



Planning Division
15151 E. Alameda Parkway, Ste. 2300
Aurora, Colorado 80012
phone 303.739.7217

AuroraGov.org

June 5, 2024

Megan Waldschmidt
Westside Investment Partners
4100 E Mississippi Avenue, Suite 500
Glendale, CO 80246

Re: Initial Submission Review: Skydance – Master Plan Amendment
Case Number: 2021-7007-01

Dear Ms. Waldschmidt:

Thank you for your initial submission, which we started to process on May 17, 2024. We reviewed it and attached our comments along with this cover letter. This letter contains comments received from all city departments.

Since a few important issues still remain, you will need to make another submission. Please revise your previous work and send us a new submission on or before June 12, 2024.

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

Sincerely,

A handwritten signature in blue ink that reads "Sarah Wile".

Sarah Wile, AICP
Senior Planner III, City of Aurora
Planning & Business Development Department

cc: Al Cunningham, PCS Group
Filed: K:\SMA\2024 MAS\2021-7001-01 Skydance Master Plan Amendment\Rev1



Initial Submission Review

1. Planning (Sarah Wile / 303-739-7857 / swile@auroragov.org / Comments in teal)

1A. Please remove the amendment date from the Cover Sheet of the mylars. This will be added by staff with the minor amendment is approved.

Response: The amendment date has been removed from the cover sheet of the mylars.

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

2A. Please address all comments in the Traffic Letter and resubmit with the next submittal.

Response: The traffic letter comments have been addressed in the traffic letter.

2024-05-29 (DJK) reviewed, minor editorial comment page 2, do question the Fig 4 turning movement trip gen differentials with relocation off 100 units from PA-11 to PA-5,7,8. (page 3 comments) Review and provide response.

MEMORANDUM

2024-06-19 (CRS) Thank you for your thorough review. Apologies for the errors in the trip volumes, it was an oversight and has been fixed. Additional figures have been provided to allow the reviewer to follow the changes for removal of PA-11 trips and the reroute to PA-5/7/8.

To: Dean Kaiser, City of Aurora, Transportation Engineering Department
From: Cassie Slade, PE, PTOE
Date: April 2, 2024
Project: Skydance Relocation of Units (Aurora, Colorado)
Subject: Traffic Analysis Memo

The Fox Tuttle Transportation Group has completed a traffic analysis for relocating 100 units from one planning area to another within the Skydance project. The 152± acres of vacant property are located in the northeast corner of 56th Avenue and Picadilly Road, which is within the center of rapidly growing northern Aurora, Colorado. It is understood that this project will have a mix of land uses including single-family residential, multi-family residential, and commercial. The project area is bounded by Picadilly Road to the west, future Tibet Road alignment to the east, future 60th Avenue alignment to the north, and 56th Avenue to the south, as shown in **Figure 1**. The property will be developed over time with assumed completion within the next 10 years.

This traffic memorandum focuses on the transfer of 100 multi-family units from Planning Areas 11 to Planning Areas 5, 7, and 8, which are located on the east side of the site. The



Figure 1. Vicinity Map

existing and future roadways and intersections have been planned or built to support Skydance traffic including the listed planning areas. The master development includes constructing segments of future roadways 57th Avenue, 60th Avenue, and Tibet Road and widening the adjacent existing roadways as appropriate. The planned internal roadways will provide connectivity for vehicular and multi-modal travel through Skydance.

The purpose of this “traffic memo” is to show any adjustments in the MTS analysis with relocation of units from one area in the property to another and to determine if additional traffic analyses are necessary.

Comparison to the Master Traffic Study

A “Master” traffic impact study¹ (TIS) was previously prepared for the entire Skydance development including Planning Areas 5, 7, 8, and 11, as shown in **Figure 2**. A review of the Skydance TIS shows that **Planning Area 11 included 394 multi-family units (mid-rise)**. **Planning Areas 5, 7, and 8 had a total of 300 multi-family units (mid-rise)** in the Master TIS. The current plan is to move 100 units from Planning Area 11 to the multi-family area just north. This does not change the overall number of units within Skydance.

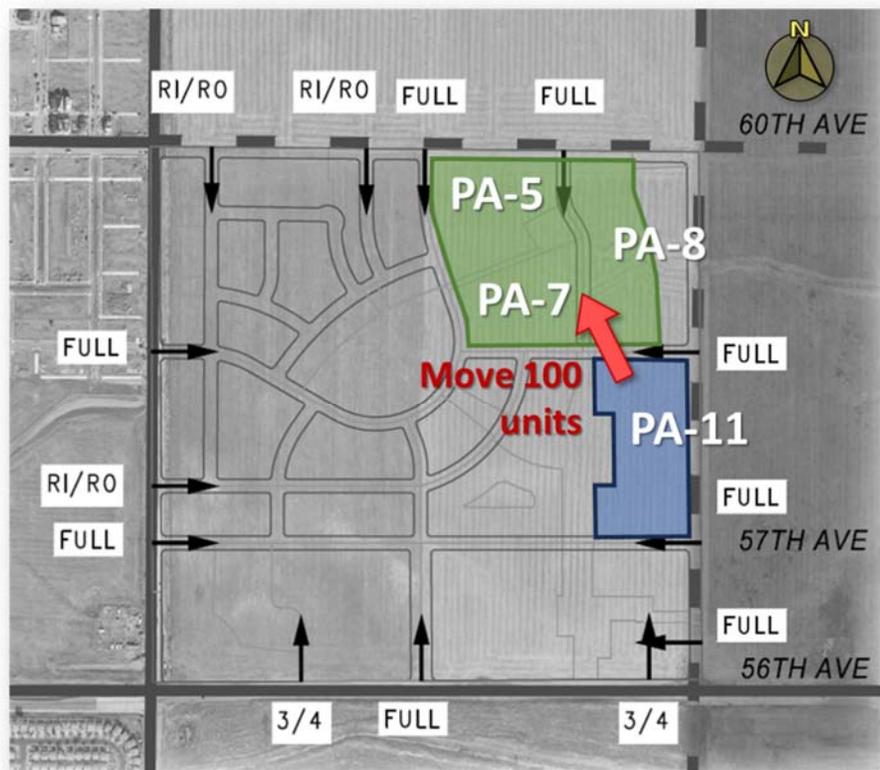


Figure 2. Map from Skydance Master TIS for Proposed Relocation of Multi-Family Units

Fixed.

Clean up overlap

¹ Skydance Traffic Impact Study. Fox Tuttle Transportation Group, LLC. February 2022.

Trip Generation and Assignment

To establish the volume of trips associated with the proposed Skydance project, the data contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Handbook and Manual* (10th Edition, Year 2017) was applied to the most applicable land use category. Although there is a newer version of the *Trip Generation Manual*, the previous version is the one utilized in the Master Traffic Impact Study and used in this analysis for comparison.

The relocation of 100 units does not impact the total trip generation associated with the subject planning areas. The only impact was shown to be slight adjustments in the trip assignment.

Figure 3 is the key map for the adjacent and internal intersections. **Figure 4** illustrates the anticipated shift in trip volumes throughout the study area with the relocation of 100 multi-family units. It can be seen that trip volumes move from one access intersection to another with slight adjustments in routing through the network. The majority of the shift in peak hour volumes is three (3) vehicles or less, with the direct access intersections having up to eight (8) vehicles redirected internally.

Conclusions

It is anticipated that the existing and proposed roadway network, intersections, and accesses can accommodate the relocation of 100 multi-family units from Planning Area 11 to Planning Areas 5, 7, and 8 with the Skydance project. The adjustment does not change the overall trip volume and only slightly shifts the route vehicles take to access the planning area. As noted, the **proposed land use is consistent with the trip generation assumptions, lane configurations, and access needs as presented in the Skydance TIS, and thus the findings and recommendations of that study are still valid.** No additional traffic analysis is necessary to support this project.

I hope that the contents of this memorandum are helpful to you. If you have any questions, please feel free to give me a call.

Trip Gen w/10th Ed.

100 units
AM 36 total - 9 in, 27 out
PM 44 total - 27 in, 17 out

Updated the errors and provided additional figures. The trips for PA-11 were removed and rerouted to PA-5/7/8

Note Fig 4 comments, the reduction of trip gen in PA-11, increase of trip gen in PA 5,7,8 seem contradicting in the Trip Gen turning movement assignments at the key intersections.

Note, can concur that the differential is very negligible at the intersections in question compared to the MTIS Fig 8B values provided.

Please provide a bit more explanation of trip gen differentials before we accept this letter.

**Skydance Shift of Multi-Family Units
Planning Areas 11 to 5, 7, and 8
Traffic Analysis Memo**
April 2, 2024

Sincerely,
FOX TUTTLE TRANSPORTATION GROUP, LLC



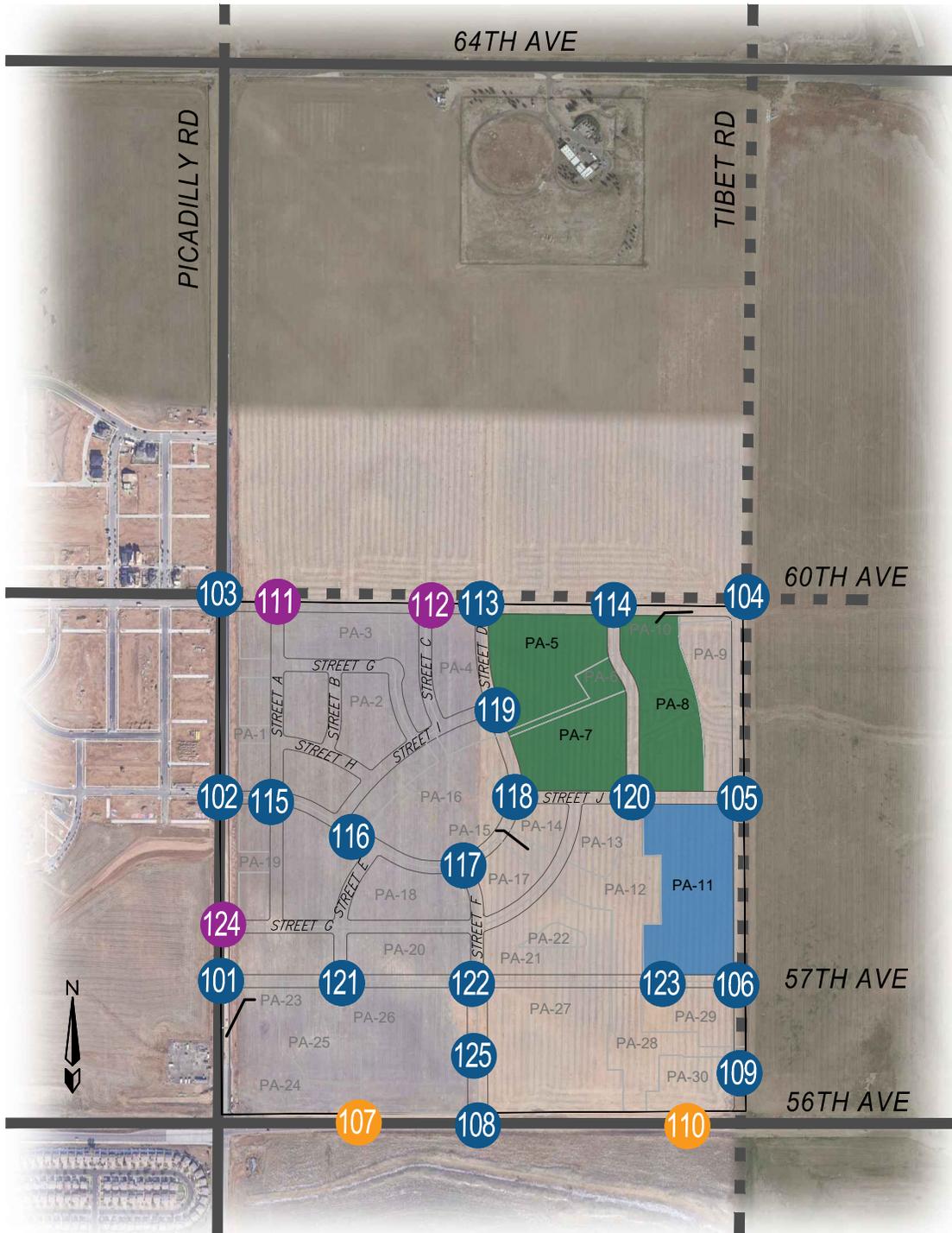
Cassie Slade, P.E., PTOE
Principal



Attachments:

Figure 3 – Access & Internal Intersections Map

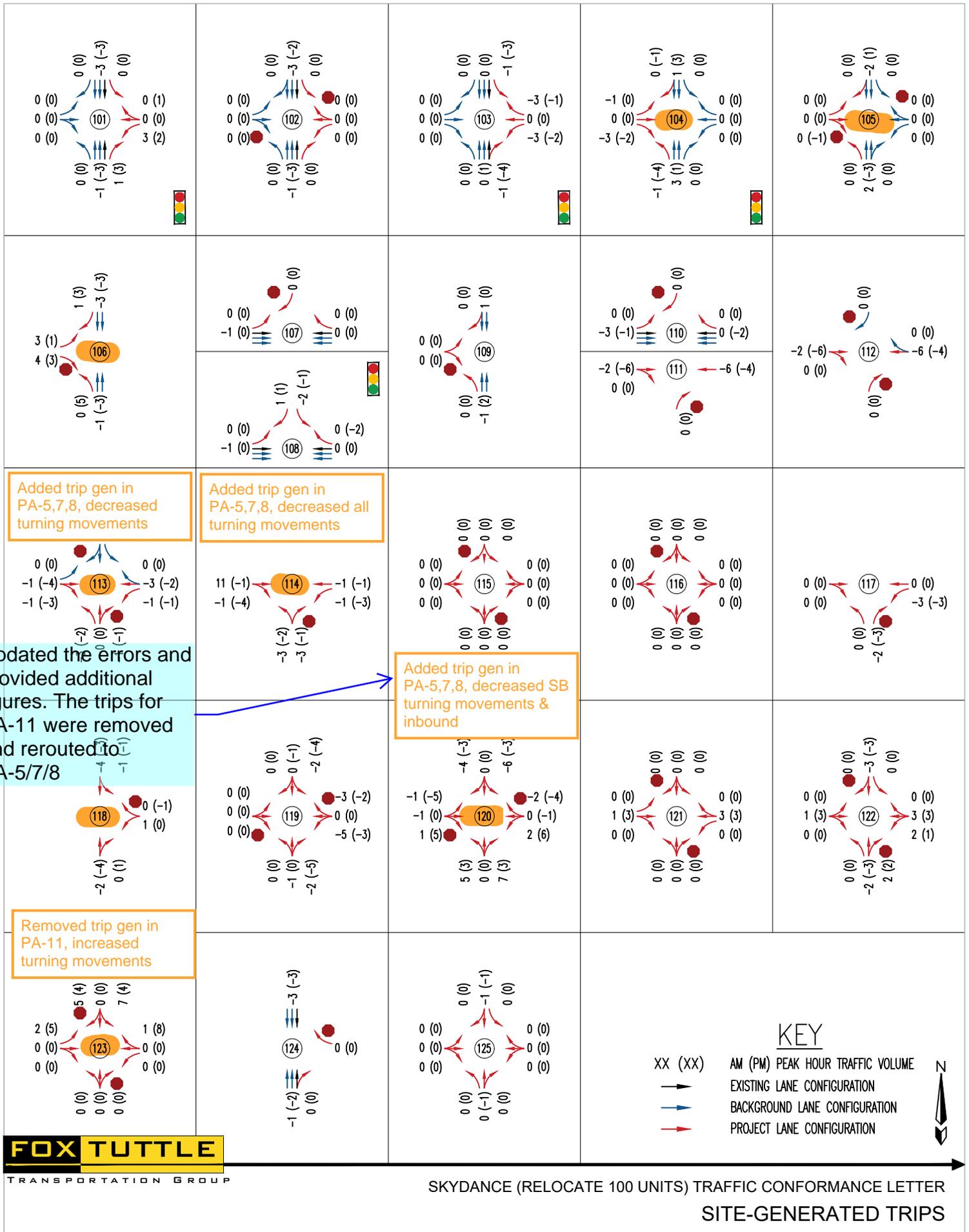
Figure 4 – Rerouted Site-Generated Trips for 100 Multi-Family Units



- PA-1 OPEN SPACE
- PA-2 SINGLE FAMILY DETACHED RESIDENTIAL
- PA-3 OPEN SPACE
- PA-4 SINGLE FAMILY DETACHED RESIDENTIAL
- PA-5 MULTI-FAMILY RESIDENTIAL**
- PA-6 PARK
- PA-7 MULTI-FAMILY RESIDENTIAL**
- PA-8 MULTI-FAMILY RESIDENTIAL**
- PA-9 DETENTION
- PA-10 OPEN SPACE
- PA-11 MIXED USE COMMERCIAL**
- PA-12 PARK
- PA-13 SINGLE FAMILY ATTACHED RESIDENTIAL
- PA-14 SINGLE FAMILY ATTACHED RESIDENTIAL
- PA-15 OPEN SPACE
- PA-16 PARK
- PA-17 SINGLE FAMILY ATTACHED RESIDENTIAL
- PA-18 SINGLE FAMILY DETACHED RESIDENTIAL
- PA-19 OPEN SPACE
- PA-20 SINGLE FAMILY ATTACHED RESIDENTIAL
- PA-21 SINGLE FAMILY ATTACHED RESIDENTIAL
- PA-22 OPEN SPACE
- PA-23 OPEN SPACE
- PA-24 DETENTION
- PA-25 DETENTION/ OPEN SPACE
- PA-26 COMMERCIAL
- PA-27 MIXED USE COMMERCIAL
- PA-28 PARK
- PA-29 MIXED USE COMMERCIAL
- PA-30 COMMERCIAL

KEY

- # FULL MOVEMENT INTERSECTION
- # 3/4 MOVEMENT INTERSECTION
- # RI/RO MOVEMENT INTERSECTION



Skydance - Master Plan AURORA, CO

LEGAL DESCRIPTION

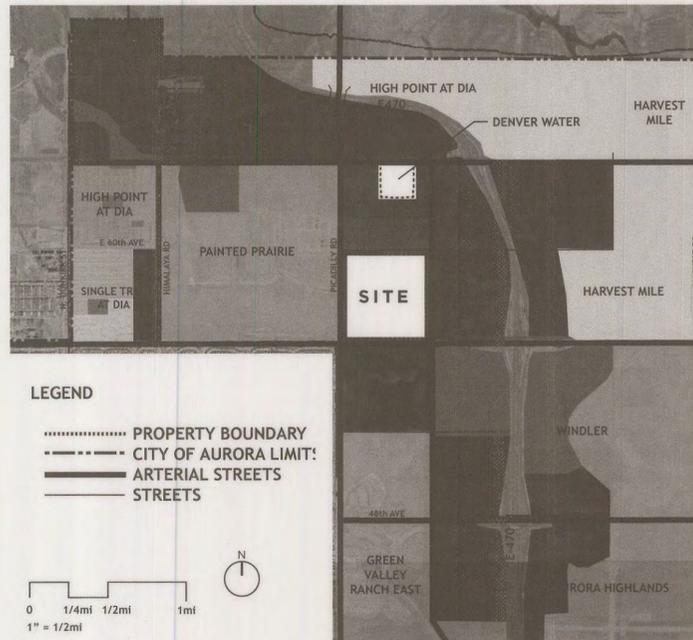
PARCEL A:
A TRACT OF LAND LOCATED WITHIN THE SOUTHWEST QUARTER OF SECTION 12, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE 6TH P.M., ADAMS COUNTY, COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE CENTER QUARTER CORNER OF SAID SECTION 12;
THENCE S 00°21'13" E, ALONG THE CENTER SECTION LINE OF SAID SECTION 12, A DISTANCE OF 1906.30 FEET TO A POINT;
THENCE S 89°38'55" W A DISTANCE OF 2602.89 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF 60 FEET WIDE PICCADILLY ROAD;
THENCE N 00°15'34" W, ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 1947.60 FEET TO A POINT ON THE NORTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 12;
THENCE S 89°26'29" E, ALONG SAID NORTH LINE, A DISTANCE OF 2600.02 FEET TO THE POINT OF BEGINNING.

PARCEL B:
A TRACT OF LAND LOCATED WITHIN THE SOUTHWEST QUARTER OF SECTION 12, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE 6TH P.M., ADAMS COUNTY, COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTER QUARTER CORNER OF SAID SECTION 12;
THENCE S 00°21'13" E, ALONG THE CENTER SECTION LINE OF SAID SECTION 12, A DISTANCE OF 1906.30 FEET, TO THE POINT OF BEGINNING;
THENCE S 00°21'13" E, ALONG SAID LINE, A DISTANCE OF 600.00 FEET TO THE NORTH RIGHT OF WAY LINE OF 110 FEET WIDE EAST 56TH AVENUE;
THENCE S 89°38'55" W, ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 2603.88 FEET TO THE EAST RIGHT OF WAY LINE OF 60 FEET WIDE PICCADILLY ROAD;
THENCE N 00°15'34" W, ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 600.00 FEET TO A POINT;
THENCE N 89°38'55" E A DISTANCE OF 2602.89 FEET, TO THE POINT OF BEGINNING.

VICINITY MAP



NOTES

- Traffic Signal Costs.** Owner and/or developers are responsible for 100 percent of signal costs for interior intersections. The cost of signals at perimeter intersections will be prorated. Signal locations and cost sharing will be determined at Contextual Site Plan.
- Street Lights.** Streetlights must be constructed along all public streets as required by City Code Section 126-236.
- Archeological finds.** The owner, developer and/or contractors will notify the City if archeological artifacts are uncovered during construction.
- Parks.** Neighborhood park sites shall not exceed 3 percent maximum finished grades.
- Residential Density Reductions.** The developer has the right to build at a lower residential density in any map area provided the City has determined that the use is permitted and compatible with surrounding land uses. A finding of compatibility will be determined at the time of CSP review. This reduction shall be considered an administrative FDP amendment.
- Master Drainage Plan.** No subdivision shall be approved prior to the City's approval of the Master Drainage Plan. In the event of any plan conflicts with the FDP, including, but not limited to, the size, location and regional detention ponds and/or drainage way locations, cross sections and widths, the Master Drainage Plan, as approved by the City, shall govern. Drainage ponds drop structures and other facilities are subject to CSP review.
- 404 Permit.** The developer is responsible to comply with any requirements of the Army Corps of Engineers (if any) with regards to 404 permitting and wetlands mitigation.
- Emergency Access.** The developer shall provide two points of paved emergency access and a looped water supply to each phase of the development as approved by the City. The developer shall provide emergency crossings that meet all city standards. The developer/applicant is required to provide all offsite roadways necessary to provide the two distinct points of access to the overall site.
- The Master Utility Study, Master Drainage Study and Master Transportation Study** are incorporated as a part of the FDP. Final approval of these documents is required before acceptance of an application for the first CSP within the project.
- Landscaping Standards.** Unless otherwise noted herein in a waiver, the landscaping standards outlined in Article 14 of the Zoning Code apply to this FDP. Where the standards outlined in Article 14 conflict with standards within this FDP, the more restrictive shall apply.
- Future Amendments.** Any future amendments to architecture, landscape architecture and other urban design standards and related drawings must demonstrate an equal or better quality than the approved FDP standards.
- FDP Waivers.** Except for the waivers listed below, this FDP will be interpreted to mean that all standards contained in the FDP will meet or exceed all city code requirements.
- Design Standards.** An FDP amendment as per the requirements of Sections 3.9, 3.12, 3.13 and 3.14 of the FDP Manual will be required to be submitted either with the application for the FDP or as an amendment to the FDP to be submitted with the application for the first CSP in the development.
- Major arterial medians to be publicly maintained** shall be designed and constructed in accordance with P&OSD Public Median Standards. (These policies are pending completion.)
- Major arterial medians to be privately maintained** shall be designed and constructed in accordance with P&OSD Private Median Standards. (These policies are pending completion.)
- The developer is responsible for construction of all on-site and off-site infrastructure needed to establish two points of emergency access to the overall site and each internal phase of construction. This requirement includes, but is not limited to, the construction of any emergency crossing improvements, looped water supply and fire hydrants as required by the adopted fire code and city ordinances.

SIGNATURE BLOCK

This Framework Development Plan and any amendments hereto, upon approval by the City of Aurora and recording, shall be binding upon the applicants therefore, their successors and assigns. This plan shall limit and control the issuance and validity of all building permits, and shall restrict and limit the construction, location, use, occupancy and operation of all land and structures within this plan to all conditions, requirements, locations and limitations set forth herein. Abandonment, withdrawal or amendment of this plan may be permitted only upon approval of the City of Aurora.

In witness thereof, ACM Moffitt VII Resi LLC
ACM Moffitt VII CPE LLC has caused these

(Corporation, Company, or Individual)
presents to be executed this 10 day of November AD, 2022

By: Andrew P. Klein
(Principals or Owners) Andrew R. Klein, Manager Seal

State of Colorado)
County of Arapahoe)

The foregoing instrument was acknowledged before me this 11 day of November AD, 2022

by Andrew R. Klein
(Principals or Owners)

Witness my hand and official seal

[Signature]
(Notary Public)

BLAKE AMEN
Notary Public
State of Colorado
Notary ID # 20204027915
My Commission Expires 08-12-2024

My commission expires 8/12/24
Notary Business Address: 4100 S. Mississippi Ave Ste 500
Glendale, CO 80246

PROJECT CONTACTS

Owner Contact:
Megan Waldschmidt
Westside Investment Partners
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Denver, CO, 80246
(p) 303-984-9800
meganw@westsideinv.com

Land Planning, Landscape Architecture:
AI Cunningham
PCS Group, Inc.
200 Kalamath Street
Denver, CO, 80223
(p) 720-482-9526

Civil Engineer:
Sarah Kolz
Westwood
10333 E. Dry Creek Road, Suite 240
Englewood, CO, 80112
(p) 720-482-9526
sarah.kolz@westwoodps.com

Traffic Engineer:
Cassie Slade
Fox Tuttle Transportation Group
(p) 303-652-3571
Cassie.slade@foxtuttle.com

CITY OF AURORA APPROVALS

City Attorney: _____ Date: 12/6/22

Planning Director: [Signature] Date: 11/28/22

Planning and Zoning Commission: N/A Date: N/A
(Chairperson)

City Council: N/A Date: N/A
(Mayor)

Attest: N/A Date: N/A
(City Clerk)

Database Approval Date 4/13/22

AMENDMENT BLOCK:

NO.	REVISIONS	DATE
1	MYLAR CHANGE TO UPDATE TAB 9 TO SHOW THE NET ACREAGES THAT WILL BE DEDICATED TO PROS FOR PARKS AND OPEN SPACES	3/22/2023
2	MYLAR CHANGE TO TAB 9 FORM D TO TRANSFER 100 UNITS FROM THE PA-11 MIXED USE PARCEL TO MULTI-FAMILY PLANNING AREAS.	5/10/2024

Remove date on this; will be added by staff when the MA is approved

Date has been removed