



TAB 6

FULENWIDER

FDP Narrative

SEPTEMBER 2019

GENERAL DESCRIPTION OF THE FDP

Today's industrial development is ripe for reinvention. Employers, employees, and infrastructure needs are in a state of constant evolution, demanding highly connected, thoughtful spaces that go beyond the norm to create a truly unique sense of place. A range of land uses are proposed with this FDP including:

Warehouse Distribution, High-Tech Industrial, Light Manufacturing and Internet Fulfillment Centers (Form D: IND) – these land uses will serve as the backbone of this development, with more refined industrial users intended to locate in Planning Areas that front East 56th Avenue, while more standard industrial development envisioned to be located along De Gaulle both north and south of East 64th Avenue.

Mixed-Use (Form D: MF-LARGE / COMMERCIAL)– mixed-use land uses that include potential for residential development are strategically located adjacent to the E-470 corridor providing a high level of visibility and ease of access to and from the site. Residential development in this area is envisioned to be of higher-density including, but not limited to, multi-family apartment housing. No single-family detached housing are proposed. Mix of uses proposed may include both horizontal or vertical mixed-use and will be dependent upon market forces at the time of development.

Planning Areas 1 and 2 are envisioned to be visually and spatially engaging to all users. To do this parking will be screened by buildings or with buffers and orientated to increase pedestrian safety. Buildings will be oriented toward 56th avenue, internal parks, and pedestrian friendly streets. Residential uses will be orientated toward public streets, parks, gathering spaces, or open space. A modified grid road system will be used to strengthen connectivity and navigability. Overall, these planning areas are intended to activate a sense of place through thoughtful site layout and connectivity between all uses.

Commercial / Retail (Form D: COMMERCIAL) – typical commercial/retail uses are proposed to front Harvest Road south of East 64th Avenue. These uses are envisioned to include human scale development such as pad site and in-line retail, restaurants, drive-through commercial and hospitality uses. This area will help to support the industrial workforce in the area.

Airport Distribution (Form D: IND) – with the site’s adjacency to DEN, a prime opportunity on the northern portion of the FDP exists to offer area for airport distribution and support services as the airport continues to expand.

Miscellaneous Uses (Form D: UTIL-MAJOR, LAND ACQUISITION) – a variety of miscellaneous infrastructure related land uses are also proposed with this FDP including an electric substation and overhead power lines connecting to other existing electric lines to the southeast of this FDP. As part of the agreement related to the substation and transmission lines, a land swap of an approximately 38’ strip of land immediately north of E. 56th Avenue is proposed. Please see additional information provided in the Letter of Introduction related to this item. A network of drainage corridors and detention ponds are proposed to serve this development and future land uses outside of this FDP boundary.

Second Creek Floodplain and Trail Corridor (Form D: OS-D) – the Second Creek drainage way can be utilized as an amenity area offering open space and a robust potential for a trail system that will tie into existing and proposed pedestrian networks in and around the site.

This mix of land uses is intended to attract a market segment of industrial employment centers both typical/standard industrial warehouse uses and higher-end, more refined industrial/office land uses potentially in the technology sector or similar. The remainder of the proposed land uses are envisioned to support the industrial workforce including residential, opportunity for a mixed-use commercial center and convenient commercial/retail uses.

DEFINING CHARACTER OF THE FDP

The Fulenwider FDP provides an opportunity to create an inspired mixed-use space based on the idea of “Mindful Industrialism.” “Industrialism” is about building social and economic systems on manufacturing industries, while “mindful” introduces an active awareness of our role in and impact on the environment through responsible commercial, retail, residential, and industrial development. The implementation of this concept utilizes modern, minimalist design to elevate development using goals like future-forward sustainability. It’s about more than creating the economic foundation; it’s about curating a balanced social system that’s locally sourced,

nature-inspired, and confidently agile. A focus on locating certain uses strategically with designated 'front-door' uses such as the more refined industrial uses along East 56th Avenue, the mixed-use areas surrounding the E-470 corridor and the commercial/retail uses fronting Harvest Road creates opportunity for these in-demand land uses while also serving to support the more 'back-door' land uses such as standard industrial/warehouse uses and airport distribution.

ZONING CONFORMANCE

The project scope includes a Framework Development Plan (FDP) and Rezoning request. The site is currently zoned a mix of AD (Airport District) east of E-470, MU-A (Mixed Use - Airport) both east and west of the E-470 interchange, and MU-R (Mixed-Use Regional District) immediately west of the E-470 interchange at E. 56th Avenue. The proposed rezoning would combine the areas of MU-R and MU-A west of E-470 into one zone district to allow for a more seamless development of the site unified in the MU-A district. It also combines the MU-A and AD zoning east of E-470 and puts the AD zoning boundary at the north/south boundary line between Planning Areas 3 and 4. The remainder of the site east of the dividing line between Planning Areas 3 and 4 will remain AD. The zoning subareas of MU-A and AD allow for a variety of land uses that coincide with the general land uses proposed with this FDP.

POTENTIAL REGULATORY CONFLICTS

No known regulatory conflicts exist.

WAIVERS

No waivers are requested.

REQUIRED CITY FACILITIES

This development will require standard services from the City of Aurora including police and fire protections and water and sanitary sewer service. As mentioned, an Xcel Energy substation is proposed within the FDP boundary that will help support this service not just within the FDP but to the surrounding areas as well. The Xcel Energy Substation will provide the opportunity for high demand users to be introduced on site. Initial discussions related to potential fire stations, both

temporary and permanent have occurred and the development team will continue to work with the City of Aurora on this topic.

VEHICULAR CIRCULATION

Significant study of the City's current long-range plans for the transportation network in this area has been conducted. The development team has reviewed the City's standard right-of-way templates and are exploring the logical implementation of these arterial and collector roadways. Where applicable, roadways are proposed to align with the street sections already in place such as those provided in the Porteos FDP located immediately east and Windler FDP located immediately south of the Fulenwider FDP boundary and High Point to the north and west. With a range of, and at times conflicting, recommendations for arterials/collectors in this area through various future land planning documents, the applicant proposes alternative roadway street sections to better tailor the vehicular and pedestrian circulation network to this specific site while also maintaining consistency with either existing or proposed street sections that tie into this site.

PEDESTRIAN CIRCULATION

A series of regional trails and pedestrian walk networks of varying widths are proposed throughout the development to provide a looped system that provides convenient access to all corners of the site as well as a recreational amenity for both employees and residents within the area. A regional trail is also proposed on the west side of the E-470 corridor within the Multi-Use Easement. This trail location is subject to change and shift to the east side per E-470's Construction Drawings. Study of the City's long-range trail system as well as trails and walks provided by adjacent FDPs has been conducted and a network of logical north-south and east-west connections are proposed.

PROTECTION OF NATURAL FEATURES, RESOURCES AND SENSITIVE AREAS

The most substantial natural resource present on this site is Second Creek and its associated floodplain. Careful consideration of this amenity will ensure responsible development within the FDP that does not create adverse impacts to the creek. All regulations related to the creek associated with the Urban Drainage and Flood Control District as well as FEMA floodplain regulations will be strictly adhered to prior to and during construction.

As noted in the Site Analysis Narrative, the site is not encumbered by significant topography or slope and no known natural or geologic hazard areas or historic or archaeological sites exist within the FDP boundary. No mature vegetation in terms of trees or larger shrubs exist on this site.

NEIGHBORHOOD CONCEPT

Urban design, landscape and architecture standards are included with this FDP and focus different development patterns for individual land uses while ensuring a comprehensive and cohesive theme that connects development across the site. Planning Areas are established to logically locate uses such as the larger scale mixed-use centers along the E-470 corridor, commercial/retail uses prominently located along Harvest Road for high-use and visibility from the arterial network and standard industrial/warehouse uses proposed to be tucked into the less visible areas of the site. Residential Design Standards will be submitted as a major FDP amendment prior to or concurrent with the first residential development. Please refer to the Design Standards for more information.

BLACK FOREST ORDINANCE

The Black Forest Ordinance is not applicable to this site.

STEEP SLOPE STANDARDS

The slopes on this site are generally gentle. Increased slopes, up to 20%, exist adjacent to Second Creek as well as along Possum Gully which exists slightly east of E-470. Development will mitigate steep slopes within the floodplain as needed.

CONSULTATIONS WITH OUTSIDE JURISDICTIONS AND AGENCIES

The development team has spent significant time working with outside jurisdictions and agencies in preparation of the FDP submittal. Coordination is ongoing with Xcel Energy related to the proposed substation and overhead transmission lines along E. 60th Avenue that would continue strategically through the site to extend services to the existing substation southeast of the Fulenwider site. Given the site's proximity to the Denver International Airport, the development team has met with and will continue to work with airport representatives on land use coordination.