

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



March 27, 2020

Paresh Patel  
20325 E Three Pines Ranch Road  
Parker, CO 80134

**Re: Second Submission Review:** Gateway at Fitzsimons – Site Plan with Adjustments  
**Application Number:** DA-1279-47  
**Case Number:** 2019-6058-00

Dear Mr. Patel:

Thank you for your second submission. We reviewed it and attached our comments along with this cover letter. The review letter contains comments from all city departments and outside agencies.

Because many important issues still remain, another submittal is required prior to the Planning & Zoning Commission public hearing. If the next submittal is received by April 17, 2020 *and* all outstanding comments have been sufficiently addressed, the public hearing date could be on May 6. If a submittal is received following this date, or all outstanding comments have not been sufficiently addressed, the Planning & Zoning Commission date will be adjusted accordingly.

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, please be sure to also specifically list them in your letter.

As always, if you have any comments or concerns, please give me a call. I may be reached at 303-739-7857.

Sincerely,

Sarah Wile, Senior Planner  
City of Aurora Planning Department

cc: Jason DeYoung, Proof Civil Consulting Engineers, 800 W 8<sup>th</sup> Avenue, Suite 104, Denver, CO 80204  
Meg Allen, Neighborhood Liaison  
Jacob Cox, ODA  
Filed: K:\SDA\1279-47rev2.rtf



## Second Submission Review

### **1. Planning** (Sarah Wile / 303-739-7857 / [swile@auroragov.org](mailto:swile@auroragov.org) / Comments in teal)

1A. One comment was received from a representative of Northwest Aurora Neighborhood Organization (NANO): “Have no issues with the major site plan w/adjustments. We do believe traffic is going to be greatly impacted with all the new development that isn't even built yet, as traffic is pretty intense now in that area.”

1B. Please update the Letter of Introduction per redline comments.

1C. Three additional Adjustments are required for landscaping per Item 2E. Please include these in the Letter of Introduction and provide detailed justification for each. In addition, they should be noted on the Cover Sheet.

1D. As previously requested, please provide parking data from at least two other hotels (preferably extended-stay) in a similar context in the Parking Reduction Study. The Hotel Inn Express and Suites data is not sufficient justification by itself.

1E. Please make minor revisions to the Cover Sheet per redline comments.

1F. Include building material call-outs on Sheets 5-7 as it is difficult to differentiate the materials without this on

1G. On Sheet 11, please note that the Louis Poulsen Kipp pedestrian light should be black.

1H. Sheet 10 states that a 13.5' landscape buffer is provided to the south because that is what the property to the east is providing. However, the Plaza Fitzsimons Site Plan, as well as the Colfax Quentin Master Plan, both call for a 14' wide landscape buffer. Please clarify why the landscape buffer is not consistent with the Site Plan and Master Plan. Please note that if 14' is provided, an Adjustment will not be required for this.

1I. As a reminder, 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.

### **2. Landscaping Issues** (Kelly Bish / 303-739-7189 / [kbish@auroragov.org](mailto:kbish@auroragov.org) / Comments in bright teal)

2A. Add additional trees where requested in the parking lot.

2B. Revise how the property line is shown on the Landscape Plan.

2C. Show the concrete pad / transformer on Sheet 10.

2D. The square footage numbers on Sheet 10 differ from the Cover Sheet. Please ensure consistency.

2E. As currently shown, there are four Adjustment requests for landscaping: 1) Building perimeter landscaping; 2) Street trees along Colfax Avenue; 3) Interior parking lot landscaping; and 4) Commercial to residential property line buffers. These should be noted on the Cover Sheet and Sheet 10 and must be justified in detail in the Letter of Introduction. Please include with the next submittal.

### **3. Addressing** (Phil Turner / 303-739-7271 / [pcturner@auroragov.org](mailto:pcturner@auroragov.org))

3A. Please submit a preliminary digital addressing .SHP or a .DWG file as soon as possible. This digital file is used for street naming, addressing and preliminary GIS analysis. Include parcels, street lines and building footprints (if available) at minimum. Please ensure that the digital file is provided in the correct projection so it will display correctly within our GIS system. More information can be found [here](#).



**4. Civil Engineering** (Kristin Tanabe / 303-739-7306 / [ktanabe@auroragov.org](mailto:ktanabe@auroragov.org) / Comments in green)

4A. The Site Plan will not be approved by Public Works until the Preliminary Drainage Report is approved.

4B. Add a note to Sheet 3 indicating if the storm sewer system is public or private, and who will maintain it.

**5. Traffic Engineering** (Brianna Medema / 303-739-7336 / [bmedema@auroragov.org](mailto:bmedema@auroragov.org) / Comments in orange)

5A. The Traffic Impact Study is approved.

5B. Please remove all 30' x 30' sight triangles from the Site Plan and replace with the appropriate COA STD TE-13.2 or TE-13.1 compliant sight triangles. All 30' x 30' sight triangles were removed when the UDO was adopted.

5C. Median nose modification is required on Colfax Avenue. A direct pedestrian route is also required. Update the crosswalk striping where noted on Sheet 2.

5D. A traffic signal easement is required at the northwest corner of the site.

5E. Clarify whether this project or The Plaza Fitzsimons is closing the median break in Colfax Avenue.

5F. Review plantings where noted on Sheet 10.

5G. One of the trees in the parking lot blocks the stop sign. Please remove / relocate.

**6. Real Property** (Maurice Brooks / 303-739-7294 / [mbrooks@auroragov.org](mailto:mbrooks@auroragov.org) / Comments in magenta)

6A. Add the existing easements shown and dedicated on the Subdivision Plat. There are some easements shown on the Subdivision Plat that are not represented on this Site Plan. Please add and match the easements.

6B. The existing PSCo easement needs to be released prior to this Site Plan approval.

6C. Begin the easement dedications by submitting separate documents to Andy Niquette.

**7. Fire / Life Safety** (Will Polk / 303-739-7371 / [wpolk@auroragov.org](mailto:wpolk@auroragov.org) / Comments in blue)

7A. The required accessible parking spaces cannot be waived. You must calculate the required number of accessible parking spaces prior to the reduction request. The city cannot waive and revise accessibility requirements.

7B. Please note how many floors will be used per occupancy classification.

7C. Please identify the location of the fire command center. Be advised that a smoke evacuation system, fire alarm with voice evacuation and BDA emergency responder radio coverage assessment are required. Typically, high-rises require fire pumps. Please identify the fire pump room and emergency power source. Please also show any on-site generators and fuel tanks that supply the building or ancillary uses.

7D. Show and label the fire lane signage along the private drive.

7E. Please revise and enlarge the fire lane easement so it abuts the curb where noted on Sheet 2.

7F. Provide a curb stop on all stalls that have signage directly adjacent to the vertical curb.

7G. Identify and label the underground fire service line on Sheet 4.

7H. Ensure all light fixtures are located outside the fire lane to prevent encroachment.



**8. Aurora Water** (Ryan Tigera / 303-326-8867 / [rtigera@auroragov.org](mailto:rtigera@auroragov.org) / Comments in red)

8A. Approved Civil Plans for the Fitzsimons Gateway hotel to the west do not show a water main stub for this property. Please confirm the point of connection and that access will be granted onto private property to make the connection. An offsite easement will be required for both points of connection on private property.

8B. Show the new alignment for the sanitary sewer main to be built for the development to the west.

8C. If applicable, hydrant laterals longer than 150' require calculations to meet minimum residual pressure requirements.

8D. Show where the sanitary service line connects to the building with this stub.

**9. Colorado Department of Transportation** (Steve Loeffler / 303-757-9891 / [steven.loeffler@state.co.us](mailto:steven.loeffler@state.co.us))

9A. See the attached comment letter. In addition, a few comments were sent following the letter: Additional remarks may be warranted & provided at Civil Plan & Access Permit application review, particularly for the work in Colfax RoW, including center median. The East and West Elevations is missing a key what "A" represents. Please show the RoW / property line to illustrate there are NO encroachments of the CDOT RoW. Because this is a Contract Maintenance Area, the city needs to closely work with CDOT in anticipation that a special use permit(s) may be necessary to construct this building on the property line.

# STATE OF COLORADO

## Traffic & Safety

Region 1

2829 W. Howard Place

Denver, Colorado 80204



COLORADO  
Department of Transportation

Project Name: **Gateway at Fitzsimons**

Print Date:

Highway:

Mile Marker:

### Traffic Comments:

Scherner 12-6-19

#### Required Analysis;

1. Analyze the 2021 condition with protected only phasing in both the EB and WB direction. There is not enough sight distance for the WB left to safely execute the turn, and it is CDOT policy does not allow permissive left turn phasing (EB) for double left turns.
2. The NB left turn in 2021 requires a protected portion of the left turn. The 2021 delay is not acceptable and queuing is an issue.
3. Check the Synchro 95th %tile queue estimate for the WB left turn after this analysis is completed.

There is NB/SB left turn path overlap. This may not be an issue now because the NB volumes are so low, but will likely become so with the addition of NB site generated traffic. This needs to be mitigated.

The NB and SB mast arms will need additional signal heads and turn signing

The WB left turn bay storage length is barely adequate at best. The length, including taper storage, is 120 feet. The estimated 2021 left turn volume in the PM peak is 151 vph. Using the vph rule, there should be at least 150 feet of available storage.

Scherner 3-17-20

The comments dated 12-6-19 still apply

### Resident Engineer Comments:

12.06.19 TDM:

- Clearly delineate and annotate CDOT right-of-way.
- Proposed ADA Curb ramps shall meet CDOT M-608-1, Revised on May 3<sup>rd</sup>, 2019.
  - After reviewing Sheet 2, Site Plan, the NW curb ramp seems to best fit our standard Type 1/Type 2 Combination Curb Ramp, see Sheet# 6 of the M&S Standard. Clearly define this on the plans.
- Sheet 10, Landscape Plan, shows large trees within the site distance triangle as shown. This is not recommended. Please advise or mitigate.

### Permits Comments:

- The east-west crosswalk at Quentin St is at an undesirable angle and doesn't line up well with what should be (2) Type 1 directional curb ramps. CDOT made the same comment on the property to the west side of Quentin Street. The N-S crosswalk of Colfax will also necessitate some work to the existing center median at Quentin, adjusting to accommodate a type 1 directional ramp.
- The existing median cut in Colfax in front of this property needs to be closed to inhibit mid-block U-turns. Please clarify on the site plan the intent to make such public improvements with what

appears to be planting 3 trees within it. Similarly, the westbound left turn bay is substandard to access code. The plans should show the scope & extent of work of the center median in Colfax warranted by this development.

- Show with arrows, the 3 “through lanes” of eastbound traffic. As such, there will be no-street parking or loading along this block of Colfax.
- Per CDOT street tree policy, there should be no overhang of tree canopy over a through lane of traffic. The illustration on sheet 10 of 11 should re-position the trees along Colfax accordingly.
- Sheet 4 of 11 reveals a significant amount of utility work in CDOT RoW. Avoid manholes in lanes of traffic and when unavoidable, manholes must not be in the wheel path of the lane it is located. Further comments may be generated upon review of civil documents.
- The hotel profile (elevation) views appear to have upper story cantilevers. Please clarify on the site plan (show by dashed line) that there is to be no building encroachment onto/over CDOT RoW.
- It would appear that at least 2 access permits will be required: one at Quentin (>20% traffic increase) and one at the unnamed drive on the west side of the property. Details of drive lanes, auxiliary lanes, single pole placement/repositioning etc. will be examined at that time based on safety, DHV and CDOT design standards as per State Access Code.

- RS 12-09-19

12-10-19, Steve Loeffler

The Quentin St/Private Drive access was previously permitted with the development to the West as State Highway Access Permit 119073. The addition of this new development to this access will require a new permit from our office. Contact for that permit is Steve Loeffler who can be reached at [steven.loeffler@state.co.us](mailto:steven.loeffler@state.co.us) or 303-757-9891.

3-18-2020 We will want to review the drainage study in insure there will be no negative impact to the Highway with this development.

Previous comments regarding the requirement for State Highway Access Permit still apply.  
--Steve Loeffler

**Other Comments:**

CDOT has been requiring a fourth lane throughout this stretch of Colfax Avenue. We will be requiring that lane with this project and we will review the transportation engineering plans when submitted.

BTS-3-10-20- The developer does not have to provide widening right at peoria and Colfax. The turn lane will begin a short distance to the east.