



11000 E. JEWELL AVE
LETTER OF INTRODUCTION

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OUR VISION

PCS Group, on behalf of the land owner, Urban Cottages, LLC., is proud to present an infill development proposal for a site at 11000 E. Jewell Ave, which is located on the south side of Jewell Ave, to the east of Havana Street and directly adjacent to Havana Heights Pond Park.

The concept for Urban Cottages is to be attainable by design, meaning the site design approach focuses on creating modestly sized homes on smaller lots. These missing middle design features allow walkable, medium density, infill housing near public transportation and amenities. Missing middle housing caters to households usually overlooked in home design and planning, including seniors, singles, and young families. Urban Cottages desires to bring this concept to the City of Aurora, and is proposing to do this on the 11000 E. Jewell Ave site plan with paired homes that will provide more attainable housing options, and diversity of home types within this portion of the City of Aurora, and proximate to the desirable Havana Heights Pond Park, which we are connecting our proposed development to. As we get closer to the end of this process, we may be able to provide more information regarding expected price points, but at this stage it is just too early to tell where the market will be when the project is ready for construction.

As explained in the City of Aurora Housing Strategy study, it has been acknowledged that the City of Aurora is experiencing continual growth and increase in resident population and home prices each year, and while this would be a relatively small infill development, it would at least partially address the need for more moderately priced homes in the City. In this regard, the proposal is also consistent with a main Comprehensive Plan principle known as the Housing for All Principle which envisions high-quality housing options that enable people across all socioeconomic levels, cultural practices and stages of life to establish and manage households. Furthermore, the site is located within the Established Neighborhood placetype which is predominantly residential, and includes single family attached housing as a primary land use.

As part of this proposal, we are requesting a Zone Map Amendment to change the zoning designation on this property from R-R to R-2 to accommodate paired / two family homes. As explained in the zoning justification letter that accompanies this application, we believe this request is warranted for several reasons, two of which are the recognition that this property is the only one zoned R-R along E. Jewell Ave to the west of I-225, and that generally speaking this site is located in an area with a much higher proportion of R-2 or higher zone districts than R-1 or below, in terms of density.

Although the R-2 zone district accomplishes most of the goals of this project, we are requesting two adjustments with this Site Plan application pertaining to the required building setbacks and direct frontage on a street that includes on-street parking and sidewalks on both sides. As a part of this letter, we have included a brief explanation to how these adjustment requests meet the criteria for approval section of the UDO. Overall, with what has been stated above and the included Criteria for Approval explanations for the adjustment requests and Major Site plan, we believe we fit the conditions necessary for approval of this major site plan.

ADJUSTMENT REQUESTS

ADJUSTMENT REQUEST 1:

3) Section code 146-4.2.3.C.b.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."

Due to the site's space limitations and proposed product design, we are requesting an adjustment to the requirements outlined in the Code. The development's north and south units are tied together by a narrow alley that due to its width, cannot accommodate a sidewalk or on-street parking. Providing on-street alley parking would create hazardous conditions for both vehicular movement and pedestrian circulation across the site, as well as raise life safety concerns. Instead, we propose that Green Court Lots will be accessed via the Private Drive walkways on the site's north/south axis which provide uninterrupted pedestrian access to Jewell Avenue, meeting code requirements. The proposed pathways along Private Drive connect at the east and west maintenance access roads before joining at a central walkway, providing access to all Green Court units. Our adjustment request factors in the site's unique constraints while maintaining safe pedestrian access, providing on-street parking where possible, and advancing a housing product and site design that are compatible with the surrounding context.

Criteria for Approval for adjustment request 1:

a. The adjustment allows improved site or building design elements to be incorporated that are more consistent with the surrounding context; and

Response: The requested adjustment will allow for the incorporation of improved site and building design elements that better align with the surrounding context. By reducing the requirement for sidewalks and on-street parking on both sides of the alley/private access drive, the design can prioritize space for landscaping, site circulation, and architectural features that complement the existing neighborhood. This approach enhances the overall aesthetic and functionality of the development while maintaining pedestrian access and connectivity to Jewell Avenue, ensuring that the project is more in harmony with the character and constraints of the surrounding environment.

b. The adjustment addresses a unusual site constraint or unusual requirement of the proposed use or building that is not common to other lots, uses, or buildings in the surrounding area; and

Response: Unlike other lots in the surrounding area, this site's spatial constraints and proposed product design, impede our ability to meet the standard requirements for sidewalks and on-street parking on both sides of the alley/private access drive.

The alley will not provide any on-street parking while the private access drive will only feature on-street parking on one side. This adjustment allows for a more efficient use of the available space, ensuring that the development meets its parking needs while still providing adequate, safe pedestrian access and maintaining the overall design integrity.

c. The adjustment will have no material adverse impact on any abutting lot, or any material adverse impacts have been mitigated by conditions attached to the adjustment; and

Response: The design includes careful consideration of site circulation and pedestrian access to ensure that neighboring properties are not negatively affected. Additionally, any potential impacts related to the modified alley/private access design, such as the connection between north and south units, will be mitigated by a clearly defined pathway network across the development, and to Jewell Avenue.

d. The adjustment does not violate any conditions of approval specifically applied to development of the property by the Planning and Zoning Commission or City Council.

Response: The adjustment maintains compliance with the overall goals and standards set forth during the approval process while addressing the site's unique constraints. It ensures that the development will continue to meet necessary safety, accessibility, and design requirements, and no previously established conditions will be affected by this modification.

ADJUSTMENT REQUEST 2:

3) Section 146-4.2.2, Table 4.2-1. In the R-2 zone district, a minimum front setback for two-family attached homes of 20' is required, and a minimum rear setback for two-family attached homes of 15 feet is required.

As discussed with staff, we are requesting an adjustment from this section to code to utilize the setbacks from the Small Residential Lot Standards of the UDO (as defined in Section 146-4.2.3, Table 4.2-6), since these are much more in line with the setbacks utilized for small lot, alley loaded product which is appropriate for an infill redevelopment site. While the Small Residential Lot Standards are technically applicable only to Subarea C, and this site sits within Subarea A, Staff agreed that the setbacks outlined in Table 4.2-6 are more in keeping with the desired infill development aimed at providing more attainable new housing within this part of the City. As defined in Table 4.2-6 the required setbacks for alternate-loaded Two Family Dwellings (Duplex) are: Front Setback = 10' to house and 5' to Porch. Side Setback = 5' or building code, with 0' setback for attached interior walls. Rear Setback Alley Loaded = 3'.

Criteria for Approval for adjustment request 2:

a. The adjustment will have no material adverse impact on any abutting lot, or any material adverse impacts have been mitigated by conditions attached to the adjustment; and

Response: The requested adjustment will not only have no material adverse impact on any abutting lot, but will actually create a more favorable condition through the integration of alley loaded product which provides front architecture to orient towards abutting lots and Jewell Avenue. This improves both the aesthetics and the level of privacy for those lots, as opposed to rear yards with high owner usage comprising those frontages and imparting greater visual and noise impacts on neighboring properties.

b. The adjustment does not violate any conditions of approval specifically applied to development of the property by the Planning and Zoning Commission or City Council; and

Response: The adjustment request does not violate any conditions of approval specifically applied to the development of the property that the applicant is aware of.

c. At least one of the following criteria have been met:

i. The adjustment will result in a perception of development quality as viewed from adjacent streets and

abutting lots that is equal to or better than would have been required without the adjustment.

Response: With the smaller, alley loaded lots being utilized we have worked to maximize the landscape where possible. Additionally, the homes include front porches to improve the aesthetics of the street and outward facing facades. The inclusion of front architecture with porches will be a dramatic improvement along Jewell Ave, when compared to the rear yards and privacy fences that would dominate this frontage with the utilization of traditional, front loaded homes within this neighborhood.

With respect to the abutting lots, the lots to the east and west of the property receive an enhanced buffer with the integration of a peripheral private street and associated landscape buffer, and the lots to the south benefit through the orientation of the units. This will provide much more privacy for existing neighbors than high usage rear yards would, and it also provides more open space views.

MAJOR SITE PLAN APPROVAL CRITERIA

c. Criteria for Approval.

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

Response: The major site plan as proposed follows all applicable development standards found in the UDO. Furthermore, the proposed plan follows the city's general dimension standards, subdivision standards, access and connectivity standards, storm and water standards as outlined.

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

Response: The proposed site plan is situated in the city growth area which has already anticipated water and sewer services from the city. Streets have been designed to accommodate the proposed use for the site and studies have been conducted to indicate the proposed site plan will have no significant impact to the existing infrastructure. Furthermore, our site includes a storm detention facility to further alleviate any impacts of off-site drainage.

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

Response: The site plan proposed has been designed to preserve and protect the surrounding natural landforms, and water quality. Proposed grading has been minimized and blends with the surrounding topography. Along the west and south perimeter of the proposed landscape plan provides a native seeded landscape to re-establish the disturbed areas and ACPS ASA buffer between our development and the adjacent park. In addition, the site plan proposes a drainage capture facility in the northwest corner of the site for on-site water detention.

(d) The application will improve or expand multi-modal connections with adjacent sites, neighborhoods, and

urban centers.

Response: Currently, the existing condition at the northern edge of the property, along Jewell Ave, there is no sidewalk or curb and gutter being provided. The proposed site plan will include improving this northern edge with a 5' sidewalk and 8' wide tree lawn. Tree's, shrubs, ornamental grasses, and perennials add to the aesthetic value of this edge located on Jewell, while providing pedestrians an area to safely navigate from vehicular traffic. These improvements will expand the pedestrian options within the Jewell Ave neighborhood corridor and provide other alternatives for transportation to adjacent amenities and neighborhoods.

(e) The application is compatible with surrounding uses in terms of size, scale and building facade materials.

Response: The proposed buildings within the site plan are consistent in size, scale, and building materials and compatible with existing neighboring uses along the Jewell Ave. Located within walking distance from this proposed site plan are several residential products that are similar in height and scale to what is being proposed. We believe our site is appropriate as in terms of scale for an infill development in terms of transition from a single-family home residence. Furthermore, the size and scale of some of our homes are even smaller than some of the surrounding residences.

(f) The application mitigates any adverse impacts on the surrounding area to the degree practicable.

Response: As proposed, this site plan provides several measures that will mitigate any impacts to the surrounding neighborhood. This site plan accommodates on street on parking within our development in addition to the residential parking for each residential home to alleviate excess congestion. Accordingly, this deters our residents from parking in the surrounding neighborhoods. Moreover, along the perimeter of the site on western and southern boundary, we will be providing a 6' tall privacy fence to create a boundary between the site and the adjacent neighborhoods to create a buffer between existing and proposed uses. This will help eliminate cut through pedestrian traffic for our neighbors to the south, since this emerged as an important element for them in our neighborhood meeting.