as 0% local) would have volumes on Harvest Road below 37,500 vpd, below the six-lane threshold.

- e. Address all other redline comments on the Master Traffic Impact Study and resubmit with the next submittal.
Response: Thank you. Responses to each comment are provided in the MTIS redlines file.
- f. Note the requested intersection signalization in the PIP.
Response: The traffic signal for the intersection of Powhaton Road and the existing I-70 Frontage Road has been added as requested.

12. Fire / Life Safety (Steve Kirchner / 303-739-7489 / stkirchn@auroragov.org)

- a. Identify PA-3 as the location of the fire station.
Response: PA-3 has been shown as a permanent fire station per coordination with Fire.
- b. Create separate line items for the Whelen systems.
Response: After coordination with Fire, this is not needed.
- c. Identify the location of the permanent and temporary fire stations. As previously requested, your site will require a land dedication of 1.75 acres for a temporary fire station and 2.75 acres for a permanent fire station. Show the land dedications within the planning areas.
Response: PA-3 has been shown as a permanent fire station per coordination with Fire.
- d. Add a line stating all components of the Emergency Access section in Tab 8 need to be approved by the City of Aurora.
Response: Added to the end of item 8.
- e. Add the word “approved” where requested throughout the PIP.
Response: The word approved was added where requested throughout the PIP narrative.

13. Aurora Water Utilities (Casey Ballard / 303-739-7382 / cballard@auroragov.org)

- a. The densities and acreages listed in Tab 8 should match the Master Utility Study. There are many inconsistencies.
Response: Acreages and densities have been revised.
- b. Advisory: If there are any planned residential units in a Mixed-Use planning area, they need to be included as part of the Master Utility Study. If they are not, then



amendments to the study will be required prior to those units being approved in later Site Plans.

Response: The information for PA-38 has been updated to include residential units.

- c. Provide a new column in the MUS to show which segments will be lower than standard slope. The percentage will need to be updated to ensure that even with a reduced slope variance, the pipe will not be over capacity.

Response: An asterisk with a note has been added to the MUS table and outlines which pipes are at 0.23%

- d. Remove infrastructure that is not part of this Master Plan.

Response: The plans have been updated accordingly.

- e. Provide the missing water line in 10th Place.

Response: The waterline has been added to 10th Place

- f. Show and label PRVs.

Response: The PRVs have been shown and labeled on the plans.

- g. Addressing all other redline comments in the MUS.

Response: All other redlines comments in the MUS have been addressed. Please refer to the plan markup responses.

14. Aurora Water Drainage (George Slovensky / 303-739-7431 / gslovens@auroragov.org)

- a. Improvements needed for First Creek have not been identified yet. Note that MHFD has told the city that their understanding is that the DIP project for First Creek is on-hold as the developer re-assesses development densities in some areas. Given this, the proposed approach is to add a note similar to the one below on the MDP plans and report and to the cover of this PIP. Please use bold text and place the note in a box to emphasize it: *Improvements and related costs for First Creek stabilization have not been established at the time of approval of this Public Improvement Plan (PIP). An amendment to the PIP incorporating First Creek Improvements will be required before the submittal of Site Plans or Preliminary Drainage Reports for any Planning Areas tributary to First Creek within the Tributary Master Plan. Planning Areas tributary to Harvest Tributary are being permitted to proceed with the understanding that Harvest Tributary improvements will be constructed with the first PA.*

Response: This paragraph has been added to the PIP Narrative everywhere it was requested or applicable.

- b. Add the additional language to the PIP regarding drainage improvements.

Response: The additional language requested by George Slovensky has been added throughout the PIP Narrative.



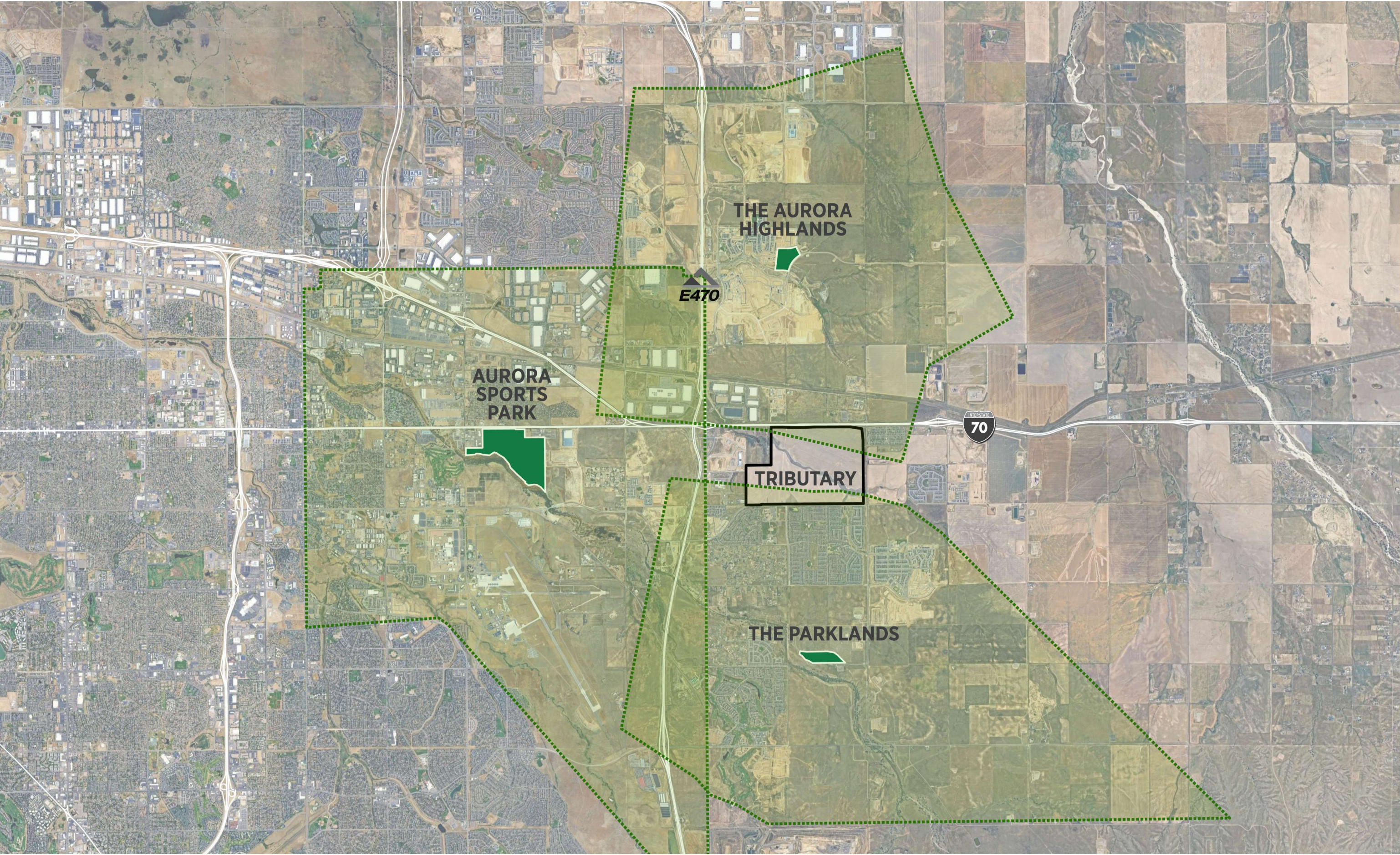
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15. PROS (Scott Hammons / 303-739-7147 / shammons@auroragov.org)
- a. Please schedule a meeting with PROS to discuss all comments before resubmitting. Planning's comments on Tab 9 should also be addressed.
Response: The meeting was held on 5/7/25.
 - b. Parks: More specificity is needed on the programming for parks.
Response: Additional programming language was developed and sent to PROS for review. No additional request were made by PROS.
 - c. Open Space: More discussion and notes will need to be added to the plan to address construction triggers, design parameters and allowable credit for areas within the floodplain and/or stormwater management areas. Additional discussion is also needed for the CIG/CCVW easement.
Response: Additional trigger language has been added to form . Pedestrian trail nodes have been further defined for OS credit of the CIG/CCVW easement trail corridor.
 - d. Triggers: Any open space receiving credit in areas of drainage and/or detention must be built concurrently with the stormwater facilities. The triggers for the neighborhoods with busy roadways need to be modified to state that the PAs adjacent to the park are the necessary triggers, not the entire neighborhood.
Response: Additional language has been added.
 - e. Community Park: In the notes, include the closest existing or planned community park for reference.
Response: A community park exhibit has been attached to these RTCs.
 - f. Show details of median landscaping in the PIP Exhibit. Outline who will be responsible for the median design, upkeep, and construction of medians.
Response: Median Landscaping notes have been added to the typical road section sheet for within the PIP. These notes restate the design intent for the median landscaping, the design minimums, and that the landscaping will be constructed and maintained by the metro district.
16. Public Art (Roberta Bloom / 303-739-6747 / rbloom@auroragov.org)
- a. There are no additional comments on the Public Art Plan at this time, but if there are any changes to land uses or acreages because of comments from other departments, the Public Art Plan should be updated accordingly.
Response: Acknowledged
 - b. The public art fee must be paid prior to Master Plan recordation.
Response: Acknowledged



17. Aurora Public School District (Josh Hensley / 303-365-7812 / jd hensley@aurorak12.org)
 - a. The pedestrian trail has been relocated to the west side of the shared school and park site, allowing sufficient space for a joint school and park playfield. APS will require ownership of the entire 18.5-acre site to maintain flexibility in the school's design and layout. Additionally, the district will need primary access to the shared playfield during school hours and for school-related activities.
Response: Noted, thanks.
 - b. The proposed school site should meet the needs for a P-8 school to serve the Tributary residents provided there is not an increase in proposed residential units. Additionally, the dedicated site should not include excessive slopes or drainage channels. Cash-in-lieu of land will be required for the school land obligation greater than the school site in order to serve high school students at an offsite location.
Response: Noted, thanks.
18. Arapahoe County Public Works (Sue Liu / 720-874-6500 / referrals@arapahoegov.com)
 - a. See the attached comment letter that was also submitted with the first submittal and provide a response to them with the next submittal.

Per the First Creek (Upstream of Buckley Road) Major Drainageway Plan Conceptual Design report, a floodplain crossing at 6th Avenue/First Creek is proposed and required for E. 6th Avenue. The coordination with Arapahoe County Engineering Services Division is needed for the floodplain crossing design.
Response: Acknowledged.

Figure 5 Trip Distribution, within the Traffic Impact Study – shows two different sets of trip distribution for 6th Avenue (To/From East 6th Avenue). Need to clarify which set is the correct one.
Response: As noted in Figure 5, the top percentage is for residential and commercial land uses and the bottom percentage is for school trips.



TRIBUTARY | 2 MILE OFFSET FROM NEARBY COMMUNITY PARKS

JUNE 2025

