

ADAM BERGER DEVELOPMENT, LLC
60 South Dahlia Street
Denver, CO 80246

December 17th, 2021

Sarah Wile, AICP
City of Aurora – Planning and Development Services Department
15151 E Alameda Parkway
Aurora, CO 80012

Re: 25th & Emporia - Infill Duplex Development Project (“Emporia Street Duplexes”)

Dear Sarah,

The Emporia Street Duplexes is located at 25th Avenue between Emporia Street and Elmira Street, Aurora, Colorado 80010, and consists of twelve lots, six fronting Emporia Street and six fronting Elmira Street directly adjacent 25th Avenue, for a total land area of approximately 0.926 acres (40,358 square feet). The Emporia Street Duplexes project proposes the development of six duplexes, for a total of twelve residential units, or a density of approximately 13 units per acre.

Apart from Lots 5 & 6, each residential unit will be constructed on an approximately 25' x 135' lot. The residential units on Lots 5 & 6 will be constructed on lots of approximately 20' x 135'. Every unit will consist of two-stories above grade and include a 2-car concrete parking pad adjacent to a private alley. Each lot will be fee simple, and the residential units will be offered for sale at an affordable price of between 70% and 80% of Area Median Income (AMI) upon completion.

The vertical components of each unit above the foundation, (i.e. exterior walls, roof, windows, interior walls, flooring, ceilings, finishes, fixtures, lighting, mechanical electrical and plumbing) will be built off-site using modular construction methods that meet Aurora's IRC, UPC, IMC and other applicable codes for single-family home construction. The purpose of using a modular construction method is that it provides a cost-effective means of delivering residential product at pricing that allows it to be offered at affordable pricing. In addition, the modular units are constructed indoors in a temperature-controlled environment, which protects the building materials against degradation from rain, snow, and outside temperature variations.

The exterior materials include a combination of stucco and lap siding along the front, side and back of each unit. Each unit's floorplate within each duplex will be offset from the other by two feet to create architectural relief along the front façade, and, to enhance the street presence of each duplex. The exterior of the unit will also include thoughtfully designed architectural fenestration along the front façade to create a modern and contemporary architectural design aesthetic. In addition, the second floor will be cantilevered over the first floor along front façade providing protective cover from the weather over the front door, and, will include recessed can lighting at the front door and over the patio area along the front of each unit. The front patio area will be large enough for outdoor seating and will wrap around the side of each unit, no wrap around porch is included for units on Lots 5 & 6. The front yard of each unit includes a well-designed landscaped area. In addition, every other unit will include a different and distinct color palette, which will provide a diverse design aesthetic along the streetscape.

Lots 5 & 6 have side yards of 5 feet each and the remaining lots have side yards of 10-feet each. Each unit will include a sliding glass door from the kitchen area to an outdoor patio area along the side yard, providing easy access for outdoor dining and entertainment for every unit. In addition, a patio area is included in the back yard of every unit for additional outdoor seating and enjoyment.

The garages of the units will be accessed via a private alley as described on the plans. The alley will be accessible from 25th Avenue along the northern property line of the site. Access to and from the private alley will occur solely from the northern curb cut along 25th Avenue. The alley will have a chain or gate along the southern property line to prevent the public from accessing the private alley from the existing alley to the south. Signage will be installed at the alley's northern access/egress at 25th Avenue indicating that it is a private right of way and accessible only to residents of the project.

Adjustment Requests:

The project proposes three adjustment requests; 1) to allow the reduction of the minimum lot width of the duplex units in the southwest corner of the parcel (Lots 5 & 6) from 20' to 19.95', 2) to allow the reduction of the front yard setback from 20' to 12.5 feet for the north units of each duplex and from 20' to 14.5 feet for the south units of each duplex and the side yard setback from 5' to 4.95'; and; 3) to allow the requirement of building diversity to be addressed through the application of a variety of different exterior paint colors. See more details below.

1) Minimum Lot Width - Section 146-5.4.4.D:

Because there is an existing easement along the southwest portion of the site, the lot widths of the two duplex units in that southwest location (Lots 5 & 6) had to be reduced to 19.95 feet each. The easement in that location was created to allow residents of the properties to the south of parcel to access their private alley and garages from the public right of way, and therefore cannot be removed. In addition, Lots 1-4 and Lots 7-12 were originally platted at a width of 24.95 feet. Therefore we request an adjustment to the minimum lot width per Section 146-5.4.4.D for all the Lots within the Project.

2) Required Setbacks- Section 146.2.4.4.E:

Because the units are transported on the highway from the manufacturing facility to the site, the units must comply with highway standards that regulate the width of the units, and each unit therefore can be no more than approximately 15 feet wide. The units can be up to 76 feet in length. The constraint on the width of modular units means that to accommodate the Emporia Street Duplexes' layout of 3 bedrooms, 2.5 bathrooms and adequate kitchen, dining and interior living space, the units are longer than a typical duplex, specifically the units at the Emporia Street Duplexes are 60 feet long. And, in order to accommodate an adequately sized rear parking area and backyard for each unit the front yard setback must be reduced below the 20-foot setback minimum to 12.5 feet for the north units of each duplex and 14.5 feet for the south units of each duplex. Therefore, a front yard setback adjustment is required. To compensate for the reduction of the front yard setback, enhancements have been made to the architectural and landscape features and design along the front of every unit to create an attractive street presence. The enhanced features previously mentioned include; offsetting the footprint of each unit by two feet to create architectural relief along the front façade and to enhance the street presence of each duplex, a covered front wraparound porch with recessed can lighting and room for outdoor seating, thoughtfully designed architectural fenestration along the front façade to create a modern and contemporary architectural design aesthetic, and, a well-designed landscaped area in the front yard that enhances the contemporary design aesthetic of the street presence of each unit. By allowing a reduced front yard setback the project can utilize modular construction to deliver an attractive, well-designed home at an affordable price for homebuyers at this location. In addition, given that the original plat has lot widths for Lots 1-4 and 7-12 of 24.95 feet, the side yard setback for these lots is required to be

4.95', and, given the requested lot width for Lots 5 & 6 is 19.95 feet, the side yard setback for those lots is also required to be 4.95 feet. Therefore, we request an adjustment to the required setbacks per Section 146.2.4.4.E for all lots within the Project.

3) Design Variety - Section 146-4.8.3.B:

Because the units are being constructed as affordable housing, and because they are built off-site by a modular housing manufacturer the building diversity requirement is being addressed through the application of a variety of different exterior paint & stucco colors, as shown in the attached plans. Addressing building diversity this way allows the project to be delivered in the most cost-effective way possible, which is necessary given that controlling costs is paramount to delivering the units as affordable for-sale housing. Therefore we request an adjustment to the design variety per Section 146-4.8.3.B for all homes within the Project.

The site plan for the Emporia Street Duplexes conforms to the site plan criteria in [Section 146-5.4.3.B.2](#) in the City of Aurora Unified Development Code, as follows:

- 1) The site plan is consistent with the City's comprehensive plan and complies with the "as of right" MU-OA RMU zoning, subject to the adjustment request.
- 2) The Emporia Street Duplexes site plan does not result in undue or unnecessary impacts on City infrastructure, and in fact includes enhancements to the sidewalk adjacent to the property by widening it to 5' along 25th Avenue, Emporia Street & Elmira Street.
- 3) The density of the Emporia Street Duplexes is consistent with the multi-family attached residences abutting property along Emporia & Elmira Street. The properties to the south and west are either multi-family or single-family residences containing 2 or more units per property.
- 4) The narrower layout of each unit offers a 10' side yard setback which provides a larger than typical pervious surface area within each lot, and therefore room for a larger plant based landscaped area within each lot.
- 5) The landscape plans for the site have been designed to conform with the City's Landscaping Standards and Guidelines.
- 6) The design of the site plan provides for safe and convenient pedestrian access throughout each lot to serve the units and to accommodate recreational activities within each lot given the 10-foot side yards.
- 7) Considerable effort has been made to design the site to control for nuisance impacts on its surroundings, including the 6 foot cedar privacy fencing, appropriately located mechanical units along the rear of the side of each unit to attenuate sound, thoughtfully located landscape material, and well-designed and placed dwelling structures.
- 8) Considerable effort has also been made to include thoughtfully designed architectural features for every unit that enhance their street presence, ensure the units are visually pleasing, and, enable them to meet and exceed the City's design standards and guidelines.
- 9) The placement of the parking areas along the alley is consistent with the parking arrangements of the abutting properties and controls traffic flow along established routes in the neighborhood. Guest parking is easily accommodated along Emporia or Elmira Street.

Further, the duplex product contemplated for the Emporia Street Duplexes is identical in design and layout of the already approved and constructed Alton Street Project duplex product and the duplex project half a block south at 2317 & 2319 Emporia Street approved 12/2/2019. The front setback adjustment requests for the Alton Street Project and 2317 & 2319 Emporia Street were approved. All six of the completed Alton Street Project duplexes have been

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Emporia Street Duplexes

Infill Duplex Development Project

successfully sold, and the 2317 & 2319 Emporia Street units have been successfully rented. Images of the front, side and rear yards contemplated for the Emporia Street Duplexes can be viewed in the following Web link, www.delawarestreethomes.com. Design details for the project are available in the EMPORIA STREET DUPLEXES Site Plan Application within the City's Permit Portal.

I trust you agree that the Emporia Street Duplexes will be an excellent addition to the Original Aurora neighborhood, and I look forward to your review and feedback on my proposed plan for the Project.

Please let me know if you have any questions or if I can provide any additional information.

Regards,

A handwritten signature in blue ink, appearing to read 'Adam Berger', with a stylized flourish at the end.

Adam Berger
Manager
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