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

RE: Letter of Introduction Site Plan with Adjustments

General Information:

ZONING	Medium Density Multifamily District (R-3)
PROJECT ADDRESS	TBD
SITE AREA	± 9.08 Acres
BUILDING AREA	54,499 SF (Main Building) 9,400 SF (Carports) & 10,030 SF (Enclosed Garages)
STRUCTURE HEIGHT	43'
PARKING FIELD	203 Required 203 Provided
ADA PARKING	9 Provided
BICYCLE PARKING	20

Project Discussion:

Calamar proposes to develop a 3-story residential structure, four enclosed garages and five carports, intended to provide housing for the citizens of Aurora that are over 55 years of age. The site design will accommodate enclosed carports as is typical for Calamar properties and per the city's applicable development codes. The site is located south of the intersection of Sterling Hills Parkway and Villanova Place.

Vehicle access to the site is proposed off East Water Drive (Private) an emergency Fire Access is provided off Sterling Hills Parkway.

The current site plan features an interconnected network of pedestrian sidewalks, amenities spaces and landscape areas throughout the proposed parking area and surrounding the proposed buildings. Plaza spaces are proposed to provide further pedestrian amenity and scale to the project. Pedestrian sidewalks connect the proposed development to Sterling Hills Pkwy and E. Water Dr.

The proposed multifamily building is in character with the adjacent residential development that is a mix of single family, townhomes and duplexes. The buildings are arranged to provide ample light and air into interior and exterior spaces. The proposed building includes architectural features such as glazing, projections, color, overhangs, and changes in parapet height to improve the façade and create an inviting and attractive street presence.

The project intends to provide architectural interest and diversify residential housing options in the area. Building exterior architecture has been carefully considered and coordinated. The material palette has been selected from colors and materials to complement the character of



existing surrounding development.

Construction for the development is anticipated to occur in a single phase, with a typical progression of construction activities. These activities, some of which would run concurrently, include site preparation and limited grading, foundation, craning/setting of the building structure, paving and striping and landscaping.

Operational statement:

The Calamar independent living community offers an attractive, high-quality living environment for senior residents. Individual units in the community rent at market rates. The unit mix includes one-bedroom units, two bedroom/1 bath units and two bedroom 1.5 bath units. The senior independent living apartment community offers a range of top-quality amenities, services and activities in clean, picturesque properties located near essential services. Amenities will include:

- Washer and dryer in each unit
- Personal patio/balcony
- Kitchen appliances: Electric stove, dishwasher, refrigerator
- Large closets
- Kitchen pantries
- Central air
- Walk in showers or bathtubs with showers
- Entry closets
- Large community room
- Outside patio
- Interior mail room and trash rooms
- Secured access
- Community area laundry
- Multiple secured entry points into building
- Beautifully landscaped grounds
- Three story building with two elevators
- Garages available
- No entry fees, buy-ins or surcharges
- Spacious 1 & 2 bedroom floor plans

Calamar communities offer a number of high-quality common area amenities to the residents. These include:

- Theater
- Community Room/serving area
- Lounge
- Library
- Salon
- Billiards room
- Community laundry (each unit will have their own washer/dryer, this laundry is for extra or bulky items)
- Serenity/yoga room
- Fitness center with workout equipment
- Chapel



- Education room for lifestyle, financial, health etc. classes (These rooms have Skype capacity and at times we link our various communities together for special presentations with outside experts. By using Skype, residents can interact directly with the speaker.)

The community will have a staff member whose responsibility is to plan and implement a variety of recreational, social and educational activities for community members. This staff member is in addition to full time management staff and full time maintenance staff.

Calamar has built, owns and manages senior independent living communities in the United States. Since Calamar retains ownership and management of the communities, we take great pride in their design, construction and maintenance. Calamar communities provide a high quality of life – both physical and social – for residents and enhances the overall neighborhoods and cities in which they are located.

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 outside the two adjustments requested related to Section 146-3.3.2.H.1 (unit access to public/private street) & Section 146-4.7.9.T (retaining walls). These adjustments are discussed in detail within this narrative and noted on the cover sheet of the Site Development Plan. The current zoning designation for the property is R-3, 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 Established Neighborhood Placetype. Multifamily is identified as a Primary Land Use within the Established Neighborhood Placetype. Per the comprehensive plan multifamily is more prominent and plays a pivotal role in characterizing this placetype.

The proposed development is consistent with the Neighborhood Protection Standards (UDO 146-4.4). The current site plan proposes the primary structure over 160 feet from the tract boundary of the R-1 zone to the north. This tract provides an additional ± 18 feet of buffering between the R-1 single family home lots and the proposed primary structure. The proposed primary structure is in excess of the building height limitation distance of 100 feet. The garages which are approximately 93 feet from the R-1 zoned tract comply with the 24 foot maximum height for accessory structures within 100 feet.

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 is consistent with the surrounding Townhomes and duplex developments that are at a higher density than traditional single family residential. The single family to the north is buffered by existing landscaping tract, E. Villanova PI and proposed landscaping.

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.*

In general, the site provides poor quality habitat for wildlife and has no known natural features. The site is surrounded by urban development and has been previously disturbed with associated urban development, and thus does not provide ideal habitat for wildlife species. Impact of development on potential wildlife habitat or natural features is anticipated to be negligible.

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 is anticipated to conform 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 pedestrian routes as well as safe vehicle passage throughout the site. Safe and convenient access for residents, employees and 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 Sterling Hills Parkway and E. Water Dr are proposed and the pedestrian amenity areas 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 letter 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 the surrounding overall development.

All proposed mechanical equipment will be fully screened, and 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 building and carports have been designed to have 360-degree architecture, with the focus being placed on the entrances. A full discussion of Building Architecture compliance with Aurora Code is available on the Architectural Elevations sheets within the Site Plan submittal package.

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 mail delivery and pick-up, utility meter reading, and other services as well as residents. 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 in excess of the code required minimum demonstrate conformance with the finding as stated above.

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



The proposed and existing public and private streets included in the site plan are anticipated 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.

Adjustments:

1. An Adjustment is requested from Section 146-3.3.2.H.1 which states “each multifamily dwelling unit structure shall be accessed from a public or private street meeting the Aurora Roadway Design & Construction Specifications Manual. All buildings requires at least one main pedestrian or dwelling unit entry with frontage and direct access onto the street” The adjustment is requested due to grade and site constraints.
2. An Adjustment is requested from Section 146-4.7.9.T which requires a maximum wall height of 48 inches for residential development. The adjustment is requested due to grade constraints.

Site Plan Adjustment Approval Criteria Justification:

- 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*

Adjustment 1 - Proposed development and layout of the Calamar development is consistent with existing residential uses within the surrounding development and with the “Established Residential” uses indicated within the Aurora Placetype Plan. No adverse impacts are anticipated on any abutting lot.

Adjustment 2 – Proposed landscape enhancements along street frontages screening the retaining wall will create a perception of the development viewed from adjacent streets and abutting lots that will be equal to or better than would have been required without adjustment. The proposed retaining walls do not exceed 78 inches and are set back a minimum 12 feet from the property boundary to permit sufficient space for enhanced landscaping.

- 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*

The Site Plan Adjustments 1 and 2 do not violate any of the conditions of approval specifically applied to the development of the property by the Planning and Zoning Commission or City Council.



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.*

Adjustment 2 - Proposed landscape enhancements along street frontages will create a perception of the development viewed from adjacent streets and abutting lots that will be equal to or better than would have been required without adjustment.

- ii. *The adjustment will provide options for a more connected neighborhood layout or, for an adjustment for a residential subdivision, the adjustment will result in a neighborhood layout and level of multi-modal connectivity equal or better than would have been required without the adjustment.*

Adjustment 1 - The proposed site design requires an adjustment to UDO 146-3.3.2.H.1 as the on site grades do not permit each unit direct access onto street. The proposed sidewalk network provide safe and interconnected circulation for the residents of the community at a level equal to or better than would have been required without an adjustment.

Adjustment 2 - The proposed retaining wall heights requiring an adjustment will support improved sidewalks and connectivity within the residential community.

- ~~iii. *The adjustment will result in equal or better screening and buffering of adjacent properties and ground and roof mounted equipment than would have been required without the adjustment.*~~

- iv. *The adjustment will not result in a material increase in on-street parking or traffic congestion on any local street in any Residential zone district within 200 feet of the applicant's site; and*

Adjustment 1 - The adjustment relates to unit access. It is not anticipated to result in a material increase in on-street parking or traffic congestion. *The proposed on street parking is internal to the site and majority screened by the proposed building.*

Adjustment 2 - The adjustment relates to retaining wall height. It is not anticipated to result in a material increase in on-street parking or traffic congestion. *The proposed on street parking is internal to the site and majority screened by the proposed building.*

- ~~v. *For an adjustment to the maximum number or area of signs or sign setbacks, the adjustment will have a minimal visual effect on the surrounding neighborhood, and is necessary to compensate for unusual shape or orientation of the lot or to allow sign visibility comparable to, but not exceeding, that available to nearby lots of approximately the same size and shape in the same zone district.*~~





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