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RESPONSE TO COMMENTS

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Key Issues

1. PROCESS

The Master Plan application can be reviewed and approved administratively by the Planning Director. If any Major Adjustments are requested as part of the application, a public hearing before the Planning and Zoning Commission will be required. If a Zoning Map Amendment is requested, the application will require approval in a public hearing before the Planning and Zoning Commission and the City Council. A Zoning Map Amendment application can be submitted and processed simultaneously with the Master Plan application.

The development team understands that the Master Plan application can be reviewed and approved administratively. Based on discussions with Planning Staff after the Pre-Application meeting we will be seeking a modification to the Zoning Boundaries, primarily based on the re-alignment of Denali Road. The current Zoning follows the previously anticipated curvilinear road alignment. This Master Plan, which we is in greater alignment with the new City of Aurora Places Comprehensive Plan, has a more connected and gridded street network, and the Zoning revision being proposed will follow a more logical street network.

2. MASTER PLAN AND ZONING

The project area includes three zone districts which all have different intents and purposes. Please be aware of unique land use and development standards for each portion of the project. Additional information is needed to review density and dimensional standard requirements and adjustments may be needed depending on the desired lot and building patterns. A high-degree of street connectivity and connected park spaces partnered with high-quality design standards are top priorities for the Master Plan proposal. Planning staff recommends a follow-up meeting to discuss the details of the various zone districts as they relate to the project.

The development team shares the desire for a high degree of street connectivity and connected park spaces, and is very focused on high quality design standards. We have had follow up meetings with planning to discuss some of the more detailed Master Plan concepts, and shared a more detailed concept of the Neighborhood Planning concept to depict the connected street system, as well as park and open space connections. The Master Plan includes specific high quality standards for Logistics/ Distribution uses within the MU-A zone district, and provides high quality specific standards for Retail uses within the MU-R zone district. In addition, we are proposing Flexible Lot Option neighborhoods, and as requested we have put together a Pattern Book for those areas.

3. MASTER STUDIES

As part of the Master Plan submittal, the accompanying Master Studies will need to be submitted. This includes a Master Drainage Report, Master Utility Study, Public Improvements Plan (PIP) and Master Traffic Impact Study. Please see comments throughout these notes for more information.

The required Master Studies have been coordinated with the various City of Aurora departments, and are included in this Master Plan submittal.

4. COTTON TAIL RUN

Mile High Flood District will be a referral on this application to address required improvements to Cotton Tail Run. Coordination with MHFD is encouraged to begin as soon as possible as the required stream corridor may impact site design.

Olson Engineering has been coordinating with Mile High Flood District.

5. PARKS, RECREATION AND OPEN SPACE (PROS)

With the change in uses proposed within the FDP, please update the calculations for open space, neighborhood park, and community park land dedication. Please also update the corresponding Form J and Open Space map to identify proposed park and open space parcels, future construction and ownership and the triggers for completion of each. In addition, since the time of the original FDP, there are a few new trail corridors that have been identified within the development site. Please ensure these are identified in the Master Plan and also within the updated Form J. Please see PROS comments on page 16 for more information.

An updated Form J is included in this Master Plan submittal. We have coordinated on the Cotton Tail trail connection, and are providing a robust system of trails, parks and open spaces throughout the WINDLER community.

6. TRAFFIC

Traffic Engineering has concerns with the extra wide central median E/W to Park 7 and N/S road to Park 2. This extra wide median appears to include a pedestrian facility in the middle which creates additional pedestrian hazard and storage issues for vehicles with the inherent double intersections. Please relocate this linear element to either the north side or south side of this roadway (east or west for the N/S road). In addition, surrounding Pk-7, there are multiple Y intersections (T intersections include a roadway intersecting at 90 degrees, and match City standards), which have issues with driver expectations. Either adjust these intersections to meet City standards for 90-degree connections or these would be appropriate for compact roundabout locations with current geometry (these would be appropriate to use the City's roundabout standard from the Traffic Calming Toolbox).

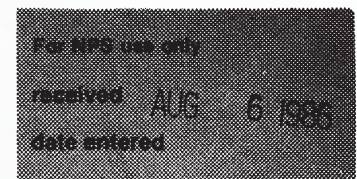
WINDLER features several broad Parkways that hearken back to some of the great streets in the region such as East 17th Avenue Parkway, East 4th Avenue, Clermont Street Parkway, Downing Street Parkway, East 6th Avenue Parkway, Monaco Parkway, East 7th Avenue Parkway. The great Parkway Streets have been continued in the award winning Stapleton and Lowry Communities. We look forward to working with the various departments within the City of Aurora to detail how to bring back this important tool for community building. Several of these Parkways are now listed on the National Register of Historic Places, - see below.

NPS Form 10-900-a
(3-82)

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**United States Department of the Interior
National Park Service**

National Register of Historic Places Inventory—Nomination Form



Continuation sheet Denver Park & Parkway System Item number

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The fourth structural layer is what has been called Denver's "garden system", consisting of street trees, private lawns and gardens, parks and parkways, and other public open spaces (including school yards, the grounds of public buildings, and green belts). This is the layer which ties the other layers together and makes coherent the overall design structure of the city. Denver's parks and parkways are only one part of this garden system, but they are a large, much used, public, highly visible, extremely important, and (perhaps most critical) symbolic portion of the garden system.

In a complex and sophisticated way, Denver's parks and parkways take into account and relate to these layers of Denver's basic design structure. Denver's parks and parkways have been designed to take advantage of splendid views of the Rocky Mountains, thus acknowledging the special relationship of the city to the great landforms of the West. Denver's parks and parkways celebrate the availability, the use, and the symbolic value of water in an arid climate, thereby acknowledging that water is essential to both the reality and the image of the city. Denver's parks and parkways constitute landmarks which make the grid system comprehensible, which both reinforce the rationality and soften the harshness of the grid system, and which thereby fulfill a key part of the promise of urban planning in a democratic society.

In addition, Denver's parks and parkways reflect various styles of landscape design. They are the work of great masters of landscape architecture and city planning....Reinhard Schuetze, S.R. DeBoer, Olmsted Bros., Charles Mulford Robinson, George E. Kessler, and others. They are planted with a great variety of horticultural specimens (which is particularly impressive in a dry climate supportive of only a limited number of native trees and shrubs). They provide for both active and passive use, for sandpiles and flower gardens. Some parkways function as transit ways for heavy commuter traffic, while others are modest enhancements of residential neighborhoods. Some parks are tiny triangles of grass, embellished with a single tree, while others are counted, like Central Park in New York, among the huge "people's parks" of America. They enhance the urban environment by the reduction of noise and pollution and by the cooling of the city in the summer.

Further, Denver's parks and parkways are located throughout the city and have played a central role in the life of the entire city. They are accessible to young and old, to rich and poor, and to all segments of Denver citizenry. They are the site of innumerable useful, beautiful, and memorable structures, including pavilions, gateways, statuary, fountains, and comfort stations and they accommodate walkers and joggers, botanists and bird watchers, rugby fans and concert goers. They form a sylvan backdrop to a dusty boom town and an amelioration for the pressures incident to urban crowding. And, perhaps most important, they are the foundation of the historic image of the city and of the quality of life which Denver citizens have enjoyed for over a hundred years.



GRAND PARKWAY STREETSCAPE

With respect to the more detailed intersection comments, we look forward to working with the City of Aurora as more detailed plans are developed for the individual neighborhoods beyond the Master Plan level of design.

7. SUMMARY

The balance of the Pre-Application notes contain information about what is to be included in this Master Plan submittal, or information that will be included in future submittals.