

To: Jeremiah Fettig
Planning and Development Services
City of Aurora
15151 E. Alameda Parkway, 5th Floor
Aurora, CO 80012

From: Project Team

Date: October 2, 2024

Re: **GVRE 56th & Picadilly Marketplace (#1786688): Response to Pre-Application Meeting Notes held March 14, 2024**

Dear Mr. Fettig:

Please find below our responses to the Pre-Application comments for the proposed project located at 56th & Picadilly. To facilitate your review, we have included our responses in ***bold and italics***.

Standards and Issues:

1. Zoning and Placetype

1A. Zoning

Mixed-Use Airport (MU-A): The Mixed-Use Airport District is intended to enable the development of Master Planned developments that allow for a mix of uses, located and designed to leverage the economic opportunities created by Denver International Airport. A wide variety of attached and detached single-family, two-family, and low- to medium-density multifamily housing is permitted. For non-residential uses, the emphasis is on high-quality corporate office and business parks that desire or require high visibility and easy access to Denver International Airport, I-70, or E-470, as well as complementary hotel and conference facilities, and supporting retail, commercial, and service uses that are not regional destinations.

RESPONSE: The proposed development will provide retail, commercial and service uses that are in line with the current zoning designation.

1B. Character Area

This property is located within the Subarea 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.

RESPONSE: Acknowledged. Thank you.

1C. Placetype

The Comprehensive Plan identifies the site as City Corridor Placetype. 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. The focus of the City Corridor placetype is commercial activity, and as such, its primary uses are restaurants, retail, office and commercial services. Multifamily residential and institutional uses are secondary uses and allow for the development of mixed-use projects. Single-family attached residential is another potential secondary use; however, the placetype does not support single family detached residential.



RESPONSE: The proposed development will provide retail, commercial and service uses that are in line with the current Comprehensive Plan Placetype.

1D. Overlay Districts

The property is within the Airport Influence District surrounding Denver International Airport. An aviation easement for the subject property has been recorded with the city. The aviation easement is 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. For additional information, please contact Jeffrey Moore at 303.739.7676 or jmoore@auroragov.org with any questions you may have.

RESPONSE: Acknowledged. Thank you.

1E. Master Plan

The site is situated in Planning Areas 53 and 54 of the Green Valley Ranch Master Plan Amendment 2 (MP) and are designated for mixed use development. The MP includes site design, landscape, and architectural standards to characterize the proposed development across the site. The MP also includes the master studies for traffic, utilities, and public improvements. Please reference these documents to ensure the proposed Site Plan and Subdivision Plat are consistent with MP. Any potential conflicts between the MP and the proposed Site Plan must be resolved and the MP amendment must be completed prior to the approval of the proposed Site Plan.

RESPONSE: Acknowledged. Thank you. We are aware of the MP accompanying documents and are working with Terracina and Dewberry to align our applications as the aforementioned applications are updated.

1F. Phasing

Define the phasing of improvements on and off-site, if applicable, consistent with the phasing identified in the Public Improvement Plan (PIP) and/or other plans. Identify a timeline for each phase and the responsible parties for installation and maintenance and describe how each phase will independently support future Site Plans.

RESPONSE: Offsite/ROW improvements will be completed by the Metro District/Master development and will be constructed prior to the marketplace Development completion. The ROW improvements will include roadway construction, utility construction and landscape development that will service the private lots of the Master development. Following the offsite construction the onsite marketplace infrastructure will be developed. The project schedule is as follows Offsite work is to start Summer of 2025, and Finish by Summer of 2026. Onsite construction starts Q4 of 2025 and is anticipated a 2026 Q4 or 2027 Q1 Opening.

2. Land Use

2A. Proposed Land Use

Permitted uses are outlined in Section 146-3.2, Table 3.2-1. The proposed commercial/retail uses are permitted within the MU-A zone district.

RESPONSE: Acknowledged. Thank you.

2B. Conditional Use

The proposed fueling station is subject to Conditional Use approval, according to Sections 146-3.2 and 146-3.3. Approval criteria can be found in Section 146-5.4.3.A, and generally involve compatibility of the proposed use with existing and planned uses, traffic generation, use of architectural and landscape features to mitigate negative impacts, and several other topics. As part of the application, please submit a Letter of Introduction with an Operations Plan that introduces the project and justifies the Conditional Use request by specifically responding to the Criteria of Approval. The Planning and Zoning Commission will consider the ability of the proposal to meet these criteria in their evaluation of the proposal.



RESPONSE: Please reference the enclosed Narrative that outlines the approval criteria for Conditional Use of the proposed fueling station.

3. Development Standards

3A. Design and Dimensional Standards

Building setbacks are outlined in Table 4.2-1. The front setback from an arterial is 25 feet. The side and rear setbacks are 25'. The maximum building height is 100 feet.

RESPONSE: Comment is acknowledged, and setbacks are to be identified in the site data table as well as shown on the site plan.

Motor vehicle fueling uses shall conform to the use specific standards in Section 146-3.3.5.OO. The standards include, but are not limited to, items such as building orientation, locating fueling canopies behind primary buildings, fueling canopy design standards, corner landscape treatments, and the prohibition of outdoor storage of auto related parts and equipment.

RESPONSE: The fueling canopy has been set back behind the kiosk ("primary building") and will be constructed of materials, colors and forms similar to other structures on the site. In addition, the canopy column cross-section and fascia colors abide by the requirements found in this Section of the UDO. The canopy lighting requirements will also be met.

Drive-through facilities are subject to the use specific standards in Section 146-3.3.6.E. Drive-up or drive-through facilities shall be located to the side or rear of the primary building and not between any façade of a primary building and any street.

RESPONSE: No drive-up or drive-through facilities are being proposed with this application.

3B. Subdivision Standards

Per Section 146-4.3.8, all subdivisions shall comply with the requirements in Section 146-4.5 at the time of Site Plan and Subdivision Plat approval. 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: Comment is acknowledged, and subdivision lots have been designed to follow requirements.

3C. Access and Connectivity

Access to the site shall be designed in compliance with the MP Land Use Plan, Traffic Impact Study and Public Improvement Plan. The proposed Site Plan includes access points and traffic movements that do not entirely align with the referenced documents. Additional analysis and/or revision to the MP may be required if differences are proposed. Additional comments are provided in the Traffic section later in these comments.

RESPONSE: Comment is acknowledged, and MP is in process of being resubmitted which will include updated revisions for the traffic movements and the PIP.

3D. On-Site Vehicular Circulation:

Please provide a Circulation Plan that outlines how vehicular and truck traffic will be managed across the site. The expectation is that Road A, E. 54th Avenue and the access drives from E. 56th Avenue and Picadilly Road (aligning with Maxell Place) will be designed consistent with a private street, including detached sidewalks and curbside landscape. The internal access drive between the anchor store and the future commercial outparcels will also need to include a sidewalk to provide pedestrian access between sites. Shared access easements may be required for internal drives. Identify any proposed gates and provide details.

RESPONSE: Site plan depicted the necessary drives and walks serving the development and ADA paths have been shown to provide access to the ROW and outlot developments. Shared access drives have been included for internal drives.



3D. Pedestrian Circulation

A direct pedestrian connection from the building entrance to a street sidewalk is required, along with any crosswalks needed to make this connection. Pedestrian access should be provided into and around the property and between adjacent sites. Accessible routes will be required between parking areas, buildings and to the public right-of-way.

RESPONSE: Comment is acknowledged, and infrastructure is proposed to provide access from buildings to ROW as well as to surrounding properties.

3E. Parking, Loading, and Stacking

Off-street parking is required by Section 146-4.6. of the Zoning Code. Retail sales uses require 2.5 spaces/1,000 SF GFA. Retail Sales located in shopping centers with 200,000 SF GFA or more requires 2 spaces/1,000 SF GFA. A fueling station and convenience store will require 3 spaces per 1,000 sf. Fuel pump spaces do not count toward minimum parking requirement. Section 146-4.6.5 details requirements for the design and placement of parking areas. Generally, parking areas should be located and designed to provide for adequate vehicle circulation, safe pedestrian connections, screening from adjacent sites and streets, and to avoid abutting significant stretches of adjacent streets.

RESPONSE: Comment is acknowledged. The required parking spaces have been provided for each site per these requirements.

One accessible parking space per 25 standard spaces will be required and bicycle parking is required equal to or greater than 5% of the required vehicle parking. Bicycle spaces must comply with Section 146-4.6.3.F.2, and be located in a convenient, paved, and well-lit location. Show on the site plan the location of any electric vehicle (EV) charging spaces that are proposed (initially or in the future). No more than 60 percent of the lot frontage on arterial and collector streets to a depth of 60 feet shall be occupied by surface parking. Parking requirements will be determined during the review of individual site plans. Off-street loading areas are required per Table 4.6-6. Please show the loading area location(s) and ensure they are screened from view off-site.

RESPONSE: Accessible parking has been provided for retail, fuel and grocery lots per the requirements. Additionally, bike parking has been provided for the retail and grocery. Loading areas are provided for the grocery development and will be screened per the standards.

In general, the expectation is that buildings are situated along street frontages with parking located internal to the site and to the sides of buildings. In parking lots containing more than 150 contiguous spaces, sidewalks or paths at least six feet in width and designated by painted lines, raised surfaces, or different surfacing colors or materials shall be provided within a landscaped median to provide safe pedestrian access from the farthest parking block, row, or bay to the primary entrance of each building the parking area serves.

RESPONSE: Comment is acknowledged. Parking is situated internal to the sites and landscaping median has been included in the Grocery parking area.

3F. Common Space and Amenities

The primary building is required to have a furnished, outdoor patio space located near a main entrance with a direct connection to the public sidewalk. This area should be a minimum of 400 square feet in area with a minimum dimension of 12 feet. It should be separated from parking spaces via low decorative fencing or planter boxes. The space needs to include amenities such as site furniture, pedestrian scaled lighting, and landscape amenities such as raised planters and treat cutouts. The space needs to be located at a customer entrance to the building.

RESPONSE: Outdoor patio area has been included on the west side of the retail building to serve as this use.

3H. Landscape, Water Conservation, Stormwater Management

General Landscape Plan Comments

Landscape plans shall be prepared in accordance with the Landscape Reference Manual as well as the Unified Development Ordinance (UDO). The landscape comments provided herein are based upon



the above documents. Landscape requirements within the UDO should follow Section 146- 4.7 Landscape, Water Conservation, Stormwater Management. The Landscape Reference Manual is available on-line. Please ensure that the landscape architect or designer has a copy of these documents as well as our project specific comments.

RESPONSE: Acknowledged. We have used these documents to guide our plans.

Landscape Plan Preparation

Please label all landscape sheets "Not for Construction". Landscape construction drawings are not required and therefore do not necessitate the signature, stamp and seal of a licensed landscape architect upon final approval by the City of Aurora. Landscape plans submitted with a site plan or redevelopment plan are used by the city to determine compliance with the landscape standards and for code enforcement purposes.

RESPONSE: Acknowledged. "Not for Construction" has been provided.

Landscape plans submitted for a Site Plan during the Development Application submittal process must be prepared on 24" x 36" sheets and have plant symbols, plant labels with quantities, and a plant schedule upon first submission or a complete review will not be possible and may result in additional submittals and ultimately delays in approval of the plan set.

RESPONSE: All items noted have been provided.

Green Valley Ranch Master Plan

The applicant is responsible for reviewing the Green Valley Ranch Master Plan and determining all applicable landscape conditions and requirements. Additionally, the landscape plan shall identify the streets abutting the subject site and show the streetscape as designed and approved in separately approved plans. The designer should include the plant material grayed back with a callout referencing the applicable case numbers(s). In addition, a note should be added describing the responsible party for the installation, maintenance and irrigation of the streetscape. The streetscape should be installed prior to the issuance of the certificates of occupancy for the buildings.

RESPONSE: Acknowledged and provided.

Motor Vehicle Fuel Dispensing Station (Section 146-3.3.5. OO)

The following bullet points are not necessarily an all-inclusive list of the landscape requirements found within this section. The applicant is responsible for reviewing this section of the UDO and determining all applicable landscape conditions. Shrubs may not be substituted for trees in the landscape buffer. When the building fronts the street and the fueling canopies are setback behind the building, no street frontage buffers for building perimeters are required. At the intersection of buffer strips fronting on public and private streets, a distinctive landscape area at least 10 percent larger in size than the area that would otherwise be formed by the intersection of the required buffer strips shall be provided.

RESPONSE: Acknowledged.

Sight Triangles

Include sight distance triangles per the Roadway Design and Construction Specifications document. All landscaping within the designated triangles shall not exceed 26" in height as measured from the roadway surface.

RESPONSE: Sight triangles are provided, and plant material is in conformance with code.

Section 146-4.7 Landscape, Water Conservation, Stormwater Management

The following list is not necessarily all-inclusive of the landscape requirements found within this Section 146-4.7. The applicant is responsible for reviewing this section of the UDO and determining all applicable landscape conditions.

RESPONSE: Acknowledged and reviewed.

Section 146-4.7.5.C. Required Landscaping, Curbside Landscaping

Street trees are required at a ratio of one street tree per 40 linear feet along all street frontages, public or private. Street trees shall have a minimum 2.5" caliper and be provided in the curbside landscape



when a detached walk is provided or 4'-5' from behind the back of walk when an attached walk is provided. Street trees shall be located 50' from the face of a stop sign to maintain regulatory sign visibility. Refer to Figure 4.7-2.

RESPONSE: *Provided as noted.*

In addition to the street trees, the UDO requires plantings within the curbside landscape to vary depending upon the width required by the street cross section. Curbside landscape widths three feet or less may be rock mulch, no white rock. 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 feet 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.

RESPONSE: *Buffers have been provided as noted.*

Section 146-4.7.5 D. Street Frontage Landscape Buffers

Provide a 20' wide street frontage buffer as measured from the back of walk along Picadilly Road and E. 56th Avenue (arterials), and a 10' street frontage buffer along all other streets. If no walk is provided, then from the property line. Landscaping shall consist of one tree and ten shrubs per forty linear feet of buffer length. A reduction in the buffer width may be permitted in accordance with Table 4.7-2 Required Landscaping Buffer Widths and Allowed Reductions. Landscaping shall be installed along the exterior sides of proposed fencing or walls.

RESPONSE: *Acknowledged.*

Shrubs and ornamental grasses may not be substituted for trees in the buffer unless the applicant demonstrates to staff that the site is encumbered. Encumbrances shall include overhead and underground utilities, floodplain, easements or similar. When overlapping landscape standards occur such as when building perimeter, detention/water quality and/or parking lot landscape requirements fall within the landscape buffer, they may be counted towards meeting the buffer requirements, however, the most restrictive requirements shall be met. Staff will determine whether an overlap exists once a site plan is submitted.

RESPONSE: *Acknowledged.*

No portions of buildings, including porches or patios, drive lanes, sidewalks, detention ponds, parking stalls, dumpsters or dumpster enclosures shall be permitted within the buffer.

RESPONSE: *Acknowledged.*

Section 146-4.7.5. H. Special Landscape Buffers for Development Adjacent to I-70, I-225, E-470, Public Parks, Open Space and Trails

A 25' wide special landscape buffer is required along boundaries adjacent to city open space. The buffer shall contain one tree and 10 shrubs per 25 linear feet of buffer for industrial development, and one tree and 10 shrubs per 30 feet when the site contains any other type of development.

RESPONSE: *Acknowledged.*

Section 146-4.7.5.E.2.b. Non-Street Perimeter Buffers

Provide non-street perimeter buffers along all the external boundaries that are not adjacent to a street. Non-street perimeter buffers shall not be required between the same or differing land uses within multiple phases of a single approved Site Plan. Buffer widths are identified in Table 4.7-2 and buffers may be reduced when a buffer reduction feature is utilized. While the buffer widths are less restrictive, plant quantities remain consistent. When adjacent to other, non-residential developments, the buffer shall include one (1) tree and five (5) shrubs per 40 linear feet of the property boundary. At least 30% of the tree species shall be evergreen.

RESPONSE: *Acknowledged.*



Plant material shall be chosen based upon its ability to provide appropriate screening and shall be selected to reach a mature height of no less than five feet. Perennials shall only be used as accents and may not count toward the buffer requirement. Shrubs and ornamental grasses may not be substituted for the tree requirement unless the site is encumbered. Refer to the UDO for what is considered an encumbrance. While Junipers are commonly used for buffer screening, alternative plant material shall be integrated that are better suited to winter snow loads and provide year-round visual interest. Refer to the UDO for an alternative plant list.

RESPONSE: Acknowledged.

Section 146-4.7.5 J. Building Perimeter Landscaping

Building perimeter landscaping is required when building elevations face public rights-of-way, residential neighborhoods, public open space, or whenever an entrance door is present. Landscape each elevation with one tree equivalent per each 40 linear feet of elevation length. Building perimeter landscaping provided within 20' of the building face may count towards the building perimeter landscaping requirements including landscaping provided within parking lot islands. Depending upon the length of the building, landscaping may need to be pro-rated if less than 40 linear feet. Landscaping shall be broken down by building face and not as an entire entity.

RESPONSE: Acknowledged.

Section 146-4.7.5 K. Parking Lot Landscaping

Both interior and exterior parking lot landscaping is required for all proposed parking lots. No parking row shall exceed 15 spaces without an intervening landscaped island, median or landscaped peninsula. All parking rows must terminate with a landscaped island. The perimeter of all parking lots shall be screened from public rights-of-way, public open space and adjacent property with one or a combination of methods shown in this section. If required, street and non-street frontage landscape buffers may be combined with the parking lot screening requirements to satisfy both if the two requirements should overlap. City staff will determine whether the overlap exists once a formal site plan submittal is made.

RESPONSE: Acknowledged.

When not integrated as part of a required buffer, a minimum four-foot planting bed shall be provided around the perimeter of the parking lot. Parking lot screening shall consist of a berm between three to four-foot tall with a maximum slope of 3:1 in combination with evergreen and deciduous trees and shrubs. Screening should be integrated with streetscape plantings whenever possible. If berms are not practical, then one of the following options shall provide equivalent screening:

- a. A low continuous hedge between three to four-foot tall planted in a double row at three feet on center in a triangular pattern or;
- b. A decorative masonry wall between three to four-foot tall in combination with landscaping.

Shrubs must reach a height of three feet at maturity and at least 50% of the shrub material shall be flowering species. Large shade and evergreen tree species and/or small tree or large shrub species shall be used as accents throughout the screen planting in conjunction with buffer and street frontage plantings to offset the horizontal lines of a typical shrub bed. Ornamental grass is not permitted to screen parking lots.

RESPONSE: Acknowledged.

Also provide and landscape each parking lot island with one tree and six five-gallon shrubs per 9' X 19' island and two trees and 12 shrubs per 9'X 38' island. Ornamental trees may be used as accents at the ends of parking rows but shall not be used as the primary shade tree within the parking lot.

RESPONSE: Provided as noted.

Section 146-4.7.8. B. 2.b. Service, Loading, Storage and Trash Area Screening

All service, loading and storage areas visible from residences, public or private streets, public open spaces or trails shall be screened by fences, walls, berms, or any combination of those items with



landscaping. Chain link fencing is not permitted for this purpose. If walls are used, they shall not exceed six feet in height. Landscaping shall accompany all wall and fence screening on the exterior side. Landscaping shall consist of one tree and 10 shrubs per 40 linear feet.

RESPONSE: Acknowledged.

All trash dumpsters and recycling bins must be enclosed and setback at least 12 feet from adjacent properties when adjacent to residential or commercial uses. Dumpsters shall have a wall or opaque fence at least six feet in height on three sides and accompanied by landscaping on the exterior side to soften the appearance of the wall and/or fence. Evergreen plantings are required along the exterior.

RESPONSE: Comment is acknowledged and proposed dumpsters are proposed to meet these requirements.

Section 146-4.7.5 L. Site Entryways and Intersections

Provide a distinctive landscape feature at each site entrance. Distinctive landscape features should consist of specimen quality plant material that will provide visual interest during all seasons. This is often provided around any proposed signage and/or monumentation.

RESPONSE: Provided as noted.

Section 146-6.7.8.B.1. Mechanical Equipment Screening Standards

Ground mounted mechanical equipment shall not be located between a primary building façade or a patron or resident parking lot and a street or public open space. Screening shall consist of landscaping, a decorative wall or fence.

RESPONSE: Mechanical equipment will be mounted to roof or screened via a decorative wall at the rear of the building.

Section 146-4.7.3 M. Detention and Water Quality Ponds

The city encourages applicants to utilize Low Impact Development (LID) techniques as permanent best management practices (BMPs). Some examples of LID techniques are depicted in the images below and include permeable pavements, vegetative swales and rain gardens.



Applicants may propose their own BMPs or work with the City of Aurora's Water and/or Public Work's Departments.

All detention pond facilities shall be approved by the Aurora Public Works Department. The area within the tract surrounding the pond shall contain a minimum of one tree and 10 shrubs or the approved tree and shrub equivalents per 4000 square feet above the 100-year water surface elevation. When overlapping landscape standards occur such as when buffers, detention/water quality and parking lot landscape requirements fall within the buffer, they may be counted towards meeting the buffer requirements, however the most restrictive requirements shall be met.

RESPONSE: Acknowledged.

Section 146-4.8.3. C. Irrigation

All developments shall install an automatic irrigation system for landscape areas. To assess irrigation tap fees, the Water Department will require 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 the quantities along with a plan that clearly delineates these areas should be provided. Contact Timothy York at 303.739.8819 or tyork@auroragov.org regarding irrigation plan requirements and application fees. An irrigation permit is required prior to the installation of an irrigation system.

RESPONSE: Acknowledged.

3I. Building Design Standards

Section 146-4.8 of the UDO contains specific standards for the design of buildings, and additional standards may be included in the MP. 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. Please be advised, EIFS is not a permitted building material.

Section 146-4.8.9 outlines standards for large format retail structures. Included in the standards are requirements for pedestrian scale details, façade design and articulation, material changes including color and texture, and defining customer entrances.

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

Table 4.8-1
Building Design Standards Applicability by Building Type
Adjustments for Affordable Housing Structures appear in Sections 146-4.8.5 and 146-4.8.6

Standard	Single-family detached or two-family dwellings	Single-family attached	Multifamily buildings	Single-story non-residential buildings	Multi-story mixed-use or non-residential buildings	Large-scale retail large format-over 75,000 sq. ft. gfa.
General building design standards						
Design variety	✓					
Distribution of masonry and architectural features	✓					
Windows	✓					
Building orientation and spacing			✓	✓	✓	✓
Massing and articulation						
Horizontal articulation		✓	✓	✓	✓	✓
Vertical articulation	✓		✓	✓	✓	✓ [1]
Maximum building length			✓	✓	✓	✓
Building materials						
Primary building materials	✓		✓	✓	✓	✓
Masonry standards		✓	✓			
Four-sided building design						
Façade character elements			✓	✓	✓	✓
Entry design			✓	✓	✓	✓
Roof design						
Roof materials	✓		✓	✓	✓	✓
Roof form	✓		✓	✓	✓	✓
Screening of mechanical equipment						
Rooftop equipment	✓		✓	✓	✓	✓
Ground-mounted equipment	✓		✓	✓	✓	✓
Garbage storage areas			✓	✓	✓	✓

Notes:
[1] Only applies when more than two stories or over 30 feet tall.

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. Architectural details shall be continued on all four sides of the buildings to prevent the back of house appearance. See the table below for applicable building design standards and ensure that the building elevations meet all applicable requirements.

All rooftop mechanical equipment shall be screened from view from a point four feet above grade level on each property line with an abutting property, and from a point four feet above grade from each sidewalk on the far side of each adjacent street, or if there is no sidewalk then from a point five feet above grade at the curb line on the far side of each adjacent street. Ground and wall-mounted equipment shall be located along or on secondary building faces, and not on primary building faces, to the maximum extent practicable.



RESPONSE: Design of the building will incorporate and adhere to the standards of Section 146-4.8 (and subsections) of the UDO, especially those listed above. Note, there is no EIFS in the design of the building.

3J. Exterior Lighting

Standards for exterior lighting are found in Section 146-4.9. Show typical details of lighting on the plan and on building elevations. Lighting should meet neighborhood protection standards adjacent to planned residential uses which include limitations on lighting height is shielding of light sources away from adjacent residential uses.

RESPONSE: Photometrics plans will be designed to meet these requirements.

3K. Signs

Section 146-4.10 governs signage standards, as well as the Urban Design Standards (Tab 10) of the MP. Please review this section for complete details. Show the location of any monument signs on the plans and indicate the location of wall-mounted signs on the building elevations. The use of multi-tenant monument signage is strongly encouraged to minimize sign clutter along major arterials.

RESPONSE: Wall mounted signs are included on the elevations and monument signs for the development are included on the site plan.

4. 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: No Adjustment Requests are required at this time.

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: Comment is acknowledged, and CAD submittal will be completed at final submittal.

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: Comment is acknowledged, all SHX items will be removed when PDF submittals are made to the City.

5C. Mineral Rights Notification

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: *We have contacted our Case Manager and scheduled a pre-submittal meeting on September 16th.*

Community Participation:

The City of Aurora promotes citizen participation in the development review process. One way to promote this participation is through a community meeting. 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. Occasionally, it will be necessary to hold a community meeting to discuss the application. Your Planning Case Manager can assist and inform you if a community meeting will be required.

RESPONSE: *Galloway will work with RNOs and adjacent property owners, as needed.*

Community Meetings:

Currently, the city is utilizing Kerri Drumm with Purpose Aligned Consulting to facilitate these meetings. Please work with your assigned Planning Case Manager to schedule these meetings.

These community meetings allow applicants an opportunity to present their proposal to adjacent neighborhoods and any impacted citizens. The meetings also allow residents to share their questions and opinions about the proposal to both the applicant and City staff.

All meetings with registered neighborhood organizations should also include the Planning and Development Services Department Case Manager so that questions concerning the UDO and land use procedures can be properly addressed. The applicant will be expected to take meeting notes and include any project-related commitments that are made to the community at these meetings. After the meeting, please continue to work with the organizations that express interest in your project to address comments and mitigate concerns.

Additional information about Community Meetings can be provided by reaching out to the Planning Case Manager for the application or by visiting the Planning and Development Services page of the city website.

You can also find adjacent neighborhood groups associated with your site via this link: [Aurora Registered Neighborhood Associations - HOAs \(arccgis.com\)](#)

RESPONSE: *Galloway will work with RNOs and adjacent property owners, as needed.*

Energy and Environment Development

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 Energy & Environment Division can assist with providing additional information.

Please be advised there is a regional natural gas pipeline running along the north side of the proposed project area belonging to Colorado Interstate Gas Co.

RESPONSE: *Thank you for providing this information, we will reach out with any questions or concerns.*

The City of Aurora has no authority or control over subsurface well equipment or operations. Contact the Colorado Energy & Carbon Management Commission (ECMC) for more information.

Should you have any questions about oil and gas development, please reach out to Jeffrey S. Moore, Manager of the Energy & Environment Division.



RESPONSE: Thank you for providing this information, we will reach out with any questions or concerns.

Parks, Recreation & Open Space Department (PROS)

Based on your proposal, the following information has relevance to the determination of PROS' requirements for this project:

The location and alignment of the proposed trail should be indicated on the site plan in accordance with the most recent Green Valley Ranch Master Plan Amendment. Coordinate with the master developer to ensure the concept plan is consistent with required Master Plan land uses.

If the developer for this application is responsible for arterial roadway improvements on E. 56th Avenue, contact PROS for additional guidance regarding landscaped median requirements.

RESPONSE: The proposed trail will be designed by the Master Developer and will be included on the Roadway plans for 56th Avenue.

Aurora Water

Utilities

Aurora Water will receive a referral of the Site Plan and Subdivision Plat for review and comment. Please respond to all Water Department comments with your initial submittal.

Key Issues.

- Extension of public water/sewer per the MUS; provide conformance letter.
- A looped water supply is required to support fire hydrants and private fire lines.
- 26' U.E. for water/sewer. 10' U.E. for hydrants and water meters.
- Water meters must be in a landscaped area.
- Water fixture unit tables required.
- All buildings must have frontage to mains for service connections.
- SWMP and report required.
- Water quality and detention required. Drainage easements required for private ponds & storm water conveyance.

RESPONSE: Key issues are acknowledged, and a majority of these items will be provided at the civil plan submittals. Easements have been provided for proposed utility infrastructure.

Utility Services Available:

- Water service may be provided from: Extension of mains per MUS.
- Sanitary sewer service may be provided from: Extension of mains per MUS.
- Project is located on the following Map Page: 96S

RESPONSE: Utility extensions are to be provided by Master Developer ISP that will bring utilities to this development.

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.
- All utility connections in the arterial roadway are required to be bores.

RESPONSE: Utility plan is provided in this plan to show the following required information.

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: Comment is acknowledged, and general utility design criteria has been followed for the site design.

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. Thank you.

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".

Key Issues:

- A preliminary drainage report (PDR) shall be submitted with each site plan. Detention and water quality/EURV shall be in conformance with the master drainage study. Ensure that the assumptions made for imperviousness in the master study are consistent with the proposed site. Downstream drainage facilities must be installed prior to onsite paving and must be accepted with an approved pond certificate prior to issuance of TCO/CO.
 - o Detention, water quality and storm infrastructure shall be provided for all adjacent and required roadway improvements.
 - o The Master Plan amendment for this area should be approved prior to approval of the PDR.

RESPONSE: Comment is acknowledged, and PDR is included in submittal. It is acknowledged that the MP Amendment is to be approved prior to PDR approval.

- The ISP for the infrastructure required with this planning area shall be approved prior to the approval of this site plan.

RESPONSE: ISP is designed by master developer team and shall be approved prior to site plan.

- Public improvements for this development shall be in conformance with the Public Improvement Plan (PIP).

RESPONSE: Comment is acknowledged and Public Improvements design by master developer shall follow the PIP.

- Please coordinate with Skydance and pond 840.

RESPONSE: Coordination has continued between Oakwood Homes and Skydance for the design of the outlet to the Pond 840. Master Drainage Reports have been followed

- A drainage report review checklist should be completed and signed by a professional engineer and uploaded with the report first review. The checklist can be located at:
<https://www.auroragov.org/cms/One.aspx?portalId=16242704&pageId=16533628>

RESPONSE: Checklist will be provided and signed in first submittal to the city.

- The lowest point of entry (LPE) shall be minimum one-foot above all emergency overflow elevations and all 100-year ponding and flow depths.

RESPONSE: Comment is acknowledged and design has been to maintain 1 foot of freeboard.



- Note that for all preliminary drainage reports (PDR), review fees will be limited to the first three reviews. If additional reviews are required, fourth and greater, then new fees will be required.

RESPONSE: Comment is acknowledged for review fees.

- This site will be subject to Ordinance No. 2022-46 pertaining to the use of turf and water features.

RESPONSE: Acknowledged.

- The City of Aurora has an updated drainage criteria manual which should be used for this and all future submittals. It is highly encouraged that you read section 1.5 SIGNIFICANT UPDATES BY CHAPTER to determine changes in the city's criteria. The manual can be downloaded at: https://cdns5-hosted.civiclive.com/UserFiles/Servers/Server_1881137/File/Business%20Services/Development%20Center/Water%20&%20Other%20Utilities/2023/Storm%20Drainage/CoA%20Storm%20Drainage%20Criteria%2009NOV2023.pdf

RESPONSE: Comments is acknowledged and Drainage Criteria Manual has been referenced for the design of the proposed storm system & PDR.

- 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: Comment is acknowledged and ongoing coordination is being had between master developers to reference relevant design information of other reports.

- Refer to (RSN 1611254 Master Plan – Under Review)) for supporting information related to your site.

RESPONSE: Comment is acknowledged and Master plan will be referenced.

- 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 Planning Department application submittal. A review fee shall be paid to the city prior to acceptance of the preliminary drainage report. Full spectrum detention is required for this project.

RESPONSE: A preliminary drainage report will be submitted with the site plan submittal and is understood to be approved prior to Site plan and Plate approval.

- The site is located within 5 miles of Denver International Airport. Pond drain times for sites adjacent to air operations areas are limited by FAA recommendations contained in Advisory Circular 150/5200-33C dated 2/21/2020 and by additional guidance specific to Denver International Airport. These drain time limitations are intended to minimize wildlife attractants and potential interference with air traffic. The drain time limitations preclude pond designers from obtaining the full drain times recommended by the Mile High Flood District (MHFD) for Water Quality Capture Volume (WQCV) and Excess Urban Runoff Volume (EURV). The total drain times for ponds within this area is 48 hours.

RESPONSE: Comment is acknowledged and shall be followed for design of Pond 840 and public detention pond at SE corner of Piccadilly and 56th. Reference master drainage report.

- 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 the City shall be initiated in such case at the Master Plan level or as soon as determined with any proposed development.

RESPONSE: Comment is acknowledged and coordination shall continue during design process.

- 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: Comment is acknowledged and will be required for master developer of Pond 840.

- Detention of storm drainage is supported by offsite ponds. If offsite ponds are supporting this development a pond certificate is required prior to TCO/CO. Include approved pond certificates or timing of the certificate submittals in the first submittal of the preliminary drainage report. The drainage map used in the design of the pond should be included and illustrate that this site is in compliance with the assumptions.

RESPONSE: Comment is acknowledged and Pond Cert to be completed prior to CO.

- Release rate for the detention pond shall be based upon Table 10-2 using simplified equations.

RESPONSE: Comment is acknowledged, and Pond 840 by master developer will be designed to these requirements.

- Per the 2023 Roadway Design Manual: The slope away from the building shall have a minimum grade of five (5) percent for the first ten feet or to the property line, whichever occurs first, then a minimum of two (2) percent until the slope reaches the swale around the building. If physical obstructions or lot lines prohibit the ten feet of horizontal distance, a five (5) percent slope shall be provided to an approved alternative method of diverting storm runoff away from the foundation. Swales used for this purpose shall be sloped a minimum of two (2) percent. In no condition shall the bottom of the swale at its highest point be less than Submittal Requirements and Procedures 2-32 2023 six inches below the grade at the foundation of any adjacent structure. Impervious surfaces within ten feet of the building foundation shall be sloped a minimum of two (2) percent away from the building.

RESPONSE: Comments is acknowledged, impervious surface are proposed at the buildings and shall meet these slope requirements except for locations of ADA accessibility.

- Per the 2023 Roadway Design Manual: Storm water from concentrated points of discharge from a 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: Comment is acknowledged and chase drains will be proposed in locations of concentrated discharge at grade.

- 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: Comment is acknowledged, and no concentrated flow are to be directed across sidewalk.

- See section 3.20 EASEMENTS AND TRACTS for specific information for maintenance access for channels, ponds, and all other storm features.

RESPONSE: Comment is acknowledged, and easements will be provided for relevant storm infrastructure.

- 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: Storm infrastructure will be developed by master developer's construction and need to be in place prior to construction of 56th Marketplace development.

- Stormwater Conveyance - Notification of Adjacent Property Owners link: https://cdns.m5-hosted.civicle.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: Development will notify north Skydance development

- Digital files supporting this submittal should be uploaded at the time of first review, examples are MHFD Detention files.

RESPONSE: Comment is acknowledged, and calculations will be included in appendices of first PDR submittal to the city.

Public Works Department

Traffic Engineering will receive a referral of the Site Plan, Subdivision Plat, and Civils for review and comment.

Key Issues:

- A Detailed Traffic Impact Study (TIS) will be required for this development. See below for additional information.
 - If an interim roadway/access network is proposed, a traffic analysis for this condition would be required.

RESPONSE: Comment is acknowledged, and an analysis of the proposed network will be provided.

- The current PIP is not identifying 'Road A' as signalized, only RIRO. PIP compliance as well as Traffic calming elements will be an area of focus of review for this site. See TIS requirements below.

RESPONSE: Comment is acknowledged, a signal warrant analysis of Road A will also be included.

- 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 (both 56th Avenue and Picadilly Road).

RESPONSE: Comment is acknowledged and will be provided in the 56th roadway design plans

- 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.
- Signalization escrow will be required for all intersections identified in the traffic study requiring signalization. See below for additional information.
RESPONSE: Acknowledged. Thank you.
- Show all adjacent and opposing access points on the Site Plan.
RESPONSE: Access points are depicted on the site plan.
- Traffic is concerned with the site access across from Maxwell Place on Picadilly Road. The traffic study and site plan will be referred to the City of Denver to review a recommended closure of the Picadilly Road median to ensure the site access will maintain compliant right-in/right-out operation and that Maxwell Place right-in/right-out operation is sufficient.
RESPONSE: Comment is acknowledged, and an analysis of this intersection will be provided to the City of Denver.
- Label the access movements on the Site Plan. Provide vehicle turning templates for each site access as well as for internal site circulation.
RESPONSE: Include exhibit of truck turn movements in this SP submittal.
- 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 to landscape plans: 'All proposed landscaping within the sight triangle shall be in compliance with COA Roadway Specifications, Section 4.04.2.10'
RESPONSE: Sight triangles have been provided and plant material is in conformance.
- 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: Note has been added to site plan sheets.**

ROW/Plat:

- Designate Public Access Easements along the site access drives to the buildings.
RESPONSE: Access Easements have been designed within the development
- Traffic signal easements shall be required at the proposed signalized intersections to accommodate proposed traffic signal pole, underground conduits, pull boxes and signal control cabinet.

RESPONSE: Coordination with Dewberry on layout will be conducted as design advances.

Improvements:

- The developer is required to coordinate with the City of Denver regarding closing the Picadilly Road median at Maxwell Place to help facilitate right-in/right-out operations at this proposed intersection.



RESPONSE: Acknowledged. Thank you.

Traffic Signal Escrow:

- The intersections of 56th Avenue & Picadilly Road, 56th Avenue & Site Access Roadway and Picadilly Road & 54th Avenue are potential candidates for a future traffic signals if and when signal warrants are met. As an adjacent land owner/developer, you must participate in the cost of the traffic signals installation. Add the following note to the Site Plan for each individual intersection:
 - **(Applicant/owner name, address, phone)** shall be responsible for payment of 25% of the traffic signalization costs for the intersection of and, 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: Acknowledged. Thank you.

Traffic Impact Study:

- A Traffic Impact Study will be required for this site which will include addressing the following specific items:
 - 1) Existing, buildout and 2050 average daily traffic counts.
 - 2) Trip Generation to/from the site. Base pad sites on known or probable expected tenants. Utilize the most current edition of ITE's Trip Generation Manual, or the average of three (3) similar tenants generated rates, if applicable.
 - 3) Site Circulation Plan and interior intersection control
 - 4) Include detailed analysis of:
 - a) All site access points
 - b) Intersections of 56th Avenue at Picadilly Road, 54th Avenue at Picadilly Road and 56th Avenue at Road A access.
 - 5) Signal Warrant Analyses of 56th Avenue at Picadilly Road, 54th Avenue at Picadilly Road and 56th Avenue at Road A access – Warrant 1,2,3 all to be included (collect 72 hr tube counts for analysis)

The Traffic Study shall be prepared in accordance with the City of Aurora Traffic Impact Study Guidelines.

RESPONSE: Comment is acknowledged, and these items will be provided.

Submitting the Traffic Study:

- The Traffic Study shall be sent directly to Dean Kaiser [at djkaizer@auroragov.org](mailto: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: Comment is acknowledged.**

Engineering Division

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:

- Public Improvements shall be provided in conformance with the Green Valley Ranch East (GVRE) Public Improvement Plan (PIP) Amendment (RSN 1596069) – and include any infrastructure required by Planning Areas (PA-47, PA-48, PA-53, PA-54, and PA-58), including but not limited to:
 - The east half section of N Picadilly Road, the south half section of E 56th Avenue, the west half section of Tibet Road, and per the GVRE PIP, it is assumed that the full width of E 52nd Avenue from Picadilly Road to Tibet Road will be existing prior to the development of the previously listed planning areas.
RESPONSE: Comment is correct and road infrastructure is to be completed prior to the marketplace Development.
 - Public Works Engineering would support a Master Plan update (or an adjustment to the in-process PIP Amendment), to modify and shift the planning area boundaries so that they better serve this project.
RESPONSE: MP update is in the process of being resubmitted to the City.
 - As shown currently, an update will be required if the open space PA-58 is not planned.
RESPONSE: MP will need to be revised as open space is currently within the marketplace site. Coordination has been completed with Master Developer to adjust.
 - Per the PIP, the intersection of Road A and E 56th Avenue is currently shown to be a RI/RO intersection and not a signalized intersection.
RESPONSE: Design of the MP to be updated to reflect this revision in the TIP.
- The in-process masterplan amendment needs to be completed prior to the site plan for this project being accepted. This is because the PIP identifies the responsibilities for public infrastructure adjacent to the defined planning areas.
RESPONSE: Acknowledged. The MP update is in the process of being resubmitted to the City.
- Any infrastructure identified in the in-process infrastructure site plans for the included planning areas is required to be completed prior to obtaining a TCO/CO for the project.
RESPONSE: Comment is acknowledged. Infrastructure to be completed by others must be constructed prior to the KS site receiving CO.
- Since the current layout of the Road A cul-de-sac as currently shown is too long per section 4.04.1.05 of the Roadway Manual, Public Works Engineering would support the connection of Road A and E 52nd Avenue as shown currently as a dotted line connection. We would look for these private streets to be built to public street standards.
RESPONSE: The design and submittal for Road A and E 54th Avenue extensions will be submitted by others.
- Ensure continued coordination with the adjacent developments and jurisdictions, including Skydance to the north, City and County of Denver to the west and Green Valley Ranch East.
RESPONSE: Comment is acknowledged, and coordination will be continued with the developments and City of Denver.
- All private streets must be built to public street standards.
RESPONSE: Comment is understood and is not applicable as no private streets are proposed.
- Provide curb returns and ADA accessible and compliant curb ramps at all proposed accesses.



RESPONSE: Curb returns, and ADA ramps are provided at all access.

- The updated Roadway Manual has been adopted as of February 1, 2023. The link to the updated Roadway Manual can be found below.
RESPONSE: Comment is acknowledged, and Roadway Manual has been referenced in design approach.
- The City has updated its civil plan submittal intake process which became effective June 26, 2023. A civil plan pre-submittal is no longer required. Please review the new submittal instructions here.
RESPONSE: comment is acknowledged for civil plan submittal stage.
- 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: Comment is acknowledged and website will be used to find older documents if needed.

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.
RESPONSE: Comment is acknowledged and details have been referenced in roadway design.
- 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.
RESPONSE: Comment is acknowledged and 6" curbs with 12" gutter has been proposed onsite.
- 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: Curb ramps are shown on site plan and called out for reference.
- 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.
RESPONSE: Comment is acknowledged, and Radii curb returns are proposed.
- 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.
RESPONSE: Comment is acknowledged, and Bike railings are not anticipated to be needed for this development.
- 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 walls that fall under the specifications listed in Table 4.02.7.03 in the Roadway Manual. Please refer to Section 4.02 of the Roadway Manual for additional retaining wall requirements.
RESPONSE: Comment is acknowledged and currently there are no retaining walls proposed.



- 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.
RESPONSE: Comment is acknowledged, no drive slopes have been designed to exceed 4%.
- 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.
RESPONSE: Comment is acknowledged, No gates are proposed as part of the development.
- 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. Streetlight locations shown on the site plan are conceptual. The streetlighting plan shall be included with the Civil Plan submittal and will determine final streetlight locations based on a photometric analysis.
RESPONSE: Comment is acknowledged and streetlights shall be designed by the Master Developer Roadway Plans (ISP).

ROW/Easements/Plat:

- ROW dedication is required for public streets.
RESPONSE: Comment is acknowledged and ROW dedication will be provided for public streets Road A and 54th by the master developer.
- 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: Radius have been proposed at the property corners intersecting Picadilly and 56th.
- 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.
RESPONSE: Comment is acknowledged and sidewalk easement are not expected to be required.
 - A drainage easement shall be required for any detention/water quality facilities on site. This drainage easement shall tie to a public way. Please coordinate with Aurora Water for their alignment.
RESPONSE: Comment is acknowledged. No Detention or water quality features are expected to require easements within the marketplace site.
 - Utility easements shall be required for any proposed water/sanitary sewer/public storm sewer located outside of public right-of-way. Please coordinate with Aurora Water for their alignment. 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: Utility easements have been proposed within the public access and fire access easements.

Fire/Life Safety Comments - Building Division



The Building Division will receive a referral of the Site Plan and Subdivision Plat for review and comment. They will review these documents for Life Safety (Fire Code) and Building Code issues.

Key Issues:

At this initial phase of the development process the Fire/Life Safety comments will be focused on the forthcoming annexation agreement, master utility, master traffic study, infrastructure, PIP and Master Plan submittals. Primarily our groups review will be the establishment of two points of emergency access, off-site infrastructure, internal site connectivity and a looped water supply to the overall site. The Aurora Building Division currently utilizes the adopted 2021 International Codes Series except for the 2023. NEC.

RESPONSE: *Acknowledged. Thank you.*

Advisory Comment:

On behalf of the Aurora Fire Department, all plan reviews, permits, and inspection associated to site plans, civil plans, platting documents, the International Fire Code and fire protection systems are conducted by the Aurora Building Division's Fire/Life Safety Group. Please avoid contacting Aurora Fire Rescue or the Fire Prevention Bureau with associated questions since they will only differ your inquiries to the Aurora Building Division Fire/Life Safety Group.

RESPONSE: *Acknowledged. Thank you.*

Accessibility Requirements:

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

Accessibility Requirements - [Commercial](#)

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 numbers in the manner provided in the Aurora City Code of Ordinance, Chapter 126 - Article VII - Numbering of Buildings.

Based on the pre-application meeting discussions it appears that two independent uses for an apartment and hotel could be utilized within this site. This option of two independent uses would require two independent addresses, and the independent addresses would require independent utility services.

RESPONSE: *Building number will be provided in adherence to Aurora City Code of Ordinance, Chapter 126 - Article VII - Numbering of Buildings once that number has been assigned by the City of Aurora.*

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](#).

RESPONSE: *Comment is acknowledged, and setbacks are included on site/civil plans.*

As of Jan. 8, 2022, the City of Aurora has adopted the 2021 International Codes and the 2023 National Electrical Code.

RESPONSE: *Acknowledged. Thank you.*

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.

RESPONSE: *Comment is acknowledged and material will be included in Civil Plan Submittal.*



[Grading Plan](#)
[Handicap Accessible Parking Signs](#)
[Sign Package](#)
[Signature Block](#)
[Street Standards and Street Section Details](#)
[Warehouse/Distribution Facilities Storing High-Piled Combustible Storage:](#)

Emergency Responder Communication Coverage:

The 2021 International Fire Code requires all buildings to be assessed for adequate emergency responder radio coverage.

The 2021 International Fire Code (IFC) requires all buildings to be assessed for adequate Emergency Responder Radio Coverage (ERCC). At the time the structure is at final frame and final electrical inspections, the General Contractor (GC) will be required to hire an approved and qualified independent 3rd party to assess the radio frequency levels within the structure. Once completed, the 3rd party will provide the results of the test to both the GC and the Aurora Building Division as to whether the structure passed or failed the preliminary radio surveillance. A structure that has passed this surveillance requires no further action by the GC. A failed radio surveillance will require a licensed contractor to submit plans to the aurora building division to obtain a building permit for the installation of an ERRC system prior to installation. This assessment and installation are at the owner or developer's expense. Future interior or exterior modifications to the structure after the original Certificate of Occupancy is issued will require a reassessment for adequate radio frequency coverage.

Core and shells structures will not require this assessment, but the tenant finish that follows and prior to issuance of the certificate of occupancy will be required to conduct this assessment, install a system where needed.

RESPONSE: Acknowledged. Thank you.

Where required in new buildings:

All building construction types will be assessed for adequate radio frequency levels.

- Exception: Group R- 3 occupancies; single-family dwellings, townhomes.

The total building area is 50,000 square feet or more without basements.

The total (single level) basement area is 10,000 square feet or more.

Buildings 4 stories in height or greater.

Use of building products such as low-emission glass.

Building is within the shadows of other buildings.

High piled storage Systems.

The fire code official determines that acceptable radio coverage is needed for the safety and effectiveness of emergency responders.

RESPONSE: Acknowledged. Thank you.

Fire Department Access:

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

Designated Fire Lane
Fire Lane Easement

- Buildings less than 30' in height require only a 23' wide fire lane easement with 29' inside and 52' outside turning radii. Buildings greater than 30' in height require a 26' wide fire lane easement with a 26' inside and 49' outside turning radii.



RESPONSE: Fire lane has been depicted 30' wide to match drive width through the site meeting the IFC requirements.

- Buildings greater than 30' in height are regulated by the 2021 IFC Section D105 and require both a 26' Fire Lane Easement and two points of emergency access. Typically, the 26' fire lane easement is located on the front main entry side of the structure within a minimum of 15' and a maximum of 30' from the exterior wall of the building. Structures greater than 30' in height also require a second point of emergency access.

RESPONSE: Fire lane has been depicted at front of building and is shown as 30' wide to match drive width through the site meeting the IFC requirements.

Public Street Adjacent to Site

- Structures greater than 30' in height and adjacent to a public street must provide a 26' wide fire area capable of accommodating aerial fire apparatus (ladder trucks). The intent is to establish a fire apparatus parking area no greater than 30' and no less than 15' from the exterior wall of the structure. This fire apparatus area must be posted as "No Parking-Tow Away Zone" to ensure availability for fire apparatus.

RESPONSE: Fire lane has been depicted at front of building and curbing shall be painted as no parking zone to meet this requirement.

Fire Hydrants:

The number and spacing of fire hydrants are determined using the 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.

Based on the proximity of the structure to existing fire hydrants, Fire/Life Safety is asking for additional fire hydrants to support this site. Please show and label existing fire hydrants abutting this site on the site plan submitted to the Planning Department and Civil Plans submitted to Public Works.

RESPONSE: Proposed fire hydrants have been shown throughout the site meeting these standards and providing accessibility to the entire development.

Three lane roadways without medians require fire hydrants every 500' on alternating sides of the street. Please show any known site entry points to the north and south sites. Show and label any existing or proposed fire hydrants within 500' of this site development area. The fire/life safety group will assist in the placement of fire hydrants to ensure only the hydrants needed to support the site are provided.

RESPONSE: Comment is acknowledged and fire hydrants within 56th and Picadilly ROW to be designed with ISP sets by others.

An onsite looped water supply will be needed where there are two or more fire appliances, such as fire hydrants and fire service lines supporting a fire sprinkled structure.

RESPONSE: Comment is acknowledged, and a looped water system is provided for the development.

A fire department connection will be required at the front main entry side of the structure. A fire hydrant will be required within 100' of the fire department connection.

RESPONSE: FDC will be located at the front of the building and fire hydrants have been proposed within the front planners to be within 100' of FDC.

Please show the location of all fire hydrants within 400' of this site. Where fire hydrants are outside the boundaries of the site plan you can indicate the distance using a fire hydrant label or symbol with an arrow and distance.

RESPONSE: Existing Fire hydrants within the ROW that are within 400' of the site are shown on Site plans for reference.

Fire Sprinkled Structures:



The requirements for the installation of a fire sprinkler system are provided within Chapter 9 of the 2021 IFC and IBC.

General Comments:

Based on the size of the proposed use of the structure it does appear that a fire sprinkler system would be required. The IFC/IBC requirements for fire sprinkler systems mandate when a system is required, and the notes provided should only be used if the size of the structure changes or a voluntary system is installed.

RESPONSE: Building will be fully sprinklered and will be designed and implemented by an approved Fire Sprinkler Contractor licensed to provide services in the City of Aurora.

Commercial Cooking Equipment utilizing a Type I Hood will require a kitchen hood suppression system.

RESPONSE: Any Type I Hood will include a kitchen hood suppression system that is typically a deferred submittal/separate permit.

Based on proposed structure(s) proximity to the adjacent streets a fire lane easement is typically required for a site such as this one. The drive lane providing access to the fire department connection should reflect the ability to sustain an 85,000 lb.-imposed weight limit for a fire apparatus setting up adjacent to the fire department connection. This will ensure fire apparatus do not damage the road surface in this area.

RESPONSE: A fire lane has been proposed for the development and heavy duty asphalt will be proposed through all fire accesses.

Fire sprinkled structures will require fire apparatus access to the fire department connection (FDC). Where the FDC is located interior of the site a dedicated fire lane easement will be required to ensure fire apparatus the ability to access the FDC.

RESPONSE: A dedicated fire lane and easement will be provided in the project design to allow access to the fire department connection (FDC).

Hazardous Materials:

Per the 2021, IFC Chapter 50 – A permit through the Aurora Building Division is required to for the prevention, control and mitigation of dangerous conditions related to storage, dispensing, use and handling of hazardous materials. To download a copy of the hazardous materials inventory statement checklists please visit our web site by clicking on the hyperlink provided.

RESPONSE: Hazardous Materials Permit will be applied for through the Aurora Building Division if applicable and submitted as a separate permit.

Knox Hardware:

Where access to or within a structure or an area is restricted because of secured openings or where immediate access is necessary for lifesaving of fire-fighting purposes, the fire code official is authorized to require a key box to be installed in an accessible location.

Approved Knox Hardware is required for new and existing buildings at the main entry of the structure, at the exterior door of a fire riser/fire pump room and at the fire department connections (caps/plugs). Please label and show these Knox devices on the site plan submitted to the Planning & Development Service Department.

RESPONSE: Approved Knox Hardware will be provided outside main entry doors, at the fire department connections, and the exterior door closest to the Fire Riser Room. The approximate locations are shown on the site plan.

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: *Site legend has been included on site plans to describe existing/proposed features.*

Loading and Unloading Areas:

The site plan must show the location of the loading and unloading areas. These areas must not encroach into the dedicated or designated fire lane easement.

RESPONSE: *Loading areas are proposed in the rear of the grocery and retail store which are outside any fire lane easement.*

Motor Fuel Dispensing Sites:

Automotive motor fuel-dispensing facilities, marine motor fuel-dispensing facilities, fleet vehicle motor fuel-dispensing facilities, aircraft motor-vehicle fuel-dispensing facilities and repair garages must reflect the specific elements within the site plan submittal.

Show and label locations of underground fuel storage tanks with gallon size and type of fuel being stored.

RESPONSE: *Fuel tanks will be labeled on site plan for reference and tank design will be included in future CD submittals.*

IFC Section 2304.3 Unattended self-service motor fuel-dispensing facilities. Unattended self-service motor fuel-dispensing facilities shall comply with Sections 2304.3.1 through 2304.3.7.

RESPONSE: *Comment is acknowledged and Fuel site is anticipated to be fully attended.*

The site plan must show the location of emergency disconnect switches (E-Stops) in accordance with the 2021 IFC, Section 2303.2 - Emergency disconnect switches.

RESPONSE: *Comment is acknowledged and site plan is to depict E-stop location.*

Phasing Plans:

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

RESPONSE: *Comment is Acknowledged and will be included at Civil Plan submittal.*

Photometric Plan:

Add the following note to the Photometric Site Plan:

ILLUMINATION WITHIN THE SITE MUST COMPLY WITH THE 2015/2021 INTERNATIONAL BUILDING CODE REQUIREMENT FROM SECTION 1006 - MEANS OF EGRESS ILLUMINATION. SECTION 1006. ILLUMINATION REQUIRED: THE MEANS OF EGRESS, INCLUDING THE EXIT DISCHARGE, SHALL BE ILLUMINATED AT ALL TIMES THE BUILDING IS OCCUPIED. SECTION 1006.2 ILLUMINATION LEVEL. THE MEANS OF EGRESS ILLUMINATION LEVEL SHALL NOT BE LESS THAN 1 FOOT-CANDLE (11 LUX) AT THE FLOOR LEVEL AND CONTINUING TO THE "PUBLIC WAY".

Add the "accessible route" (heavy dashed line) to the photometric plan and verify minimum 1 foot-candle of illumination along its entire length.

RESPONSE: *Note is to be added to Photometric Plan.*

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.

(Plat Note) If Plat Contains Fire Lane Easement

(Site Plan Note) Accessibility Note for Commercial Projects

(Site Plan Note) Addressing

(Site Plan Note) Aircraft Noise Reduction (LDN)

- This area is within a LDN noise mitigation area. Sec. 22-425



[\(Site Plan Note\) Americans with Disabilities Act](#)
[\(Site Plan Note\) Emergency Ingress and Egress](#)
[\(Site Plan Note\) Emergency Responder Radio Coverage](#)
[\(Site Plan Note\) Fire Lane Corridors](#)
[\(Site Plan Note\) Fire Lane Easements](#)
[\(Site Plan Note\) Fire Lane Signs](#)

RESPONSE: *Notes and blocks are to be included on the site plan cover sheet.*

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: *Comment is acknowledged and Site Data Block is included on the cover sheet.*

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.

RESPONSE: *Comment is acknowledged and criteria has been incorporated into site plan.*

Abutting Fire Lane or Public Access Easement to Property

- If an existing fire lane or public street must be removed or relocated for any reason, the roadway must be replaced using the current specifications of the Public Works Department.

Access to within 150 feet of Each Structure

- The fire code official is authorized to increase the dimension of 150 feet reach requirement where the building is fire sprinkled in accordance with the 2021 IFC, Section 503.1.1. If granted approval, a fire sprinkled structure may utilize 200-foot reach criteria in place of the 150-foot standard requirement.
- Where fire hydrants and fire department connections are provided adjacent to vehicular access drive aisles, they will need to be dedicated as fire lane easements in order to provide emergency access to them.
- See the 2021 IFC, Section 503.1.1 that discusses fire access requirements to within 150' of "facilities" such as your outdoor storage yard.

Access Road Width with a Hydrant

Aerial Fire Apparatus Access Roads

Fire Apparatus Access Road Specifications

- If an existing fire lane or public roadway must be removed or relocated for any reason, the portion replaced must follow the current specifications of the Public Works Department.

Construction of Fire Lane Easements and Emergency Access Easement

Cul-De-Sac's

Dead-end Fire Apparatus Access Roadways

Dead-End Public Streets

Encroachment into Emergency Access or Fire Lane Easements are Prohibited Grade

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 though Real Property.

Motor Courts - Where Motor Courts and Looped Lanes are utilized please provide a dedicated Fire Lane Easement within the required width of each drive aisle (23' for Motor Courts and 18' for Looped Lanes) as depicted in [the Unified Development Ordinance, Section 146-4.2.E](#)

No Parking is allowed within a Fire Lane Easement

Private Streets Constructed to Public Street Standards

Pocket Utility Easements for Fire Hydrants



Public Street Systems Adjacent to Site [Remoteness](#)

[Single Point of Access through an Adjacent Jurisdiction](#)

Speed Bumps

Snow Removal Storage Areas

Two points of Emergency Access

Width and Turning Radius

Trash Enclosure:

Per the 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: *Comment is acknowledged, and trash enclosures are to be located outside.*

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.

Key Issues:

The R.O.W. and the Easements should be dedicated within the Platted area.

If there are any monument signs, retaining walls, fences, etc. located in the proposed easements those items will need to be covered by a License Agreement.

RESPONSE: *Comment is acknowledged and infrastructure is to be located outside of proposed easements.*

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

RESPONSE: *A Subdivision Plat will be provided.*

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: *Per an email from Maurice Brooks on September 6th, 2024 a presubmittal meeting is not required.*

Site Plans: (use the new Land Development Services - [Site Plan Checklist](#))

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: *Site plan Checklist has been followed and used to provide the attached site plan.*



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.

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:

RESPONSE: Acknowledged. Thank you.

[Dedications Packet](#)

[Easement Release](#)

[Revocable License](#)

[Packet License](#)

[Agreement Packet](#)

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: Acknowledged. Thank you.

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. Thank you.

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. Thank you.

As shown in your proposed plans, there is an existing street right-of-way that needs to be vacated. **Street vacations** must go to City Council via ordinance. The process begins with the owner making application to the Planning Department. As part of that application, Land Development Review Services will need a legal description and exhibit for the portion of the street being vacated prepared to our specifications. The specifications on how to prepare the legal description and exhibit are available in the [Dedications Packet](#)

RESPONSE: Comment is acknowledged and process will be followed for the area of street that needs to be vacated per the Master Developer's work.



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 a *Land Development Services Agent* at 303.739.7300 for additional details and contact information.

RESPONSE: Comment is acknowledged, and process will be followed if deemed necessary for this project.

