

September 27, 2019

City of Aurora, Planning Department  
Cesarina Dancy  
15151 E. Alameda Pkwy  
Aurora, CO 80012

Re: **64<sup>th</sup> Ave – Infrastructure Site Plan (#1360880)/Pre-Application Meeting held April 18, 2019**

Dear Ms. Dancy,

Thank you for taking the time to respond to our Pre-Application Meeting for 64<sup>th</sup> Ave Infrastructure Site Plan. We have received the City staff comments on May 3, 2019. Our staff has reviewed the responses and have made the following changes. Please reach out with any questions or concerns.

Sincerely,  
Norris Design



Eva Mather  
**Principal**

## **PLANNING DEPARTMENT**

The Planning comments are numbered. When you submit your application, please include a Letter of Introduction responding to each of the numbered comments, including key issues from other departments.

### *Key Issues:*

- 64<sup>th</sup> Avenue Cross Section
- FDP Amendments
- Property Owner Authorization

### *General Zoning Code Review of your Property:*

- The properties adjacent to the proposed right-of-way are zoned (E-470 ACORP) E-470 Airport Corporate Subarea, (E-470 ADIST) E-470 Airport Distribution Subarea and (NEP I-70) Northeast Plains I-70 Corridor Subarea.
- The use you propose, public right-of-way, is permitted by the current zone districts, but is subject to Infrastructure Site Plan approval.

**Response: Comment noted, thank you.**

### *Types of Application(s):*

- As a part of your application, you will need to make the following land use requests:
  - Contextual Site Plan (Infrastructure Site Plan)**Response: A contextual Site Plan (ISP) has been provided with this submittal.**
- The Contextual Site Plan application can be reviewed and approved administratively in a 12-13 week timeframe if no waivers are requested and all city requirements are met. All applications will be processed electronically through our development review website.

**Response: Comment noted, thank you.**

- The following manuals and ordinances may also be helpful in completing your application for submittal:
  - Airport Influence District
  - Application Approval Criteria
  - Landscape Reference Manual
  - Online Application and Plan Submittal Guide
  - Site Plan Manual

**Response: Comment noted, thank you.**

### *Standards and Issues:*

#### **1. General Planning Comments**

##### **1A. 64th Avenue Cross Section**

The Northeast Area Transportation Study, which was updated in 2018, identifies 64th Avenue between E-470 and Harvest Road be a six-lane major arterial (pg. 51). This recommendation is based on the overall transportation system analysis of the study area and the forecasted 2040 traffic volumes. As discussed in the pre-application meeting, the proposed four-lane arterial is not sufficient for the final cross section for 64th Avenue east of E-470. The city will need to review detailed land use and transportation networks within each proposed development adjacent to 64th Avenue if a different cross-section is proposed other than the six-lane major arterial.

***Response: Per direction from Staff we will be providing a 4 lane arterial with the ability to be expanded to a six lane major arterial for full build out per the City's request.***

#### *1B. Transit and Mobility Hubs*

The Northeast Area Transportation Study identifies 64th Avenue and Harvest Road as future high frequency transit routes (pg. 63). It also shows a mobility hub at the intersection of 64th Avenue and Harvest Road. Additional context should be provided in the development submittal regarding mobility hubs, which will serve as transition / transfer points among different modes of transportation (i.e. walking, biking, transit, car sharing, etc.). As such, internal pedestrian and bicycle connections throughout the developments sites to the mobility hub should be identified. Mobility hubs would incorporate a combination of uses, typically on the far side of intersections, reserved for transit stops, long-term bike parking, parking locations for docked or dockless shared mobility devices, information kiosks, and parking spaces reserved for publicly-available electric vehicle charging and car sharing.

***Response: Understood. A potential Transit and Mobility Hub, by others, has been shown at the intersection of Harvest and 64<sup>th</sup>.***

#### *1C. Infrastructure Site Plan Components*

Although this application will be reviewed and approved based on the Contextual Site Plan (CSP) criteria, the components within an Infrastructure Site Plan are different than a typical CSP. Infrastructure Site Plans generally only identify street improvements, grading, utilities, and landscaping. Please review other Infrastructure Site Plans that have been approved recently, such as the Painted Prairie Infrastructure Site Plan for Picadilly Road, so you have a better understanding of what the document should include.

***Response: Understood, thank you.***

#### *1D. FDP Amendments*

As discussed in the pre-application meeting, the proposed Infrastructure Site Plan impacts the High Point at DIA, Fulenwider and Porteos Framework Development Plans. As required by Public Works and Aurora Water, the necessary engineering documents must be submitted and/or updated prior to submittal of the Infrastructure Site Plan to ensure consistency. Please coordinate with Public Works (Civil Engineering and Traffic Engineering) and Aurora Water.

***Response: Acknowledged. It appears that High Point at DIA, Fulenwider and Porteos are all currently looking to update their respective FDPs to account for changes to 64<sup>th</sup> Avenue. These FDPs are going through review from COA which includes Public Works and Aurora Water.***

#### *1E. Property Owner Authorization*

Regardless of which property owner is the official "applicant" on the subject Infrastructure Site Plan, a signed letter must be received from all property owners whose properties are impacted giving their authorization to proceed with the application. These letters must be received with the initial submittal of the application, or the review process cannot begin.

***Response: An authorization letter has been provided on behalf of all the adjacent property owners.***

## **2. Landscape Design Issues**

For further information, please feel free to contact our Senior Landscape Architect, Kelly K. Bish. The general landscape comments on your proposal are listed below:

### **A. General Landscape Plan Comments**

Prepare your landscape plans in accordance with the Landscape Reference Manual and the Original Aurora Zoning Code. Landscape plans shall be labeled "Not For Construction". Landscape construction drawings are not required and therefore do not necessitate the signature, stamp and seal of a licensed landscape

architect upon final approval. Landscape plans are used by the city to determine compliance with the landscape standards and for code enforcement purposes. Landscape plans must be drawn on 24" x 36" sheets and have plant symbols and plant labels with a plant schedule upon first submission. A complete review will not be possible and may result in additional submittals and ultimately delays in approval of the plan set. Please ensure that all AutoCAD SHX text items are removed from the "Comment" section and that all PDF sheets are flattened to reduce the select-ability of items. Plans submitted for city pre-acceptance review will be rejected if it is determined that plans do not comply with this requirement.

***Response: Understood. Our flattened plans are drawn at 24"x36", have been labeled "Not for Construction", and have an empty comments section. All proposed plant material is shown with symbols and has been labeled.***

#### **B. Article 14 Landscape Code**

The following bullet points are not necessarily an all-inclusive list of the landscape requirements found within Article 14. The applicant is responsible for reviewing either the current and/or proposed landscape code and determining all applicable landscape conditions.

- **Standard Right-of-Way Landscaping.** Landscaping shall be provided within the curbside planting area. All abutting property owners shall work together so that a cohesive streetscape concept is envisioned. At a minimum, one shade / street tree shall be accounted for per 40 linear feet of street frontage along 64th Avenue. Refer to Section 146-1451(B)(2). Street trees shall be provided within the designated tree lawn. Avoid the use of blue grass sod and install a more xeric sod mixture for the tree lawn. In lieu of sod, consider the installation of shrubs, perennials and ornamental grasses at a ratio of 1 5-gallon shrub per 40 square foot of sod. All shrub and ornamental grasses must be 5-gallon size at time of installation and no more than 40% of the 5-gallon plant material shall be ornamental grasses. Landscaping shall also be provided within the proposed medians. If you anticipate the city owning and maintaining the medians, coordination with PROS will be necessary regarding the ultimate landscape and irrigation design.

***Response: Understood. We are showing the equivalent of 1 tree every 40 linear feet within our tree lawn. Street tree requirement transfers have been added to the medians. We are proposing a mix of shrub bed, concrete accent bands, cobble, and native seed within the tree lawn area to provide a diversity of ground plane materials and vegetation. Our proposed tree lawn beds have less than 40% ornamental grasses. Proposed landscape is being shown within the medians. Per discussions with the Planning department we are calculating sod replacement quantities based off the shrub bed SF. Native seed areas are not included in the sod replacement calculations.***

#### **C. Detention Pond and Water Quality Measures.**

In order to meet water quality objectives, the city encourages applicants to utilize Low Impact Development (LID) techniques as permanent best management practices (BMPs). Many of the LID practices have an integrated vegetative component which supports the treatment, evapotranspiration and infiltration functions so that storm water is treated at the source. Some examples of LID techniques are depicted in the images below and include permeable pavements, vegetative swales and rain gardens.



Porous Pavement



Vegetative Swale



Rain Garden

Applicants may propose their own BMPs or work with Aurora Water / Public Works. Aurora Water recently completed a study and produced a manual titled “Low Impact Development Techniques for Urban Redevelopment in Aurora.” Applicants are encouraged to utilize this document as an introduction to LID/BMP techniques.

***Response: Thank you. We will work with our civils to further coordinate. At this time, our sediment basins are temporary and final design/location is uncertain.***

All detention pond facilities shall not exceed 6’ in depth. The area within the tract surrounding the pond shall contain a minimum of 1 tree and 10 shrubs or the approved tree and shrub equivalents per 4,000 square feet above the 100-year water surface elevation. When overlapping landscape standards occur, such as when buffers, detention / water quality and parking lot landscape requirements fall within the buffer, they may be counted towards meeting the buffer requirements. However, the most restrictive requirements shall be met. Landscaping shall be provided in accordance with Section 146-1434.

***Response: Thank you. We will work with our civils to further coordinate. At this time, our sediment basins are temporary and final design/location is uncertain.***

#### **D. Irrigation**

Refer to Section 146-1430. All developments shall install an automatic irrigation system for landscape areas. To assess irrigation tap fees, Aurora Water requires that the applicant divide their landscape into water conserving, non-water conserving and non-irrigated areas as part of the landscape submittal. A table summarizing these areas shall also be provided. Contact Timothy York at (303) 326-8819 regarding irrigation plan requirements and application fees. An irrigation permit is required prior to the installation of an irrigation system.

***Response: Understood, Thank you. We have provided a hydrozone map and the necessary charts with the submittal.***

### **3. Waivers**

If any waivers are requested, you must clearly list them in your Letter of Introduction and justify them according to the criteria listed in Section 146-405 of the Zoning Code.

**Response: Comment noted, thank you.**

#### **4. CAD 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. Please note that a digital submission meeting the CAD Data Submittal Standards is required before your final Site Plan mylars can be routed for signatures or recorded. Please review the CAD Data Submittal Standards and email your Case Manager the .DWG file before submitting the mylars. Once received, the city's AutoCAD Operator will run an audit report and your Case Manager will let you know whether the .DWG file meets or does not meet the city's CAD Data Submittal Standards.

**Response: Comment noted, thank you.**

#### **Pre-Submittal Meeting:**

At least one week prior to submitting an application, you will be required to hold a pre-submittal meeting with your assigned Case Manager to ensure that your entire application package is complete and determine your application fee. Please contact your Case Manager in advance to schedule.

**Response: Comment noted, thank you.**

#### **Community Participation:**

You are encouraged to work proactively with neighborhood groups and adjacent property owners. Neighborhood groups within a mile radius will formally be notified of this project when submittal has been made to the Planning Department.

**Response: Comment noted, thank you.**

#### **Neighborhood Services Liaison:**

- Your Neighborhood Services Liaison is Susan Barkman. She has put together a report attached to these notes listing the registered groups within one mile of your proposed project and can assist in scheduling and facilitating meetings with community members. It is recommended that you work with the neighborhood organizations that express interest in your project to mediate and mitigate concerns.

**Response: Comment noted, thank you.**

- All meetings with neighborhood associations should also include your Planning Department Case Manager so that questions concerning City Code or policies and procedures can be properly addressed. We will record any project-related commitments that you make to the community at these meetings.

**Response: Comment noted, thank you.**

- Additional information about the Neighborhood Liaison Program can be found on the Neighborhood Services page of the city website.

**Response: Comment noted, thank you.**

#### **PARKS, RECREATION & OPEN SPACE DEPARTMENT (PROS)**

No comments from this department.

#### **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:*

- There is currently a 24" waterline in 64th Avenue on our capital improvements schedule for 2020. We would ask that you install this line with a potential cost share agreement. This line will need to connect to the 16" waterline in Jackson Gap and the 24" line in 64th Avenue west of E470.  
**Response: Acknowledged. The plans show a 24" waterline which connects to the existing mains west of E470 and Jackson Gap.**
  
- There is also a proposed 36" line to be installed between 64th Avenue and 56th Avenue along Gun Club Road but this section does not have approved plans at this time.  
**Response: Acknowledged. This future 36" main is labeled in the drawings.**
  
- Avalon will be installing a 15" sanitary line crossing 64th Avenue, and will need to be coordinated with prior to paving.  
**Response: Acknowledged. This 15" sanitary line is shown on the plans.**
  
- A domestic allocation agreement will be required starting in 2019 for connections 2" and larger.  
**Response: Acknowledged. Thanks for the information.**

*Utility Services Available:*

- Water service may be provided from: 16" PVC in Jackson Gap and 24" PVC in 64<sup>th</sup> Avenue west of E470.
  
- Sanitary sewer service is not necessary for this project.
  
- The project is located on the following Map Pages: 93T, 93U, 93V, 93W

*Utility Service Requirements:*

- A Site Plan is required for this project and must show existing and proposed utilities including:
  - Public/Private Mains
  - Service Lines
  - Water Meters
  - Fire Suppression Lines
  - Fire Hydrants necessary to service your development
  - Grease Interceptors are required for commercial kitchens
  - Sand/Oil Interceptors are required for vehicle maintenance facilities
  - All utility connections in the arterial roadway are required to be bores.**Response: Because this is strictly a road project, only mains and hydrants are shown on the plans.**
  
- 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: Acknowledged. Thanks for the information**

*Utility Development Fees:*

- The Storm Drainage Development fee is required prior to the recording of the Subdivision Plat or at the time of building permit approval if a Plat is not required.  
**Response: Acknowledged. Thanks for the information**

- The Water Transmission Development Fee and the Sanitary Sewer Interceptor Fee have been combined into the water connection fee and are required to be paid after issuance of building permit and prior to issuance of the Certificate of Occupancy.

**Response: Acknowledged. Thanks for the information**

- For a full listing of Utility Fees, please see the Aurora Water Fee Schedules.

**Response: Comment noted, thank you.**

## **PUBLIC WORKS DEPARTMENT**

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

### *Key Issues:*

- Traffic Engineering has not received any studies that would support a 4-lane section of 64th Avenue in this area. The City's recently completed Northeast Area Transportation Study (NEATS) has identified this area as a 6-lane arterial.

**Response: An email was issued by the City on July 30<sup>th</sup> identified the possibility of 64<sup>th</sup> Avenue functioning adequately as a four-lane road and that ROW should be provided to accommodate a 6-lane arterial. As such, a four-lane 64<sup>th</sup> Avenue has been maintained, and additional laneage is needed between E-470 and Gun Club Road.**

- Curb Cuts and left turn bays may not be installed, except for NEATS identified roadways, without a Traffic Impact Study to support their location and identified required length, which has been reviewed and the geometry approved by City Traffic Engineer.

**Response: The updated ISP traffic study draws from the Fulenwider and the High Point traffic impact studies in developing a conservative set of peak hour traffic flow projections for lane lengths at the planned signalized intersections. If mid-block intersections are later proposed, a specific analysis can be conducted at that time to assess laneage needs.**

- Adjacent Framework Development Plans have had some significant changes in proposed land uses. Ensure that any Traffic Impact Studies to support a modified or reduced section (including for phasing) includes the updated anticipated uses.

**Response: Both the Fulenwider study and the High Point study will inform the new traffic analysis for the 64<sup>th</sup> Avenue ISP.**

- Traffic Engineering will require a Traffic Impact Study if a section that does not match the approved regional study (NEATS) is proposed. Traffic Engineering will accept a study for review prior to the ISP submittal.

**Response: ROW for a 6-lane arterial will be provided. City's email suggests possibility for four lane arterial. The ISP study is being prepared accordingly.**

- Show all adjacent and opposing access points on the Site Plan.

**Response: Site accesses are not yet known. These will be vetted at the CSP stage. It is recognized that reconstruction may be needed pending the CSP outcome.**

- Objects and structures shall not impede vision within these sight triangles. Landscaping shall be restricted to less than 26-inches in 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: Plans will be prepared accordingly.**

**Add the following note landscape plans: 'All proposed landscaping within the sight triangle shall be in compliance with COA Roadway Specifications, Section 4.04.2.10'**

**Response: This note has been added to landscape plans.**

*ROW/Plat:*

- A traffic signal easement shall be required at anticipated signalized intersections to accommodate the proposed traffic signal pole, underground conduits, pull boxes and signal control cabinet.

**Response: Plans will be prepared accordingly.**

*Improvements:*

- 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 notes to the Site Plan: 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: This note has been added to the plans.**

- 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. Add a note to the Site Plan indicating this commitment.

**Response: This note has been added to the plans.**

- Multiple locations are potential candidates for a future traffic signal if and when signal warrants are met. As an adjacent land owner/developer, you must participate in the cost of the traffic signal installation. Add the following note to the Site Plan (not ISP, but following Site Plans):

**Response: This note should be shown on future SDPs.**

- (Applicant/owner name, address, phone) shall be responsible for payment of \_\_\_\_ 100% of the traffic signalization costs for the intersection of \_\_\_\_\_ and \_\_\_\_\_, if and when traffic signal warrants are satisfied. Traffic signal warrants to consider shall be as described in the most recently adopted version of Manual on Uniform Traffic Control Devices, as of the date or dates of any such warrant studies. For warrant purposes, the minor street approach traffic shall typically be comprised of all through and left-turn movement and 50% of right turn movements unless otherwise determined by the traffic engineer. Pursuant to 147-37.5 of city code, the percentage of the traffic signalization costs identified above shall be paid to the city by the applicant / owner, to be held in escrow for such purpose, prior to the issuance of a building permit for the related development or as otherwise required by city code. The percentage above will be applied to the entire traffic signalization cost as estimated at the time of the escrow deposit to calculate specific dollar funding requirement.

**Response: A noted has been provided on sheet 2.0.**

- A Traffic Impact Study would be accepted for this infrastructure site plan which will include addressing the following specific items:

1. Existing, buildout and 2040 average daily traffic counts.
  - a. Surrounding ADT and AM/PM Peak trip generations

**Response: FHU Roadway does not exist, so existing traffic is not possible. Analysis is focusing on 2040 projections consistent with the High Point and the Fulenwider TIA's.**

2. Include detailed analysis of:

- a. All site access points (including CDOT SHAC review and 95 percentile for auxiliary lanes)  
**Response: Traffic study is being updated accordingly.**
  - b. All intersections along 64th from E-470 to Jackson Gap St  
**Response: Traffic study is being prepared accordingly.**
  - c. ADT/LOS analysis and comparison to recommendations within NEATS  
**Response: Traffic study is being conducted accordingly, given the context of the July 30<sup>th</sup> email previously referenced.**
  - d. Weave analysis from E-470 to 1/4 mile east (if any access points are proposed in this section)  
**Response: Traffic study will include this analysis.**
3. Signal Warrant Analyses of Intersections along 64th Ave– Warrant 1,2,3 all to be included (collect 72 hr tube counts for analysis, as applicable for portions of roadways that have been built)  
**Response: Roadway does not exist, so counts cannot be collected. Peak hour projections are the best available to gauge future need for signalization.**
- Based on our review of the Traffic Impact Study, additional improvements may be required.  
**Response: Comment noted, thank you.**

### **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:*

- 64th Avenue improvements shall be in conformance with City of Aurora standards. The NEATS update indicates this portion of 64th Avenue shall be a six-lane arterial.  
**Response: Acknowledged. Thanks for the information**
- A preliminary drainage report shall be submitted with the infrastructure site plan. The drainage report shall be in conformance with master drainage studies of the adjacent and nearby developments.  
**Response: The preliminary drainage report is included in this submittal.**

#### *Improvements:*

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

- Typical roadway sections are specified in the City Code and summarized in Section 4.08 with details shown in the Standard Detail S1.  
**Response: Acknowledged. Thanks for the information**
- 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. Any street grades in excess of three percent will require detailed grading of the curb ramps.  
**Response: Acknowledged. Thanks for the information**

- Flared curb cuts, Standard Detail S7.4, are not permitted for commercial/industrial or residential driveways where traffic movements would be substantial. When the number of parking spaces exceeds 20, curb returns are required and the curb return radii shall be labeled on the plan.

**Response: Acknowledged. Thanks for the information**

- 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: Acknowledged. Thanks for the information**

- 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: Acknowledged. Thanks for the information**

- Street lights are required along adjacent roadways. Street light spacing, location, wattage, etc., information is contained in Section 4.10. See Section 2.12 for Street Lighting Plan submittal requirements. Street lights along public right-of-way shall become City owned and maintained once they have been installed and the final acceptance letter for the lights has been issued. The street lighting plan shall be included with the Civil Plan submittal.

**Response: Acknowledged. Thanks for the information**

*ROW/Easements/Plat:*

- ROW dedication to provide a total width of 144-feet is required for 64th Avenue.

**Response: 64<sup>th</sup> is shown to have a ROW width of 106 feet. This is labeled on the plans.**

- The dedication of a 25-foot lot corner radius is required at any street intersection of 64th Avenue.

**Response: Acknowledged. The intersections show a 25' flowline radii.**

- 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.

**Response: Acknowledged. Thanks for the information**

*Drainage:*

*Drainage design standards can be found in the City's "Storm Drainage Design and Technical Criteria".*

- Per Section 138-367 of the Aurora Municipal Code, a Preliminary Drainage plan and report is required prior to Site Plan or Plat approval. A Preliminary Drainage Report shall be submitted at the time of Planning Department application submittal. A review fee shall be paid to the City prior to acceptance of the preliminary drainage report. The site plan will not be approved until the preliminary drainage report is approved.

**Response: The preliminary drainage report is included in this submittal.**

- Under the provisions of Colorado Revised Statute 37-92-602(8), any detention or infiltration facility that becomes operational after August 5, 2015, is required to notify downstream water rights holders prior to operation. Urban Drainage and Flood Control District (UDFCD) has created a spreadsheet form (called SDI Design Data) for determining compliance with the statute and a web portal that will send a weekly e-mail notification to downstream water rights holders, satisfying the notification requirements. The developer will be responsible for having a professional engineer, licensed in the State of Colorado, complete the SDI Design Data and uploading to the web portal. Public Works Engineering will verify the information matches the final drainage report. Notification must be made before Civil Plans will be approved or Stormwater Permits will be issued.

***Response: Acknowledged. Thanks for the information***

- Detention of storm drainage for this site shall be addressed and any interim or permanent facilities shall be identified.

***Response: The plans show traditional detention ponds for the street construction.***

- Release rate for the detention pond shall be based upon the “Storm Drainage Design and Technical Criteria” Manual, latest revision.

***Response: Acknowledged. Thanks for the information***

- 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: Acknowledged. Thanks for the information***

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

***Response: Acknowledged. Thanks for the information***

- Storm sewer system does not extend to this site.
  - Extend storm sewer to this site; or
  - Discharge onto the adjacent property in accordance with the approved master drainage study/preliminary drainage study for the area.

***Response: There are currently no site included with this ISP.***

**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 comments will only address needed fire hydrants along E. 64th Avenue.

*Fire Hydrants:*

The number and spacing of fire hydrants are determined using the 2015 IFC, Appendix B & C. As indicated in the previously stated code sections, fire hydrant coverage requirements includes public street systems. Section C102, item b states; Where streets are provided with median dividers that cannot be crossed by fire fighters pulling hose lines, or where arterial streets are provided with four or more traffic lanes and have a traffic count of more than 30,000 vehicles per day, hydrant spacing shall average 500 feet on each side of the street and be arranged on an alternating basis.

***Response: Fire hydrants are shown on the plans.***

**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 Issue:*

- Easements and Rights of Way shown on Infrastructure Site Plan can be dedicated by separate documents or by Subdivision Plats.

*Subdivision Plats:*

- The property has never been platted and will be required to be subdivided at this time in order to obtain a building permit. Plats must be prepared using City of Aurora specifications given in our most current Subdivision Plat Checklist. The review of the Plat can run concurrently with your other Planning Dept. submittals.

***Response: Understood, thank you.***

- A **Pre-Submittal meeting** with Real Property is required on all plat submittals so that we can make sure the basic elements have been addressed before they are submitted to Planning. This 30 minute meeting is for the 1st submittal of plats only and is by appointment only. Call Darren Akrie at 303.739.7300 to schedule your appointment. The person preparing the plat and your project manager should attend and bring two sets of the plat.

***Response: Understood, thank you.***

#### *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 Site Plan Checklist.

***Response: Acknowledged, thank you.***

#### *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 that may require a separate document. Following are the links to additional information if needed later in your formal review process:
  - Dedications Packet
  - License Agreement Packet

***Response: Acknowledged, thank you.***