



TAB 6

# FULENWIDER

Master Plan Narrative

JUNE 2020

## GENERAL DESCRIPTION OF THE MASTER PLAN

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 Master Plan 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 Denali Street 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.

## TAB 6

Airport Distribution (Form D: IND) – with the site’s adjacency to DEN, a prime opportunity on the northern portion of the Master Plan 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 Master Plan including an electric substation and overhead power lines connecting to other existing electric lines to the southeast of this Master Plan. The City owns the 110-foot north of the section line which is the center line of 56th Avenue. After dedicating the first 84-feet for the north half of future E 56th Avenue, there remains a 26-foot strip of land between the north edge of future E 56th Avenue and the edge of City ownership. This area is PA-23 and PA-24 in the Fulenwider Master Plan. By separate ordinance prior to Master Plan recordation, the City will vacate to the applicant PA-23 and PA-24. A network of drainage corridors and detention ponds are proposed to serve this development and future land uses outside of this Master Plan boundary.

The presence of Second Creek through the site offers the benefit of a natural resource that can be utilized as an amenity for the development. A half-acre site will be dedicated to the City on the western edge of the Second Creek floodplain, intended for a trailhead for future design and construction by the City of Aurora Parks Recreation and Open Space. In addition, a 70’ regional trail corridor is located on the west side of Second Creek. Due to the proximity to Second Creek, this planning area includes a regional trail, Mile High Flood District access path to Second Creek, and utility access paths for the City’s utilities. For this reason, it is proposed to have one 12-foot crusher fines multi-access path which is stabilized and all-weathered to accommodate the listed shareholders. A pond will be provided just south of E. 64th Avenue as a regional improvement. This regional pond is to be built from the Second Creek Channel in order to detain some floodwater and provide natural or pre-developmental flow conditions during storm events. With the potential for residential land uses west of E-470, a destination park, and a linear park are potential improvements within the mixed use planning areas that could serve as destinations for residents.

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 MASTER PLAN**

The Fulenwider Master Plan 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 Master Plan and Rezoning. The site was 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 approved rezoning combined 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 combined the MU-A and AD zoning east of E-470 and put 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 Master Plan.

### **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 Master Plan boundary that will help support this service not just within the Master Plan 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 included the City's standard 2016 right-of-way design templates and Construction Spec. as well as the northern half of a new 168' 6-lane arterial street section for 56th Avenue at the request of Public Works and Planning. Where applicable, roadways are proposed to align with the street sections already in place such as those provided in the Porteos Master Plan (MP), now called Master Plan, located immediately east and Windler MP located immediately south of the Fulenwider Master Plan 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.

Regional improvements will be provided with this Master Plan such as but not limited to those listed.

- East 56th Avenue is a six lane arterial (168-foot ROW) the developer will construct the northern 2 lanes with our associated development providing connectivity to the Airport. The 56th Avenue bridge over E-470 is a regional improvement benefiting the area and other properties in addition to Fulenwider.
- East 60th Avenue is a three lane collector (80-foot ROW) the developer will construct the south 2 lanes of road section between Tibet Street and Denali Street with our associated development; construct 2 lanes of road providing

connectivity throughout the adjacent sites. The East 60th avenue overpass bridge is a regional improvement benefiting the area and other properties in addition to Fulenwider.

- Denali Street, will be a three-lane collector. Denali will consist of a 11.5-foot walk for pedestrian connectivity. An 8-foot landscape area will be provided and landscaped per City of Aurora standards. As part of the development we will construct either the 66th/68th connection from Harvest Road to Denali Street or the south 2 lanes of the 68th Avenue connection, but not both. The final configuration will depend on the site plan for PA-7 and the timing of DEN construction of their north half of 68th Avenue.

All improvements will provide regional connection for vehicles and pedestrians.

## 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 by E-470 on the west side of the E-470 corridor within the Multi-Use Easement. This trail location is shown in the Master Plan but is subject to change and shift to the east side per E-470's discretion and as ultimately dictated by their Construction Drawings. Study of the City's long-range trail system as well as trails and walks provided by adjacent FDPs/Master Plans 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 Master Plan 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 Master Plan 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 Master Plan 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 Master Plan 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 Master Plan 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.