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April 14, 2025

City of Aurora – Planning Department
15151 E Alameda Pkwy #4600
Aurora, CO 80012

RE: Letter of Introduction
Site Plan and Conditional Use Approval Criteria

General Information:

ZONING	Mixed Use – Corridor (MU-C)
PROJECT ADDRESS	15167 E Mississippi Ave
SITE AREA	± 31,104 SF (0.7141 acres)
BUILDING AREA	4,229 SF
STRUCTURE HEIGHT	22'-0"
PARKING FIELD	16 Stalls
ADA PARKING	2 Stall

Project Discussion:

The proposal consists of the development of a Bank of America with associate drive through located northwest corner of the intersection of E Mississippi Ave. and S Chambers Rd. in Marshall's Aurora Plaza Subdivision Filing No. 2. The proposed building will be 4,229 square feet and will include a drive through. The site will be well landscaped and will include the following: a fully enclosed trash enclosure, onsite parking for 16 vehicles, one of which will be designed and signed for ADA accessibility at the front of the proposed building.

Vehicle access to the site is provided by an existing shared access drive on the west side of the site off E Mississippi Ave west of its intersection with S Chambers Rd. The shared access drive to the west connects into the Marshall's Aurora Plaza shopping center. There is an existing median along the existing private access drive increasing the distance for cross traffic from the private access drive and E Mississippi Ave. All connections to public street are through existing access drives.

The current site plan features a pedestrian sidewalk on its west frontage, providing connection to the sidewalk on E Mississippi Ave. The same sidewalk network provides access to the perimeter of proposed building and connection into the existing shopping center, via an accessible sidewalk along the west side of the west drive access. A customer plaza area is provided on the west entry area of the bank to provide further pedestrian amenity and scale to the project.

The proposed bank is in character with the adjacent commercial development and will enrich the city's vision for enhanced commercial activity along the existing vehicle-oriented E Mississippi Ave thoroughfare. The project intends to comply with master plan guidelines, and city codes and will add both architectural and commercial interest along the E Mississippi Ave corridor. Building exterior architecture has been carefully considered and coordinated to comply with the overall center guidelines. The material palette has been selected from the available materials listed in



the design guideline and appropriate distributions of material types are detailed in the tables on the exterior elevations. Any rooftop units and/or ground mounted utility appurtenances will be screened per the city's requirements. The requested sign package is shown on the submitted set of drawings.

Construction for the bank facility will be done in a single phase and take approximately 3-4 months, with a typical progression of construction activities. These activities, some of which would run concurrently, include site preparation and limited grading, foundation preparation, construction of building structure, paving and striping and landscaping.

Operational statement:

The bank facility will operate 6 days a week, M-F 10-4, Sat 9-1. The bank and site will be appropriately lit and meticulously maintained. The facility will be staffed by approximately 4 associates per shift.

There is no delivery dock or designated delivery parking bay required on the premises as deliveries are made after the facility is closed to the public, typically between the hours of 11 PM and 5 AM.

Site Plan Approval Criteria Justification:

1. *Consistency with comprehensive plan. The proposed site plan is consistent with the provisions of the comprehensive plan, the City Code, and plans and policies adopted by city council that apply to the affected area.*

The proposed development is consistent with the provisions of the comprehensive plan, the City Code, and plans and policies adopted by city council that apply to the affected area except City Code Section 3.3.5.00.9.a. The current zoning designation for the property is MU-C, in which the desired use is categorized as a permitted use.

No known waiver or variance is requested as a part of this application. The Aurora Places Plan identifies this property within the City Corridor Placetype. This placetype is generally auto oriented, but should also accommodate pedestrians, bicyclists, and transit service.

2. *Impact on existing city infrastructure and public improvements. The proposed development does not result in undue or unnecessary burdens on the city's existing infrastructure and public improvements, or that arrangements are made to mitigate such impacts.*

The impact on the existing city infrastructure and public improvements, as they relate to the proposed project, should be considered expected load. Utility design will be completed per stated City of Aurora guidelines and practices.

3. *Density. If the density is different from those of adjacent properties, specific steps are to be taken to achieve compatibility. For residential site plans abutting residential zones of lower density, the development shall provide for transitions in density and building height to protect the character of the lower-density residential areas.*

Proposed density of 0.13 FAR complies with the standards set forth in MU-C and is appropriate for the size of the parcel (±0.7141 Acres).



4. *Protection and appropriate use of environmental features and topography to enhance the development. New development shall be designed, where reasonable, to preserve and protect the water quality and wildlife habitat of riparian corridors, wetlands, and floodplains affected by the proposed development. Open space and natural areas shall be preserved, where reasonable, and integrated into developed areas to provide visual diversity in the landscape and to define neighborhood and community character. The design and placement of buildings on a site incorporate and protect view corridors. Where reasonable, the design of the development shall maintain the approximate topographic form of major ridgelines, swales, and landforms.*

The proposed development is an infill site within an existing commercial development, replacing an existing parking lot. As the site has been previously disturbed and developed no existing natural features are present. The proposed building location does not impact existing view corridors.

5. *Landscaped area. All site plans shall conform to adopted landscaping standards or guidelines adopted by city council. Certain portions of the city may be designated for special design treatments and standards.*

The proposed project conforms to the adopted landscaping standards.

6. *Internal efficiency of design. The proposed design of the site plan achieves internal efficiency for its users, including safe and convenient pedestrian access to common areas for recreation and other services, facilities, and amenities provided by the development. The proposed design shall provide for safe and convenient access for service and maintenance personnel performing routine duties related to but not limited to mail delivery and pick-up, utility meter reading, and other services.*

The proposed site plan limits vehicle access to the minimum extent practicable to allow for safe vehicle passage throughout the site. Safe and convenient access for service and maintenance personnel performing routine duties related to but not limited to mail delivery and pick-up, utility meter reading, and other services has been designed in the internal sidewalk network. Dedicated and direct pedestrian walkways from E Mississippi Ave to the bank front doors and the pedestrian amenity area on the west of the bank have been included to provide for safe pedestrian/vehicle interaction.

7. *Control of nuisance impacts. The proposed development controls nuisance impacts on itself and surrounding land uses including heat and glare, traffic congestion, noise, arrangement of signs and lighting, features to prevent littering and accumulation of trash, the amount and quality of storm drainage, the provision of adequate light and air, compatible screening of rooftop mechanical units, and other factors deemed to affect public health, safety and general welfare.*

The site plan has been designed to mitigate any real or perceived nuisance impacts to any and all surrounding land uses. Further, a traffic study has been produced in conjunction with this application and it concludes that the proposed traffic volumes generated by the proposed project will not adversely impact the expected level of service provided within this overall development and along this particular portion of E Mississippi Avenue.

All proposed mechanical equipment will be fully screened by the building parapet wall and



landscaping. The site lighting has been designed to avoid impacting any neighboring uses, or public/private roadways.

Heat and glare, noise, arrangement of signs, and refuse accumulation/containment were also considered when producing the site design. All of which are controlled, and will not adversely affect public health, safety and general welfare.

8. *Urban design, building architecture, and landscape architecture. The site plan shall establish a high quality of design, demonstrate how compatibility with adjacent development and surrounding urban design elements will be achieved as well as internal consistency of design, and satisfy the city's adopted design standards and/or guidelines. The relationship between mass and space shall be combined and integrated to produce aesthetic and functional buildings and landscapes.*

The Bank of America building has been designed to have 360-degree architecture, with the focus being placed on the customer entrance on the west face. The secondary focus is on the south elevation with variety of materials and glazing in the area adjacent to Mississippi Ave.

The architecture of the proposed bank provides subtle massing shifts on all sides of the building both in plan and elevation, to reduce bulk, and create interest and variety. As previously stated, the colors and materials (and meticulous building maintenance) allow Bank of America structures to remain evergreen. Drawing from a high-quality palette of materials in compliance with that required in design guidelines. Compact relief in the footprint and a diversity of façade treatments provide the ±0.7141 acre site with an appropriate building mass in balance with parking and landscaping.

Lastly, the site landscape drives a few areas of sustainability. The planting approach, in limiting the use of water, planning for successional growth, and focusing on management versus maintenance, provides long range landscape resilience.

9. *Adequacy, accessibility, and connectivity of traffic and circulation plans. The design and efficiency, and connectivity of vehicular, bicycle, and pedestrian transportation systems, linkages to open space and trails, availability of resident and guest parking, loading spaces, convenience of location, and access to public transit facilities shall be adequate and functional.*

As previously stated, the proposed site plan provides vehicle access to allow for safe and convenient access for service and maintenance personnel performing routine duties related to but not limited to fuel delivery, mail delivery and pick-up, utility meter reading, and other services as well as Bank of America's patrons. Dedicated pedestrian walkways within and adjacent to the site provide for safe pedestrian/vehicle interaction and ease of connection to the public realm.

The connection to the existing public and private network for vehicle, bicycle, and pedestrian traffic, as well as available parking per code required minimum demonstrate conformance with the finding as stated above, with 11 parking spaces required and 14 provided.

10. *Street standards. Public and private streets included in the site plan shall conform with city street standards.*



The existing eastern private shared access drive and Mississippi Avenue improvements are proposed as a part of this application and intend to comply with the appropriate city standards.

- 11. Past Performance. The city council and the planning commission are authorized to consider the past performance of an applicant in their consideration of any site plan. The planning commission or city council may deny any approval of a site plan if the applicant or developer thereof is determined to be in violation of any requirements, conditions or representations on a prior development.*

Neither Galloway nor our client are aware of any current or past violations of any requirements, conditions, or representation relative to this development or ongoing operations.

Conditional Use Approval Criteria Justification:

- 1. The compatibility of the proposed use with existing and planned uses on abutting properties;*

Proposed development of a bank with associate drive through is consistent with proposed commercial uses within this overall master planned development and with the “City Corridor” uses indicated within the Aurora Places Plan.

- 2. Any increase in density or intensity of the proposed use that will affect the compatibility of the use with existing and planned uses in the surrounding area;*

The proposed bank and drive through are appropriately sized to provide appropriate service to the citizens of Aurora. The intensity of the use is accommodated via the internal roadway system and stacking lanes that meet City Code requirements.

- 3. The proposed use will not change the predominant character of the surrounding area;*

E Mississippi Avenue is a highly traveled vehicle thoroughfare. The intention of this project is for Bank of America to rely on this existing traffic for a successful business. The proposed use is similar to the retail / commercial service related uses in this area that reside on both sides of E Mississippi Ave and S Chambers Road.

- 4. The ability to mitigate adverse and undesirable impacts to the surrounding area, including but not limited to visual impacts, air emissions, noise, vibrations, glare, heat odors, water pollution, electromagnetic interference, and other nuisance effects;*

The proposed bank and associate drive through will mitigate impacts to the surrounding area through the use of good site design, which will include parking per code requirements, as well as efficient operations, and regular maintenance activities designed to ensure compatibility with surrounding uses.

- 5. Amount of traffic generated and capacity and design of roadways to handle anticipated traffic;*

A Traffic Memorandum has been prepared by Galloway in support of the application. The



proposed use would generate, at build out and full occupancy: 30 AM net new weekday peak hour and 58 PM net new weekday peak hour. The forecasted trip generation would be distributed to the four existing access locations. No changes to access to the overall development are proposed. The multiple existing access locations and variety of movements available to enter and exit the overall shopping center gives users multiple opportunities to circulate to and from the existing network.

6. The effect on infrastructure including water, wastewater, stormwater, utilities, and streets;

Utilities adjacent to site are anticipated to be sufficient with nominal impact on existing infrastructure. No onsite detention is anticipated to be required.

7. The incorporation and integration of architectural and landscape features to mitigate impacts from the proposed use;

Proposed development will include a new building, parking lot, and associated landscaping improvements per current code. Design of proposed Bank of America will include 360-degree architecture with focus on “entry” type feature located on west elevation where the patron entrance is located. In addition, a mix of colors / materials to the building façade will also serve to bring visual interest to all four sides of the building. Massing shifts in both plan and elevations on all sides of the building help to reduce and modulate bulk resulting in visual interest and variety for customers and passersby.

Proposed parking lot will include additional landscaping in the parking field and along the perimeter of the property in compliance with city code.

8. The city council, planning commission, or planning director are authorized to consider the past performance of an applicant in their consideration of any conditional use. The planning commission, city council, or planning director may use as a basis for denial whether the applicant or developer is determined to be in violation of any requirements, conditions, or representations on a prior development.

Neither Galloway nor our client are aware of any current or past violations of any requirements, conditions, or representation relative to this development or ongoing operations.





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