



June 7, 2022

Aja Tibbs
Office of Development Assistance
15151 E. Alameda Parkway
Aurora, Colorado 80012

Re: Windler Planning Area 7 and 8, FRLO 1, Neighborhood E and F Site Plan – Letter of Introduction

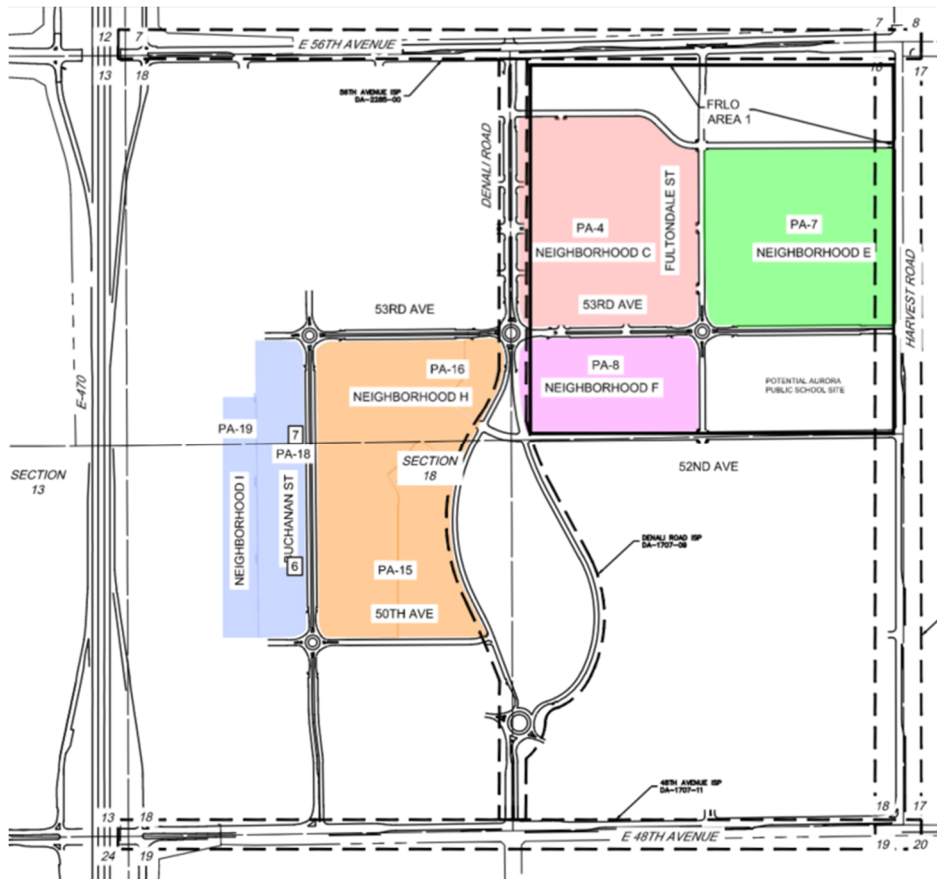
Ms. Tibbs,

On behalf of my client, GVP Windler LLC, I would like to introduce the Windler Planning Area 7 and 8 project. As further development is refined within the Windler development, Neighborhoods have been designated which are further divisions of the “Flexible Residential Lot Options” and “Planning Areas” as discussed in the Master Plan document. Neighborhood E is the same boundary as Planning Area 7 (PA-7), and an east parcel of FRLO Area 1. Neighborhood F is the same boundary as Planning Area 8, (PA-8), a parcel in the southwest portion of FRLO Area 1. Neighborhoods E & F will be platted together as Windler Subdivision Filing No. 5, which is a resubdivision of Tract F and I within the Windler Filing No. 2 plat currently being processed through the City.

The project will install the necessary infrastructure for the construction of residential housing per the Windler Master planning documents. Olsson currently has ISP plans under review at the City for the adjacent Arterial Roadway and Utility improvements. The Connector Road ISP plan set, that connects this neighborhood to the arterial road network has been previously submitted prior to this Site Plan.

The proposed Neighborhood E & F, PA-7 & 8, Site Plan package adheres to the Aurora Unified Development Ordinance (UDO) and conforms with the Windler Master Site plan and associated Master Utility Report, Traffic Study, and Master Drainage Report that are proceeding through City approval.

Below is an exhibit identifying the various projects under design and the location of Neighborhood E & F, PA-7 & 8, within the Windler development.



Neighborhoods E & F, PA-7 & 8, is being developed with various sizes of Alley loaded and front loaded residential lots. The lots include Single Family Detached, Paired Homes, Townhomes, and Three-story townhomes. All rear loaded and townhome lots are level. Some front loaded lots have been incorporated into Neighborhood E to allow Walkout basements to incorporate some steep grading on the east side of the Planning Area. Refer to the Housing Type and Mix exhibit attached.

The Site Plans include Public Roadway Paving (including striping and signage), Sidewalks, Private Alley Paving, Water Main, Sanitary Sewer, Storm Sewer, and Roadway lighting. Olsson has collaborated with Civitas and PCS on the Park and Landscape design for the development. Olsson has designed the Streetscape Landscaping, PCS designed the Linear Parks, and Civitas has designed the Neighborhood Parks.

Olsson has coordinated the site design with the Fire / Life Safety Manager for the Aurora Fire Rescue Department. A fire access exhibit is included in the Site Plan package for reference. Preliminary coordination was also done with Aurora Water for water and sewer service locations and preferences.

There are multiple Final Plats proposed for this project. Windler Subdivision Filing No.1 dedicates additional Right-of-Way for the adjacent Arterial Roads and also dedicates the right-of-way / easements for Denali Road and associated utilities. The existing Gun Club Road right-of-way and associated easements will be vacated under separate deeds. Filing No. 2 dedicates the right-of-

way and necessary easements for the Connector Roads and associated Utilities. Filing No. 3 will plat the right-of-way, easements, and buildable lots in Neighborhood C.

Neighborhoods E & F Planning Synopsis

Neighborhoods E (PA-7) and F (PA-8) Site Plan

WINDLER neighborhoods E (PA-7) and F (PA-8) are single family residential development part of Windler - FRLO Neighborhood 1. The neighborhoods are zoned under R-2 Zone District and will be developed as unique neighborhoods under Flexible Residential Lot Option (FRLO) consistent with the Aurora Places plan. Each of the neighborhood will implement Windler master plan values and principles in creating a livable, diverse, connected community that blends residential to the adjacent land uses. Each neighborhood is designed to respect great topographic features and respond to the site's natural features and leverage the use of topography for park experiences and transportation efficiency.

The style of walkable neighborhoods proposed for Windler increases the opportunity for daily interactions between neighbors and can strengthen these bonds within the community. In turn, this leads to increased social engagement and community trust. With streets favoring pedestrians and bicycles over cars, walkable neighborhoods have the capacity to host more community events such as block parties and outdoor markets - this is particularly true in WINDLER with several large neighborhood park areas. A highly connected street network and close proximity to usable active park spaces which are fundamental to the design of this community.

Neighborhood E (PA-7)

Neighborhood E is a 33.8 AC site bounded by Fultondale St. on the west, 55th Ave. on the north, 53rd Ave. on the south and Harvest Road on the east side. A total of 216 single family units attached and detached products ranging from 2 and 3 story townhomes, paired homes, and single family detached front and alley loaded products at average density of 6.4 DU/AC will be offered in Neighborhood E.

Neighborhood E is part of the eastern half of Windler - FRLO Neighborhood 1 defined by a street network that generally runs 45 degrees to the north-south connectors offering an interesting neighborhood block character where streets align to mountain views to the west or views to the distinct skyline of Denver International Airport on the north-east. A family-oriented pocket park and a small neighborhood scale retail site are located strategically in the heart of this neighborhood for an opportunity to enhance the social fabric within Neighborhood E.

Over 6 AC of parks and open spaces are provided in Neighborhood E including north-south linear parks on the west along Fulton St. and on the east along Harvest Rd. Both north-south linear parks on the east and west edges of this neighborhood provide direct pedestrian connections from the multi-family residential sites north of Neighborhood E to the school site on the south. The open space system coupled with well-connected street network creates a

walkable neighborhood. Many homes having the garages in the rear bringing buildings with front porches close to the street create pedestrian friendly street. This high-quality pedestrian network and public realm makes walking pleasurable, and perhaps more importantly this style of neighborhood encourage social interaction, areas to linger with friends, sit and talk, or simply hang out with neighbors.

See Housing Type and Mix exhibit attached to this letter.

Neighborhood F (PA-8)

Neighborhood F is located on the south-west corner of Windler - FRLO Neighborhood 1 bounded by Denali St. on the west, 53rd Ave. on the north, 52nd Ave. on the south and Fultondale on the east side. A total of 136 single family units attached and detached products ranging from 2 and 3 story townhomes, paired homes, and single-family alley loaded products at average density of 8 DU/AC will be offered in Neighborhood F with total site of 16.9 AC.

The underlying strategy for the Neighborhood F open space system is to create a bold and sculptural linear park that forms the heart of the neighborhood connecting the future school site to the east with the Discovery Park on the west. Steeper street grades in the streets that run north/south direction create a distinct stair stepped relationship of house fronts to the linear park. Similar examples can be found in Stapleton, north of 58th Avenue. The grade changes and unique geometries that will be expressed in the park will help to shape an interesting and diverse place for people to gather, stroll and enjoy the native plant palette envisioned for this neighborhood.

See Housing Type and Mix exhibit attached to this letter.

Neighborhoods E (PA-7) and F (PA-8) Public Realm Design / Open Space

Neighborhoods E and F share a hierarchy of open spaces that are bold in their design, provide for exceptional community gathering and are woven into a greater fabric of interconnected trails, linear parks, neighborhood parks, pocket parks, and paseos. These neighborhoods are designed around a bold east-west spine that connects North Park on the west of Neighborhood C (PA-4) to the family-oriented pocket park in the heart of Neighborhood E.

The fundamental priority for the public realm in these neighborhoods is that people who live in them develop a strong bond with fellow residents, build the sense of community that fosters both pride and stewardship for is long term care. We strongly feel that this begins with creating great places that people want to spend time in, places that are beautiful and places that encourage lingering rather than just simply passing thru.

To this end, the open space(s) for Neighborhoods E and F have been composed to create individual neighborhood character while supporting the overall Windler vision. This is accomplished by establishing open spaces that are unique but expressed over a grand scale such as the linear parks system. Conversely the interior parks and green court type environments are unique to each neighborhood. Although creating design diversity is paramount to our vision, we are equally dedicated to ensuring all the parks and open spaces are fully

furnished with places for people to gather (linger), play, learn, find respite, and pursue total fitness. We are confident with the right curation, the design of this public realm will capture the imagination, embody our principles of sustainability, and help to shape the lives of the residents that live at Windler as well as the people who will come to visit.

Variances from Public Works Standards

Planning Area 7: Neighborhood E

1. All private alleys with Water Main and Water Meters.
 - a. Section 17.02 – At no time shall the service line be any closer than five feet (5') to the side property line.
 - b. Justification: Service lines are 2.5' from lot line when connected via alley. This allows for the meters to be placed within landscape areas in the 5' side setbacks of the buildings.
2. Water line in Street 8 is on west side of the street to avoid storm and sanitary crossing
 - a. Code dictates water be north and east. Section 5.04
 - b. Justification: The water is swapped for one block to avoid multiple sanitary and storm sewer crossings
3. Vertical curb is being use where there are no fronting lots, Section 5.04
 - a. Local streets call for all mountable curbs. Detail S1.1
 - b. Justification: Alley loaded lots do not need access off the public streets and vertical curbs provide a clear definition of access and a defined streetscape where no driveways are needed.
4. Street 2 and 6 have 56' ROW with 4' tree lawn by park
 - a. Local Type 2 is 60' ROW. Detail S1.1
 - b. Justification: Tree requirements will be met within the park and landscaping incorporated in the park design.
5. Alley L, M, and N have 21.5' inside radius and 44.5' outside radius for fire access
 - a. Fire access calls for 29' inside radius and 52' outside radius. Section 4.07.1.01
 - b. Justification: Minimum radii are desired on private alleys and keep alleys a narrow width to slow traffic and minimize pavement. Fire truck turning analysis shown on the included exhibit show that adequate truck turning can be achieved.
6. Alley G has 28.5' inside radius and 51.5' outside radius for fire access
 - a. Fire access calls for 29' inside radius and 52' outside radius. Section 4.07.1.01
 - b. Justification: Minimum radii are desired on private alleys and keep alleys a narrow width to slow traffic and minimize pavement. Fire truck turning analysis shown on the included exhibit show that adequate truck turning can be achieved.
7. Alley E and H have 15' inside radius
 - a. Fire access calls for 29' inside radius. Section 4.07.1.01
 - b. Justification: Minimum radii are desired on private alleys and keep alleys a narrow width to slow traffic and minimize pavement. Fire truck turning analysis shown on the included exhibit show that adequate truck turning can be achieved.
8. Using 150' centerline radius for North Drive

- a. Local Type 1 specifies 200' minimum centerline radius. Table 4.04.4.1
 - b. Justification: A smaller radius maintains the site plan intent for the angles created by the overall open space design which ties to surrounding Planning Areas throughout the north part of Windler.
- 9. Request: All roads meet 150' CL-CL requirement. All alleys meet the 75' CL-CL requirements, or align across from one another, except the following:
 - a. Distance between H STREET and ALLEY D is less than 75' on both ends – at intersection with 53rd Ave and at North Drive
 - b. Justification: We request that the site plan be accepted as shown. With the depth of the lots less than 75' along H STREET, the alley must be located less than 75' from the street. A mix of product types and varying lot depths are required by Planning and therefore the alley location is set.
- 10. Private driveways (alleys) with more than 20 parking spaces.
 - a. Standard Detail S7.4 – Flared curb cuts are not permitted for commercial/industrial or residential driveways where traffic movements would be substantial. When the number of parking spaces exceeds 20, curb returns are required.
 - i. ALLEY I, J, G (2 entrances)
 - ii. ALLEY K (2 entrances)
 - iii. ALLEY E, F (2 entrances)
 - iv. ALLEY A,B, C (3 entrances)
 - b. Justification: We request to keep these alley intersections as flared curb cuts. This helps maintain the definition and character of narrow private alleys as driveways, not to be mistaken as public streets. All of the lots within the blocks exceeding the number of parking spaces have two entrances except for Alleys A, B, C which have 3.

Planning Area 8: Neighborhood F

- 1. All private alleys with Water Main and Water Meters.
 - a. Section 17.02 – At no time shall the service line be any closer than five feet (5') to the side property line.
 - b. Justification: Service lines are 2.5' from lot line when connected via alley. This allows for the meters to be placed within landscape areas in the 5' side setbacks of the buildings.
- 2. Using 49.5' ROW on Street 1
 - a. Local Type 1 is 64' ROW. Detail S1.1
 - b. Justification: Sidewalk along street is incorporated into the adjacent park and the ROW is then shifted to the back of curb, so that maintenance of the entire open space area can be private, and include the sidewalk
- 3. Alley A, L, and K have 21.5' inside radius and 44.5' outside radius for fire access
 - a. Fire access calls for 29' inside radius and 52' outside radius. Section 4.07.1.01
 - b. Justification: Minimum radii are desired on private alleys and keep alleys a narrow width to slow traffic and minimize pavement. Fire truck turning analysis shown on the included exhibit show that adequate truck turning can be achieved.
- 4. Alley B has 15' inside radius

- a. Fire access calls for 29' inside radius. Section 4.07.1.01
 - b. Justification: Minimum radii are desired on private alleys and keep alleys a narrow width to slow traffic and minimize pavement. Fire truck turning analysis shown on the included exhibit show that adequate truck turning can be achieved.
- 5. Alley C and D have 21' and 15' inside radius
 - a. Fire access calls for 29' inside radius. Section 4.07.1.01
 - b. Justification: Minimum radii are desired on private alleys and keep alleys a narrow width to slow traffic and minimize pavement. Fire truck turning analysis shown on the included exhibit show that adequate truck turning can be achieved.
- 6. Alley H and I have 15' inside radius
 - a. Fire access calls for 29' inside radius. Section 4.07.1.01
 - b. Justification: Minimum radii are desired on private alleys and keep alleys a narrow width to slow traffic and minimize pavement. Fire truck turning analysis shown on the included exhibit show that adequate truck turning can be achieved.
- 7. Private driveways (alleys) with more than 20 parking spaces.
 - a. Standard Detail S7.4 – Flared curb cuts are not permitted for commercial/industrial or residential driveways where traffic movements would be substantial. When the number of parking spaces exceeds 20, curb returns are required
 - i. ALLEY A, B (2 entrances)
 - ii. ALLEY C, D (2 entrances)
 - iii. ALLEY E, F, G (2 entrances)
 - iv. ALLEY L, K (2 entrances)
 - v. ALLEY H, I, J (2 entrances)
 - b. Justification: We request to keep these alley intersections as flared curb cuts. This helps maintain the definition and character of narrow private alleys as driveways, not to be mistaken as public streets. All of the lots within the blocks exceeding the number of parking spaces have two entrances.

Neighborhood E & F Submittal Documents

The following documents are included in this submittal:

1. Site Plan (with Landscape Plans)
2. Subdivision Plat, Windler Filing No. 5
3. Closures and Legal Description for the subdivision
4. Preliminary Drainage Report
5. Mineral Rights Affidavit
6. Traffic Impact Study
7. Utility Report
8. Adjacent Property Owners
9. Current Windler Roadway Submittal Status Map (attached to this letter)
10. Current Windler Neighborhood Submittal Status Map (attached to this letter)

*Note: the title commitment and Certificate of Taxes Due will be submitted with the second submittal. Per presubmittal meeting, the townhome elevations and park photometric analysis will be submitted with the second submittal.

Please contact me if you have any questions or require additional information. My cell phone is 303-968-5505.

Regards,

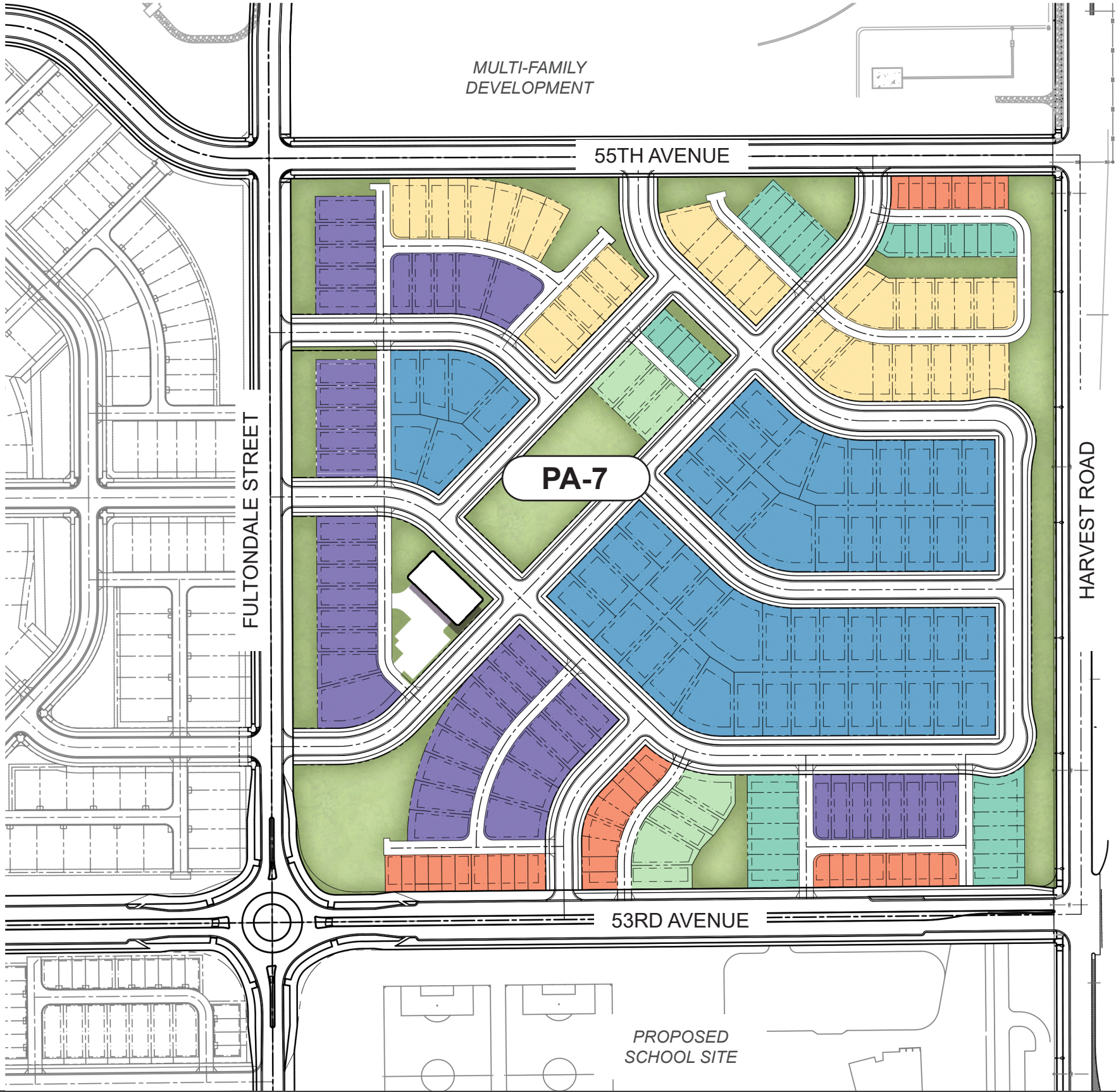
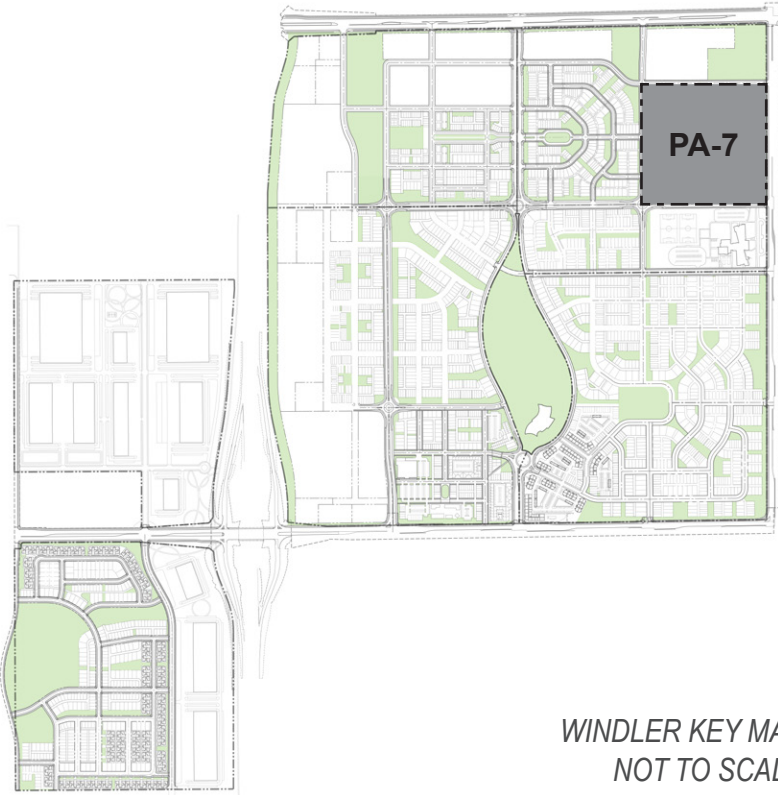
A handwritten signature in blue ink, appearing to read "Debbie Klisis", with a long horizontal stroke extending to the right.

Debbie Klisis, P.E.
Project Manager – Olsson

FLEXIBLE RESIDENTIAL LOT HOUSING TYPE AND MIX

<div></div>	SINGLE FAMILY DETACHED, FRONT LOADED	53 UNITS
<div></div>	SINGLE FAMILY DETACHED, ALLEY LOADED	46 UNITS
<div></div>	SINGLE FAMILY DETACHED, MOTOR COURT	0 UNITS
<div></div>	SINGLE FAMILY DETACHED, GREEN COURT	8 UNITS
<div></div>	SINGLE FAMILY ATTACHED, GREEN COURT TOWNHOUSE	33 UNITS
<div></div>	TWO FAMILY DUPLEX / PAIRED HOME	38 UNITS
<div></div>	SINGLE FAMILY ATTACHED, 2-STORY TOWNHOUSE	0 UNITS
<div></div>	SINGLE FAMILY ATTACHED, 3-STORY TOWNHOUSE	38 UNITS
<div></div>	SMALL MULTI-FAMILY	0 UNITS
<div></div>	MULTI-FAMILY	0 UNITS

TOTAL 216 UNITS
(SIX BUILDING TYPOLOGIES PRESENT FOR PLANNING AREA 7)



WINDLER PLANNING AREA 7 - HOUSING TYPE AND MIX



FLEXIBLE RESIDENTIAL LOT HOUSING TYPE AND MIX

<div></div>	SINGLE FAMILY DETACHED, FRONT LOADED	0 UNITS
<div></div>	SINGLE FAMILY DETACHED, ALLEY LOADED	35 UNITS
<div></div>	SINGLE FAMILY DETACHED, MOTOR COURT	0 UNITS
<div></div>	SINGLE FAMILY DETACHED, GREEN COURT	24 UNITS
<div></div>	SINGLE FAMILY ATTACHED, GREEN COURT TOWNHOUSE	0 UNITS
<div></div>	TWO FAMILY DUPLEX / PAIRED HOME	42 UNITS
<div></div>	SINGLE FAMILY ATTACHED, 2-STORY TOWNHOUSE	14 UNITS
<div></div>	SINGLE FAMILY ATTACHED, 3-STORY TOWNHOUSE	21 UNITS
<div></div>	SMALL MULTI-FAMILY	0 UNITS
<div></div>	MULTI-FAMILY	0 UNITS

TOTAL 136 UNITS
(FIVE BUILDING TYPOLOGIES PRESENT FOR PLANNING AREA 8)



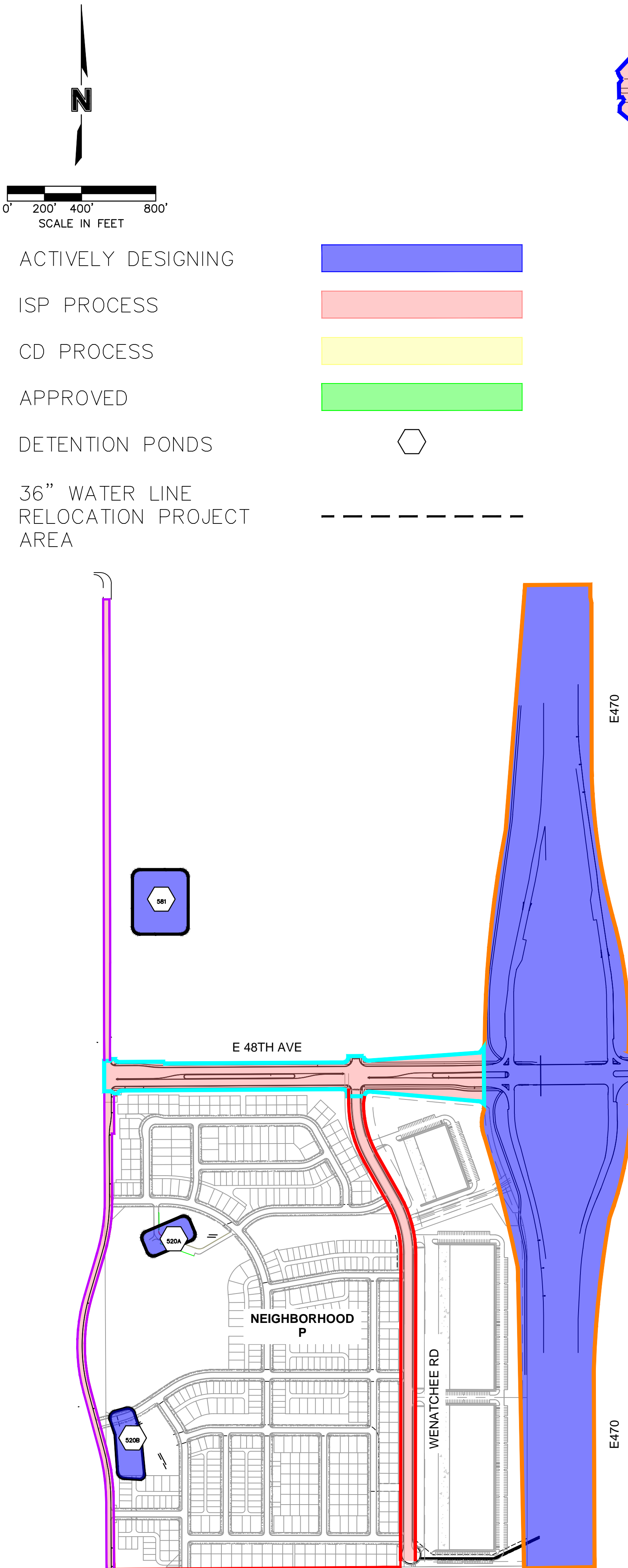
WINDLER PLANNING AREA 8 - HOUSING TYPE AND MIX



WINDLER:
NEIGHBORHOOD
SUBMITTAL STATUS
MAP

Street/Neighborhood	Submittal	Date	Reference #
Village North-A			
Neighborhood C (PA-4)	1st SP	6/1/2022	DA-1707-14
Neighborhood E (PA-7)	1st SP	6/8/2022	DA-1707-19
Neighborhood F (PA-8)	1st SP	6/8/2022	DA-1707-19
Neighborhood H (PA-16)	1st SP	TBD	DA-1707-15
Neighborhood H.1 (PA-15)	1st SP	TBD	DA-1707-15
Neighborhood I (PA-19)	1st SP	TBD	DA-1707-15
Neighborhood I.1 (PA-18)	1st SP	TBD	DA-1707-15
Neighborhood L (PA-10)			
Neighborhood M (PA-11)			
Neighborhood N (PA-12)			
Neighborhood O (PA-13)			
Neighborhood P			
Village South-J/K (PA-14)			





Street/Neighborhood	Submittal	Date	Reference #
E 56th AVE	4th - ISP	5/9/2022	DA-2285-00
E 48th Ave	1st - ISP	3/11/2022	DA1707-10/11
E 470	100% Plans	5/25/2022	
Harvest Road	1st - ISP	4/1/2022	
Denali St	2nd - ISP	5/25/2022	DA1707-09
Tibet Road	2nd - ISP	5/2/2022	DA1707-08
Connector Roads	1st - ISP	5/13/2022	DA1707-13
Wenatchee Street	1st - ISP	5/13/2022	DA1707-18
36" Water Line	90% Plans		