

Form B: 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?

The proposed FDP will include RV storage and future self-storage. These uses are designed to provide storage facilities for locals who wish to have store their Recreational Vehicles or personal items in a location other than their neighborhood or home. The uses shall conform to the E-470 Corridor Mixed-Use Subarea Use Table (Table 9.4) as referred to in the E-470 Zone Districts Article 9, Chapter 146/ Aurora Municipal Code.

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?

Unlike many of the other storage facilities in the area, 470 Storage provides a larger variety of stalls at a greater width. This allows renters to have more space between their Recreational Vehicle and those adjacent to their space. In addition, the Site will be bordered by a 3’ berm and a cedar fence with masonry columns, which is aesthetically pleasing and provides a sense of privacy and security.

3. Zoning Conformance

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

The FDP accurately reflects the adopted E-470 Zoning District Subarea boundary. It is within the E-470/Buckley R&D zoning boundaries.

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?

There are no potential conflicts between FDP design ordinance requirements and terms of 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.)

- What are the specific site-related characteristics of your site that have lead 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.)
- What design alternatives have you considered to avoid the waiver? Why weren’t these alternatives chosen?

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- What measures have been taken to reduce the severity or extent of the proposed waiver?
- What compensating increases in design standards have you proposed to mitigate the waiver's impact?

There are no ordinance waivers required for this development to be approved.

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 developer shall provide a looped water system, providing service to fire hydrants as approved by Life Safety Representative for the Aurora Fire Department. In addition, the site will provide a 26' fire lane around the perimeter drive aisle and one primary emergency access point via Rome Way.

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 proposed collector roadway aligns with arterials. South Rome Way will be replaced the extents of the RV Storage property with a 24' wide street section along its current alignment. Sidewalk and curb improvements are being deferred until the development of the future self-storage property.

8. Pedestrian Circulation

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

No. Off street trails will not connect with any on adjacent properties and any sidewalk improvements will be deferred until the development of the self-storage property.

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 archeological 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.

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The development will provide water quality and detention to treat stormwater and detain it such that it releases at natural rates.

Proper erosion control will be implemented to ensure that sediment laden runoff of and erosion on the development will not affect adjacent properties such as parks, historic or archaeological sites.

A storage facility for RVs will not significantly impact views from E-470. A 25' landscape buffer will be placed on the east side to properly buffer this development. In addition, a berm will be implemented along the perimeter of the site. This berm will not be greater than 3' tall per FDP requirements.

The site generally drains to the northeast. The proposed condition will also drain to the northeast. The drainage pattern will not be affected.

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 development does not have any nearby neighborhoods.

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 this 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?

The development will not include any architectural building standards. However, existing site slopes do not exceed 6%.

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.

DB Endeavors has consulted with the Colorado Parks & Wildlife relative to the existing eagles nest located within the Plains Conservation to the west of the project site. According to the State department, due to the fact that the eagle nest is not currently constructed, spatial distance is almost ½ mile from the site and a visual buffer is provided by natural ground topography, the CPW would expect to find minimal cause for disturbance from this development.

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Kimley-Horn & Associates has consulted with Chuck Weiss with E-470 Highway Authority. Per conversation with Chuck, E-470 Highway will be widened by an additional 2 lanes in each direction in the future and the existing cross culvert will be extended. A signed construction permit from E-470 will need to be received before construction can begin.