

TAB 6 – FDP NARRATIVE

1. General Description of the FDP

Briefly describe the general character of your proposed FDP. What will be the predominant land uses? What market segment is the proposed development designed to serve?

Avelon is conceived of a mixed-use community, with the predominant land uses being a mix of commercial and single family residential. Higher intensity commercial uses are located along 64th Ave, in support of the desire to create an important commercial corridor here. We are envisioning an intense, mixed use development and entertainment district that utilizes structured parking to maximize the commercial potential here. While the final uses still need to be determined, we believe that we can provide a wide mix of commercial uses, as well as 300+ vertically integrated (multi-family) residential units and multiple hotels, and that we can do this while meeting the intent of the view preservation ordinance. We have worked extensively with PROS to expand the highpoint into the park with our proposed grading to preserve the mountain views as required by the view preservation ordinance, that this FDP is in compliance with.

Additionally, we are also proposing commercial uses at the Southwestern corner of Avelon, at the intersection of 56th Ave and Picadilly Road . We believe that neighborhood type commercial makes the most sense for this particular corner and think that it will consist of typical uses such as: a grocery store, gas station, in line retail, standalone restaurants and/or traditional pad sites.

Outside of the aforementioned commercial areas, the community is designed to include a mix of residential densities and unit types on the remainder of the property. These are arranged in a series of neighborhoods that are connected to each other, and the Commercial areas, via a central open space and park system with trails included. We have designed the community to be reflective of more urban, gridded neighborhoods with a preference towards walkability throughout. Additionally, we believe that the mix of proposed multi-family, single family attached and single family detached homes will serve the middle market housing that is currently missing from this part of Aurora. As currently conceived of, the multi-family component is envisioned in the NW corner of the site in support of the mixed-use concept. Townhomes and paired homes are integrated and dispersed throughout the community and often act as transitional density between single family detached homes and higher density residential or higher intensity commercial uses. The single family detached component of Avelon is comprised of varying lot sizes that will be included in both front loaded and alley loaded categories, bringing diversity within that product segment as well.

The proposed development is designed to serve a wide range of market segments from young millennials and entry level buyers through move up buyers interested in the northern Aurora market, to those professionals with affiliations to DIA, and future job growth in the area, that will be expedited with additional homes for future workers. With traffic concerns increasing by the day in

and around the metro area, more and more people will look to live in proximity to their work and we believe that Avelon will help fill that void in the northern part of Aurora.

2. Defining Character of the FDP

Describe how your proposed FDP will create a unique community with a definable character and special “sense of place”. What facilities, amenities and special design features will set it apart in the marketplace from similar developments in your area?

Avelon will be a unique community because we are embracing the defining element of the area, the high point on our property, and creating a 17.0 AC public park space as the centerpiece of a vibrant and distinguishing entertainment district. By now we’ve all seen evidence of mixed-use development and its boundless benefits. People are embracing these environments, favoring the convenience and vibrancy of urban life. By blending integrated residential, retail, office, restaurant and entertainment uses within this part of the community, we will be creating a dynamic environment that embraces smart growth and sustainability. This setting combined with the large adjacent park will have a symbiotic relationship whereby the park enhances the community and the community enlivens the park. The pedestrian connectivity within Avelon to this special place will truly set it apart in the marketplace and in this part of Aurora. Office, parks and retail uses will see more activity during the day, whereas the infusion of a residential component along with restaurant and entertainment related uses will see higher usage in the evenings and on weekends. Further, with Gaylord being largely driven by daytime conference users, we believe that nighttime entertainment activities combined with a mix of quality restaurants within a short walk will provide an attractive alternative for the patrons staying at Gaylord and within the greater DIA area.

3. Zoning Conformance

Does the FDP accurately reflect adopted E-470 or Northeast Plains Zoning District Subarea boundaries?

This property is currently included within the Airport Corporate Subarea, and we are including uses within Avelon that are permitted uses within this zone district, so in that regard this FDP does accurately reflect this E470 subarea district. With that said, staff has determined that a waiver is required with respect to the amount of residential that is being proposed, so that waiver request is included with this application.

4. Potential Regulatory Conflicts

Are there any existing or potential conflicts between FDP design ordinance requirements and the terms of any existing annexation agreements or agreements with other jurisdictions or interest groups? If so what are they and how you propose to resolve them?

We don’t believe there are any existing conflicts between the proposed FDP and the terms of any existing annexation agreements or agreements with other jurisdictions or interest groups.

5. Waivers

Does your current design require any ordinance waivers in order to be approved? If so, list each proposed waiver, and answer the following questions for each. (If no FDP waivers are

listed and approved, we will always interpret the final FDP document to mean that all city code requirements will be met or exceeded.)

Waiver #1: We are requesting a waiver from Section 146.901.F regarding residential as a predominant use since the City has determined that this is judged as more than 50% of the land in residential uses.

- What are the specific site-related characteristics of your site that have led to the waiver request?

(Do not include self-imposed hardships or constraints as a justification. Financial constraints may be considered, but only as they relate to unusual site conditions. Do not simply respond that meeting all development standards would be too costly.)

The basis for this request is the specific location of this site relative to market demand and conditions which indicate a much stronger market for residential uses being needed in this area to support future growth. This realization is made quite clear in the "Northeast Aurora Market and Zoning Analysis" prepared by Economic & Planning Systems, Inc., dated February 1, 2019. While we understand that this is a draft final report as of this date, it is still relevant to our application on many levels given the findings and recommendations included within it that are relative to this part of the City. Additionally, the study correctly points out that airport noise contours inhibit residential development north of 64th Ave, and as such, it is logical to supply the desired residential units south of 64th Ave given this constraint, and the restrictions north of 64th Ave which will bring balance across the subarea.

- What design alternatives have you considered to avoid the waiver? Why weren't these alternatives chosen?

The only real design alternative that would eliminate this request would be the incorporation of a higher proportion of commercial uses on the site. This alternative was not chosen because we agree with the current market demands which recognize that residential development is needed in this area first, to support future commercial development, and we believe that the amount of commercial proposed within this FDP is appropriate at this time.

- What measures have been taken to reduce the severity or extent of the proposed waiver?

The extent of the proposed waiver has been reduced through the inclusion of approximately 41 acres of commercial parcels on three of the main arterials corners surrounding the site.

- What compensating increases in design standards have you proposed to mitigate the waiver's impact?

In addition to redesigning the community to be more gridded and urban in nature, we are including high level design standards throughout Avelon to ensure that both the residential and commercial portions of the community are meeting the level of quality that both the City and developer would like to see. These include distinguishing the different commercial areas from each other, as well as defining building materials and

colors, fenestration, roofing and parapets, scaling elements, building form, massing and façade elements, as well as sustainable building design parameters and pedestrian level/streetscape standards. Additionally, the applicant is working closely with the City to ensure that enhanced design of the public realm will occur and get implemented in conjunction with the entertainment district in the NW corner of the community.

Waiver #2: We are requesting a waiver from Section 146-919.C.3.a - No more than 25% of the gross land area located within 1/2 mile of the E-470 right-of-way in the Airport Corporate subarea shall be devoted to residential land uses.

- What are the specific site-related characteristics of your site that have led to the waiver request?

(Do not include self-imposed hardships or constraints as a justification. Financial constraints may be considered, but only as they relate to unusual site conditions. Do not simply respond that meeting all development standards would be too costly.)

In addition to the aforementioned current market demand for residential uses being needed to support future commercial growth, the topography of the site has also been carefully considered relative to the ½ mile setback from E-470. Much of this area falls within the lower elevations of site and will not be visible from E470, once the adjacent Fulenwider and High Point sites develop which makes this ground not viable for reasonable commercial development. The portions of the site along 64th Ave that are visible from E470 are being proposed as high quality commercial developments.

- What design alternatives have you considered to avoid the waiver? Why weren't these alternatives chosen?

We looked at numerous planning alternatives to potentially avoid this waiver, but none of them resulted in a plan that we believe could be viable in anything but the very distant future. Additionally these other alternatives were not aligned with the Northeast Aurora Market and Zoning Analysis in terms of the reasonable placement of commercial uses.

- What measures have been taken to reduce the severity or extent of the proposed waiver?

The severity of the proposed waiver has been reduced by the inclusion of almost 25 acres of Avelon ground, that is most visible from E-470, with commercially proposed uses of high intensity and quality along the 64th Ave corridor.

- What compensating increases in design standards have you proposed to mitigate the waiver's impact?

We are including high level design standards throughout Avelon to ensure that both the residential and commercial portions of the community are meeting the level of quality that both the City and developer would like to see. These include distinguishing the different commercial areas from each other, as well as defining building materials and colors, fenestration, roofing and parapets, scaling elements, building form,

massing and façade elements, as well as sustainable building design parameters and pedestrian level/streetscape standards. Additionally, from a site planning standpoint, we are proposing high quality commercial and mixed use architecture along 64th Ave which facilitate continued commercial development in this area, ultimately resulting in a desirable corridor along 64th Ave for the City of Aurora.

Waiver #3: We are requesting a waiver from Section 146-906 - Permitted Density & Intensity of Development, regarding some of the product densities. Specifically, we would like a waiver from the maximum residential densities permitted for Two-Family General at 8 du/ac and Single-Family Attached Townhouses at 12 du/ac.

- What are the specific site-related characteristics of your site that have led to the waiver request?

(Do not include self-imposed hardships or constraints as a justification. Financial constraints may be considered, but only as they relate to unusual site conditions. Do not simply respond that meeting all development standards would be too costly.)

In reworking the plan to a more gridded and urban type layout, we have five areas/parcels that result in relatively small acreages with town homes or a mix of small lot products consolidated in them. This fact combined with the size of current town home product that is being used in the residential market place results in densities on these parcels that is higher than 12 du/ac when only town homes are included (PA 6, 21, 22, 24), and slightly higher than 8 du/ac when a mix of product is included within the same parcel (PA 32). Honestly, this is to be expected as many municipal codes allow, and it is not uncommon to see single family attached developments that achieve densities in the 16-20 du/acre range. We request a waiver to allow up to 10 du/ac on parcels containing paired homes and/or paired homes mixed with small lot single family detached, and to allow up to 19 du/ac on town home parcels.

- What design alternatives have you considered to avoid the waiver? Why weren't these alternatives chosen?

In looking at several planning options for the community, we considered design alternatives that spread out the town homes or distributed them differently, or that mixed them in with different products in various areas, but as discussed with the City's planning manager, the goal is to achieve the best design that we can from a community perspective and not just design it to adhere entirely to prescriptive components of the code. Simply spreading out the town homes to achieve a reduced density of below 12 du/ac would not be in keeping with the more urban orientation of the current plan that is included within the FDP. When the town homes are grouped together in appropriate portions of the community, within a gridded urban environment and a parcel is created that contains only those units, this drives the density upward. With this parcel setup, the only way to keep this density down for the town homes would be to significantly spread them out, negatively affecting the urban feel of the community, or by significantly increasing the size of the attached units, negatively affecting their attainability and contradicting the marketplace.

- What measures have been taken to reduce the severity or extent of the proposed waiver?

Where possible, and where it makes sense within the community design, other small lot product has been located adjacent to the town home units, thus increasing the size of the small lot parcel, and in turn lowering the aggregate density on the parcel to closer to the standard than would otherwise be achievable. In revising the plan for this resubmittal, we have reduced the extent of this request from seven parcels previously, down to five parcels with this plan iteration.

- What compensating increases in design standards have you proposed to mitigate the waiver's impact?

Front porches or patios/courtyards are required on all townhomes to ensure usable open space and an enhanced streetscape presence, in addition to enhanced articulation and variety within the color palettes to ensure diversity. Additionally, increased standards for alternate and alley loaded access are included within the small lot standards, as well as specified minimum distances to parks and open space, and a minimum number of housing types based upon the size of the community.

Waiver #4: We are requesting a waiver from Section 146-1101.B.2.c – Maximum Percentage of Small Lots for Master Planned Communities. Specifically, we would like a waiver from the current code standard of 35% small lots within a Master Planned Community, to allow up to 50% small lots within the community as is being considered within the new U.D.O for the City.

- What are the specific site-related characteristics of your site that have led to the waiver request?

(Do not include self-imposed hardships or constraints as a justification. Financial constraints may be considered, but only as they relate to unusual site conditions. Do not simply respond that meeting all development standards would be too costly.)

This waiver request is a direct result of the City's willingness to consider changing the standard within their pending U.D.O revisions, combined with current market trends in the single family home construction realm. With the lack of condominium construction across the vast majority of the metro area the current real estate market is out of balance and there is a dearth of attainable housing within the market. Builders have responded by not only increasing their attached product lines with duplexes and townhomes, but also by developing new smaller footprint detached homes on smaller lots as a means of delivering more attainability to the market that is in dire need of it.

- What design alternatives have you considered to avoid the waiver? Why weren't these alternatives chosen?

In looking at several planning options for Avelon and talking with numerous builders regarding the community it became apparent that the ability to provide more attainable price points would be easier to achieve by increasing the included percentage of small lots up closer to the revised 50% allowance that is being anticipated with the new U.D.O, whenever it is adopted. As such, the other design alternatives involved utilizing a lower percentage of small lots within the community, and these weren't chosen because of the negative affect that they would have on the price points available in Avelon.

- What measures have been taken to reduce the severity or extent of the proposed waiver?

The severity of the proposed waiver is being reduced through the utilization of numerous product types that fit within the small lot category and through the use of alleys for all of these products to ensure attractive front architecture along the streets, with garages relocated to the alleys. The inclusion of townhomes, paired homes and smaller detached homes with small lot designations will provide increased diversity within the community, enhancing the character of Avelon and providing a wider range of price points to make the community more attractive to a wider range of buyers which in turn will provide a wider range of worker profiles to support job growth in the area.

- What compensating increases in design standards have you proposed to mitigate the waiver's impact?

Front porches or patios/courtyards are required on all townhomes to ensure usable open space and an enhanced streetscape presence, in addition to enhanced articulation and variety within the color palettes to ensure diversity. Additionally, increased standards for alternate and alley loaded access are included within the small lot standards, as well as specified minimum distances to parks and open space, and a minimum number of housing types based upon the size of the community.

6. Required City Facilities

What additional city facilities or services will the City of Aurora have to provide in order for your FDP to be implemented? What police, fire, and recreation facilities are required and where are they located (inside or outside your FDP boundary.) To what extent will your development plan help to fund or construct these facilities?

The Avelon community will be providing recreation facilities within the boundaries of our FDP in the form of a comprehensive parks, open space and trail system in keeping with the City of Aurora code. City of Aurora Fire Station No. 12 is located approximately 2 miles south and 1.6 miles west of this site. Additionally, a fire station recently opened in the High Point development, just north of 64th Ave on Liverpool Street, approximately 1 mile west of this site. As such the Avelon site is adequately located within the Fire Department's minimum response time. The site is also located in District 2, Beat 13 of the Aurora Police Department. Subject to terms of the Annexation Agreement for the property and City of Aurora Ordinances, the applicant will be contributing through development fees for all off-site facilities that are required.

Additionally, the applicant has met and spoken with APS on multiple occasions and they understand our preference is to pay cash-in-lieu of the land dedication requirement. Per those discussions, the district is willing to establish the value of cash-in-lieu land at \$115K per acre for any cash-in-lieu for Avelon paid in the next 12 months.

The revised plan is indicating the inclusion of an enhanced crosswalk at Picadilly and 60th Ave to provide a safe route for families to get from Avelon to the Painted Prairie school site. APS supported our contention that a separated grade crossing was not needed, and was in fact overkill, since these are elementary school aged

children who, when walking, will virtually always be with an adult or older family member and thus an enhanced crosswalk should suffice in providing a safe pedestrian route to the school.

7. Vehicular Circulation

Do your proposed arterial and collector roadways align with the arterials and collectors of adjacent properties? Do your roadway cross sections match adjacent cross sections? If not, explain why.

The Avelon community is surrounded by arterial roadways that also form the vehicular backbone of the surrounding communities and adjacent properties. Similarly, the collector roads within Avelon such as 60th Ave will align with the proposed plans of adjacent properties, based upon appropriate phasing and who will be proceeding first. The FDP is depicting access arrows into and off of our property to show the intent to align these main connection points. Since the initial submittal we have obtained information pertaining to the proposed Painted Prairie intersections along Picadilly and are aligning our roadways with them. Also, we are utilizing typical City of Aurora roadway sections as required / supported by the pending traffic impact study.

8. Pedestrian Circulation

Do off-street trails on your site connect with connect with those on adjacent properties. Do your cross sections match adjacent cross sections? If not, explain why.

There will be large trails & walks provided around the perimeter of Avelon to match the cross sections desired by the City and provide connection opportunities to the adjacent properties. Similarly, we are proposing a large park and civic space near the intersection of 64th Ave and Picadilly, capable of providing connectivity to the open space on Painted Prairie as well as potential connections into High Point to the North. The applicant will coordinate with PROS on future linkages as the plans progress.

9. Protection of Natural Features, Resources and Sensitive Areas.

Describe how the development will be designed to protect, use or enhance natural resources and features. In particular, describe how the design of the development will respond to:

- Water features, such as floodplains, streams, and arroyos.
- Adjacent parks and public open space
- Historic or archaeological sites
- Significant views of the Front Range and views from public parks and I-70 and E-470 and other collector and arterial streets
- Riparian wildlife habitat
- The approximate topographic form of major ridgelines and swales
- Natural or geologic hazard areas, including unstable slopes and expansive soils

Other natural features such as bluffs, ridges, steep slopes, stands of mature trees, rock outcroppings, or wetlands.

The most significant feature on the site is the presence of the area's high point, which we are proposing to integrate into the public realm of the site via the incorporation of a large 17AC public park. We have included a conceptual design for this area within the FDP, and believe we have found a solution that not only ensures preservation of significant views from this portion of the site, but integrates it into a dynamic setting capable of significant tax generation for the City as well. This key piece of the Avelon community will also be enhanced through its integration to a more substantial and connected open space system ensuring its' availability to residents of Avelon and beyond. Beyond that, the Avelon site is somewhat devoid of significant natural features. There are no floodplains, streams or arroyos, nor are there any significant stands of vegetation or historic or archaeological sites that we are aware of.

10. Neighborhood Concept

Briefly describe the location of your individual neighborhoods. How have you defined the boundaries for each neighborhood? How are the architectural styles and other design features distributed among the neighborhoods? Are there any styles or other design standards that are restricted to specific areas? Also fill out Urban Design Form F-2 to more fully describe the special standards and character of each neighborhood.

The Avelon community will be broken into neighborhoods that are largely defined by the central open space and trail corridors that tie the community together. In addition to providing excellent pedestrian connectivity between neighborhoods, this system also provides the framework for the integration of pocket parks, gathering spaces and trail connections that will serve to define and distinguish the neighborhoods from each other through the design of the public realm. Since we are striving to be able to include an entertainment district at Avelon, we have chosen to expand upon the concept of the arts for the various neighborhoods, as both the inspiration for design, as well as the inclusion of public art.

Imagine public art installations in these gathering spaces that are at one with their setting and inspire the landscape around them. For instance, the Tempo neighborhood is themed around dance and may have a kinetic sculpture set in a meadow of ornamental grasses, swaying in the wind which defines the landscape character of Tempo. Similarly, the Harmony neighborhood is themed around music and may include music themed children's play equipment in a park setting or musically themed public art within its park and plaza spaces. The Create neighborhood is themed around sculpture and may have a sculpture crafted by a local Aurora artist set among beautiful berms and land forms that define the public realm of this neighborhood. The Imagine neighborhood will be based on the theme of fine art / painting, and in this regard swaths of plant color and drifts of similar planting will be composed to create vignettes and mosaics within the neighborhood. There is great potential inherent within this concept to bring identity to individual neighborhoods, while at the same time enhancing and unifying the greater community. We don't envision this concept influencing the architecture of individual homes or buildings in Avelon, but it will definitely play a role in the design of elements such as shade structures or site furnishings within the public realm.

11. Black Forest Ordinance

Is the Black Forest Ordinance applicable to your site? If so where do the impacted areas show on your exhibits, and how will the requirements of the ordinance be carried out?

The Black Forest Ordinance is not applicable to our site.

12. Steep Slope Standards

Does your development plan include building on areas with an existing slope of 6% or greater? If so, what standards and design strategies have you adopted to deal with drainage and aesthetic issues? Have you reviewed and considered our recommended steep slope design guidelines? If not, why?

There are a limited amount of slopes on the Avelon property in the 6% - 10% range. Some of these slopes are in the area adjacent to 56th Ave, in the form of knolls and draws that will be smoothed out with the ultimate grading plan for this area. The other slopes in this range are mainly on the eastern and southern side of the site's high point and will be factored in to the more detailed design of this area as things progress. In this regard, we have reviewed the steep slope guidelines and will take them into consideration as part of the more detailed design process. Generally speaking we anticipate largely using architecture to mediate the slope in this area, in combination with properly oriented roads and retaining walls where necessary.

13. Consultations with Outside Jurisdictions and Agencies

Have you consulted with representatives of your local school district, the Colorado Division of Wildlife, the Colorado Department of Public Health and Environment, or other applicable local, state or federal agencies? If so, list the dates, contact person, and results of your discussions. Include any letters you've received from these agencies as an appendix to your application.

The applicant has met and had discussions with Aurora Public Schools on multiple occasions and the applicant is anticipating that cash-in-lieu fees will be provided for the students generated by Avelon, as opposed to the inclusion of an additional school site, since one is already being included at Painted Prairie. In this regard, the applicant met with Joshua Hensley and Anthony Sturges on August 18th, 2018, and also had a follow up meeting with Joshua, that was attended by Sarah Wieder, on December 13th, 2018. Several follow up discussions have occurred between the applicant and APS since comments were received. The applicant will continue to work with APS as we move from the FDP process into the CSP phase.