



December 16, 2024

Erik Gates
Case Manager
Office of Development Assistance
City of Aurora
15151 E. Alameda Parkway, Suite 5200
Aurora, CO 80012

**Reference: Nine Mile Station Pedestrian/Bicycle Bridge over Parker Road (SH 83)
Revised Responses to Pre-Application Meeting Comments
Federal Aid Project No. STU M055-056
CDOT Sub-Account No. 23594**

Dear Mr. Gates:

The following includes our revised responses to comments received during the Pre-Application meeting held with the City of Aurora on 9/9/21. In preparation for our Development Application (Site Plan) submittal we are responding to comments made in the letter from Ms. Cesarina Dancy, dated September 23, 2021, including comments provided in the Step I – Planning Phase section of the comment package. The original responses to the comments were provided on October 8, 2021, and remain documented below. Where needed, revisions to the original responses are also provided to address details of the project redesign.

Comments provided in Step II – Construction Document Phase, and Step III – Construction Phase, will be addressed at the time of future submittals to the City.

Comments from the letter addressed to Bret Banwart on September 23, 2021:

Key Issues:

- **Utility Setbacks:** 10-foot horizontal and 15-foot vertical setbacks are required from all water utilities to the edge and span of bridge, including abutments. Please label setbacks on the construction drawings.

Response: FHU has considered these setbacks in its design and has proposed adjustments to the bridge and landing plans to clear the water utilities. An exhibit was recently submitted to Aurora Water with the proposed adjustments. Initial response indicates possible relocation of a segment of one line may still be needed, however we will continue to coordinate with Aurora Water to facilitate setbacks as required. The FHU team will locate waterlines in the field where needed via its planned test hole program as part of its Quality Level A Subsurface Utility Engineering effort scheduled for the project.

Additional Response (12.6.24): The horizontal setback for the bridge foundation was resolved during the original design, and the condition remains unchanged. The project redesign, which includes ADA compliant ramp structures at each end of the bridge, will require new foundation elements near the same existing waterline near the south end of the project that will require a similar discussion with Aurora Water. Horizontal clearances between the waterline and the structure foundations are currently between 7 feet and 8 feet clear. All vertical clearances exceed 15 feet in proximity of the waterline.

- **Common Space and Amenities:** At both landings of the proposed pedestrian bridge, plazas are either planned or in place. Additional seating and amenities are proposed at The Point landing, and existing amenities are available for pedestrians and bicyclists. This project will integrate public art, and there is the continuing effort to work with the city's design in order to create an inviting experience and gateway feature for the Aurora community. This project will be designed in collaboration with The Point at Nine

Mile developer to ensure that The Point Design Guidelines are met. Please remember that The Point Design Review Committee must review and approve the proposed bridge design and an approval letter should be provided with the Site Plan submission.

Response: *Our design team has initiated the coordination of the design for the north landing, which is to be completed by The Point development design team. The site amenities and public art within the north plaza are to be coordinated and developed by The Point team. The bridge design has been presented to The Point development through two design charrettes conducted for the project. The Point team was also copied on the recent FIR (30% design) plans submitted to CDOT, and is available for comment by The Point team. Although an approval letter from The Point Design Review Committee has only now been requested, The Point development team has already been coordinated with through the bridge's design development. Our project does not believe "approval" from their Review Committee is within the purview of the developer or their Review Committee. These are separate projects with a clear interface, but we are continuing to coordinate closely to achieve similar goals.*

- **Bridge Landing Small Urban Park:** The Point at Nine Mile Master Plan identifies several small urban parks on site to meet a portion of the neighborhood park land dedication required with the new residential component. At the landing of the bridge there is a tract that is 0.28 acres which has been credited toward the small urban park requirements. The completion of this bridge triggers the requirement of the master developer to complete the bridge landing small urban park per the incentive of the Master Plan and the requirements of [The PROS Dedication and Development Criteria Manual](#). Please work with the master developer on how the small urban park can be designed to meet all of the small urban park requirements based on the size and location of the bridge landing proposed. If possible, PROS encourages use of lighting and art on the bridge pier and landing in coordination with the intent of the master plan. Please coordinate with the Master Developer and RTD regarding the expectations at the landing sites. In particular, there are developer commitments to install amenities in order to meet PROS and public art requirements at The Point landing site.

Response: *As per the previous response, our design team has initiated the coordination of the design for the north landing, to be completed by The Point development design team. The site amenities and public art within the north plaza are to be coordinated and developed by The Point team. The bridge design team will provide its bridge and landing layouts to The Point team to coordinate the north landing site design. Lighting mounted to and/or under the bridge near both plaza areas are still being considered. The bridge Art (AIPP) team already has an approved design expending their budget that unfortunately does not include enhancing the Piers. However, the City and Bridge Design team is open to discussion by the developer's artist and design team to possibly integrate un-obtrusive aesthetic enhancements but their team must consider and pursue any CDOT oversight and/or clearances on their own and only after our project is completed as to not delay the City's funding commitment scheduled deadlines.*

- **Public Improvements:** Public improvements for this development include updates to the curb ramps adjacent to the project as necessary. Additionally, an accessible route is required from the landing to the adjacent street.

Response: *The FHU bridge design team will provide a design for interim accessible routes within the north bridge landing that will connect to interim accessible routes planned in the vicinity of the landing parcel. The final design within the north landing parcel, and areas directly outside of the parcel will be designed by The Point design team. The FHU bridge team will coordinate its final design as needed. A member of the FHU team, THK, will be assisting The Point with the final design of the north landing parcel.*

- **CDOT:** Parker Road is a state highway. Please continue coordination with CDOT as your plans progress.

Response: The bridge design project is partially funded with federal aid, thus it is subject to the CDOT Local Agency process. The FHU team has to date submitted an FIR (30% design) package, a Structure Selection Report, and has submitted environmental clearance documentation as needed to meet CDOT requirements. The project will continue to coordinate and provide submittals to CDOT as needed, including an FOR (90%+ design) design package in accordance with CDOT requirements. All information presented to CDOT will be consistent with the design information submitted to The City of Aurora for its reviews.

Additional Response (12.6.24): Coordination with CDOT for the redesign has been initiated, including design and environmental scoping meetings. Environmental clearance updates for the project site have begun. A combined FIR/FOR meeting has been proposed for the project redesign, and associated steps required for all clearances will be followed.

Step I – Planning Phase

Planning and Development Services Department

Key Issues:

- ▶ Please coordinate with the Master Developer and RTD regarding the expectations at the landing sites. In particular, there are developer commitments to install amenities in order to meet PROS and public art requirements at The Point landing site.

Response: As also responded to in the above “Key Issues” section, our design team has initiated the coordination of the design for the north landing, which is to be completed by The Point development design team. The site amenities and public art within the north plaza are to be coordinated and developed by The Point team. We have also been in communication with RTD to discuss the details of the south landing site, and have copied RTD on our recent FIR (30% Design) package for their review and comments. Per the coordination that’s taken place to date with RTD, generally only restoration is planned within the RTD plaza area. This is to bring it back to near current conditions and allow RTD to continue their current responsibilities to operate and maintain the plaza area around the bridge landing footprint per an IGA they have with CDOT.

- ▶ Continue to work with the Public Art coordinator regarding the proposed artwork on the bridge. Since this is a primary entrance into Aurora, it may be good to include the Aurora branded logo somewhere on the bridge.

Response: The project has already incorporated the Public Art aesthetic theme developed and cleared with the City Art Commission and visual impacts cleared by CDOT. The addition of an Aurora logo will be coordinated with the City and the Art team as needed as to effects or appropriate integration of their current design.

Additional Response (12.6.24): A revised Public Art aesthetic theme has been developed and implemented into the redesigned pedestrian bridge. The same public artist that worked on the original design developed the theme, which resembles the original theme, and has been reviewed and approved by the City Art Commission.

- ▶ Continue to work with CDOT regarding the requirements for CDOT-controlled property and the installation of landscaping and amenities.

Response: The design will continue to follow and meet the requirements of the CDOT Local Agency process. The FHU team has to date submitted an FIR (30% design) package, and we have received comments on the landscaping plan. Coordination will continue through the FOR design.

Standards and Issues:

1. Zoning and Placetype

1A. Zoning

The MU-TOD district is intended to foster special, sustainable and urban places near transit stations that include places to live, work, shop, and recreate, to reduce reliance on the automobile and encourage the use of public transit, encourage job creation and economic growth through proximity to transit, encourage the integration of sustainable features such as green roofs, and provide citizens with new housing and lifestyle choices with a high level of amenities and social interaction.

Response: Comment noted.

1B. Placetype

The site is within the Urban District placetype.

Urban Districts will be critical to the economic and fiscal health of the city because they will be the centers of employment, culture and activity. The Urban District is the city's most intensely developed area with mixed-use, entertainment, institutional, retail, restaurant and multifamily residential as defining uses. In the absence of a single "Downtown Aurora," this placetype creates a unique mix of uses in a relatively dense urban fabric, that provides a pedestrian-friendly environment and a place to live, work, shop, dine, recreate and more. It is distinguished from other placetypes by density, scale and the prioritization of multimodal transportation. Multifamily housing and employment opportunities abound, making Urban Districts the center of activity for Aurora.

Response: Comment noted.

1C. Nine Mile Station Area Plan

In this case, the Nine Mile Station Area Plan applies, which lays out design and other criteria. In the Station Area Plan, a primary goal was to provide a safe pedestrian and bicycle connection from the Nine Mile Station and parking lot to The Point at Nine Mile development as well as neighborhoods and businesses beyond. This proposal will implement this goal.

Response: Comment noted.

2. Land Use

2A. Historic Land Use

The Point at Nine Mile site previously was occupied by a King Soopers grocery store and fueling station.

The Nine Mile RTD station includes a parking garage, plaza, and access to the Nine Mile Station light rail line.

Response: Comment noted.

3. Development Standards

3A. Common Space and Amenities

At both landings of the proposed pedestrian bridge, plazas are either planned or in place. Additional seating and amenities are proposed at The Point landing, and existing amenities are available for pedestrians and bicyclists.

This project will integrate public art, and there is the continuing effort to work with the city's design in order to create an inviting experience and gateway feature for the Aurora community.

This project will be designed in collaboration with The Point at Nine Mile developer to ensure that The Point Design Guidelines are met. Please remember that The Point Design Review Committee must review and approve the proposed bridge design and an approval letter should be provided with the Site Plan submission.

Response: Collaboration opportunities and discussions will continue. The Point has been copied on all plan submittals to date and will continue to be copied on forthcoming submittals for review and comment, and specific coordination meeting have also occurred and are planned to continue as designs are refined. See response above under “Key Issues” section regarding the “Approval Letter”.

Additional Response (12.6.24): Stakeholder outreach has been initiated with both RTD and The Point development, whereby the design concept and details have been presented to each. Comments have been addressed in the current design, which has recently been completed to an approximately 60% level.

3B. Access and Connectivity

The proposed bridge provides an important connection from the Nine Mile station to The Point and neighborhoods beyond. This encourages the use of many modes of transportation, including walking, biking, and transit.

Response: Comment noted.

3C. Landscape, Water Conservation, Stormwater Management

A formal landscape plan review will be forthcoming once the plaza areas for the bridge landings on either side of Parker Road are designed. It is assumed that these spaces will comply with The Point Master Plan at a minimum but may require some adjustments once the final design and associated grading are completed.

Response: The landscape design, site amenities and public art at the north bridge landing area plaza are to be developed and coordinated with our team, as necessary, by The Point design team. The FHU team will coordinate its design of the bridge and bridge landing structures with the site design.

3D. Exterior Lighting

Standards for exterior lighting are found in Section 146-4.9. Show typical details of lighting on the plan and elevations. Please remember that there are specific light standards for transit-oriented development, an image of which can be found below.

Response: The FHU team is providing lighting design for the bridge and landing structures, including the elevator towers and stairs. The site lighting within the parcel reserved for the north bridge landing, and along the development roadways, sidewalks and parking areas will be provided by The Point design team. The FHU team will consider the TOD lighting standards in its lighting design for the structures and locations on the site where the structure creates shadowing from the site lighting.

3E. Signs

Section 146-4.10 governs signage standards. 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.

Several years ago, the city received grant funding for the fabrication of directional signage for the light rail station and the Point. Jana Krell of Public Works was the project manager for that project and has communicated that there is still some signage yet to be installed. It may be good to collaborate with her as to the location of the signage.

Response: The FHU team has received and reviewed the wayfinding signage plan referenced above. We will coordinate with the City, RTD and The Point on the remaining signage needs for the condition when the bridge and bridge landing will be in place. We will coordinate with the City on whether this effort becomes part of our project scope, or is to be handled as a separate project. These signs were developed through an original initiative lead by the City’s Planning department prior to the City’s adoption of the Unified Development ordinance code and this project will not review the left over

signs yet to be installed for conformance with these current signage standards. If this is a concern, City Planning staff will need to provide any resources necessary prior to our final design timeline to clear/approve/procure the requested signs as necessary.

Additional Response (12.6.24): A wayfinding signage inventory was completed for the original design, and was recently verified by the design team. Recommended modifications and additions to the signage are currently included in the project design.

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 have been identified 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: The FHU team will follow the City CAD standards for final delivery.

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 noted.

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 form has been filled out and submitted.

Additional Response (12.6.24): It is assumed that the original submittal of the Mineral Rights Notification addresses this request, and no further action is necessary.

Pre-Submittal Meeting:

Please note that a separate pre-submittal meeting is required with Real Property for the Subdivision Plat prior to application submittal. Please contact Real Property directly to schedule this meeting.

Response: A Pre-Submittal meeting with Real Property has not been performed for this project as a Subdivision Plat is not part of this project. However coordination with Real Property has been constant as part of the Federal and CDOT oversight and clearance process requires any land

issues/acquisitions to comply with their ROW Clearance process and in conformance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act).

Community Participation:

Please work proactively with registered neighborhood organizations and adjacent property owners. 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.

Response: Comment noted.

Neighborhood Services Liaison:

- *Scott Campbell* is the neighborhood liaison for the project. He has put together a report attached to these notes listing the registered neighborhood organizations within one-mile of your proposed project and can assist in scheduling and facilitating meetings with community members. Please work with the organizations that express interest in your project to address comments and mitigate concerns

Response: Comment noted.

Additional Response (12.6.24): We have not been notified to date on who the neighborhood liaison may be for the project redesign.

- All meetings with registered neighborhood organizations should also include the Planning and Development Services Department Case Manager so that questions concerning the UDO and procedures can be properly addressed. The Case Manager will record any project-related commitments that are made to the community at these meetings.

Response: Comment noted.

- Additional information about the Neighborhood Liaison Program can be found on the [Housing and Community Services](#) page of the city website.

Response: Comment noted.

Oil and Gas 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.

There may be existing underground pipelines in rights-of-ways. If you have questions or concerns about this, the Oil & Gas Division can assist with providing additional information.

Should you have any questions about oil and gas development, please reach out to *Jeffrey Moore*, Manager of the Oil & Gas Division.

Response: Comments noted.

Parks, Recreation & Open Space Department (PROS)

Bridge Landing Small Urban Park

The Point at Nine Mile Master Plan identifies several small urban parks on site to meet a portion of the neighborhood park land dedication required with the new residential. At the landing of the bridge is a tract that is 0.28 acres and has been credited toward the small urban park. The completion of this bridge triggers the requirement of the master developer to complete the bridge landing small urban park per the intent of the Master Plan and the requirements of [The PROS Dedication and Development Criteria Manual](#). Please work with the master developer on how the small urban park can be designed to meet all of the small urban park

requirements based on the size and location of the bridge landing proposed. If possible, PROS encourages use of lighting and art on the bridge pier and landing in coordination with the intent of the master plan.

Response: The landscape design, site amenities and public art at the north bridge landing area plaza are to be coordinated and developed by The Point design team. It is assumed the Small Urban Park criteria will be implemented into the design, as appropriate. The FHU team will coordinate its design of the bridge and bridge landing structures with the site design. Lighting mounted to and/or under the bridge near both plaza areas are still being considered. The bridge Art (AIPP) team already has an approved design expending their budget that unfortunately does not include enhancing the Piers. However, the City and Bridge Design team is open to discussion by the developer's artist and design team to possibly integrate un-obtrusive aesthetic enhancements but their team must consider and pursue any CDOT oversight and/or clearances on their own and only after our project is completed as to not delay the City's funding commitment scheduled deadlines.

Additional Response (12.6.24): The project redesign now includes aesthetic enhancements to the bridge piers, via colored stain that enhances the overall bridge and ramp combined aesthetic.

Forestry Division

It appears that there will be tree impacts in the area where the Bridge Landing is located on the south side of South Parker Road. Also, if there is a plaza planned for that area, there are other trees that may be impacted. Tree mitigation will be required for any trees removed during construction activities.

Tree Mitigation Requirements

- Trees on site that are 4" or greater in caliper that will be impacted by development require tree preservation or mitigation. The intention of the Tree Preservation Policy is to preserve trees that are in good condition and of high value during the process of development. Mitigation for trees removed from the property can be accomplished by trees being planted back onto the site through the landscape plan, payment made into the Tree Planting Fund, or a combination of the two. If trees are planted on the site, the mitigation requirement is an inch-for-inch replacement. This is in addition to the regular landscape requirements. For example, if a 10" tree is removed, 10 caliper inches must be replaced back onto the site. The use of tree equivalents is not acceptable for tree mitigation. However, I believe it may be best for you to provide mitigation through the Tree Planting Fund.

Response: The project intends to provide mitigation through the City's Tree Planting Fund. Four (4) trees at the south bridge landing site have been identified for removal in the Tree Mitigation Plan provided in the Development Application submittal.

Additional Response (12.6.24): The project redesign requires the removal of one additional tree, due to a slightly larger project footprint, bringing the new total to five (5).

Forestry's Role in Site Plan Review

- When the site plan is submitted, please show and label all existing trees on a separate sheet called Tree Mitigation Plan and indicate which existing trees will be preserved or removed. Please include grading on this sheet as well. Forestry Division staff will conduct a tree assessment after the initial submittal, which includes species, size, condition, and location factors. If there is interest in determining mitigation requirements before your submittal, there is the option of hiring a consulting arborist; a list can be obtained from Forestry upon request. Forestry would require a meeting with the arborist selected to make sure that we agree on the appraisal.

- Once Forestry Staff conducts the tree assessment, a spreadsheet will be provided showing the dollar value of the trees that will be removed as well as the number of inches required for replacement back onto the site. If a Consulting Arborist is hired, this information will be supplied by them. In most cases, the mitigation inches can be replaced on the site through upgrades to the landscape plan.
- Civil and SWMP plans will not be approved by Aurora Forestry until tree mitigation has been approved through the Site Plan Process.
- Any trees that are preserved on the site during construction activities shall follow the standard details for Tree Protection per the current Parks, Recreation & Open Space Dedication and Development Criteria manual. The Tree Protection notes shall be included on the plan. The link for the manual can be found at: <https://www.auroragov.org/cms/one.aspx?pagelId=16394080>

Response: Comments above have been noted.

Ash Trees Prohibited

- Due to the invasive Emerald Ash Borer that has been infesting trees along the Front Range, all species of Ash are prohibited from planting within the City of Aurora – please be sure that your Landscape Architect is aware of this new requirement.

Response: Comment noted.

Aurora Water

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:

- ▶ 10' horizontal and 15' vertical setbacks are required from all water utilities to the edge and span of bridge, including abutments. Please label setbacks on construction drawings.

Response: FHU has considered these setbacks in its design, and has proposed adjustments to the bridge and landing plans to clear the water utilities. An exhibit was recently submitted to Aurora Water with the proposed adjustments. Initial response indicates possible relocation of a segment of one line may still be needed, however we will continue to coordinate with Aurora Water to facilitate setbacks as required. The FHU team will locate waterlines in the field where needed via its planned test hole program as part of its Quality Level A Subsurface Utility Engineering effort scheduled for the project.

Additional Response (12.6.24): The horizontal setback for the bridge foundation was resolved during the original design, and the condition remains unchanged. The project redesign, which includes ADA compliant ramp structures at each end of the bridge, will require new foundation elements near the same existing waterline near the south end of the project that will require a similar discussion with Aurora Water. Horizontal clearances between the waterline and the structure foundations are currently between 7 feet and 8 feet clear. All vertical clearances exceed 15 feet in proximity of the waterline.

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

Response: Water service connections to project are anticipated to be less than 2" lines.

Additional Response (12.6.24): Water service is not required for the project redesign, and water service infrastructure has been removed from the project.

Utility Services Available:

- Water service may be provided from: N/A

Response: Water service is anticipated for the north landing building area to serve a maintenancelstorage room sink.

Additional Response (12.6.24): Water service is not required for the project redesign.

- Sanitary sewer service may be provided from: N/A

Response: Sanitary service is anticipated for the north landing building area to serve a maintenancelstorage room sink.

Additional Response (12.6.24): Sanitary sewer service is not required for the project redesign.

- Project is located on the following Map Pages: 16E

Response: Comment noted.

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

Response: A Utility Plan has been included in the Site Plan submittal identifying these items.

- 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).

Response: Comment noted.

Utility Development Fees:

- For a full listing of Utility Fees, please see the [Aurora Water Fee Schedules](#).

Response: Comment noted.

- 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: Comment noted.

Public Works Department

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

Key Issues:

- ▶ Bridge piers/structure shall not impede vision within the sight triangles at the adjacent accesses onto Parker Road.

Response: Bridge piers and other structures have been located a minimum of 30'-0" from any roadway curb face, ensuring no sightline conflicts for drivers on nearby roadways and at

intersections.

- ▶ Parker Road is a state highway therefore coordination with CDOT will be required.

Response: The design is following the requirements of the CDOT Local Agency process. The FHU team has to date submitted an FIR (30% design) package. Coordination with CDOT will continue through the FOR design, and through construction.

Additional Response (12.6.24): Coordination with CDOT for the redesign has been initiated, including design and environmental scoping meetings. Environmental clearance updates for the project site have begun. A combined FIR/FOR meeting has been proposed for the project redesign, and associated steps required for all clearances will be followed.

- ▶ Pending something unforeseen, such as public comment, Traffic Engineering will not require a Traffic Study at this time.

Response: Comment noted.

- Pending Parker Road is a state highway. Approval and access permits will need to be obtained from the Colorado Department of Transportation (CDOT). Please contact Marilyn Cross at CDOT, phone number 303.512.4266. Developers/applicants are encouraged to contact CDOT early on in the review process to determine the feasibility of the proposed access and any specific CDOT requirements. In order to insure CDOT will allow access as shown, provide a letter from CDOT indicating they have reviewed the proposed access(es). **This letter must be received 10 days prior to the Planning Commission hearing.**
 - Pending Construction should only occur after obtaining the State Highway Access permits and the Notice to Proceed from CDOT. State Highway Access permitting is a two-step process. First obtaining the access permit and then obtaining the Notice to Proceed with the construction documents, Certificate of Insurance, and Traffic Control Plan. Having approval from Aurora for construction of the store did not mean you had approval for construction of the accesses in the State Highway right-of-way.

Response: The design is following the requirements of the CDOT Local Agency process. The FHU team has to date submitted an FIR (30% design) package. Coordination with CDOT will continue through the FOR design, and through construction. Permitting will be coordinated with CDOT as needed.

Additional Response (12.6.24): Coordination with CDOT for the redesign has been initiated, including design and environmental scoping meetings. Environmental clearance updates for the project site have begun. A combined FIR/FOR meeting has been proposed for the project redesign, and associated steps required for all clearances will be followed.

- Pending 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.

Response: Bridge piers and other structures have been located a minimum of 30'-0" from any roadway curb face, ensuring no sightline conflicts for drivers on nearby roadways and at intersections.

- 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 not 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: The bounds of the bridge project are limited to a parcel within The Point development north of Parker Road, and within existing CDOT property on the RTD site south of Parker Road. There will be no impacts to the roadways in proximity of the project requiring any signing and striping design. Design and coordination with CDOT is in process for the relocation of the existing sign structure within the median of Parker Road.

Traffic Impact Study:

- Pending something unforeseen, such as public comment, Traffic Engineering will not require a Traffic Study at this time.

Response: Comment noted. A traffic study is not being prepared.

Engineering Division

The Engineering Division reviews the drainage 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 for this development include updating curb ramps adjacent to the project as needed. Additionally, an accessible route is required from the landing to the adjacent street.

Response: The FHU bridge design team will provide a design for interim accessible routes within the north bridge landing that will connect to interim accessible routes planned in the vicinity of the landing parcel. The final design within the north landing parcel, and areas directly outside of the parcel will be designed by The Point design team. The FHU bridge team will coordinate its final design as needed. A member of the FHU team, THK, will be assisting The Point with the final design of the north landing parcel.

- ▶ A preliminary drainage letter shall be submitted with the site plan. Detention and water quality/EURV shall be in conformance with The Point master drainage study as well as subsequent adjacent reports. If the scope of work changes to include the plaza area or other surrounding areas, a drainage report may be required.

Response: A preliminary drainage letter will be submitted as requested. A copy of The Point Master Drainage Study is being obtained for coordination purposes. It is our understanding that the master drainage study accounted for all site drainage, but not the bridge drainage itself.

Additional Response (12.6.24): A new Preliminary Drainage Letter (PDL) has been prepared and will be submitted with the Site Plan submittal. There are very few modifications from the original PDL, but our understanding is that a new PDL is required for the project redesign Site Plan process.

- ▶ 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 noted.

Improvements:

Sections and details referenced in the Improvements section refer to the city's Roadway Design and Construction Specifications (Roadway Manual).

- Curb ramps must be shown (located) on the plans at all curb returns and any other location of public necessity. Refer to Standard Detail S9. Detailed grading of the curb ramps shall be included in the civil plans.

Response: Comment noted.

- 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 noted. Railings will be provided on the structures as noted. Railings at the ground level are not anticipated.

- Retaining walls shown on plans shall indicate material type and a height range or indicate a maximum height. Where appropriate, guard or hand rails may be required.

Response: Comment noted. Retaining walls are not anticipated for the design.

ROW/Easements/Plat:

- 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.
 - A drainage easement shall be required for any detention/water quality facilities on site. This drainage easement shall tie to a public way.
 - Utility easements shall be required for any proposed water/sanitary sewer/public storm sewer located outside of public right-of-way.
 - 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: Comments noted. Easements are nor anticipated for the bridge and landings as the current plan (coordinated with Real Property and AURA) is for the City to maintain ownership of the north landing parcel (which AURA plans to dedicate to the City). The City will then issue a License Agreement to the developer to build/operate/maintain the plaza area and related improvements. The proposed underlying water and sanitary utilities proposed to serve the bridge's maintenance room that run under the plaza are will either be detailed within the License Agreement as to remain in the City's ownership/responsibility or utility easements will be developed if needed otherwise.

Drainage:

Drainage design standards can be found in the city's "[Storm Drainage Design and Technical Criteria](#)".

- A preliminary drainage letter may be submitted in lieu of a preliminary drainage study. It should state the approved drainage patterns will not be altered and address any changes in imperviousness from the approved drainage study covering this development. The letter shall include calculations for onsite improvements, compare peak flows to the previously approved report, and include any relevant sheets from said report. A drainage plan, sized no larger than 11" x 17", shall be included, as well as a comparison of the proposed drainage plan to the previously approved plan, with the proposed area highlighted. Additional information may be requested from the reviewing engineer to ensure adequate analysis. It will need to be signed and stamped by a Professional Engineer licensed in the State of Colorado. The letter shall be submitted to Engineering at the time of the Planning Department application submittal. A review fee shall be paid to the city prior to acceptance of the letter. The site plan will not be approved until the preliminary drainage letter is approved.

Response: Comment noted.

- Storm water from concentrated points of discharge from a minor 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 noted.

- A public storm sewer system appears to be located near this site. Please have your Engineer or Surveyor verify and tie your site drainage into it.

Response: Comment noted.

- Extend storm sewer through the site, including inlets, pipes, manholes, etc., as needed.

Response: Comment noted.

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 Issue:

- Fire/Life Safety has limited comments in relation to the pedestrian bridges proposed location, height (>13'-6") or proximity to existing/proposed fire hydrants.

Response: The bridge will be over 17'-0" clear vertically within the north landing, 18'+ over Parker Road, and over 19 feet clear vertically over the RTD plaza at the south end of the bridge. The south bridge landing structure is within 60' of an existing fire hydrant at the south end of the project. The north bridge landing will be within 150' of a proposed hydrant being installed as part of The Point development.

Additional Response (12.6.24): The same conditions exist as were explained above. However, the hydrant referenced in previous response within 150' of the north bridge landing (now a ramp structure) has been installed.

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

Response: An address will be displayed on the building as required. An address has not yet been assigned to the structure, so a location has not yet been determined.

Additional Response (12.6.24): The project redesign has no buildings, thus a building number is not believed to be required for the project. The redesign consists of a similar bridge structure, with fully open ADA compliant ramp structures.

Adopted Codes by the City of Aurora – Setbacks:

The site plan and civil plans must reflect the setback requirements of the 2015 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 International Codes please utilize the following hyperlink; [ICC Codes Online](#).

Response: Comment noted.

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.

- Sign Package

Response: Comment noted. The Civil Plan package will address the site signage requirements, as needed.

Fire Hydrants:

- Based on the proximity of the structure to existing fire hydrants, Fire/Life Safety is not 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: The existing/proposed fire hydrants in proximity of the bridge and landings will be labeled in the Site Plan.

Accessibility Requirements:

The City of Aurora reviews accessibility requirements based on 2015 IBC, Chapter 11, the 2009 ICC/ANSI A117.1.

- Commercial

Response: Comment noted.

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: A legend will be included in the Site Plan submittal.

Photometric Plan:

- Add the following note to the Photometric Site Plan:
ILLUMINATION WITHIN THE SITE MUST COMPLY WITH THE 2015 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".

Response: Comment noted. A Photometric Site Plan for the north plaza area will be provided by The Point development as part of their site design that will be provided at a future date. The bridge lighting encompassed by this project (i.e. providing lighting for the stairs and bridge structure itself, along with under structure lighting as necessary) are indicated in the "Electrical and Lighting" sheets of the Bridge plans.

Additional Response (12.6.24): Photometric Plans were provided for the original bridge and bridge landing plan construction drawings, and will be provided again in the redesign construction drawings.

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

Additional Response (12.6.24): This item was not addressed in the original design, as the project only designed lighting for the bridge and landing structures and their immediate vicinities. Pathway lighting designs were not needed nor provided. The same approach will be followed for the project redesign.

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 does not contain a Dedicated Fire Lane Easement
- (Site Plan Note) Accessibility Note for Commercial Projects
- (Site Plan Note) Addressing
- (Site Plan Note) Americans with Disabilities Act
- (Site Plan Note) Emergency Ingress and Egress

Response: The notes will be added to the Site Plan as required.

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: A Data Block has been provided with relevant project design information.

Real Property Division

The Real Property Division reviews the Site Plan and processes Subdivision Plats, Easements, and License Agreements that may be necessary for development of property.

Key Issues:

- License agreement needed from CDOT for bridge encroaching across CDOT right of way.

Response: CDOT is informed us that no License Agreement is needed from them for this bridge project. As discussed in the Pre-Application meeting, the only agreement CDOT needs, has already been obtained by them which is the TIP Funding IGA. CDOT executes these with local agencies at the beginning of these types of projects. CDOT informed our team that if CDOT did not approve of any infrastructure to be installed within (or to access) their ROW, then they would not have executed the IGA with us originally and such an agreement creates a scenario where CDOT treats these projects like an Internal Project for all intents and purposes. A copy of this Agreement was provided to the Real Property agent inquiring about a need for this License after the Pre-Application and an indication of acceptance was given.

- If footprint of bridge is located on city property then easements may be required but only in the form of corridors example utility corridors, fire lane corridors etc.

Response: Comment noted. No easement requirements have been identified to date.

Subdivision Plats:

- N/A

Site Plans:

A Site Plan will be required by the Planning Department. Real Property has items that need to appear on that site plan above and beyond what other departments may require. These items are listed on the Real Property Subdivision Plat Checklist.

Response: Comment noted.

Separate Documents:

- 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:
 - Dedications Packet
 - Easement Release

Response: Comment noted.

- **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 Real Property specifications which can be found in the Dedications Packet. Once complete and accurate easement dedication information is submitted to Real Property, it takes **about 8-10 weeks** to complete the process. They must be complete and ready to record before Real Property will record the Plat and/or Site Plan.

Response: Comment noted.

- If there are existing easements that are no longer needed, the city will require the developer to make application to the city to release those easements. Easement release documents must be prepared using Real Property specifications and are available in the Easement Release Packet. Once complete and accurate easement release information is submitted to Real Property, it takes about **8-10 weeks** to complete the process. They must be complete and ready to record before Real Property will record the Plat and/or Site Plan.

Response: Comment noted.

- 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 *Leslie Gaylord* at 303.739.7901 for additional details and contact information.

Response: Comment noted.

Sincerely,

FELSBURG HOLT & ULLEVIG



Bill Marcato, PE
Project Manager

cc: Bret Banwart – City of Aurora