CITY OF AURORA
PLANNING DEPARTMENT
PLANNING COMMISSION CASE REPORTS

PLANNING COMMISSION AGENDA
Wednesday
January 8, 2020
6:00 PM
This agenda has been prepared for the meeting date listed above, but is subject to change. In the event that the meeting must be cancelled due to inclement weather or for other reasons, the items listed will be re-scheduled to be heard at the next or a future Planning Commission meeting. The Planning and Zoning Commission's decision on agenda items is final except for zoning, preliminary development plans and other types of applications that must receive final approval from City Council. A decision by the Planning and Zoning Commission may be appealed in writing to the City Council provided such appeal is received (not post marked) by the City Manager within ten calendar days of the Planning and Zoning Commission's decision/recommendation. Such appeal may be filed by the applicant or any abutting property owner and shall specifically state the grounds for appeal.

In addition to the appeal process, prior to the effective date of an approval by the Planning and Zoning Commission, any member of the City Council may move to "call-up", or consider an action made by the Commission. If the "call-up" motion passes, the item shall be brought before the City Council as soon as practicable for review and consideration. The City Council shall have the authority to overrule the decision of the Commission, or it may refer the item back to Commission with direction for study or reconsideration. If any interested party, including an abutting property owner, wishes to have their Council member "call-up" an application, they should contact them.

Items to be heard by the City Council are scheduled for a public hearing approximately 19 days after the Planning and Zoning Commission meeting. Please contact the Planning Department Case Manager listed below for each case (303-739-7250) for more complete information on any of the aforementioned procedures.

5:00 – 6:00 P.M. – Aspen Room – Study Session
1. General Discussion – Jason Batchelor, Deputy City Manager and George Adams, Director of Planning and Development Services

1. Meeting called to order and roll call - 6:00 PM
2. Pledge of Allegiance to the flag (all standing)
3. Approval of the Planning Commission minutes from the previous meeting
4. Adoption of Agenda
5. General business

5a SOLAR DECATHLON BLACKHAWK PROJECT - REZONE FROM R-R TO R-2 (Ward II)
CASE MANAGER: Liz Fuselier APPLICANT: ECLT Blackhawk Commons LLC
Development Application: DA-2203-00 Case Number: 2019-2006-00
General Location: Approximately 370 feet south of the intersection of Blackhawk Street and E Montivew Boulevard

5b CAR WASH AT MONEY TREE PLAZA - CONDITIONAL USE (Ward IV)
CASE MANAGER: Liz Fuselier APPLICANT: KBR Development LLC
Development Application: DA-2198-00 Case Number: 2019-6042-01
General Location: Approximately 175 feet east from the intersection of S Troy Street and Mississippi Avenue

5c CAR WASH AT MONEY TREE PLAZA - SITE PLAN (Ward IV)
CASE MANAGER: Liz Fuselier APPLICANT: KBR Development LLC
Development Application: DA-2198-00 Case Number: 2019-6042-00
General Location: Approximately 175 feet east from the intersection of S Troy Street and Mississippi Avenue
5d BANK OF AMERICA AT ARAPAHOE CROSSING - CONDITIONAL USE  (Ward V)
CASE MANAGER: Claire Dalby  APPLICANT: Jll
Development Application: DA-1024-22  Case Number: 2019-6050-01
General Location: Qs:24J - Northeast Corner Of S Parker Rd And Arapahoe Rd

5e BANK OF AMERICA AT ARAPAHOE CROSSING - SITE PLAN  (Ward V)
CASE MANAGER: Claire Dalby  APPLICANT: Jll
Development Application: DA-1024-22  Case Number: 2019-6050-00
General Location: Qs:24J - Northeast Corner Of S Parker Rd And Arapahoe Rd

Continued 5f 18800 35TH AVE – COMPREHENSIVE PLAN AMENDMENT  (Ward II)
to
1/22/2020 Development Application: DA-1174-74  Case Number: 2019-1003-00
General Location: 300 feet east of Tower Road between 35th Avenue and 32nd Avenue

Continued 5g 18800 35TH AVE - REZONE  (Ward II)
to
1/22/2020 Development Application: DA-1174-74  Case Number: 2016-2012-01
General Location: 300 feet east of Tower Road between 35th Avenue and 32nd Avenue

Continued 5h EASTPARK 70 BUILDING 6 - SITE PLAN  (Ward II)
to
1/22/2020 Development Application: DA-1735-08  Case Number: 2019-6037-00
General Location: Southwest Corner of E 22nd Avenue and Himalaya Road

Continued 5i MUBARAK VILLA - SITE PLAN W/WAIVERS  (Ward IV)
to
1/22/2020 Development Application: DA-2171-00  Case Number: 2019-4004-00
General Location: Northwest Corner of E Jewell Avenue and S Fulton Street alignment

Estimated 5j CHAMBERS BUSINESS PARK - CONDITIONAL USE  (Ward II)
for
1/22/2020 Development Application: DA-2165-00  Case Number: 2018-6067-01
General Location: Northeast Corner of 33rd Place and N Chambers Road

Estimated 5k CHAMBERS BUSINESS PARK - SITE PLAN W/MAJOR ADJUSTMENT  (Ward II)
for
1/22/2020 Development Application: DA-2165-00  Case Number: 2018-6067-00
General Location: Northeast Corner of 33rd Place and N Chambers Road

6. Public invited to be heard
7. Miscellaneous items of business
8. Report by the Director of Planning
9. Report by the City Attorney
10. Adjournment
City of Aurora
Planning and Zoning Commission Case Report

Solar Decathlon Blackhawk Project – Rezoning
Development Application Number: DA-2203-00
Case Manager: Liz Fuselier

January 8, 2020

Project Summary:
The applicant, Elevation Community Land Trust, is requesting approval to rezone a property from Rural Residential (R-R) District to Residential Medium Density (R-2) District to allow for four (4) new homes on a 0.62-acre site. The site consists of two vacant parcels (.31 acres each) south of 1965 Blackhawk Street, between Montview Boulevard and Colfax Avenue adjacent to I-225 to the west. The rezoning request requires a recommendation from the Planning and Zoning Commission and City Council approval.

The site is bounded by single-family homes to the west and north, a multi-family residential development on the south and to the east by a mobile home park. The site has vehicular access from Blackhawk Street with pedestrian connections extending to Montview Boulevard and Evergreen Avenue.

The goal of this project is to utilize four “solar decathlon” homes and relocate them to this new site. These new homes will provide affordable residential opportunities in accordance with the vision set forth in Aurora Places and the R-2 zoning district. The proposal seeks to locate four pre-fabricated energy efficient solar homes within a courtyard cottage cluster creating permanently affordable for-sale homes situated around a common open space. The income-qualified buyers of these homes will own the physical structures and receive a 99-year lease on the land (plus automatic additional 99-year renewal options) with Elevation Land Trust retaining the actual ownership of the land.

The proposed rezone is consistent with the surrounding land use and residential zoning designations. In association with the city’s recent Unified Development Ordinance, the city simply converted the historical rural zoning designation associated with this property. The new classification is in accordance with aurora Places designation as an “Established Neighborhood” and the proposal will further the city’s goal to provide “Housing for All”.

Applicant’s Request:
Rezoning from R-R (Residential Rural District) to R-2 (Residential Medium Density District)

Neighborhood Comments:
A total of seven (7) adjacent property owners, eight (8) registered neighborhood organizations and five (5) agency referrals were sent for this project. No comments were received from members of the public. A neighborhood meeting was not held.
Major Issues Discussed During Development Review:
- Compliance with Aurora Places
- Rezone Request

Results of Development Review:
**Compliance with Aurora Places.** This proposal is in the Established Neighborhood area of Aurora Places. The Established Neighborhood Placetype is characterized by predominantly residential areas with a variety of unit types, including single-family detached and attached, and multi-family residences.

**Rezone Request.** The existing zoning R-R, requires a minimum lot size of an acre and would not allow for the proposed cluster development. The request to rezone from R-R to R-2 is consistent with the surrounding development and neighborhood context and character. The R-2 zoning is sought to create an opportunity for clustered housing around a central green. Section 146-3.2 permits Green Court dwelling developments within the R-2 district, a “Green court” is defined as a form of development in which three or more single-family attached, single-family detached, or two-family (duplex) dwelling units are organized so that habitable spaces of different dwelling units are arranged in a side-by-side, rather than a stacked configuration, and where the front doors of one or more of the dwelling units do not face a public street or a private street, but instead face a Green Court open space. The option is intended to contribute to a mix of housing types and land uses by permitting more flexible arrangements of buildings and open spaces. This new residential dwelling type is intended to demonstrate quality design, provide open space that is accessible and usable by residents, and be designed to encourage resident interaction.

Summary of Staff Recommendation:
Approval with one condition. (See last page of report for vote.)

Detailed Case Analysis

Public Notification:
Legal notice appeared in the Aurora Sentinel on December 26, 2019. The applicant has submitted certificates of mailing of public hearing notices to adjacent property owners.

Community Referrals:
There are eight (8) neighborhood organizations within one mile of this project.

Conformance with Code Criteria:
1. Rezoning Criteria

Zone Change approval criteria are found in Code Section 146-5.4.1.C(3)(ii) of the Unified Development Ordinance and may be summarized as follows: ii. The change to the Zoning Map is required because of changed conditions or circumstances on the property or in the surrounding area and: a. The applicant has demonstrated that the proposed initial zoning or rezoning is consistent with the spirit and intent of the Comprehensive Plan, with other policies and plans adopted by the City Council, and with the purpose statement of the proposed new zone district(s); b. The applicant has demonstrated that the size, scale, height, density, and multi-modal traffic impacts of the proposed initial zoning or rezoning are compatible with surrounding development or can be made compatible with surrounding development through approval conditions; and c. The application demonstrates that the change in zoning will not create significant dislocations of tenants or occupants of the property, or that any impacts are outweighed by other public benefits or progress toward other Comprehensive Plan goals that would be achieved by approval of the application.
• The request to rezone from R-R to R-2 is consistent with the spirit and intent of the 2018 Aurora Places Comprehensive Plan “Housing for All” principle by providing an affordable, new creative housing option that provides common open space and amenities; and,

• The residential component is compatible with the surrounding residential development which includes single family homes to the north and west, multi-family apartments to the south and a mix of mobile homes and single-family residences to the east.

Applicant Information:
  Owner/Applicant: Elevation Community Land Trust
  Project Manager: Will Kravolek, JJK Places

Exhibits:
  Exhibit A  Vicinity Map
  Exhibit B  Applicant’s Letter of Introduction
  Exhibit C  Site Plan
  Exhibit D  Legal Description

Project Statistics:

Land Use Analysis

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Surrounding Properties

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<tr>
<td>West</td>
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Staff Recommendation:

Agenda Item 5a: Rezoning from R-R to R-2

Recommend approval to the City Council the Rezoning from R-R (Residential-Rural) to R-2 (Medium Density Residential) because the proposal complies with the requirements of Code Section 146-5.4.3.2.c of the Unified Development Ordinance, for the following reasons:

- The request to rezone from R-R to R-2 is consistent with the spirit and intent of the 2018 Aurora Places Comprehensive Plan “Housing for All” principle by providing an affordable, new creative housing option that provides common open space and amenities; and,

- The residential component is compatible with the surrounding residential development which includes single family homes to the north and west, multi-family apartments to the south and a mix of mobile homes and single-family residences to the east.
Solar Decathlon Blackhawk Project
Site Plan & Rezone

City of Aurora, Colorado

Planning & Development Services
15151 E. Alameda Pkwy
Aurora CO 80012 USA
www.auroragov.org
303-739-7250
GIS@auroragov.org

Case Number 2019-2006-00 & 2019-4019-00
Development Application #2203-00

Aurora is Worth Discovering!
September 10, 2019

City of Aurora
Planning & Development Services
15151 E. Alameda Pkwy
Aurora CO 80012

RE: Introductory Letter / Summary of the Project:

Project: “Solar Decathlon Blackhawk Project”
Owner: Elevation Community Land Trust (“ECLT”)
ECLT as Sole Member of property ownership entity: ECLT Blackhawk Commons, LLC
Which consists of two (2) vacant land parcels, immediately south of
1965 Blackhawk Street, Aurora, Colorado 80011
• Parcel A (north lot): parcel #0182131302029
• Parcel B (south lot): parcel #0182131302028

To whom it may concern:

The following letter includes the following general topics, as requested by Aurora’s Planning and Development Services relative to the above referenced project, the “Solar Decathlon Blackhawk Project”:

- Development Project Description / Design Concept
- Types of Applications Being Submitted
- Rezoning Change Request - Meeting UDO Standards as R-2 “Green Court Dwelling” Development
- Administrative Adjustments Sought

Development Project Description / Design Concept
This proposed “Solar Decathlon Blackhawk Project” is seeking to utilize two adjacent vacant single-family home land parcels (each lot is 0.31 acres, or combined they together are 0.62 acres in size) to plan and locate (4) four prefabricated energy efficient / solar homes (small cottages of about 950 sf each) within a courtyard “cottage cluster” micro-master planned concept site plan.

The Solar Decathlon Competition
The impetus for this project originated with the Denver Mayor, Michael Hancock, during the summer of 2018, when he visited a selection of university student designed and built houses which were on public display near the Denver International Airport (DIA). The houses were part of a student competition called The Solar Decathlon, which is sponsored by the U.S. Department of Energy. Per the competition’s website, it is described as follows:
“The U.S. Department of Energy Solar Decathlon® is a collegiate competition, initiated in 2002, that has grown to showcase much more than solar technologies. Today, the 10 contests that are the foundation of Solar Decathlon inspire student teams to design and build highly efficient buildings powered by renewables, while optimizing for key considerations including affordability, resilience, and occupant health. The winners are those teams that best blend architectural and engineering excellence with innovation in how their building interacts with the world around it.”

Elevation Community Land Trust Gets Involved
The Mayor of Denver conceived of the idea of acquiring three of these innovative modular houses and convert them into affordable housing. He enlisted the assistance of the Denver Office of Economic Development’s (OED) Housing Department to make this happen. OED in turn reached out to Elevation Community Land Trust (ECLT), a recently formed nonprofit community land trust whose mission is to create affordable for-sale homes for families, eventually throughout Colorado. Denver bought the Solar Decathlon houses and donated them to the nonprofit ECLT. Coincidentally, the City of Aurora and ECLT had just recently reached agreement on a plan to work together to create a multitude of new affordable for-sale housing units within the city.

“Demonstration Project”
Working with the Aurora City Manager’s Office along with Aurora’s Planning Department, it was decided that the three modular houses, along with an additional cargo container modular house, would be a perfect “demonstration project” for Aurora’s new UDO “Green Court Dwelling” residential development form, while fulfilling the primary purpose for the cross-municipality cooperation between the City and County of Denver and the City of Aurora: to create four permanently affordable for-sale houses situated around a common area green courtyard as a model for delivering more affordable houses in the Denver metro market. The houses will be affordable both because only the improvements on the land (i.e., the houses) be sold to future home buyer, while the land stays owned by ECLT with the home buyer receiving a long-term ground lease (99 years plus automatic additional 99-year renewal option).

The goal of the two cities is to achieve the project’s highest potential of this unique opportunity by providing low cost homeOwnership opportunities to income-qualified purchasers of these homes (to be priced at about 70% Area Medium Income (AMI)). In addition, we believe that driving down the cost of energy consumption for each house will preserve its longevity for owners to affordably thrive for years to come.

This project is intended to provide residents a social environment that encourages efficient land use by sharing a landscaped “courtyard” and parking as common areas. It will also greatly minimize the non-permeable surface area of the lots. Owner of the property, the Elevation Community Land Trust, is focused on providing high quality, efficient living units encouraging a low impact reduced energy consumption life-styles, and will be using this project as a “demonstration project” to hopefully be replicated elsewhere throughout Aurora and the metro Denver region.
Sustainability Features
With this premise in mind, energy efficiency and water conservation are imperative by using low flow plumbing fixtures, Energy Star appliances, all coupled with a rooftop photovoltaic solar array on their roofs generating electricity. Native xeriscaping landscaping will be deployed reducing building and irrigation water consumption in our semi-arid climate.

As we understand it, Aurora Water allows for the capture and re-use of 55-gallon containers of roof water storage to be released for irrigation purposes. We have worked to develop this concept to infiltrate stormwater, in the past in Denver having used non-living materials extensively. Plant materials we will propose consist of a broad range of xeric plants, supporting communal amenities via the unique stormwater landscaped solution (i.e., central "courtyard" green).

Additional green infrastructure options utilized by the proposed development to enhance the energy and resources’ efficiency of this infill development will include passive solar, as mentioned above water conservation and sustainable stormwater management, heat sland effect reduction (through minimizing the amount of pavement included in this development, local material sourcing (to reduce the carbon footprint), and possible food production gardens to be installed by future residents.

Types of Applications Being Submitted
The following approvals are currently being sought:
- Rezoning
- Replat
- Site Plan Approval

Rezoning Change Request - Meeting UDO Standards as R-2 “Green Court Dwelling” Development
A requested rezoning change is sought from the two parcel’s current R-A zone to R-2 “Green Court Dwelling” zoning of Aurora’s new Unified Development Code (UDO).

This R-2 zoning is sought to create a new affordable housing “Green Court Dwelling” demonstration project at the subject location.

Required Criteria for a Rezoning
The rezoning request is based on meeting the following required criteria, as stated in Aurora’s new UDO: (a) it is consistent with the spirit and intent of the city’s comprehensive plan and with other policies and plans adopted by the Aurora City Council, (b) it is compatible with existing uses on abutting properties (i.e., new single family housing proposed within an existing city family housing neighborhood, adjacent to an existing higher density manufactured housing neighborhood and an existing dense mid-rise multi-family development, (c) it is a proposed use that will not change the predominant character of the surrounding area, (d) it will not materially increase the amount of traffic generated and capacity and
design of the existing (and to-be-installed section of new) roadway to handle the anticipated new traffic, 
(e) it is in an area where the existing (and to be constructed new) infrastructure of the location--
including water, wastewater, stormwater, utilities, and streets--can easily accommodate the proposed 
new development, (f) it will also include incorporation and integration of architectural and landscape 
features to mitigate any impacts from the proposed use, and (g) it has an applicant, developer, and 
property owner who are not presently nor have ever been in violation of any requirements, conditions, 
or representations on a prior development in Aurora (or anywhere else).

**R-2 District Purpose**
The stated purpose of Aurora’s R-2 zone district is “to promote and preserve various types of medium 
density housing with adequate amounts of usable common space and amenities. Development pursuant 
to a Small Residential Lot option is allowed in Subarea C. This district is intended for use close to 
collector streets and public transit facilities. The primary use in this district is single-family residences, 
but several types of attached dwellings are also permitted. The district generally prohibits commercial 
activity except for home occupations and typical neighborhood services.”

Again, the proposed Solar Decathlon Blackhawk Project meets these standards—it is proposed to be 
medium density development (4 small single-family houses to be situated on 2 single family lots), and 
will have ample common space, outdoor decks, and other amenities.

**“Green Court Dwelling” Purpose**
All land in an R-2 zone district shall comply with the permitted and conditional uses as shown in Aurora’s 
UDO Use Regulations (Article 146-3), however, some residential development may occur pursuant to 
the optional provisions (Section 146- 4.2.3) applicable to particular land uses or forms of development, 
including the proposed “Green Court Dwelling” residential development form. Per the UDO, the 
following standards apply to all Green Court Dwelling developments:

*Purpose:*
The Green Court option is intended to contribute to a mix of housing types and land 
uses by permitting more flexible arrangements of buildings and open spaces. Green 
Court Dwelling developments are an arrangement of single-family residential 
products around a common open space area intended for use by residents and 
guests. Typically, Green Court Dwelling lots are smaller than average lots because 
they share a common space within a higher density format and are oriented 
perpendicular to a street. Green Court Dwellings and adjacent housing shall 
demonstrate quality design, provide open space that is accessible and usable by 
residents, and be designed to encourage resident interaction. Green Court Dwelling 
developments within a neighborhood should have a variety of home elevations, styles, 
and Green Court designs. Green Court Dwellings may also be located within blocks that 
include other non-Green Court housing products. A north-south orientation for Green 
Court open spaces is also encouraged. The location and design of Green Court Dwellings 
should not negatively impact street frontage by creating extended lengths of side facing 
buildings or result in garages or the rear facades of buildings facing a street.”
Compliance with Purpose
The proposed development follows and fulfils all the above purposes, including offers a mix of four (4) very different styled single family houses, with open space both surrounding the sides and rear of the houses situated perpendicular to the street, as well as a common area center green courtyard between the frontage of the four houses, designed to encourage resident interaction. The four houses in this proposed develop in no way negatively impact the street frontage with side facing buildings as there are only two buildings sides facing the street.

“Green Court Dwelling” Standards
The UDO continues with the “Green Court Dwelling” standards:

“Standards
Green Court Dwelling developments shall comply with the following standards.
i. Only single-family detached or attached dwellings are permitted in a Green Court Dwelling development.

ii. The minimum Green Court open space width shall comply with one of the following standards:
   a. A standard Green Court open space must have a minimum width of 30 feet or the height of the tallest residential building facing the Green Court open space, whichever is greater; or
   b. A variable width Green Court open space must have the minimum width described in Subsection b.i above for at least 75 percent of its length, and no portion of the remainder that is fronted by one- or two-story dwelling units is less than 15 feet in width and no portion of the remainder that is fronted by three-story dwelling units is less than 25 feet in width;

iii. If no more than six dwelling units face the Green Court open space, and none of the dwelling units are more than three stories in height, the Director may approve a maximum of one Green Court open space within each platted block with a minimum width of 20 feet for any portion fronted by one- or two-story dwelling units and a minimum width of 30 feet for any portion that is fronted by three-story dwelling units.

iv. The Green Court open space width is calculated by measuring from the narrowest dimension of front building face to front building face. For the purposes of establishing the minimum Green Court open space width, building height is measured to the highest point of the coping of a flat roof or the deck line of a mansard roof, or to the peak of a gable, pitched or hip roof.

v. In Subareas A and B, no more than 14 dwelling units may face the same Green Court open space.

vi. In Subareas C, no more than 14 dwelling units may face the same Green Court open space, except that the number of units facing a Green Court open space may be increased to 24 dwelling units, if both ends of the Green Court open space have frontage on a public street and the design is approved by the
Department of Public Works, Life Safety. The length of the Green Court open space shall not exceed 360 feet in length measured from any public or private street or access drive.

vii. Each Green Court Dwelling development shall have direct frontage on and pedestrian access to a street that includes on-street parking and sidewalks on both sides.

viii. Both end units of each group of attached Green Court Dwellings shall abut a public or private street or alley, without intervening common open space between the side wall of the end unit and the right-of-way of the private or public street or alley, except as provided in Subsection ix below.

ix. Green Courts not meeting the standard Subsection viii shall be approved by the Planning Director in the circumstances listed in this Subsection ix:
   a. Perimeter Conditions
      Along arterial streets, major utility corridors, major drainage facilities, or other similar facilities that preclude street connectivity, provided that:
      i. The maximum continuous frontage of Green Courts Dwellings along an arterial or major drainage facility is limited to 700 feet; and
      ii. The continuous frontage of Green Courts Dwellings must be separated from other continuous frontages of Green Courts Dwellings by a pocket park tract of at least 60 feet in width, or by a street connection.
      iii. Not more than two continuous frontages meeting the standards in Subsections i and ii above are allowed on a single perimeter condition that limits street connectivity.
   b. Infill
      For infill development and infill development parcels where existing development precludes street connectivity, provided that:
      i. No more than 25 percent of the groups of attached Green Court Dwellings, or no more than two of the groups of attached Green Court Dwellings, whichever is greater, do not comply with Subsection viii above; or
      ii. Up to three contiguous groups of attached Green Court Dwellings and related Green Court open spaces may not comply with Subsection viii above if they are separated from other groups of attached Green Court Dwellings and related open spaces by another non-Green Court Dwelling land use allowed in Table 3.2-1, or by a street connection. For the purposes of this Subsection viii, contiguous shall mean sharing a property boundary, alley, or common driveway or other non-buildable parcel.
   c. Additional Standards
      All exceptions shall comply with the following standards:
      i. No group of attached Green Court Dwellings may include more than five dwellings on each side of the Green Court open space; and
ii. In addition to the number of parking spaces required for each Green Court Dwelling by Section 146-4.6 (Parking, Loading, and Stacking), the Green Court development must provide guest parking for motor vehicles at a rate of one-half parking space per Green Court Dwelling. Required guest parking must be located within 200 feet of the front entrance of the dwelling it serves and must be located (a) on a public or private street, or (b) in a parking lot or garage abutting and visible from a public or private street.

x. At least 50 percent of the Green Court open space area shall be landscaped and shall be designed to accommodate foot traffic and play areas. Sidewalks should be located to accommodate pedestrian access while maximizing use of the Green Court open space. Trees are allowed in open areas but should be located along the perimeter and typically be canopy tree species to allow usable space under the tree canopy.

xi. All Green Court Dwellings shall have front entry features (porches or stoops) fronting on a Green Court open space or a street. If porches are provided to meet this requirement, they shall be a minimum 45 square feet in area and a minimum of five feet wide in the narrowest porch dimension. Porches and stoops facing the Green Court open space may extend up to five feet beyond the 4.2. Dimensional Standards Article 146-4 Development Standards 4.2.3. Special Dimensional Standards Unified Development Ordinance, Final Draft August 2019 Aurora, CO Page 173 building façade provided that no roof or associated structure exceeds one story in height.

xii. Above grade utility, cable, telecommunication infrastructure or similar improvements should be located outside of the central Green Court open space area.

xiii. Maintenance and management of common areas shall be provided by a homeowners’ association or other similar entity.

xiv. All standards in Section 146-4.5 (Access and Connectivity) apply to Green Courts Dwellings.

**Compliance with Standards**

Again, the proposed “Solar Decathlon Blackhawk Project” meets all of the above standards. We have summarized these standards below, confirming whether the proposed development meets such stands:

- Only single-family houses are included in the proposed development.
- The Green Court open space is designed with more than the minimum 30 feet width, and since all four houses in the development are one story, the 30 foot width is the maximum required.
- Only four houses will face the Green Court open space.
- The proposed development has on street parking and will provide direct access to the parking via a sidewalk on either side of the Green Court open space.
- Because the proposed development is infill development within an existing previously
developed neighborhood, two of the four units have ends abutting the public street.
- Only two dwelling units will be on either side of the Green Court open space.
- Guest parking is being provided at the required ½ space per dwelling unit.
- At minimum 50% of the Green Court open space will be landscaped, and available for foot traffic
and play area. No trees will be planted adjacent or in the Green Court open space.
- Each dwelling unit shall have a front porch/deck of greater than 45 square feet in area, and
more than 5 feet in width.
- All above grade utilities and telecommunications infrastructure shall be located outside of the
Green Court open space.
- Maintenance of the common areas will be provided for by ECLT.

**Life Safety Regulations**

Although the “Green Court Dwelling” development form has certain special conditions, it still must meet
all regular life safety regulations in the UDO:

“In addition to all other provisions of this Section 146-4.5, all developments shall comply with
all applicable regulations and standards for fire protection, emergency vehicle access, and
life safety adopted by the City, including without limitation those that may limit the number of
residential dwelling units relying on a limited number of vehicle access points.”

**Compliance with Life Safety**

The proposed development does in fact comply with all Life Safety regulations, including but not limited
to the installation of a new fire hydrant, and a turn around lane designed to accommodate a fire truck.

**Replat**

Currently the site consists of two (2)
adjacent single-family vacant land
parcels located at the dead-end
Blackhawk Street, just south of the
intersection of Montview Ave and
Blackhawk Street.

We seek to replat the two existing
vacant lots into one (1) land parcel
for the use of the above described
“green court demonstration
project”—essentially just removing
the lot division line down the middle
and making into one 0.62 acre
developable land parcel.
**Administrative Adjustments Sought**

Per Section 146-5.4.4(F) of the UDO, we seek the following administrative adjustments from the Planning Director:

None

In conclusion, we thank you all for your assistance so far with this project, and we look forward to continuing to work with all of you to make this unique “demonstration” affordable housing development a reality

Respectfully,

ELEVATION COMMUNITY LAND TRUST

David Ogunsanya
Director, Real Estate
SITE PLAN:

A PORTION OF TOLLGATE VALLEY GARDENS LOCATION: CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

SITE PLAN NOT TO SCALE:

VOCATION MAP

PROJECT TEAM:

OWNER: ECLT BLACKHAWK COMMONS LLC

ARCHITECT:

SURVEYOR:

PROJECT TEAM:

Landscape Architects

SITE PLAN DATA BLOCK:

SITE BOARD:

PROJECT TEAM:

SITE PLAN:

A PORTION OF TOLLGATE VALLEY GARDENS LOCATION: CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

SITE PLAN NOT TO SCALE:

VOCATION MAP

PROJECT TEAM:

OWNER: ECLT BLACKHAWK COMMONS LLC

ARCHITECT:

SURVEYOR:

PROJECT TEAM:

Landscape Architects
SOLAR DECATHLON BLACKHAWK
SITE PLAN

EXISTING SINGLE FAMILY DWELLING
1956 N BILLINGS STREET
ZONE DISTRICT R-R

EXISTING UTILITY POLE

EXISTING CEDAR PRIVACY FENCE ALONG FULL WESTERN PROPERTY LINE

EXISTING DECKS:
1. EXISTING DECK MATERIAL FROM THE ORIGINAL DECKS WILL BE RE-INSTALLED ON NEW 2X PRESSURE TREATED LUMBER FRAMING.
2. TRIM AND RAILINGS TO BE CEDAR OR REDWOOD TO REPLICATE THE BEACH HOUSE AND INDIEDEWELL HOUSE.
3. TRIM AND RAILINGS TO BE CEDAR OR REDWOOD, FINAL DESIGN TO BE DETERMINED.

NEW DECKS:
1. EXISTING DECKING MATERIAL FROM THE ORIGINAL DECKS WILL BE USED ON THE EXISTING DECKS.
2. DECK BOARDS WILL BE COMPOSITE MATERIAL SIMILAR TO TREX ONE 6" O.C.
3. TRIM AND RAILINGS TO BE CEDAR OR REDWOOD, FINAL DESIGN TO BE DETERMINED.

NEW DECK MATERIAL:
1. THE ORIGINAL DESIGN OF THE TRIM AND RAILINGS.

EXISTING DECKING MATERIAL FROM THE ORIGINAL DECKS WILL BE RE-INSTALLED ON NEW 2X PRESSURE TREATED LUMBER FRAMING.

EXISTING DECKS:
- EXISTING DECK MATERIAL FROM THE ORIGINAL DECKS WILL BE RE-INSTALLED ON NEW 2X PRESSURE TREATED LUMBER FRAMING.
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- DECK BOARDS WILL BE COMPOSITE MATERIAL SIMILAR TO TREX ONE 6" O.C.
- TRIM AND RAILINGS TO BE CEDAR OR REDWOOD, FINAL DESIGN TO BE DETERMINED.

NEW DECK MATERIAL:
- THE ORIGINAL DESIGN OF THE TRIM AND RAILINGS.
HOUSE C
INDIEDWELL
FFE=5356.89

HOUSE D
THE BEACH HOUSE
FFE=5357.37

HOUSE B
THE SILO HOUSE
FFE=5356.36

HOUSE A
OUR H2O HOUSE
FFE=5356.50

A PORTION OF TOLLGATE VALLEY GARDENS, LOCATED IN THE SOUTHWEST QUARTER OF SECTION 31, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

1955 NORTH BLACKHAWK STREET

LOT 19 & 20 AND ALL VACATED STREET

12499 WEST COLFAX AVENUE, LAKEWOOD, COLORADO 80215

GRADING & UTILITY PLAN

EXHIBIT C

SHEET: 5 OF 12
SOLAR DECATHLON BLACKHAWK
SITE PLAN

A V OF TOLLGATE VALLEY GARDENS,
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 31,
TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN
LOTS 19 & 20 AND ALL VACATED STREET
CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

SOLAR DECATHLON BLACKHAWK
SITE PLAN

A V OF TOLLGATE VALLEY GARDENS,
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 31,
TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN
LOTS 19 & 20 AND ALL VACATED STREET
CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

1. Signs shall be located at the right side of the fire lane entrance and at the end of the
fire lane. The intermediate signs shall have double headed arrows pointing in both
directions.
2. Typically, the maximum spacing of the fire lane signs is established at 100’ on
center with signs being placed on both sides of the fire lane easement (50’ on center
alternating sides). Where excessive curvature of the fire lane exists, the spacing of the
fire lane signage will be increased as needed.
3. The signs shall be set at an angle of not less than 30 degrees and not more than 45
degrees with the curb or line of traffic flow.
4. Fire lane signs should be installed 2’ behind curbs or sidewalks.
5. The clearance to the bottom of the sign shall be 7 feet. There shall be no other
signs attached to the sign or the sign post.
6. Placement of these fire lane signs cannot encroach into the 20’ inside turning radius
of the fire lane easement, obstruct any fire hydrant or fire department connection or
encroach into the accessible route of the sidewalk area.

EXHIBIT C

PEDESTAL MAILBOXES: 4 C SIZE BOXES WITH 2 PARCEL LOCKERS - USPS ACCESS

SITE SIGNAGE AND MAILBOXES
SHEET 12 of 12
LEGAL DESCRIPTION

A PORTION OF TOLLGATE VALLEY GARDENS,

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 31,

TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN

LOTS 19 & 20 AND ALL VACATED STREET

CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO
City of Aurora  
Planning and Zoning Commission Case Report  

Car Wash at Money Tree - Conditional Use and Site Plan  
Development Application Number: DA-2198-00  
Case Manager: Liz Fuselier  

January 8, 2020

Project Summary:
The applicant, Masterworks, LLC, is requesting approval of a site plan and conditional use for a new Wash ‘N Go car wash on an 0.83-acre site located near the Peoria Street and Mississippi Avenue intersection. The subject property is zoned MU-C, Mixed Use-Corridor. The property is bordered by Mississippi avenue to the north, a Pep Boys Auto Service to the west, a Money Tree Check Cashing Store to the east and a multifamily development to the south. The site is currently vacant.

The proposed development will include a 3,189 square-foot car wash with stacking for approximately 15 vehicles and 20 vacuum stations. Vehicular access to the site will be provided with right-in/right-out access along Mississippi Avenue. A total of 28 standard parking spaces will be provided, two van accessible handicap spaces and 2 bicycle parking spaces. The building design incorporates multiple finishes, textures, projections/overhangs with glazed windows and continues the architectural details on all four sides of the building. No adjustments/waivers from code are being requested.

Significant architectural and landscape buffering measures have been applied to minimize off site noise levels to 55 decibels. These include the strategic selection of car wash equipment elements, vacuum motor placement internally enclosed within the building structure, internal orientation of vacuum stations and landscape buffering to diffuse any operational noise. A Noise Study has been developed and conclusions indicate that the combination of ambient noise and the proposed project’s abated operational noise levels would not exceed the residential and or commercial noise limit standards and or ambient-based noise limits.

Applicant’s Request:
• Site Plan and Conditional Use Approval

Neighborhood Comments:
Four adjacent property owners and eighteen registered neighborhood organizations were notified. One comment was received during the review period. The comment is as follows: “The VENA Board of Directors has reviewed this DA and believes it is a good fit for this location. The only comments we would like addressed is the lack of architectural elements on the east elevation and we would like to (sic) noise study done specifically for this site. We would like to have a Neighborhood Meeting scheduled for the time frame after the first review comments are made and before the second submission.” This comment was addressed directly with the neighborhood group by the applicant via email and a neighborhood meeting was held on October 3, 2019.

Major Issues Discussed During Development Review:
• Vacuum Station Design and Noise Reduction
• Site Design/Landscape
• Building Architecture
Results of Development Review:

**Vacuum Station Design and Noise Reduction.** A feature of this proposed car wash is the availability of amenities following the car wash, which includes individual vacuum stations. A total of 20 vacuum stations are proposed with each station to be covered by a 7-foot tall awning with underside illumination (see Exhibit D). The applicant worked with staff to limit the illumination to business hours only and to utilize noise reduction modifications to the vacuum canisters. The vacuum canister motor placement is located internally within the building structure. The closest vacuum station is 25 feet from the southern property line which abuts a multifamily residential property. Furthermore, carports on the multi-family property provide an additional buffer. The closest apartment building is 90 feet from the property line, thereby a 115-foot setback is between the closest vacuum and adjacent residential.

**Site Design/Landscape.** Vehicular circulation around the building presented a challenge to provide building perimeter landscape and to adequately screen mechanical equipment. The applicant worked with staff to ensure the landscaping is provided in the parking islands and buffers which also accommodate adequate ingress, egress and queuing within the site.

**Building Architecture.** Initially, the proposed building design did not incorporate different exterior finishes and color schemes. The architecture was enhanced to include arching rooflines, contemporary finishes comprised of aluminum panels with silver, gray/brown and wood grain finishes with glazed windows. The building planes are broken up with multiple material changes that add variation to the building design. The parapet heights are varied, and the roof will consist of corrugated metal panels. The architectural details have been continued on all four sides of the building, which is consistent and complementary to the surrounding structures and development.

**Summary of Staff Recommendations:**

- Site Plan and Conditional Use Approval with a condition. (See last page of report for vote.)
Detailed Case Analysis

Public Notification:
Legal notice appeared in the Aurora Sentinel on December 26, 2019. The applicant submitted certification of mailing for the public hearing notices sent to adjacent property owners.

Conformance with Code Criteria:

1. Conditional Use Criteria

   Conditional Use approval criteria are found in Section 146-5.4.3. A of the Unified Development Ordinance, and may be summarized as follows: a. The application complies with the applicable standards in this UDO, other adopted City regulations (including but not limited to any use-specific standards for the proposed conditional use in Section 146-3.3), 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; b. The application is consistent with the Comprehensive Plan; c. The size, scale, height, density, multi-modal traffic impacts, and hours of operation of the proposed use are compatible with existing and planned uses in the surrounding area; d. The proposed use will not change the predominant character of the surrounding area; e. The City's existing infrastructure and public improvements, including but not limited to its 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; and f. The application demonstrates that the change in zoning will not create significant dislocations of tenants or occupants of the property, or that any impacts are outweighed by other public benefits or progress toward other Comprehensive Plan goals that would be achieved by approval of the application; and g. The application mitigates any adverse impacts on the surrounding area to the degree practicable.

The conditional use request complies with code requirements for a car wash within a Mixed Use-Corridor District and is consistent with the Comprehensive Plan. The use is compatible with the character of the surrounding area, and nuisance impacts are mitigated. Therefore, the application:

- Is compatible with adjacent commercial development and provides services to surrounding neighborhoods;
- Is consistent with the existing automotive service businesses in the area;
- Mitigates any potential nuisance impacts through an Operations Plan for any noise and/or lighting impacts;
- Is designed in accordance with the City of Aurora’s existing roadway and utility infrastructure; and
- The architecture is designed with the intent of cohesively integrating into the existing commercial corridor with adequate buffers to the bordering adjacent businesses and apartments.

2. Site Plan Criteria

   Major Site Plan approval criteria are found in Section 146-5.4.3.2.c of the Unified Development Ordinance, and may be summarized as follows: (a) Compliance with the standards set forth in the UDO; (b) Impact on existing City infrastructure and public improvements have been mitigated; (c) Preservation and Protection of natural areas; (d) Improvement or expansion of multi-modal connections with adjacent sites; (e) Compatibility with surrounding uses in terms of size, scale and building façade materials and (f) Mitigation of any adverse impacts on the surrounding area.

The site plan complies with the code requirements regarding design, circulation, building architecture, and compatibility. Therefore, the application as proposed:
• Complies with the requirements of the Unified Development Ordinance and implements the “Strong Economy” principal of the Aurora Places Plan through the development of an infill site along a primary city corridor;  
• Accommodates city infrastructure and public improvements for the proposed car wash;  
• Maintains access to transit;  
• Mitigates potential noise impacts through site design and buffering; and  
• Establishes quality building design and architecture and provides buffering through landscape design.

Applicant Information:

 Applicant: Jody Newton, Consultant
 Owner: Masterworks LLC

Exhibits:

Exhibit A  Vicinity Map
Exhibit B  Applicant’s Letter of Introduction and Operations Plan
Exhibit C  Site Plan
Exhibit D  Traffic Analysis Report

Project Statistics:

Land Use Analysis

<table>
<thead>
<tr>
<th>Item</th>
<th>Existing</th>
<th>Permitted or Required</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zoning</td>
<td>MU-C (Mixed Use-Corridor District)</td>
<td>MU-C (Mixed Use-Corridor District)</td>
<td>No Change</td>
</tr>
<tr>
<td>Land Use</td>
<td>Vacant Land</td>
<td>Commercial and Retail Uses</td>
<td>Car Wash</td>
</tr>
<tr>
<td>Land Area</td>
<td>0.83 ac. (36,214 sf)</td>
<td>N/A</td>
<td>.83 ac.</td>
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<tr>
<td>Building Coverage</td>
<td>Vacant</td>
<td>N/A</td>
<td>3,189 sf (7.2%)</td>
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<tr>
<td>Landscape Coverage</td>
<td>Vacant</td>
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<td>10,320 sf (29%)</td>
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<tr>
<td>Hard Surface Coverage</td>
<td>Vacant</td>
<td>N/A</td>
<td>22,705 sf (63.8% excluding building)</td>
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<tr>
<td>Maximum Building Height</td>
<td>N/A</td>
<td>38’ based on proximity to residential</td>
<td>30’-0”</td>
</tr>
<tr>
<td>Number of on-site Parking spaces</td>
<td>N/A</td>
<td>13 standard spaces 1 ADA space (1 van) 2 bicycle spaces</td>
<td>28 standard spaces 8 ADA space (van accessible) 4 bicycle spaces</td>
</tr>
<tr>
<td>Maximum Permitted Sign Area</td>
<td>N/A</td>
<td>210 SF</td>
<td>208 sf</td>
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<tr>
<td>Maximum Number of Permitted Signs</td>
<td>N/A</td>
<td>5</td>
<td>5</td>
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</table>
Meeting Date: January 8, 2020
Case Number(s): 2019-6042; 2019-6042-01
Computer File #: K:\ZDR\$DA\2198-00pcr.rtf

Agenda Item: 5bc

**Surrounding Properties**

<table>
<thead>
<tr>
<th>Direction</th>
<th>Zoning</th>
<th>Actual Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>(MU-OI) Office Institutional</td>
<td>Aurora Hills Middle School</td>
</tr>
<tr>
<td>East</td>
<td>(MU-C) Mixed Use-Corridor</td>
<td>Pep Boys</td>
</tr>
<tr>
<td>South</td>
<td>(R-4) High Density Residential</td>
<td>Multifamily Residential Development</td>
</tr>
<tr>
<td>West</td>
<td>(MU-C) Mixed Use-Corridor</td>
<td>Money Tree Check Cashing</td>
</tr>
</tbody>
</table>
Staff Recommendation:

Agenda Item 5b: Conditional Use

Approve the Conditional Use because the proposal complies with the requirements of Section 146-5.4.3. A of the Unified Development Ordinance, because the proposal:

- Is compatible with adjacent land uses and provides services to surrounding neighborhoods;
- Is consistent in with the existing automotive service businesses in the area;
- Mitigates any potential nuisance impacts through an Operations Plan for any noise and/or lighting impacts;
- Is designed in accordance with the City of Aurora’s existing roadway and utility infrastructure; and
- The architecture is designed with the intent to cohesively integrate with the existing commercial corridor and provides buffers for the adjacent businesses and apartments.

Agenda Item 5c: Site Plan

Approve, with a condition, the Site Plan because the proposal complies with the requirements of Section 146-5.4.3.2.c of the Unified Development Ordinance, because the proposal:

- Complies with the requirements of the Unified Development Ordinance and implements the “Strong Economy” principal of the Aurora Places Plan through the development of an infill site along a primary city corridor;
- Accommodates city infrastructure and public improvements for the proposed car wash;
- Maintains access to transit;
- Mitigates potential noise impacts through site design and buffering; and
- Establishes quality building design and architecture and provides buffering through landscape design.

Approval to be subject to the following condition:

1. Resolution of outstanding technical issues prior to recordation of the site plan and issuance of any building permits.
PROJECT NARRATIVE

FOR

WASH ‘N GO EXPRESS CAR WASH
AT MONEY TREE PLAZA
SITE PLAN & CONDITIONAL USE PERMIT

12842 East Mississippi Avenue
Aurora, Colorado

Applicant:

Jody Newton / Masterworks, LLC
360 East Happy Canyon Road
Castle Rock, CO 80108
303-809-7766
jody@masterworks.cc

Tenant/Developer:

Wash ‘N Go of Colorado, LLC
3740 Dacoro Lane, Suite 200
Castle Rock, CO 80109
303-663-0040
John Newton
john@kbrdev.com

Land Broker/Owner Rep:

Tim Hakes
Weststar Management Corporation
6795 East Tennessee Avenue Suite 601
Denver, CO 80224
720-880-2923
tim@weststarcommercial.com

January 3, 2020
GENERAL INTRODUCTION & SITE DESIGN STANDARDS

Masterworks, LLC hereby submits this Site Plan and Conditional Use Permit application for a commercial land use to include a high-end express tunnel car wash operation known as Wash ‘N Go Express Car Wash. The .831-acre (36,214 square feet) site is legally described as Lot 2 Block 1, Money Tree Plaza Subdivision Filing 1 (Assessor’s Parcel Number 1973-24-2-30-002) and is zoned Mixed Use-Corridor District (MU-C). The undeveloped subject parcel is located on the south side of East Mississippi Avenue between Troy Street and Uvalda Street and is addressed as 12842 East Mississippi Avenue in Aurora, CO.

A site plan is included as part of this application, depicting a proposed 126.33’ express tunnel car wash known as Wash ‘N Go Express Car Wash, which shall consist of a 3,189 square foot car wash building centrally located on the easternmost portion of the site. The site design incorporates a customer queuing lane that is accessed internally to the site on the westerly side of the parcel, which systematically allows patrons to form a que before approaching two staggered pay stations. Once the customer has selected and has completed payment for the level of car wash service option, the customer will then alternately advance their way through the tunnel wash while remaining within their vehicles. The site plan provides for a “bail-out lane” located immediately before entering the tunnel entrance in the event of a wash complication. Free vacuum stations are centrally located on the west side of car wash facility where patrons can personally detail their vehicles before and or after they have completed the washing cycle.

Wash ‘N Go Express Car Wash’s corporate business policy is to have 2 to 4 employees, including a business manager on site at all times of operation. Anticipated hours of business operation shall be between 7am and 7pm in the winter months and 7 am to 9 pm in the summer. Employees shall be responsible for directing traffic, assisting customers and attending the upkeep of the facility throughout all hours of operation. Trash and debris generated by general customers shall consistently be monitored by the employees. Individual trash bins shall be provided at all vacuum stations, which will be routinely emptied and transferred to a trash enclosure located on the south end of the development that is easily accessible for servicing from the centralized customer drive lane.

The car wash development is oriented towards the northern street frontage and is accessible by an existing right-in and right-out curb cut along East Mississippi Avenue. No revisions to the existing access drive location and or internal cross access lane connection to the adjacent Pep Boys and Money Tree businesses are proposed. A pre-existing Cross Access Easement Agreement will remain in effect and terms and conditions will be honored by Wash ‘N Go Colorado, LLC., which currently discusses maintenance responsibilities and snow removal.

Proposed off-site public improvements include the completion of a ten-foot-wide (10’) detached public sidewalk and tree lawn adjacent to the Mississippi Avenue right-of-way. Upgrades to curb ramps will be accommodated as specified by Aurora’s street standard ordinance. An ADA accessible pedestrian route connecting the public sidewalk to the main southern building entrance is provided to assure pedestrian safety as cars enter and exit the car wash facility. The southern entrance likewise incorporates a pedestrian gathering space consisting of a flagstone patio area with stylized bench seating, formalized landscape plantings and pedestrian-scale lighting.
The Conceptual Site Plan provides for twenty-nine (29) total parking spaces, consisting of two (2) handicap spaces, eighteen (18) vacuum stalls and eight (8) standard spaces to be utilized by customers and employees. Service vehicles are anticipated to occasionally utilize the “bail out” exit lane for delivery parking.

Significant architectural and landscape buffering measures have been applied to minimize off-site noise levels to 55 decibels, which include strategic selection of car wash equipment elements, vacuum motor placement internally enclosed within the building structure, internal orientation of vacuum stations and landscape buffering to diffuse any operational noise.

A Noise Study has been developed on behalf of Wash ‘N Go Express Car Wash of California and conclusions indicate that the combination of ambient noise and the proposed project’s abated operational car wash noise levels would not exceed the residential and or commercial noise limit standards and or ambient-based noise limits. Therefore, the proposed car wash development would be in full compliance with the City of Aurora’s Noise Code with the standard equipment operating at maximum capacity.

A Photometric Plan has been provided, which illustrates how the site design strategically addresses site lighting requirements in such a way that maintains a safe environment for the car wash patrons while restricting the light patterns from overflowing onto adjoining properties. Specified light fixtures shall be consistent with the existing lighting standards as applied on the adjoining parcels. All light poles shall include a stylized down-cast light fixture and light bulbs that can be adjusted on site as needed to adhere to the privacy rights of the adjoining property owners.

The Wash ‘N Go Express Car Wash Landscape and Irrigation Plans have been prepared in accordance to the City of Aurora’s Zoning Code, Article 14 Landscape Ordinance and have been labeled “Not for Construction”. The design incorporates a 20’ wide streetscape buffer along East Mississippi Avenue and provides for one street tree per 40 lineal feet of frontage to be located within a xeric tree lawn. A 10’ wide detached sidewalk accompanied by an additional 10’ wide landscape buffer is provided internally to the site. The landscape buffer includes a pedestrian walkway connection to the facility and a planting bed area enhanced with ornamental trees, shrubs and perennials.

Adequate building and landscape setbacks are provided on all perimeters of the site and thematically complement the street frontage. All plantings shall be strategically located to screen service doors, parking lots and trash enclosures. Thematic plant materials, such as deciduous street trees, evergreen perimeter buffers and decorative planting beds, shall be incorporated consistently throughout the site without subduing the Mississippi Avenue frontage.

Landscape buffers shall be provided along all property line boundaries to minimize impacts on adjacent properties. The site design provides for 10’ wide side yard setbacks on the east and west property perimeter, and a 25’ wide rear lot setback along the parcel’s southern boundary. Perimeter building and parking lot landscaping is provided throughout the site in accordance...
with the Landscape Reference Manual satisfying material types and minimum living material coverage.

Internal special landscape features have been incorporated throughout the parcel including the detention pond facility buffer area, where the most restrictive requirements have been met. The Wash ‘N Go Express Car Wash development concept plan shall not require any significant topographic modifications. The site contains no significant vegetation and or existing trees and therefore shall not require any mitigation measures.

All proposed landscape materials shall be of long living varieties, permanent in nature and comply with the City of Aurora’s Landscape Standards. All landscape areas, including parking lot islands, shall be fully irrigated by an automatic underground sprinkler system and shall incorporate water saving devices and methods.

ARCHITECTURE AND URBAN DESIGN

The Wash ‘N Go Express Car Wash facility is designed to meet the City’s Design Standards per Code Section 146-405(F)8. The Site Plan application includes four-sided dimensioned architectural building elevations and architectural renderings, specifying exterior finishes and color material schemes. A Material Sample Board is provided representing the proposed palette of compatible building materials, paint colors intended to create an aesthetically designed structure that shares the architectural and landscape themes of the surrounding businesses.

Exterior materials shall be high quality, durable, easily maintained, and provide longevity of use and shall complement the surrounding businesses. All mechanical equipment shall be enclosed internally within the building.

The site plan concept anticipates the incorporation of 1 monument sign, 2 wall mounted signs, and several directional to be determined later. All signage shall meet the City of Aurora’s sign code requirements, and the Developer shall obtain a separate sign permit approval from the City prior to installation.

No waivers of the City of Aurora Design Standards are proposed. A mineral Rights Affidavit and Severed Mineral Rights Notice is provided as part of this application. It is the developer’s intention to proactively work with City’s Neighborhood Services Department, organized neighborhood groups and adjacent property owners as noticed by the Planning Department in conjunction with the entitlement process.

UTILITY SERVICES

Wash ‘N Go Express Car Wash utility services shall be provided by the City of Aurora and Xcel Energy. Utility service main lines are currently located within the shared access easement on the northern side of the parcel and include an 8” domestic water service line and an 8” sanitary sewer line. The Car Wash facility’s water utilization demands are anticipated to be satisfied with a 1-½” water service tap. The facility is designed to include an underground sand oil interceptor and a water recycling/purification system, allowing for up to 90% of the total volume of water used to be captured and repurposed.
The site is design is focused on the operational aspect of the car wash facility while meeting the traditional state and local environmental stormwater regulations. Stormwater runoff shall be collected by a network of inlets and directed to an underground storage vault, which is then controllably dispensed into a regional drainage easement located on the southern end of the development site. A Preliminary Drainage Plan and Report in included as part of the Site Plan application.

**IMPACTS ON ROADWAY SERVICES**

The proposed development shall have minimal impacts upon the City of Aurora’s community services and this proposal provides for adequate roadway and emergency services. The existing internal cross access drive, which was previously designed to alleviate additional traffic on East Mississippi Avenue shall continue to function as originally designed to service all surrounding businesses.

A Traffic Generation Analysis Letter is provided with this application. SM Rocha, LLC. professional findings conclude that site generated traffic volume is anticipated to be minor and shall create no negative impacts to traffic operations for the surrounding roadway network and existing site access, nor of Mississippi Avenue intersections between Troy Street and Uvalda Street.

**ENVIRONMENTAL HAZARDS**

The commercially developed site contain s no environmentally hazardous, sensitive or natural resource areas. All car washing detergent and waxes that may contain small traces of chemicals shall be stored in secured containers within the equipment room of the facility. Any by-products of the operations shall be required to contain, store and dispose waste products on a systematic basis to a licensed waste disposal and recycling collection business.

**FIRE/LIFE SAFETY**

The Site Plan adheres to the 2015 International Building Code setbacks for buildings and public ways. An existing fire hydrant located at the northwest corner of the property has been determined to adequately serve the needs of the proposed car wash development and therefore no additional fire hydrants are proposed.

The existing dead-end fire lane shall be eliminated through vacation process through Real Property division.

An accessible route has been identified on the Site Plan that provides for a connection from the Mississippi Avenue handicapped accessible sidewalk. The car wash building’s primary entrance shall be equipped with a keyed Knox Box, which shall be visibly displayed with signage.

**CONDITIONAL USE COMPATIBILITY**
The subject development parcel is currently zoned Mixed Use-Corridor District (MU-C). The proposed car wash is an allowed land use contingent upon a “Conditional Use” approval and therefore, requires that the proposed site plan satisfy applicable provisions of the City of Aurora Municipal Code Section 146-5.3 and specific design standards. External impacts of the proposed land use are mitigated as follows:

A) In accordance with the Conditional Use Approval Criteria identified in Development Code Section 146-5.3, this application complies with all adopted City regulations, applicable UDO and land use-specific standards per Section 146-3.3. The Wash ‘N Go Express Car Wash development team has focused their efforts on site design orientation, architectural details and operational mechanics to assure that the proposed facility is compatible with the surrounding uses. Applied site design measures and land use type will not increase the density and or intensity of existing the surrounding business and or residences.

B) The proposed car wash land use is consistent with Aurora’s Comprehensive Plan and is identified as allowed use within the Mixed Use-Commercial (MU-C) zone district.

C) The commercial car wash facility is compatible with the existing surrounding and planned land uses in size, scale, height, density, multi-modal traffic patterns, and hours of operation.

D) The proposed car wash land use will not significantly change the character of the surrounding area. The land use shall function as a transitional land use, while buffering the apartment complex from Mississippi Avenue roadway noise. Building separation distances, landscape improvements and specified hours of operation will further mitigate potential environmental impacts and nuisance impacts to adjacent residences.

E) The City’s existing infrastructure and public improvements, including but not limited to its streets, trail, and sidewalk systems, are currently constructed and provide adequate capacity to serve the proposed development. The proposed car wash facility shall not have a substantial adverse effect on existing infrastructure and public improvements. Expansion to the existing public improvements required to service the proposed car wash have been appropriately designed to mitigate any burdens to the existing infrastructure to the most practical degree. The site design provides for adequate access off East Mississippi Avenue as well as the adjoining cross access drive. The site is sized to accommodate safe pedestrian and vehicular circulation, while adequately satisfying access, setbacks, noise, lighting, parking and landscape/open space requirements. The proposed water recycling water system and sand oil interceptor shall minimize the use of natural resources. The on-site detention facility is designed to capture and remove sediment generated by site operations and weather conditions before releasing any run-off into the City’s regional storm drainage system.

F) The proposed car wash development does not require a change in zoning and is in conformance with the City of Aurora’s Comprehensive Plan.
G) Mitigation of potential adverse impacts to the environment have been consciously addressed throughout the development. Proper site planning efforts have been taken to minimize noise, vibration, traffic or other disturbances. The use shall incorporate water conservation methods and shall not substantially interfere with the present and or future ability to use solar energy systems.

CONCLUSION

Wash ‘N Go Express Car Wash is committed to a development that upholds high quality and innovative site designs compatible with the surrounding business community. The proposed car wash facility is a permitted commercial use within the MU-C zone districts and no code modifications have been proposed. This proposal supports contiguous and orderly growth, and presents no burdens on roadway infrastructure, City of Aurora services and or the environment.

The tunnel car wash facility is consistent with the goals, policies, standards and maps of the City of Aurora’s Zoning Code. The lawful conditions stated in the application are understood to be necessary for the protection of the public health safety and general welfare of the Aurora community.
COVER SHEET

DRAWING NO. 1

TOTAL PARKING SPACES REQUIRED

OF THE PROPOSED LAND USE ARE MITIGATED AS FOLLOWS:

TOTAL ALLOWED MONUMENT SIGN AREA (SF)

EXTERNAL IMPACTS ARE MITIGATED. CONDITIONAL USE APPLICATIONS MUST BE APPROVED BY PLANNING COMMISSION. SITE DESIGN SHALL COMPLY WITH

PROPOSED BUILDING SIGN AREA (SF)

CONDITIONAL USE.

WASH ‘N GO OF COLORADO

EXISTING MU-C ZONING

REQUIRED ZONING CLASSIFICATION

MU-C

100

210

208

SQUARE FOOTAGE (BUILDING FOOTPRINT)

3,189 SF

PROPOSED BUILDING HEIGHT (FEET)

30

PRIVATELY-OWNED AND MAINTAINED HEREIN ARE ACKNOWLEDGED BY THE UNDERSIGNED AS BEING SUBJECT TO CITY’S USE AND OCCUPANCY OF CITY EASEMENTS AND RIGHTS-OF-WAY AS MAY BE NECESSARY OR CONVENIENT. ALL RIGHTS TO OPERATE, MAINTAIN, INSTALL, REPAIR, REMOVE OR RELOCATE ANY CITY FACILITIES LOCATED WITHIN SAID EASEMENTS AND RIGHTS-OF-WAY ARE HEREBY ACKNOWLEDGED AS BEING SUBJECT TO CITY’S USE AND OCCUPANCY OF THE SAME.

CITY COMMENTS

10/04/2019

THE SITE IS SIZED TO ACCOMMODATE SAFE PEDESTRIAN AND VEHICULAR CIRCULATION, WHILE ADEQUATELY SATISFYING ACCESS, SETBACKS, NOISE, ASSURE ADEQUATE VEHICULAR TURNING RADIUSES TO GUARANTEE EASE OF MOVEMENT ON SITE.

THE APPLICATION DEMONSTRATES THAT THE CHANGE IN ZONING WILL NOT CREATE SIGNIFICANT DISLOCATIONS OF TENANTS OR OCCUPANTS OF THE PROPERTY AND OR ADJACENT PARCELS SHALL BE

THE PROPERTY, OR THAT ANY IMPACTS ARE OUTWEIGHTED BY OTHER PUBLIC BENEFITS OR PROGRESS TOWARDS OTHER COMPREHENSIVE PLAN GOALS.

THE CITY RESERVES THE RIGHT TO MAKE FULL USE OF THE EASEMENTS AND RIGHTS-OF-WAY AS MAY BE NECESSARY OR CONVENIENT. ALL RIGHTS TO OPERATE, MAINTAIN, INSTALL, REPAIR, REMOVE OR RELOCATE ANY CITY FACILITIES LOCATED WITHIN SAID EASEMENTS AND RIGHTS-OF-WAY ARE HEREBY ACKNOWLEDGED AS BEING SUBJECT TO CITY’S USE AND OCCUPANCY OF THE SAME.

THE PROPOSED CAR WASH FACILITY SHALL NOT HAVE A SUBSTANTIAL ADVERSE EFFECT ON EXISTING INFRASTRUCTURE AND PUBLIC IMPROVEMENTS.

THE CITY’S EXISTING INFRASTRUCTURE AND PUBLIC IMPROVEMENTS, INCLUDING BUT NOT LIMITED TO ITS STREETS, TRAIL, AND SIDEWALK SYSTEMS, ARE CURRENTLY CONSTRUCTED AND PROVIDE ADEQUATE CAPACITY TO SERVE THE PROPOSED DEVELOPMENT.

THE SITE PLAN INCORPORATES NEATLY SPACED (INDIVIDUAL AND PERIODICAL) ENSURING THROUGHOUT FOR ALL PUBLIC ACCESS AND PRIVATELY-OWNED AND MAINTAINED STRUCTURES AND PROPERTIES OF THE PROPOSED DEVELOPMENT. CARS WASH CONSTRUCTION IS DESIGNED TO ASSURE ENSURING THROUGHOUT FOR ALL PUBLIC ACCESS AND PRIVATELY-OWNED AND MAINTAINED STRUCTURES AND PROPERTIES OF THE PROPOSED DEVELOPMENT. CARS WASH CONSTRUCTION IS DESIGNED TO ASSURE

THE AGGREGATE WATER CONSERVATION METHODS AND SHALL NOT SUBSTANTIALLY INTERFERE WITH THE PRESENT AND OR FUTURE SURROUNDING LANDSCAPING MATERIALS SHOWN OR INDICATED ON THE APPROVED SITE PLAN OR LANDSCAPE PLAN ON FILE IN THE PLANNING DEPARTMENT. ALL LANDSCAPING WILL BE INSTALLED PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY.

THE SITE PLAN AND AS-BUILT ELEVATIONS WITHIN THE MU-C ZONE DISTRICT, CAR WASHES ARE CONSIDERED AS A NATIONAL FACILITY. SITE OPERATION SHOULD NOT ADVERSELY AFFECT THE PRESENT AND OR FUTURE SURROUNDING LANDSCAPING MATERIALS. ALL LANDSCAPING WILL BE INSTALLED PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY.

TOTAL ALLOWED BUILDING SIGN AREA (SF)

14. ERRORS IN APPROVED SITE PLANS RESULTING FROM COMPUTATIONS OR INCONSISTENCIES IN THE DRAWINGS MADE BY THE APPLICANT ARE THE responsiveness.  SITE DESIGN SHALL COMPLY WITH

THE APPLICANT HAS THE DISCRETION TO COMPLY WITH THE ABOVE RULES AFTER APPROPRIATE CONSIDERATION OF THE IMPLICATIONS.

PROPERTY OWNER

LAUNDRY ARCHITECT

PHOTOMETRICS

E. FLORIDA AVE.

S. PEORIA ST.

S. VICTOR WAY

6795 EAST TENNESSEE AVENUE

JIMENEZ DESIGN GROUP, LLC

DMA COMPANY

JODY NEWTON

SITUATED IN THE NW 1/4 OF SECTION 24, T.4S., R.67W. OR 6TH P.M.

LOT 2, BLOCK 1, MONEY TREE PLAZA SUBDIVISION FILING No. 1,

LEGAL DESCRIPTION

LEGAL DESCRIPTION

LOCAL ADDRESS

PROPERTY ADDRESS

SITUATED IN THE NW 1/4 OF SECTION 24, T.4S., R.67W. OR 6TH P.M.

LOT 2, BLOCK 1, MONEY TREE PLAZA SUBDIVISION FILING No. 1,

LEGAL DESCRIPTION

LOCAL ADDRESS

PROPERTY ADDRESS

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LOT 2, BLOCK 1, MONEY TREE PLAZA SUBDIVISION FILING No. 1,

LEGAL DESCRIPTION

LOCAL ADDRESS

PROPERTY ADDRESS

SITUATED IN THE NW 1/4 OF SECTION 24, T.4S., R.67W. OR 6TH P.M.

LOT 2, BLOCK 1, MONEY TREE PLAZA SUBDIVISION FILING No. 1,
WASH 'N GO EXPRESS CAR WASH AT MONEY TREE PLAZA
SITE PLAN WITH WAIVER AND CONDITIONAL USE

NOT FOR CONSTRUCTION

LANDSCAPE DETAILS

STANDARD LANDSCAPE NOTES

PLANTING:

MULCHING:

FIRE LIFE SAFETY LANDSCAPE NOTES:

ADDITIONAL LANDSCAPE NOTES

TRANS

PEP BOYS

MONEYTREE

CARPORTS (COVERED)

MONEYTREE

PARKING

PEPBOYS

PARKING

EAST MISSISSIPPI AVENUE

CAR WASH

RESTROOM

MECH

PROJECTED SITE HYDROZONES

BENCH:

FURNITURE:

TRASH RECEPTACLE:

720.344.0984  303.736.8259

Jimenez Design Group, LLC.
314 Rose Finch Circle Highlands Ranch, Co. 80129

Site Planning
Urban Design  Landscape Architecture

PROOF

WASH 'N GO OF COLORADO

12842 EAST MISSISSIPPI AVENUE CO

19024

07/29/19

CITY COMMENTS

CITY COMMENTS

CITY COMMENTS

10/04/2019

01/08/2020

3

2 1

6 of 10

NOTES & DETAILS

JCJ

RAJ

01/03/2020

01/03/2020

EXHIBIT C

EXHIBIT C

47

47
WASH ‘N GO EXPRESS CAR WASH AT MONEY TREE PLAZA
SITE PLAN WITH WAIVER AND CONDITIONAL USE

RESTROOM AND ELECTRICAL ROOM

STAIRS TO 2ND FLOOR
EQUIPMENT ROOM

EXHIBIT C
SITE LIGHTING PHOTOMETRIC

1. VALUES SHOWN ARE MAINTAINED HORIZONTAL ILLUMINANCE VALUES MEASURED AT GROUND.
2. SITE LIGHTING DESIGN HAS BEEN COMPLETED TO PRODUCE EVEN ILLUMINATION OF PARKING AND PAVED AREAS WITH MINIMAL GLARE INTO ADJACENT PROPERTIES.
3. ALL LIGHT FIXTURES SHALL BE FULLY SHIELDED AND DIRECT LIGHT DOWNWARDS.
4. THERE WILL BE NO OFF-SITE GLARE ALLOWED.
5. ILLUMINATION WITHIN THE SITE MUST COMPLY WITH THE 2015 INTERNATIONAL BUILDING CODE REQUIREMENT FROM SECTION 1006 - MEANS OF EGRESS ILLUMINATION. SECTION 1006. ILLUMINATION LEVEL. THE MEANS OF EGRESS ILLUMINATION LEVEL SHALL BE ILLUMINATED AT ALL TIMES THE BUILDING IS OCCUPIED. SECTION 1006.2 ILLUMINATION LEVEL. THE MEANS OF EGRESS ILLUMINATION LEVEL (INCLUDING THE EXIT DISCHARGE, THE PUBLIC WAY, AND THE "PUBLIC WAY") AT THE FLOOR LEVEL AND CONTINUING TO THE "PUBLIC WAY".

SITE LIGHTING DESIGN HAS BEEN COMPLETED TO CONFORM TO CITY OF AURORA EXTERIOR LIGHTING STANDARDS.
### LUMINARE SCHEDULE

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<td>6000 LUMENS</td>
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**Site Lighting Details**

- **A1 ARCH - DOUBLE DROP JPV ASSEMBLY (XX TOTAL REQUIREMENTS)**
- **A1 ARCH - SINGLE DROP JPV ASSEMBLY (XX TOTAL REQUIREMENTS)**
November 5, 2019

Jody Newton  
Wash 'N Go of Colorado, LLC  
3740 Dacoro Lane, Suite 200  
Castle Rock, Colorado 80109

RE: Wash N Go / Traffic Generation Analysis  
Aurora, Colorado

Dear Jody,

SM ROCHA, LLC is pleased to provide traffic generation information for the development entitled Wash N Go. This development is located on the south side of East Mississippi Avenue between Troy Street and Uvalda Street in Aurora, Colorado.

This information has been revised to address City Staff review comments dated September 6, 2019 regarding updates to trip distribution, general formatting, and queueing analysis.

The intent of this analysis is to present traffic volume likely generated by the proposed development and consider potential impacts to the adjacent roadway network.

The following is a summary of analysis results.

Site Description and Access

Land for the development is currently vacant. The proposed building is approximately 2,800 square feet. The site is surrounded by a mix of commercial, residential, and educational land uses.

Development site traffic is accommodated by four access locations as part of the existing commercial development area. Access locations include: one full-movement access onto Troy Street, two right-in / right-out only accesses onto Mississippi Avenue, and one full-movement access onto Uvalda Street. Access locations are existing and operate under stop-controlled conditions.

General site and access locations are shown on Figure 1.

A conceptual site plan, as prepared by Proof Civil is shown on Figure 2. This plan is provided for illustrative purposes.
Vehicle Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation, 10th Edition, were applied to the proposed land use in order to estimate the average daily traffic (ADT) and peak hour vehicle trips. A vehicle trip is defined as a one-way vehicle movement from point of origin to point of destination.

Table 1 presents average trip generation rates for the development area proposed. Use of average trip generation rates presents a conservative analysis. ITE land use code 948 (Automated Car Wash) was used for analysis because of its best fit to the proposed land use. It is noted that ITE does not provide data for 24-hour trip generation for a land use of this type. 24-hour trip generation is estimated based on a typical relationship between PM peak hour generation and 24-hour generation of ten percent.

Table 2 summarizes the projected average daily traffic (ADT) and peak hour traffic volumes likely generated by the additional land use area proposed.

As Table 2 shows, the development area has the potential to generate approximately 399 daily trips with 40 of those occurring during the afternoon peak hour.
Adjustments to Trip Generation Rates

While a development of this type is likely to attract trips from within area land uses as well as pass-by or diverted link trips from the adjacent roadway system, no trip reduction was taken in this analysis. This assumption provides for a conservative analysis.

Trip Generation Distribution and Assignment

Overall directional distribution of site-generated traffic was determined based on existing area land uses, the site location within the City, and the available roadway network. Site-generated traffic is anticipated to be distributed through each existing access. Distribution along Mississippi Avenue is general and assumed to be 30 percent to/from the east and 30 percent to/from the west. Distribution along both Troy Street and Uvalda Street is assumed to be 5 percent to/from the north and 15 percent to/from the south.

Traffic assignment is how the site-generated and distributed trips are expected to be loaded on the roadway network. Applying assumed trip distribution patterns to site-generated traffic provides the peak hour trip volume assignments for existing accesses. These volumes are then divided further upon travel through adjacent roadways serving the overall development area. Figure 3 uses the trip generation volumes from Table 2 and denotes projected traffic volumes at each existing access and adjacent intersections.
Figure 3
SITE DEVELOPMENT DISTRIBUTION
(%) : Overall
SITE-GENERATED
PM Peak Hour
EXHIBIT D

LEGEND
- Study Intersection Volumes
- Development Site

Mississippi Avenue
Troy Street
Uvalda Street

EXHIBIT D

November 2019
WASH N GO
Traffic Generation Analysis
SM ROCHA, LLC
Traffic and Transportation Consultants
Car Wash Queue Analysis

Vehicle storage associated with the proposed car wash was evaluated against established City Design Standards, ITE research, publications and recommendations.

Pursuant to the City of Aurora Municipal Code Section 146-1504, Table 15.1, automated self-service car wash facilities require a minimum of two vehicle stacking spaces, each at least twenty feet in length, and at least one additional space after the washing module for drying.

ITE research and associated publications recommend 140 feet of storage length for car wash establishments. This storage length provides for seven cars of total storage and is based on an 85th percentile queue which has a fifteen percent chance of occurring. However, it should be noted that there is a substantial drive-through queue length range (1-10 vehicles) between establishments. It is suggested that this is primarily a function of the level of washing service provided which may vary depending on the duration of washing processes offered and customer choice. It is generally understood that car wash facilities may take several minutes between customers served. Customers who are accustomed to a specific establishment’s processing time likely will adapt to the wait time and may choose to go elsewhere should a queue appear to be too long.

Vehicle queueing calculations were performed using standard probability equations based on the highest number of vehicles entering the site during peak hour and assumed service rate. Based on these calculations, an 85th percentile queue length of between six and seven vehicles was established. This equates to a drive through length of 120 to 140 feet and coincides with the ITE suggested range. Probability calculations are provided for reference as a worksheet attachment.

The above analyses and recommendations were then applied to the proposed site plan. It is concluded that the proposed site plan more than meets the City Code and ITE requirements for queue length, and adequate vehicle storage is provided on-site. Vehicle queueing beyond the provided storage length is not anticipated.

Development Impacts

As Table 2 shows, there is an increase in peak hour traffic volumes anticipated for the proposed development which are considered minor. These minor volumes are not likely to negatively impact operations of Mississippi Avenue or other adjacent roadways or intersections.
Conclusion

This analysis assessed traffic generation for the Wash N Go development and potential impacts to the adjacent roadway network.

It is our professional opinion that the proposed site-generated traffic is expected to create no negative impact to traffic operations for the surrounding roadway network and existing site accesses, nor at the Mississippi Avenue intersections with Troy Street and Uvalda Street. Analysis of site-generated traffic concludes that the proposed development traffic volume is minor.

We trust that our findings will assist in the planning and approval of the Wash N Go development. Please contact us should further assistance be needed.

Sincerely,

SM ROCHA, LLC
Traffic and Transportation Consultants

Stephen Simon, EIT
Traffic Engineer

Fred Lantz, PE
Traffic Engineer
Queue Length Probability Analysis Worksheet

PM Peak Hour Trips Entering: 20 vehicles
Assumed % Drive-Thru Trips: 100%
Assumed Service Rate: 120 seconds

Traffic Intensity
\[ \lambda = \frac{\text{mean arrival rate per min}}{\mu} \]
\[ \rho = \frac{\lambda}{\mu} \]
\[ \mu = \text{mean service rate per min} \]

Average Vehicle Queue
\[ E(n) = \frac{\rho}{1 - \rho} \]
\[ E(n) = \frac{0.66 \text{ veh/min}}{1.9 \text{ veh}} = 39 \text{ ft} \]

Average Drive-Thru Wait Time
\[ E(v) = \frac{1}{\mu(1 - \rho)} \]
\[ E(v) = \frac{0.66 \text{ veh/min}}{0.5 \text{ veh/min}} = 5.88 \text{ min} \]

Average Order Board-Window Wait Time
\[ E(w) = \frac{\rho}{\mu(1 - \rho)} \]
\[ E(w) = \frac{0.66 \text{ veh/min}}{0.5 \text{ veh/min}} = 3.88 \text{ min} \]

Queue Probability Equation
\[ P(n) = \rho^n(1 - \rho) \]

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<th>Probability of Occurrence P(n) (%)</th>
<th>Percentile</th>
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Vehicle Queue Length

Recommend Queue Design Length

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<tbody>
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Notes:
1. The greatest volume of entering peak hour trips should be used (AM is shown to typically be the highest).
2. Percent drive-through trips are determined based on land use, and confirmed (when possible) with client/developer/owner.
3. Service rate is defined as the rate at which vehicles pass a given point in the queue; or, the average time a vehicle spends in a given queue position before progressing to the next position. For a Car Wash facility this is assumed to be approximately two minutes on average. It is noted that this may be subject to different levels of washing services provided. See the average wait time outputs for average time spent in the queue as a whole.
4. Traffic intensity must be less than 1. An intensity greater than 1 indicates an over-saturated queue (vehicles arrive faster than they can be served). When a queue is at capacity (intensity = 1) the next vehicle will typically choose to park or go elsewhere to avoid a long delay.
City of Aurora
Planning and Zoning Commission Case Report

Bank of America at Arapahoe Crossings
Conditional Use and Site Plan
Development Application Number: DA-1024-22
Case Manager: Claire Dalby

January 8, 2020

Project Summary:
The applicant, JLL, is requesting approval of a Conditional Use and Site Plan for a new 4,484 square-foot financial facility, Bank of America. The subject site is located on 0.611 acres within the Arapahoe Crossings Shopping Center at the northeast corner of Parker Road and Arapahoe Road, just south-west of the shopping center location currently occupied by Kohl’s. Access will be provided from an existing internal road within the shopping center; this internal road is accessed from either S. Parker Road or E. Arapahoe Road. The site is governed by the Arapahoe Crossings General Development Plan (GDP) which serves as a Master Plan. The property is zoned MU-C (Mixed-Use Corridor) within Subarea C.

Context Map
The bank will have two (2) drive-through ATM lanes with one pass-through lane and associated parking stalls adjacent to the building for staff and customers. Essential site elements include parking, landscaping, street trees, a trash enclosure, and necessary curbs and access points to serve the development. Vehicular access will be provided from the existing shared access drive within the shopping center on the north-eastern side of the lot. The new building will be located within an existing parking lot; there is sufficient parking to serve the proposed use and the existing shopping center. New site and parking lot landscaping will be provided. The building has been designed with four-sided architecture with varying parapet heights, changes in materials and a canopy feature over the building’s entrance. The building is to be constructed of durable materials such as stucco, composite wood siding, aluminum composite panels and glazing to create an attractive design which meets the requirements of the UDO.

Applicant’s Request:
- Conditional Use
- Site Plan

Neighborhood Comments:
Seven registered neighborhood organizations and nine adjacent property owners were notified of the site plan and conditional use applications. No comments were received, and a neighborhood meeting was not held.

Site Development History:
This area was annexed by the city of Aurora in 1986 and the Arapahoe Crossings GDP was approved in 1989. Since this time, the majority of the shopping center has been built, including the development of outparcels adjacent to Parker Road and Arapahoe Road. The most recent development includes a retail and drive-through building directly west of the existing movie theater which was approved in 2017.

Main Topics Discussed During Development Review:
- Site Design/Building Orientation
- Architectural Design
- Conditional Use

Results of Development Review

**Site Design/Building Orientation:** In a review of an initial concept plan, staff recommended to the applicant to orient the building so that the front entrance faced the interior shopping center street adjacent to the site. Staff also recommended rearranging the location of the drive-through to the south-west side of the new building to facilitate the pedestrian connection between buildings and the pedestrian network. The revised location helps to screen visibility of the drive-through from Parker Road due to the site’s grade which is much higher than the road. The applicant rotated the building’s entrance to face the internal street as suggested. The applicant’s proposal locates the drive-through on the south-eastern side to minimize the impact of headlights pointing north-east while queuing and enhances pedestrian connectivity.
Site Plan Excerpt

**Architectural Design:** City code prohibits “back of house” appearances and requires similar degrees of architectural interest along all building facades. In order to comply with code, the applicant was asked to amend their building elevations and provide architectural interest on all sides of the building and change in color/material articulation to the eastern façade. The applicant was responsive to this and revised the elevations to feature more visually dynamic façades along the rear and adjacent to drive through lanes.
Conditional Use: The UDO now classifies a drive-through as a Conditional Use in order to ensure all potential impacts are mitigated. The overall goal of this change in code was to discourage prominent corners and street frontages in commercial areas from continuing to be dominated by automobile uses and to minimize traffic impacts and noise adjacent to other uses. The site’s particular location abutting S. Parker Road is conducive for a drive-through facility. In addition, the use has been mitigated, will have minimal traffic impacts, and is not visible from Parker Road.

Summary of Staff Recommendation:
Approval with a condition (see last page of report for vote.)

Detailed Case Analysis

Public Notification:
Legal notice appeared in the Aurora Sentinel on December 26, 2019. The applicant has submitted certificates of mailing and public hearing notices to adjacent property owners.

Community Referrals:
Referrals were provided to the following registered neighborhood organizations within one mile of the project: Valley Club Acres, Orchard Valley at Cherry Creek Park, Piney Creek, Villas at Valley Country Club, Algonquin Acres Owner Association, Windmill Creek Reserve II HOA and 20th Hole THOA LTD.

Conformance with Code Criteria:
1. Conditional Use Criteria
   Conditional Use approval criteria are found in Section 146-5.4.6.A.3 of the Unified Development Ordinance, and may be summarized as follows: (1) 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; (2) The application is consistent with the Comprehensive Plan; (3) The size, scale, height, density, multi-modal traffic
impacts, and hours of operation of the proposed use are compatible with existing and planned uses in the surrounding area; (4) The proposed use will not change the predominant character of the surrounding area; (5) The City's existing infrastructure and public improvements, including but not limited to its 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; (6) The application demonstrates that the change in zoning will not create significant dislocations of tenants or occupants of the property, or that any impacts are outweighed by other public benefits or progress toward other Comprehensive Plan goals that would be achieved by approval of the application; and (7) The application mitigates any adverse impacts on the surrounding area to the degree practicable.

The proposed bank with ATM drive-through complies with the criteria for approval as follows:

- The proposal complies with all applicable standards within the UDO, the approved master plan, and the Aurora Places Comprehensive Plan as a “Commercial Hub” Placetype;
- The size, scale, and height of the bank is consistent with the existing uses in the shopping center;
- The application mitigates adverse impacts on the surrounding area through screening and four-sided architecture; and
- There is sufficient capacity with existing city infrastructure to serve the project.

2. **Site Plan Criteria**

   Major Site Plan approval criteria are found in Section 146-5.4.3.B.2.c.i of the Unified Development Ordinance, and may be summarized as follows: Compliance with: (1) Complies with the standards in the Unified Development Ordinance, other adopted City regulations, Master Plans, and Conditions; (2) Adequate capacity of existing city infrastructure and public improvements to serve the development; (3) Protection and appropriate use of environmental features and topography to enhance the development; (4) Improve or expand multi-modal connections; (5) Compatible with surrounding land uses; (6) Mitigates adverse impacts.

The Site Plan complies with the criteria for approval regarding compliance with the UDO, approved Master Plan and other City regulations. Therefore:

- The Site Plan complies with all applicable standards within the UDO and the approved master plan and is consistent with the goals defined in the Commercial Hub Placetype of the Aurora Places Comprehensive Plan, “to serve the needs of multiple nearby neighborhoods” with “retail, commercial service, and restaurants” as the primary uses;
- The development will be adequately served by existing city infrastructure and public improvements;
- The Site Plan is compatible with surrounding land uses within the shopping center and along the Parker Road corridor; and
- The proposal mitigates adverse impacts on the surrounding area by screening the drive-through from Parker Road and providing variation in the façade design.

**Applicant Information:**

Applicant: JLL (Kris Kuizenga)
Architect: Gensler (Jacob Apple)

**Exhibits:**

- Exhibit A  Vicinity Map
- Exhibit B  Applicant’s Letter of Introduction
- Exhibit C  Site Plan
- Exhibit D  Building Elevations
Project Statistics:

### Land Use Analysis

<table>
<thead>
<tr>
<th>Item</th>
<th>Existing</th>
<th>Permitted or Required</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zoning</td>
<td>MU-C (Mixed-Use Corridor) Part of the Arapahoe Crossings GDP/Master Plan</td>
<td>N/A</td>
<td>No Change</td>
</tr>
<tr>
<td>Land Use</td>
<td>Parking Lot</td>
<td>N/A</td>
<td>Personal Service (Banking)</td>
</tr>
<tr>
<td>Parcel Size (Total)</td>
<td>0.611 acres</td>
<td>N/A</td>
<td>No Change</td>
</tr>
<tr>
<td>% Building Coverage</td>
<td>N/A</td>
<td>N/A</td>
<td>5,707 SF or 21.4%</td>
</tr>
<tr>
<td>% Landscape Area</td>
<td>N/A</td>
<td>As per code</td>
<td>4,111 SF or 15.4%</td>
</tr>
<tr>
<td>% Hard Surface Area</td>
<td>100%</td>
<td>N/A</td>
<td>16,797 SF 63.2%</td>
</tr>
<tr>
<td>Building Square Footage</td>
<td>N/A</td>
<td>N/A</td>
<td>4,484 SF</td>
</tr>
<tr>
<td>Building Height</td>
<td>N/A</td>
<td>75 feet</td>
<td>24 feet 10 inches</td>
</tr>
<tr>
<td>Total Signage</td>
<td>N/A</td>
<td>5 (maximum)</td>
<td>2</td>
</tr>
<tr>
<td>Number of On-Site Parking</td>
<td>Total parking in shopping center: 707 existing spaces – 56 removed spaces =651 spaces remaining</td>
<td>13 spaces 1 accessible</td>
<td>15 spaces 1 accessible</td>
</tr>
</tbody>
</table>

### Surrounding Properties

<table>
<thead>
<tr>
<th>Direction</th>
<th>Current Zoning</th>
<th>Actual Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>MU-C (Mixed-Use Corridor)</td>
<td>Multi-Tenant Retail (T-Mobile, Cricket Wireless)</td>
</tr>
<tr>
<td>East</td>
<td>MU-C (Mixed-Use Corridor)</td>
<td>Multi-Tenant Retail (Kohl’s)</td>
</tr>
<tr>
<td>South</td>
<td>MU-C (Mixed-Use Corridor)</td>
<td>Multi-Tenant Retail (Chili’s)</td>
</tr>
<tr>
<td>West</td>
<td>City of Centennial</td>
<td>Multi-Tenant Retail across Parker Road (Jersey Mike’s Subs)</td>
</tr>
</tbody>
</table>
Staff Recommendations:

Agenda Item 5d:  Conditional Use for an Accessory Drive-Through, in a Mixed-Use Corridor Zone District

Approve the Conditional Use because the proposal complies with the requirements of Code Section 146-5.4.6.A.3 for the following reasons:

- The proposal complies with all applicable standards within the UDO, the approved master plan, and the Comprehensive Plan;
- The size, scale, and height is consistent with the existing uses in the shopping center;
- The application mitigates adverse impacts on the surrounding area through screening and four-sided architecture; and
- There is sufficient capacity with existing city infrastructure to serve the project.

Agenda Item 5e:  Site Plan

Approve, with one condition, the Site Plan because the proposal complies with the requirements of Code Section 146-5.4.3.B.2.c for the following reasons:

- The Site Plan complies with the UDO, the approved master plan, and the Comprehensive Plan;
- The development will be adequately served by existing city infrastructure and public improvements;
- The Site Plan is compatible with surrounding land uses within the shopping center and along the Parker Road corridor; and
- The proposal mitigates adverse impacts on the surrounding area through screening and visually appealing architecture.

Approval to be subject to the following condition:

1. The resolution of outstanding technical issues prior to recordation of the Site Plan and issuance of any building permits.
11/20/2019

Christopher Johnson  
Planner  
City of Aurora Colorado Planning & Development Services  
15151 East Alameda Parkway  
Aurora, Colorado 80012

Subject: Bank of America, Arapahoe Crossing (DA-1024-22)  
Letter of Introduction  
Gensler Project Number: 003.7651.030

Christopher:  

The proposed project is a new ground-up financial facility of approximately 4,484 sq ft to be located on a leased area (area not to be subdivided), at the west side of the Arapahoe Crossing Mall area, in the Arapahoe Crossing General Development Plan and Preliminary Development Plan, towards the south, between the Elite Nutrition Vitamins facility and Chili's Grill & Bar, near the S. Parker Rd. and E. Arapahoe Rd. intersection.

The Building is to have two (2) drive-thru ATM lanes, with one pass-thru lane, and associated parking stalls adjacent to the building for staff and customers.

The Drive-Through Facility is a conditional use in the MU-C zone district and Condition Use approval is requested. Per Section 3.3.6, Subsection E of the 9/21/19 UDO, the Drive-Through meets the following requirements for a Conditional Use.

- Its serves one of the approved uses – Bank  
- No liquor or marijuana is sold at this location  
- The facility is located on the side of the building and not between a façade and any street  
- The facility does not serve the passenger side of the building  
- The facility does not impair pedestrian mobility or create risks to pedestrian safety  
- The facility does not contain menu, order board, or service windows that abut a Residential zone  
- The facility meets all applicable standards in Sections 146-4.4 and 146-4.6.7

No waivers will be requested.

See Exhibit A, Page 3 for further illustration.

Sincerely,

Christopher K. Brown  
Project Manager
Letter of Introduction - City of Aurora Colorado Planning & Development Services
Page 2 of 3

Property Owner Authorization:

Signature

Name  Gregory T Finley

Title  VP - Construction

Company  Arapahoe Crossing LP

Date  11/21/19
Letter of Introduction - City of Aurora Colorado Planning & Development Services
Page 3 of 3

Exhibit A

SITE PLAN
Not to Scale
**CITY OF AURORA SITE PLAN NOTES**

1. The developer shall file an application, including the necessary paperwork and associated exhibits, to be established by the City of Aurora in accordance with the City’s procedures for obtaining site permits.

2. Site plan review is subject to the City’s FNU review.

3. The City of Aurora’s final approval of the site plan is subject to any applicable City regulations, ordinances, and codes.

4. The City of Aurora reserves the right to change the approved plan for any reason.

5. The developer shall provide all necessary utilities and infrastructure for the site, including but not limited to electrical, gas, water, and sanitary sewer systems.

6. All site plans and plans submitted for review must be submitted in accordance with the City’s regulations, ordinances, and codes.

7. The developer shall ensure that all necessary permits and approvals are obtained before any construction begins.

8. The developer shall be responsible for all costs associated with the development of the site, including but not limited to design, engineering, and construction.

9. The developer shall ensure that all construction and site improvements are completed in accordance with the approved site plan.

**DECISIONS BY CITY OF AURORA CITY COUNCIL:___________**

Date: _____________

**CITY OF AURORA APPROVALS**

- **SIGNATURE BLOCK**

- **AMENDMENTS**

- **VICINITY MAP**

- **DATA BLOCK**

| LAND AREA WITHIN PROPERTY LIMITS | 36,615 SQ. FT. | .611 ACRES |
| GROSS BUILDING AREA | 4,261 SQ. FT. |
| NUMBER OF BUILDINGS | 1 |
| MAXIMUM HEIGHT OF BUILDINGS | 60 FT. |
| 2015 IBC CONSTRUCTION TYPE | VA. NON SPRINKLERED |
| PROPOSED USE / OCCUPATION CLASSIFICATION | BANK, OFFICE(S) |
| TOTAL BUILDING COVERAGE INCLUDES AWNINGS | 21,644 SQ. FT. |
| HAND SURFACE AREA | 62 FT. AND 90 FT. |
| LANDSCAPE AREA | 1,772 SQ. FT. |
| PRESENT ZONING CLASSIFICATION | 100 X 100 |
| PERMITTED MAXIMUM SIZE | 133,726 SQ. FT. |
| PROPOSED TOTAL SIZE AREA | 1,274 SQ. FT. |
| PROPOSED NUMBER OF SIGNS | 5 |
| REQUIRED OFF STREET PARKING CATEGORY | PERSONAL SERVICE BANKING |
| PARKING SPACES REQUIRED | 6 |
| TOTAL ACCESSIBLE SPACES REQUIRED | 1 |
| VA ACCESSIBLE SPACES REQUIRED | 1 PER 2 PER 150.0 |
| VA ACCESSIBLE SPACES REQUIRED | 1 PER 2 PER 150.0 |
| LOADING SPACES REQUIRED | 0 |
| TOTAL AREA OF PROPERTY (INCLUDE AND OUTSIDE OF LEASED AREA): 492 ACRES. |
| TOTAL PARKING ON PROPERTY PROVIDED: 707 EXISTING SPACES |
| VAN ACCESSIBLE SPACES PROVIDED: |
| TOTAL ACCESSIBLE SPACES REQUIRED: |
| PARKING SPACES PROVIDED: |
| VA ACCESSIBLE SPACES REQUIRED: |
| VA ACCESSIBLE SPACES PROVIDED: |
| LOADING SPACES REQUIRED: |

**Handicapped Accessibility Requirements Based on the 2015 International Building Code, Chapter 11.**

- **VAN ACCESSIBLE SPACES**

- **TOTAL ACCESSIBLE SPACES**

- **TOTAL PARKING ON PROPERTY**

- **TOTAL HANDICAPPED ACCESSIBLE SPACES PROVIDED**

- **TOTAL HANDICAPPED ACCESSIBLE SPACES REQUIRED**

- **TOTAL PARKING SPACES PROVIDED**

- **TOTAL VA ACCESSIBLE SPACES PROVIDED**

- **TOTAL VA ACCESSIBLE SPACES REQUIRED**

- **TOTAL LOADING SPACES PROVIDED**

- **TOTAL LOADING SPACES REQUIRED**

**Bank of America Arapahoe Crossing Site Plan**

The site plan for the Arapahoe Crossing site, located at 6400 S. Parker Road, Aurora, Colorado 80016, has been approved by the City of Aurora.

- **LOCATION:** 6400 S. Parker Road, Aurora, Colorado 80016

- **SITE PLAN NUMBER:** 01 OF 12

- **DATE:** 05/29/2014

The site plan includes a detailed layout of the proposed development, including the placement of buildings, parking areas, and public spaces. It also includes provisions for handicapped accessibility and compliance with the Americans with Disabilities Act (ADA).

**ENVIRONMENTAL CONSIDERATIONS:**

- **Water Conservation:** The site plan includes provisions for water conservation, including the use of low-water landscaping and efficient irrigation systems.

- **Energy Efficiency:** The site plan includes provisions for energy efficiency, including the use of energy-efficient building materials and systems.

- **Sustainability:** The site plan includes provisions for sustainability, including the use of renewable energy sources and the inclusion of green infrastructure elements.

**Site Design:**

- **Accessibility:** The site plan includes provisions for accessibility, including the provision of accessible parking spaces and pedestrian pathways.

- **Safety:** The site plan includes provisions for safety, including the provision of adequate lighting and the inclusion of emergency exit systems.

- **Security:** The site plan includes provisions for security, including the provision of surveillance cameras and other security systems.

**Construction:**

- **Timeline:** The site plan includes a timeline for the construction of the development, including the estimated completion dates for various phases of construction.

- **Costs:** The site plan includes a breakdown of the estimated costs associated with the development, including the costs of construction, land acquisition, and other expenses.

- **Permits:** The site plan includes provisions for the obtaining of necessary permits and approvals from the City of Aurora and other regulatory agencies.

The Arapahoe Crossing site plan is a comprehensive plan that provides a clear and detailed blueprint for the development of the site, ensuring that it meets the needs of the community and complies with all applicable laws and regulations.
## BANK OF AMERICA
### ARAPAHOE CROSSING
#### SITE PLAN
A PORTION OF A RESUBDIVISION OF LOTS 13 & 14, BLOCK 1, ARAPAHOE CROSSING SUBDIVISION, FILING NO. 1
LOCTED IN THE SOUTH 1/2 OF SECTION 20, TOWNSHIP 5 SOUTH, RANGE 66 WEST OF THE 6TH P.M.
CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

| Date       | Description      | Project Name     | Project Number | Architect       | Gensler
|------------|------------------|------------------|----------------|----------------|-------------------
| 011821     | 2ND SITE PLAN SUBMITTAL | ARAPAHOE CROSSING | 212            | Bank of America | Bank of America |
| 11/20/2019 | 2ND SITE PLAN SUBMITTAL | ARAPAHOE CROSSING | 212            | Norris Design   | Norris Design   |
| 11/20/2019 | 2ND SITE PLAN SUBMITTAL | ARAPAHOE CROSSING | 212            | Smith Seckman Reid, Inc. | Smith Seckman Reid, Inc. |

### SERIAL NUM./MANH. ID:
**BOA - ARAPAHOE**

### DESIGNATION:
**CO1-112**

### NSRP VERSION:
2.0

### BULLETIN:
02-2019

### SITE PLAN
TRACT A
ARAPAHOE CROSSINGS SUBDIVISION FILING NO. 1
ZONING: PD MU-C

### EXHIBIT C

---

**BENCHMARK:** COA BENCHMARK 5S6620SW003 3"
BRASS CAP W/ DIVOT ON SOUTH SIDE OF CAISSON FOR A VOLTAGE TOWER ON NORTH SIDE OF EAST ARAPAHOE ROAD ON THE ISLAND BETWEEN THE OFF RAMPS FROM SOUTHBOUND PARKER ROAD (COLO 83) TO EAST AND WEST BOUND EAST ARAPAHOE ROAD.
ELEVATION=5662.74 NAVD 1988

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**SCALE 1" = 20'**

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**ARAPAHOE CROSSINGS SUBDIVISION FILING NO. 1**
LOT 1/BLOCK 1

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**ARAPAHOE CROSSINGS FILING NO. 2**
LOT 1/BLOCK 1

---

**ARAPAHOE CROSSINGS SUBDIVISION FILING NO. 2**
LOT 1/BLOCK 1

---

**ARAPAHOE CROSSINGS**
GROUN D U P

---

**NOTE:**
1. **FLUSHING AND SHORE**: NEW FIRE PLANK, COUNTRY OF FLAME.
2. **BICYCLE PARKING**: NEW LOCKERS.
3. **DEPARTMENTS**: OLD DEPARTMENTS
4. **ACCELERATION FACING DOWN, STRING AND STRING:** 6600 & 4000.
5. **NEW MILLING AND MACHINING AT 7.5 C**: 125000.
7. **NEW MILLING AND MACHINING AT 3000$$**: 145000.
8. **NEW MILLING AND MACHINING AT 4000$$**: 155000.
9. **NEW MILLING AND MACHINING AT 5000$$**: 165000.
10. **NEW MILLING AND MACHINING AT 6000$$**: 175000.
11. **NEW MILLING AND MACHINING AT 7000$$**: 185000.
12. **NEW MILLING AND MACHINING AT 8000$$**: 195000.
13. **NEW MILLING AND MACHINING AT 9000$$**: 205000.
14. **NEW MILLING AND MACHINING AT 10000$$**: 215000.
15. **NEW MILLING AND MACHINING AT 11000$$**: 225000.
16. **NEW MILLING AND MACHINING AT 12000$$**: 235000.
17. **NEW MILLING AND MACHINING AT 13000$$**: 245000.
18. **NEW MILLING AND MACHINING AT 14000$$**: 255000.
19. **NEW MILLING AND MACHINING AT 15000$$**: 265000.
20. **NEW MILLING AND MACHINING AT 16000$$**: 275000.
21. **NEW MILLING AND MACHINING AT 17000$$**: 285000.
22. **NEW MILLING AND MACHINING AT 18000$$**: 295000.
23. **NEW MILLING AND MACHINING AT 19000$$**: 305000.
24. **NEW MILLING AND MACHINING AT 20000$$**: 315000.
25. **NEW MILLING AND MACHINING AT 21000$$**: 325000.
26. **NEW MILLING AND MACHINING AT 22000$$**: 335000.
27. **NEW MILLING AND MACHINING AT 23000$$**: 345000.
28. **NEW MILLING AND MACHINING AT 24000$$**: 355000.
29. **NEW MILLING AND MACHINING AT 25000$$**: 365000.
30. **NEW MILLING AND MACHINING AT 26000$$**: 375000.
BANK OF AMERICA
ARAPAHOE CROSSING
SITE PLAN
A PORTION OF A RESUBDIVISION OF LOTS 13 & 14, BLOCK 1, ARAPAHOE CROSSING SUBDIVISION, FILING NO. 1
LOCATED IN THE SOUTH 1/2 OF SECTION 20, TOWNSHIP 5 SOUTH, RANGE 66 WEST OF THE 6TH P.M.
CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXPANDED GRADING PLAN A - AT DRIVETHRU

EXPANDED GRADING PLAN B - AT HANDICAP PARKING

OVERSIZED SLEEVE
SIGNPOST/MOUNTING DETAIL

EXPANDED GRADING PLAN AND ADA RAMP/PARKING DETAILS

BANK OF AMERICA
ARAPAHOE CROSSING
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A PORTION OF A RESUBDIVISION OF LOTS 13 & 14, BLOCK 1, ARAPAHOE CROSSING SUBDIVISION, FILING NO. 1
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EXPANDED GRADING PLAN A - AT DRIVETHRU

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OVERSIZED SLEEVE
SIGNPOST/MOUNTING DETAIL

EXPANDED GRADING PLAN AND ADA RAMP/PARKING DETAILS

BANK OF AMERICA
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OVERSIZED SLEEVE
SIGNPOST/MOUNTING DETAIL

EXPANDED GRADING PLAN AND ADA RAMP/PARKING DETAILS
### BANK OF AMERICA
#### ARAPAHOE CROSSING

**SITE PLAN**

A PORTION OF A RESUBDIVISION OF LOTS 13 & 14, BLOCK 1, ARAPAHOE CROSSING SUBDIVISION, FILING NO. 1

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CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

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**Fixture Quantities:**

- **TYPE J:** 12
- **TYPE OB-4:** 5
- MOUNTING HEIGHT: 25' - 0" FROM GROUND SURFACE TO FIXTURE HEAD.

ALL FIXTURES SHALL BE FULLY SHIELDED. ALL LIGHT WILL BE DOWN CAST AND FULL CUT-OFF. PROVIDE ALL ADDITIONAL SHIELDING ACCESSORIES.

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**LUMINAIRE TYPE I**

SCALE: 3/4" = 1'-0"

**LUMINAIRE TYPE OS-4**

SCALE: 3/4" = 1'-0"

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**LUMINAIRE TYPE OS-5**

SCALE: 3/4" = 1'-0"

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**LUMINAIRE TYPE J**

SCALE: 3/4" = 1'-0"

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