

Planning Division
15151 E. Alameda Parkway, Ste. 2300
Aurora, Colorado 80012
303.739.7250



December 21, 2022

Tom Clark
Ventana Capital, Inc.
9801 E Easter Ave
Centennial, CO 80112

Re: Initial Submission Review – Parkland Village 2 – Site Plan and Plat
Application Number: **DA-2289-01**
Case Numbers: **2022-4054-00; 2022-3092-00**

Dear Mr. Clark:

Thank you for your initial submission, which we started to process on November 14, 2022. We have reviewed your plans and attached our comments along with this cover letter. The first section of our review highlights our major comments. The following sections contain more specific comments, including those received from other city departments and community members.

Since several important issues remain, you will need to make another submission. Please revise your previous work and send us a new submission on or before January 13, 2022.

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

As always, if you have any comments or concerns, please let me know. I may be reached at 303-739-7121 or dosoba@auroragov.org.

Sincerely,

A handwritten signature in cursive script, appearing to read "Dan Osoba".

Dan Osoba, Planner II
City of Aurora Planning Department

cc: Diana Rael, Norris Design
Scott Campbell, Neighborhood Liaison
Brit Vigil, ODA
Filed: K:\SDA\2289-01rev1



Initial Submission Review

SUMMARY OF KEY COMMENTS FROM ALL DEPARTMENTS

- A First Review Neighborhood Meeting is required prior to your second submission.
- Greencourt units must be included in the lot tracking table.
- Small lot percentages exceed 50%, therefore the adjustment standards in the Master Plan shall be applied.
- The northern two blocks of single-family detached units exceed 1,000 linear feet. Revise the lot type within the blocks to ensure a single housing type does not exceed 1,000 linear feet.
- Include a Plant List with sizes of plant material specified. The Plant List should be specific to what will ultimately fit in these lot typicals.
- A phasing plan is required with the site and civil plan submittal. Phasing plan must illustrate and describe phasing to the overall site and subsequent phasing, to include looped water and approved two points of access. Check with other departments for required phasing provisions.
- 30' wide loop lanes typically require a 23' fire lane easement with 766' for parking. This configuration appears to be outside of our normal standard. Therefore, a meeting with Engineering, Planning, and Fire Life Safety to determining the appropriate requirements for the proposed loop lane will be needed. Please coordinate with your ODA Project Manager, Brit Vigil, to schedule this meeting.
- Temporary access may be required to the sanitary sewer manholes depending on timing of Harvest Rd improvements.
- Neighborhood park slopes per the grading plan are too steep to accommodate a field. Please use a max of 2%.
- Provide a local trail connection to the south to connect through to the school site as shown in the master plan. This can be an enhanced sidewalk which provides a safe and strong corridor and crosswalks and wider walks at 6' – 8'.

PLANNING DEPARTMENT COMMENTS

1. Community Questions, Comments and Concerns

- 1A. Comments were received from Xcel Energy, Mile High Flood District, and Arapahoe County on this review. Please reference the attached comments at the end of this letter. It is expected that their comments are addressed in your response to comments letter when you resubmit.
- 1B. Six (6) comments were received from adjacent property owners during this review. The full list of comments is below. Per Section 146-5.3.1.C, a First Review Neighborhood Meeting will be required prior to your second submission. Please coordinate with your Case Manager and Scott Campbell (scampbel@auroragov.org) to schedule a virtual meeting. Please be prepared to address the concerns listed below during the neighborhood meeting. Any commitments or answers to these questions as discussed during the meeting will be expected to be included in the response to the comments letter when you resubmit.
- 1C. Name: Vercila Chacon
Address: 25604 E. Byers Drive, Aurora CO 80018
Email: vercila1@gmail.com
Comment: This project offers more housing in the area. Concerns are: It increases traffic tremendously. Right now we have to travel several miles in any direction to access grocery stores, health & community services. What is being done about this? Are more schools being built to offset the current overcrowding in the existing schools? These concerns will affect families/residents currently living in this area and yet, we have no voice as your letter states that this case is "scheduled to be processed administratively, without a Planning Commission public hearing". I ask WHY? Residents need to be involved.



- 1D. Name: Chris Pichon
Address: 25244 E Byers Dr, Aurora CO 80018
Email: ctpichon@comcast.net
Comment: Please consider redoing the traffic flow analysis for accuracy. Seems the original analysis was done during the covid pandemic lockdowns with minimal traffic flow, and not during an active school season (because of summer break). There's Vista Peak Exploratory and Vista Peak Preparatory and when session, significantly increases traffic flow on Harvest and Alameda. Must factor this in along with the proposed dwellings to properly expand Alameda and Harvest.
- 1E. Name: Shaina Honsberger
Organization:
Address: 25801 E Byers Pl, Aurora CO 80018
Email: Shainakay@hotmail.com
Comment: Our community can not support 415 more family units. The roads in our area are terrible, we have no police presence, and Vista Peak Exploratory doesn't have adequate parking for pick up after school. The Gun Club/Alameda intersection needs a light (or round about) it more traffic will be using it and gun club should be expanded to 4 lanes. Maybe if the infrastructure in the area was upgraded and we had better police response. But until then, it will not benefit our community but drain the little resources we have.
- 1F. Name: Gary Maziarz
Address: 257 S Irvington St, Aurora CO 80018
Phone: 7604192781
Email: gmaziarz1@gmail.com
Comment: The area in question along Alameda is used for high-speed car racing. Likewise, Alameda at Harvest is the meeting point and "starting line" for street racing north on Harvest. Aurora Police Department is currently understaffed and preoccupied with more urban areas of Aurora. Any new development or new streets will only give illegal racing MORE un-patrolled areas that law enforcement will not address, leaving local citizens in danger and aggravated by continuous noise violations
- 1G. Name: Christopher Wiethe
Email: wiethe.chris@gmail.com
Comment: There is a herd of Pronghorn and Mule deer that live on the land that is proposed to be developed. Putting in a high density 415 unit neighborhood will displace these animals and/or push them into highly trafficked roads, potentially creating car accidents. Furthermore, there are active ranchers that ride their horses on Alameda and putting in a 415 unit home will increase traffic and potentially cause accidents with the horses the ranchers use. One horse has already been hit and killed by a driver on Alameda Ave. I feel putting in this dense of a neighborhood is a large risk to the community and agriculture that is in the area.
- 1H. Name: Jesus Lozano
Email: heyzeushman@yahoo.com
Comment: What are motor courts?
The plans do not show the expansion of Alameda Parkway all the way through to Gun Club Rd. This will cause bottlenecks therefore I am in opposition of this project.



2. Completeness and Clarity of the Application

Sheet 1

- 2A. The title should read: “Parklands – Village 2 Site Plan”.
- 2B. The data block is incomplete. Revise to include all items required by the Site Plan Manual.
- 2C. Remove PC and CC as they are not required with this application.

Sheet 2

- 2D. Refer to the Site Plan Manual for a full set of the required Site Plan Notes. Several notes are incomplete and need to be filled in.

Sheet 4

- 2E. The ROW should also be labeled on the front of the duplex and townhome lot typicals.

Sheet 7

- 2F. Please provide a hatching legend, typical.

Sheet 29

- 2G. Clarify note 6.

3. Zoning and Subdivision Comments

Generally

- 3A. The percentage of small lots in this site plan exceeds 50% and must comply with the adjustment standards approved in the Parklands Master Plan. Please reference those standards and ensure this site plan complies with all standards. The lots along the northern property line are adjacent to an arterial street and must comply with the limit of 1,000 linear feet of the same housing type.

Sheet 1

- 3B. Remove the adjustment request. It has already been requested and approved on the Master Plan.

Sheet 4

- 3C. Provide the lot depth, typical on all types.
- 3D. Correct the setback to “Rear: 10-feet”.
- 3E. Provide separate lot typicals for greencourt units. This typical should show the common area and required greencourt separation distances. Notes may be added to be consistent with requirements for the percentage of open space and utility placement.

Sheet 6

- 3F. Per the Master Plan adjustment standards, the maximum length of the same unit type is 1,000’ along an arterial. The blocks shown are ~1,200 linear feet each.
- 3G. Greencourt duplexes count as greencourt units, not duplexes. Please see the redlines for the highlighted units.
- 3H. Greencourt townhomes count as greencourt units, not townhomes; therefore, they count towards small lots.
- 3I. If there is intervening common open space between the front property line and the ROW in the configuration shown, then the townhomes fronting onto Road 4 will be classified as greencourts.
- 3J. Where feasible and when it is not being used to comply with landscape buffer requirements, tracts of open space between side property liens and the ROW should be avoided, typical.
- 3K. For the purposes of maintaining an accurate lot count, the end units on several of the blocks appear to be larger. Ensure that if they are 50’ or 60’ that they are accurately tracked and labeled on this sheet.



- 3L. Remove 30 townhomes configured on a greencourt from the table.
- 3M. Remove 16 duplexes configured on a greencourt.
- 3N. A minimum of 4 housing types are required per Table 4.2-7 for this site plan. More than 4 are provided, so at least 4 of the unit types must retain at least 10% of the percentage of the total units to comply with the Master Plan adjustment standards.
- 3O. Add a line item for greencourts to the table (46 total).
- 3P. The highlighted units on the redlines (including the 46 greencourts) count toward the small lot total percentage: $253/415 = 61\%$ small lots. Note that the Master Plan adjustment standards will be applied towards this site plan review.

Sheet 11

- 3Q. Provide a dimension line for the 20.5'. Is this from the property line to property line; building face to building face?
- 3R. Do the motor court units face or front onto Tract J? This will not change the lot/housing type; however, if they face south, please add a note stating the front façade of the motor court units will face onto the tract area.

Sheet 29

- 3S. Include a greencourt lot typical.

Sheet 36

- 3T. At least 50% of the greencourt open space area shall be landscaped and designed to accommodate foot traffic and play areas. Please provide this calculation in the subsequent submission, typical for all greencourts.

4. Streets and Pedestrian Comments

Sheet 7

- 4A. Will the sidewalk continue onto the alley in the motor court? Or will there be fencing along the back of Alley T?

Sheet 8

- 4B. Typical for all streets: coordinate with Phil Turner (pcturner@auroragov.org) to obtain street names for this subdivision. He will need the GIS/CAD drawing to assign street names and addresses.

Sheet 11

- 4C. Label and show the curb ramps on alley crossings, typical.
- 4D. There should be directional receiving ramps for the east/west pedestrian path on Tract Z.
- 4E. The pedestrian connection terminates at the alley with no opposing connection. Consider mirroring the townhome block to align the connection with the sidewalk to the north on the greencourt units. Include receiving ramps on both sides and a crosswalk.
- 4F. Show and label all crosswalk striping, typical for all intersections.

Sheet 13

- 4G. See comments regarding the loop lane section and revise accordingly.
- 4H. Provide the pedestrian connections at the roundabout as shown on the redlines.



5. Parking Comments

Sheet 3

5A. Parking should only occur on the exterior (house facing) side of the loop lane ROW.

Sheet 11

5B. Label the guest parking spaces. Include these in the site plan data table.

6. Urban Design Comments

Sheet 51

6A. Maximum residential fence height is 72”.

7. Signage Comments

Sheet 48

7A. Note for all signage: monument sign locations must be included on all site plan sheets.

7B. Note: monument sign details are required to match the monument sign on site. When engineering has been completed on these signs, please incorporate it into this plan set. Provide signage square footage on the site plan data block.

8. Landscaping Issues (Tammy Cook / 954-684-0532 / tdcook@auroragov.org / Comments in bright teal)

Site Plan Comments

Sheet 3

8A. Note that the Tract ID's in this set do not correlate with the Plat Tract ID's and shall be updated.

8B. These tracts are parking spaces but the material has not been noted as previously on the plans.

Sheet 11

8C. Provide the material for the parking spaces.

Sheet 15

8D. Provide Tract ID – A? See the redlines for all instances of this comment.

8E. The item called out in the redlines should be a tract letter and not a number.

Sheet 20

8F. Provide material and striping for parking spaces.

Sheet 27

8G. Make all the corrections as noted in the standard rights-of-way street tree table.

8H. Add the directional labels to the curbside plantings table.

8I. Show Street A north and south.

Sheet 28

8J. Make the corrections as noted in the open space landscape tract table.

Sheet 29

The tree called out on the duplex typical needs to be a much smaller variety as the root space is very limited.

8K. The tree symbols need to be shown smaller and the tree selected needs to be carefully specified as a smaller variety.



- 8L. See the example provided as what is being expected for the lot typical.
- 8M. Provide a specific plant list. City staff needs to verify that the plant material being selected will work given the size of the lots.
- 8N. Include a Plant List with sizes of plant material specified. The Plant List should be specific to what will ultimately fit in these lot typical.
- 8O. Include the approximate location of the utilities and driveways going to each lot and label any easements.
- 8P. Provide a sheet designating the lot types and then under each lot type category, provide a list of expected plant material to be included in that lot type.

Sheet 30

- 8Q. Label the street frontage buffer and provide the dimension.
- 8R. For all internal streets noted as Homebuilder Planting: provide the specific planting layout of the curbside landscape, a hatch pattern is not acceptable.

Sheet 31

- 8S. For all internal streets noted as Homebuilder Planting: provide the specific planting layout of the curbside landscape, a hatch pattern is not acceptable.

Sheet 32

- 8T. Show the stop sign and provide 50' clearance to the first street tree.
- 8U. Label the open space area as Tract A.
- 8V. Label the street frontage buffer and provide the dimensions.
- 8W. For all internal streets noted as Homebuilder Planting: provide the specific planting layout of the curbside landscape, a hatch pattern is not acceptable.

Sheet 33

- 8X. Note and show the stop sign, typical.
- 8Y. Label Tract AA.
- 8Z. For all internal streets noted as Homebuilder Planting: provide the specific planting layout of the curbside landscape, a hatch pattern is not acceptable.

Sheet 34

- 8AA. For all internal streets noted as Homebuilder Planting: provide the specific planting layout of the curbside landscape, a hatch pattern is not acceptable.
- 8BB. Ensure that the first street tree is 50-feet in advance of the stop sign.

Sheet 35

- 8CC. Street trees cannot be within 50' of a stop sign.
- 8DD. For all internal streets noted as Homebuilder Planting: provide the specific planting layout of the curbside landscape, a hatch pattern is not acceptable.

Sheet 36

- 8EE. Label the tract.
- 8FF. On sheet 3, this tract is shown as parking and also landscape – identify if this is pervious or impervious.
- 8GG. A tree is required in the island.
- 8HH. For all internal streets noted as Homebuilder Planting: provide the specific planting layout of the curbside landscape, a hatch pattern is not acceptable.
- 8II. Label the street frontage buffer and provide the dimension.



Sheet 38

- 8JJ. For all internal streets noted as Homebuilder Planting: provide the specific planting layout of the curbside landscape, a hatch pattern is not acceptable.
- 8KK. Label this tract R.

Sheet 39

- 8LL. Label the street frontage buffer and provide the dimension.
- 8MM. Remove this street tree and show the stop sign. Note that the ornamental tree may also need to be removed.
- 8NN. For all internal streets noted as Homebuilder Planting: provide the specific planting layout of the curbside landscape, a hatch pattern is not acceptable.

Sheet 41

- 8OO. If an ISP number exists, please reference that number here.

Sheet 45

- 8PP. Provide the percentage of the overall landscape water uses.

9. Addressing (Phil Turner / 303-739-7357 / pturner@auroragov.org)

- 9A. Please provide a digital .shp or .dwg file for addressing and other GIS mapping purposes. Include the parcel, street line, easement and building footprint layers at a minimum. Please ensure that the digital file provided in a NAD 83 feet, Stateplane, Central Colorado projection so it will display correctly within our GIS system. Please eliminate any line work outside of the target area. Please contact me if you need additional information about this digital file.

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

10. Civil Engineering (Julie Bingham / 303-739-7403 / jbingham@auroragov.org / Comments in green)

Site Plan Comments

Sheet 1

- 10A. The site plan will not be approved by public works until the master plan is approved.
- 10B. The site plan will not be approved by public works until the preliminary drainage report is approved.

Sheet 3

- 10C. Match the master plan. It defines a 6' walk on both sides.

Sheet 7

- 10D. Keep the model numbers generic, include the pole height. Just specify the manufacturer and type. For example: "SL-2: Signify Lumec, RoadFocus fixture" 25' max pole height.
- 10E. For ex: "SL-3: Signify Lumec Roadfocus fixture" 30' Max pole height.
- 10F. Update the opposing ramps to current standards (directional ramps).
- 10G. "SL-1: Architectural Area Lighting, Providence Medium" 20' Max pole height.
- 10H. If these are actually public pedestrian lights, please ensure they match one of the fixtures of the draft pre-approved public street light list.
- 10I. Show the detectable warnings at sidewalks crossing alleys, typical.
- 10J. Show the detectable warnings at all ADA ramps, typical.
- 10K. Please add the following note, typical: "Proposed street light locations are conceptual. Final locations will be determined with photometric analysis submitted with the street lighting plans in the civil plan submittal."



- 10L. Label the crosspans, typical.
10M. Label the FL radius of the cul-de-sac.

Sheet 9

- 10N. Update the opposing ramps to current standards (directional ramps).

Sheet 10

- 10O. Is this ROW already dedicated? Or is it being dedicated with this application?
10P. Show/label the maintenance access on the site plan.

Sheet 11

- 10Q. Dimension the parking spaces, Is there a curb protecting the sidewalk from parked vehicles?

Sheet 13

- 10R. This is not a public street section, so this area should not be ROW.

Sheet 16

- 10S. It is encouraged to not have slopes less than 0.8% to minimize maintenance icing problems.

Sheet 19

- 10T. Typical for both ponds: minimum 2% slope in the bottom of the pond.

Sheet 22

- 10U. Maximum 3% for 95' for both public local streets and private streets as they approach a through the street. Section 4.05.4.1 from the Roadway Manual.

Sheet 23

- 10V. Include site plan sheets for the improvements called out on the redlines.

Sheet 24

- 10W. Show the maintenance access road on the site plan.

Plat Comments

- 10X. Minimum 55 feet property line radius.

11. Traffic Engineering (Carl Harline / 303-739-7534/ charline@auroragov.org / Comments in amber)

- 11A. Traffic Engineering comments were not complete prior to this review. There are redlines on the plan set; however, they have not been finalized and are subject to change. Please refer to the full set of completed comments that will be sent separately by Traffic Engineering. Please contact Traffic Engineering if you have any questions.

12. Fire / Life Safety (Will Polk / 303-739-7371 / wpolk@auroragov.org / Comments in blue – Stephen Kirchner has redline comments as well)

Site Plan Comments

Sheet 1

- 12A. A phasing plan is required with the site and civil plan submittal. Phasing plan must illustrate and describe phasing to the overall site and subsequent phasing, to include looped water and approved two points of access. Check with other departments for required phasing provisions.
- 12B. Data block should include:
- Number of buildings, square footage of each building and gross square footage of all buildings on site.



- 2015 or 2021 IRC construction type of structures. Indicate if the structures are fire sprinkled or non-fire sprinkled.
- Maximum residential height.
- Number of stories (average for each story).
- Handicap parking spaces provided.
- Handicap parking spaces are required.
- Parking spaces provided.
- Parking spaces required.

12C. Please fill out the implementation plan required for the 55 townhomes. See the redlines for details.

Sheet 2

- 12D. Add influence on this line.
- 12E. Remove notes 8 and 9.
- 12F. Have you contacted USPS about kiosk locations? Has the delivery method been approved?
- 12G. Remove note 1.

Sheet 3

- 12H. The plat must reflect the Fire Lane easement.
- 12I. Show the fire hydrant. There are several instances of this comment throughout.
- 12J. 30' wide loop lanes typically require a 23' fire lane easement with 766' for parking. This configuration appears to be outside of our normal standard. Therefore, a meeting with Engineering, Planning, and Fire Life Safety to determine the appropriate requirements for the proposed loop lane will be needed. Please coordinate with your ODA Project Manager, Brit Vigil, to schedule this meeting.
- 12K. The tract table is not consistent with cross-sections and the plat.

Sheet 5

- 12L. Will you be constructing Harvest Road to the south of the residences? If so, please include it in the roadway details.

Sheet 6

- 12M. Fire Lane easements must be shown in alleys with "6-pac" configurations, typical.

Sheet 8

- 12N. Relocate the fire hydrant. Start 600' reconfigure from the fire hydrant called out on the redlines.

Sheet 11

- 12O. Identify and label fire lane easements, and fire lane signs.
- 12P. A 100' fire lane easement is required in alleys V, W, and X.
- 12Q. Signage at the entrance to a dead end. Can be faced 90 degrees to the roadway.
- 12R. Signage at the end of the fire lane easement.

13. Aurora Water (Cliff Stephen / 303-739-7490 / cstephen@auroragov.org / Comments in red)

Site Plan Comments

Sheet 15

- 13A. These alleys are not public ROW. As such, storm sewer draining the alleys will be private. An easement is not required for the private storm. Tracts containing public water and sanitary sewer need to be dedicated as a utility easement.
- 13B. This is a private storm sewer.
- 13C. Note in the plan view says 500'.
- 13D. Also 15".



Sheet 16

- 13E. Do not see any storm in the location shown.
- 13F. Make sure hydrants are fully within ROW on civil drawings.

Sheet 19

- 13G. Need vehicular access to the top and bottom of the outlet structure.
- 13H. The pond is private. Provide drainage easement to cover the entirety of the pond.

Sheet 22

- 13I. Provide terminal manhole for sanitary sewer.

Sheet 25

- 13J. Temporary access may be required to the sanitary sewer manholes depending on timing of Harvest Rd improvements.

14. PROS (Michelle Teller / 303-739-7437 / mteller@auroragov.org / Comments in mauve)

Site Plan Comments

Sheet 17

- 14A. Park grades exceed the slope allowed for fields. Please ensure any fields are under 2% to allow for informal play.

Sheet 33

- 14B. Provide some seating for spectators on this side.

Sheet 34

- 14C. Goals are set very close to homes. Please shift the fields to the south and try to maintain a wider buffer and provide some additional tree groupings here.
- 14D. Provide internal security lighting.
- 14E. Neighborhood park slopes per the grading plan are too steep to accommodate a field. Please use a max of 2%.
- 14F. Provide some shade sails for benches/parents.
- 14G. Provide striping for the crosswalk.
- 14H. Soccer is continually asked for in Aurora, this will be a well loved and used space. Provide as many shade opportunities for families watching games as possible.

Sheet 44

- 14I. Provide a local trail connection to the south to connect through to the school site as shown in the master plan. This can be an enhanced sidewalk that provides a safe and strong corridor and crosswalks and wider walks at 6' – 8'.

Sheet 50

- 14J. All neighborhood parks are required to provide at least one inclusive element. Please provide and identify the details. Ensure an accessible pathway is provided to the structure.

Sheet 51

- 14K. Note: pet mesh requirement adjacent to parks and open space.

Sheet 53

- 14L. Street lights are not sufficient to provide security lighting at a park.



15. Real Property (Roger Nelson / 720-587-2657 / ronelson@auroragov.org / Comments in magenta)

Site Plan Comments

- 15A. Reference the redlines for a full list of all comments, corrections, questions, and edits.
- 15B. Title the plan set "Site Plan".
- 15C. Make the changes to note 10 per the redlines.
- 15D. The garage cannot be within the 6' gas easement. See the redlines on the lot typicals.
- 15E. Delineate where the gas easement and the utility easement will begin and end.
- 15F. Label offsite easements.
- 15G. Label existing ROW widths.
- 15H. Show existing vs. proposed ROW.
- 15I. Label the adjacent subdivisions with reception numbers.
- 15J. Label all tracts. There are several instances throughout the plan set.
- 15K. Label B&Ds/Curve data for the subdivision exterior.
- 15L. Delineate the existing ROW and the proposed ROW.
- 15M. Labeled Tract B on the plat. Make tract labeling consistent between the site plan and plat, typical.
- 15N. Label Block numbers, typical.
- 15O. Label the 6' Utility Easement.

Plat Comments

- 15P. Please see the redlines on the plat for comments, questions, and corrections.
- 15Q. Provide the certificate of taxes due.



Right of Way & Permits

1123 West 3rd Avenue
Denver, Colorado 80223
Telephone: **303.571.3306**
Facsimile: 303. 571. 3284
donna.l.george@xcelenergy.com

December 6, 2022

City of Aurora Planning and Development Services
15151 E. Alameda Parkway, 2nd Floor
Aurora, CO 80012

Attn: Daniel Osoba

Re: Parklands Village 2 Subdivision Filing No. 1, Case # DA-2289-01

Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the plat and site plan for **Parklands Village 2 Subdivision F1** and has possible conflicts. The utility easements for the lots within Block 10 are confusing – which side of the lots will natural gas distribution facilities be located? Please note that gas distribution facilities require minimum 6-foot-wide utility easements *within each lot* on the side of the lot that is drivable pavement (minimum 8-foot wide, 6-inches thick) with space for service truck access and plowing in snowy conditions with a minimum 5-foot clearance from any structure.

With that being said, on which side of the lots will the electric distribution facilities be located? If natural gas and electric are within the same easement, 10-feet is required, not to overlap any wet utility easement.

Additionally, 6-foot wide side lot utility easements should be increased to 8-foot wide as these are accommodating the same electric distribution facilities as the 8-foot wide rear lot utility easements.

PSCo requests that all tracts are dedicated for utility use for crossing and connectivity purposes.

The property owner/developer/contractor must complete the application process for any new natural gas or electric service, or modification to existing facilities via xcelenergy.com/InstallAndConnect. It is then the responsibility of the developer to contact the Designer assigned to the project for approval of design details.

For additional easements that may need to be acquired by separate document for new facilities (i.e. transformers), the Designer must contact a Right-of-Way and Permits Agent.

Donna George
Right of Way and Permits
Public Service Company of Colorado dba Xcel Energy
Office: 303-571-3306 – Email: donna.l.george@xcelenergy.com

MAINTENANCE ELIGIBILITY PROGRAM (MEP)

MHFD Referral Review Comments

For Internal MHFD Use Only.	
MEP ID:	106325
Submittal ID:	10010044
Partner ID:	1673593
MEP Phase:	Referral

Date: December 6, 2022
To: Daniel Osoba
Via Aurora Website
RE: MHFD Referral Review Comments

Project Name:	PARKLAND VILLAGE 2 - SITE PLAN AND PLAT
Location:	Aurora
Drainageway:	Coal Creek

This letter is in response to the request for our comments concerning the referenced project. We have reviewed this proposal only as it relates to maintenance eligibility of major drainage features, in this case:

- Detention Pond “H” Outfall and Emergency Spillway

We previously offered the following comments to the public work review of this project with RSN 1674769:

- 1) It should be noted that this Filing lies within the MHFD Sand Creek Watershed and the Northeast Watershed. The comments listed in this review letter pertain to MEP eligible features as part of the Sand Creek Watershed only. A separate comment letter may be issued by the Northeast Watershed as well.
- 2) It should be noted that it was determined in the MDR phase that although Detention Pond H is above the “regional” threshold of 130 acres, it would not be MHFD MEP eligible. Please revise the text in section “Maintenance and Access of Drainage Facilities” of the report to reflect this. Oftentimes, the term "regional" can be construed as MEP eligible and public.
- 3) The field observations memo put together by Wright Water Engineers for the outfalls from Ponds G and H state that there is not a concern that these outfalls will cause instabilities in the channel so long as grade control that mimics the current beaver dams in the area is provided. It also notes that since these outfalls discharge to the overbank terrace, it will be necessary to provide a stable flow path across the terrace to the stream. There are a number of existing trees along this floodplain terrace and every opportunity to avoid disturbing them should be considered. These observations should be explored further and documented within this Preliminary Drainage Report.
- 4) It would be good to supplement the drainage maps with DRCOG contours for areas outside of the project limits, especially in the area of the Pond H outfall to better clarify the existing draw that the outfall intends to utilize.
- 5) The drainage maps seem to indicate that the emergency overflow path for Pond H is onto the proposed roadway before overtopping to Coal Creek to the southwest. Please document this flow



Project Name: PARKLAND VILLAGE 2 - SITE PLAN AND PLAT
MEP ID: 106325
Date: 12/21/22

Mile High Flood District (MHFD)
MEP Referral Review Comments

path as well as address any stabilization efforts that will be needed along that floodplain terrace for these overflows.

- 6) Please provide a digital copy of the modified MDR CUHP/SWMM models for further review. If preferred, these can be sent directly to MHFD for review and comment before the next submittal.

In addition to the public works review comments above, we have the following comments on the provided planning submittal:

- 7) Please ensure an adequate easement is being dedicated for the Pond H outfall and emergency spillway improvements. Any revisions due to the above listed comments should be included in this drainage easement.
- 8) Please include the Coal Creek effective floodplain delineation on these documents.

MHFD requires responses to the review comments, please include these responses with any future submittal.

We appreciate the opportunity to review this proposal. Please feel free to contact me with any questions or concerns.

Sincerely,



Derek Clark, PE
Project Manager
Mile High Flood District
303-901-4329
dclark@mhfd.org



BRYAN D. WEIMER, PWLF
Director

Lima Plaza
6924 South Lima Street
Centennial, Colorado 80112-3853
720-874-6500
arapahoegov.com

MEMORANDUM

TO: Plans Review, City of Aurora

FROM: John Wannigman, PE, CIP Engineer

DATE: December 5, 2022

SUBJECT: The Parklands-Village 2 Filing 1 Referral – Site Plan, Plat and TIS
AC CASE NO. O22-376 - AURORA REF / DA-2289-01 (1673593) / PARKLAND
VILLAGE 2 - SITE PLAN AND PLAT



Please find the comments related to the referenced development project from the Transportation-CIP division. As the PM for the Gun Club-Alameda Improvements project that the County and Aurora are jointly funding, the comments relate to this project. This project consists of conceptual design services to address capacity and safety improvements for Gun Club Road from 6th Ave. to Mississippi Ave and Alameda Ave. from Gun Club Road to Harvest Road. The project is being coordinated with Gary Vidlock, Aurora CIP Engineer, and is ongoing with final recommendations for Alameda Ave. improvements, west of Harvest Road, planned to be complete in the spring of 2023.

The following comments are shown on the attached redlined project site plans.

1. Sheet 5 – Alameda ROW is depicted as 90'. Actual ROW is 40' with a 60' private tract abutting to the south. Please show correct 40' width.
2. Sheet 7-
 - a. Show current Alameda Ave. pavement alignment on site plans.
 - b. 40' ROW Alameda Ave. Show on plans.
 - c. 60' Private Parcel 1977-00-0-00-218. Show on plans.
 - d. Any roadway improvements south of section line (south 40' ROW limit) will require ROW acquisition, please coordinate with John Wannigman, jwannigman@arapahoegov.com, Arapahoe County PM for Gun Club-Alameda Improvements Project currently ongoing.

The following comments relate to the TIS, which define volumes, distribution and associated improvements to adjacent roads and intersections.

3. 2030 am/pm TMC's in Fig 12 Total Combined Traffic Volumes don't appear to align with Fig 6 Background Traffic Volumes and Fig. 10 Site Generated Traffic Volumes. Please review and

confirm numbers are accurate. It would seem that the Harvest NB 2 LT would be impacted by this number.

4. NEATS projected 2030 ADT of 8,200 on Harvest north of Alameda, 9500 ADT on Harvest south of Alameda, 700 ADT on Alameda west of Harvest, and 7300 ADT on Mississippi west of Harvest along with an assumption that the Coal Creek Bridge would connect Harvest from Alameda to Mississippi. The Parklands Master Traffic Study anticipates 2040 volumes of 4,100 ADT on Alameda west of Harvest and 7,700 east of Harvest.
 - a. Please explain why this study anticipates 15,700 ADT on Alameda west of Harvest, 14,600 on Harvest north of Alameda and 15,700 on Harvest south of Alameda. The increase in ADT on Alameda west of Harvest and proportional distribution of ADT's at the Alameda and Harvest intersection seems incongruent with both reference documents and needs to be better explained, especially in light of both reference studies aligning with the plan to keep this portion of Alameda a 2 lane collector, but this study recommending a 4 lane minor arterial as needed and recommending that a planned 6 lane major arterial on Harvest be downsized to 4 lanes.
 - b. Please explain how the background traffic volume on Alameda west of Harvest of 10,500 ADT is determined and specifically what volumes are derived from adjacent development Traffic Studies, such as Harmony east of Powhatan.
 - c. Based on Figure 12-2030 Total Traffic Volumes, it appears that for the am peak for the WB Alameda, approximately 63% (420 of the 665) is attributed to thru WB onto Alameda west of Harvest. This seems to assume that the Harvest connection to Mississippi is not complete at this design year. Please clarify.
5. Village 2 TIS assumes for design year 2030 that distribution of Parklands volumes will change from 65% to Alameda WB (west of Harvest) in year 2025 to 40% to Alameda WB and 25% WB Mississippi (west of Harvest) as Harvest will be connected to Mississippi. This will require a bridge over Coal Creek.
 - a. Will the development beyond Phase 1 (Village 2) be contingent on this connection and associated bridge? The volumes on Alameda west of Harvest will be significantly affected based on whether the assumption of this connection is constructed and as such the distribution of Parkland traffic with the development of Village2, Phase 2.
 - b. The County strongly recommends that development beyond Phase 1 be contingent in some way upon the completion of the Coal Creek bridge and the connection of Harvest to Mississippi. This is based on the fact that traffic volumes generated by this development will eventually overwhelm the capacity of Alameda west of Harvest if the connection to Mississippi, and its use as a second east/west connection to Parklands, is not established.
 - c. Additional analysis is needed to demonstrate the impacts to Alameda west of Harvest, specifically to include LOS impacts to roadway capacity, direct access driveways and to the intersection of Alameda and Gun Club Road in their current configuration. This analysis would need to be based on both conditions associated with the Mississippi connection, and associated Coal Creek bridge.

- d. If the overall development is not contingent in some way to the completion of the Mississippi and Harvest connection, and associated Coal Creek Bridge, then the TIS should be updated to include both conditions associated with the completion of the bridge for the build out design year 2030. This is required as currently there is no certainty or obligation of the completion of this bridge which will significantly affect the associated volume distribution to Alameda.
6. The Parklands Village 2 TIS, assumes improvements at Harvest/Alameda in year 2030 will have a NB double LT to Alameda WB. Double LT is not possible with current and potential future plans for Alameda west of Harvest as a 2 lane collector. LOS should be based on single NB LT, consistent with Alameda as a 2 lane collector. *Note: Parklands Master Traffic Study assumed only a single NB LT at this intersection.*
7. Any additional lane improvements as suggested in year 2030 for Alameda EB, west of Harvest, will require ROW acquisition as Alameda ROW is 40' wide west of Harvest.
 - a. Who will be responsible for this ROW acquisition?
 - b. This additional ROW should be dedicated to Arapahoe County.
 - c. County/COA is currently in progress with the Gun Club-Alameda Improvements conceptual design project which will determine the final alignment/geometry of Alameda west of Harvest. A final recommendation should be determined in spring of 2023. Please coordinate any proposed improvements in this area with AC PM, John Wannigman, jwannigman@arapahoegov.com.
 - d. With current Alameda alignment, EB lane shift of approx.. 27' to south would be required over 220' length across intersection with Harvest (includes 75' easement west of harvest ROW). Show on site plans with ROW boundaries and current Alameda road alignment.
8. Will developer contribute to recommended Alameda/Harvest signalization?
9. LOS Results (Table 4) assumes double LT NB lanes at Harvest/Alameda. Please revise based on a single LT as Alameda west of Harvest is planned as 2 lane collector in future (similar with Queue analysis in Table 10).

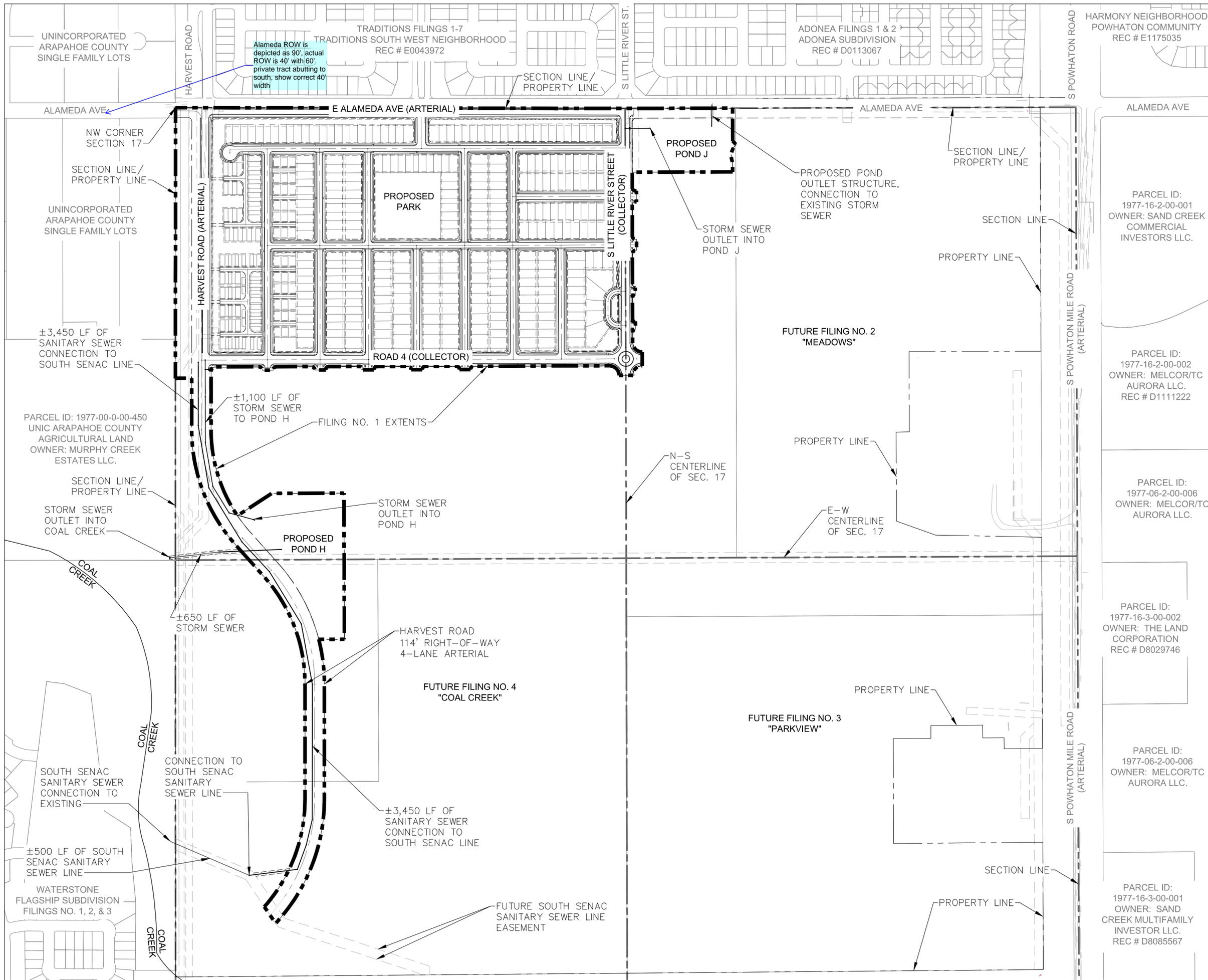
For response to comments, please copy John Wannigman, the County Project Manager for the Gun Club-Alameda Improvements project at jwannigman@arapahoegov.com.

Enclosures: Redlined Site Plan Sht. 5, 7

Cc:

Email

Jim Katzer, PE, Transportation Division Manager
Cathy Valencia, PE, Capital Improvements Program Manager
Karl Packer, PE, Traffic Operations Manager
Sarah White, PE, Engineering Services Engineer III



THE FOLLOWING IMPROVEMENTS ARE REQUIRED AS PART OF THE DEVELOPMENT OF PARKLANDS VILLAGE 2, FILING NO. 1 PER THE APPROVED PUBLIC IMPROVEMENT PLANS.

ROADWAY:

- HARVEST ROAD FROM E. ALAMEDA AVENUE TO INTERSECTION WITH ROAD 4 AS A FOUR-LANE ARTERIAL.
- THIS PROJECT IS RESPONSIBLE FOR THE EAST HALF.
- E. ALAMEDA AVENUE FROM HARVEST ROAD TO S. LITTLE RIVER STREET AS A FOUR-LANE ARTERIAL. THE NORTHERN TWO LANES ARE EXISTING AND WERE CONSTRUCTED AS PART OF THE ADJACENT DEVELOPMENT (TRADITIONS NEIGHBORHOOD). THE REMAINING SOUTHERN TWO LANES, LANDSCAPE, AND SIDEWALK IMPROVEMENTS ARE TRIGGERED BY ADJACENT DEVELOPMENT, AS TRAFFIC WARRANTS, OR AS DETERMINED BY A FUTURE PIFA. IMPROVEMENTS WILL BE COMPLETED CONCURRENTLY WITH FINAL SITE PLAN OR DEVELOPMENT AREA WITHIN GROUP 4.
- S. LITTLE RIVER STREET FROM E. ALAMEDA AVENUE TO ROUNDABOUT AT INTERSECTION WITH ROAD 4 AS A TWO-LANE COLLECTOR OR ALTERNATIVE TWO-LANE COLLECTOR.
- ROAD 4 FROM HARVEST ROAD TO S. LITTLE RIVER STREET AS A TWO-LANE COLLECTOR OR ALTERNATIVE TWO-LANE COLLECTOR.
- ROADWAY IMPROVEMENTS INTERNAL TO PLANNING AREA 2A.
- ROUNDABOUT AT ROAD 4 AND S. LITTLE RIVER STREET.
- TRAFFIC SIGNALS WHEN WARRANTED AT:
 - HARVEST ROAD AND ALAMEDA AVE.
 - HARVEST ROAD AND ROAD 4

PARCEL ID: 1977-16-2-00-001
OWNER: SAND CREEK COMMERCIAL INVESTORS LLC.

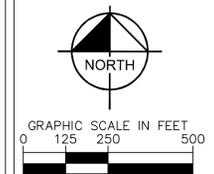
PARCEL ID: 1977-16-2-00-002
OWNER: MELCOR/TC AURORA LLC.
REC # D1111222

PARCEL ID: 1977-06-2-00-006
OWNER: MELCOR/TC AURORA LLC.

PARCEL ID: 1977-16-3-00-002
OWNER: THE LAND CORPORATION
REC # D8029746

PARCEL ID: 1977-06-2-00-006
OWNER: MELCOR/TC AURORA LLC.

PARCEL ID: 1977-16-3-00-001
OWNER: SAND CREEK MULTIFAMILY INVESTOR LLC.
REC # D8085567



KimleyHorn

4582 S. ULSTER STREET
SUITE 1500
DENVER, CO 80237
(303) 228-2300
www.kimley-horn.com

THE PARKLANDS - VILLAGE 2
FILING NO. 1
AURORA, COLORADO

OWNER:
NL PARKLANDS V4
LAND CO., LLC
8678 CONCORD CENTER DR.
#200, ENGLEWOOD, CO
303.346.7006

PRELIMINARY

NOT FOR CONSTRUCTION
KimleyHorn
Kimley-Horn and Associates, Inc.

DATE:
11/09/2022

SHEET TITLE:
CONTEXT
MAP

CHECKED BY: TLC
DRAWN BY: KH TEAM



ARAPAHOE COUNTY
PUBLIC WORKS & DEVELOPMENT

PUBLIC WORKS & DEVELOPMENT

6924 South Lima Street
Centennial, CO 80112-3853
Phone: 720-874-6500
Fax: 720-874-6611

www.arapahoegov.com

BRYAN D. WEIMER, PWLF Director

Engineering Services Division Referral Comments

City of Aurora Planning & Development Services
15151 E Alameda Parkway, Ste 2300
Aurora, CO 80012
Attn: Engineering Case Manager

RE: Parkland Village 2 – Site Plan and Plat
RSN 1673593 / DA-2289-01

Engineering Services Division of Arapahoe County Public Works and Development (Staff) thanks you for the opportunity to review the outside referral for the proposed project located in the City of Aurora. The purpose of this letter is to inform you that we have the following comments regarding the referral at this time based on the information submitted:

1. The overall plans appear to be in conformance with the Parkland Village Master Development. However, Arapahoe County does have some concerns with the phasing of the filing and the ultimate buildout.
 - a. The roadway infrastructure proposed in ultimate buildout is not all proposed with this filing, how does that impact Alameda if the ultimate buildout is not constructed until much later? Is there a buildout schedule with triggers in place?
 - b. Is the proposed regional detention and water quality pond being built with this phase?
 - c. Please see additional comments provided from the Capital Improvement Program (attached and submitted separate) – contact John Wannigman.
2. Harvest Rd full cross-section south of Alameda is not proposed with this filing, which will lead to a disconnected intersection at Harvest and Alameda. Please ensure pavement markings and signs/barricades as applicable are in place to provide for a clear trespass through the intersection.
3. Is there noise and traffic mitigation proposed on the west side of Harvest Rd to alleviate sound and light pollution to the adjacent homes?
4. Please continue working with Mile High Flood District for any improvements to Coal Creek.

Please know that other Divisions in the Public Works Department may submit comments as well.

Thank you,

Sarah White, PE, CFM
Arapahoe County Public Works & Development
Engineering Services Division
CC Arapahoe County Case No, O22-376



BRYAN D. WEIMER, PWLF
Director

Lima Plaza
6924 South Lima Street
Centennial, Colorado 80112-3853
720-874-6500
arapahoegov.com

MEMORANDUM

TO: Plans Review, City of Aurora

FROM: John Wannigman, PE, CIP Engineer

DATE: December 5, 2022

SUBJECT: The Parklands-Village 2 Filing 1 Referral – Site Plan, Plat and TIS
AC CASE NO. O22-376 - AURORA REF / DA-2289-01 (1673593) / PARKLAND
VILLAGE 2 - SITE PLAN AND PLAT



Please find the comments related to the referenced development project from the Transportation-CIP division. As the PM for the Gun Club-Alameda Improvements project that the County and Aurora are jointly funding, the comments relate to this project. This project consists of conceptual design services to address capacity and safety improvements for Gun Club Road from 6th Ave. to Mississippi Ave and Alameda Ave. from Gun Club Road to Harvest Road. The project is being coordinated with Gary Vidlock, Aurora CIP Engineer, and is ongoing with final recommendations for Alameda Ave. improvements, west of Harvest Road, planned to be complete in the spring of 2023.

The following comments are shown on the attached redlined project site plans.

1. Sheet 5 – Alameda ROW is depicted as 90'. Actual ROW is 40' with a 60' private tract abutting to the south. Please show correct 40' width.
2. Sheet 7-
 - a. Show current Alameda Ave. pavement alignment on site plans.
 - b. 40' ROW Alameda Ave. Show on plans.
 - c. 60' Private Parcel 1977-00-0-00-218. Show on plans.
 - d. Any roadway improvements south of section line (south 40' ROW limit) will require ROW acquisition, please coordinate with John Wannigman, jwannigman@arapahoegov.com, Arapahoe County PM for Gun Club-Alameda Improvements Project currently ongoing.

The following comments relate to the TIS, which define volumes, distribution and associated improvements to adjacent roads and intersections.

3. 2030 am/pm TMC's in Fig 12 Total Combined Traffic Volumes don't appear to align with Fig 6 Background Traffic Volumes and Fig. 10 Site Generated Traffic Volumes. Please review and

confirm numbers are accurate. It would seem that the Harvest NB 2 LT would be impacted by this number.

4. NEATS projected 2030 ADT of 8,200 on Harvest north of Alameda, 9500 ADT on Harvest south of Alameda, 700 ADT on Alameda west of Harvest, and 7300 ADT on Mississippi west of Harvest along with an assumption that the Coal Creek Bridge would connect Harvest from Alameda to Mississippi. The Parklands Master Traffic Study anticipates 2040 volumes of 4,100 ADT on Alameda west of Harvest and 7,700 east of Harvest.
 - a. Please explain why this study anticipates 15,700 ADT on Alameda west of Harvest, 14,600 on Harvest north of Alameda and 15,700 on Harvest south of Alameda. The increase in ADT on Alameda west of Harvest and proportional distribution of ADT's at the Alameda and Harvest intersection seems incongruent with both reference documents and needs to be better explained, especially in light of both reference studies aligning with the plan to keep this portion of Alameda a 2 lane collector, but this study recommending a 4 lane minor arterial as needed and recommending that a planned 6 lane major arterial on Harvest be downsized to 4 lanes.
 - b. Please explain how the background traffic volume on Alameda west of Harvest of 10,500 ADT is determined and specifically what volumes are derived from adjacent development Traffic Studies, such as Harmony east of Powhatan.
 - c. Based on Figure 12-2030 Total Traffic Volumes, it appears that for the am peak for the WB Alameda, approximately 63% (420 of the 665) is attributed to thru WB onto Alameda west of Harvest. This seems to assume that the Harvest connection to Mississippi is not complete at this design year. Please clarify.
5. Village 2 TIS assumes for design year 2030 that distribution of Parklands volumes will change from 65% to Alameda WB (west of Harvest) in year 2025 to 40% to Alameda WB and 25% WB Mississippi (west of Harvest) as Harvest will be connected to Mississippi. This will require a bridge over Coal Creek.
 - a. Will the development beyond Phase 1 (Village 2) be contingent on this connection and associated bridge? The volumes on Alameda west of Harvest will be significantly affected based on whether the assumption of this connection is constructed and as such the distribution of Parkland traffic with the development of Village2, Phase 2.
 - b. The County strongly recommends that development beyond Phase 1 be contingent in some way upon the completion of the Coal Creek bridge and the connection of Harvest to Mississippi. This is based on the fact that traffic volumes generated by this development will eventually overwhelm the capacity of Alameda west of Harvest if the connection to Mississippi, and its use as a second east/west connection to Parklands, is not established.
 - c. Additional analysis is needed to demonstrate the impacts to Alameda west of Harvest, specifically to include LOS impacts to roadway capacity, direct access driveways and to the intersection of Alameda and Gun Club Road in their current configuration. This analysis would need to be based on both conditions associated with the Mississippi connection, and associated Coal Creek bridge.

- d. If the overall development is not contingent in some way to the completion of the Mississippi and Harvest connection, and associated Coal Creek Bridge, then the TIS should be updated to include both conditions associated with the completion of the bridge for the build out design year 2030. This is required as currently there is no certainty or obligation of the completion of this bridge which will significantly affect the associated volume distribution to Alameda.
6. The Parklands Village 2 TIS, assumes improvements at Harvest/Alameda in year 2030 will have a NB double LT to Alameda WB. Double LT is not possible with current and potential future plans for Alameda west of Harvest as a 2 lane collector. LOS should be based on single NB LT, consistent with Alameda as a 2 lane collector. *Note: Parklands Master Traffic Study assumed only a single NB LT at this intersection.*
7. Any additional lane improvements as suggested in year 2030 for Alameda EB, west of Harvest, will require ROW acquisition as Alameda ROW is 40' wide west of Harvest.
 - a. Who will be responsible for this ROW acquisition?
 - b. This additional ROW should be dedicated to Arapahoe County.
 - c. County/COA is currently in progress with the Gun Club-Alameda Improvements conceptual design project which will determine the final alignment/geometry of Alameda west of Harvest. A final recommendation should be determined in spring of 2023. Please coordinate any proposed improvements in this area with AC PM, John Wannigman, jwannigman@arapahoegov.com.
 - d. With current Alameda alignment, EB lane shift of approx.. 27' to south would be required over 220' length across intersection with Harvest (includes 75' easement west of harvest ROW). Show on site plans with ROW boundaries and current Alameda road alignment.
8. Will developer contribute to recommended Alameda/Harvest signalization?
9. LOS Results (Table 4) assumes double LT NB lanes at Harvest/Alameda. Please revise based on a single LT as Alameda west of Harvest is planned as 2 lane collector in future (similar with Queue analysis in Table 10).

For response to comments, please copy John Wannigman, the County Project Manager for the Gun Club-Alameda Improvements project at jwannigman@arapahoegov.com.

Enclosures: Redlined Site Plan Sht. 5, 7

Cc:

Email

Jim Katzer, PE, Transportation Division Manager
Cathy Valencia, PE, Capital Improvements Program Manager
Karl Packer, PE, Traffic Operations Manager
Sarah White, PE, Engineering Services Engineer III