



Matrix Design Group, Inc.
707 17th Street, Suite 3150
Denver, CO 80202
O 303.572.0200
F 303.572.0202
matrixdesigngroup.com

August 23, 2022

City of Aurora
Stephen Rodriguez
Planning Department
15151 E. Alameda Parkway
Suite 5200
Aurora, CO 80012

RE: Response to Comments
Rocky Mountain Rail Park Roadway Coordination
#1611328

Dear Stephen:

Matrix Design Group, Inc. appreciates the efforts that the Planning Department has made in reviewing this project and is pleased to submit this letter of response to address the review comments for the **Rocky Mountain Rail** project referenced above.

Planning and Development Services Department

Standards and Issues:

Comment

1. Zoning and Placetype

A. Zoning

This property is zoned I-2 (Industrial District) which provides locations for all industrial uses that are not permitted in the I-1 (Business/Tech District), while mitigating impacts on surrounding areas to the extent practicable. It also includes certain public facilities that are needed to serve this district and nearby neighborhoods.

B. Character Area

The subject property is located within Sub-Area C Character Area, which generally includes rolling, semi-arid, largely undeveloped lands with large open fields of prairie grass in northeast Aurora and mostly developed newer developments in southeast Aurora.

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C. *Placetype*

The Aurora Places Comprehensive Plan designates this area as Industry Hub placetype. This 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.

- D. The proposed ISP is for infrastructure improvements to city-owned Peterson Road and E 48th Avenue required for the Rocky Mountain Rail Park development in Adams County.

E. *General Planning Comments*

Infrastructure Site Plan Components - Although this application will be reviewed and approved based on the Site Plan criteria, the components within an Infrastructure Site Plan are different than a typical Site Plan. Infrastructure Site Plans generally only identify street improvements, grading, utilities, and landscaping.

Response: Understood

Comment

2. Landscape Design Issues

- A. **General Landscape Plan Comments.** A landscape plan will be required as part of the Roadway Plan submission to address streetscape landscaping. During the review process, city staff will determine if phasing of the landscaping is necessary and how that may be completed. Installation of the streetscape landscape will be required at the time of development of adjacent sites. Landscape plans shall be prepared in accordance with the Unified Development Code (UDO). The landscape comments provided herein are based upon the code regulations and should follow Section 146-4.7 Landscape, Water Conservation, Stormwater Management and the Landscape Reference Manual. Please ensure that your landscape architect or designer has a copy of these documents as well as our project specific comments.

The landscape plan shall include the necessary landscape table to demonstrate compliance with the required landscape treatment i.e. standard right-of-way landscaping.

- **PDF Plan Creation Process** - Please ensure that during the PDF creation process, that all AutoCAD SHX text items are removed from the comment section and that the landscape sheets are flattened to reduce the select-ability of items. Instructions can be provided by your Case Manager if there are questions as to how to change the AutoCAD settings during the creation of the PDF's. Plans submitted for city pre-acceptance review will be rejected if it is determined that plans do not comply. This could result in delays in application start times if the applicant is asked to re-upload corrected pdfs.
- B. **Section 146-4.7 Landscape, Water Conservation, Stormwater Management Requirements**
The following bullet points are not necessarily an all-inclusive list of the landscape requirements found within Section 146-4.7. The applicant is responsible for reviewing this section of the UDO and determining all applicable landscape conditions.

- **Curbside Landscape.** Provide one shade/street tree per 40 linear feet of street frontage along city right-of-way (Section 146-4.7.5.C). When a detached walk and curbside landscape are provided according to Public Works street cross section requirements, street trees shall be provided within the designated curbside landscape.

Plantings permitted within the curbside landscape area vary depending upon the width required by the street cross section. Curbside landscape widths three feet or less may be rock mulch, but no white rock is permitted. Curbside landscape widths four to six feet in width shall be shrubs, ornamental grasses, and perennials at a ratio of one shrub/grass per 40 square feet of curbside landscape. Grasses may only be provided to a maximum of 40%. Shrubs and grasses must be five gallon size at time of installation. For curbside landscapes six to ten foot in width, a combination of shrubs/grasses with native seed may be provided or all shrubs and grasses. Any curbside landscape areas ten feet in width or greater may be sod if desired. Sod may not be installed unless the curbside landscape is a minimum of ten feet wide.

- **Irrigation.** Refer to UDO Section 146-4.7.3.C. All developments shall install an automatic irrigation system for landscape areas. To assess the irrigation tap fees the City Water Department will require that the applicant to divide their landscape into water conserving, non-water conserving, and non-irrigated areas as part of the landscape submittal. A table summarizing these areas shall also be provided. Irrigation plans may be submitted as part of the phased landscape installation. Coordination with Timothy York at 303.326.8819 in Aurora Water regarding phasing of irrigation plan submittals and application fees will be necessary. An irrigation permit is required prior to the installation of an irrigation system.

Response: Understood.

Comment

3. Adjustments

Section 146-5.4.4 details the definitions, applicability, procedures, and criteria of approval for all adjustments to development standards. If any adjustments are requested, they must clearly be listed and justified in the Letter of Introduction. They must also be listed on the cover sheet of the Site Plan and any other sheets on which they are applicable. Approvals of adjustment requests are not guaranteed. Adjustment requests should identify the reason for the adjustment, efforts to minimize the adjustment, and design elements proposed to mitigate the standards proposed for reduction. Typically, mitigation techniques should go above and beyond requirements from other code sections. If an adjustment does not meet the limits for administrative approval under Section 146-5.4.4.F, then the adjustment will require approval from the Planning and Zoning Commission.

Response: Understood.

Comment**4. Submittal Reminders****A. 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.

B. 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: Understood.

Aurora Water***Key Issues:*****Comment**

1. Further coordination will be required regarding improvements on the Transport site to the east. The Transport master utility study shows installation of water, sanitary, and potentially a force main within Peterson Road. There is potential for partial street sections to be constructed if these utilities have not been installed yet.

Response: Understood.

Comment

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

Response: Understood.

Public Works Department***Key Issues:*****Comment**

1. A Traffic Impact Study (TIS) is being prepared to be submitted to Adams County and referred to the City of Aurora for review.

Response: Understood, A TIS has been prepared and is being submitted.

Comment

2. Traffic signal escrow may be required for multiple intersections pending a review of the TIS.

Response: Understood.

Comment

3. Applicant shall install two 2" conduits and pull boxes to be owned/maintained by the City of Aurora, for future fiber optic interconnect of traffic signals along arterial roadways.

- 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 1,250 lb tensile strength shall be installed in all new conduit.
- Pull Box
 - Pull boxes shall be 30"x48"x24", with two-piece interlocking lids.
 - City conduit shall be installed into City Pull Boxes.
- Colfax Avenue is a state highway. Approval and access permits will need to be obtained from the Colorado Department of Transportation (CDOT). Please contact Steve Loeffler at CDOT, phone number 303.757.9891. Developers/applicants are encouraged to contact CDOT early on in the review process to determine the feasibility of the proposed access and any specific CDOT requirements. In order to insure CDOT will allow access as shown, provide a letter from CDOT indicating they have reviewed the proposed access(es). This letter must be received 10 days prior to the Planning Commission hearing.
 - Construction should only occur after obtaining the State Highway Access permits and the Notice to Proceed from CDOT. State Highway Access permitting is a two-step process. First obtaining the access permit and then obtaining the Notice to Proceed with the construction documents, Certificate of Insurance, and Traffic Control Plan. Having approval from Aurora for construction of the store did not mean you had approval for construction of the accesses in the State Highway right-of-way.
- Show all adjacent and opposing access points on the Site Plan.
- Label the access movements on the Site Plan.
- Objects and structures shall not impede vision within the sight triangles. Show sight triangles on the site plan and landscaping plan at all access points in accordance with City of Aurora Standard Traffic Detail TE-13. In addition, street trees shall be set back from Stop signs and other Regulatory signs as detailed in City of Aurora Standard Traffic Detail TE-13.3.

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'

- 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.

Row/Plat: Understood

- Designate public ROW for Peterson Road and 48th Avenue.
- A traffic signal easement may be required at multiple intersections, pending a review of the TIS, to accommodate the proposed traffic signal pole, underground conduits, pull boxes and signal control cabinet.

Traffic Signal Escrow:

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

Rocky Mountain Rail/ Bobby Wagener/ 6200 S Syracuse Way, Ste. 450 Greenwood Village, CO 80111/720-660-3279 shall be responsible for payment of 25%/50%/100% of the traffic signalization costs for multiple intersections, 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: Understood

Engineering Division

Key Issues:

Comment

1. 48th Avenue and Peterson Road shall both be built to City of Aurora public street standards. The cross section for 48th should be continuous on both sides of the intersection of 48th and Peterson.

Response: Understood.

Comment

2. The street section for Peterson Road shall match the section from the Transport master plan. The construction timing of the street shall be coordinated with the Transport master plan.

Response: Understood. Coordination is ongoing with Transport to the east.

Comment

3. A preliminary drainage report shall be submitted with the site plan. On-site detention and water quality/EURV is required unless provided in off-site facilities which shall be confirmed in the preliminary drainage report.

Response: Understood, PDR has been provided.

Comment

4. This application will be referred to Mile High Flood District (MHFD) for review and comment. It is advised that coordination with MHFD is started as soon as possible. The Crooked Run stream corridor runs through the proposed site and crosses both Peterson and 48th.

Response: Understood, Matrix is coordination with MHFD and Adams County on the Crooked Run stream.

Comment

5. 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: Understood.

Fire/Life Safety Comments – Building Division

Comment

1. The Fire/Life Safety comments will be focused on the forthcoming ISP and Civil Plan submittals for the abutting roadways (Peterson Road and 48th Avenue), with the interior review of the site being completed by Adams County.

Response: Understood.

Comment

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

Response: Understood.

If you have any questions, please feel free to contact me. Thanks!

MATRIX DESIGN GROUP, INC.

Patrick Chelin, PE
Vice President, Land Development

cc: 21.1280.001