



PRAIRIE POINT SITE PLAN 4 (KINGS POINT NORTH):

INTENT

Kings Point North Master Plan Amendment #3 was approved. Infrastructure site plans (ISP East and ISP West) have been submitted to Aurora and have gone through several rounds of comments and are proceeding to Construction Documents. Prairie Point Site Plan 1&2&3 and Filing 1&2&3 have been through several rounds of review. Prairie Point Site Plan 4 and Filing 4 proposes 174 platted homesites within Prairie Point, formally Kings Point North.

The plan encompasses 35.4 acres. Of the 35.4 acres; approximately 22.3 acres are single family lots; 7.5 acres is Right-of-Way Dedication; 5.6 acres of landscape, easements, and detention ponds tracts.

The proposed 174 single family residential homesites range from 3,300 sq.ft. to 13,000 sq. ft. homesites. Of the 174 homes (44) are in PA-3 and (130) are in PA-6. Each planning area does not exceed the maximum allowed number of units allowed per the approved Master Plan Amendment #3. This project is north of Aurora Parkway and not adjacent to Valley Hi neighborhood. Planning Area 7 to the south of this project is in between Filing 4 and Valley Hi and provides a landscape buffer. Any portion of this project that is not buffered to the south with PA7 has an 8' fence and landscape buffer along the south side of Aurora Parkway. Additional landscape is provided for where the road turns to the north and fencing is not provided. This is included in the approved ISP West Landscape Plans.

ADJUSTMENT #1:

Ordinance: 146.4.3.10.c Lot Design & Layout (Double Frontage Lots)

Adjustment: Double frontage homes allowed adjacent to East Nova Drive and East Prairie Point Drive given that a 20' landscape buffer is provided.

Rationale: A large percentage of this infill site exceeds 10% slopes. With access points limited by surrounding development and streets, the site lends itself to having lots double front along E. Prairie Point Drive and E. Nova Drive. The proposed access points cause the least amount of grading and disturbance to the site. Allowing double frontage lots in areas provides a grade transition zone between surrounding streets and development. To reduce impacts, a minimum 20' landscape buffer is provided at most instances that will adequately set back fences and screen fences from the road. In most areas the buffer is larger to provide additional landscape between the rear fences and the road.

Major Adjustments (Section 146-5.4.4.D.3) Criteria for Approval.

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

A large percentage of the site exceeds 10% slopes. With access points limited by surrounding development and streets, the site lends itself to having lots double front along E. Prairie Point

Drive and E. Nova Drive. The proposed access points cause the least amount of grading and disturbance to the site. The lots that the adjustment applies to are internal to the site and will have no adverse impact to any abutting lots. The adverse impacts have been mitigated with landscape along roads where the double frontage occurs.

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

This condition exists throughout the site and Prairie Point Filing 1, 2, and 3 have been approved with the same adjustment.

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.

The adjustment will reduce the number of intersections along a local road (Prairie Point Drive and East Nova Drive) and reduce the amount of grading required for all the intersections. For any lot that requires adjustment we will be providing a landscape buffer along the street that will screen the proposed lots and provide more landscaping along the road. The landscape buffer along any proposed arterial is a minimum of 20' in width and we are proposing a buffer that is on average larger than the required 20' to have a greater separation for the impacted lots along with providing additional landscaped area. We feel this adjustment will result in a greater perceived development quality than otherwise required without the adjustment.

TEAM

Owner/ Applicant

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Surveyor

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Landscape/Planning

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MAJOR SITE PLAN SUBAREA C CONFORMITY WITH SECTION 5.4.3.B.2.c.i

i. *General.* The Major Site Plan shall be approved only if:

(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.

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. During the Master Plan Process, conformity with the comprehensive plan was determined, this site plan follows the uses, densities, etc. set forth in the master plan.

(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.

The Master Plan process studies the impacts to infrastructure. A PIP was approved as part of the Master Plan which this site plan follows.

(c) Major Site Plans shall be designed to preserve and protect natural areas, ridgelines, 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.

The area around site plan 4 has not been shown to have significant natural features, resources, or sensitive areas. The site plan has been designed to minimize the amount of grading and disturbance required on the site.

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

The proposed design allows for the efficient circulation of pedestrians and cars through the site. The proposed design also incorporated specific road layouts which minimized the amount of earthwork required.

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

The site plan does not include any architectural plans; however, the landscape will meet or exceed all the Aurora requirements to create a community that is aesthetically pleasing while also utilizing water sensitive design.

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

The proposed site has adequate buffers and is similar in land use to the surrounding land uses to minimize any impacts to the surrounding neighbors.

BLACK FOREST ORDINANCE

The Black Forest Ordinance is applicable to Prairie Point. Tree surveys and analysis have been completed, and the City of Aurora Forestry Division has been included in the correspondence. A tree mitigation plan is Approved for all of Prairie Point, This plan is conforming with the approved plan.