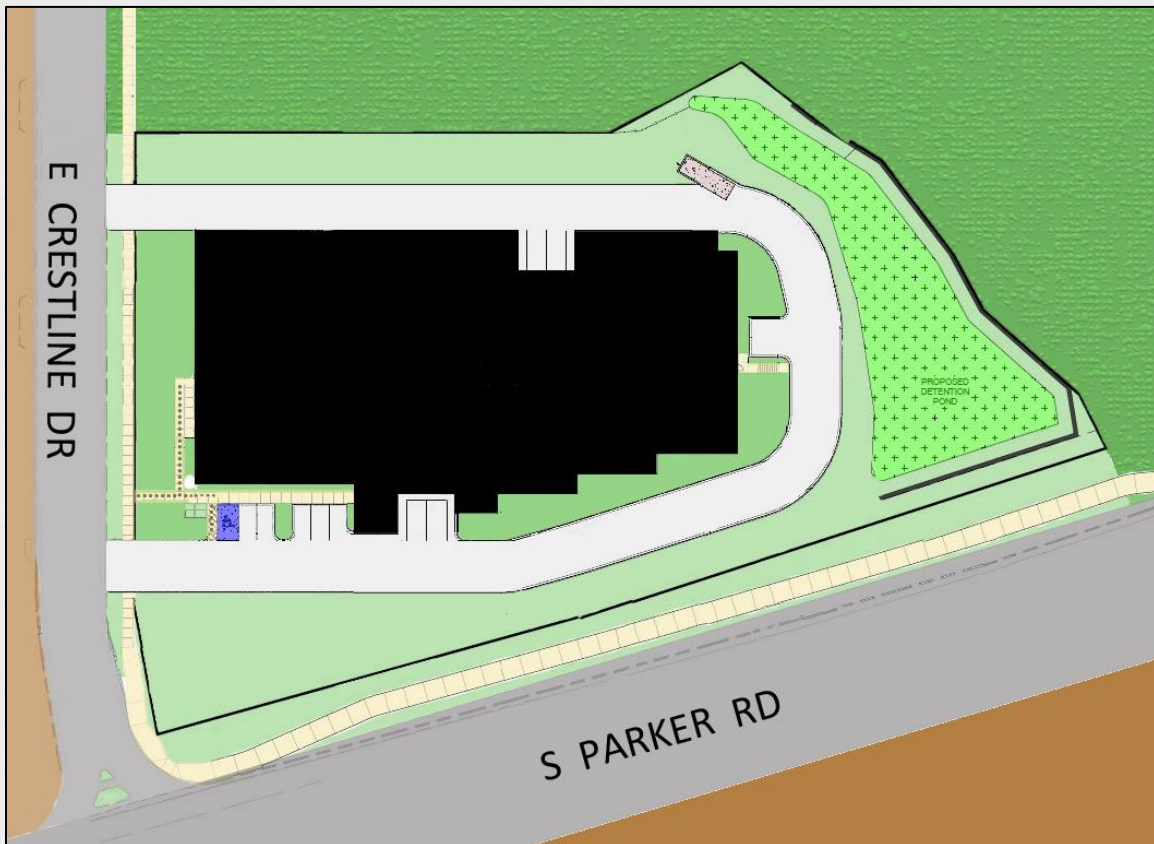
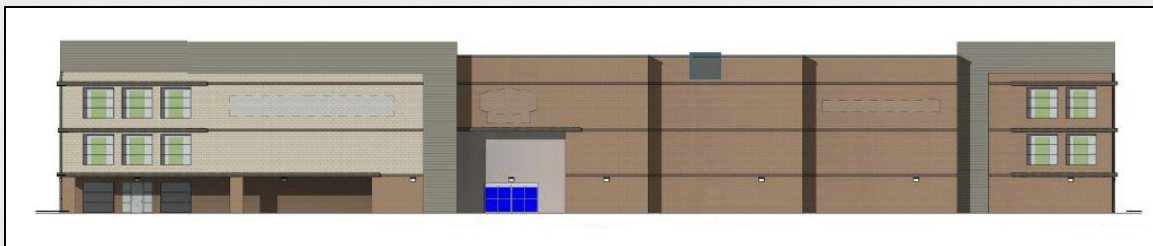


# Monolith Self Storage

The Monolith Self Storage project will break ground December 2017 on the south side of Crestline Drive at Parker Road.

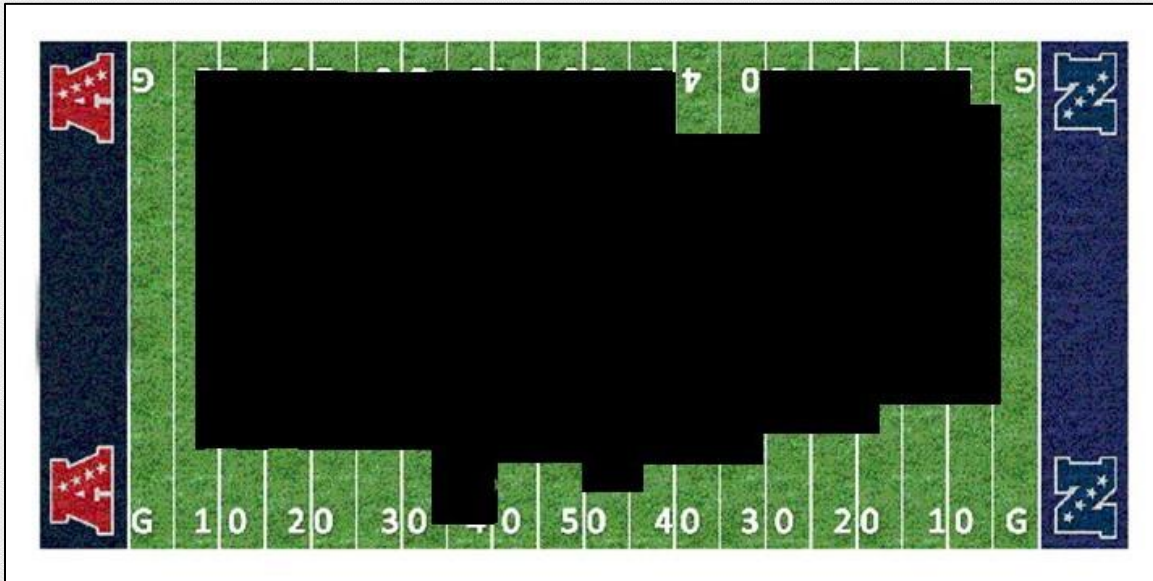


It will be a “next” generation storage facility. That is to say, it is a structure that physically appears much like a corporate office building. (Image is from the development plan)

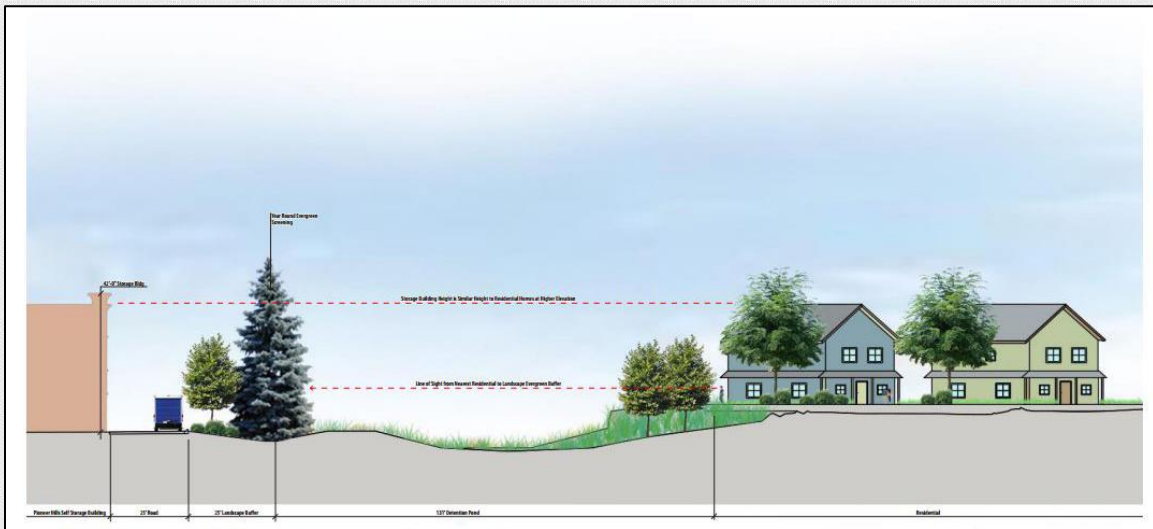


It is not the typical “orange garage door self-storage” similar to the self-storage facility a few hundred feet north on Parker Road. Monolith is “high end” storage facility that is environmentally controlled and utilizes biometric (thumb print and retina scan) security for access. It will be accessible only during typical business hours – roughly 7am to 7pm.

The structure will be nearly the size of an NFL football field,



It will be three stories tall (44' which is permissible under City of Aurora code guidelines). Without final grading of the property and build, it is difficult to know what the elevation will ultimately be. The current thought is that the building will be approximately the same height as the nearest Pioneer Hills Paired Homes (NIV).



The project was, very understandably, opposed to by homeowners who purchased homes in Neighborhood IV nearest the project. The Pioneer Hills Master Board (on behalf of the community) presented opposition to the project before the City of Aurora Planning Commission. The Board's rationale was that the structure did not match the general aesthetics of other commercial structures along the proximate Parker Road corridor and that it posed significant traffic issues within the Pioneer Hills residential community. The Planning Commission ruled in favor of the Pioneer Hills Board and voted to disapprove the project. This was, however, a decision based on a single issue before the

Planning Commission. The second issue was still to be determined (in accordance with lawful procedure) and was scheduled for a later date.

Between the first Planning Commission meeting (when the Commission disapproved the project) and the second meeting, the Board became aware of a “Plan B”. The owner of the property (on which the Monolith Storage project was seeking permission to build) already had another developer interested in building if Monolith fell through. That “Plan B” was to split the property in two and build a bank with drive-through teller and ATM and a McDonald’s Restaurant with a drive through.

This posed a difficult decision for the Board. Neither proposed project was particularly desirable, so it came down to a *lesser of two evils* decision.

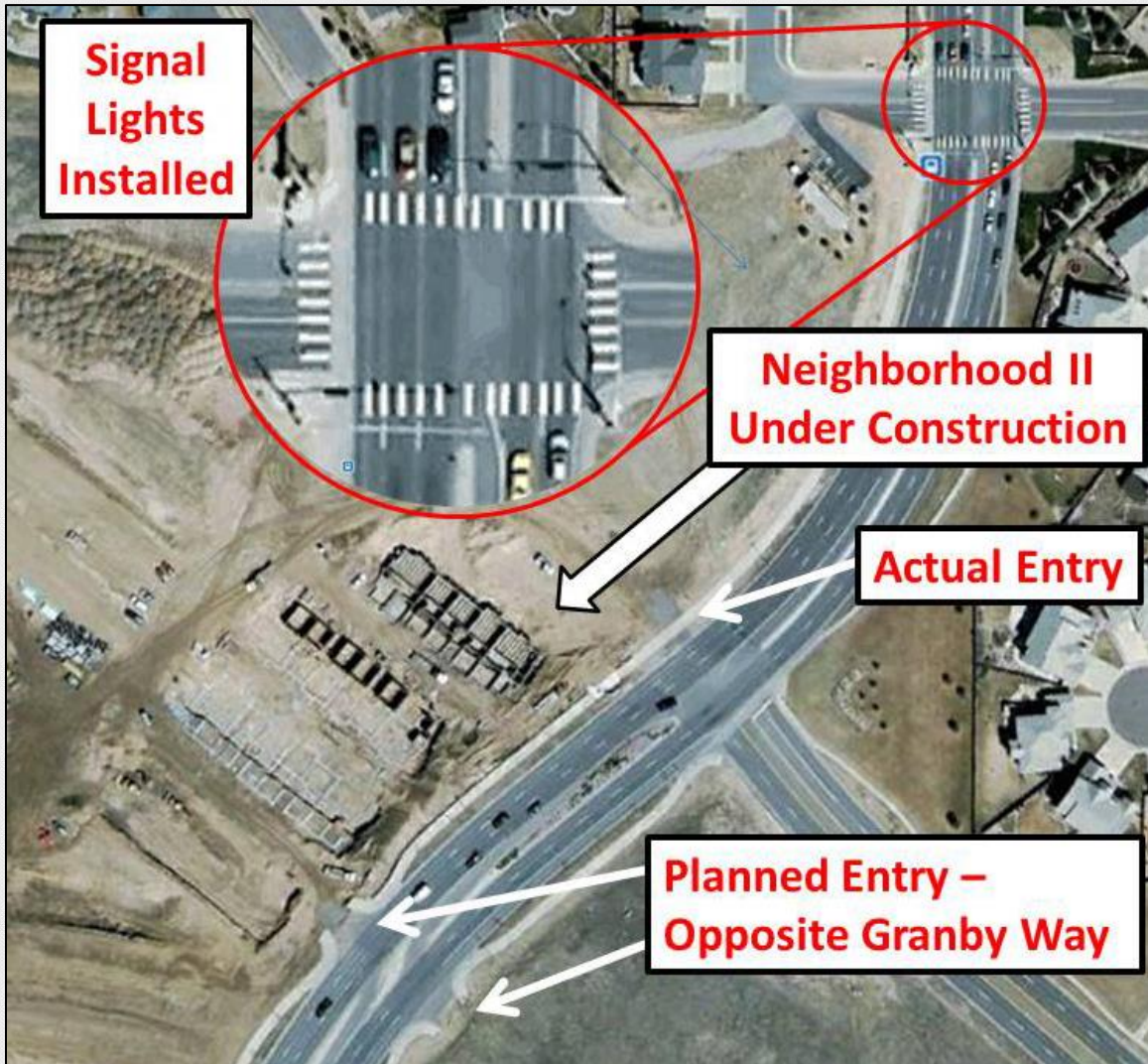
MONOLITH SELF STORAGE	BANK / MCDONALDS
176 Vehicles per Day Business Hours Minimal Noise Clean Business	1700-2300 Vehicles per Day 24-hours per Day Constant Noise Fast Food Trash

These four issues alone were enough for the Board and community to reconsider supporting the Monolith project. Having already been denied by the Planning Commission, Monolith was willing to work with the Board to garner support before their next Planning Commission meeting. To that end, Monolith worked with the Board, City of Aurora Traffic Engineering and Forestry representative. This combination worked very well together.

Traffic Engineering initiated a traffic analysis for Crestline Drive through Pioneer Hills and on Chambers Road between Bellevue Avenue and Chambers Road. The intersection of Crestline Drive and Chambers has been and continues to be problematic. We asked that it be evaluated (again) to determine if a signal light is warranted.

**NOTE:** *There have been many homeowner assertions that a signal light at Chambers and Crestline Drive had been promised as part of Pioneer Hills’ development plan and that the light at Chambers and Crestline Avenue was installed in the wrong place (Crestline Avenue instead of Drive). Piney Creek, to the east and the shopping center to the west, was already fully built in 2003. Viewing a March 31, 2006 satellite image (below), the original Pioneer Hills community (now called our Neighborhood II) was still under construction and the intersection of Chambers Road and Crestline Avenue already had a traffic signal light in place. The traffic light installation was done by the City of Centennial for the benefit of the Piney Creek citizens as the east side of that intersection is Centennial while the west side is Aurora. Additionally, if promises were made regarding a traffic*

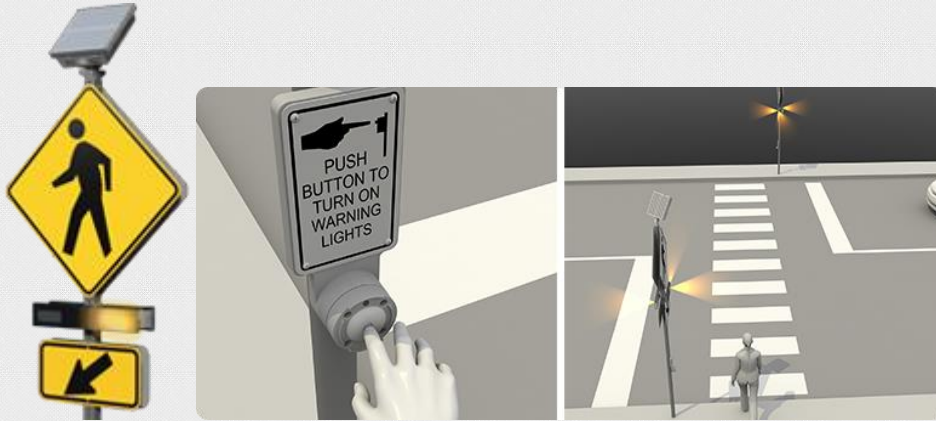
signal, it is likely that changed when the eastern entry into the community changed from directly across Chambers Road from Granby Way to the intersection with Joplin Street.



Regardless of promises and expectations, the fact that a traffic light already exists at Crestline Avenue presents a problem to installing another traffic light at Crestline Drive. The purpose for installing traffic signals is not just to slow traffic down and enable safe cross-traffic entry (that we Pioneer Hills residents desperately yearn for), it is also to efficiently time and regulate traffic to optimize flow and reduce congestion. Thus, placing another traffic light so close could impede traffic flow. The City of Aurora Traffic Operations is (at the time of this document) evaluating the traffic flows, speeds, and timing of the traffic lights along Chambers Road from Belleview Avenue to Parker Road. It is hoped that a light can and will be installed at Crestline Drive.

Initial analysis of traffic flow on Crestline Drive and a recognized concern regarding speeding through the community led to Monolith voluntarily placing monies in escrow to have two speed mitigation solutions installed for Pioneer Hills' benefit.

The first mitigation will be a manually activated pedestrian crossing light somewhere near the pool. The exact location will be determined by Traffic Operations, taking into consideration sight line visibility, location of the school bus stop, and intersections close by. The signage will be solar powered with flashing yellow lights triggered by a button, similar to the following diagrams:



The second mitigation also paid for entirely by Monolith will be either flashing speed limit signs (again, solar powered) that will advise the speed at which vehicles are traveling . . .



. . . or a mini-round-a-bout similar to the following:



Both mitigation efforts will be fully paid for by Monolith as a good neighbor gesture to help with traffic speeds along Crestline Drive. Which mitigation system (speed limits or round-a-bout) and where it should be placed will be determined by the Traffic Engineer's analysis of the study.

In addition to the traffic mitigations Monolith will pay for, they have also escrowed monies to purchase and plant twenty (20) trees on HOA property to help mask the building from neighboring homeowners. The City Forester has stated the Monolith property has already maximized trees for their footprint so additional trees will be planted on the berm west of the detention pond between the Paired Homes and the building (red lines in diagram, following).

The choice of what species of trees and the placement of those trees will be at the discretion of the Board and will take some time after construction of the building has begun so that we can maximize location in relation to the building and their landscaping and trees.



The Monolith builder was willing to escrow several thousands of dollars toward traffic mitigation and masking their building for our homeowner view as much as possible.

Because of their willingness to work with the Board and the City, and considering the negative aspects of “Plan B” (which would not have required approval of either the Aurora Planning Commission or the City Council), the Board determined that the Association should support the Monolith project before the Planning Commission’s second meeting.

The Commission was pleased to know that the Monolith builder and the Pioneer Hills Board were able to reach mutually beneficial agreements. The Commission expressed regret that the builder and community had not reached such an agreement prior to the first Commission meeting but they would approve the project requirements during the second meeting. The issue thereafter went before Aurora City Council for final approval/denial.

At this meeting with the City Council it was noted that although the project had originally been rejected by the Planning Commission, all parties were able to find common ground and cooperation, and that the process involving “Aurora for Business,” City Planning Commission, cooperation and assistance from City departments and agencies, the builder and the Pioneer Hills Board worked as it should.

\* \* \* \* \*