

~~February 23, 2022~~ May 3, 2022

Ariana Muca
City of Aurora, Planning Department
15151 E Alameda Parkway, Suite 2000
Aurora, CO 80012

**Re: Metro Center Parcel B
Improvements Site Plan - Letter of Intent**

Dear Ms. Muca:

Enclosed are the application materials for the Parcel B ISP for Metro Center. This application follows the approval of the Metro Center Master Plan and Design Guidelines. We have enjoyed working with the City thus far and greatly appreciate the time and assistance you have provided. We look forward to continuing to work with you and the City of Aurora staff through the approval process. This application has been prepared by and for the following parties to the benefit of the residents of Aurora:

Developer / Owner

Aurora Parcel B, LLC
631 High St.
Denver, CO 80218
303-829-8811
Contact: Bill Parkhill

Planning / Landscape Architecture

Norris Design
1101 Bannock St.
Denver, Colorado 80204
303-892-1166
Contact: Eva Mather / Patrick Hannon

Owners Representative

Cumming Group
88 Inverness Circle East, Building G,
Suite 101
Englewood, CO 80112
303-569-9979
Contact: Tyler Smith

Civil Engineer

Ware Malcomb
900 S. Broadway, Suite 320
Denver, CO 80209
(303) 561-3333
Contact: Jesse Carano

The following items were included in the first submittal package:

- Letter of Introduction
- Letter of Authorization from Property Owner
- Mineral Rights Affidavit
- Title Commitment & Tax Certs
- Adjacent Property Owner List
- Response to Pre-Application Comments
- Site Plan
- Traffic Conformance Letter

INTRODUCTION

About Metro Center

Metro Center is a mixed-use transit-oriented development along Aurora's R Line light rail that will combine urban living with suburban benefits. The Master Plan and Design Guidelines were approved by the City in 2021 and have been recorded. Additionally, a Public Improvements Plan has also been approved by the City.

A number of multi-family communities are in process of being entitled, which includes Legacy and Kairoi, both on Parcel C. Parcel B is actively being planned for Dominion, a senior housing community, along with other concepts which are still being evaluated prior to commencing with formal site plan applications. The subject application is necessary to plan for the road and infrastructure needs for Parcel B as well as set the stage for a forthcoming subdivision plat to create parcels for conveyance.

Parcel B Overview

Parcel B is bound to the north by E. Alameda Pkwy, to the east by S. Chambers Rd., to the South E. Center Ave. and to the west by S. Fraser Ct. The Metro Center Public Improvements Plan (PIP) sets forth the infrastructure needs and requirements to facilitate build-out of Metro Center. Required Improvements for each Parcel are summarized in the PIP. The PIP clearly articulates the road, water, sewer, drainage, parks and trails improvements required for each parcel. This application addresses all of those required improvements that will be the responsibility of the Owner/Developer. Improvements on private property will be the responsibility of the prospective developers of those sites.

Design Review Committee

The infrastructure proposed with this Site Plan is consistent with the Master Plan and a DRC review and approval is not anticipated at this time.

Roads / Access

All roads in Parcel B are designed to meet the street typicals established in the PIP. The following summarizes the planned improvements:

E. Alameda Pkwy: Improvements to include: removal and replacement of existing sidewalk, 10' proposed walk with 10' tree lawn.

S. Chambers Rd: Improvements to include: removal and replacement of existing sidewalk, 10' proposed walk with 10' tree lawn.

E. Center Ave: Improvements to include: removal and replacement of existing sidewalk, with addition of a raised shared bike lane and detached sidewalk. The existing asphalt roadway section will be sawcut and contracted to accommodate the new sidewalks.

S. Fraser Ct.: Improvements to include: proposed $\frac{3}{4}$ 68' ROW, local urban typical section with the west improvements to terminate at edge of asphalt. Improvements west of EOA to be the responsibility of the abutting owner.

S. Granby St.: Improvements to include: proposed full 86' ROW, local urban typical section.

E. Dakota Ave.: Improvements to include: proposed full 66' ROW, local urban typical section.

E. Virginia Ave.: Improvements to include: proposed full 66' ROW, local urban typical section.

Traffic Study

An abbreviated traffic impact study has been provided that draws comparisons of traffic impacts to the approved Master Traffic Impact study based on proposed changes to land use and site access in this application. In summary, the study finds that revised land use assumptions for the PA-B ISP would generate approximately 890 fewer daily external vehicle-trips, 52 more AM peak hour external vehicle-trips, and 47 more PM peak hour external vehicle trips. In addition to changes in proposed land use, proposed access into PA-B is modified in the PA-B ISP compared to the recommendations of the Master Traffic Impact Study. The Virginia Avenue & Chambers Road intersection was originally proposed as a three-quarter movement intersection, allowing northbound left-turns from Chambers Road to enter PA-B. The PA-B ISP proposal would restrict this intersection to R/O access.

All other recommended improvements from the Master Traffic Impact Study would continue to provide reasonable mitigations to traffic impacts resulting from development of the Metro Center site.

Water

The following water infrastructure is planned: Public water main to be installed within ROW to service ROW hydrant and individual parcels domestic and fire needs within the planned area.

Sanitary Sewer Improvements

The following sanitary sewer improvements are planned: Public sanitary sewer to be installed within ROW to service individual parcels within the planned area.

Park and Amenity Spaces

According to the PIP, there are no park and trail improvements required within PAs B1, B2, and B6. Small urban parks/ and plazas are required within PAs B3, B4, and B5. Those parks and plazas will be constructed with the future development of those parcels. This submittal will not deter any future parks or plazas from being built in Metro Center.

Landscaping

Streetscape improvements including enhanced pavement patterns and site furnishings as well as elevated bike lane improvements along Centrepont Dr. and E. Center Ave. are incorporated in this ISP plan. Landscape plant material will be installed that meets or exceeds City of Aurora standards and the Metro Center Design Guidelines. In tree lawn areas along Alameda Pkwy. and Chambers Rd., large utility easements prevent street trees from being planted. Because of this the streetscape treatment on these two perimeter streets will consist of shrub and ornamental grasses.

Phasing Plan

No phasing is proposed with this Site Plan at this time. The infrastructure will generally occur in one phase.

Approval Criteria:

- A. The application complies with the applicable standards in this UDO, other adopted City regulations, any approved Master Plan that includes the property, and any conditions specifically applied to development of the property by the Planning and Zoning Commission or City Council in a prior decision affecting the property.

The proposed Site Plan application retains compliance with the UDO, the approved Master Plan, the City Center Station Area Plan, as well as the City's Comprehensive Plan, Aurora Places. The Urban District Placetype calls for a mix of uses in an urban fabric which has a pedestrian- and bicycle-friendly environment. Primary land uses include multi-family residential development, restaurants, commercial retail, commercial service, office, and entertainment and arts districts. Urban Districts are critical to the economic and fiscal health of the city because it is a center of employment, culture, and activity. Through the City's Aurora Places adoption, it was clearly determined by the community that the Metro Center site should serve as the key location within Aurora's Downtown with Transit Oriented Development (TOD). The Comprehensive plan calls for TODs to "Ensure an appropriate mix of housing, employment, entertainment and services focused around gathering places, such as a central plaza or main street" and are described as a "key entry point to the city with quality urban design, public art, and innovative businesses". The Metro Center Master Plan is a mixed-use, urban, walkable TOD community that will be a hub for entertainment, retail, multi-family housing, hospitality, and commercial uses. The Metro Center Master Plan is consistent with the intent of the Comprehensive Plan. The proposed Infrastructure Site Plan will set the foundation for future developments that will meet the vision and intent of all of the aforementioned plans and policies.

- B. The City's existing infrastructure and public improvements, including but not limited to its water, wastewater, street, trail, and sidewalk systems, have adequate capacity to serve the proposed development, and any burdens on those systems have been mitigated to the degree practicable.

A Public Improvements Phasing Plan was approved with the Master Plan and sized the streets and associated infrastructure. The site plan proposed with this application is consistent with planned densities/land uses and will include and sustain the improvements as discussed in the Public Improvement Plan and Master Utility Study. Infrastructure to serve the site will be provided through improvements planned with this Site Plan application.

The Metro Center Master Plan and Design Guidelines provided a cohesive, connected and coordinated system of streets, trails, sidewalks, open spaces and infrastructure that are integrated into the surrounding area including enhanced connectivity for both vehicles and pedestrians. Urban street sections and enhanced pedestrian areas are proposed, including a vibrant public realm that includes art, and a series of urban parks and plazas. Metro Center will be an urban, walkable community that brings urban energy to the suburbs. In total, the Metro Center Master Plan complies with and reinforces the City of Aurora's Comprehensive Plan – Aurora Places, City Center Station Area Plan, and Unified Development Ordinance.

- C. Major Site Plans shall be designed to preserve and protect natural areas, ridgelines, swales, natural landforms, water quality and wildlife habitat of riparian corridors, wetlands, and floodplains affected by the proposed development and to integrate those areas into site design where practicable.

The infrastructure is planned to work cohesively with the site's natural topography. There are no protected habitat areas, floodplains, wetlands, riparian corridors or other natural features that require protection or mitigation.

- D. The application will improve or expand multi-modal connections with adjacent sites, neighborhoods, and urban centers.

Sidewalks are planned to be adjacent to all roads and which will connect internally to future development sites to complete an overall system of connectivity to move people through Metro Center and to the TOD station.

- E. The application is compatible with surrounding uses in terms of size, scale and building façade materials.
Buildings are not planned with this application.
- F. The application mitigates any adverse impacts on the surrounding area to the degree practicable.
There are no anticipated adverse impacts associated with the proposed Site Plan application.

Adjustments:

No adjustments are requested with this application at this time.

We look forward to working with the City of Aurora on the review and approval of this Infrastructure Site Plan for Parcel B. Feel free to contact me directly should you have any comments, questions, and/or requests for additional information.

Sincerely,



Eva Mather
Principal
Applicant's Representative