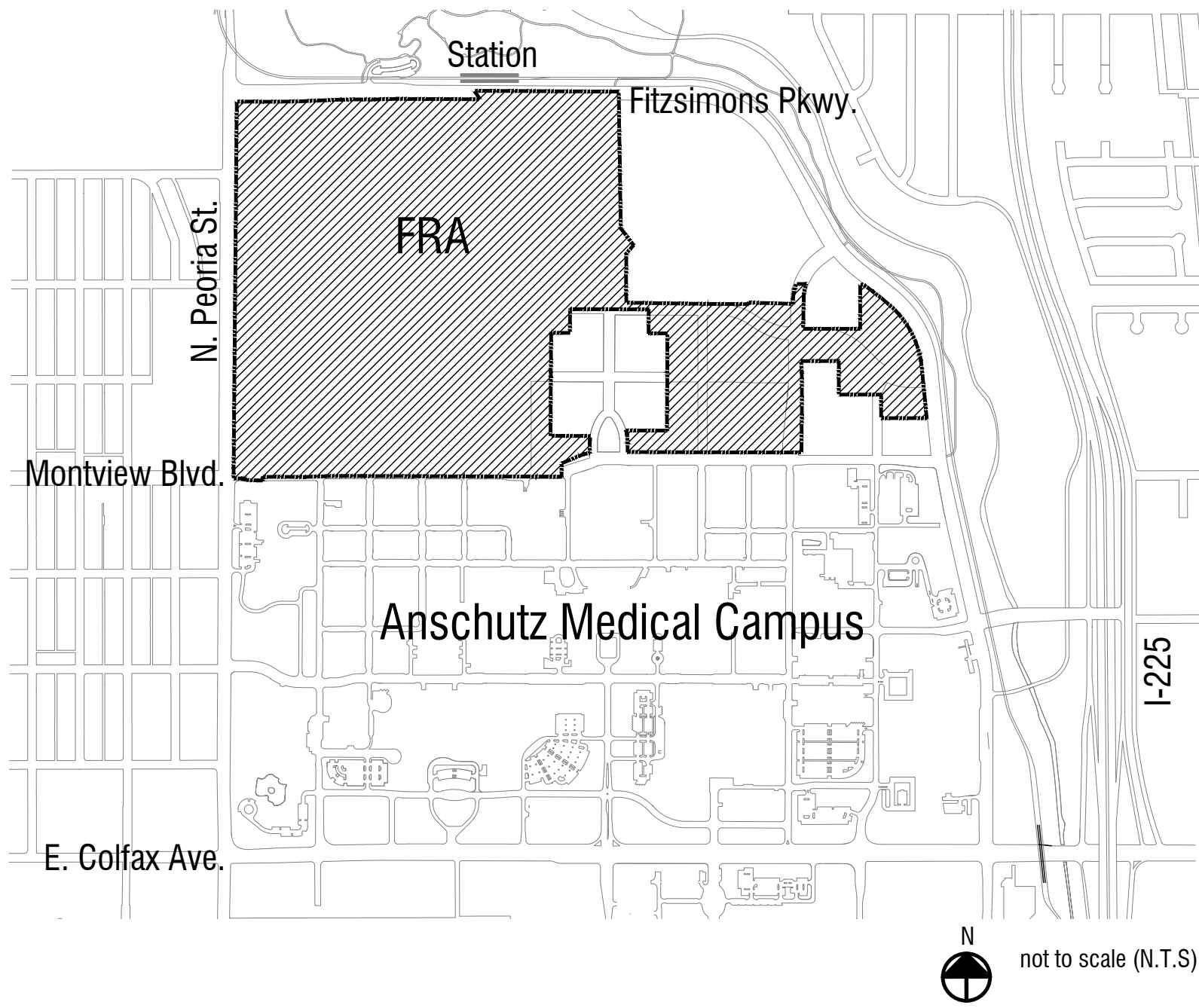


FITZSIMONS INNOVATION CAMPUS

GENERAL DEVELOPMENT PLAN AMENDMENT #6

SECTION 36, TOWNSHIP 3 SOUTH
RANGE 67, WEST OF THE 6TH PRINCIPAL MERIDIAN
CITY OF AURORA, COUNTY OF ADAMS, COLORADO

VICINITY MAP ::



PROJECT OVERVIEW AND GENERAL OBJECTIVE ::

The site is bound by N. Peoria Street, Montview Boulevard and Fitzsimons Parkway. This 184 acre site was part of the original 578 acre Fitzsimons Army Medical Center that closed in 1999. At that time, a majority of the land was conveyed to the University of Colorado and the Fitzsimons Redevelopment Authority.

This document amends the original GDP that encompassed that 184 acres. The changes proposed address the mix of uses and site framework in response to the Light-rail Station along Fitzsimons Parkway and the changing dynamics of the bioscience industry.

The proposed uses for the site follow the Aurora Comprehensive Plan and Fitzsimons Station Area Plan which has identified the site as an emerging science, technology, and innovation center that will become a hub for the industry in the Rocky Mountain Region.

The purpose of the Planned Development-Mixed Use (PD-MU) zone district is to utilize new and imaginative concepts in urban design and land development to promote and improve the health, safety, and general welfare of the citizens of the city. The planned development zone is also intended to provide both the City and the landowner/ developer with necessary information on which to base decisions about future development and services. Utilization of this zone district is intended primarily to facilitate a high quality mixed-use innovation and employment center supported by high quality neighborhoods and commercial areas.

VISION STATEMENT ::

The Fitzsimons Innovation Campus(FIC) is envisioned to become the most advanced and vibrant Innovation Campus in Colorado, attracting both bio-medical and non-bio medical innovators. The Fitzsimons Redevelopment Authority (FRA) recognizes that to attract the best and brightest innovators who will shape the future, the physical design of a successful campus must reflect the beliefs and culture of the innovators themselves. The characteristics of an innovation campus are distinct and unique from conventional real estate development. The objective is to create an urban research and office campus unique to Colorado that will attract bio-medical and other research companies that will benefit from proximity to the Anschutz Medical Campus. Innovative office and research uses will be at the core of the program, with retail and residential uses occurring in limited amounts in locations farther from the Anschutz Medical Campus and closer to the Light-rail Transit Station.

GENERAL NOTES ::

1. Traffic Control Devices for streets within the development will meet MUTCD standards.
2. Street cross-sections are intended to be provided as indicated in the future Infrastructure Master Plan(IMP).
3. Proposed streets shown on Sheet 5 will be public streets.
4. Intersections are designed for full movement traffic unless otherwise noted on the plan.
5. An Intergovernmental Agreement (IGA) will address maintenance and operational issues associated with snow removal from streets and multi-use paths, street sweeping and parking management, as well as maintenance, installation and revenue collection for parking meters.

6. Right-of-way will be dedicated as individual roadway corridors are designated and constructed.
7. Streetlights must be constructed along all public streets per City Code.
8. The owner, developer and/or contractors will notify the City if archeological artifacts are uncovered during construction.
9. No subdivision plan shall be approved prior to the City's approval of the preliminary Drainage Plan. In the event that any plan conflicts with the GDP, the Preliminary Drainage Plan, as approved by the City, shall govern. Drainage ponds, drop structures and other facilities are subject to Site Plan review.
10. The GDP and associated Site Plans may be amended administratively. Application for a GDP amendment and Site Plan may be filed, processed, and scheduled concurrently for staff review if required. Refer to Sheet 10 for detailed process.
11. The roadway systems are conceptually located to provide access to the site. Final alignments, access and design will be determined at the time of Site Plan review, and may be subject to reimbursement agreements as determined by the City to require other property owners to contribute for infrastructure that will benefit them, and shall adhere to this GDP to the extent that is reasonable and possible.
12. Fire Department Access. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds. Fire department access is required to within 150 feet of all exterior portions of the structure.
13. 25 feet wide minimum paved surface shall be provided every 150 feet of road length for emergency vehicle set-up.
14. In circumstances where appropriateness or applicability of a GDP Standard or FIC Design Guideline is in question, the intent will provide additional direction.
15. Fitzsimons Innovation Campus Design Guidelines are referenced by this GDP.
16. Aurora Public Schools (APS) is interested in obtaining 2-3 acres within the development or a shared use facility for an 'innovation school' associated with the campus. The FRA will work with APS to determine how this can occur or provide land or cash-in-lieu per the Zoning Code.

GENERAL DEVELOPMENT PLAN NOTES ::

1. ON-SITE AND OFF-SITE INFRASTRUCTURE REQUIREMENTS:
The developer is responsible for construction of all on-site and off-site infrastructure needed to establish two points of emergency access to the overall site and each internal phase of construction. This requirement includes, but is not limited to, the construction of any emergency crossings improvements, looped water supply and fire hydrants as required by the adopted fire code and city ordinances.
2. TEMPORARY FIRE STATION REQUIREMENTS:
In the event that a permanent fire station is not operational, the Aurora Fire Department may require that a temporary fire station be opened when, as a result of the department's risk analysis, such temporary station is deemed necessary by any one of the following benchmark criteria. Criteria include, but may not be limited to, the following:
 - The number of alarms in the first due area, for the projected fire station, exceeds an annual rate of 100 per year.
 - The total response time of the first due company exceeds 8 minutes, 90% of the time.
 - The number of family dwelling units exceeds 100 or the amount of commercial/industrial square footage exceeds 2 million square feet.

If and when a temporary station is deemed necessary, the developer has agreed to provide a 1 ¼ acre site for a temporary fire station within close proximity to future development sites. This site would be separate from the site designated for the permanent station. The temporary fire station will be available for use by the Aurora Fire Department for 10 years, or as otherwise determined by an agreement between the Aurora Fire Department and the developer(s).

3. PERMANENT FIRE STATION REQUIREMENTS:
The Aurora Fire Department may require that a permanent station be opened when, as a result of the department's risk analysis, such permanent station is deemed necessary by any one of the following benchmark criteria. Criteria include, but may not be limited to, the following:
 - The number of total responses in the first due area, for the projected fire station, exceeds an annual rate of 400 per year.
 - The total response time of the first due company exceeds 8 minutes 90% of the time, and the response time of the next due engine company, truck company and battalion chief exceeds 12 minutes 90% of the time.
 - The number of single family units exceeds 500, or the amount of commercial/industrial square footage exceeds 4 million square feet.

4. WHELEN WARNING SYSTEM REQUIREMENTS:
The FEMA requirement for outdoor emergency warning systems is a 60-70 foot monopole tower using an alert siren. The City of Aurora uses the whelen siren system. The land requirement for the tower is a 10' x 10' easement. Each siren covers approximately 3,000 radial feet at 70 decibels and is typically spaced one siren per square mile. In newly annexed/developing areas of the city, sirens should be sited on every ½ section of ground (320 acres) or 6000 feet apart to provide edge to edge coverage. The exact placement of sirens will be determined by the City of Aurora's Office of Emergency Management and coordinated with FRA to insure that coordinated coverage is provided on a system-wide basis.

SIGNATURE BLOCK ::

CITY
The foregoing instrument was acknowledged before me this ___ day of ___ AD 2016 by:

Witness my hand and official seal
_____(Notary Public) Notary Seal:
My commission expires _____ Notary/Busn. address: _____

CITY OF AURORA APPROVALS:
City Attorney: _____ Date: _____
Planning Director: _____ Date: _____
Planning Commission: _____ Date: _____
(Chairperson)
City Council: _____ Date: _____
(Mayor)
Attest: _____ Date: _____
(City Clerk)

RECORDER'S CERTIFICATE
Accepted for filing in the office of the Clerk and Recorder of Adams County,
Colorado at ___ o'clock ___ M, This ___ day of ___ AD, 2016.
Clerk and Recorder: _____ Deputy: _____

OWNER
This General Development Plan and any amendments hereto, upon approval by the City of Aurora and recording, shall be binding upon the applicants, their successors and assigns. The plan shall restrict and limit all development within the Planned Development Zone District to all conditions and limitations set forth herein.

In witness thereof _____
(Steve Van Nurden, President and CEO of FRA)
has caused these presents to be executed this ___ day of ___ AD 2016.

By: _____ (Principals or Owners)
NOTARIAL: _____ Corporate Seal: _____
STATE OF COLORADO)SS
COUNTY OF ADAMS)

AMENDMENTS

SHEET INDEX ::

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SHEET 2: LEGAL DESCRIPTION	SHEET 12: GENERAL DEVELOPMENT CRITERIA
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SHEET 4: CONTEXT MAPS AND ZONING	SHEET 14: STREET SECTIONS
SHEET 5: STREET HIERARCHY	SHEET 15: STREET INTERSECTIONS
SHEET 6: LAND USE PLAN	SHEET 16: STREET INTERSECTIONS
SHEET 7: PROPOSED PERMITTED USES	SHEET 17: PUBLIC IMPROVEMENTS PLAN
SHEET 8: ROADWAY DESIGNATION PLAN	SHEET 18: DRAINAGE PLAN
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SHEET 10: GENERAL DEVELOPMENT CRITERIA	

These General Development Plan criteria are generally consistent with the City of Aurora Station Area Plan. Deviations from City of Aurora Station Area Plan are included herein. Where conflicting information is provided, the GDP shall govern. The illustrations contained in this document demonstrate the design intent. Design guidelines will support GDP guidelines. Final designs submitted with the Site Plan may or may not replicate the illustrations contained in this GDP; they will however reflect the design intent portrayed.

CIVITAS

1200 Bannock St.
Denver, CO 80204
Tel. 303 571.0053
Fax 303 425.0438

FITZSIMONS INNOVATION CAMPUS

Location
AURORA, COLORADO

Consultants:

Applicant
Fitzsimons Redevelopment Authority
12635 E. Montview Blvd. Suite 100
Aurora, CO
t. (720) 859.4100

Traffic Engineer / Civil Engineer
MATRIX Design Group
1601 Blake St. Suite 200
Denver, CO 80202
t. (303) 572.0200

Issue Record:

10.02.2015	Submittal 1
1.29.2016	Submittal 2
3.16.2016	Submittal 3
7.14.2016	Final submittal
10.17.2016	Mylar Set
10.23.2017	Minor amendment
_____	_____
_____	_____

CVT Proj. #: 2-14-0052

Drawn: S.C.

Checked: C.W.P.

COVER SHEET & INTRODUCTION

SHEET 1 OF 19

FITZSIMONS INNOVATION CAMPUS

GENERAL DEVELOPMENT PLAN AMENDMENT #6

SECTION 36, TOWNSHIP 3 SOUTH
RANGE 67, WEST OF THE 6TH PRINCIPAL MERIDIAN
CITY OF AURORA, COUNTY OF ADAMS, COLORADO

LEGAL DESCRIPTION ::

A PARCEL OF LAND LOCATED IN THE SOUTHWEST ONE-QUARTER AND THE NORTH ONE-HALF OF SECTION 36 TOWNSHIP 3 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA. ADAMS COUNTY COLORADO, MORE PARTICULARLY DESCRIBED AS. FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF SAID SECTION 36, FROM WHICH THE NORTH LINE OF THE NORTHWEST ONE-QUARTER OF SAID SECTION 36 BEARS SOUTH 89°40'29" EAST; THENCE SOUTH 89°40'29" EAST, ALONG SAID NORTH LINE, A DISTANCE OF 42.00 FEET TO THE EAST RIGHT-OF-WAY LINE OF PEORIA STREET, AS DESCRIBED IN BOOK 1823 AT PAGE 889 IN THE PUBLIC RECORDS OF THE ADAMS COUNTY CLERK AND RECORDER; THENCE SOUTH 00°29'24" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 83.54 FEET TO THE **POINT OF BEGINNING** ALSO BEING ON THE SOUTH RIGHT-OF-WAY LINE OF FITZSIMONS PARKWAY, AS DESCRIBED IN THE QUIT CLAIM DEED AT INSTRUMENT NO. 20050307000227600 IN SAID PUBLIC RECORDS;

THENCE ALONG THE SOUTH RIGHT-OF-WAY LINE OF SAID FITZSIMONS PARKWAY, FORMERLY KNOW AS SAND CREEK PARKWAY, THE FOLLOWING SEVEN (7) COURSES:

1. THENCE SOUTH 89°40'29" EAST A DISTANCE OF 245.94 FEET TO THE POINT OF CURVE TO THE LEFT;
2. THENCE EASTERLY, ALONG SAID CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 03°37'28", A RADIUS OF 5063.50 FEET AND A CHORD WHICH BEARS NORTH 88°30'47" EAST, AN ARC DISTANCE OF 320.31 FEET TO THE POINT OF REVERSE CURVE;
3. THENCE EASTERLY, ALONG A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 03°37'28", A RADIUS OF 4936.50 FEET AND A CHORD WHICH BEARS NORTH 88°30'47" EAST, AN ARC DISTANCE OF 312.28 FEET TO THE POINT OF TANGENT;
4. THENCE SOUTH 89°40'29" EAST, ALONG THE TANGENT LINE, A DISTANCE OF 76.01 FEET;
5. THENCE NORTH 88°24' 59" EAST A DISTANCE OF 150.08 FEET;
6. THENCE SOUTH 89°40'29" EAST A DISTANCE OF 577.39 FEET TO THE WESTERLY LINE OF PARCEL "T-1" AS DESCRIBED AT RECEPTION NO. C1223585 IN SAID PUBLIC RECORDS;
7. THENCE CONTINUE SOUTH 89°40'29" EAST A DISTANCE OF 930.19 FEET;

THENCE SOUTH 00° 00' 00" WEST A DISTANCE OF 1252.16 FEET TO A POINT ON THE NORTHERLY LINE OF PARCEL "AA", AS DESCRIBED AT RECEPTION NO. C1134431 IN SAID PUBLIC RECORDS, SAID POINT ALSO BEING ON A 117.72 FOOT RADIUS CURVE WHOSE CENTER BEARS SOUTH 18°26'50" WEST;

THENCE ALONG THE NORTHERLY LINES OF SAID PARCEL THE FOLLOWING FOUR (4) COURSES:

1. THENCE SOUTHEASTERLY, ALONG A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 73°25'34", A RADIUS OF 117.72 FEET AND A CHORD WHICH BEARS SOUTH 34° 50' 23" EAST, AN ARC DISTANCE OF 150.86 FEET;
2. THENCE SOUTH 00°26'49" WEST, ALONG THE NON-TANGENT LINE, A DISTANCE OF 33.15 FEET;
3. THENCE SOUTH 89°09'05" EAST A DISTANCE OF 563.73 FEET;
4. THENCE SOUTH 89°34'53" EAST A DISTANCE OF 181.02 FEET TO THE NORTHWEST CORNER OF PARCEL "AA-1", AS DESCRIBED AT RECEPTION NO. C0778556 IN SAID PUBLIC RECORDS;

THENCE CONTINUING SOUTH 89°34'53" EAST, ALONG THE NORTHERLY LINE OF SAID PARCEL "AA-1" A DISTANCE OF 100.52 FEET;

THENCE NORTH 15°18'44" EAST, CONTINUING ALONG SAID NORTHERLY LINE, A DISTANCE OF 12.07 FEET TO THE SOUTHWEST CORNER OF PARCEL "Z" AS DESCRIBED AT RECEPTION NO. C0893076 IN SAID PUBLIC RECORDS;

THENCE SOUTH 88°13'07" EAST, ALONG THE SOUTH LINE OF SAID PARCEL "Z", A DISTANCE OF 303.49 FEET TO THE SOUTHEAST CORNER OF SAID PARCEL "Z";

THENCE NORTH 01°02'44" EAST, ALONG THE EAST LINE OF SAID PARCEL "Z" A DISTANCE OF 34.59 FEET TO A POINT OF NON-TANGENT CURVE;

THENCE NORTHERLY, ALONG SAID NON-TANGENT CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 14°00'05", A RADIUS OF 431.00 FEET AND A CHORD WHICH BEARS NORTH 11°44'35" EAST, AN ARC DISTANCE OF 105.32 FEET TO THE NORTH LINE OF THE SOUTHEAST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER OF SAID SECTION 36 EXTENDED WESTERLY;

THENCE SOUTH 89°45'11" EAST, ALONG SAID NORTH LINE AND ITS EXTENSION, A DISTANCE OF 68.24 FEET TO THE NORTHWEST CORNER OF FITZSIMONS ELECTRIC SUBSTATION SUBDIVISION FILING NO. 1;

THENCE ALONG THE BOUNDARY LINES OF SAID FITZSIMONS ELECTRIC SUBSTATION SUBDIVISION FILING NO. 1 THE FOLLOWING FIVE (5) COURSES:

1. THENCE SOUTHERLY, ALONG A NON-TANGENT CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 15°53'56", A RADIUS OF 359.00 FEET AND A CHORD WHICH BEARS SOUTH 08°59'42" WEST AN ARC DISTANCE OF 99.62 FEET TO THE POINT OF TANGENT;
2. THENCE SOUTH 01°02'44" WEST, ALONG SAID TANGENT LINE, A DISTANCE OF 211.40 FEET;
3. THENCE SOUTH 89°45'03" EAST A DISTANCE OF 400.39 FEET;
4. THENCE NORTH 00°14'57" EAST A DISTANCE OF 275.78 FEET;
5. THENCE NORTH 52°05'56" WEST A DISTANCE OF 55.25 FEET TO SAID NORTH LINE OF THE SOUTHEAST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER ;

THENCE SOUTH 89°45'11" EAST, ALONG SAID NORTH LINE, A DISTANCE OF 64.44 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF SAID FITZSIMONS PARKWAY;

THENCE ALONG THE WESTERLY RIGHT-OF-WAY LINES OF SAID FITZSIMONS PARKWAY THE FOLLOWING THREE (3) COURSES:

1. THENCE SOUTH 51°55'06" EAST A DISTANCE OF 183.48 FEET TO THE POINT OF CURVE;
2. THENCE SOUTHEASTERLY, ALONG A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 46°20'37", A RADIUS OF 681.50 FEET AND A CHORD WHICH BEARS SOUTH 28°44'48" EAST AN ARC DISTANCE OF 551.23 FEET TO THE POINT OF TANGENT;
3. THENCE SOUTH 05°34'29" EAST, ALONG THE TANGENT LINE A DISTANCE OF 370.76 FEET TO THE NORTH LINE OF PARCEL "N", AS DESCRIBED IN BOOK 6362 AT PAGE 295 IN SAID PUBLIC RECORDS;

THENCE ALONG THE NORTH AND WEST LINES OF SAID PARCEL "N" THE FOLLOWING FIVE (5) COURSES:

1. THENCE NORTH 89°39'24" WEST A DISTANCE OF 405.17 FEET TO THE PIN AND CAP, I.S. #16112, ON THE WEST BACK OF CURB OF WHEELING STREET, WHENCE THE EAST ONE-QUARTER CORNER BEARS SOUTH 65°44'59" EAST A DISTANCE OF 913.09 FEET;
2. THENCE CONTINUING NORTH 89°39'24" WEST A DISTANCE OF 447.14 FEET TO THE POINT OF NON-TANGENT CURVE;
3. THENCE SOUTHWESTERLY, ALONG SAID NON-TANGENT CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 97°21'46", A RADIUS OF 18.46 FEET AND A CHORD WHICH BEARS SOUTH 43°30'39" WEST, AN ARC DISTANCE OF 31.37 FEET;
4. THENCE SOUTH 00°22'06" WEST, ALONG THE NON-TANGENT LINE, A DISTANCE OF 218.78 FEET;
5. THENCE SOUTH 14°02'41" EAST A DISTANCE OF 38.46 FEET TO THE NORTH LINE OF PARCEL "U", AS DESCRIBED AT RECEPTION NO. C0766T55;

THENCE ALONG THE NORTH LINES OF SAID PARCEL "U" THE FOLLOWING FOUR (4) COURSES;

1. THENCE NORTH 89°31'30" WEST A DISTANCE OF 48.30 FEET;
2. THENCE NORTH 89°50'17" WEST A DISTANCE OF 466.95 FEET;
3. THENCE SOUTH 87°47'03" WEST A DISTANCE OF 124.50 FEET;
4. THENCE NORTH 89°46'01" WEST A DISTANCE OF 537.37 FEET;

THENCE NORTH 00°10'11" EAST A DISTANCE OF 28.59 FEET;

THENCE NORTH 89° 51'00" WEST A DISTANCE OF 33.76 FEET TO THE EASTERLY LINE OF THAT CERTAIN PARCEL OF LAND RECORDED AT RECEPTION NO. 20060609000590530 AND THE SOUTHERLY EXTENSION OF THE WEST LINE OF COLORADO SCIENCE AND TECHNOLOGY PARK AT FITZSIMONS FILING NO. 2 RECORDED AT RECEPTION NO. 2008000071413;

THENCE NORTH 00° 10' 25" EAST, ALONG SAID EASTERLY LINE AND SOUTHERLY EXTENSION, A DISTANCE OF 95.54 FEET TO THE POINT OF NON-TANGENT CURVE;

THENCE NORTHERLY, ALONG THE EXTERIOR OF SAID COLORADO SCIENCE AND TECHNOLOGY PARK AT FITZSIMONS FILING NO. 2 AND NON-TANGENT CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 15°17'23", A RADIUS OF 340.00 FEET AND A CHORD WHICH BEARS NORTH 07°21'48" WEST, AN ARC DISTANCE OF 90.73 FEET TO THE COMMON LINE OF COLORADO SCIENCE AND TECHNOLOGY PARK AT FITZSIMONS FILING NO. 2 AND THE SQUARE AT FITZSIMONS SUBDIVISION FILING NO. 1 RECORDED AT RECEPTION NO. 2006001005834; THENCE SOUTH 89°43' 06" EAST, ALONG SAID COMMON LINE, A DISTANCE OF 283.03 FEET;

THENCE NORTH 00°16'54" EAST, ALONG SAID COMMON LINE AND THE NORTHERLY EXTENSION THEREOF, A DISTANCE OF 404.00 FEET;

THENCE ALONG THE EXTERIOR OF THE SQUARE AT FITZSIMONS SUBDIVISION FILING NO. 2 RECORDED AT RECEPTION NO. 2011000046376 THE FOLLOWING 7 COURSES;

1. THENCE CONTINUE NORTH 00°16'54" EAST, A DISTANCE OF 268.00 FEET;
2. THENCE NORTH 89°43'06" WEST A DISTANCE OF 130.00 FEET;
3. THENCE NORTH 00°16'54" EAST A DISTANCE OF 165.00 FEET;
4. THENCE NORTH 89°43'06" WEST A DISTANCE OF 544.00 FEET;
5. THENCE SOUTH 00°16'54" WEST A DISTANCE OF 165.00 FEET;
6. THENCE NORTH 89°43'06" WEST A DISTANCE OF 130.00 FEET;
7. THENCE SOUTH 00°16'54" WEST A DISTANCE OF 268.00 FEET;

THENCE CONTINUE SOUTH 00°16' 54" WEST A DISTANCE OF 2.00 FEET TO THE NORTHEAST CORNER COLORADO SCIENCE AND TECHNOLOGY PARK AT FITZSIMONS FILING NO. 4 RECORDED AT RECEPTION NO. 2013000105991;

THENCE CONTINUE SOUTH 00°16' 54" WEST, ALONG THE EAST LINE OF SAID COLORADO SCIENCE AND TECHNOLOGY PARK AT FITZSIMONS FILING NO. 4, A DISTANCE OF 33.00 FEET TO THE NORTHWEST CORNER OF PREVIOUSLY CITED COLORADO SCIENCE AND TECHNOLOGY PARK AT FITZSIMONS FILING NO. 1;

THENCE ALONG THE COMMON LINE OF SAID COLORADO SCIENCE AND TECHNOLOGY PARK AT FITZSIMONS FILING NO. 4 AND THE SAID THE SQUARE AT FITZSIMONS SUBDIVISION FILING NO. 1 THE FOLLOWING 2 COURSES;

1. THENCE CONTINUE SOUTH 00°16' 54" WEST A DISTANCE OF 409.00 FEET;
2. THENCE SOUTH 89°43'06" EAST A DISTANCE OF 274.65 FEET TO A POINT ON THE WESTERLY LINE OF THAT CERTAIN PARCEL OF LAND DESCRIBED AT RECEPTION NO.20060609000590530 AND A 340.00 FOOT RADIUS NON-TANGENT CURVE WHOSE CENTER BEARS SOUTH 81°19'13" EAST;

These General Development Plan criteria are generally consistent with the City of Aurora Station Area Plan. Deviations from City of Aurora Station Area Plan are included herein. Where conflicting information is provided, the GDP shall govern. The illustrations contained in this document demonstrate the design intent. Design guidelines will support GDP guidelines. Final designs submitted with the Site Plan may or may not replicate the illustrations contained in this GDP; they will however reflect the design intent portrayed.

CIVITAS

1200 Bannock St.
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Fax 303 425.0438

FITZSIMONS INNOVATION CAMPUS

Location

AURORA, COLORADO

Consultants:

Applicant

Fitzsimons Redevelopment Authority
12635 E. Montview Blvd. Suite 100
Aurora, CO
t. (720) 859.4100

Traffic Engineer / Civil Engineer

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CVT Proj. #: 2-14-0052

Drawn: S.C.

Checked: C.W.P.

LEGAL DESCRIPTION

FITZSIMONS INNOVATION CAMPUS

GENERAL DEVELOPMENT PLAN AMENDMENT #6

SECTION 36, TOWNSHIP 3 SOUTH
RANGE 67, WEST OF THE 6TH PRINCIPAL MERIDIAN
CITY OF AURORA, COUNTY OF ADAMS, COLORADO

LEGAL DESCRIPTION CONTINUED ::

THENCE ALONG THE EXTERIOR OF SAID PARCEL OF LAND AND THE COLORADO SCIENCE AND TECHNOLOGY PARK AT FITZSIMONS FILING NO. 4 THE FOLLOWING 5 COURSES;

1. THENCE SOUTHERLY, ALONG SAID CURVE TO THE LEFT, AN ARC DISTANCE OF 49.84 FEET, THROUGH A CENTRAL ANGLE OF 08°23'54";
2. THENCE NON-TANGENT FROM SAID CURVE, SOUTH 00°10'25" WEST, A DISTANCE OF 66.24 FEET TO THE BEGINNING OF A 489.45 FOOT RADIUS NON-TANGENT CURVE WHOSE CENTER BEARS SOUTH 12°01'39" EAST;
3. THENCE SOUTHWESTERLY, ALONG SAID CURVE TO THE LEFT, AN ARC DISTANCE OF 114.84 FEET THROUGH A CENTRAL ANGLE OF 13°26'36" TO THE BEGINNING OF A 4299.70 FOOT RADIUS REVERSE CURVE WHOSE CENTER BEARS NORTH 23°42'02" WEST;
4. THENCE SOUTHWESTERLY, ALONG SAID CURVE TO THE RIGHT, AN ARC DISTANCE OF 93.01 FEET THROUGH A CENTRAL ANGLE OF 01°14'22" TO THE SOUTHWEST LINE OF SAID LOT 1 BLOCK 1 OF BIOSCIENCE PARK CENTER SUBDIVISION FILING NO. 1;
5. THENCE CONTINUING ALONG SAID 4299.70 FOOT RADIUS CURVE TO THE RIGHT, AN ARC DISTANCE OF 20.18 FEET THROUGH A CENTRAL ANGLE OF 00°16'08";

THENCE ALONG THE EXTERIOR OF SAID PARCEL OF LAND DESCRIBED AT RECEPTION NO.20060609000590530 THE FOLLOWING 5 COURSES;

1. THENCE SOUTH 20°33'12" EAST A DISTANCE OF 47.61 FEET;
2. THENCE SOUTH 00°16'42" WEST A DISTANCE OF 37.14 FEET;
3. THENCE NORTH 60°11'54" EAST A DISTANCE OF 32.14 FEET TO A POINT OF NON-TANGENT CURVE;
4. THENCE NORTHEASTERLY, ALONG SAID NON-TANGENT CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 8°34'13", A RADIUS OF 452.25 FEET AND A CHORD WHICH BEARS NORTH 66°13'46" EAST, AN ARC DISTANCE OF 67.65 FEET TO A POINT OF REVERSE CURVATURE;
5. THENCE NORTHEASTERLY, ALONG SAID REVERSE CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 23°53'07", A RADIUS OF 397.75 FEET AND A CHORD WHICH BEARS NORTH 73°53'13" EAST, AN ARC DISTANCE OF 165.81 FEET TO A POINT ON A NON-TANGENT 59.77 FOOT RADIUS CURVE WHOSE CENTER BEARS SOUTH 40°51'07" EAST SAID POINT BEING ON THE EXTERIOR OF THAT CERTAIN PARCEL OF LAND DESCRIBED AT RECEPTION NO. 20050201000106000 IN SAID PUBLIC RECORDS;

THENCE ALONG THE EXTERIOR OF SAID PARCEL THE FOLLOWING FOUR (4) COURSES;

1. THENCE SOUTHWESTERLY, ALONG SAID NON-TANGENT CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 22°42'49", A RADIUS OF 59.77 FEET AND A CHORD WHICH BEARS SOUTH 37°47'29" WEST, AN ARC DISTANCE OF 23.69 FEET TO A POINT OF A COMPOUND 19.61 FOOT RADIUS CURVE WHOSE CENTER BEARS SOUTHEASTERLY;
2. THENCE SOUTHWESTERLY, ALONG SAID COMPOUND CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 26°11'18", A RADIUS OF 19.61 FEET AND A CHORD WHICH BEARS SOUTH 13°21'01" WEST, AN ARC DISTANCE OF 8.96 FEET;
3. THENCE SOUTH 00°13'45" WEST A DISTANCE OF 64.96 FEET;
4. THENCE NORTH 89°47'50" WEST A DISTANCE OF 63.28 FEET TO THE NORTH LINE OF SAID PARCEL "U";

THENCE CONTINUE NORTH 89°47'50" WEST, ALONG THE NORTH LINE OF SAID PARCEL "U", A DISTANCE OF 166.17 FEET TO THE SOUTHEAST CORNER OF SAID BIOSCIENCE PARK CENTER SUBDIVISION FILING NO. 1;

THENCE NORTH 89°47'55" WEST, ALONG THE SOUTH LINE OF SAID BIOSCIENCE PARK CENTER SUBDIVISION FILING NO. 1, A DISTANCE OF 233.24 FEET;

THENCE NORTH 89°48'23" WEST A DISTANCE OF 554.79 FEET;

THENCE NORTH 89°49'46" WEST A DISTANCE OF 783.89 FEET;

THENCE SOUTH 88°03'52" WEST A DISTANCE OF 199.87 FEET TO A NON-TANGENT 106.57 FOOT RADIUS CURVE WHOSE CENTER BEARS SOUTH 12°34'02" WEST ALSO BEING THE NORTHEAST CORNER OF PARCEL "Q" AS DESCRIBED AT RECEPTION NO. C0778556;

THENCE SOUTHEASTERLY, ALONG SAID THE NORTHEASTERLY LINE OF SAID PARCEL "Q" AND A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 37°39'40", A RADIUS OF 106.57 FEET AND A CHORD WHICH BEARS SOUTH 58°36'08" EAST, AN ARC DISTANCE OF 70.05 FEET TO A CORNER OF PARCEL "Q" AS DESCRIBED AT RECEPTION NORTH. C0784620;

THENCE NORTH 89°49'35" WEST, ALONG THE NORTH LINE OF SAID PARCEL "Q", A DISTANCE OF 527.72 FEET TO THE EASTERLY LINE OF THAT CERTAIN ROAD EASEMENT DESCRIBED IN BOOK 3151 AT PAGE 672 IN SAID PUBLIC RECORDS;

THENCE ALONG THE EASTERLY AND NORTHERLY LINES OF SAID ROAD EASEMENT THE FOLLOWING SIX (6) COURSES;

1. THENCE NORTH 43°45'36" EAST A DISTANCE OF 2.05 FEET;
2. THENCE NORTH 69°08'53" EAST A DISTANCE OF 23.61 FEET;
3. THENCE NORTH 00°29'33" EAST A DISTANCE OF 81.64 FEET;
4. THENCE NORTH 89°49'35" WEST A DISTANCE OF 26.99 FEET;
5. THENCE NORTH 40°41'36" WEST A DISTANCE OF 10.59 FEET;
6. THENCE NORTH 84°59'32" WEST A DISTANCE OF 16.09 FEET TO THE EAST RIGHT-OF-WAY LINE OF PEORIA STREET AS DESCRIBED IN BOOK 1823 AT PAGE 889 IN SAID PUBLIC RECORDS;

THENCE NORTH 00° 29' 24" EAST, ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 2528.76 FEET TO THE **POINT OF BEGINNING**;

THE ABOVE DESCRIBED PARCEL ENCOMPASSES 8,141,490 SQ. FT. (186.90289) ACRES OF LAND, MORE OR LESS.

EXCEPT THE FOLLOWING DESCRIBED PARCEL OF LAND, WHICH IS SITUATED ENTIRELY WITHIN THE ABOVE DESCRIBED PROPERTY:

A PART OF PARCEL "M", WHICH IS DESCRIBED IN BOOK 5859 AT PAGES 514-562 IN THE PUBLIC RECORDS OF THE ADAMS COUNTY CLERK AND RECORDER, LOCATED IN THE SOUTHEAST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER OF SECTION 36, TOWNSHIP 3 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA, ADAMS COUNTY, COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE EAST ONE-QUARTER CORNER OF SAID SECTION 36, FROM WHICH THE EAST LINE OF THE NORTHEAST ONE-QUARTER BEARS N 00°04'28"E; THENCE NORTH 65°44'59" WEST A DISTANCE OF 913.09 FEET TO THE PIN AND CAP, L.S. NO. 16112, ON THE WEST BACK OF CURB OF WHEELING STREET;

THENCE NORTH 89°39'24" WEST, ALONG THE SOUTH BACK OF CURB OF THE ALLEY, A DISTANCE OF 82.45 FEET; THENCE NORTH 00°21'10" WEST A DISTANCE OF 17.13 FEET TO THE **POINT OF BEGINNING**;

THENCE NORTH 89°39'24" WEST A DISTANCE OF 382.25 FEET;

THENCE NORTH 02°12'18" EAST A DISTANCE OF 13.76 FEET TO THE EAST BACK OF CURB OF VICTOR STREET;

THENCE NORTH 00°08'48" WEST, ALONG SAID EAST BACK OF CURB, A DISTANCE-OP 310.56 FEET;

THENCE NORTH 04°15'51" WEST, CONTINUING ALONG SAID BACK OF CURB, A DISTANCE OF 69 30 FEET;

THENCE NORTH 90°00'00" EAST A DISTANCE OF 269.48 FEET;

THENCE SOUTH 00°31'55" WEST A DISTANCE OF 274.76 FEET;

THENCE SOUTH 89°32'07" EAST A. DISTANCE OF 119.99 FEET;

THENCE SOUTH 00°21'10" EAST A DISTANCE OF 119.99 FEET TO THE **POINT OF BEGINNING**;

EXCEPT ANY PORTION THEREOF CONVEYED TO THE CITY OF AURORA IN DEED RECORDED JUNE 9, 2006 AT RECEPTION NO. 20060609000590530.

THE ABOVE DESCRIBED EXCEPTION PARCEL ENCOMPASSES 118,046 SQ. FT. (2.70995 ACRES OF LAND, MORE OR LESS.

THE AREA OF THE ABOVE DESCRIBED EXTERIOR PARCEL LESS THE AREA OF THE EXCEPTION PARCEL RESULT IN A NET AREA OF 8,023,444 SQ. FT. (184.19294 ACRES) OF LAND, MORE OR LESS.

ROBERT L. MEADOWS JR., PLS 34977
PREPARED FOR AND ON BEHALF OF MATRIX DESIGN GROUP

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FITZSIMONS
INNOVATION CAMPUS
Location
AURORA, COLORADO

Consultants:

Applicant

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Traffic Engineer / Civil Engineer

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Drawn: S.C.

Checked: C.W.P.

LEGAL DESCRIPTION

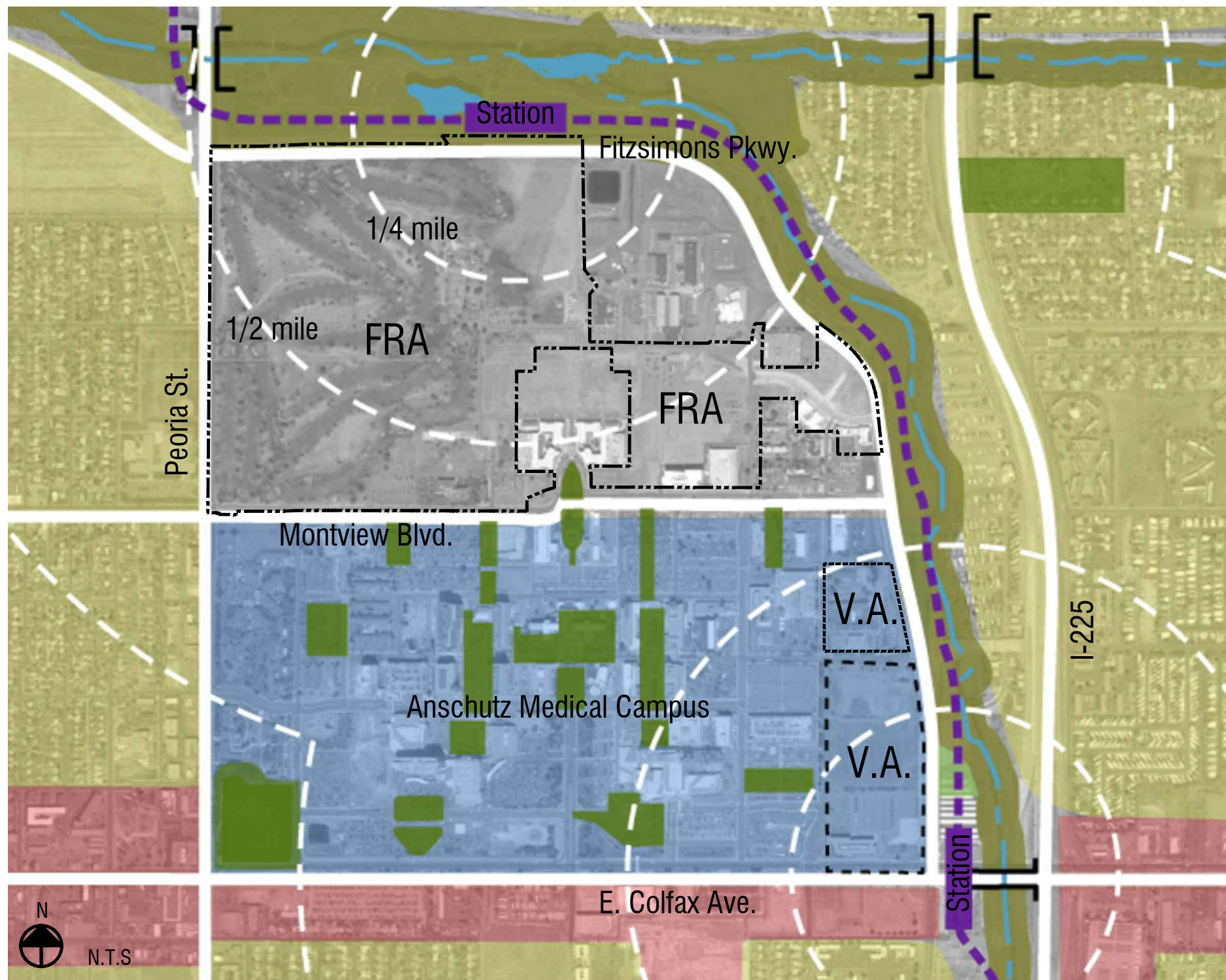
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FITZSIMONS INNOVATION CAMPUS

GENERAL DEVELOPMENT PLAN AMENDMENT #6

SECTION 36, TOWNSHIP 3 SOUTH
RANGE 67, WEST OF THE 6TH PRINCIPAL MERIDIAN
CITY OF AURORA, COUNTY OF ADAMS, COLORADO

EXISTING LAND USE ::



The FIC is bordered by regional open space to the north and east, Anschutz Medical Campus to the south, and low density residential to the east. Beyond its immediate borders, the FIC is largely surrounded by low density single family neighborhoods. This land use pattern suggests that the Light Rail Station will function as both an origin and destination.

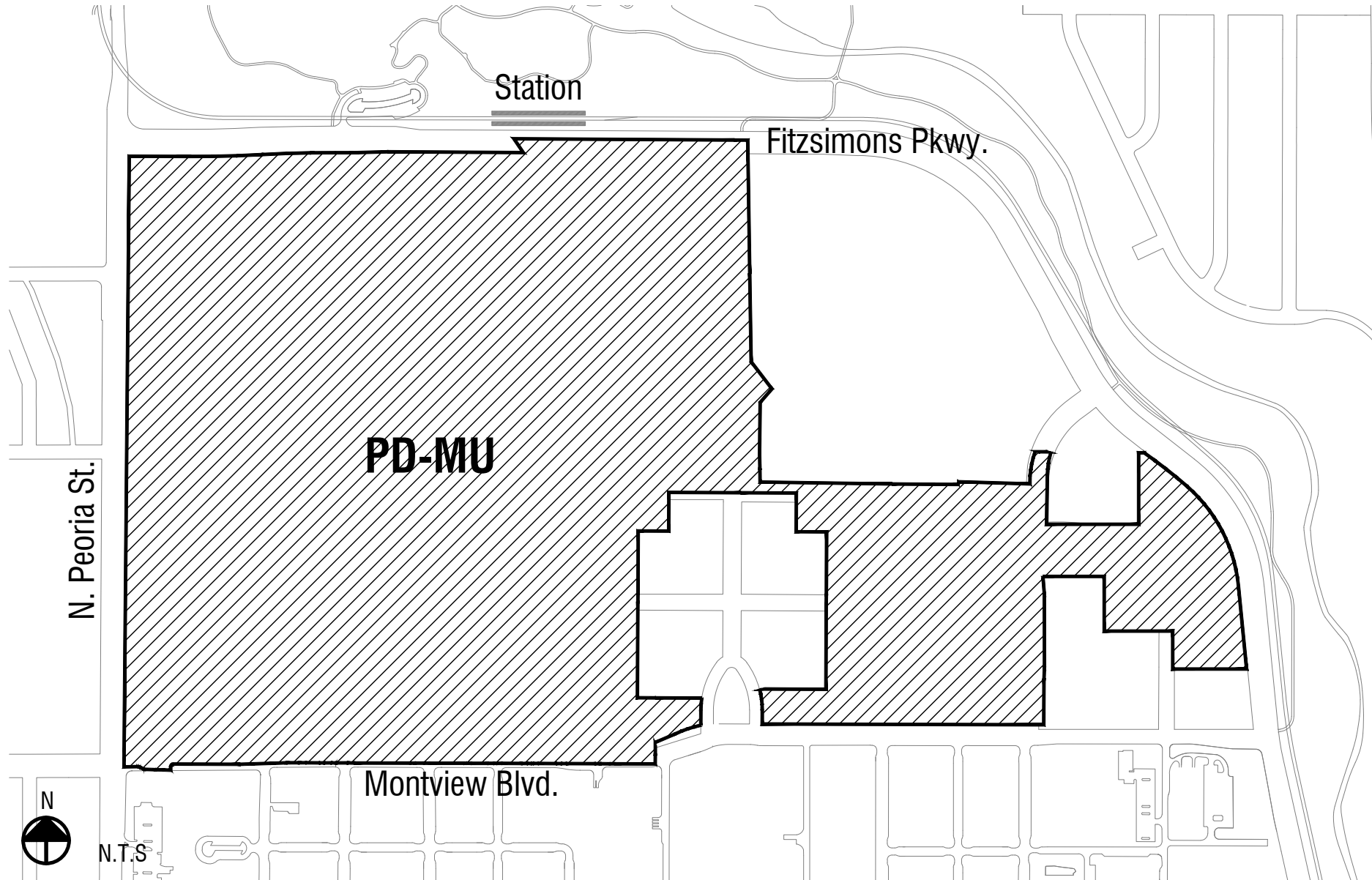
The FIC land plan will be mindful of this context when allocating future land uses and the urban design will create a porous, safe and inviting public realm that connects adjacent neighborhoods and Anschutz Medical Campus to the station.

- COMMERCIAL
- RESIDENTIAL
- PARK
- REGIONAL GREENWAY
- ANSCHUTZ MEDICAL CAMPUS
- GDP BOUNDARY

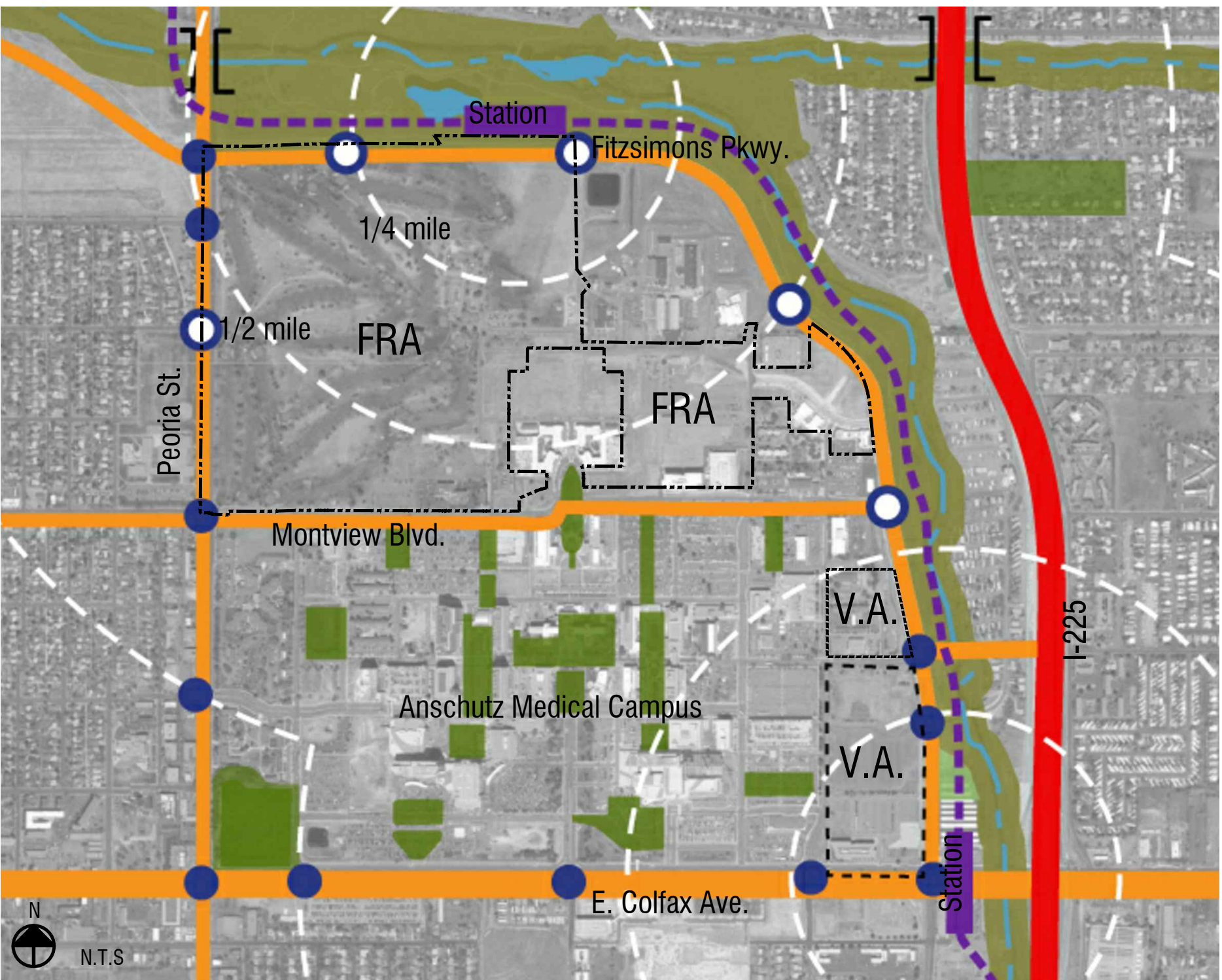
EXISTING ZONING ::

PD-MU zoning exists on the entire site.

EXISTING ZONING MAP ::



TRANSPORTATION ::



Proximity to I-70, I-225 and Colfax Avenue allows for regional automobile connectivity to Front Range employment centers and destinations including Downtown Denver, The Denver Tech Center, DIA, Golden and Boulder as well as significant residential populations.

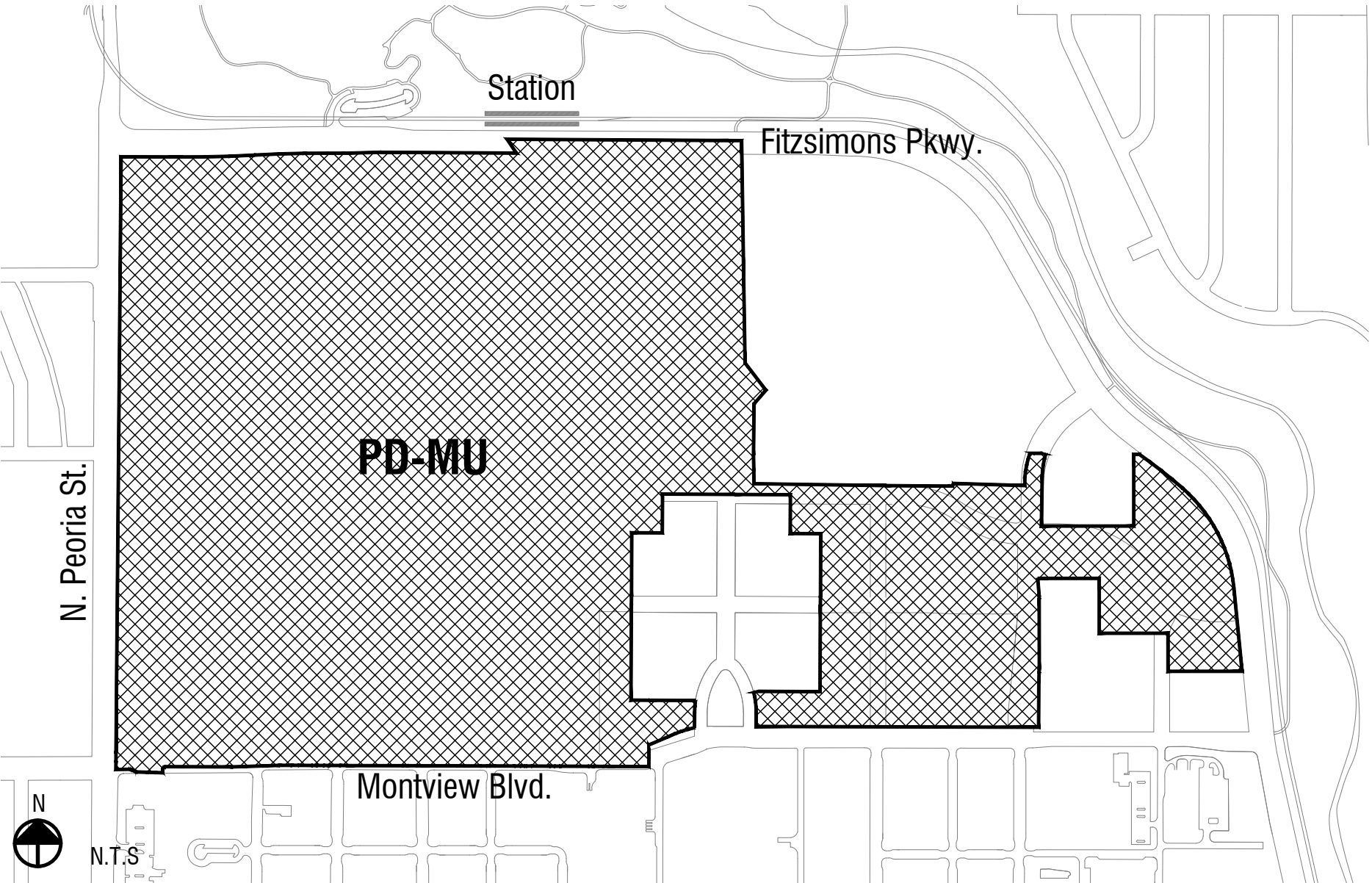
The future Light Rail Station (located immediately north of the FIC) will provide even greater regional connectivity and commuting options. Proximity to a Light Rail Station is becoming an increasingly important asset for attracting innovative companies and workforce.

- FREEWAY
- ARTERIAL
- FUTURE LIGHT RAIL
- FUTURE LIGHT RAIL STATION
- EXISTING SIGNALIZED INTERSECTION
- FUTURE SIGNALIZED INTERSECTION
- GDP BOUNDARY

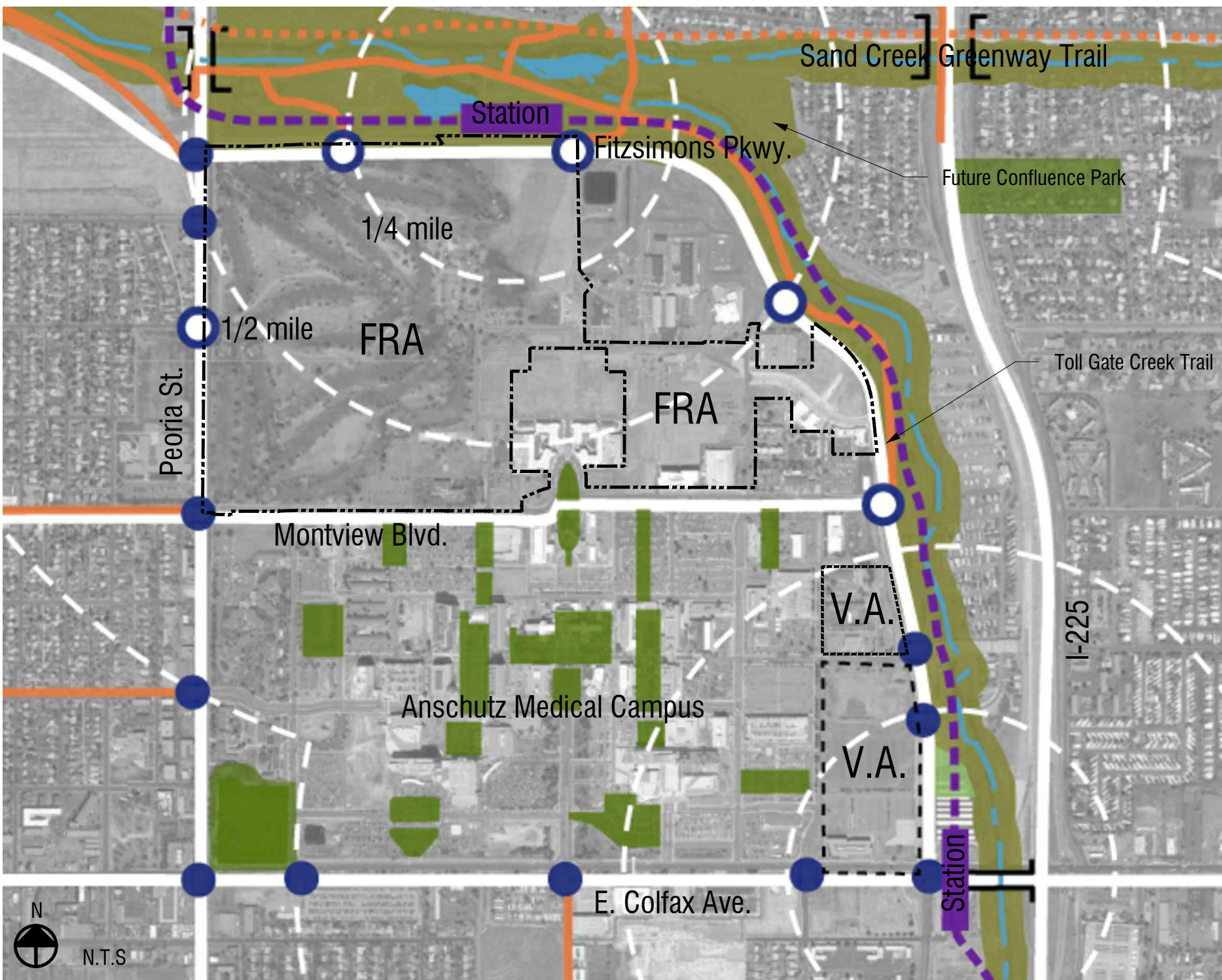
PROPOSED ZONING ::

PD-MU zoning will remain on the entire site.

PROPOSED ZONING MAP ::



OPEN SPACE AND BIKE NETWORK ::



FIC is located directly south of Sand Creek Park, which provides access to regional trails including the Sand Creek Regional Greenway and Toll Gate Trail. These regional trails allow connections to over 100 miles of regional trails including the High Line Canal Trail, South Platte River Trail and Cherry Creek Trail. Additionally, there are numerous neighborhood parks, campus open spaces and a growing network of bicycle facilities located adjacent to the site.

The FIC open space and street network will be designed to allow for safe, comfortable bicycle and pedestrian connections that connect to existing open space facilities and set the stage for future connections beyond its borders.

- EXISTING SAND CREEK TRAIL
- EXISTING BIKE FACILITY
- SAND CREEK
- EXISTING PARK
- EXISTING REGIONAL GREENWAY
- GDP BOUNDARY

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FITZSIMONS INNOVATION CAMPUS

Location

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CONTEXT MAPS AND ZONING

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GENERAL DEVELOPMENT PLAN AMENDMENT #6

SECTION 36, TOWNSHIP 3 SOUTH
RANGE 67, WEST OF THE 6TH PRINCIPAL MERIDIAN
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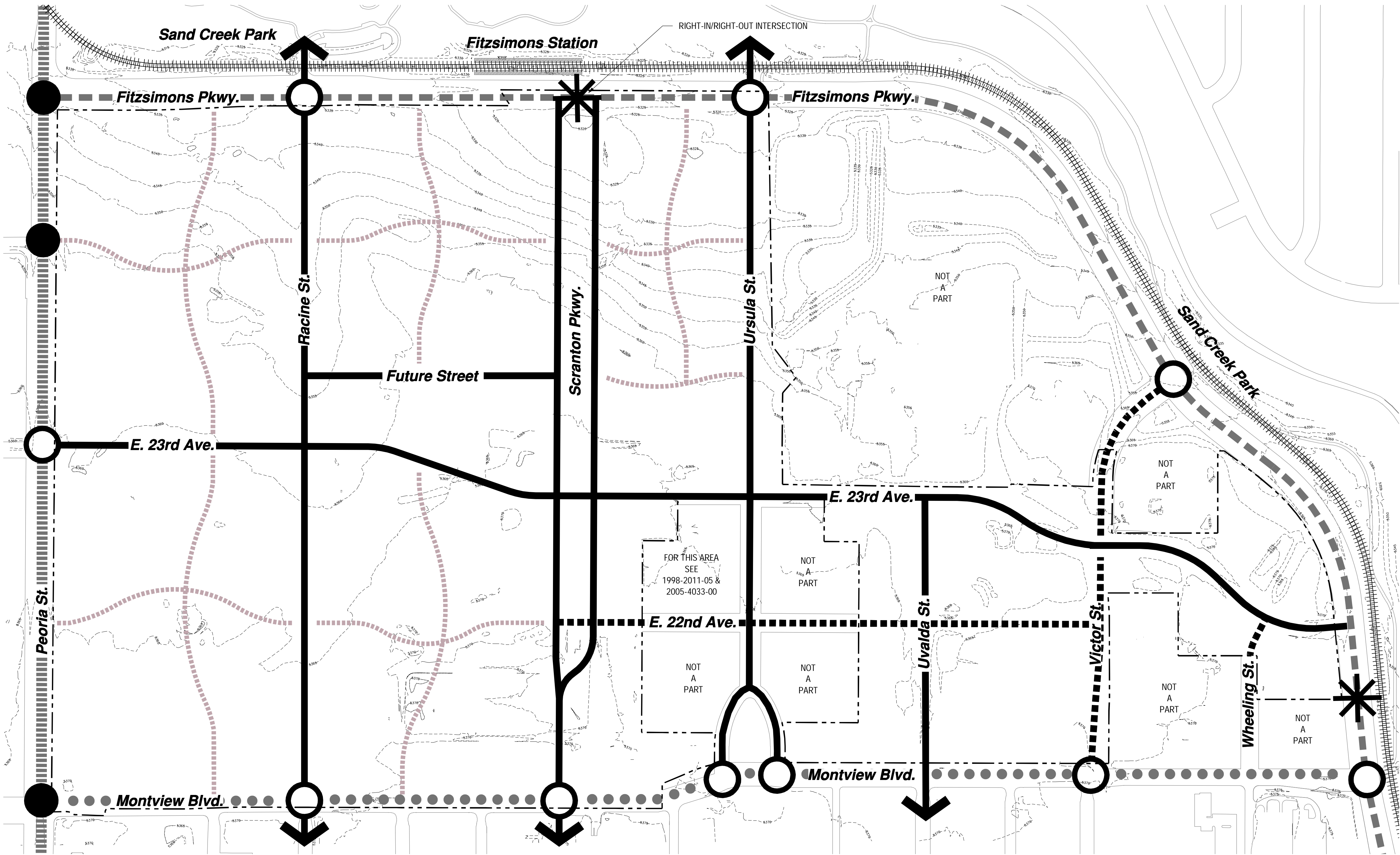
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STREET HIERARCHY
AND TOPOGRAPHY

SHEET 5 OF 19



LEGEND ::

--- GDP BOUNDARY

+++++ LIGHT-RAIL TRACK

● EXISTING SIGNALIZED INTERSECTION

○ FUTURE SIGNALIZED INTERSECTION

* FUTURE HAWK SIGNAL PER CITY OF AURORA
(PEDESTRIAN ACTIVATED SIGNAL)

||||| PEORIA ST.

--- FITZSIMONS PKWY.

●●●● MONTVIEW BLVD.

— Primary STREET¹

--- Secondary STREET

--- POTENTIAL
Secondary STREET²

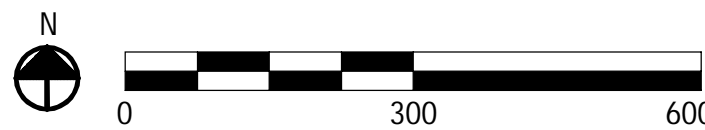
NOTES ::

The street hierarchy is an urban design destination used to describe building frontages and public realm character.

Primary Streets: Primary Streets are the primary connections that link Anschutz Medical Campus, Fitzsimons Innovation Campus, adjacent neighborhoods, and the Light Rail Station. They are characterized as well-designed pedestrian scale streets with wide sidewalks and amenity zones, on-street parking and bicycle facilities where appropriate. Buildings should front Primary Streets with primary facades and primary pedestrian entries.

Secondary Street: Secondary Streets break up super blocks and are primary connections to parking facilities. They provide strong pedestrian connection to Primary Streets. If a development parcel does not have frontage along a Primary Street, buildings should front Secondary Streets. Street character descriptions are included on Sheet 10 and 11.

Peoria Street, Montview Boulevard and Fitzsimons Parkway are existing perimeter street and are described Sheet 10, Section 2.3.



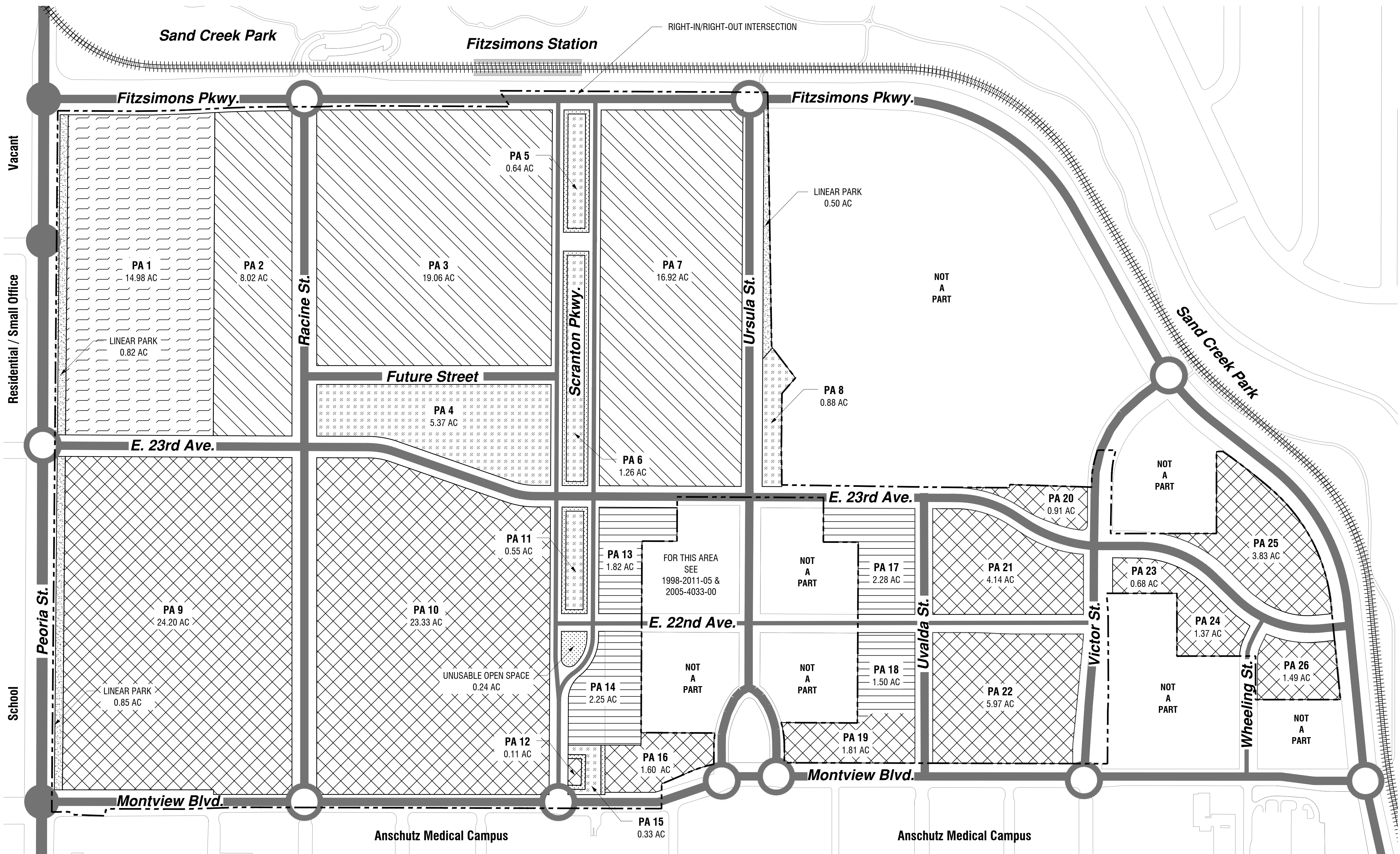
1. FRA will construct and dedicate these streets. See Sheet 10, Section 2.3 for description.
2. Location and alignment subject to further study.

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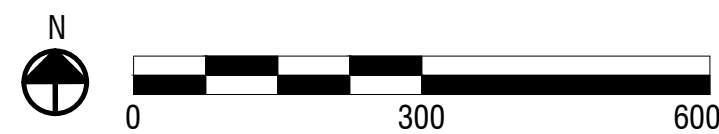


LEGEND ::

----	GDP BOUNDARY		MIXED-USE OFFICE / COMMERCIAL PLANNING AREA		LINEAR PARK
+++++	LIGHT-RAIL TRACK		MIXED-USE INNOVATION / RESEARCH PLANNING AREA		INELIGIBLE OPEN SPACE (This is not counted toward park space requirements)
●	EXISTING SIGNALIZED INTERSECTION		MIXED-USE RESIDENTIAL PLANNING AREA		MIXED-USE FLEX PLANNING AREA
○	FUTURE SIGNALIZED INTERSECTION		MIXED-USE FLEX PLANNING AREA		PARK SPACE

LAND USE SUMMARY ::

Mixed-use: Office / Commercial	+/- 14.98
Mixed-use: Innovation / Research	+/- 69.44
Mixed-use: Residential	+/- 7.85
Mixed-use: Flex	+/- 44.00
Park space	+/- 9.03
Linear Park	+/- 2.17
R.O.W	+/- 34.51
Ineligible Open Space	+/- 2.21
TOTAL SITE	184.19(AC)



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LAND USE CONCEPT ::

The land use framework anticipates a wide mix of uses within the PD-MU Zone District with innovation uses at the core of the program.

The GDP area has been organized in four general land use sub-areas:

1. Mixed-use Innovation / Research / Office planning area is generally located south of 23rd Avenue in proximity to Anschutz Medical Campus.
2. Mixed-use Residential planning area occurs primarily between Scranton Parkway and Uvalda Street, and north of 22nd Avenue.
3. Mixed-use Office / Commercial planning area is located on NW portion of the site. If regional commercial is located on campus, it will be located near the intersection of Peoria Street and Fitzsimons Parkway.
4. Mixed-use Flex planning area is reserved for long term development and could be either residential, office or innovation uses depending upon market conditions.

A full list of uses can be found on Sheet 7, and land use descriptions on Sheet 10.

NOTE ::

Maximum of 850 new dwelling units approved in Fitzsimons Innovation Campus. Majority of these units are anticipated in the Mixed-use: Residential planning area.

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LAND USE PLAN

FITZSIMONS INNOVATION CAMPUS

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SECTION 36, TOWNSHIP 3 SOUTH
RANGE 67, WEST OF THE 6TH PRINCIPAL MERIDIAN
CITY OF AURORA, COUNTY OF ADAMS, COLORADO

PERMITTED USES WITHIN THE GDP ::

The GDP criteria focus on building form instead of permitted uses. Consequently, the list of permitted uses is less restrictive than in traditional zone districts. The prohibited and restricted uses are limited to those that may not further the GDP principles. A broad range of uses is permitted with the intention of promoting a mix of uses in the GDP area. Categories of use and their permissibility by planning area are listed in the accompanying table. Any use not specifically listed as a permitted, conditional or accessory use is prohibited. Given the compatibility of a proposed use, FRA will determine the conditional use is appropriate and send a letter of recommendation to the Aurora director of Planning.

	PLANNING AREAS			
	MIXED-USE INNOVATION / RESEARCH	MIXED-USE OFFICE / COMMERCIAL	MIXED-USE FLEX ⁷	MIXED-USE RESIDENTIAL
COMMERCIAL USES				
Artspaces	P	P	P	C
Banks, savings, and financial institutions	P	P	P	NP
Banks, savings and financial institutions with drive-through facilities	NP	C	NP	NP
Bars, taverns and night clubs	P	P	C	C
Brew-pubs, wineries, distilleries	P	P	P	C
Catering service	NP	P	NP	NP
Child or adult day care center, small or large	P	P	P	P
Entertainment & Recreation, Indoor	NP	P	C	NP
Extended stay lodging	P	P	P	NP
Liquor store (subject to 2,000 foot distance requirement)	NP	P	C	NP
Hotels ³	P	P	P	C
Medical clinic (physicians / dentists)	P	P	P	NP
Meeting, banquet and conference facilities	P	P	P	NP
Offices	P	P	P	NP
Parking facilities, commercial only as shared structures	P	P	C	C
Personal services	P	P	P	P
Pharmacy	P	P	P	NP
Photocopying and printing	P	P	P	NP
Repair, rental and servicing (non-vehicle) (with no outside storage and maximum of 7,500 gfa on ground floor)	C	P	C	NP
Research and development	P	P	P	NP
Retail sales	P<40,000 gfa on ground flr. C>40,000 gfa on ground flr.	P<60,000 gfa on ground flr. P>60,000 gfa on ground flr. ⁷	NP	P ¹⁰
Restaurant	P	P	P	C
Studios, including television and radio broadcasting stations, excluding antenna towers	P	P	P	NP
Urban agriculture	P	P	P	NP
Uses operating between the hours of 12:00 midnight and 6:00 a.m.	C	C	C	NP
Veterinary clinics	P	P	P	NP
Veterinary hospitals	P	P	P	NP
INDUSTRIAL USES				
Restricted light industrial use (Clean industry, Innovation design / build workshops)	P	P	P	NP
Wet labs / dry labs	P	P	P	NP
Co-work and creative industries	P	P	P	NP
Marijuana testing (MIP)	P	P	P	NP

	P: permitted	NP: not permitted	C: conditional	
	PLANNING AREAS			
	MIXED-USE INNOVATION / RESEARCH	MIXED-USE COMMERCIAL / OFFICE	MIXED-USE FLEX ⁷	MIXED-USE RESIDENTIAL
PUBLIC, CIVIC AND INSTITUTIONAL USES				
Civic, cultural facilities	P	P	P	P
Hospitals, licensed nursing homes, sanitariums and convalescent hospitals	P	P	P	NP
Outdoor recreation and entertainment, outdoor event space	P	P	P	NP
Parks, open space, playgrounds, plazas and art parks, small urban park, public art	P	P	P	P
Places of worship ²	P	P	P	P
Public uses or facility including fire station, police station, ambulance service	P	P	C	NP
Schools, elementary, secondary and post-secondary	P	P	P	P
Transit facilities	C	C	C	NP
RESIDENTIAL USES ⁸				
Dwellings, town homes	NP	NP	NP	P
Dwellings, multi-family	NP	NP	NP	P
Dwellings, live/work	C	NP	NP	P
Bed and breakfast residences	P	P	NP	P
Day care home, child or adult	C	P	NP	P
Assisted living facility	C	P	NP	P
Nursing homes	C	P	NP	P
Co-housing	C	C	NP	C
ACCESSORY USES				
Automobile fuel dispensing facilities (for grocery)	NP	C ⁴	NP	NP
Commercial Mobile Radio Service ⁹	C	C	C	C
Cooperative solar, Charging station, Wind energy	P	P	NP	NP
Drive-up or drive-through facilities (for grocery) (located to the side or rear of the building and not at street corners)	NP	C ⁵	NP	NP
Residential Clubhouse	NP	NP	P	P
Wholesale	P	P	NP	NP

NOTES ::

1. Any use listed above may be an accessory use to a proposed primary use listed above.

2. Place of Worship is limited to a maximum of 15,000 square feet.

3. There will be a limitation of two hotels within this GDP boundary. At a minimum one of the hotels will meet the definition of a service hotel as defined below. The other hotel will meet the definition of a service hotel with the exception that the maximum square feet of meeting facilities will be 8,000 square feet. The total number of rooms shall not exceed 375. Hotel, service means a public establishment providing lodging. A service hotel must meet the following standards:

a. Have a central, common lobby for check-in/check-out and guest services such as valet parking.

b. Access should be either internal or through a secured internal courtyard.

c. Have a minimum of 100 guest rooms.

d. Provide a guest fitness center with exercise and fitness equipment, sauna, and/or whirlpool.

e. Offer Internet access, data ports and phone lines in all rooms.

f. Rooms shall be located on a minimum of four levels with elevator access.

4. A fueling facility associated with a grocery store may be a permitted per FRA approval.
5. A drive-up or drive-through facility for a pharmacy located within a grocery store may be a permitted per FRA approval.

6. A grocery store with a maximum gross floor area of 80,000 square feet may be a permitted per FRA approval.

7. Uses immediately adjacent to Mixed-Use Residential Planning Area will be reviewed for compatibility and subject to FRA approval. See Mixed-use flex planning area note on Sheet 10.

8. Residential units are limited to 850 new dwelling units for the entire GDP.

9. Stealth rooftop installation only. CMRS shall be screened from view or designed to diminish visual impact on public realm.

10. Neighborhood serving retail permitted.
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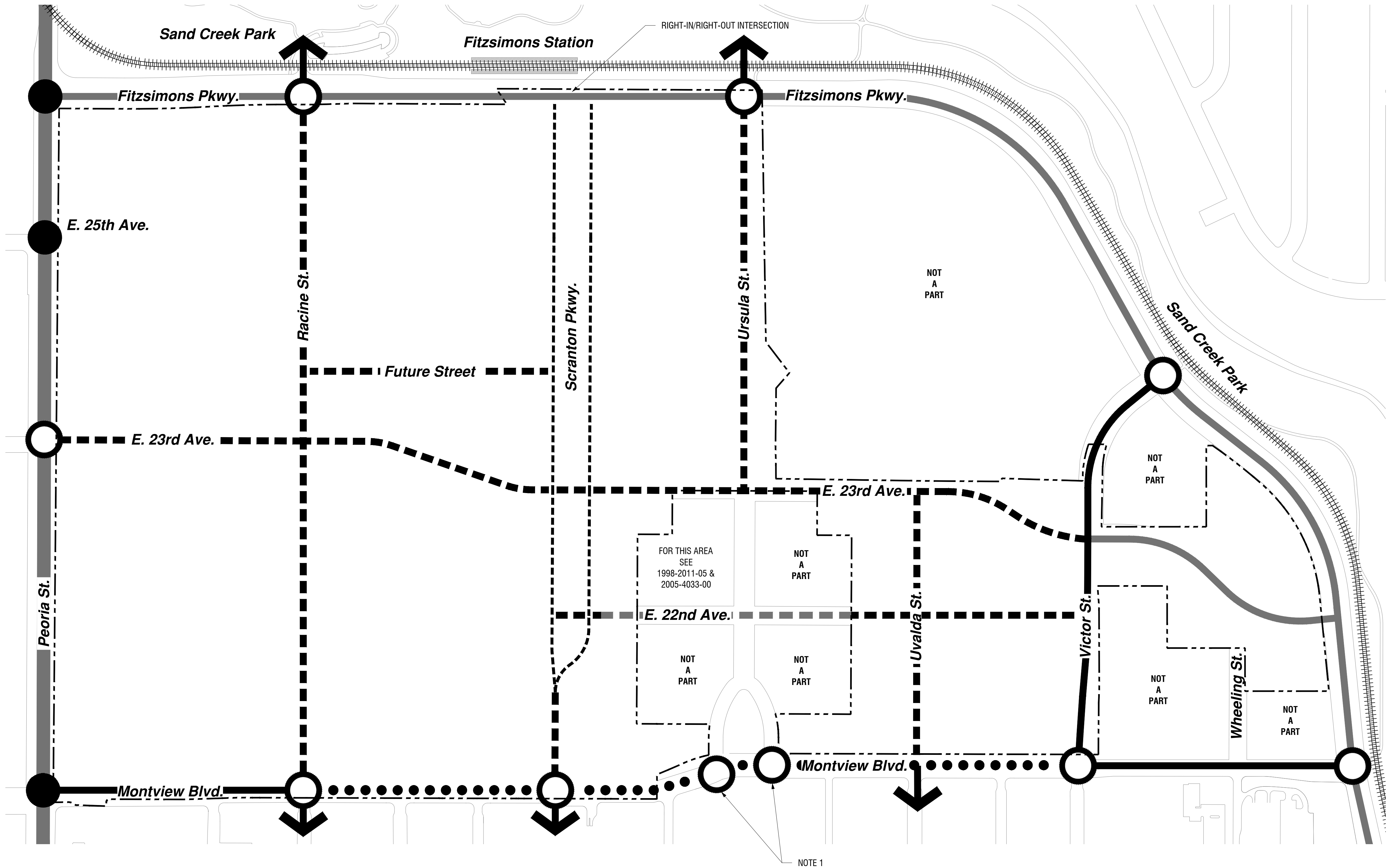
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PROPOSED PERMITTED USES

FITZSIMONS INNOVATION CAMPUS

GENERAL DEVELOPMENT PLAN AMENDMENT #6

SECTION 36, TOWNSHIP 3 SOUTH
RANGE 67, WEST OF THE 6TH PRINCIPAL MERIDIAN
CITY OF AURORA, COUNTY OF ADAMS, COLORADO

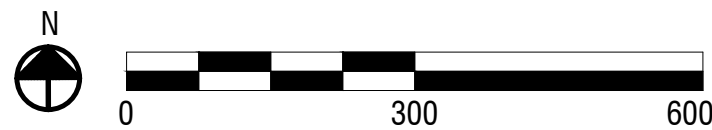


LEGEND ::

- | | | |
|------------------------------------|-------------------------|--------------------------------------|
| ----- GDP BOUNDARY | EXISTING 6 LANE ROADWAY | PROPOSED 4 LANE ROADWAY ² |
| +++++ LIGHT-RAIL TRACK | EXISTING 4 LANE ROADWAY | PROPOSED 3 LANE ROADWAY ² |
| ● EXISTING SIGNALIZED INTERSECTION | EXISTING 2 LANE ROADWAY | PROPOSED 2 LANE ROADWAY ² |
| ○ FUTURE SIGNALIZED INTERSECTION | | PROPOSED 1 LANE ROADWAY ² |

NOTES ::

- Further study necessary to determine if one or two signals will be necessary.
- Refers to travel lanes. R.O.W. will be made available at the time of site plan submittal to allow for necessary turn lanes as indicated by the City of Aurora Traffic Study for the Fitzsimons Innovation Campus.



These General Development Plan criteria are generally consistent with the City of Aurora Station Area Plan. Deviations from City of Aurora Station Area Plan are included herein. Where conflicting information is provided, the GDP shall govern. The illustrations contained in this document demonstrate the design intent. Design guidelines will support GDP guidelines. Final designs submitted with the Site Plan may or may not replicate the illustrations contained in this GDP; they will however reflect the design intent portrayed.

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FITZSIMONS INNOVATION CAMPUS

Location

AURORA, COLORADO

Consultants:

Applicant

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Issue Record:

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1.29.2016	Submittal 2
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CVT Proj. #: 2-14-0052

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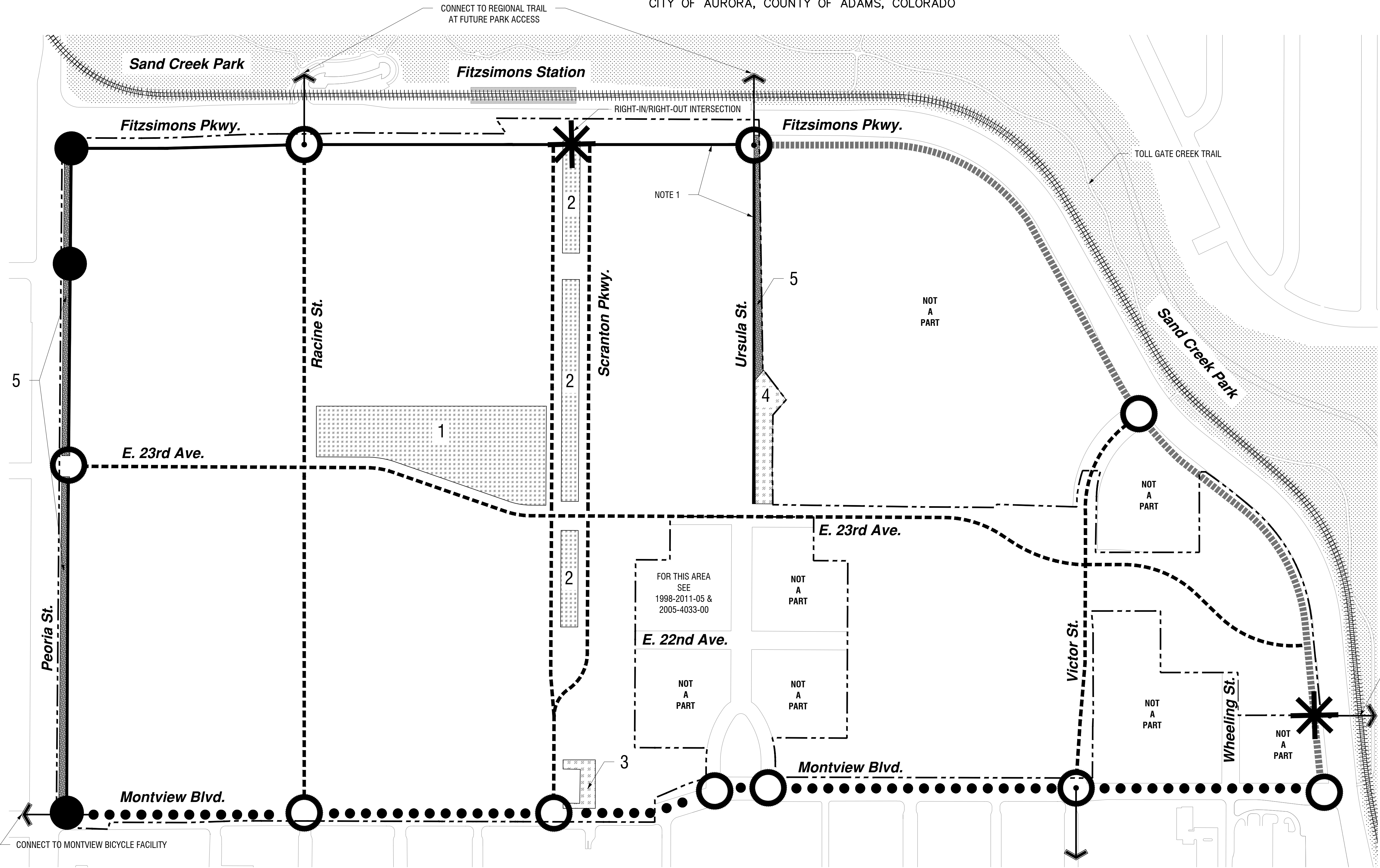
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ROADWAY DESIGNATION PLAN

FITZSIMONS INNOVATION CAMPUS

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PARK CONCEPT ::

The intent of the park space framework is to provide a network of spaces that connect Anschutz Medical Campus, FIC and neighborhoods to one another and the Station and Sand Creek Park. See Sheet 11, Section 2.8 for park descriptions.

NOTE ::

1. City of Aurora has TIP Grant Funding to build a pedestrian and bicycle connection along Fitzsimons Pkwy. and Ursula St. connecting Fitzsimons Station to 23rd Avenue. See Sheet 14 for proposed section.
2. See table 1, Sheet 12 for park space requirement.
3. Multi-use path will be located in the linear park.
4. See Sheet 11, Section 2.8 on for Park descriptions.

LEGEND ::

- GDP BOUNDARY
- +++++ LIGHT-RAIL TRACK
- EXISTING SIGNALIZED INTERSECTION
- PROPOSED SIGNALIZED INTERSECTION
- * HAWK SIGNAL PER CITY OF AURORA (PEDESTRIAN ACTIVATED SIGNAL)
- ▨ PARK SPACE
- ▩ LINEAR PARK
- ▨ REGIONAL OPENSOURCE
- MULTI-USE PATH
- ▨ POTENTIAL MULTI-USE PATH BY OTHERS
- DIRECTIONAL CYCLE TRACK
- BIKE LANES
- ← CONNECTION TO OFF-SITE BICYCLE FACILITIES

PARK SPACE SUMMARY ::

NAME	AREA (ac)
1: Fitzsimons Park	5.37
2: Scranton Park	2.45
3: Chapel Park	0.33
4: Ursula Park	0.88
5: Linear Park	2.17
TOTAL	11.20 ²



These General Development Plan criteria are generally consistent with the City of Aurora Station Area Plan. Deviations from City of Aurora Station Area Plan are included herein. Where conflicting information is provided, the GDP shall govern. The illustrations contained in this document demonstrate the design intent. Design guidelines will support GDP guidelines. Final designs submitted with the Site Plan may or may not replicate the illustrations contained in this GDP; they will however reflect the design intent portrayed.

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CVT Proj. #: 2-14-0052

Drawn: S.C.

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PARK AND BICYCLE PLAN

FITZSIMONS INNOVATION CAMPUS

GENERAL DEVELOPMENT PLAN AMENDMENT #6

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1. INTRODUCTION ::

1.1 PURPOSE

The purpose of the Planned Development-Mixed Use (PD-MU) zone district is to utilize new and imaginative concepts in urban design and land development to promote and improve the health, safety, and general welfare of the citizens of the city. The planned development zone is also intended to provide both the City and the landowner/ developer with necessary information on which to base decisions about future development and services. Utilization of this zone district is intended primarily to facilitate a high quality mixed-use innovation and employment center supported by high quality neighborhoods and commercial areas.

1.2 RELATIONSHIP TO STATION AREA PLAN

This GDP represents a tailored design and development approach to the Fitzsimons Innovation Campus(FIC) based upon the Vision set forth by the Fitzsimons Redevelopment Authority Board for long term development and growth. This document builds upon the Vision and Guiding Principles established in the Fitzsimons Station Area Plan.

1.3 RELATIONSHIP TO TOD ZONING

The Design Guidelines and allowable uses within this document are based upon the City of Aurora Transit Oriented Development (TOD) Zoning District. The guidelines have been tailored to align with the specific vision for this site and shall supersede development standards and guidelines in the Station Area Plan and Transit Oriented Development Standards.

1.4 RELATIONSHIP TO FIC DESIGN GUIDELINES

FIC Design Guidelines to replace existing Colorado Science+Technology Park (CSTP) Design Guidelines further define specific requirements for urban design, site plan, architecture, landscape architecture and signage. These guidelines will be adopted and administered by an appointed Fitzsimons Design Review Board (DRB).

1.5 ADMINISTRATION AND INTERPRETATION

The city council may, by ordinance enacted after a public hearing, adopt a Station Area Plan as a supplement to the Comprehensive Plan for an identified area surrounding a transit station. The Station Area Plan shall serve as a guide to development of the area. The adopted GDP shall serve as the master plan per Zoning Code. The development criteria and allowable uses adopted here-in shall supersede development criteria in existing and future amendments to the Station Area Plan and/or Transit Oriented Development Standards.

The adopted Fitzsimons Innovation Campus GDP shall serve as the zoning document for this site. Where there are conflicting standards between the GDP and the adopted Station Area Plan, the standards of the GDP shall govern. This document is in lieu of the rezoning using Transit Oriented Development (TOD) Zoning District.

1.6 DESIGN REVIEW PROCESS: SITE PLAN REVIEW AND PUBLIC IMPROVEMENT PLAN REVIEW

The Fitzsimons Redevelopment Authority (FRA) will appoint seven (7) Board Members to the Design Review Board (DRB). Three (3) members shall constitute a quorum. All DRB members shall be real estate or design professionals. One of the FRA's appointments shall be a representative from the City of Aurora recommended by the City Manager and one shall be a representative of the University of Colorado recommended by the Chancellor. The DRB will have the responsibility of reviewing, approving, approving with conditions, or denying all site plans, architecture, landscape plans, lighting plans, signage plans and signs, for all physical improvements within the FIC. The DRB shall seek to achieve compliance with the GDP and these Design Guidelines. The DRB will meet with applicants in a timely manner and will provide written comments, conditions and approvals in writing to the Applicant and the City of Aurora.

The City's review of Site Plans, Architectural and Landscape Architecture will be based on the GDP criteria. Fitzsimons Innovation Campus will be under the jurisdiction of the Fitzsimons Design Review Board (DRB). The FIC Design Guidelines will be administered by the DRB. The DRB will review Site Plans, Architecture and Landscape Architecture Plans based upon GDP criteria and FIC Design Guidelines. Architectural plans may be submitted concurrently to the DRB with a Site Plan submittal to the DRB and City of Aurora. In addition, architectural building plans may be submitted to the Building Department concurrently with DRB review.

Upon FRA approval, the DRB will provide an approval letter to the City of Aurora. Upon receipt of the approval letter, the City of Aurora will approve the plans using the City of Aurora's shortest development review process provided that the requirements of the GDP have been met. DRB approval and FRA authorization is required prior to final City Site Plan approval and issuance of building permits.

Site Plans are intended to create a more detailed plan for the implementation of the GDP. The Public Improvement Plans (PIP) shall be submitted concurrently with the Site Plan and shall include information regarding streets, sewer, water, storm drainage and traffic. Generally, the PIP areas are outlined graphically on Sheet 17 of the GDP.

Supplemental engineering reports may be provided to support the PIP, if necessary. These PIP's are based upon the Infrastructure Master Plan (IMP) submitted and approved with this GDP. The IMP outlines the general Infrastructure for the project, including collector and arterial streets and the major water, sewer and storm drainage improvements to be completed.

All Site Plans, Site Plan Amendments and Architectural Amendments will be administratively reviewed and approved by the City according to the Zoning Code. Site Plan Amendments may be filed, processed and scheduled concurrently for staff review if required. The following outlines a Site Plan submittal approach that provides an efficient and expeditious review of Site Plans:

- The submittal shall include all information required by Site Plan Manual and the Submission Checklist in the Design Guidelines.
- 1st Site Plan submittal will be reviewed by DRB.
- Subsequent submittals, or amendments, will be reviewed by DRB and City of Aurora and may include architectural elevations and private landscape improvements.

1.7 NEW CONSTRUCTION AND CHANGES TO EXISTING DEVELOPMENT

Any new exterior construction or landscaping, or any exterior changes to existing development including changes to building façades, signage, streetscape, landscaping, public rights-of-way, parking areas, lighting, drives, or other site plan changes shall meet the design requirements of this section 1.9 below subject to the following provisions and be reviewed by the Fitzsimons Design Review Board and City of Aurora.

1.8 TOUCH RULE

In the case of existing development, only the building items or site plan features changed or proposed to be changed need conform to the FIC Design Guidelines. Those items or features left untouched do not need to conform except where property changes include a net increase in building area of ten percent or more or where the DRB determines existing development or site options should be modified to better integrate with new construction. In such a case the entire existing site shall be brought into conformance with GDP and FIC Design Guideline requirements to the maximum extent feasible and practical.

2. FRAMEWORK ::

2.1 LAND USE

The Fitzsimons Innovation Campus anticipates a wide mix of uses with biomedical and technological research/innovation uses at the core of the program. All planning areas may have development intensity higher than in areas outside of the GDP area and the planning areas may have varying levels of intensity and mixes of uses.

MIXED USE INNOVATION / RESEARCH

Location: Primarily located south of 23rd Avenue in proximity to Anschutz Medical Campus.

Intent: Create an innovation and research employment center. This area will be comprised of a variety of building formats, heights, and densities. Buildings will be located in a manner that front Primary Streets and create a highly connected and pedestrian friendly urban pattern. This district is intended to be flexible to allow for forward-thinking, innovative design. All site designs shall consider short term and long term build-out and phasing scenarios to allow this area to density over time.

Uses: The program is anticipated to include wet and dry labs, studio innovation, co-work and creative space, general office, research and development (such as incubator space, 'maker' space, high-tech fabrication, innovation design/build workshops) flex space and specialty retail and restaurants. For a full list of allowable uses, see Permitted Uses on Sheet 7.

MIXED USE OFFICE / COMMERCIAL

Location: Primarily located at the northwest portion of the site near the intersection of Peoria Street and Fitzsimons Parkway.

Intent: Allow for the potential for corporate office user or regional commercial center, based upon market conditions. Uses: Office uses may include corporate or general office that take advantage of the high visibility along Peoria Street. Commercial uses may include a small to medium size local grocery store, general retail, specialty retail, dining, and entertainment. Commercial development will be designed to integrate with the overall urban design vision. For a full list of allowable uses, see Permitted Uses on Sheet 7.

MIXED USE RESIDENTIAL

Location: Primarily located at east of Scranton, south of 23rd and west of Uvalda Street and north of Montview Boulevard.

Intent: Offer a range of residential unit sizes and price points in proximity to the light rail station and Anschutz Medical Campus.

Uses: Single family attached, medium and high density multifamily, local serving retail.

Residential densities in the GDP are higher than in surrounding areas. Higher densities provide increased numbers of transit riders within walking distance of rail stations and provide for lively, interesting places. Overall densities should generally exceed 50 units per acres gross. For a full list of allowable uses, see Permitted Uses on Sheet 7.

- Maximum of 850 new dwelling units are allowed.
- No town houses may be constructed until a minimum of 350 multi family units are permitted for construction.
- Maximum of 40 freestanding town houses will be allowed.
- No single family detached products are allowed.
- No three-story walkup apartment buildings are allowed.

MIXED USE FLEX

Location: North of 23rd between Quentin and Scranton Parkway.

Intent: Reserve this area for long term development. This area is intended to evolve on a block by block basis future market conditions.

At the time of site development, specific uses will be determined on a block by block basis and subject to FRA and City approval to ensure compatibility with existing or planned adjacent uses.

2.2 BLOCK SIZE AND STREET GRID

To encourage compact and mixed-use development and provide direct access for pedestrians and bicyclists, transit-oriented developments have an urban street grid and city-size blocks. This provides for a legible street pattern with smaller blocks, frequent intersections and convenient pedestrian travel, and multiple choices for automobile travel. Development blocks should typically be between 300 feet and 660 feet in length, or align with existing city grid, and no more than 1,900 feet around the perimeter. Block perimeter may be increased if a well-designed pedestrian connection through the block connects to two streets.

2.3 STREETS

Designing an urban TOD that promotes a healthy lifestyle and the use of alternative modes of transportation requires a connected, pedestrian and bicycle friendly street grid where people can easily move around without a car and safely cross streets. A fundamental step in achieving this vision is to create an urban framework that encourages a more human scale, walkable and bikeable development pattern. The proposed street network is intended to perform as part of the open space system with an emphasis on bringing people through the site, on foot and bike, connecting Anschutz Medical Campus and existing neighborhoods to the Light Rail Station. Wide sidewalks, pedestrian and street lighting, generous landscape and/or amenity zones and shade trees create safe, comfortable pedestrian connections. On-street parallel parking throughout the development slows traffic and creates a buffer between traffic lanes and pedestrian zones. Curb extensions should be incorporated at intersections to minimize pedestrian crossing distance where feasible.

Streets within this GDP are based upon the Aurora Urban Street Standards as defined in the Aurora Municipal Code. The GDP standards address the overall network of streets, rights-of-way width, travel lanes, bicycle facilities, on-street parking, and pedestrian zone and sidewalk configurations as they relate to this specific plan.

PERIMETER STREETS

N. Peoria Street is an existing six lane urban arterial, with +/- 90' wide R.O.W., that borders the western edge of the Campus. Commercial buildings are encouraged to front Peoria, however, office buildings are preferred to front along Primary and Secondary Streets that intersect with Peoria. Enhanced architecture should be incorporated into all building façades along Peoria. When buildings front Peoria, primary entries should be located along Peoria.

A detached multi-use path will be located along the east side of Peoria providing a bicycle and pedestrian connection from the neighborhoods and FIC to Sand Creek Park and the Station. Parking lots along Peoria should be screened from view with landscape and / or low walls. Parking structures should be set back from Peoria and screened from view with landscape, enhanced facade treatments or liner buildings. A gateway plaza should be located at 23rd Avenue and Peoria Street to create an inviting campus entry.

Fitzsimons Parkway is an existing four lane, median divided, urban collector with +/- 80' wide R.O.W. Fitzsimons Parkway is a front door to the Fitzsimons Innovation Campus and the Anschutz Medical Campus for anyone arriving via light rail. A detached, multi-use path will be located along the south side of Fitzsimons Parkway that connects the Ursula multi-use path and the Peoria multi-use path to the Light Rail Station and Sand Creek Park. Buildings should front Fitzsimons Parkway with primary façades and primary pedestrian entries. Shallow build-to zones locate buildings at or near the R.O.W. to create a pedestrian scale environment. The ground floor of buildings along these streets should be designed with quality materials, façade articulation and ground floor transparency in order to create a human scale street environment. Surface parking should not be located between buildings and Fitzsimons Parkway.

Montview Boulevard should become a 'seam' between Anschutz Medical Campus and Fitzsimons Innovation Campus. This street should be designed with quality finishes in order to create a signature address. Safe and convenient bicycle and pedestrian facilities along Montview, as well as connections across Montview, promote walking and cycling between Anschutz Medical Campus and FIC Buildings should front Montview Boulevard with primary façades and primary pedestrian entries. Shallow build-to zones locate buildings at or near the R.O.W. to create a pedestrian scale environment. The ground floor of buildings along these streets should be designed with quality materials, façade articulation and ground floor transparency in order to create a human scale street environment. Surface parking should not be located between buildings and Montview Boulevard.

PRIMARY STREETS

Primary Streets are the primary connections that link Fitzsimons Innovation Campus to the Light Rail Station, Anschutz Medical Campus and adjacent neighborhoods. They are characterized by well-designed pedestrian zones with wide sidewalks and amenity zones, on-street parking and bicycle facilities. Buildings should front Primary Streets with primary façades and primary pedestrian entries. Shallow build-to zones locate buildings at or near the R.O.W. to create a pedestrian scale environment. The ground floor of buildings along these streets should be designed with quality materials, façade articulation and ground floor transparency in order to create a human scale street environment. Surface parking shall not be located between buildings and a Primary Street. Parking structures without ground floor active uses are not allowed to be located along Primary Streets. The following streets are identified as Primary Streets: Racine Street, E. 23rd Avenue, Scranton Parkway, Uvalda and Ursula Street.

Where a development project borders two Primary Streets, the DRB shall determine which street takes precedence as the primary frontage.

SECONDARY STREETS

Secondary Streets break up super blocks to provide access to parking lots and parking structures and include strong pedestrian connectivity to Primary Streets. They are characterized by well-designed pedestrian zones with sidewalks, amenity zones, street trees, and on-street parking.

If a development parcel does not have frontage along a Primary Street, buildings should front Secondary Streets with primary façades and primary pedestrian entries. Shallow build-to zones locate buildings at or near the R.O.W. to create a pedestrian scale environment. Buildings should be designed with quality materials, articulation and ground floor transparency in order to create a human scale environment along the street. Surface parking is allowed along Secondary Streets except where a building's primary frontage is along a Secondary Streets. In this case, surface parking should not be located between a building and the street. Parking structures may be located along Secondary Streets if the design meets criteria set forth in the FIC Design Guidelines.

These General Development Plan criteria are generally consistent with the City of Aurora Station Area Plan. Deviations from City of Aurora Station Area Plan are included herein. Where conflicting information is provided, the GDP shall govern. The illustrations contained in this document demonstrate the design intent. Design guidelines will support GDP guidelines. Final designs submitted with the Site Plan may or may not replicate the illustrations contained in this GDP; they will however reflect the design intent portrayed.

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GENERAL DEVELOPMENT CRITERIA

SHEET 10 OF 19

FITZSIMONS INNOVATION CAMPUS

GENERAL DEVELOPMENT PLAN AMENDMENT #6

SECTION 36, TOWNSHIP 3 SOUTH
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2.4 TRAFFIC, ACCESS AND SIGNALIZATION

There are several access points into the site. The primary automobile ingress and egress is off N. Peoria Street, Montview Blvd., and Fitzsimons Parkway.

Primary streets through the site will be Racine Street, Scranton Street, Ursula Street, Victor Street and E. 23rd Avenue. Signalized intersections will be located around the perimeter of the site. See Roadway Designation Plan Sheet 8 for location.

The Metro District shall be responsible for the funding of 100% of the signal installation costs at the following intersections if and when signal warrants are satisfied:

- Racine St. and Fitzsimons Pkwy.
- Ursula St. and Fitzsimon Pkwy.
- E. 23rd Ave. and Fitzsimon Pkwy.

Land owner on either side of Montview is responsible for 100% of signal installation costs at the following intersection:

- Racine St. and Montview Blvd.

The Metro District shall be responsible for the funding of 50% of the signal installation costs at the following intersections if and when signal warrants are satisfied:

- Scranton St. and Montview Blvd.
- Victor St. and Montview Blvd.
- E. 23rd Ave. and Peoria St.
- Ursula St. and Montview Blvd.

H.A.W.K signal crossing at Scranton and Fitzsimons Pkwy. and, Fitzsimons Pkwy. between E. 23rd Ave. and Montview Blvd. shall be paid for by RTD/City, and coordinated with Scranton Parkway alignment.

All streets will provide 25 feet clear zone every 150 linear feet for fire trucks.

Traffic signal warrants are as described in the Manual on Uniform Traffic Control Devices. For warrant purposes, minor street approach traffic shall be comprised of all the through and left-turn lane movements and 50% of the right turn movements. Pursuant to 147-37.5 of City Code, the percentage of the traffic signalization costs identified shall be paid to the City by the applicant/owner, to be held in escrow for such purpose, prior to the issuance of a building permit for the related development or as otherwise required by City Code. The percentage above will be applied to the entire traffic signalization cost as estimated at the time of the escrow deposit to calculate specific dollar funding requirement.

2.5 PARKS AND PUBLIC SPACE

The Fitzsimons Innovation Campus includes a network of public park spaces linked by pedestrian-oriented streets that create a framework around which the development is organized. This framework, termed the 'public realm', defines the fundamental pedestrian experience of the development, and includes elements such as site circulation, streetscape design, street lighting design, street trees, street furnishings and wayfinding. Collectively, these elements establish the sense of place and community necessary for the creation of a truly successful mixed-use urban development. Public Realm guidelines are defined in the FIC Design Guidelines.

The FIC is envisioned as a network of public and semi-public parks and plazas, intimate places and spaces, and primary building lobbies, connected to each other by a series of walkways, paseos and pedestrian scale streets. This network of parks and plazas, both public and semi-public, is intended to create a porous and connected urban framework.

The public park spaces described in the plan are defined by the framework of streets. The buildings and their intended uses which front these spaces in many cases will not be determined for many years to come. However the street grid will remain intact and thus ensure a predictable future of the size and location of each public park.

Buildings should orient their façades to a park or open space in a manner that shapes the space of the park, overlooks the park with windows, and connects to the park with building entries. Fundamental to this urban strategy is a clear definition of the spaces that constitute the Public Realm, including all streets and their related streetscapes, as well as all public parks and open spaces. The quality and perception of these spaces will reinforce 'a unique sense of place' for residents, employees and visitors that, in turn, will help to foster a true community.

Parks and Public Realm design should consider the following:

- Design a connected public realm to promote activity and interaction on the street and in the parks through a series of public open spaces and walkable pedestrian friendly streets.
- Integrating pocket parks and open spaces that connect to the street network.
- Front public R.O.W. and open spaces with buildings that define the space.
- View corridors to signature buildings, open spaces and/or activity nodes.
- The Sand Creek Regional Greenway is a part of the regional trail system that connects the metropolitan Denver area. This almost 14-mile public greenway connects the High Line Canal in Aurora with the Platte River Greenway in Commerce City.
- The University of Colorado Anschutz Medical Campus south of Montview Boulevard has a system of open spaces that creates a corridor through the campus.
- Open space connections have been provided that complement and connect to the existing adjacent open spaces that include the Anschutz Medical Campus open space with the Sand Creek Regional Greenway.

Any public space intended to satisfy land dedication requirements of the Aurora Zoning Code and shall conform to the criteria set forth in the Parks and Open Space Dedication and Development Criteria Manual at the time of GDP adoption which are included herein for reference. Small Urban Park (SUP) is a park classification that may be used to advance the above principles of public spaces while concurrently serving park needs of an urban population in the FIC.

2.6 PARK CLASSIFICATIONS AND DESCRIPTIONS

Park classifications and descriptions from the Parks and Open Space Dedication and Development Criteria Manual 2008, Section 3.2(A) are included in this GDP.

Small Urban Parks: This type of park is no less ten thousand (10,000) square feet in size and located where limited land is available for the provision of other larger types of parks. Areas appropriate for small urban parks include urban centers, transit-oriented developments, and infill development parcels where development with a compact form and densities that are higher than surrounding areas are planned. They should complement and integrate with surrounding uses and be designed in accordance with Department Design Guidelines to serve two functions: 1) to provide facilities to meet the park needs of residents by serving as a place for social interaction and leisure opportunities, and 2) to create focal points and activity nodes within the urban fabric of the city.

Examples of small urban parks include:

- Greens / Commons - Public areas consisting of predominantly open lawn areas for unstructured recreational use partially surrounded by streets and the fronts of buildings.
- Squares - Public areas that adjoin streets on three (3) sides and are surrounded by the fronts of buildings with a prominent feature designed as a centerpiece of the space, having formally arranged walks and landscaping.
- Plazas - Public areas that are predominantly paved, open-air spaces enclosed on two or more sides by buildings and bounded by one or two streets.
- Promenades - Public areas set aside as a principal means of access to and through an urban setting for pedestrians and possibly bicyclists, facilitating connectivity between public streets, private property and civic destinations.

Small urban parks are not required for land dedication by City Code. Instead, they are optional as a way to help meet the need for park/open space land in certain designated (urban) parts of the city. Small urban parks may offset the amount of land otherwise required to be dedicated and constructed on-site as qualifying Neighborhood Park and Open Space lands.

Pocket Parks: These parks are greater than one-half (0.5) acres in size. They may include some basic facilities found in neighborhood parks but are generally too small to completely address the neighborhood park requirements. Because both their size and facilities are limited, pocket parks have a small service area of one-quarter of a mile (1/4 mile radius). Commentary: Pocket parks are not considered desirable or acceptable as a way to satisfy basic neighborhood park needs for future development in the city. However, this type of park may be provided in new developments to count towards open space land dedication required if programmatically compliant.

Neighborhood Parks: The neighborhood park is the basic unit of the park system, serves as a recreational and social focus of the neighborhood, and is considered a "walk-to" facility. These parks are generally five (5) to fifteen (15) acres in size and serve residents within a one-half (½) mile radius. They provide playgrounds, an open grass play area and a picnic pavilion. The site should be accessible from throughout its service area by way of interconnected local trails, sidewalks or low-volume residential streets.

Community Parks: These parks are forty (40) acres or more, have a service area radius of up to two (2) miles, are considered to be a "drive-to" facility, and provide a much broader range of community-based facilities than neighborhood parks. Natural features of a community park are preserved and integrated into the overall site design. They typically contain larger playgrounds and picnic pavilions, sport fields that can be programmed, tennis courts, basketball courts, and support facilities, such as parking lots, as standard facilities. Community parks are appropriate sites for community recreation centers and/or pool/aquatic playgrounds, however, not every community park need contain these facilities.

2.7 PARK AND OPEN SPACE LANDS AND CASH IN LIEU

Park and open space lands and cash in lieu requirements per Aurora Zoning Code Sec. 147-48-Dedications (b) at time of GDP adoption are included as part of this GDP.

- (1) Land shall be dedicated to the City by the property owner to provide for parks and open space to serve the future residents of the subdivision. The dedication of such land shall be as required by the annexation agreement, if one has been approved for the subdivision. If land uses approved for the subdivision at the time of annexation have changed or, alternatively, if no annexation agreement exists for the subdivision, the dedication of such land shall be based upon the number of residents projected for the new land uses as provided in this section.
- (2) The dedication of land for parks and open space purposes shall occur, by plat or separate document at the discretion of the City, at the time that the first plat for property adjacent to such land is submitted to the City.
- (3) The amount of land dedicated for parks and open space purposes shall be as follows:
 - A. Three acres per 1,000 residents for neighborhood parks;
 - B. One and one-tenth acre per 1,000 residents for community parks; and
 - C. Seven and eight-tenths acres per 1,000 residents for open space, other park uses and trails.
- (4) For subdivisions that are not large enough to generate a minimum of five acres for neighborhood parks and 40 acres for community parks, the City Manager may, at the manager's sole discretion, require a cash payment in lieu of land dedication. The amount of such payment shall be based upon the market value of property within the subdivision as fully developed, with all attendant infrastructure, in accordance with the land uses approved for the subdivision. Cash-in-lieu of land shall only be used to provide park and open space facilities to serve the future residents of the subdivision. Cash-in-lieu payment shall occur at the time that the first plat for the subdivision is submitted to the City.

- (5) Park and open space land dedication requirements for infill development and development within transit station areas as designated in the city's comprehensive plan shall be as set forth in the Aurora Parks and Open Space Dedication and Development Criteria Manual. In addition, such developments shall be subject to the following criteria:

- Land provided in conformance with small urban park criteria shall be credited toward satisfying, in whole or in part, Neighborhood Park land dedication requirements.
- Land provided to complete or enhance the system of regional trails or greenways that connect bicyclists and pedestrians to major destinations on the development site and to adjacent properties shall be credited toward satisfying, in whole or in part, community park land dedication requirements.
- Such developments shall be exempt from the open space land dedication requirements set forth in subsection (3)(c) of this section.
- For those developments required to provide cash-in-lieu of land dedication, the amount of such payment shall be based upon a per-acre value derived from a case study analysis of the market value of property acquired by the City for community-based park, recreation, and open space purposes. Such per-acre value shall be determined annually by the director of parks, recreation, and open space in accordance with the provisions of section 2-587 of this Code.

- (6) Development within an urban center, as designated in the Metro Vision Regional Land Use Plan adopted by the Denver Regional Council of Governments, may satisfy the open space land dedication requirement, in whole or in part, by providing lands in conformance with the small urban park criteria set forth in the Aurora Parks and Open Space Dedication and Development Criteria Manual.

- (7) Population projections shall be 2.02 persons per dwelling unit in a transit station area, and 1.58 persons per dwelling unit in an active adult community.

- (8) Developments or portions of developments characterized as assisted living, continuing care retirement community and skilled nursing facility shall be exempt from all parks and open space land dedication requirements.

2.8 FITZSIMONS INNOVATION CAMPUS PARK DESCRIPTIONS

The open space network is the foundation of the overall plan and is designed to connect the neighborhoods and medical campus at the periphery of the with the transit station. All open space designated in this plan is public and is of a size, proportion and orientation that adds to the fabric of the Campus. The open space is intended to serve a variety of different users throughout the day and provide space for passive and informal active recreation as well as provide connection to the transit station and Sand Creek Park.

Fitzsimons Park: The focal point of Fitzsimons Innovation Campus is a +/-3.5 acre park. Centrally located, this park touches all sub-districts and encourages a variety of park and open space users to occupy the park from dawn till dusk. Buildings should front streets along the park edge with primary facades and building entries.

Scranton Parkway: Scranton Parkway is the backbone of the open space system. This urban parkway creates a site identity and provides grand, direct connection between Anschutz Medical Campus, FIC and the Light Rail Station. The median is envisioned as a wide, linear park with shade trees and pedestrian amenities. The edges of the parkway will include wide sidewalks, shade trees, pedestrian amenities and pedestrian scale lighting.

Perimeter Multi-Use Trail: The perimeter of Fitzsimons Innovation Campus is envisioned as a linear park that provides a multi-use trail connection from adjacent neighborhoods, Anschutz Medical Campus and FIC to Sand Creek Park and Tollgate Creek Trail. This multi-use trail is envisioned to include a wide, hardscape path for bicycles and pedestrians as well as a softscape trail for joggers to encourage an active, healthy lifestyle. Pedestrian amenities, lighting, seating, exercise stations and way-finding should be included in the linear park. Public art may also be included at special places within the park.

Water Quality: Creative and well-designed water quality areas intended to treat storm runoff that are designed in a manner that showcases sustainable best practices, integrates with and connects to the overall open space network, and provide recreation and/or conservation benefits may be allowed to count towards community open space requirement at discretion of PROS director.

Pocket Parks and Urban Plazas: Small, privately owned and publicly accessible pocket parks, urban plazas and entry plazas are encouraged throughout the FIC. These places link the public realm and open space network to public lobby space within buildings.

Paseos and Muses: Pedestrian walkways and passages are encouraged to break up street massing and provide pedestrian connectivity to the interior blocks, linking the public realm to parking lots/structures or interior courtyards or plazas.

Generals Park: Generals Park shall satisfy Neighborhood Park and Community Park requirements for the first 402 dwelling units, or 2.65 acres of Neighborhood Park and 0.97 acres of Community Park.

2.9 GATEWAYS

Gateways should be incorporated along Peoria Street at important campus access points. These gateways should be designed in coordination with the perimeter linear park and future buildings to welcoming pedestrian, bicycle and automotive entries and may include pedestrian plazas with seating and bicycle parking, landscape features, and special building architecture.

These General Development Plan criteria are generally consistent with the City of Aurora Station Area Plan. Deviations from City of Aurora Station Area Plan are included herein. Where conflicting information is provided, the GDP shall govern. The illustrations contained in this document demonstrate the design intent. Design guidelines will support GDP guidelines. Final designs submitted with the Site Plan may or may not replicate the illustrations contained in this GDP; they will however reflect the design intent portrayed.

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FITZSIMONS INNOVATION CAMPUS

Location

AURORA, COLORADO

Consultants:

Applicant

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GENERAL DEVELOPMENT CRITERIA

SHEET 11 OF 19

FITZSIMONS INNOVATION CAMPUS

GENERAL DEVELOPMENT PLAN AMENDMENT #6

SECTION 36, TOWNSHIP 3 SOUTH
RANGE 67, WEST OF THE 6TH PRINCIPAL MERIDIAN
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2.10 PARK AND OPEN SPACE REQUIREMENTS

The park requirements for 402 units are satisfied by existing parks. At the time of the first Fitz 21 development, the park facilities serving residential units within the FRA property were analyzed on an overall basis, rather than project by project. Therefore, it was determined that General's Park satisfies Neighborhood Park and Community Park requirements for 1,002 residential dwelling units. This will cover the existing 600 units in Fitz 21 and the first 402 units in this development plan. This GDP is limited to 850 new dwelling units. Therefore new park requirements will only be based on 448 units. At 2.02 persons per unit, the 448 units will generate a population of 905 persons. Consequently, the requirements shall be 2.72 acres for neighborhood park and 0.99 for community park. This totals 3.71 acres.

TABLE 1: PARK AND OPEN SPACE REQUIREMENTS ¹		
	Required	Provided as Small Urban Park
Neighborhood Park (3 acres / 1,000 residents)	2.72	9.03
Community Park (1-1/10 acre / 1,000 residents)	0.99	2.21 ²
Open Space, other park uses and trails	Exempt	Exempt
TOTAL	3.71	11.20

- GDP is limited to 850 new dwelling units.
- Multi-use path along Peoria and Ursula links neighborhoods, FIC and Anschutz Medical Campus to Sand Creek Park. Approval of linear park for community park credit dependent on final design.

2.11 TREE MITIGATION

Tree mitigation shall be addressed during the Site Plan process or whenever off-site or adjacent construction requires tree removal in areas not covered by the Site Plan. An inventory recording caliper inches of mitigation required, caliper inches required per standards or FIC Design Guidelines, and caliper inches of mitigation provided shall be shown on the landscape plan submitted concurrent with the site plan. The existing tree survey will be updated periodically as necessary. Mitigation shall be in addition to applicable City of Aurora Landscape Standards or FIC Design Guidelines.

2.12 TREE PROTECTION

Prior to commencing construction, tree protection fencing shall be installed around all existing trees within 100 yards of the construction activity. This applies to all existing trees which do not need to be removed to allow this construction. Tree protection fencing and other tree protection measures shall be installed in accordance with Parks and Open Space Department standards specifications and details.

3. DESIGN GUIDELINES ::

Architectural and Landscape Design Guidelines are an important and essential part of this important project. FIC Design Guidelines that address public realm, streetscape, site plan, landscape, architecture, parking, signage and wayfinding, sustainability, and public art are referenced by this plan. These Design Guidelines will be administered by a Design Review Board (DRB). The FIC Design Guidelines and DRB shall be established prior to the approval of the first Building Site Plan submittal. Plans shall be submitted to the DRB prior to or concurrent to submittal with the City of Aurora. DRB and FRA approval is required prior to City approval per section 1.6 in GDP. The city will review site plan submittals based upon the following GDP guidelines:

3.1 URBAN FORM

In order to create environments that are comfortable, attractive and interesting for pedestrians, new buildings should front streets and include active and/or transparent ground floors with parking located behind buildings or in parking structures.

- Elements of desirable building form include quality and durable façade treatments, well proportioned fenestration patterns (such as window and door placement in opaque facades), porches and entry features to break up the mass and form of buildings and create an interesting street edge. Principal pedestrian entrances to buildings should be located along a Primary Street and/or a corner location. Where a building only fronts a Secondary Street or Perimeter Street, principle pedestrian entries should be along that street as described in Section 2.3 of the GDP. Secondary entries may be located at rear of buildings to access parking areas. Enhanced architecture should be provided along multiple façades where abutting Primary or Perimeter Streets.
- If a building is located interior to a block and does not front a Primary or Secondary Street, the building should face onto an interior park, plaza or pedestrian walk that connects to an Primary Street, Secondary Street or park.
- Specific build-to zone and/or setback requirements, side setbacks and transitions are established in the FIC Design Guidelines.
- Ground floor transparency should be maximized to create pedestrian level interest and a visual connection between the street and interior spaces, enabling a strong sense of community and increasing informal oversight of public areas.
- Residences should include emphasized and weather protected entries to buildings or dwelling units. Balconies for upper level dwelling units should be included to allow private exterior space for each dwelling unit. Finish floor elevation of ground level residential units should be raised above the average grade of the adjacent sidewalk in order to provide separation between public/private spaces.
- Building services including trash and recycling center, loading docks, building utility connections including gas meters and electrical meters, and rooftop mechanical equipment should be screened from public view.
- Office buildings should incorporate 360° architecture to create a cohesive and interesting campus.

3.2 BUILDING HEIGHTS

Taller buildings are encouraged in all planning areas in order to create a dense, urban employment center with a mix of uses and active public spaces.

Building height standards are established by the building height table. Building height is measured from average grade to top of parapet or mid-point of pitched roof.

TABLE 2: BUILDING HEIGHT		
Planning Area	Min. building ht.	Max building ht.
Residential Planning Area	20'	n/a
Innovation / Research / Office Planning Area	20'	n/a
Office / Commercial Planning Area	20'	n/a
Flex: Innovation / Residential	20'	n/a

3.3 MAXIMUM DEVELOPMENT YIELD

Maximum building square footage is 6.55 million gross square feet, including residential dwellings and excluding parking structures. Maximum number of dwelling units is 850.

3.4 PHASING

This project will be developed in phases as the market will allow. This level of infrastructure improvements required to serve any given phase at the time of Site Plan will be determined for each phase of the development. The project will be designed so that the intensity of development can increase over time. Development should be phased in a manner that creates an initial sense of place.

Phasing Requirements.

- Locate buildings and surface parking lots in a manner that will accommodate future structured parking.
- Design drives and pedestrian walks within commercial parking lots so they can eventually transition to streets, lanes or alleys.
- Where appropriate construct both sides of streets simultaneously to create a unified streetscape.
- Develop important public parks and open space in early phases to create a sense of place and identity.

3.5 LIGHT-RAIL STATION

The pedestrian and bicycle network will connect to the future Light-rail station.

3.6 ENVIRONMENTAL MITIGATION

The FRA currently has a State(CDPHE) approved Materials Management Plan. The property will be remediated in accordance with the approved plan, as required.

3.7 LANDSCAPE

The Campus landscape should create a comfortable, cohesive and sustainable urban environment. The landscape should be designed to unify the campus over time so that individually designed parts of the campus relate properly to one another, regardless of when they are built. The design of primary streets and parks should consider the aesthetics of design, as well placemaking, intended function of the space, ecology, water conservation and long-term maintenance. Detailed landscape guidelines are included in the FIC Design Guidelines.

3.8 PUBLIC ART

Public art enriches the physical and intellectual environment and should be sited in strategic locations throughout the campus. Large and smaller scale sculptures create memorable landmarks that integrate well within an urban streetscape. Parks, open spaces, and private plazas are well served by strong sculptural elements. Durable materials that are ideally suited to withstand local weather and vandalism should be utilized. Public Art guidelines are included in the FIC Design Guidelines.

3.9 SUSTAINABILITY

FRA is committed to creating a lasting and sustainable urban development pattern. The proposed street network has been designed to connect to the existing grid where feasible linking the transit station to the neighborhoods, Anschutz Medical Campus and Fitzsimons Innovation Campus. The urban form and street design is intended to create a highly pedestrian scale walkable environment. Bike facilities are included both on and off-street to connect to the existing bicycle network and trail system. A mix of land-uses is encouraged to create vibrant TOD that will serve residents and office users. The FIC Design Guidelines will include a checklist of sustainability criteria from LEED.

4. PARKING ::

In order to create a more walkable, urban environment, land resources devoted to parking should be minimized. Planned parking facilities should be designed as efficiently as possible by promoting standards to minimize square footage per parking stall and promote pedestrian connections between uses. (For example, inefficient parking layouts should be discouraged; ground floor retail or commercial wraps should be encouraged for any parking garages located along primary streets).

Shared use of parking should be encouraged between nearby complimentary land uses. Active parking management and use of parking technology is also encouraged. Parking policies should be enacted to promote alternative modes of transportation such as rail, bicycle, bus, shuttle circulator, and other alternatives. Car-share programs, guaranteed ride home, and other options should be implemented to further support user groups who may arrive via alternative modes.

As the development densifies over time, surface parking should transition to parking structures. All site plan submittals should include a phasing strategy to achieve structured parking. Minimum parking requirements for office and commercial are not required under the GDP, though parking maximums are defined (below) so that targeted development densities can be achieved. Each site plan submittal is encouraged to provide a shared parking plan to show how parking needs for individual uses and/or parcels can be accommodated within the site. Certain facilities such as on-street parking and some lots and garages may be managed as a shared public resource and would be available to accommodate the parking needs for associated development parcels (at the discretion of FRA and the City).

Early phase surface parking is allowed until such time that the market warrants parking structures. Early phase surface parking should be minimized to the extent feasible. Surface parking lots should be located to the rear or sides of buildings. All surface parking/implied should be screened from public view and adjacent uses. Surface parking is not allowed between a primary building façade and the street.

Where feasible, parking structures should be incorporated into the existing topography to minimize visual impact on surrounding uses. See also section 2.3 Streets.

4.1 DISTRICT PARKING STRATEGY

An off-street, district parking strategy is encouraged to take advantage of potential shared parking strategies based upon peak parking demands for various uses and possible reductions due to transit usage. District parking, off-street parking and parking structure criteria are provided in FIC Design Guidelines.

4.2 MINIMUM / MAXIMUM SUPPLY REQUIREMENTS UPON COMMENCEMENT OF RAIL TRANSIT SERVICE

The parking requirements table sets forth parking supply requirements for general categories of land use once the rail transit is operational. The intent of parking maximums (rather than minimums) is to allow projects to tailor parking to their specific uses, while encouraging site-wide development density. Parking requirements for site plan submittals will be reviewed on a case-by-case basis to ensure that an adequate parking plan is provided. These are generalized categories reflective of the use table, and not inclusive of all uses.

TABLE 3: PARKING REQUIREMENTS WITHIN THE GDP ⁶	
All Sub Areas	All Sub Areas
Retail & Personal Service Uses	4.0 spaces/1,000 gfa maximum ^{1, 2}
Restaurant	10.0 spaces/1,000 gfa maximum ^{1, 2}
Office	4.0 spaces/1,000 gfa maximum ^{1, 2}
Industrial/Light manufacturing	2.0 space/1,000 gfa maximum ^{1, 2}
Multi Family Residential	0.25 space/dwelling unit minimum ^{1,2,5}
Single Family Attached	0.5 /dwelling unit minimum ^{1,2,5}

- Maximum parking limits may be exceeded where the parking supply over the maximum is located within a parking structure.
- A waiver to exceed parking maximums must be approved by FRA and Planning Director.
- Scooter/motorcycle parking will be allowed to count towards parking requirements at a ratio of three scooter/motorcycle spaces to one automobile space. Scooter/motorcycle parking shall not account for more than 10% of parking requirements.
- Compact spaces should not exceed more than 10% of the total except by approval from FRA and the Planning Director.
- Each project shall submit a site specific parking plan that aligns with the overall Fitzsimons Innovation Campus parking strategy.
- Section 146-1509 does not apply to this GDP.
- Parking ratios may be lowered 25% if car share programs are implemented on campus.

4.3 ON-STREET AND SHARED PUBLIC PARKING

FRA may opt to manage on-street parking (and/or certain off-street facilities) as a shared parking resource allowing for more efficient use of land and parking infrastructure. Under this scenario, publicly available parking would be managed with a combination of time limits, permit parking programs, and/or parking meters to encourage turn-over of the most convenient spaces for customers and visitors. Parking policies would be coordinated with the City of Aurora.

As an alternative, FRA may enter into an intergovernmental agreement (IGA) with the City of Aurora where the City's Parking and Mobility Enterprise would assist with technology procurement, implementation, enforcement, and maintenance for publicly available on-street spaces and/or selected publicly available off-street facilities. Parking should be located within one city block of the building being served.

Publicly available on-street or off-street parking resources will not be under the control of any individual private parcel or project, but may be utilized to count towards parking calculations for individual site plan submittals in accordance with the District Parking Strategy and at the discretion of FRA, DRB and the Planning Director.

4.4 BICYCLE PARKING

Bicycle parking shall be provided per City of Aurora Code.

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FITZSIMONS INNOVATION CAMPUS

Location

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Consultants:

Applicant

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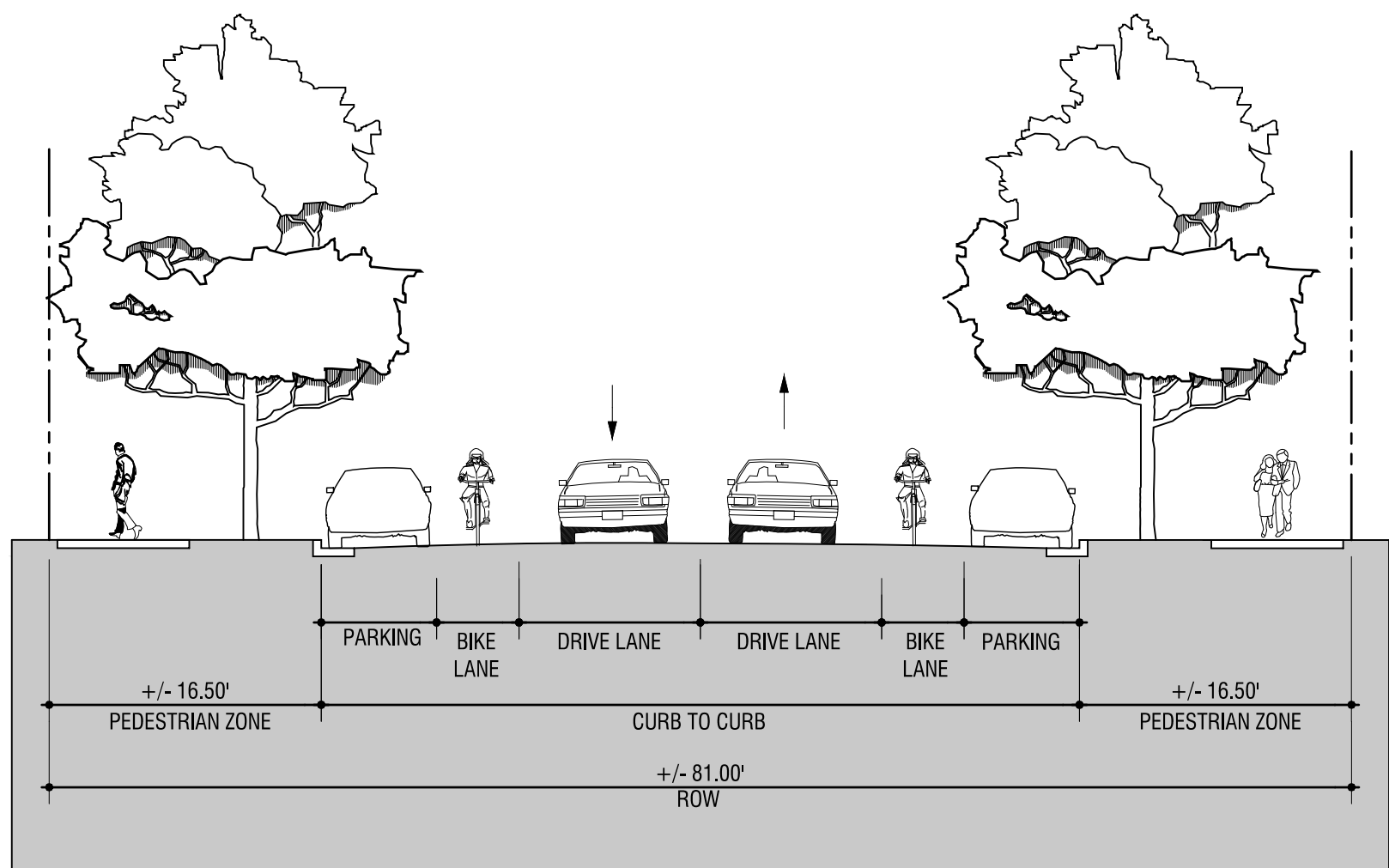
GENERAL DEVELOPMENT CRITERIA

SHEET 12 OF 19

FITZSIMONS INNOVATION CAMPUS

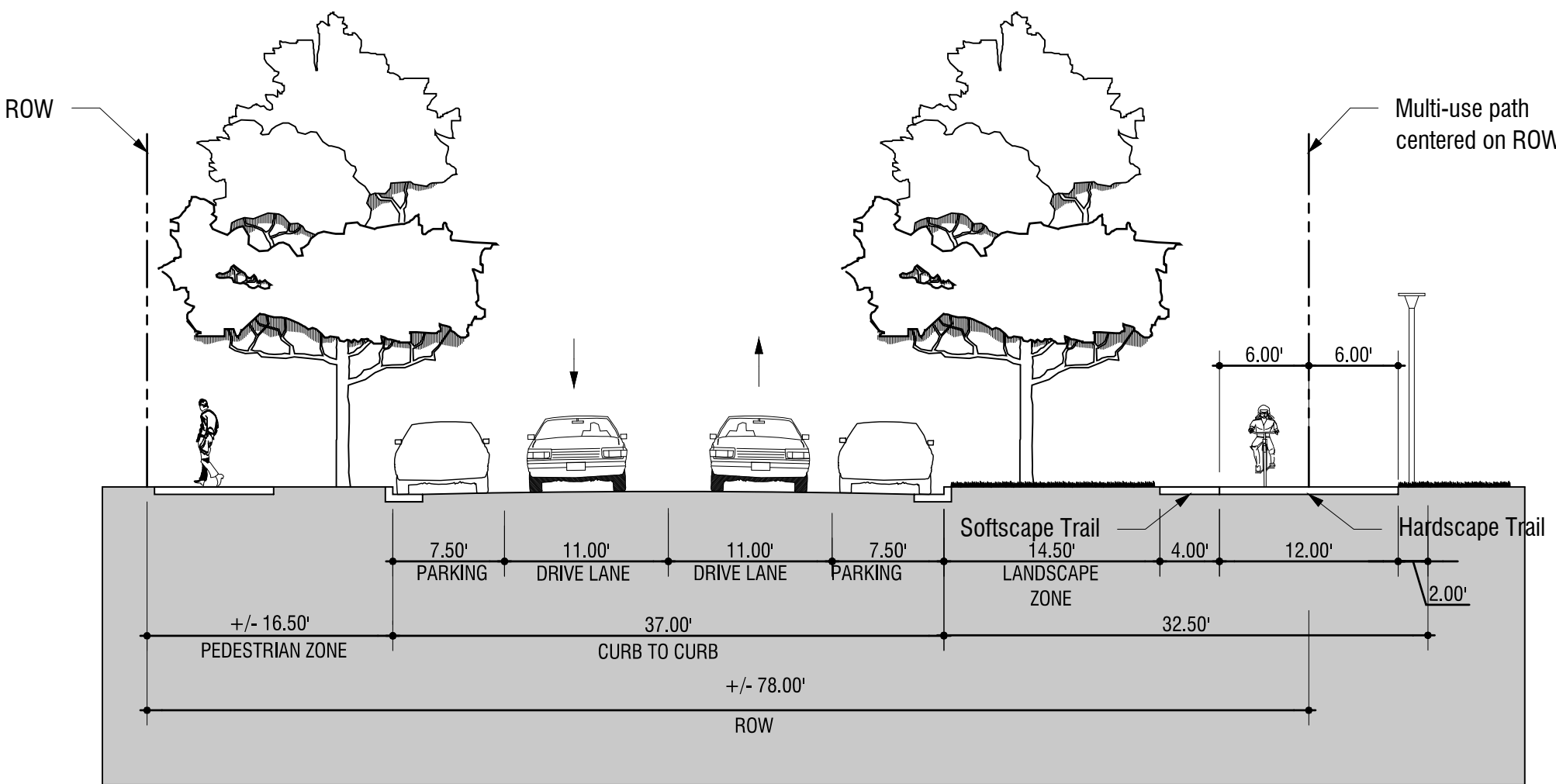
GENERAL DEVELOPMENT PLAN AMENDMENT #6

SECTION 36, TOWNSHIP 3 SOUTH
RANGE 67, WEST OF THE 6TH PRINCIPAL MERIDIAN
CITY OF AURORA, COUNTY OF ADAMS, COLORADO



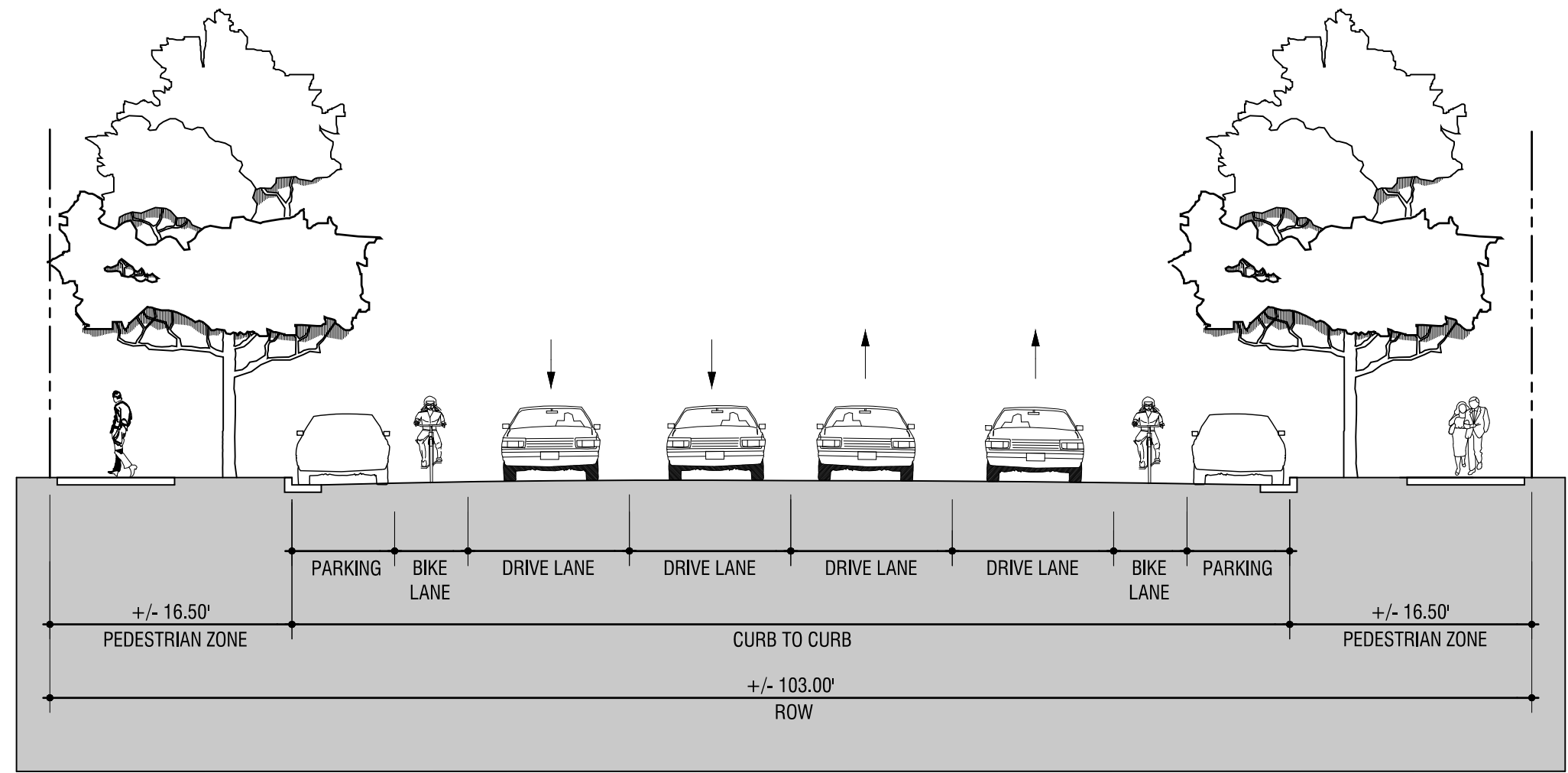
A. TYPICAL MID-BLOCK SECTION WITH BIKE LANES (E. 23RD AND RACINE) ::

Two lane street with on-street bike lanes and on-street parking both sides
*see notes 1,2, and 3 on this sheet.



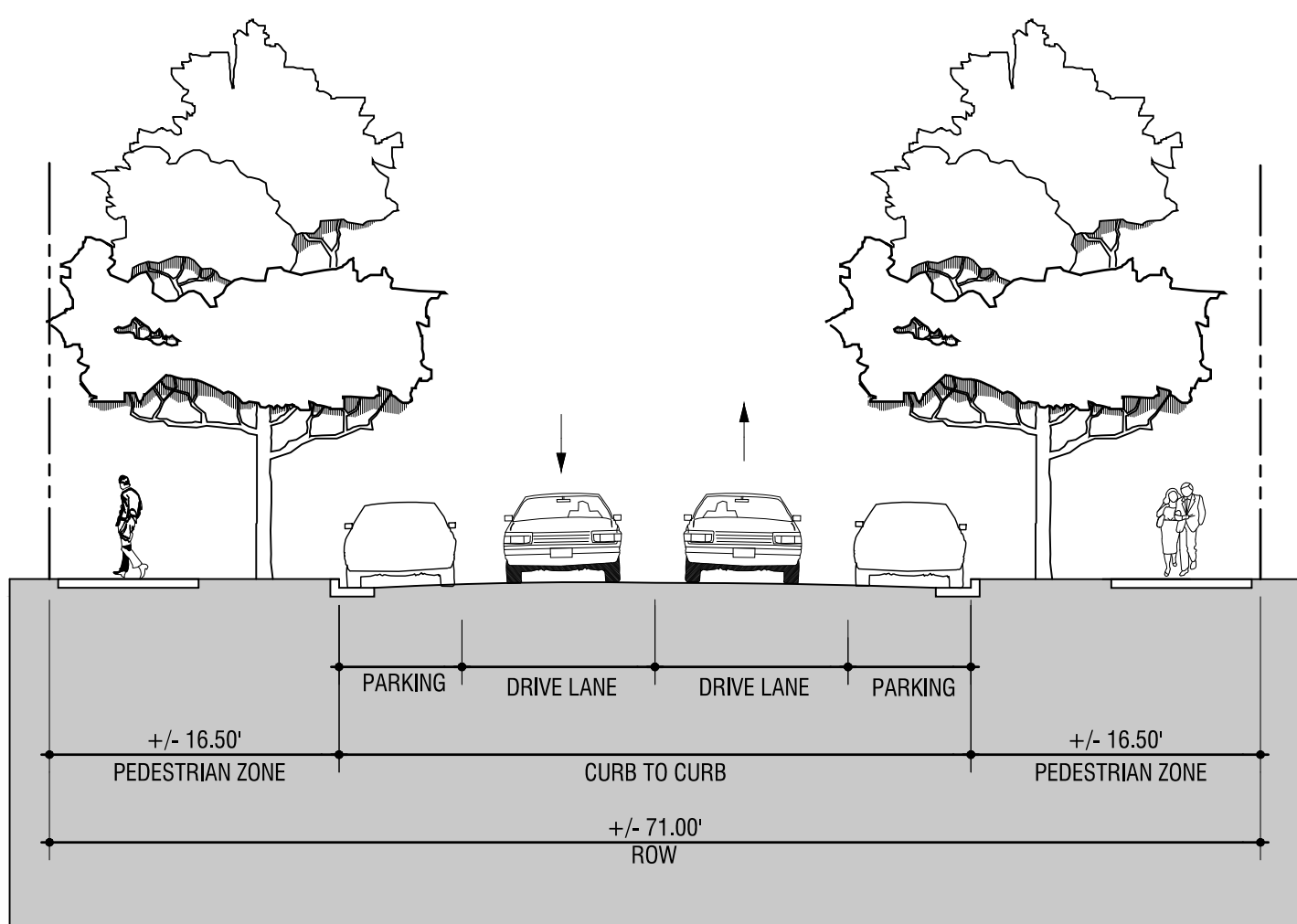
B. URSULA STREET / TYPICAL MID-BLOCK SECTION ::

Two travel lanes / On-street parking both sides
*see notes 1,2, and 3 on this sheet.



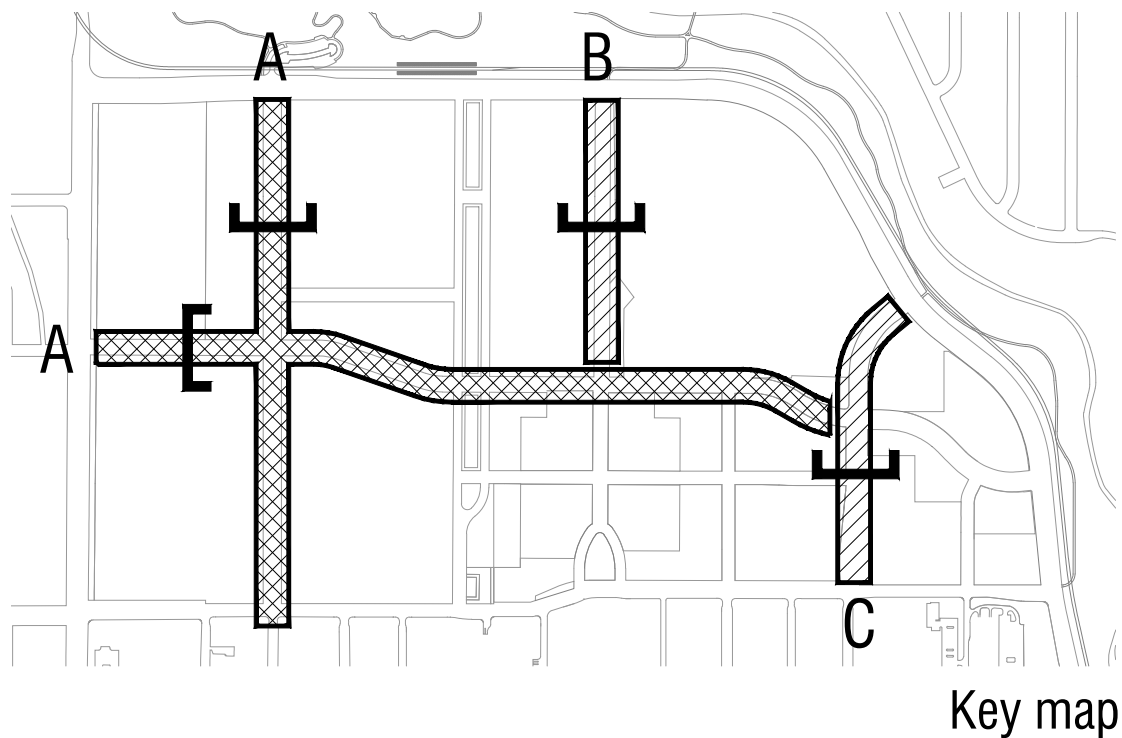
C. VICTOR STREET / TYPICAL MID-BLOCK ::

Two travel lanes / On-street bike lanes / On-street parking both sides
* see notes 1,2 and 3 on this sheet.



D. TYPICAL MID-BLOCK SECTION WITHOUT BIKE LANES (ALL OTHER STREETS)::

Two lane street with on-street parking both sides
*see notes 1,2, and 3 on this sheet.



NOTES ::

1. All street sections are conceptual. Final design and lane configuration are subject to future traffic study.
2. All streets shall provide a 25 foot wide clear zone every 150 linear feet for fire trucks.
3. R.O.W. will be made available at the time of site plan submittal to allow for necessary turn lanes as indicated by the City of Aurora Traffic Study for the Fitzsimons Innovation Campus.
4. R.O.W. will be made available at the time of site plan submittal to allow for necessary turn lanes as indicated by the City of Aurora Traffic Study for the Fitzsimons Innovation Campus.
5. At the time of this GDP submittal, Montview Boulevard is under design process, this GDP will be amended through a Minor Amendment process to include the preferred street cross section.

These General Development Plan criteria are generally consistent with the City of Aurora Station Area Plan. Deviations from City of Aurora Station Area Plan are included herein. Where conflicting information is provided, the GDP shall govern. The illustrations contained in this document demonstrate the design intent. Design guidelines will support GDP guidelines. Final designs submitted with the Site Plan may or may not replicate the illustrations contained in this GDP; they will however reflect the design intent portrayed.

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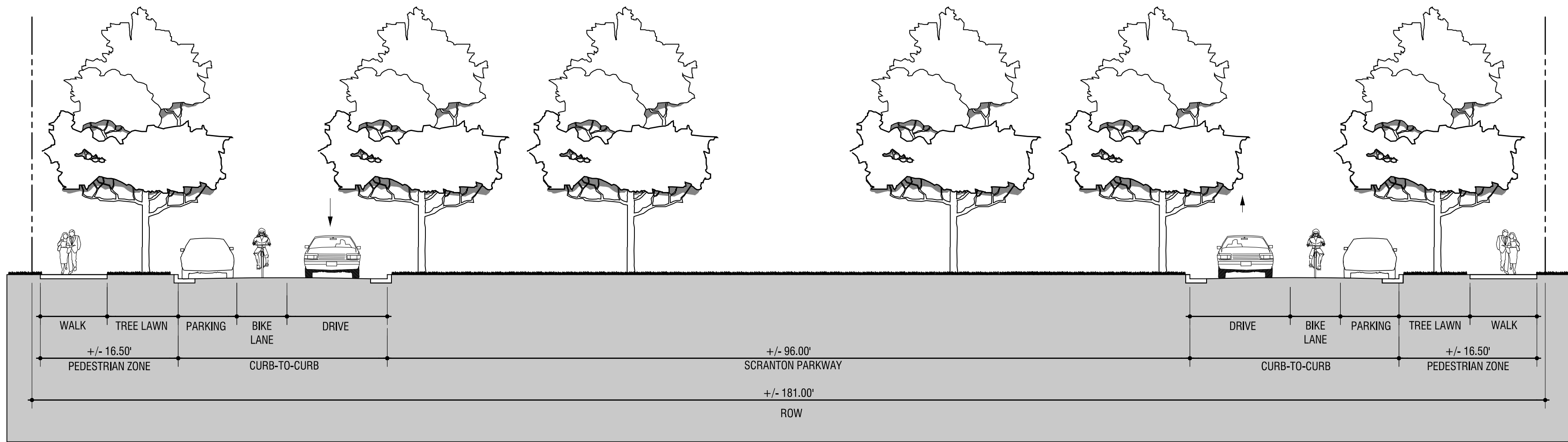
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STREET SECTIONS

FITZSIMONS INNOVATION CAMPUS

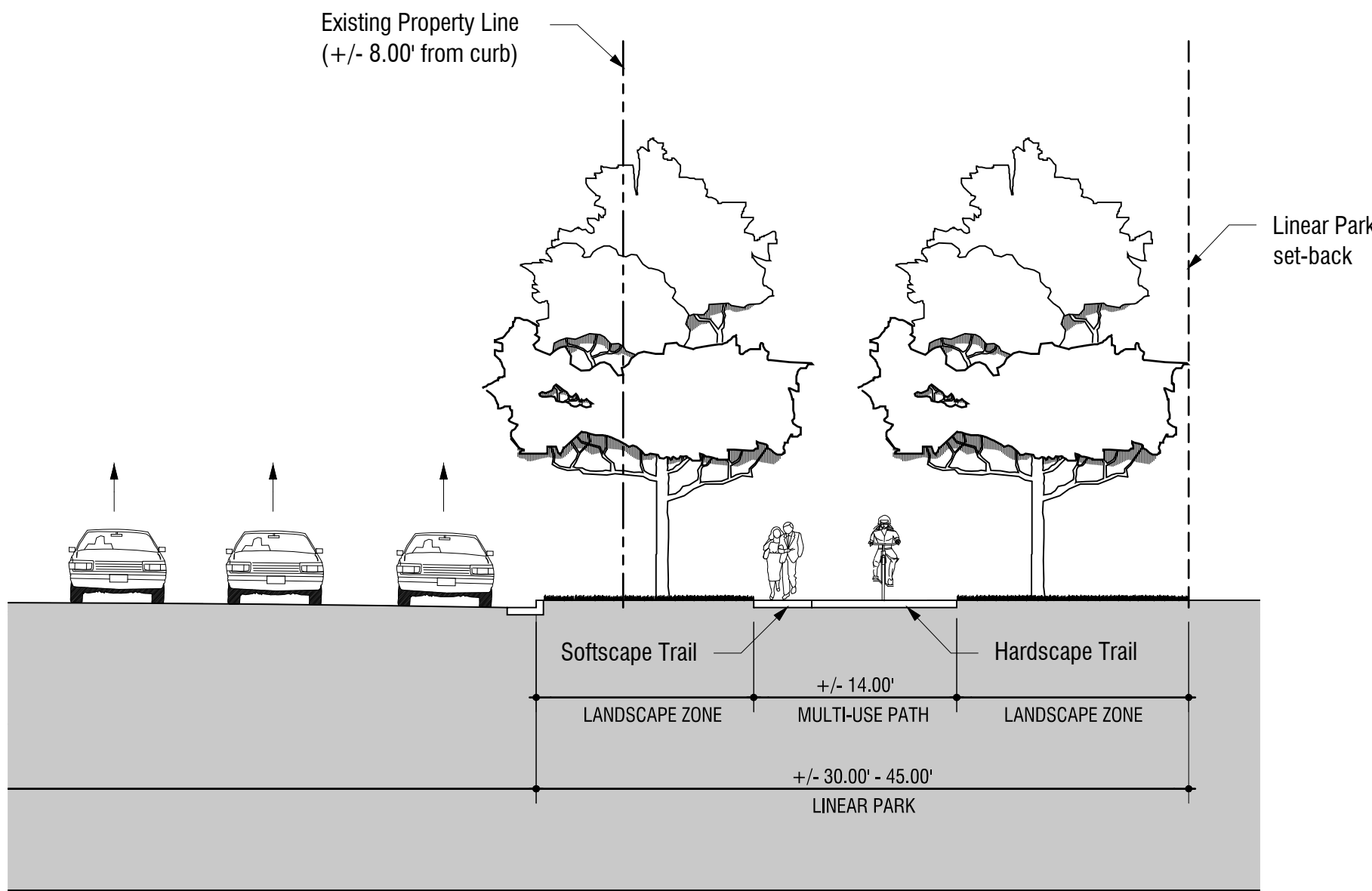
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E. SCRANTON PARKWAY / TYPICAL MID-BLOCK ::

Each side: One travel lane / One parking lane / Bicycle lane
* see notes 1,2 and 3 on this sheet.

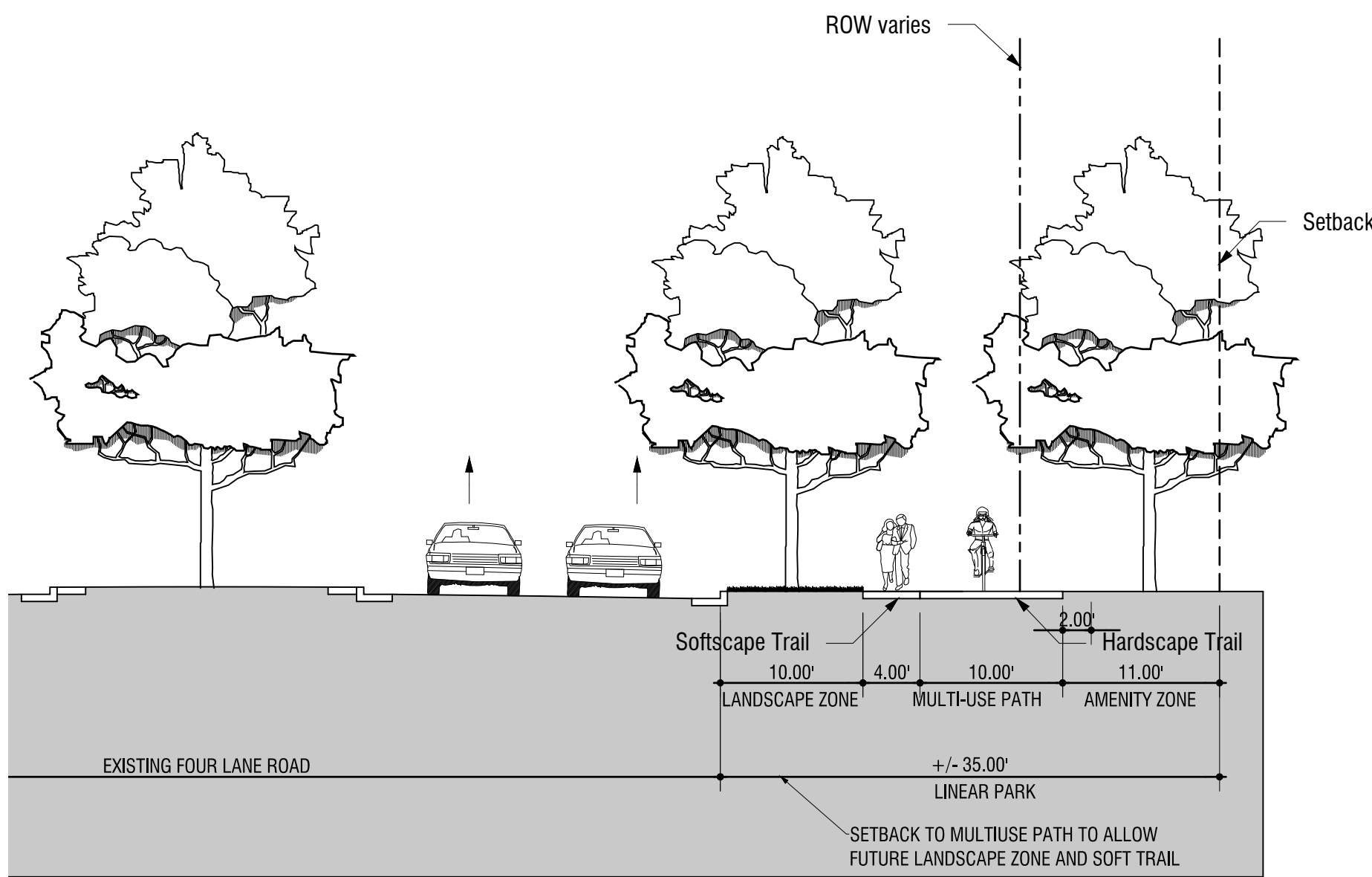


F. PEORIA MULTI-USE PATH ::

Multi-use path envisioned as 10 feet hard-scape and 4 feet soft surface trail.
Linear Park width may vary depending upon adjacent land uses, see FIC Design Guidelines.
* see notes 1,2 and 3 on this sheet.

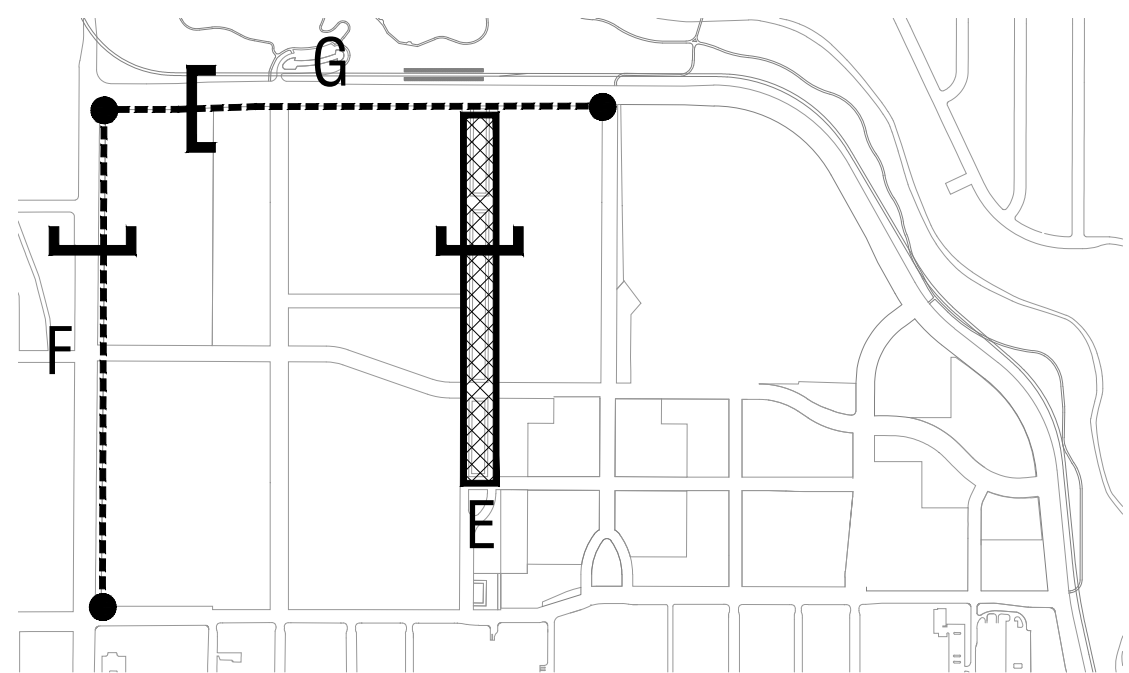
NOTES ::

- All street sections are conceptual. Final design and lane configuration are subject to future traffic study.
- All streets shall provide a 25 foot wide clear zone every 150 feet for fire tracks.
- R.O.W. will be made available at the time of site plan submittal to allow for necessary turn lanes as indicated by the City of Aurora Traffic Study for the Fitzsimons Innovation Campus.



G. FITZSIMONS MULTI-USE PATH ::

Multi-use path envisioned as 10 feet hard-scape and 4 feet soft surface trail.
* see notes 1,2 and 3 on this sheet.



Key map

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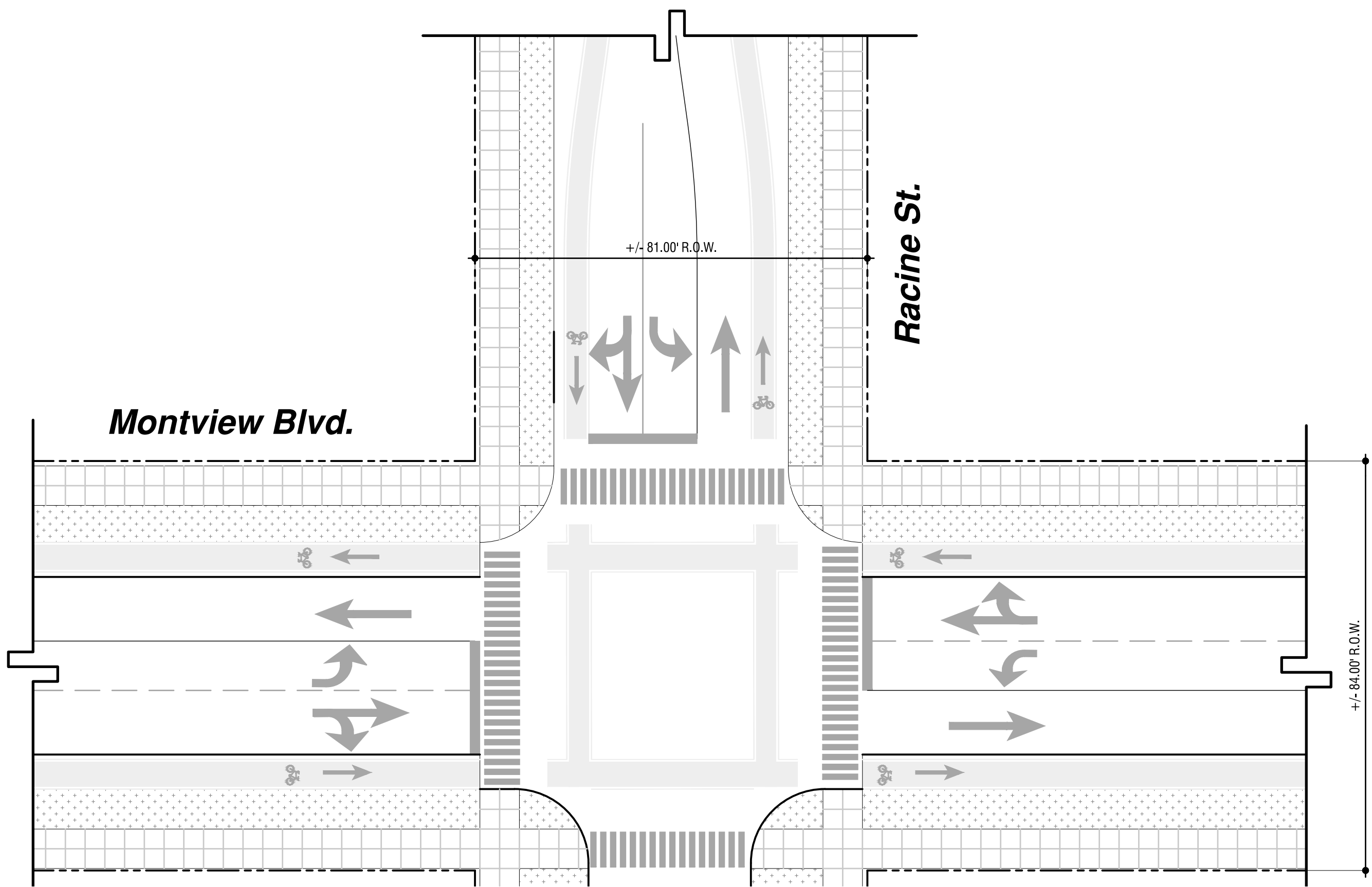
STREET SECTIONS

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FITZSIMONS INNOVATION CAMPUS

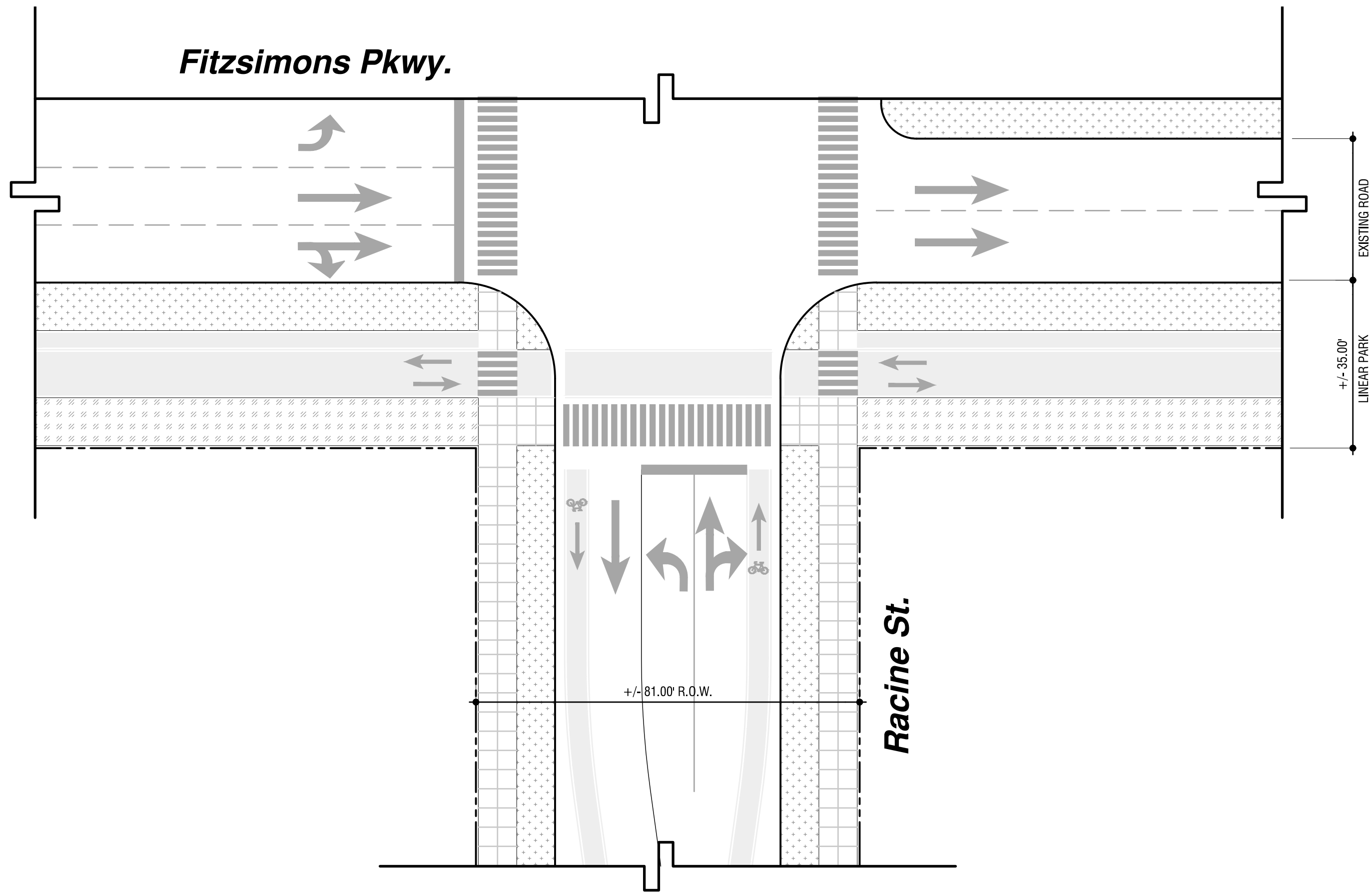
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RANGE 67, WEST OF THE 6TH PRINCIPAL MERIDIAN
CITY OF AURORA, COUNTY OF ADAMS, COLORADO



A. CONCEPTUAL MONTVIEW BLVD. AND RACINE STREET INTERSECTION ::

*see notes 1,2, and 3 on this sheet.



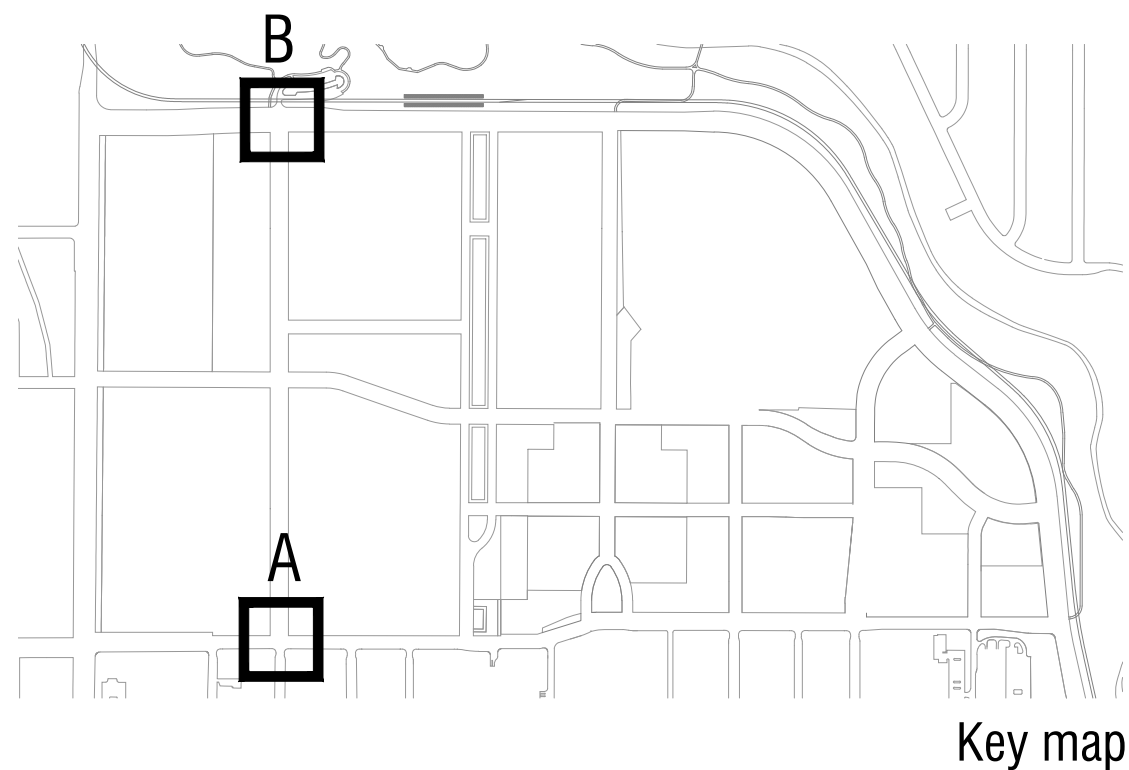
B. CONCEPTUAL FITZSIMONS AND RACINE STREET INTERSECTION::

Typical two lanes street with turn lane at intersection / Bicycle lanes at multi-use path along Peoria and Fitzsimons

*see notes 1,2, and 3 on this sheet.

LEGEND ::

- PEDESTRIAN ZONE
- LANDSCAPE OR AMENITY ZONE
- PARK SPACE
- BICYCLE LANE



Key map

NOTES ::

- All street sections are conceptual. Final design and lane configuration are subject to future traffic study.
- All streets shall provide a 25 foot wide clear zone every 150 feet for fire tracks.
- R.O.W. will be made available at the time of site plan submittal to allow for necessary turn lanes as indicated by the City of Aurora Traffic Study for the Fitzsimons Innovation Campus.

CIVITAS

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FITZSIMONS INNOVATION CAMPUS

Location

AURORA, COLORADO

Consultants:

Applicant

Fitzsimons Redevelopment Authority
12635 E. Montview Blvd. Suite 100
Aurora, CO
t. (720) 859.4100

Traffic Engineer / Civil Engineer

MATRIX Design Group
1601 Blake St. Suite 200
Denver, CO 80202
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Issue Record:

10.02.2015	Submittal 1
1.29.2016	Submittal 2
3.16.2016	Submittal 3
7.14.2016	Final submittal
10.17.2016	Mylar Set
10.23.2017	Minor amendment

CVT Proj. #: 2-14-0052

Drawn: S.C.

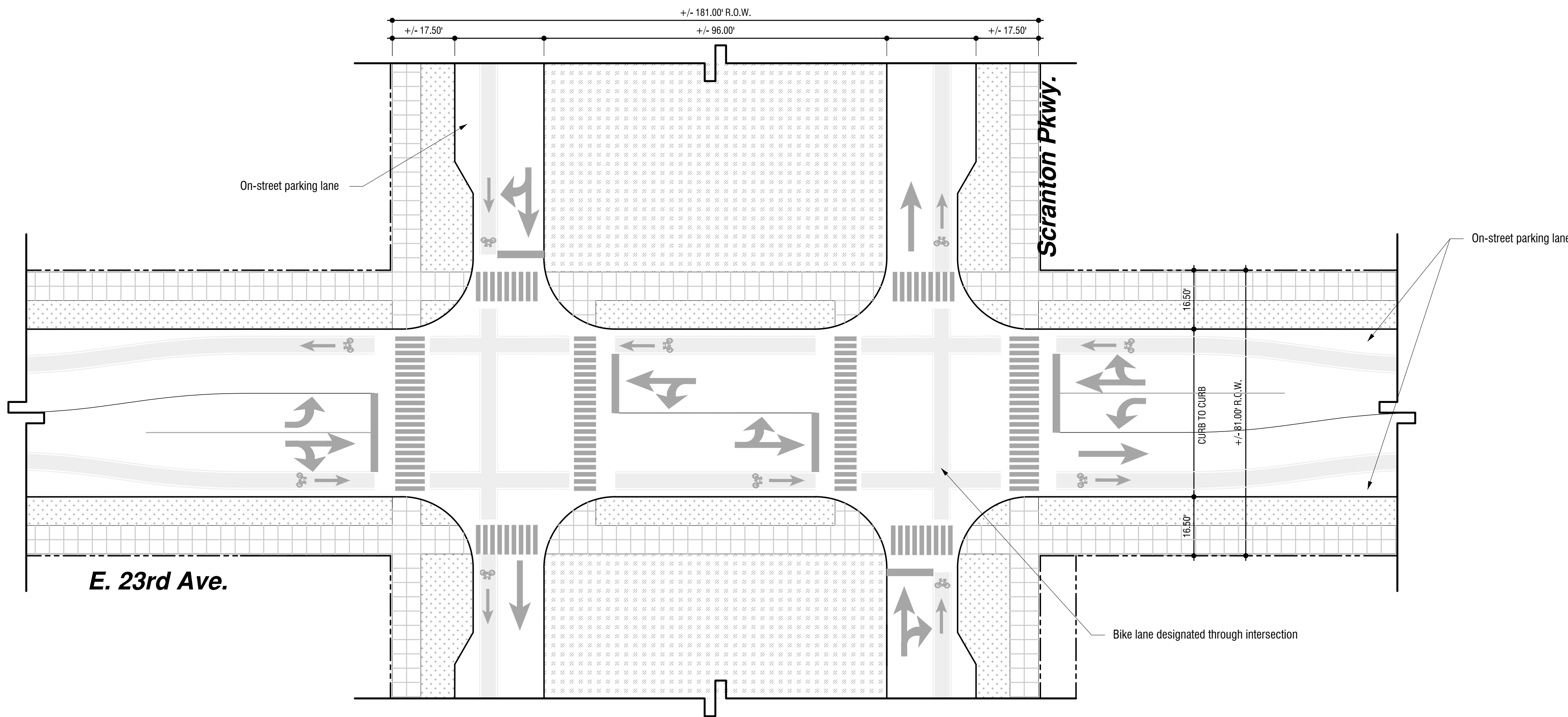
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STREET INTERSECTIONS

FITZSIMONS INNOVATION CAMPUS

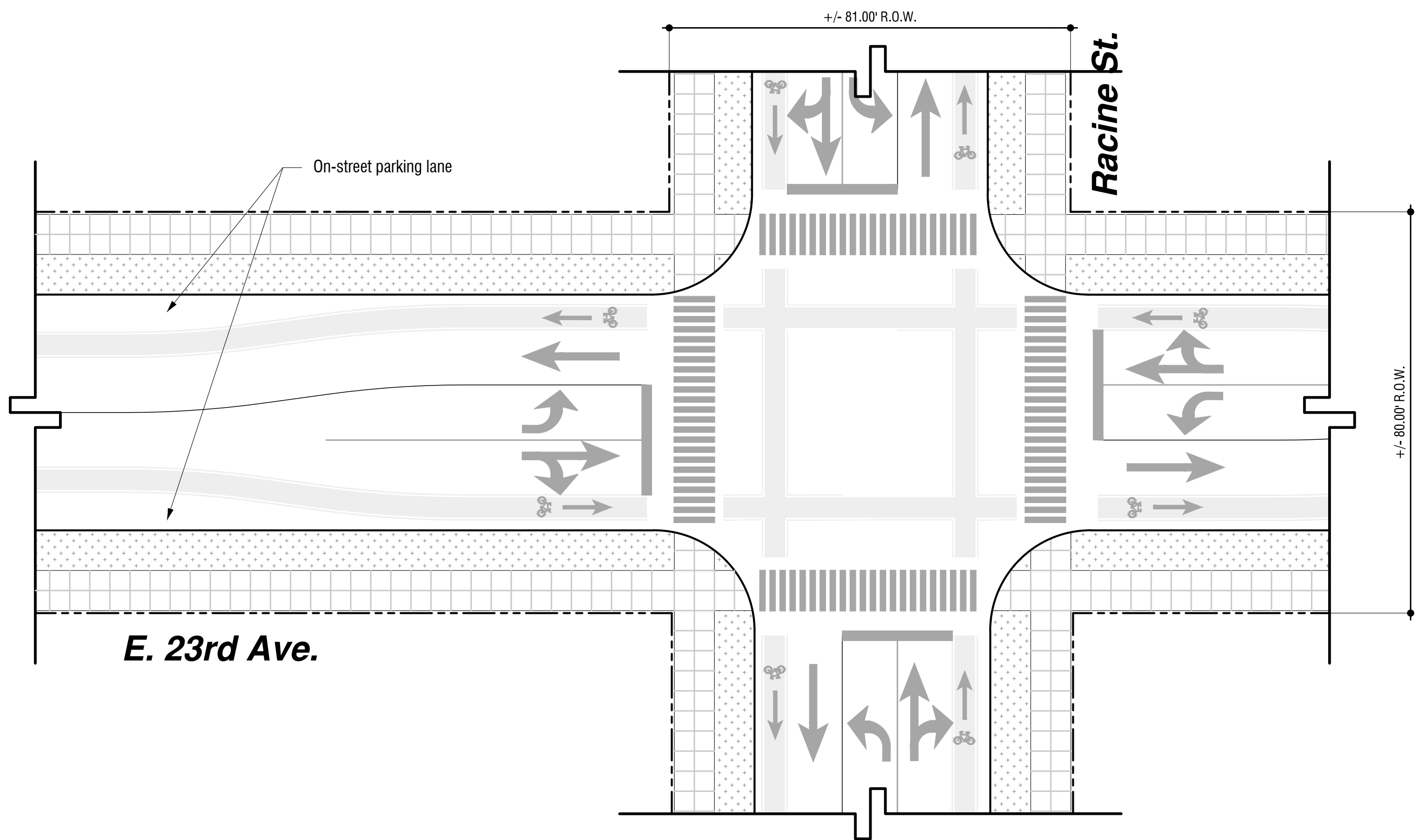
GENERAL DEVELOPMENT PLAN AMENDMENT #6

SECTION 36, TOWNSHIP 3 SOUTH
RANGE 67, WEST OF THE 6TH PRINCIPAL MERIDIAN
CITY OF AURORA, COUNTY OF ADAMS, COLORADO



C. CONCEPTUAL E. 23RD AND SCRANTON PARKWAY INTERSECTION ::

*see notes 1,2, and 3 on this sheet.



D. CONCEPTUAL E. 23RD AND RACINE STREET INTERSECTION WITH TURN LANE ::

Typical two lane street with turn lane at intersection / Bicycle lanes

If turn lanes are not necessary, curb extensions should be used to decrease crossing distances.

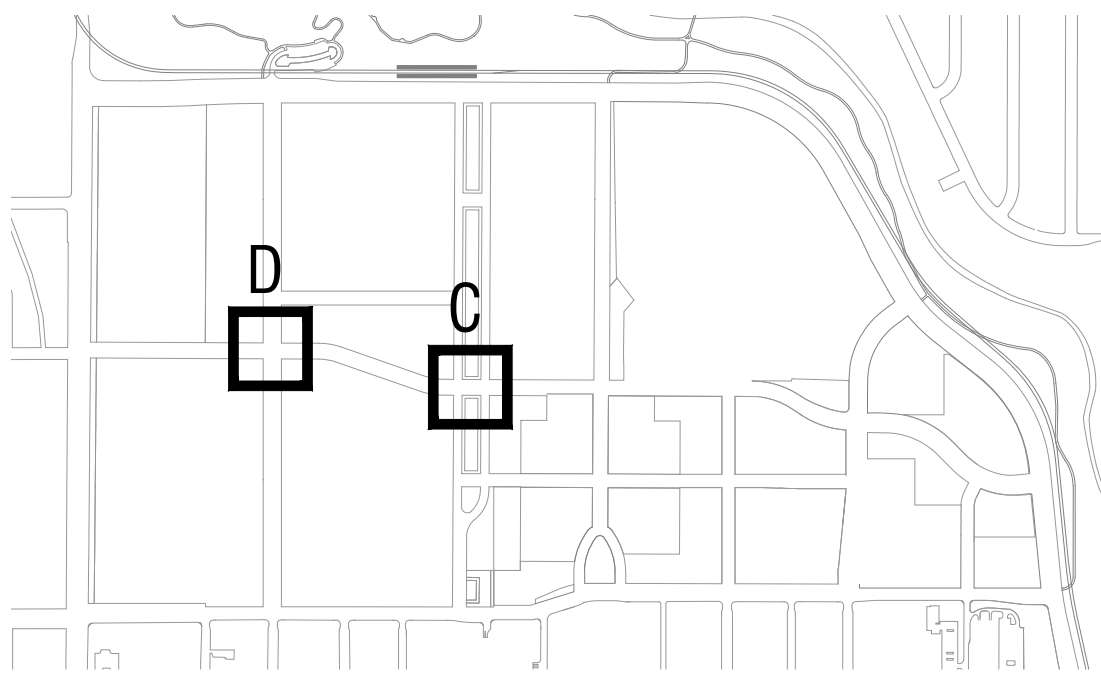
*see notes 1,2, and 3 on this sheet.

LEGEND ::

- PEDESTRIAN ZONE
- LANDSCAPE OR AMENITY ZONE
- PARK SPACE
- BICYCLE LANE

NOTE ::

- All street intersections are conceptual. Final design and lane configuration are subject to future traffic study.
- R.O.W. will be made available at the time of site plan submittal to allow for necessary turn lanes as indicated by the City of Aurora Traffic Study for the Fitzsimons Innovation Campus.
- R.O.W. will be made available at the time of site plan submittal to allow for necessary turn lanes as indicated by the City of Aurora Traffic Study for the Fitzsimons Innovation Campus.



Key map

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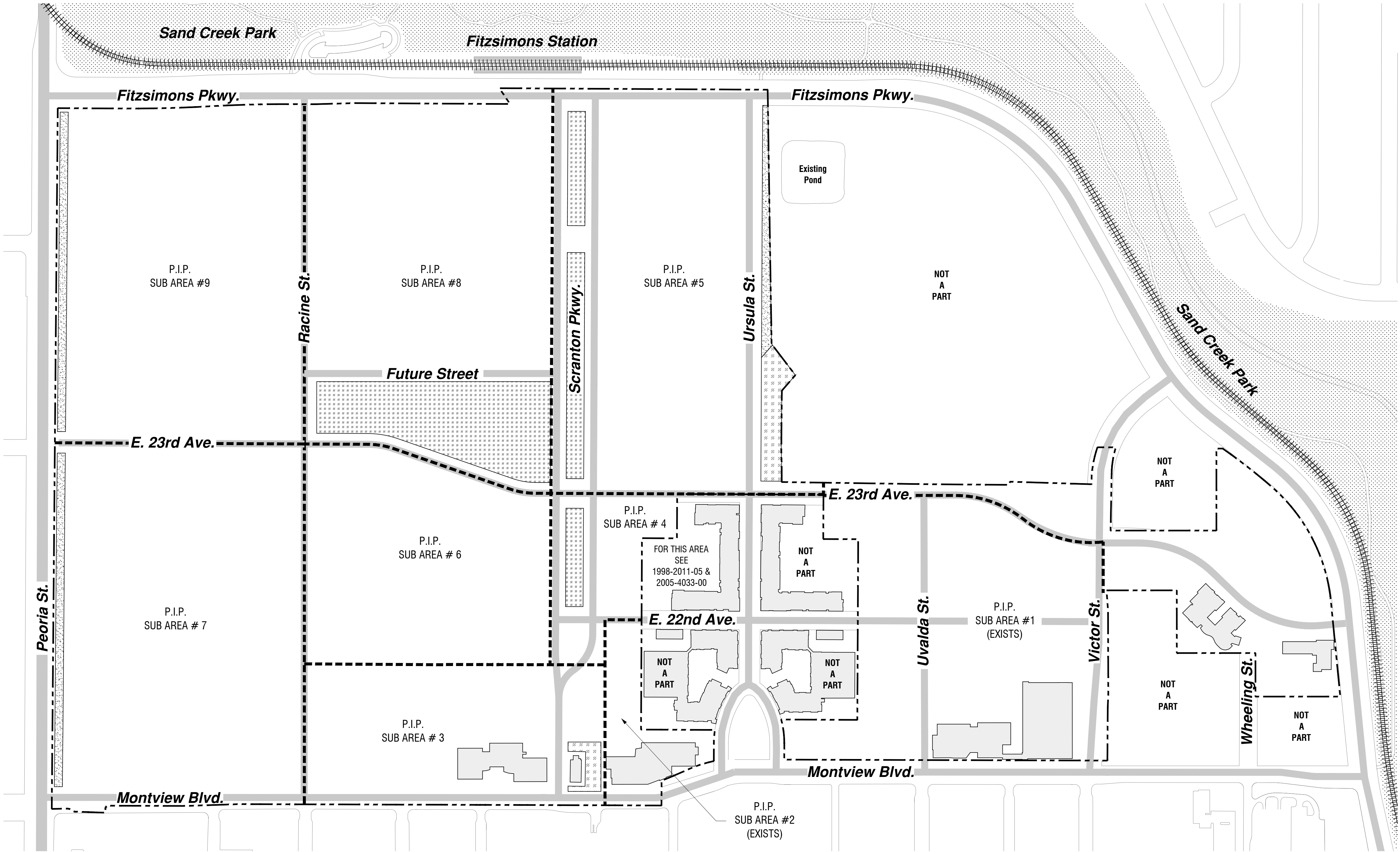
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STREET INTERSECTIONS

FITZSIMONS INNOVATION CAMPUS

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LEGEND ::

--- GDP Boundary

+++++ LIGHT-RAIL TRACK

----- P.I.P. AREA'S BOUNDARY

[Pattern] PARK SPACE

[Pattern] REGIONAL OPENSOURCE

[Pattern] LINEAR PARK

Concurrent with the submission of the first Site Plan contained within each of the nine P.I.P. sub-areas, a public improvements plan setting forth the triggers for installation of all public improvements, will be approved as a part of the Site Plan. Traffic and engineering will be updated, as reasonably determined to be necessary by the Aurora Public Works Director, and shall be included with each public improvements plan.

P.I.P. 1, 2 and 3 currently exist and are likely to incur development in the near term. The remainder of the sub-areas are designated in order of likely development potential given existing site constraints and development strategy, however, this does not represent a phasing plan.

Due to existing army mortgage encumbering sub- areas 4, 5, 6, 7, 8 as well as the land sale and subsequent land swap agreement with University of Colorado. It is difficult to determine phasing and triggers for all 184 acres.

Site plan submittals for P.I.P. 4 shall trigger construction of Scranton Parkway between Montview and E. 23rd Avenue, and construction of E. 23rd Avenue between Scranton Parkway and Ursula Street.

Site plan submittal for P.I.P. 5 shall trigger design and construction of Scranton Parkway between E. 23rd Avenue and Fitzsimons Parkway, and Ursula Street between E. 23rd Avenue and Fitzsimons Parkway.

Portions of Scranton Parkway are included in P.I.P. sub-area 4 and 5 to allow park space to be developed concurrently with residential development.

FRA is responsible for constructing Primary Streets and related infrastructure including storm sewer, sanitary sewers, water and pedestrian zones. Primary Street construction will be coordinated to serve associated vertical development projects.

FRA is responsible for constructing Parks as identified in this plan. Park construction will be coordinated to serve associated vertical development.

Expansion of the existing pond located to the northeast of the GDP area will be coordinated with development per the Drainage Plan (Sheet 19) and IMP. Funding will be per the IGA. For sites that cannot connect to the existing pond due to basin drainage constraints, individual developers shall be responsible for their own on-site water quality treatment and detention. If multiple development proposals occur simultaneously, shared water quality and detention is encouraged. However, if Aurora Water proceeds with plans to replace the existing storm water pipe along Peoria Street with a new pipe along Racine Street, the FRA may work with Aurora Water to create a combined stormwater system.

Individual project developments will be responsible for landscape located within build-to zones. See Design Guidelines for requirements.

Public art guidelines are included in the FIC Design Guidelines. A subsequent, site wide public art plan will be created with input from City of Aurora and administered by the FRA. A public art plan will be created as a minor amendment in coordination with C.O.A. Public Art Planner.

The FRA will work with City to create a campus wide parking strategy and management program. When complete, the Parking Strategy and Management Program will be included in an updated IGA between the City of Aurora and Colorado Science and Technology Park Metropolitan District No. 1

R.O.W. will be made available at the time of site plan submittal to allow for necessary turn lanes as indicated by the City of Aurora Traffic Study for the Fitzsimons Innovation Campus.

Refer to the I.G.A. for maintenance responsibility for public streets, parks and bicycle facilities.

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Drawn: S.C.

Checked: C.W.P.

PUBLIC IMPROVEMENTS PLAN

SHEET 17 OF 19

FITZSIMONS INNOVATION CAMPUS

GENERAL DEVELOPMENT PLAN AMENDMENT #6

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Drawn: FRD

Checked: MAM

**DRAINAGE PLAN
DR 2**

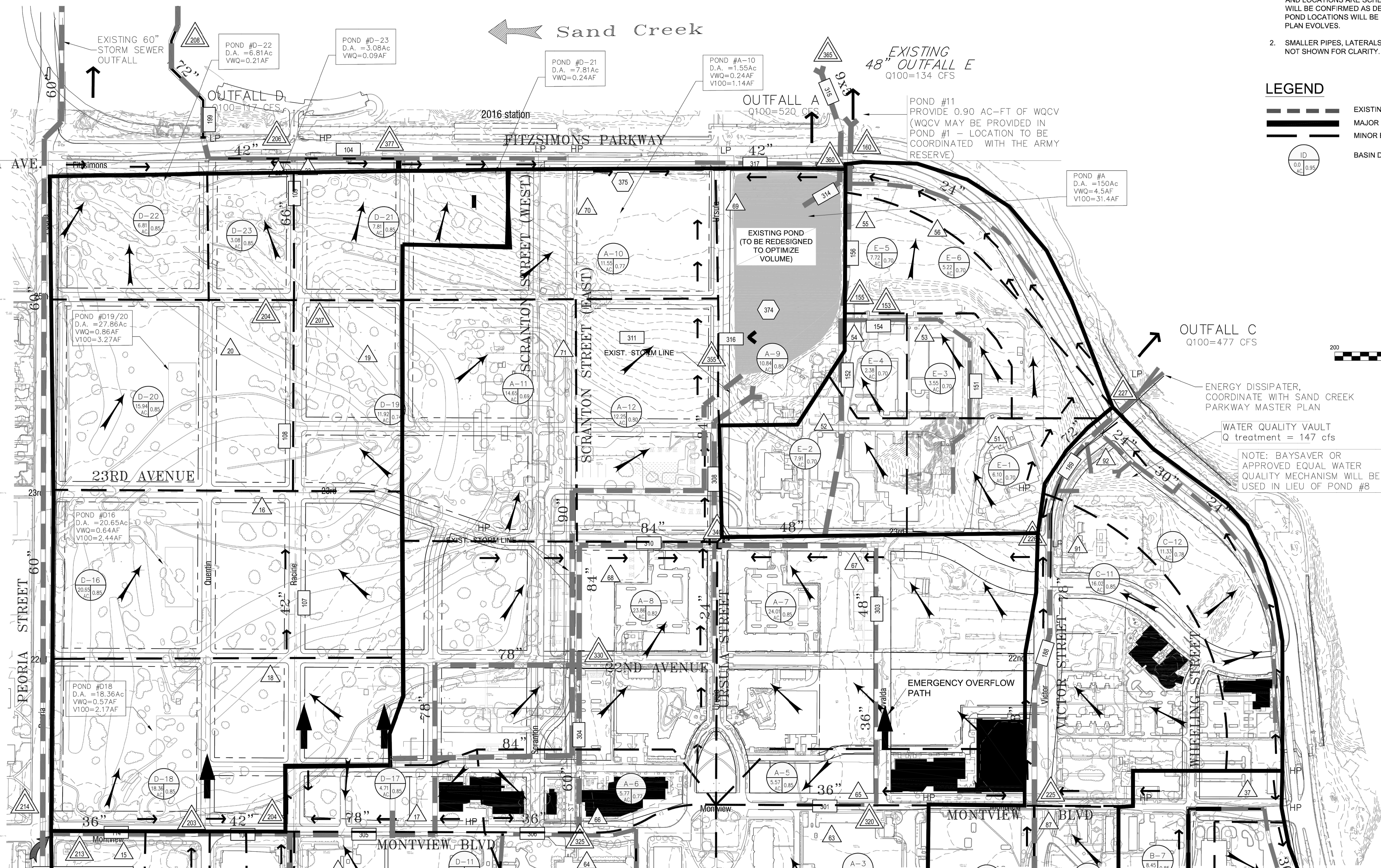
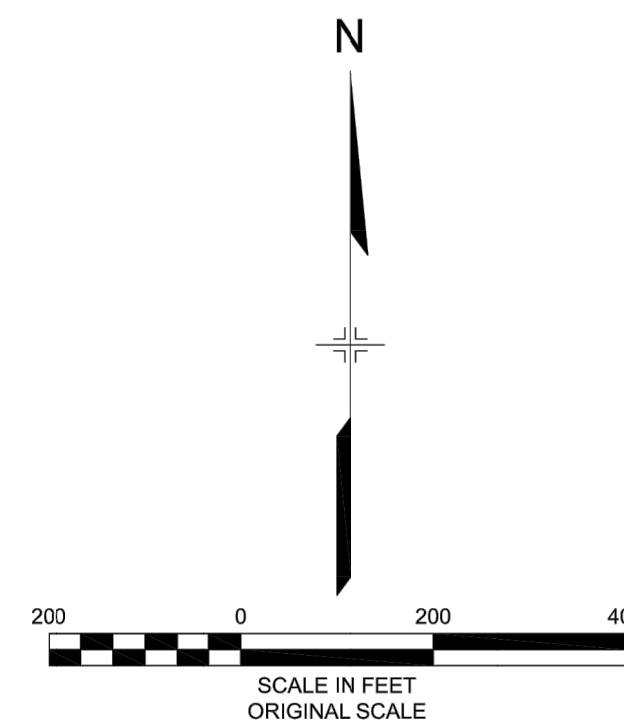
SHEET 18 OF 19

NOTES:
1. DETENTION AND WATER QUALITY POND SIZES AND LOCATIONS ARE SCHEMATIC. POND VOLUMES WILL BE CONFIRMED AS DEVELOPMENT PROGRESSES. POND LOCATIONS WILL BE DETERMINED AS LAND PLAN EVOLVES.

2. SMALLER PIPES, LATERALS, MANHOLES AND INLETS NOT SHOWN FOR CLARITY.

LEGEND

EXISTING STORM SEWER
MAJOR BASIN BOUNDARY
MINOR BASIN BOUNDARY
BASIN DESIGNATION



FITZSIMONS - INFRASTRUCTURE MASTER PLAN

TABLE 1 - DETENTION/WQ REQUIREMENTS

Basin	Area (Ac.)	Impervious (%)	100-yr Detention (ac-ft)	WQCV (ac-ft)	Volume Required (ac-ft)	Requirements
D-22	6.81	85	0.21	0.21	0.21	No Detention
D-23	3.08	85	0.09	0.09	0.09	No Detention
D-21	7.81	85	0.24	0.24	0.24	No Detention
D-19/20	27.86	82	3.27	0.86	3.70	Detention + 1/2 WQCV
D-16	20.65	85	2.44	0.64	2.76	Detention + 1/2 WQCV
D-18	18.36	85	2.17	0.57	2.46	Detention + 1/2 WQCV
A-10	11.55	77	1.14	0.33	1.31	Detention + 1/2 WQCV
A	150.00	85	31.40	4.53	33.66	Detention + 1/2 WQCV

NOTES:

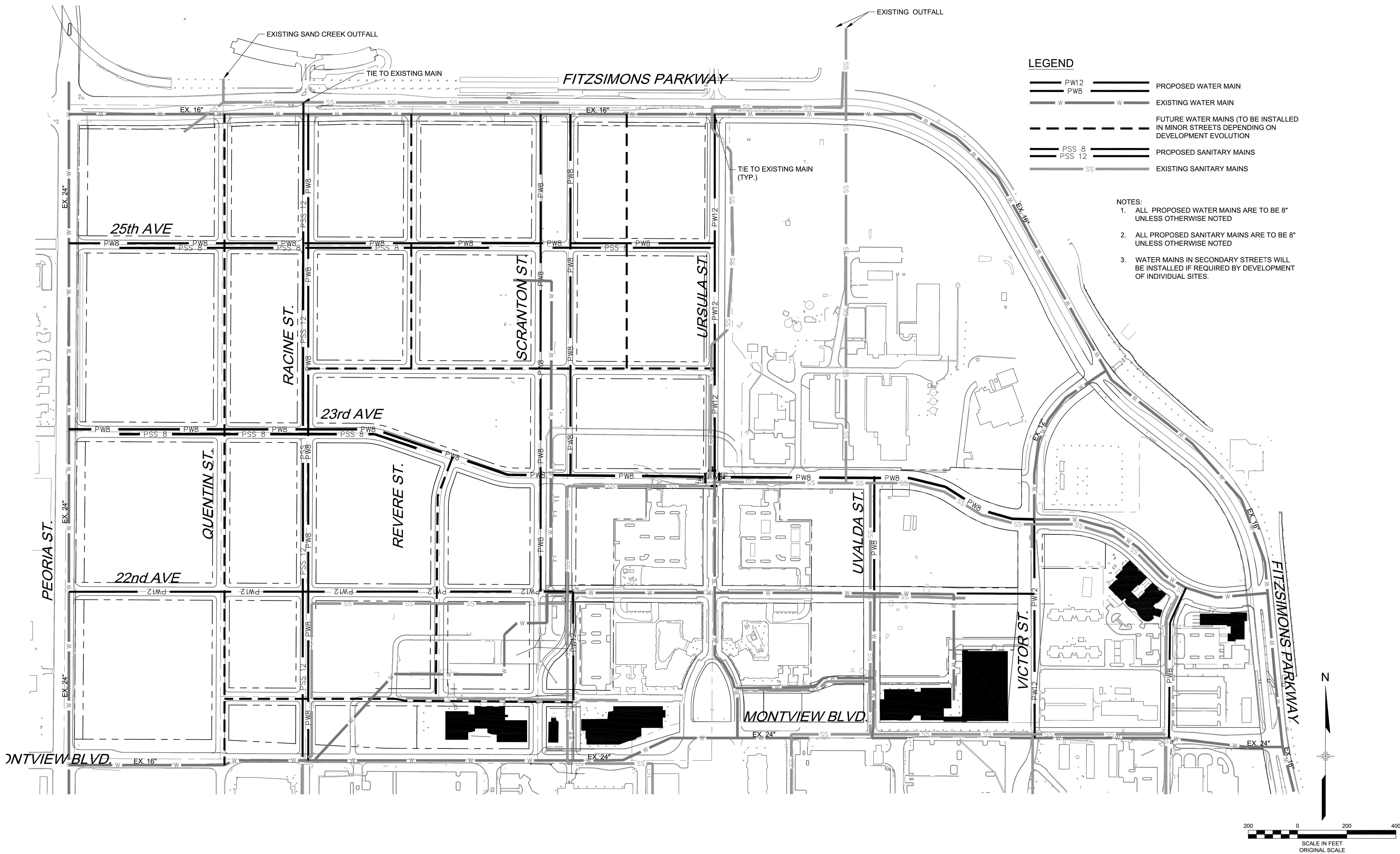
- MINOR AMENDMENT REFLECTS CHANGES TO ROADWAY LAYOUT WHICH HAVE MINOR EFFECT ON DRAINAGE BASINS AND DETENTION REQUIREMENTS.
- DRAINAGE CALCULATIONS HAVE NOT BEEN UPDATED FOR MINOR AMENDMENT, BUT BASIN BOUNDARIES AND DETENTION REQUIREMENTS WILL BE UPDATED IN SUBSEQUENT PRELIMINARY DRAINAGE REPORTS PRIOR TO DEVELOPMENT.

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**OVERALL UTILITY
PLAN**

SHEET 19 OF 19