

# ABILENE STATION T.O.D.

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(Italics = graphic/map/photo)

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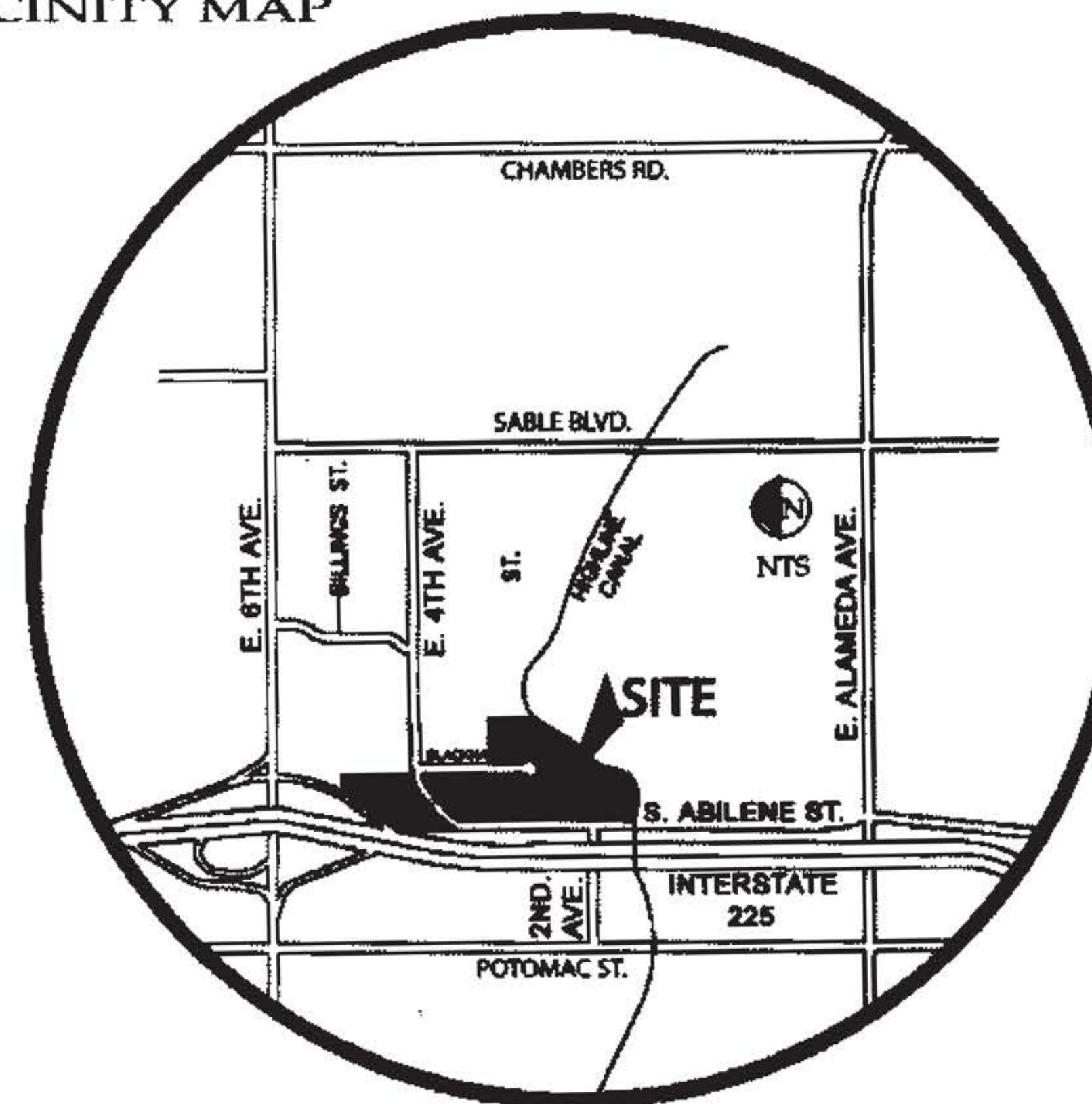
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## DATA BLOCK AND PERMISSIBLE USES

See Section 8.0 for Proposed Land Use Chart, Permissible Uses Chart and the accompanying Parcel Location Diagram.

## VICINITY MAP



1 Amendment 1 was completed in April of 2015.

2 The goal of this Amendment to the Abilene Station GDP is to satisfy the removal of the Interpretive Park to Open Space with in planning area B1. Due to the removal of the Interpretive Park, planning area B1 will no longer be counted towards the overall Abilene Station Parks Requirement.

3 The goal of this Amendment to the Abilene Station GDP is to remove Abilene Green from the GDP, and modernize amenities provided. March 2022.

## 0.1 SIGNATURE BLOCK

In witness thereof, Abilene Station LLC has caused these presents to be executed this 20<sup>th</sup> day of March AD. 2008.

By: Abilene Development Services Inc, manager  
By: [Signature]  
(President)

State of Colorado, County of ARAPHOE

The foregoing instrument was acknowledged before me this 20<sup>th</sup> day of MAR AD. 2008 by

Abilene Station LLC, Abilene Development Services Inc., manager, David J. Erb, President.

Witness my hand and official seal

[Signature]  
(Notary Public)



Notary Seal

My commission expires 3-8-2010 Notary Business Address: 8480 E. ORCHARD RD.  
ENGLEWOOD, CO 80111

## CITY OF AURORA APPROVALS

City Attorney: [Signature] Date: 3-15-08

Planning Director: [Signature] Date: 3/25/2008

Planning Commission: [Signature] Date: 4/26/2007  
(Chairperson)

City Council: [Signature] Date: 4/1/08  
(Mayor)

Attest: [Signature] Date: 4/2/08  
(City Clerk)

Database Approval Date 12/10/2007 C.C.

## RECORDERS CERTIFICATE:

Accepted for filing in the office of the Clerk and Recorder of \_\_\_\_\_

Colorado at \_\_\_\_\_ o'clock \_\_\_\_\_ M, this \_\_\_\_\_ day of \_\_\_\_\_ AD, \_\_\_\_\_

Clerk and Recorder: \_\_\_\_\_ Deputy: \_\_\_\_\_

REV6: DECEMBER 20, 2007  
REV5: NOVEMBER 26, 2007  
REV4: JULY 30, 2007  
REV3: JUNE 27, 2007  
REV2: MAY 05, 2007  
REV1: DECEMBER 11, 2006



## General Development Plan

NARRATIVE AND DESIGN GUIDELINES

ABILENE STATION T.O.D.

AURORA, COLORADO

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# ABILENE STATION T.O.D. - AMENDMENT #3

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VICINITY MAP



## OWNER’S CERTIFICATE:

THIS SITE PLAN AND ANY AMENDMENTS HERETO, UPON APPROVAL BY THE CITY OF AURORA AND RECORDING, SHALL BE BINDING UPON THE APPLICANTS THEREFORE, THEIR SUCCESSORS AND ASSIGNS. THIS PLAN SHALL LIMIT AND CONTROL THE ISSUANCE AND VALIDITY OF ALL BUILDING PERMITS, AND SHALL RESTRICT AND LIMIT THE CONSTRUCTION, LOCATION, USE, OCCUPANCY, AND OPERATION OF ALL LAND AND STRUCTURES WITHIN THIS PLAN TO ALL CONDITIONS, REQUIREMENTS, LOCATIONS AND LIMITATIONS SET FORTH HEREIN. ABANDONMENT, WITHDRAWAL OR AMENDMENT OF THIS PLAN MAY BE PERMITTED ONLY UPON APPROVAL OF THE CITY OF AURORA.

IN WITNESS WHEREOF, LENNAR COLORADO LLC HAS CAUSED THESE PRESENTS TO BE EXECUTED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_AD. \_\_\_\_\_

LENNAR COLORADO, LLC  
9193 S JAMAICA STREET, 4TH FLOOR  
ENGLEWOOD, COLORADO 80112

BY: \_\_\_\_\_  
(OWNERS SIGNATURE)

STATE OF COLORADO )  
COUNTY OF ARAPAHOE ) JSS

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME

THIS \_\_\_\_\_DAY OF \_\_\_\_\_AD. \_\_\_\_\_

BY KENT PEDERSEN, VICE PRESIDENT

WITNESS MY HAND AND OFFICIAL SEAL ) NOTARY SEAL

\_\_\_\_\_  
(NOTARY PUBLIC)

MY COMMISSION EXPIRES: \_\_\_\_\_NOTARY BUSINESS ADDRESS:

### CITY OF AURORA APPROVALS

City Attorney: \_\_\_\_\_ Date: \_\_\_\_\_

Planning Director: \_\_\_\_\_ Date: \_\_\_\_\_

Planning Commission: \_\_\_\_\_ Date: \_\_\_\_\_  
(Chairperson)

City Council: \_\_\_\_\_ Date: \_\_\_\_\_  
(Mayor)

Attest: \_\_\_\_\_ Date: \_\_\_\_\_  
(City Clerk)

Database Approval Date \_\_\_\_\_

### RECORDERS CERTIFICATE:

Accepted for filing in the office of the Clerk and Recorder of \_\_\_\_\_  
Colorado at \_\_\_\_\_ o'clock \_\_\_\_ M, this \_\_\_\_\_ day of \_\_\_\_\_AD, \_\_\_\_\_  
Clerk and Recorder: \_\_\_\_\_ Deputy: \_\_\_\_\_



## 0.2 LEGAL DESCRIPTION

LOTS 1 THROUGH 4, BLOCK 1, AND TRACT A,  
CORPORATE CENTER 225 SUBDIVISION FILING NO. 1;

LOT 2, BLOCK 1, MURRAY-KRAUSE SUBDIVISION FILING  
NO. 1;

ALL IN THE CITY OF AURORA, COUNTY OF ARAPAHOE,  
STATE OF COLORADO.

TOGETHER WITH:

PARCEL A

A TRACT OF LAND BEING PART OF TRACTS 10 & 20,  
FLORENCE GARDENS, AS RECORDED IN THE CLERK  
AND RECORDERS OFFICE OF ARAPAHOE COUNTY,  
COLORADO AND A PORTION OF VACATED BLACKHAWK  
STREET, SITUATED IN THE NW 1/4 OF SECTION 7, T.4S.,  
R.66W., OF THE 6<sup>TH</sup> P.M., CITY OF AURORA, COUNTY OF  
ARAPAHOE, STATE OF COLORADO AND BEING MORE  
PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NW CORNER OF SAID SECTION  
7; THENCE N89°38'26"E ALONG THE NORTH LINE OF THE  
NW 1/4 OF SAID SECTION 7 A DISTANCE OF 1178.62 FEET;  
THENCE S00°29'47"E A DISTANCE OF 987.49 FEET TO THE  
POINT OF BEGINNING; THENCE S00°29'47"E A DISTANCE  
OF 289.48 FEET TO A POINT ON THE NORTHERLY R.O.W.  
LINE OF ABILENE STREET; THENCE THE FOLLOWING  
THREE (3) COURSES ALONG SAID NORTHERLY R.O.W.  
LINE;

- 1 THENCE S89°04'34"W A DISTANCE OF 136.02  
FEET;
- 2 THENCE S66°51'38"W A DISTANCE OF 114.74  
FEET;
- 3 THENCE S53°42'13"W A DISTANCE OF 88.29  
FEET TO A POINT ON THE EASTERLY R.O.W.  
LINE OF INTERSTATE HIGHWAY 225;

THENCE THE FOLLOWING TWO (2) COURSES ALONG  
SAID EASTERLY R.O.W. LINE;

- 1 THENCE N13°36'19"E A DISTANCE OF 281.41  
FEET;
- 2 THENCE N37°40'15"E A DISTANCE OF 144.70  
FEET;

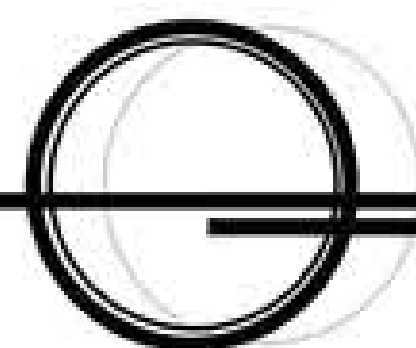
THENCE N89°38'34"E A DISTANCE OF 155.54 FEET TO THE  
POINT OF BEGINNING.

## 1.0 GENERAL NOTES

- 1.1 The applicant will have a Design Review Board (DRB) under the auspices of the Abilene Station HOA and/or the Abilene Station Metro District that will review and approve all development for compliance with this General Development Plan prior to submission to the City of Aurora.
- 1.2 Streetlights must be constructed along all public streets as required by City Code 126-236.
- 1.3 Improvements will be installed as required by the phasing plan.
- 1.4 Abilene Station will meet the City of Aurora Public Art Requirement.
- 1.5 Any future amendments to architecture, landscape architecture and other urban design and related drawings must demonstrate an equal or better quality than the approved master standards.
- 1.6 The photos and illustrations depicted are illustrative of the design quality required by this General Development Plan. Final designs submitted may or may not replicate these illustrations; they will however reflect the design quality portrayed.
- 1.7 The developer, his successors and assigns, including the homeowners or merchants association, shall be responsible for installation, maintenance and replacement of all fire lane signs as required by the City of Aurora.
- 1.8 All signs must conform to the City of Aurora sign code.
- 1.9 Right of way for ingress and egress for service and emergency vehicles is granted over, across, on and through any and all private roads and ways now or hereafter established on the described property, and the same are hereby designated as "Service/Emergency and Utility Easements" and shall be posted "No Parking - Fire Lane" where there is inadequate width to accommodate emergency vehicles.
- 1.10 Accessible exterior routes shall be provided from public transportation stops, accessible parking and accessible passenger loading zones and public sidewalks to the accessible building entrance they serve. The accessible route between accessible parking and accessible building entrances shall be the most practical direct route. The accessible route must be located within a sidewalk (exception: to an accessible garage). An accessible route can only be within a drive aisle when it is being extended to an accessible parking garage. No slope along this route may exceed 1:20 without providing a ramp with a maximum slope of 1:12 and handrails. Crosswalks along this route shall be wide enough to wholly contain the curb ramp with a minimum width of 36" and shall be painted with white stripes. The City of Aurora enforces handicapped accessibility requirements based on the 2003 International Building Code, Chapter 11, and the American National Standards Institute (ICC/ANSI) A117-1998. As adopted on May 29, 2003, the City of Aurora will also utilize House Bill 03-1221 requirements for accessibility in conjunction with the 2003 International Building Code, Chapter 11 Note: Utilize the IBC as the primary requirements and then make up any difference using HB-1221. The state statute is not intended to supplement other laws already in place. The alternative housing types and point system cannot be used to satisfy IBC requirements.
- 1.11 Abilene Street/E. 4<sup>th</sup> Avenue shall be constructed with a nine foot (9') attached sidewalk where contiguous to the RTD R.O.W. N. Blackhawk Street shall be constructed with a six foot (6') detached sidewalk and an eight foot (8') tree lawn. This will be achieved at time of site plan through the use of a landscape and sidewalk easement. Refer to cross-sections that provide specific landscape and sidewalk locations.
- 1.12 Parcel size, parcel acreage, open space areas, and access locations may vary during refinement of individual parcels at site plan level without said variation considered a major amendment to this GDP. This GDP is a zoning document that allows for flexibility.
- 1.13 The project will be phased. Phasing will occur in a logical manner and will be market driven, and developed as the market conditions dictate.
- 1.14 Refer to the development standards and guidelines for uses allowed within each parcel area.
- 1.15 Every market reasonable effort will be made to provide pedestrian connections to the

- High Line Canal at time of site plans. This effort will be coordinated with the Denver Water Board.
- 1.16 All internal access drives and circulation will be shown at time of site plan. Access drives will be a minimum of twenty-four feet (24').
  - 1.17 Fire lane easements will be dedicated at time of site plan.
  - 1.18 N. Blackhawk Street is intended to be constructed under the proposed Urban City of Aurora Street Standards once approved by City Council as a local street with a sixty-two foot (62') right-of-way and thirty four foot (34') flow to flow. Metro District is responsible for the reconstruction & maintenance (per the IGA) of the east side of Blackhawk Street between proposed E. 3<sup>rd</sup> Ave. & E. 4<sup>th</sup> Ave. along the frontage of the school. It is incumbent upon the Metro District to maintain & provide continuous access to the school during construction to minimize delays.
  - 1.19 The overhead power line located on the west side of N. Blackhawk Street shall be relocated underground at time of site construction.
  - 1.20 The Abilene Station Metropolitan District has been set up for: 1) the construction of the project infrastructure and 2) the construction and maintenance of the common area landscape and recreational amenities. Also, North Blackhawk Street, East 2<sup>nd</sup> Place and East 3<sup>rd</sup> Avenue are proposed to be designed and constructed as defined in the proposed "Aurora Urban Street Standards" as a "Neighborhood Street - 2 Lanes". Per an agreement reached between the applicant and Aurora Planning and Public Works, these streets will remain public however, Abilene Station Metropolitan District will enter into an IGA with the City of Aurora that defines the maintenance responsibilities of said streets.
  - 1.21 At the time of the Site Plan submittal the developer is responsible for providing two distinct points of fire apparatus access (public way or fire lane easement) to the overall site and each phase of construction. This requirement may mandate that the developer is responsible to construct off-site infrastructure and roadways that are beyond their site area. At the time of Site Plan submittal the developer shall be responsible for providing sufficient roadways for fire apparatus access (ex.: public roadway or fire lane easement) to within 150 ft. of all exterior portions of all buildings as required by the adopted Fire Code. The addition of any new fire apparatus access roadway will require the extension of a looped water main system to support the required fire hydrants along these roadways. Sizing of the water main extensions must be made based on the City mandated fire flows required to support the required fire hydrants for each phase of construction. The developer shall be required to construct any off site roadway or emergency crossing improvements per City standards necessary to facilitate emergency vehicular access this site.
  - 1.22 Subject to detention and water quality functions, Parcel B1 is reserved for possible use as light rail commuter parking. If the City and RTD determine, based upon a study, that additional light rail commuter parking is needed at Abilene Station, then the owner of Parcel B1 shall donate that parcel as-is and at no cost to RTD in fee simple for use as commuter parking. Such donation shall be subject to easements reserved for detention and water quality functions in existence on the parcel. This obligation to donate the parcel shall terminate on December 31, 2048 if Parcel B1 has not been conveyed to RTD and/or the City before that date.
  - 1.23 If the City and RTD determine, based upon a study, that additional on-street light rail commuter parking is needed for Abilene Station on the west side of Abilene Street between E. 2nd Avenue and E. 4th Avenue, the Abilene Station Metropolitan District shall construct a sidewalk in connection with the installation of the on-street parking.

REV7: APRIL 15, 2015  
REV6: DECEMBER 20, 2007  
REV5: NOVEMBER 26, 2007  
REV4: JULY 30, 2007  
REV3: JUNE 27, 2007  
REV2: MAY 05, 2007  
REV1: DECEMBER 11, 2006



# General Development Plan

NARRATIVE AND DESIGN GUIDELINES

ABILENE STATION T.O.D.

- AURORA, COLORADO

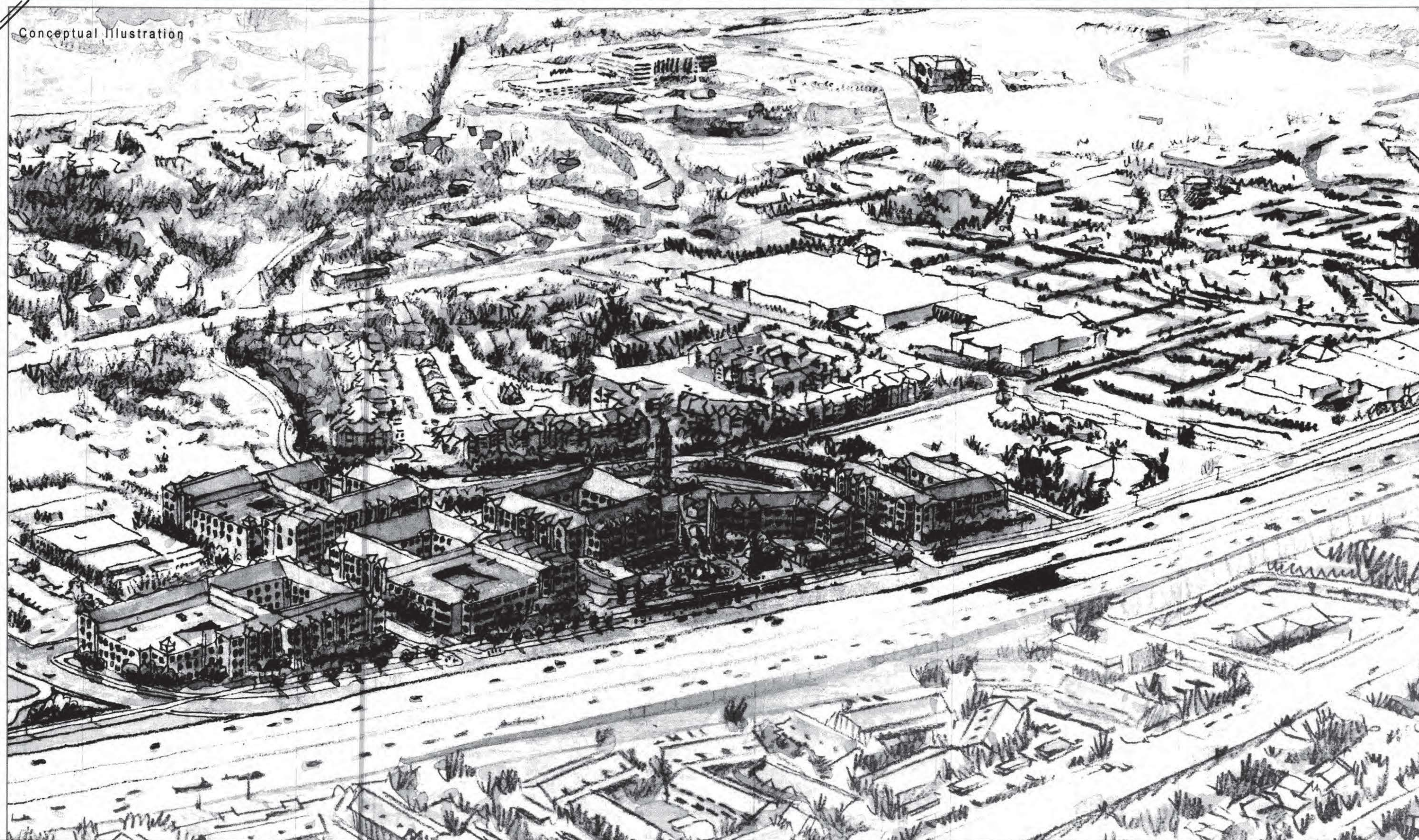
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ABILENE STATION 2006-2014-01



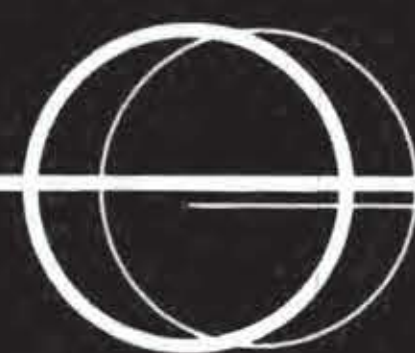
Conceptual Illustration



# General Development Plan

NARRATIVE AND DESIGN GUIDELINES

REV6: DECEMBER 20, 2007  
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## 2.0 LOCATION/ PROJECT BACKGROUND

Abilene Station is located in Aurora along the proposed I-225 Light Rail line, just north of the recently developed Aurora City Place. Existing adjacent uses include multi-family residential to the East and South, I-225 to the West, and Cambridge and Columbia Colleges to the East.

The 18.5 acre property is generally bounded by Abilene Street to the west, 4th Avenue to the north, and the High Line Canal on the south. A small portion of the project (1.5 acres) is located north of 4th Avenue, west of Blackhawk Street and east of I-225. The proposed Light Rail alignment parallels and lies just east of Abilene Street within the Abilene Station site.

The land for the RTD light rail R.O.W. shall be dedicated to the City of Aurora. The project site is vacant and undeveloped.

## 3.0 PROJECT GOALS

The site is located less than ½ mile north of the Aurora City Place, which provides a wide range of shopping and entertainment opportunities. This General Development Plan provides the opportunity to stitch together the fabric of the surrounding neighborhoods, providing access to transit, open space, plazas and retail/ office/ hotel facilities. Upon completion of the FasTracks lightrail system the neighborhood will have direct access to Downtown Denver, the Denver Tech Center and DIA.

Other goals of the General Development Plan include:

- Create a special and unique "sense of place" at the station and within the surrounding development area;
- Encourage the right mix of land uses;
- Promote density and compact development patterns;
- Encourage and promote the use of transit;
- Provide safe and convenient pedestrian and bicycle connections within the site and to the surrounding neighborhood, most particularly the High Line Canal Regional trail;
- Create pedestrian oriented areas; and
- Manage parking and traffic circulation.

## 4.0 ABILENE STATION COMMUNITY DESIGN NARRATIVE

The Abilene Station design concept envisions a uniquely identifiable development that incorporates a variety of vertically and horizontally integrated uses. Substantial flexibility will be built into the General Development Plan for this site to allow ongoing development to respond to market demands of the site. Abilene Station will subscribe to a high level of design quality and architectural variety while encouraging a diversity of innovative styles.

The overall development intent is to create a well-used and well-loved pedestrian oriented place of enduring value that serves the surrounding Aurora neighborhood. Abilene Station will be a compact pedestrian-scaled mixed-use development that supports transit ridership by providing multi-modal (pedestrian, bike, bus, rail, and vehicle) connectivity to the station.

The location of Abilene Station provides the opportunity to create a multimodal transportation hub in Aurora that will serve as the social "heart" of the neighborhood.

STATION AREA PLAZA  
Conceptual Illustration, NTS



The following features are important components of the community design concept:

- The street grid will work to align external streets with internal networks to enhance the Abilene Station connectivity. N. Blackhawk Street is extended north into the site and connects with the existing 2<sup>nd</sup> Avenue. In the same respect, the internal bike and pedestrian network will be aligned through the site to connect to the regional High Line Canal bike trail.
- The Abilene Station plaza will be part of an integrated "urban" setting by providing the opportunity for neighborhood oriented retail space, office, and/or residential space. It will provide opportunities for outdoor festivals and/or other events.
- A promenade will run northwest to southeast from the Transit Station to the High Line Canal. This promenade will be a major amenity with urban housing and outdoor cafes that look across the plaza and promenade.
- The location of the site, directly adjacent to the High Line Canal regional bike/pedestrian path, provides a unique opportunity to capture additional transit ridership. Amenities that support bicycle access to the station could include bicycle racks and lockers, restrooms, water fountains, and a bike rental and repair shop.
- The importance of pedestrian activity will be emphasized by the intimate scale of the streets, the tree lined sidewalks, and outdoor gathering spaces.
- Residential and non-residential parking needs will be met with a combination of structured parking, off-street surface parking, and on-street parking.
- A park at the southeast end of the promenade will serve as a more active park providing opportunities for a tot lot/play structure, public art, informational kiosks, educational signs, and access to the High Line Canal trail. A pedestrian bridge <sup>provides</sup> will provide connections to Aurora City Place and the surrounding neighborhood.
- Urban scale housing is north, south and east of the Core Area. The form and scale of the building architecture will reinforce the urban character of the streets and be of pedestrian scale.
- A Community/Clubhouse building could be located at the curve of N. Blackhawk Street and the Core Area Promenade. This building could provide a meeting/party room, kitchen, fitness room, pool/sauna, and a mail collection area.

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# General Development Plan

NARRATIVE AND DESIGN GUIDELINES

ABILENE STATION T.O.D.

AURORA, COLORADO

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## 4.0.B ABILENE STATION COMMUNITY DESIGN NARRATIVE

The Abilene Station design concept envisions a uniquely identifiable development that incorporates a variety of vertically and horizontally integrated uses. Substantial flexibility will be built into the General Development Plan for this site to allow ongoing development to respond to market demands of the site. Abilene Station will subscribe to a high level of design quality and architectural variety while encouraging a diversity of innovative styles.

The overall development intent is to create a well-used and well-loved pedestrian oriented place of enduring value that serves the surrounding Aurora neighborhood. Abilene Station will be a compact pedestrian-scaled mixed-use development that supports transit ridership by providing multi-modal (pedestrian, bike, bus, rail, and vehicle) connectivity to the station.

The location of Abilene Station provides the opportunity to create a multi-modal transportation hub in Aurora that will serve as the social “heart” of the neighborhood.

The following features are important components of the community design concept:

- The street grid will work to align external streets with internal networks to enhance the Abilene Station connectivity. N. Blackhawk Street is extended north into the site and connects with the existing 2nd Avenue. In the same respect, the internal bike and pedestrian network will be aligned through the site to connect to the regional High Line Canal bike trail.
- The Abilene Station plaza will be part of an integrated “urban” setting by providing the opportunity for neighborhood oriented retail space, office, and/or residential space. It will provide opportunities for outdoor festivals and/or other events.
- A promenade will run northwest of the southeast from the Transit Station to the High Line Canal. This promenade will be major amenity with urban housing and outdoor cafes that look across the plaza and promenade.
- The location of the site, directly adjacent to the High Line Canal regional bike/pedestrian path, provides a unique opportunity to capture additional transit ridership amenities that support bicycle access to the station could include bicycle racks and lockers, restrooms, water fountains, and a bike rental and repair shop.
- The importance of pedestrian activity will be emphasized by the intimate scale of the streets, the tree lines sidewalks, and outdoor gathering spaces.
- Residential and non residential parking needs will be met with a combination of structured parking, off street surface parking and on-street parking.
- A park at the southeast end of the promenade will serve as a more active park providing opportunities for public art, informational kiosks, educational signs, and access to the High Line Canal trail. A pedestrian bridge provides connections to Aurora City Place and surrounding neighborhood.
- Urban scale housing is north, south, and east of the Core Area. The form and scale of the building architecture will reinforce the urban character of the streets and be of pedestrian scale.



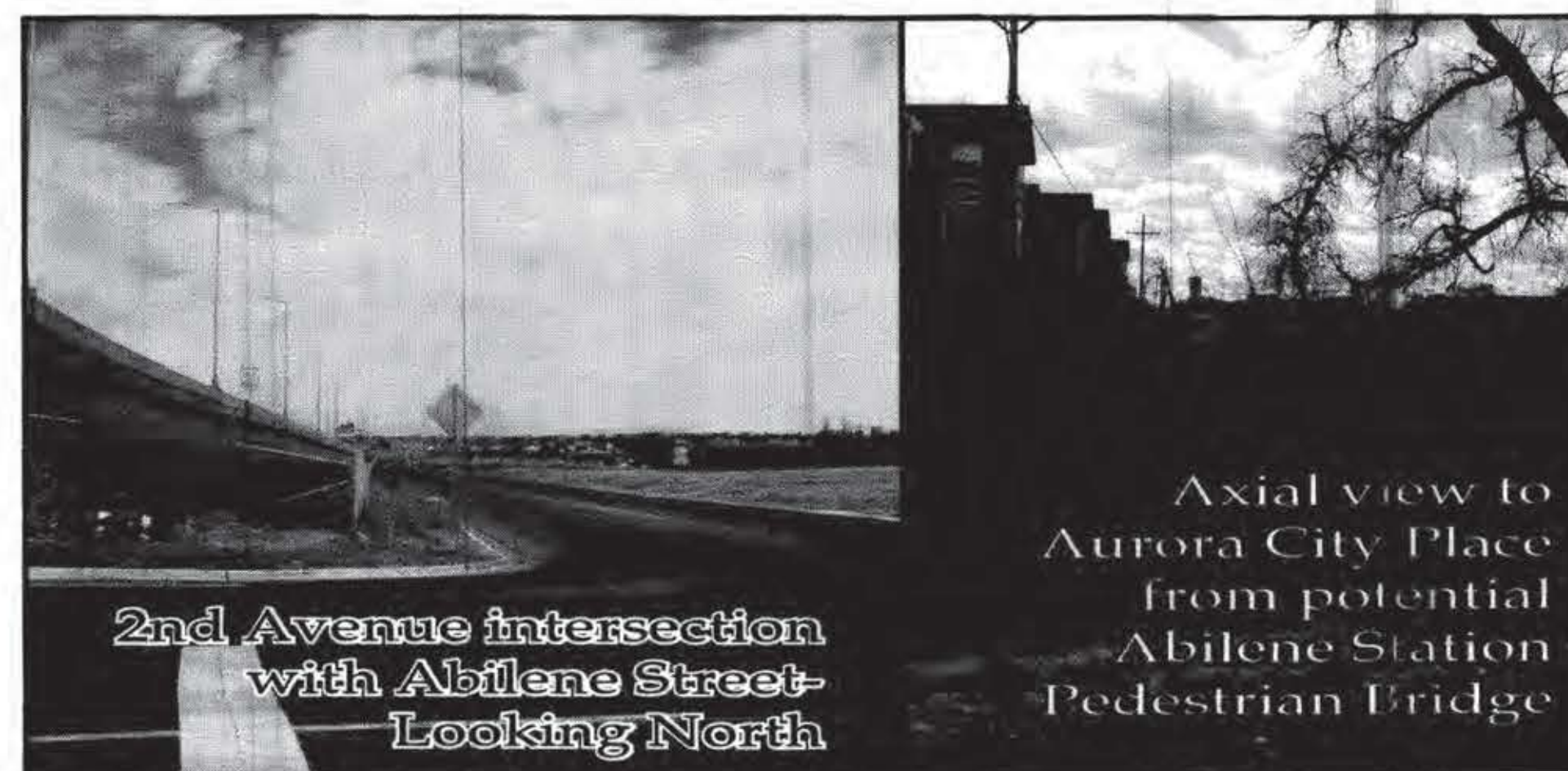
## 5.0 EXISTING ZONING AND SITE CONDITIONS

The majority of Abilene Station is zoned "PD Commercial" and has an approved General Development Plan (GDP) allowing for 235,500 sf floor area broken down into approximately 88,500 sf of office space, 60,800 sf of light industrial space, and a 230 room/ 86,200 sf hotel and an approved site plan that allows more than 200,000 sf office.

The site slopes generally from southeast to northwest at between 2% and 4% with the lowest point of the site located in the north/northwest portion of the site on the north side of 4<sup>th</sup> Avenue and the highest portion of the site lying along the south edge of the site adjacent to the High Line Canal Regional Pedestrian/Bike Path. The path is elevated above the south property boundary approximately 5-8 feet.

The vegetation on the site is sparse. Approximately 27 trees are located on the site; only 3 of the 27 are considered of any value and those have been compromised by inappropriate pruning over the years. (Refer to Tree Inventory prepared by *The Norris Dullea Company*, dated June 5<sup>th</sup>, 1999 included in this GDP submittal.)

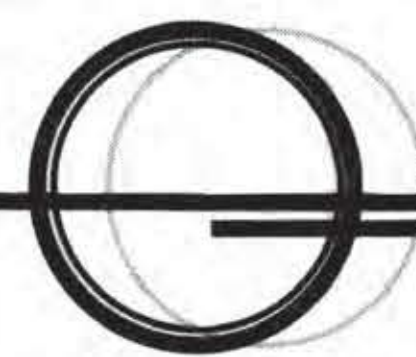
A small portion of the southwest corner of the site was at one time a wetland. The hydrology, which appeared to support the wetland at this site, originated from High Line Canal. The hydrology parameter for the wetland is gone. Based on this information the Army Corps of Engineers has determined that there are no wetlands on this property.



## EXISTING SITE PHOTOS



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6.0 PROPOSED ZONING / ZONES OF INFLUENCE

The zoning designation proposed for the Abilene Station Site is PD-Mixed-Use (Planned Development-Mixed Use) to allow for the optimum combination of commercial and residential uses (including those uses identified in section 8.0) and to allow maximum flexibility in the distribution of those uses.

The primary "Influence Zone" is that area within one quarter (1/4) mile of the proposed Abilene Station Platform having the highest intensity development.

The Influence Zone/Existing Site Context Diagram [to the right] is used to illustrate the distance from the center of the Abilene Station site outwards into the community. The radial rings indicate a 1/8 mile, 1/4 mile, 1/2 mile, and 1 mile distance from this center. The 1/2 mile radius represents the maximum walkable distance people will travel to transit/business. This 1/2 mile radius contains a significant number of residences representing a range of densities and opportunities for visual and physical connections. Because the 1/2 mile radius extends west across I-225, the 2<sup>nd</sup> Avenue connection becomes a very important linkage to the station. Abilene Station coupled with the proposed Sable Apartments at Aurora City Center to the east will enhance the success of transit at this stop.

EXISTING SITE CONTEXT DIAGRAM



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## 6.0.B CURRENT SITE CONDITIONS & T.O.D. ZONING

The Abilene Station site is zoned Mixed Use - Transit Orient Development. This zoning intends to “foster special, sustainable and urban places near transit stations that include places to live, work, shop, and recreate, to reduce reliance on the automobile and encourage the use of public transit, encourage job creation and economic growth through proximity to transit”.

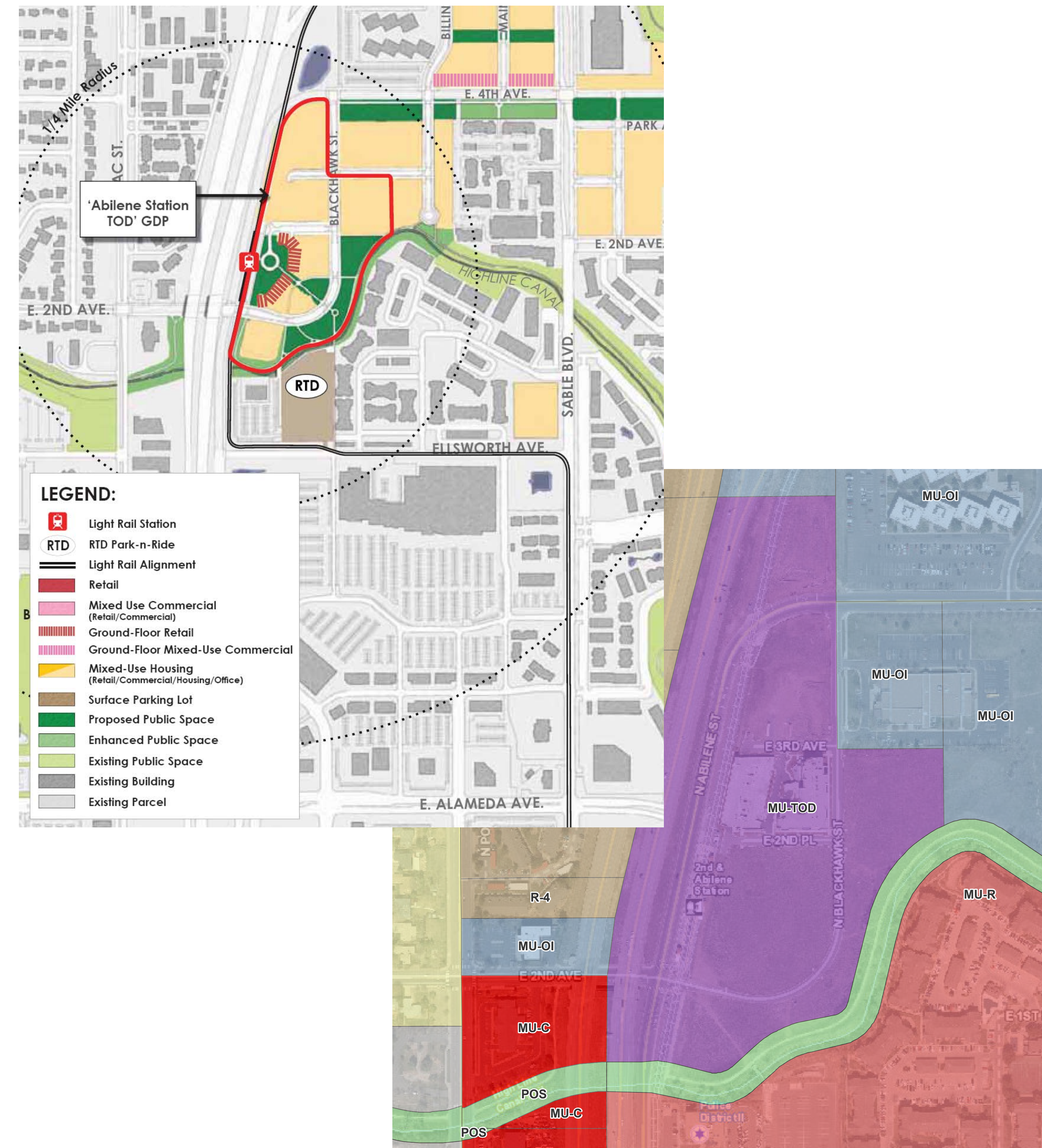
Given its location directly adjacent to the station, the site is within the Core Subdistrict of the T.O.D. area (1/4 mile radius). Within the Core Subdistrict, high intensity businesses and high density housing (40 du/ac) are encouraged.

A hotel has already been constructed on Parcel 2, initiating the trend of transit-supportive high intensity use in the area.

The Abilene Station Area Plan identified “Fundamental Concepts” for the station area. Those applicable to the Abilene Station Master Plan area are as follows:

- Pedestrian and Bicycle Trail Enhancements
- New Station Connections
- Transit Supportive Housing

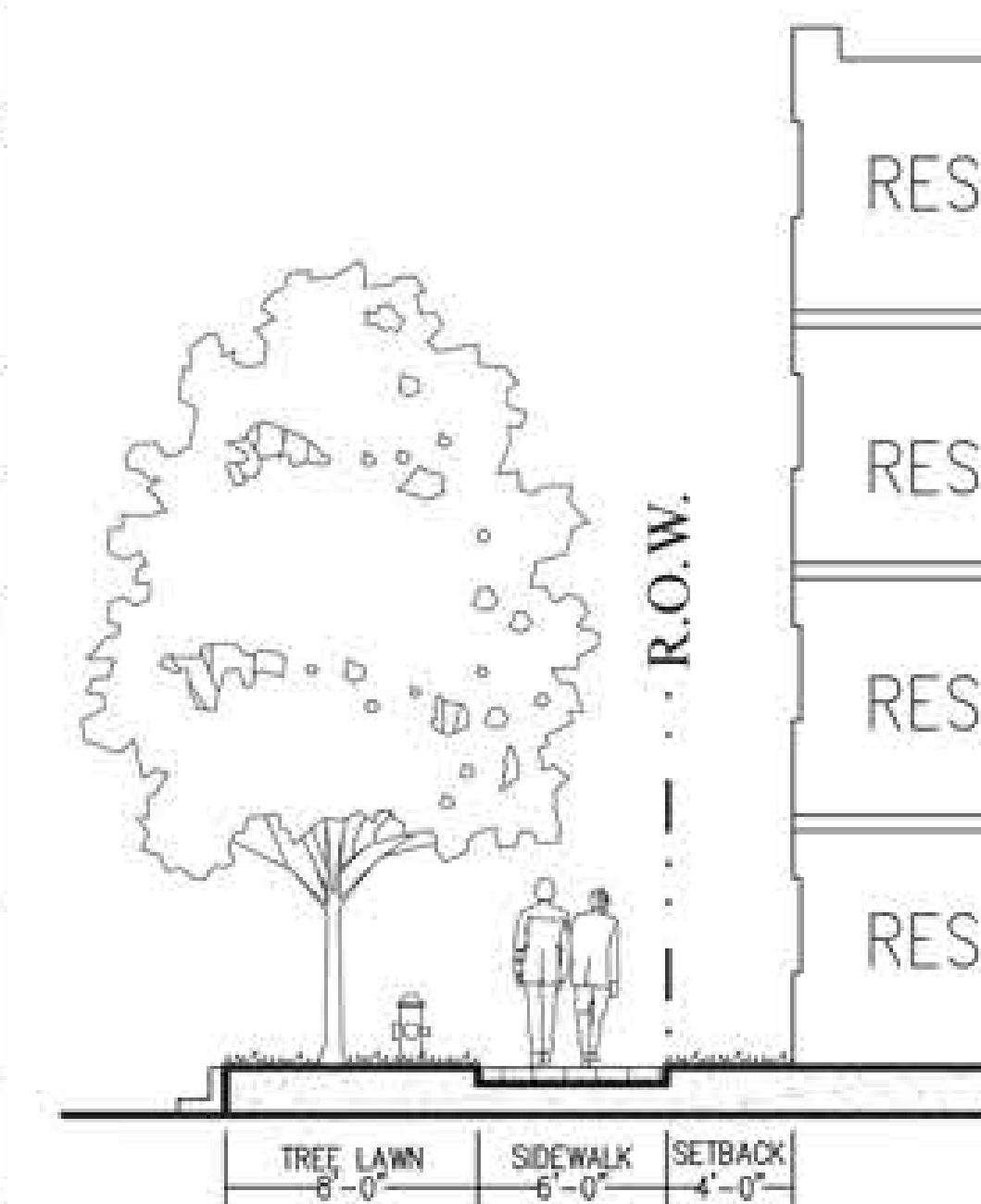
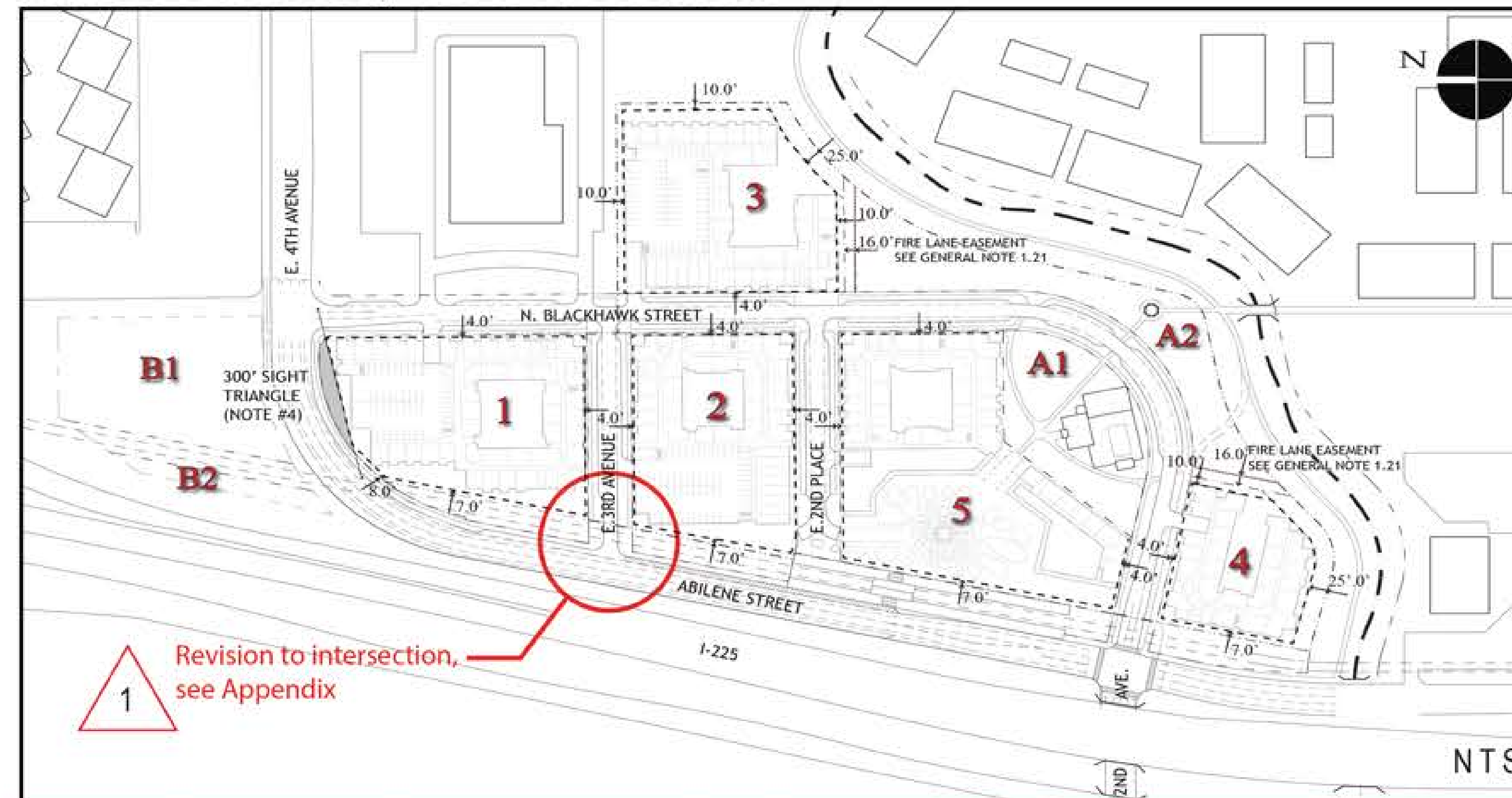
The Abilene Station Master Plan and Aurora Unified Development Ordinance will facilitate the provision of these goals through the development of the site.



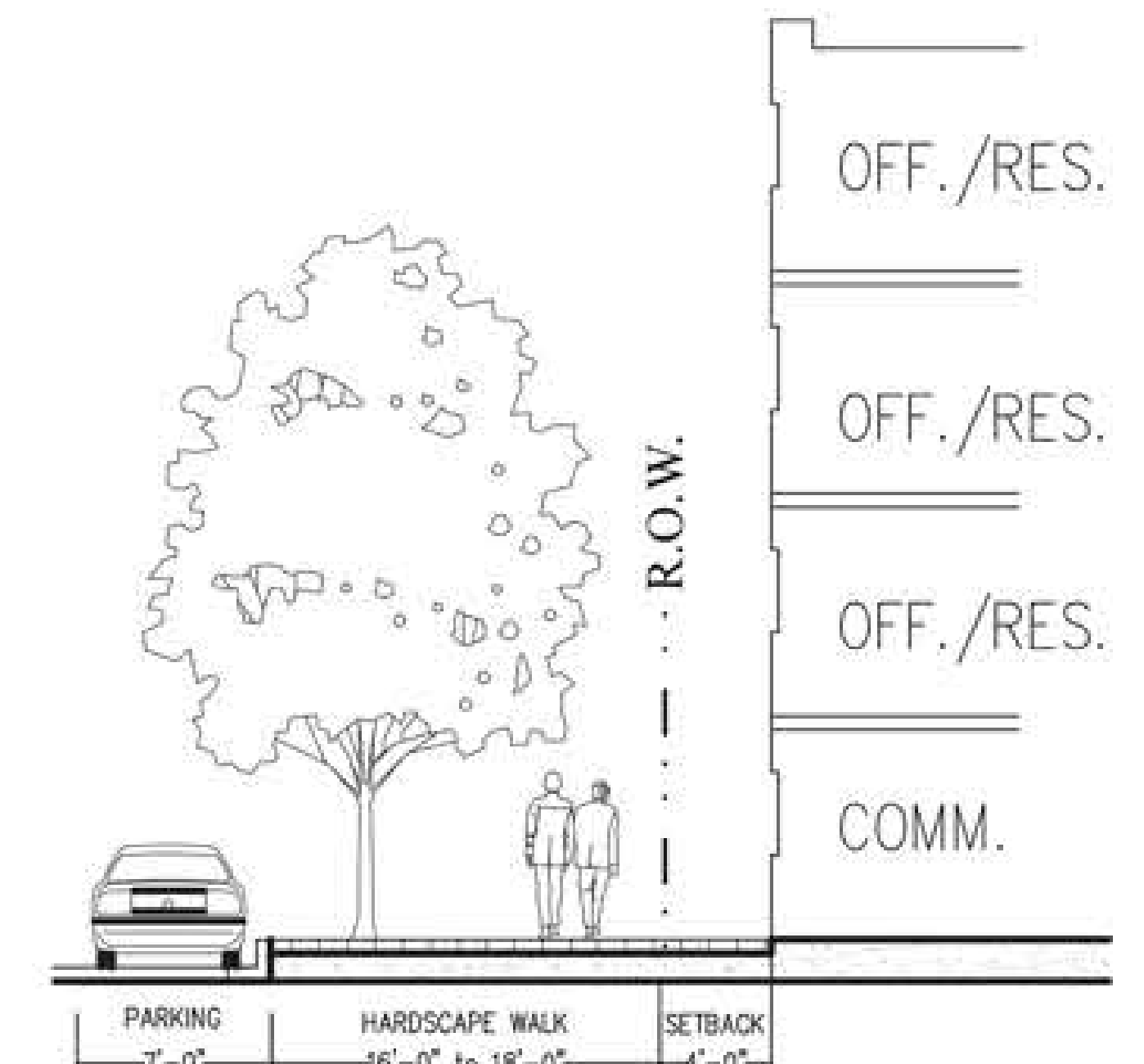


## 7.0 SETBACK/BUILD-TO CONCEPT

### PROPOSED SETBACK/ BUILD-TO DIAGRAM



NEIGHBORHOOD  
STREET SECTION-  
GROUND FLOOR  
RESIDENTIAL (TYP.)



NEIGHBORHOOD  
STREET SECTION-  
GROUND FLOOR  
COMMERCIAL (TYP.)

### PROPOSED SETBACK/ BUILD - TO CHART

FROM	Building Setback		Surface Parking Setback	Structured Parking Setback
	MINIMUM	MAXIMUM	MINIMUM	MINIMUM
HIGHLINE CANAL PROPERTY BOUNDARY	25'	NA	25'	25'
Local Street: N. BLACKHAWK STREET R.O.W.	4' (Build-to)	10'	25'	4'
Local Streets: E. 2ND PLACE/ E. 3RD AVE R.O.W. (2)	4' (Build-to)	10'	10'	4'
RTD LIGHT RAIL (3)	7'	NA	7'	7'
E. 4TH AVE R.O.W. (4)	8'	NA	10'	8'
TRANSIT PLAZA (1)	0'	0'	7'	7'

#### NOTES:

- (1) Setbacks to the Plaza are from the building edge or from the edge of an outdoor dining area/common space in front of a retail use.
- (2) No less than 40% of the building facades shall be located at the build-to line within each block.
- (3) Set back measured from RTD light rail R.O.W.
- (4) 300'-0" Sight triangle delineated to allow north bound vehicle on N. Blackhawk at E. 4th Ave to see vehicle approaching from the south on Abilene Street. Within this zone, no structures or landscape shall exceed 26' in height to maintain this proper sight distance.
- (5) The minimum building height along the east side of parcel 2, west side of parcel 3, north side of parcel 4 and the south side of parcel 5 shall be 32', in order to create an "enclosed" outdoor space along N. Blackhawk Street.
- (6) Above setback and build-to dimensions do not apply to parcel A1 or A2.



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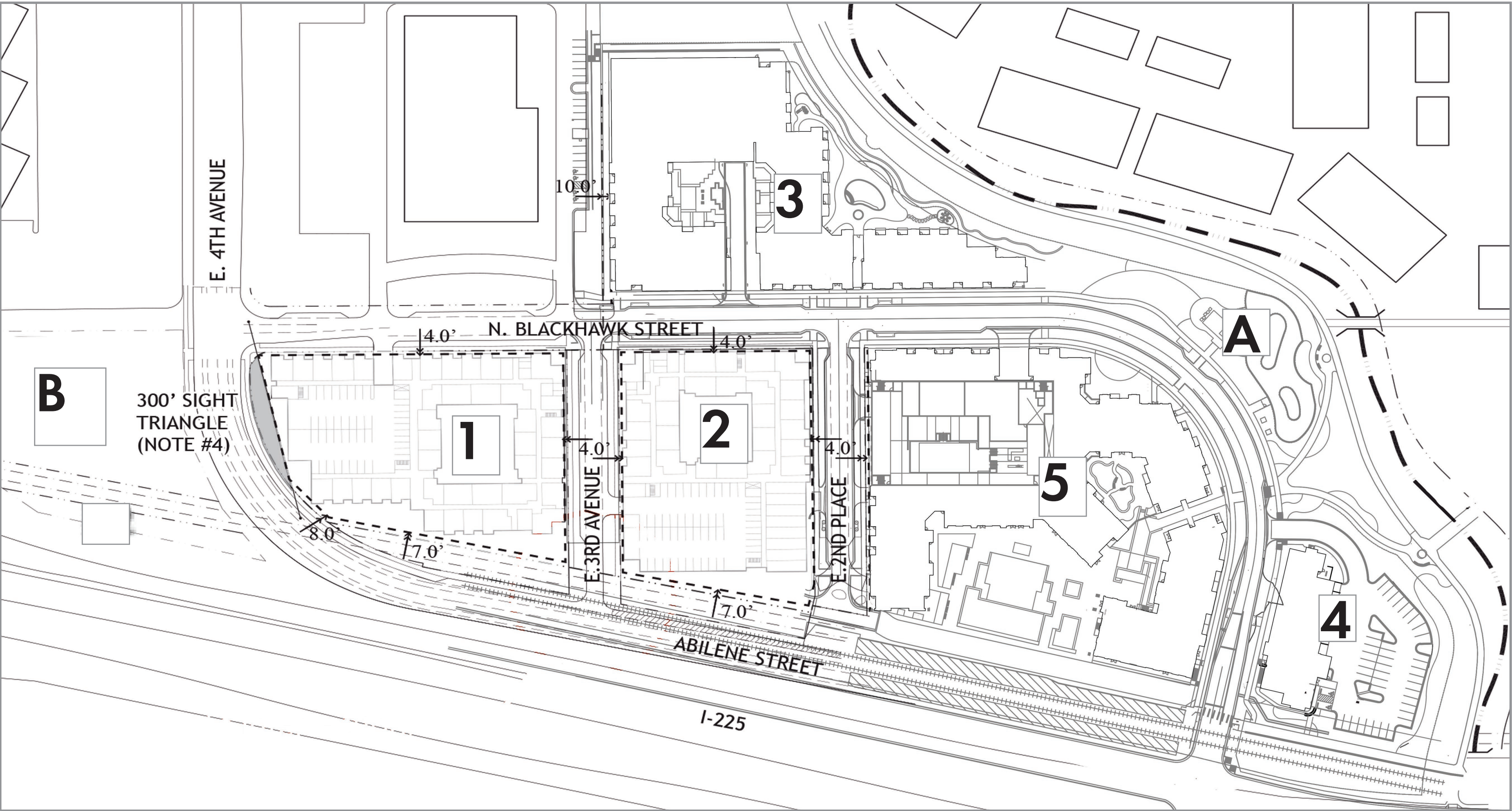


ABILENE STATION 2006-2014-01



# 7.0.B SETBACK / BUILD-TO CONCEPT

Proposed Setback / Build-to Diagram



PROPOSED SETBACK / BUILD-TO CHART				
From	Building Setback		Surface Parking Setback	Structured Parking Setback
	Minimum	Maximum	Minimum	Minimum
Highline Canal Property Boundary	25'	NA	25'	25'
Local Street: N. Blackhawk Street R.O.W. (7)	4' (build-to)	10'	25'	4'
Local Streets: E. 2nd Place / 3rd Ave R.O.W. (2)	4' (build-to)	10'	10'	4'
RTD Light Rail (3)	7'	NA	7'	7'
E. 4th Ave. R.O.W. (4)	8'	NA	10'	8'
Transit Plaza (1)	0'	0'	7'	7'

- Notes:
- (1) Setbacks to the Plaza are from the building edge or from the edge of an outdoor dining area / common space in front of a retail use.
  - (2) No less than 40% of the building facades shall be located at the build-to-line within each block.
  - (3) Set back measured from RTD light rail R.O.W.
  - (4) 300'-0" Sight triangle delineated to allow north bound vehicle on N. Blackhawk at E. 4th Ave to see vehicle approaching from the south on Abilene Street. Within this zone, no structures or landscape shall exceed 26" in height to maintain this proper sight distance.
  - (5) The minimum building height along North Blackhawk Street shall be 32', in order to create an "enclosed" outdoor space along the street.
  - (6) Above setback and build-to-dimensions do not apply to parcel A1 or A2.
  - (7) 70% of the building frontage along Blackhawk Street shall be within the minimum and maximum building setbacks.



8.0 PROPOSED LAND USE

The acreage, proposed uses, densities, and floor area ratios (FARs) have been identified for each parcel. The following land use chart depicts the range of proposed development options for Abilene Station.

PARCEL LOCATION DIAGRAM



PROPOSED LAND USE CHART

Parcel	Parcel Area (acres)	Parcel Area (sf)	Uses	Min. Residential Density (du/ac)	Min. Dwelling Units (du)	Max. Residential Density (du/ac)	Max. Dwelling Units (du)	Min. Commercial FAR (6)	Min. Commercial Floor Area sf	Max. Commercial FAR	Max. Commercial Floor Area sf (3)	Max. Height (4)
1	2.09	91,097	Commercial/Residential	35	72	90	188	0.30	27,329	2.00	182,194	100'
2	1.78	77,536	Commercial/Residential	40	71	100	178	0.30	23,261	2.00	155,072	110'
3	2.15	93,644	Commercial/Residential	35	75	80	172	0.30	28,093	1.50	140,466	75'
4	1.13	49,282	Commercial/Residential	40	45	95	107	0.30	14,785	2.00	98,564	75'
5 (7)	2.93	127,636	Commercial/Residential	40	65	100	162	0.30	21,191	2.50	176,590	125'
Subtotal (Dev. Sites) (2):	10.08	439,195		38	329	93	807	0.30	114,659	1.71	752,886	-
A1	0.90	39,137	Recreation/Community Bldg./Open Space/Park	N/A	N/A	N/A	N/A	N/A	3,000	N/A	12,000	35'
A2	1.31	57,125	Open Space/Park	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
B1	1.32	57,365	Detention	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	-
B2	0.18	7,634	Open	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	-
Subtotal:	3.71	161,259							3,000		12,000	-
TOTALS:	13.79	600,803	NA	38	329	59	807	N/A	117,659	N/A	764,886	NA

NOTES: (1) For Mixed-use projects, proportionate Minimum and Maximum Residential Densities and Commercial FARs shall apply. For example, in the event Parcel 1's development is proposed as 80% residential (calculated as the portion of the total GFA planned for Parcel 1) and 20% commercial, then the maximum residential density shall be 90 du/ac x .8 = 72 du/ac, and the maximum commercial FAR shall be 2.00 x .2 = 0.40. The minimums would be handled similarly. If a parcel's development proposal is for 100% commercial, the residential minimums do not apply. Similarly if the parcel's development proposal is for 100% residential, the commercial minimums do not apply.

(2) Subtotal (Dev. Sites) Residential Densities and FARs are expressed as averages

(3) The maximum square footage for any single retail use shall be 20,000SF.

(4) Minimum building height along the east side of Parcel 2, west side of Parcel 3, north side of Parcel 4 and the south side of Parcel 5 shall be 32 feet.

(5) "Commercial" Uses on the *Permissible Uses Chart* include all allowable Non-residential uses (including public, civil, and institutional uses).

(6) Minimum Commercial FARs of 0.30 are for mixed use projects only. The Minimum Commercial FAR for a 100% commercial use on any parcel shall be 0.50 for all projects.

(7) The minimum and maximum floor areas and unit counts for Parcel 5 are based on the parcel area excluding the 57,000 sf site area of the plaza (Net Area= 1.62 acres or 70,636 sf).

PERMISSIBLE USES

Use Group	TOD Zoning District Sub-Area
	Urban Center
<b>Commercial Uses</b>	
Entertainment & Recreation, Indoor & Outdoor	P
Bars	C
Clinics, medical and dental	P
Daycare for children, adults, or dogs	P
Drive-through facilities	NP
Financial institutions	P
Extended Stay Lodging	C
Hotels	P
Motels	C
Liquor store	C
Meeting and conference facilities	P
Motor vehicle sales (all display and storage within an enclosed building)	NP
Motor vehicle stations, services, and/or washing	NP
Office, professional	P
Personal services (without drive-through)	P
Photocopying and printing	C
Recycling collection centers, small	C
Repair, rental and servicing (non-vehicle)	C
Retail sales (without drive-through)	P
Restaurants (without drive-through)	P
Theater, movie or live performance	P
<b>Industrial Uses</b>	
Manufacturing, light	NP
<b>Public, Civic and Institutional Uses</b>	
Civic, cultural facilities	P
Library	P
Parks, open space, plazas and art parks	P
Places of worship	P
Police station, Fire station	P
Schools, elementary and secondary	P
Transit facilities	P
Utilities, minor	P
<b>Residential Uses</b>	
Assisted living facility	P
Dwellings, single family attached	P
Dwellings, single family duplex	P
Dwellings, multi - family	P
Live-Work Units	P
Nursing home	P

PERMISSIBLE USES KEY

P = Permitted

NP = Not Permitted

C = Conditional Use

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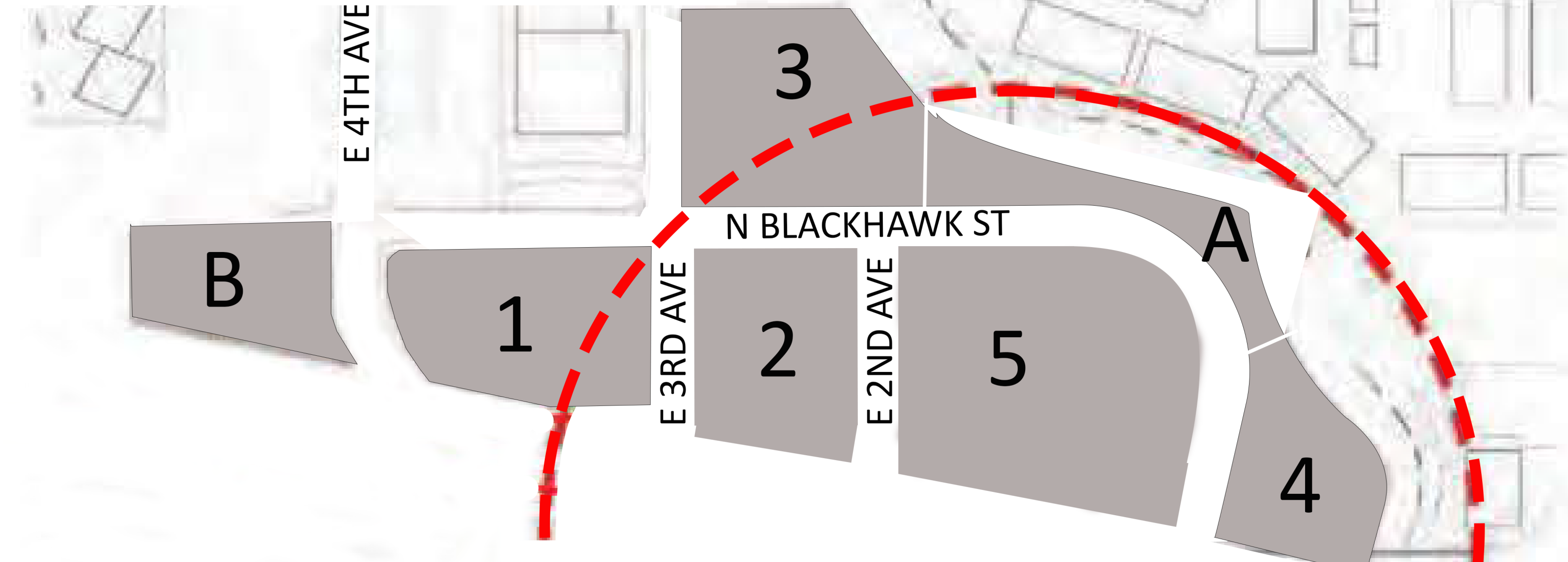




## 8.0B PROPOSED LAND USES

The acreage, proposed uses, densities, and floor area ratios (FARs) have been identified for each parcel. The following land use chart depicts the range of proposed development options for Abilene Station

## PARCEL LOCATION DIAGRAM



## LAND USE CHART

PARCEL	PARCEL AREA (AC)	USES	MIN. RES. DENSITY (DU/AC)	MIN. DWELLING UNIT (DU)	MAX. RES. DENSITY (DU/AC)	MAX. DWELLING UNITS	MIN. COMM. F.A.R. (5)	MIN. COMM. FLOOR AREA (SF)	MAX. COMM. F.A.R.	MAX. COMM. FLOOR AREA (SF) (2)	MAX. HEIGHT (3)
1 DA: TBD	2.09	Commercial / Residential	35	73	90	188	0.30	27,328	2.00	182,194	100
2 DA-1944-02	1.78	Commercial (Existing)	N/A	N/A	N/A	N/A	0.50	23,261	2.00	155,072	110
3 DA-1944-05	2.15	Residential	35	75	80	172	N/A	N/A	N/A	N/A	N/A
4 DA-1944-05	1.13	Residential	40	45	95	107	N/A	N/A	N/A	N/A	N/A
5 (7) DA-1944-05	3.83	Commercial / Residential	40	65	100	162	0.30	10,000	2.50	176,590	125
A DA-1944-05	1.31	Open Space / Park	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
B DA-1944-04	1.32	Detention (Existing)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
TOTAL	12.71	N/A	38	329	98	807	N/A	1114,659	N/A	752,886	N/A

(1) For Mixed-Use projects, proportionate minimum and maximum Residential Densities and Commercial FARs shall apply. For example, in the event Parcel 1's development is proposed as 80% residential (calculated as the portion of the total GFA planned for Parcel 1) and 20% Commercial, then the maximum residential density shall be  $90 \text{ du/ac} \times 0.8 = 72 \text{ du/ac}$ , and the maximum commercial FAR shall be  $2.00 \times 0.2 = 0.40$ . The minimums would be handled similarly. If a parcels development proposal is for 100% commercial, the residential minimums do not apply. Similarly if the parcel's development proposal is for 100% residential, the commercial minimums do not apply.

(2) The maximum square footage for any single retail use shall be 20,000 SF.

(3) Minimum building height along the east side of Parcel 2, west side of Parcel 3, north side of Parcel 4 and south side of Parcel 5 shall be 32 feet.

(4) "Commercial" Uses on the Permissible Uses Chart include all allowable Non-residential uses (including public, civil, and institutional uses).

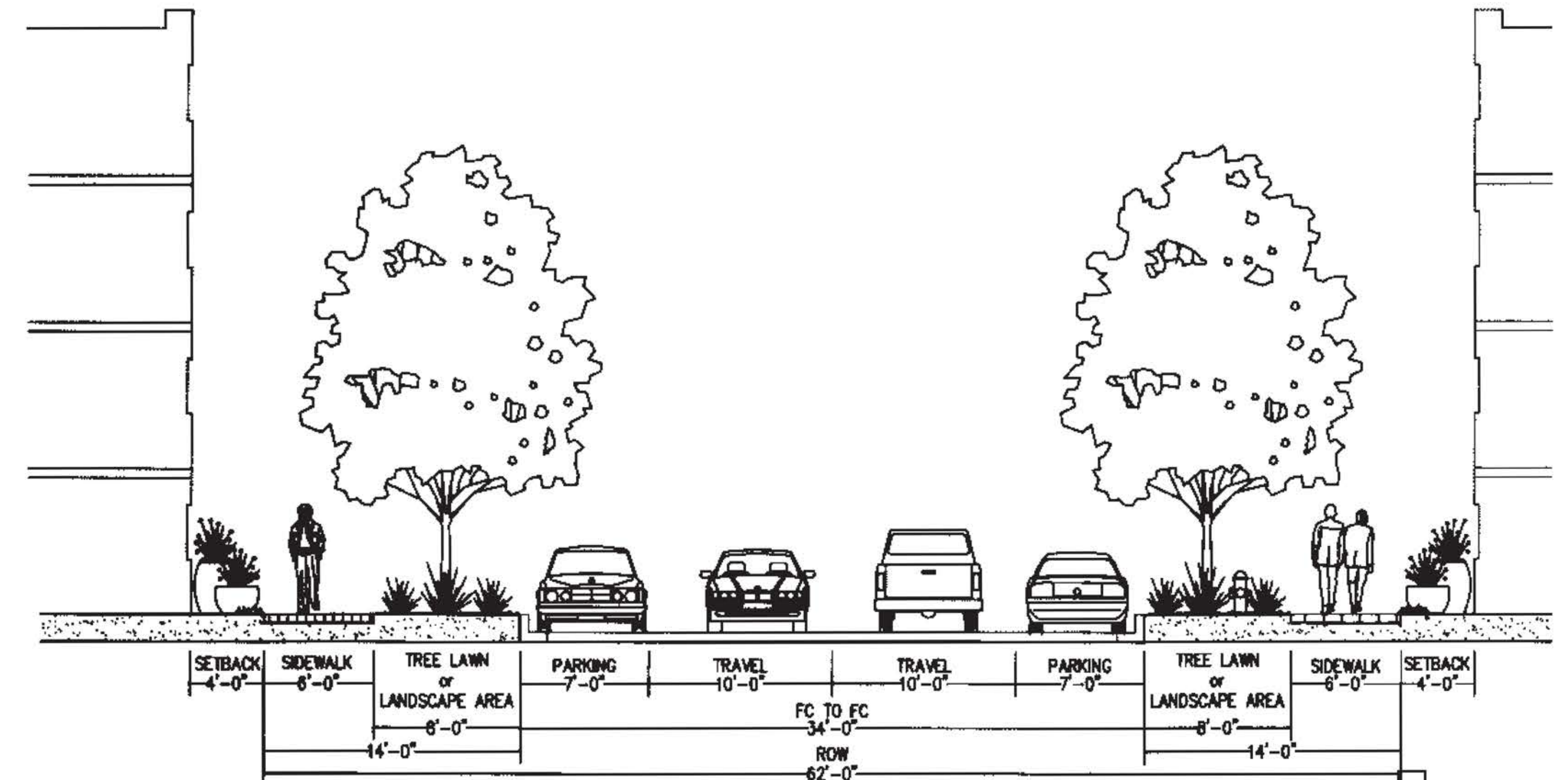
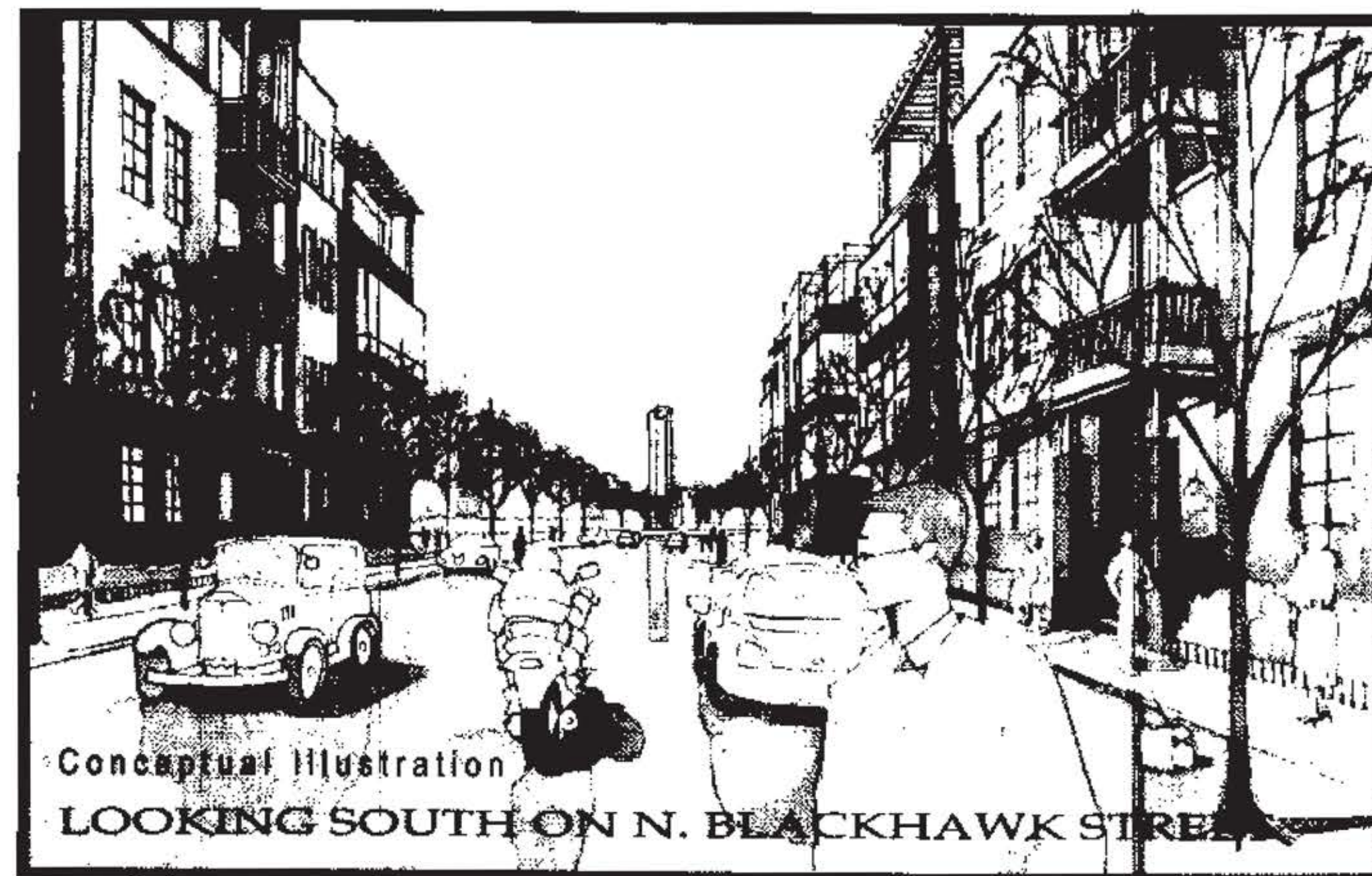
(5) Minimum Commercial FARs of 0.30 are for mixed use projects only. The Minimum Commercial FAR for a 100% commercial use on any parcel shall be 0.50 for all projects.

(6) The minimum and maximum floor areas and unit counts for Parcel 5 are based on the parcel area excluding the 0.89 ac area of the plaza



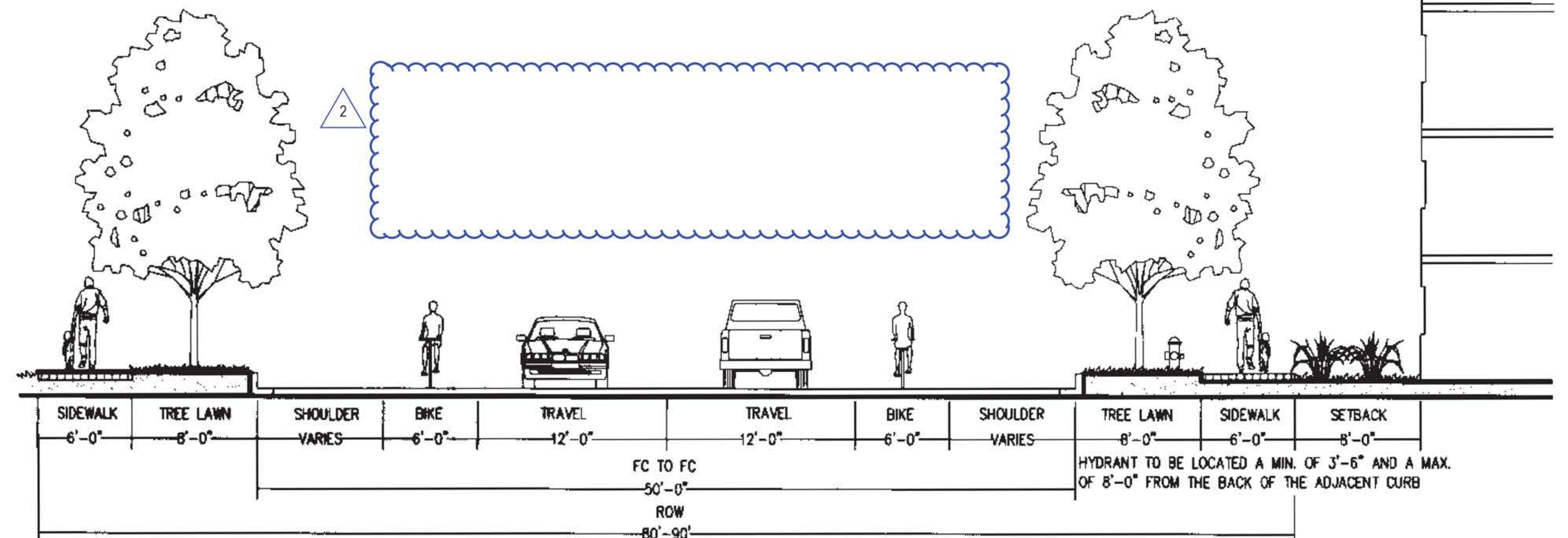
## 9.0 TRAFFIC ACCESS AND CIRCULATION

- 9.1 The traffic report submitted with this GDP shall be updated as requested by the City of Aurora as a result of actual densities being established through the site plan process.
- 9.2 External Vehicular Traffic:  
Access to the site will be from Abilene Street, E. 4<sup>th</sup> Avenue and E. 2<sup>nd</sup> Avenue. The General Development Plan maintains and extends the Blackhawk Street alignment to connect with the easterly extension of 2<sup>nd</sup> Avenue; this is a possible future location for a traffic signal. A Signal will be installed when MUTCD warrants are met.
- 9.3 Internal Traffic:  
The internal streets have been designed to provide the best long term solution for a clear pattern of circulation within Abilene Station. North Blackhawk Street, East 2<sup>nd</sup> Place and East 3<sup>rd</sup> Avenue are proposed to be designed and constructed as defined in the proposed "Aurora Urban Street Standards" as a "Neighborhood Street - 2 Lanes". Per an agreement reached between the applicant and Aurora Planning and Public Works on March 5, 2007 these streets will remain public however, Abilene Station Metropolitan District will enter into an IGA with the City of Aurora that states that Abilene Station Metropolitan District will perform parking signage and enforcement, street sweeping and snow removal for these streets.
- 9.4 Transit Station:  
The future light rail station is sited to offer the best vehicular, bicycle and pedestrian access both from within the site and for visitors arriving from elsewhere. See the proposed Abilene Street Section at the platform.



NEIGHBORHOOD STREET SECTION (TYP.)

Scale 1" = 10' (on 11x17 size sheet)



E. 4TH AVE. LOOKING EAST

Scale 1" = 10' (on 11x17 size sheet)

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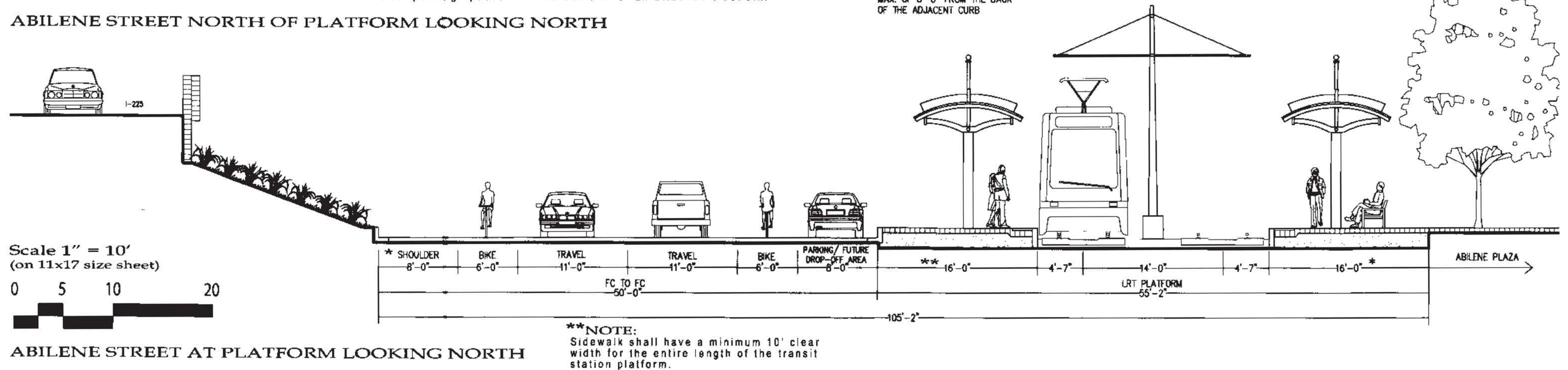
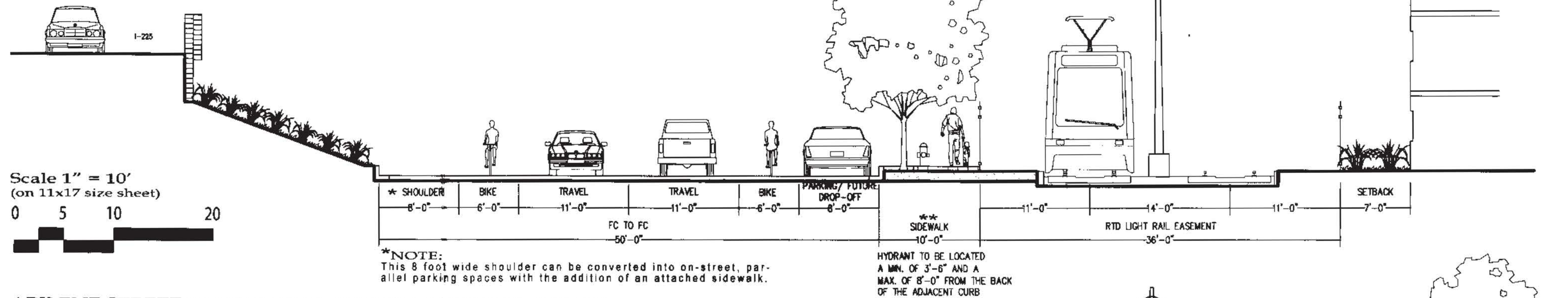
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# 9.5 Fire Department Access:

At the time of the Site Plan submittal the developer is responsible for providing two distinct points of fire apparatus access (public way or fire lane easement) to the overall site and each phase of construction. This requirement may mandate that the developer is responsible to construct off-site infrastructure and roadways that are beyond their site area. At the time of Site Plan submittal the developer shall be responsible for providing sufficient roadways for fire apparatus access (ex: public roadway or fire lane easement) to within 150 ft. of all exterior portions

of all buildings as required by the adopted Fire Code. The addition of any new fire apparatus access roadway will require the extension of a looped water main system to support the required fire hydrants along these roadways. Sizing of the water main extensions must be made based on the City mandated fire flows required to support the required fire hydrants for each phase of construction. The developer shall be required to construct any off site roadway or emergency crossing improvements per City standards necessary to facilitate emergency vehicular access this site.



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## 10.0 PARKING

The Parking requirements for Abilene Station are to comply with the City of Aurora Code. Every effort will be made to minimize the visibility of parking from the street and to encourage the sharing of spaces between uses whenever possible. The use of perimeter walls, landscaping, or placement of buildings may be used to reduce the visual impact of parking areas.

### 10.1 General Requirements

Shared parking between properties is encouraged to reduce overall parking requirements. The size of parking stalls is to comply with the City of Aurora Parking Codes unless a waiver is granted. Reductions to the City of Aurora Parking Codes are foreseen anticipating initial bus service linking to the existing Nine Mile light rail station and ultimately the light rail service. Guest/Visitor parking spaces will be provided on and off-street and shall be equivalent to 15% of the required off-street parking spaces. Reductions to the parking requirements shall be substantiated with a parking study prepared by a professional consultant. The City of Aurora will consider these parking reduction waivers at time of site plan application. Accessible parking requirements meeting the adopted building code and planning criteria will be shown at the time of site plan submittal.

### 10.2 Surface Parking

Surface parking lots shall be landscaped in accordance with City of Aurora Landscape Code. Surface lots may not front closer than 25' along Blackhawk. Any surface parking lot adjacent to Abilene Street must meet City of Aurora landscape requirements providing enhanced landscaping within that zone between the RTD easement and building. Avoid situations where surface parking areas directly abut structures.

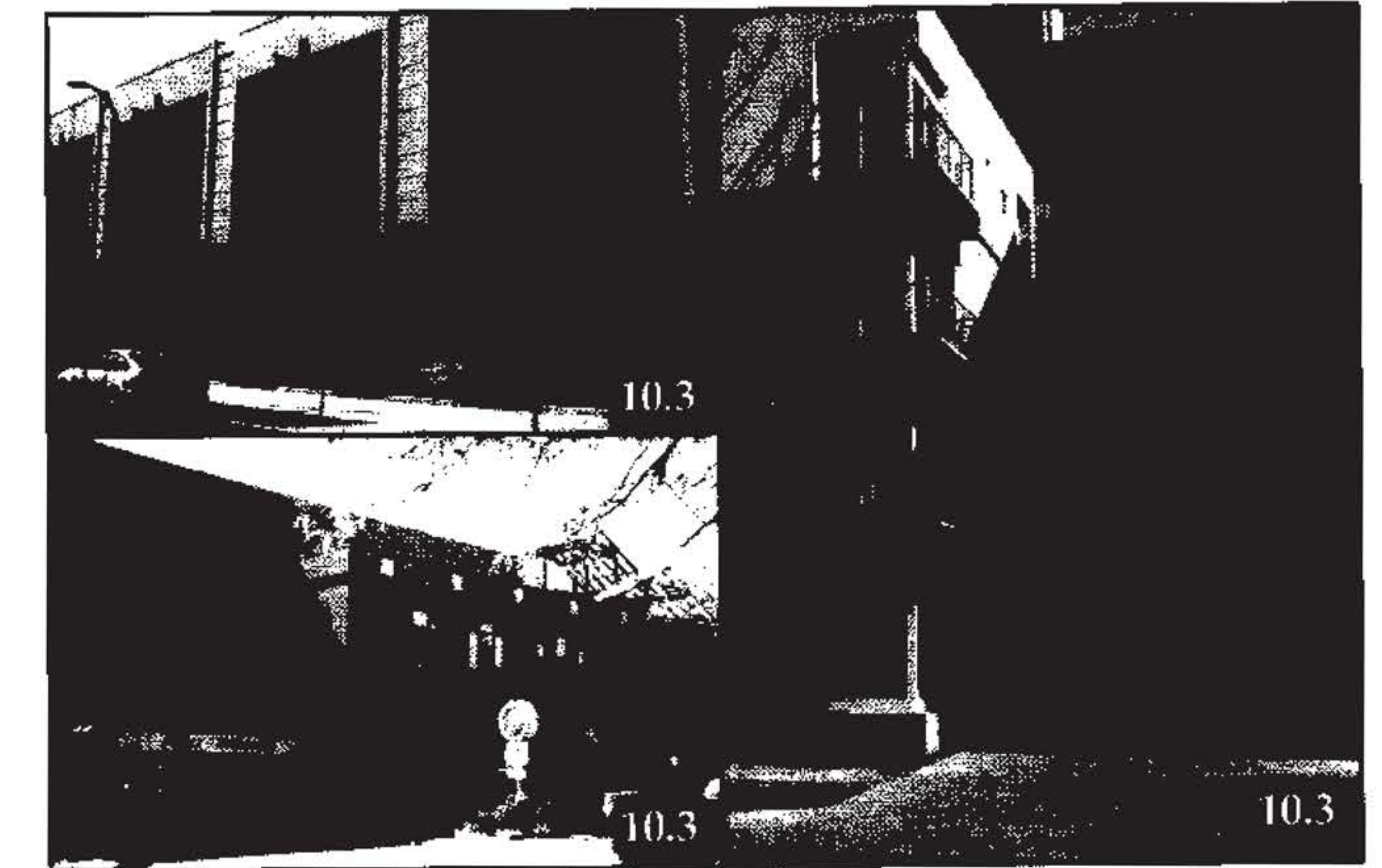
### 10.3 Parking Structures and Parking Beneath Buildings

Parking Structures are to comply with all applicable building codes as well as the architectural guidelines outlined in this document. The appearance of parking structures, whether freestanding or attached, should relate clearly to the building they serve, and contribute positively to the character of the development. Where the ground level of the parking structure faces onto a public street, design the facade to be interesting to the pedestrian and relate in scale to the surrounding environment. Where appropriate provide weather-protected pedestrian connections between the parking and the buildings they serve.

### 10.4 Bicycle Parking Facilities

- The number of bicycle racks and/or lockers shall exceed the City of Aurora Code by 20%. To encourage light-rail ridership and alternative modes of transportation enclosed and surface bicycle parking will be provided in close proximity to the Abilene Station Transit/Platform.
- Providing protection from the elements for bicycle parking is encouraged. Coordinate the design of the bicycle shelter with the adjacent building.
- Bike racks shall be of the inverted "U" design.
- Additional bicycle lockers will be considered by applicant, adjacent to the light rail station, at such time the light rail becomes operational.

## STRUCTURED PARKING



## BICYCLE PARKING



## SURFACE PARKING



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# 11.0 PARKS, OPEN SPACE, PLAZAS AND PEDESTRIAN CONNECTIONS

The Abilene Station site has been identified as a Transit Oriented Development. As a TOD, the goal is to provide a dense, urban style development that provides the amenities necessary to create a desirable living environment for the residents. With dense residential and market driven retail development anticipated, the applicant, the Aurora Planning Department and the Aurora Parks and Open Space Department have engaged in thorough discussions to determine the best use of outdoor public spaces on the site. Through careful consideration, the applicant has agreed to make significant improvements to the open space areas.

The Aurora Parks and Open Space Department has agreed to allow three areas within the Abilene Station to fully count toward the neighborhood park land dedication requirements, if they provide a quantity and variety of recreation facilities similar to what is conceptually shown and described in this document.

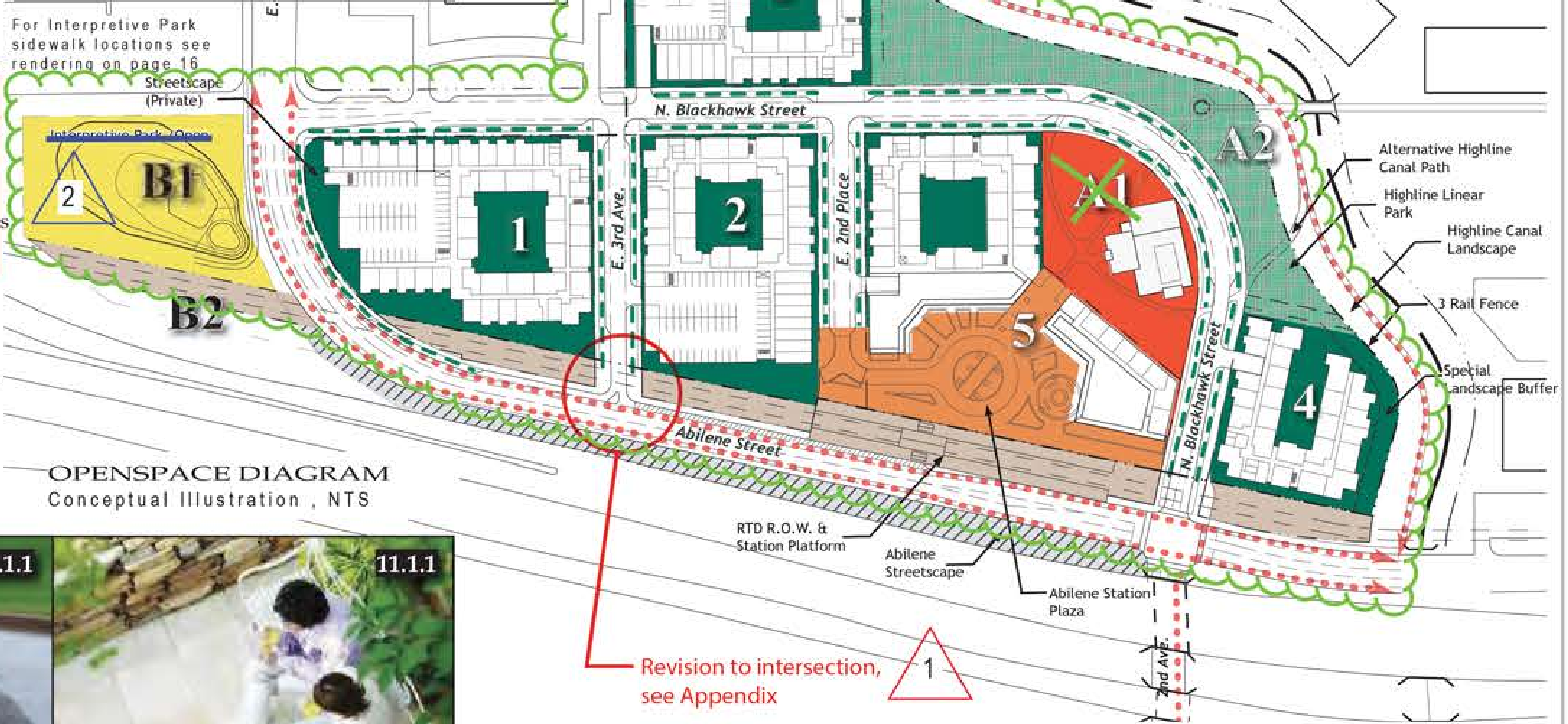
These areas are identified as High Line Linear Park, Abilene Green, Abilene Station Plaza and the Interpretive Park. As presently constituted, the amount of land to be dedicated is 3.18 acres. The actual amount will be determined at the time of final plat and site plan. The difference between the required park land dedication and the actual dedication will be made up with cash-in-lieu payments at the rate of \$84,544/acre or by applying credits of equal value as described below.

Aurora Parks and Open Space Department has agreed to count the costs for construction of certain improvements as a credit toward the cash-in-lieu of park land dedication payment. These improvements include, but are not limited to the pedestrian bridge across the High Line Canal and the realignment of the High Line Canal Trail through the Abilene Station site. Should a trail be constructed between the High Line Canal Pedestrian Bridge and Ellsworth

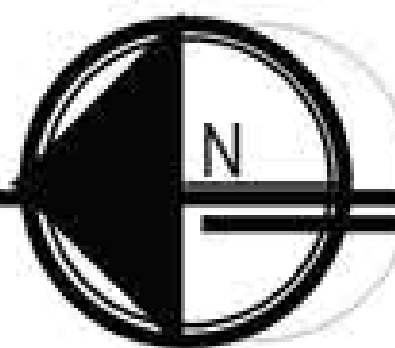
LEGEND		Approximate Area (Sq. Ft.)
Private Open Space		*
Highline Linear Park (A2)		56,700
Abilene Green (A1)		36,100
Abilene Station Plaza		57,000
RTD ROW & Station Platform (Subject to final rail alignment)		66,000
Detention		53,100
Public Streetscape		37,000
Abilene Streetscape		40,000
Bike Path/ Route		*

Illustrated Private Open Space/Block		
Block 1	28,600 sf	(31%)
Block 2	21,200 sf	(27%)
Block 3	36,600 sf	(39%)
Block 4	20,300 sf	(41%)
Block 5	18,300 sf	(14%)
Total	125,000 sf	

Minimum Private Open Space/Block (Based on Setback Diagram in Section 6.0)		
Block 1	6,800 sf	(7%)
Block 2	5,100 sf	(7%)
Block 3	8,600 sf	(9%)
Block 4	5,300 sf	(11%)
Block 5	7,300 sf	(6%)



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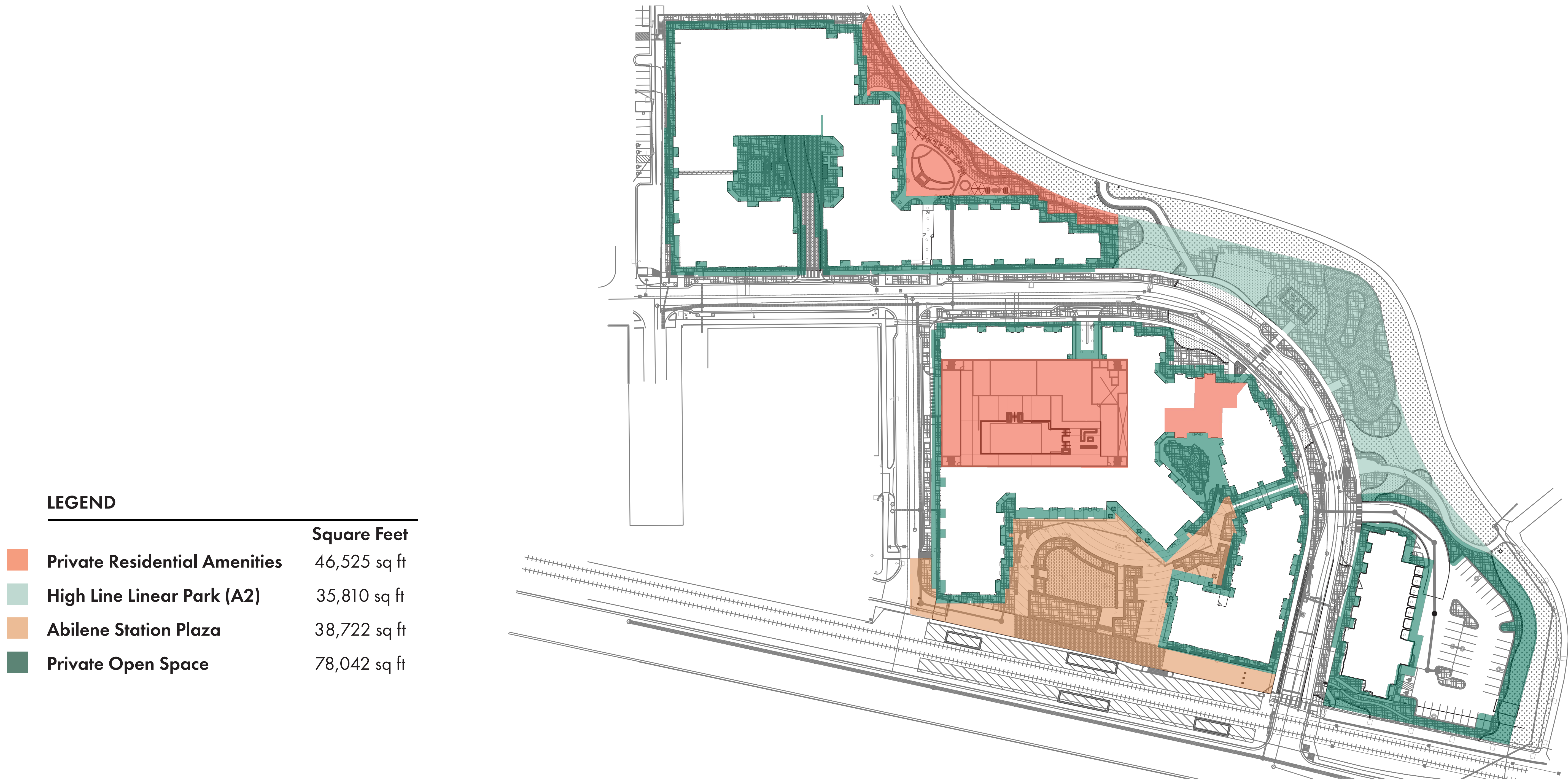




11.0.B PARKS, OPEN SPACE, PLAZAS AND PEDESTRIAN CONNECTIONS

The Abilene Station site is within the Transit Oriented Zone Development. As a TOD, the goal is to provide a dense, urban style development that provides the amenities necessary to create a desirable living environment for the residents. With dense residential and market driven retail development anticipated, the applicant, the Aurora Planning Department and the Aurora Parks and Open Space Department have engaged in thorough discussions to determine the best use of outdoor public spaces on the site.

The Aurora Parks and Open Space Department has agreed to allow two areas within the Abilene Station to fully count toward the neighborhood park land dedication requirements, if they provide a quantity and variety of amenities similar to what is conceptually shown and described in this document. These areas are identified as High Line Linear Park, and Abilene Station Plaza. As presently constituted, the amount of land to be dedicated is 1.75 acres. The actual amount will be determined at the time of final plat and site plan. The difference between the required park land dedication and the actual dedication will be made up with cash-in-lieu payments at the rate of \$60,200/acre or by applying credits of equal value as described below.





Avenue, to Aurora City Center, and this construction is paid for by the applicant, this cost of construction will also be considered for credit towards the cash-in-lieu requirement for park land dedication.

It is in the interest of both the applicant and the City of Aurora to have these dedicated open spaces improved quickly upon development of Abilene Station. The applicant intends to make improvements to these open spaces during or soon after development occurs to a parcel within reasonable proximity to an open space area. Aurora Parks and Open Space has agreed to apply the costs of improving these open spaces, first towards "Park Development Fees" and then any remaining balance towards the cash-in-lieu requirement for park land dedication.

The responsibility of ownership, operations and maintenance of the open space areas will lie with the applicant either through a metropolitan district or a homeowners' association. The cost of improvements for these open space areas will be substantiated by actual construction contracts presented to the City of Aurora for review and acceptance. The City of Aurora will reasonably consider

and accept the cost of any improvement that fits generally into the description of these improvements below or satisfies criteria within the Dedication and Development Criteria Manual.

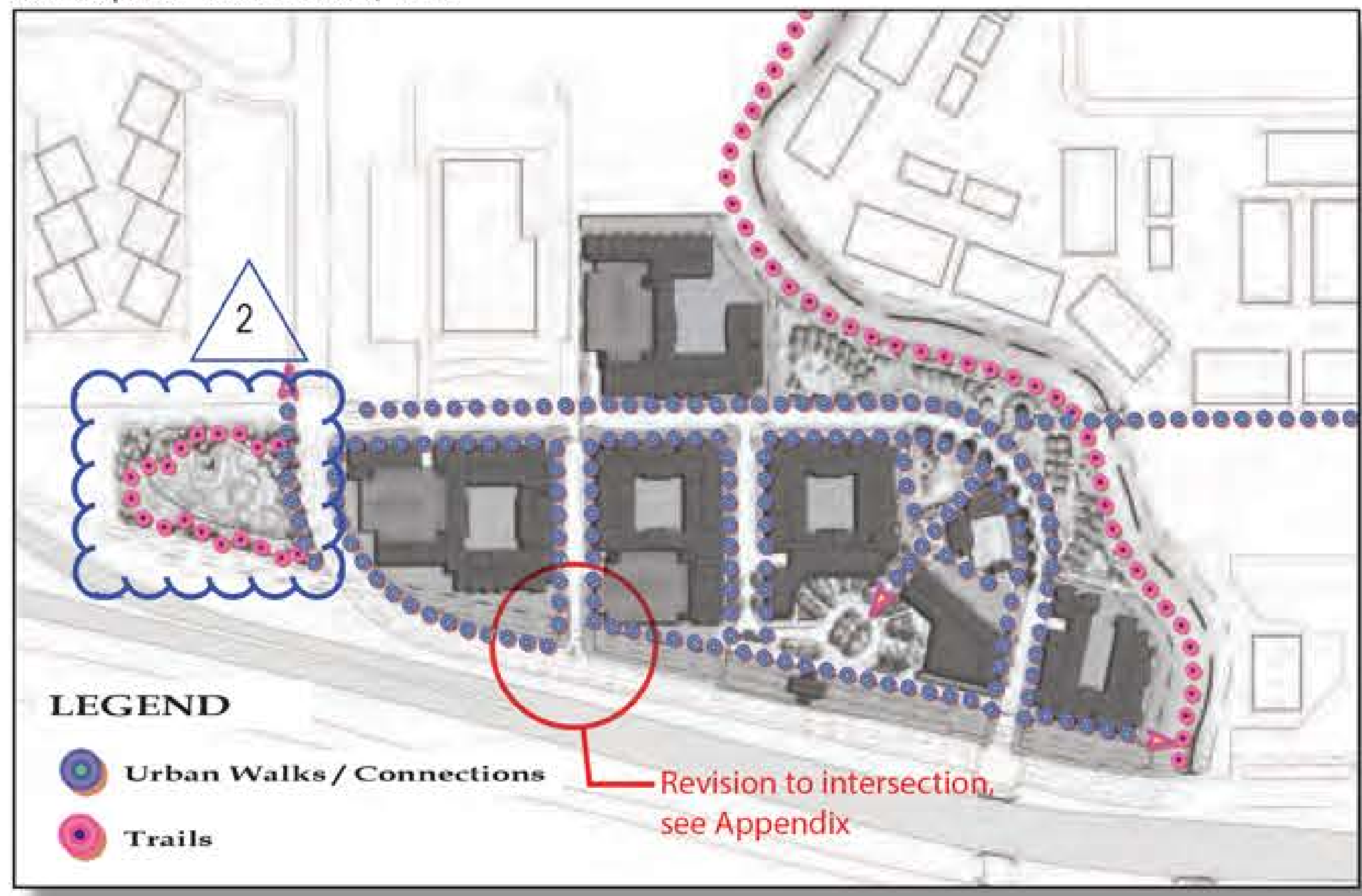
1 Revision to text, see Appendix

11.1 The proposed improvements within the areas to be accepted as neighborhood park land dedication fulfill a multitude of functions. The City of Aurora is currently proposing a new section to the Dedication and Development Criteria Manual titled Small Urban Parks (SUP). What is being proposed here in this document is in general compliance with the proposed criteria. Following are short descriptions of the improvements to be reasonably considered and accepted for these park areas and to count towards "Park Development Fees" as well as cash-in-lieu for park land dedication:

11.1.1 Abilene Station Plaza (Parcel 5):  
This is a public space which will exist around the RTD station area platform. People will congregate here to get on and off the light rail train, utilize the retail amenities, ~~enjoy the decorative water fountain~~ and generally relax on provided street furniture. It will be paved with decorative concrete and/or pavers. It will be landscaped with trees in grates, small raised gardens contained ~~by curb or~~ seatwalls and possibly potted small trees, plants and flowers. There could also be a gazebo for small social gatherings or for passers-by to eat a quick meal. There will be direct access from the High Line Canal Pedestrian Trail for bicyclists and pedestrians. There will also be day-use and permanent bike lockers, and potentially a bicycle repair/retail shop in the retail area.

1 Revision to text, see Appendix

PEDESTRIAN CONNECTION DIAGRAM  
Conceptual Illustration, NTS



3 Please refer to the Site Plan

Trees In Grates

~~Planters with 6" curb. Planted with low vegetation~~

Enhanced Paving

Raised Planter with Seating Wall



ABILENE STATION PLAZA  
Conceptual Illustration

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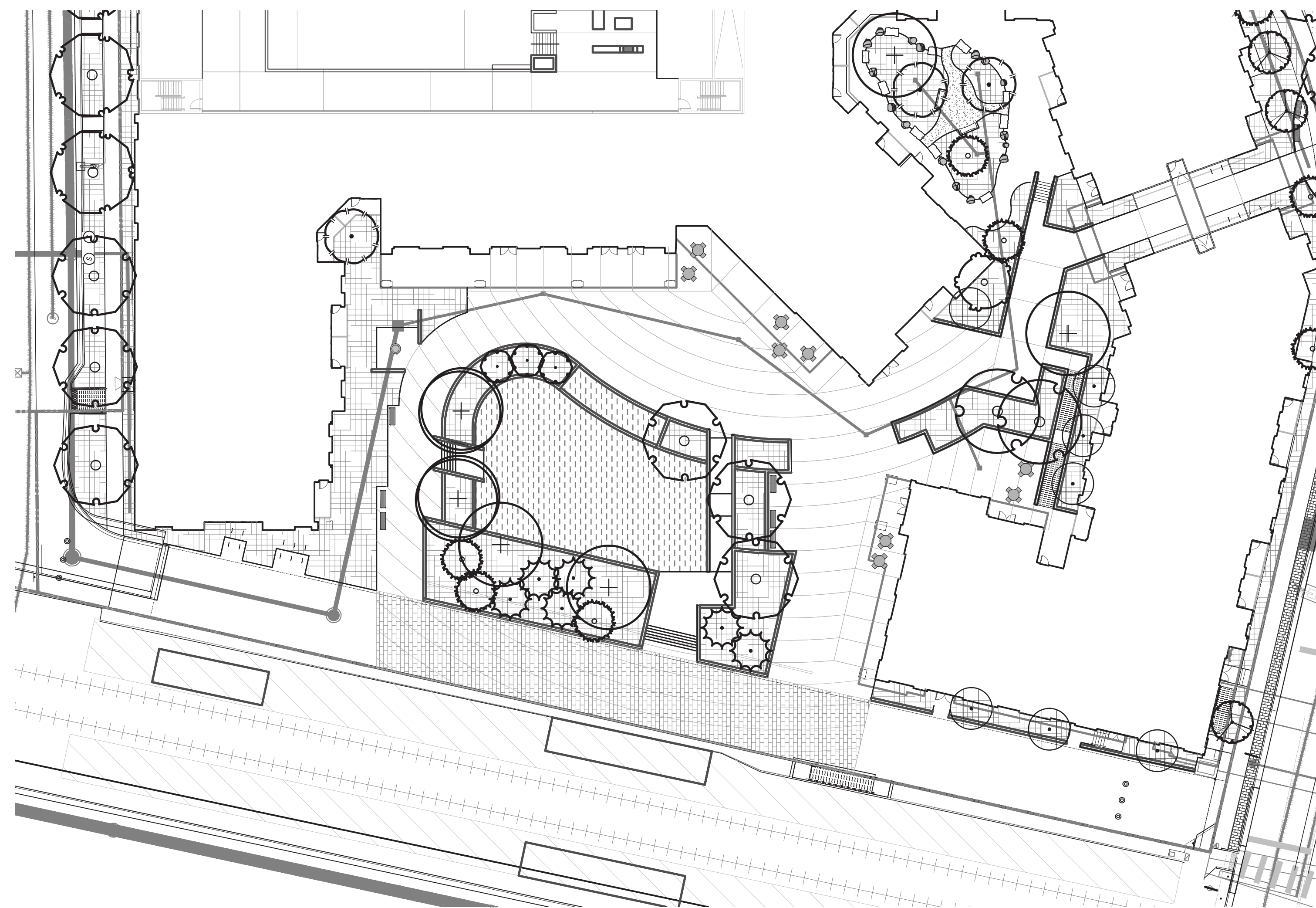
NARRATIVE AND DESIGN GUIDELINES





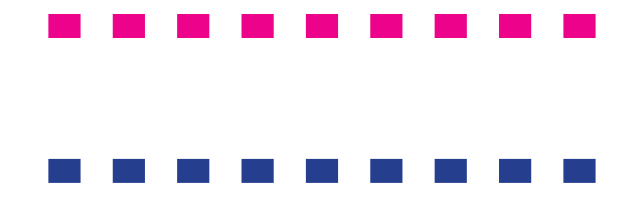
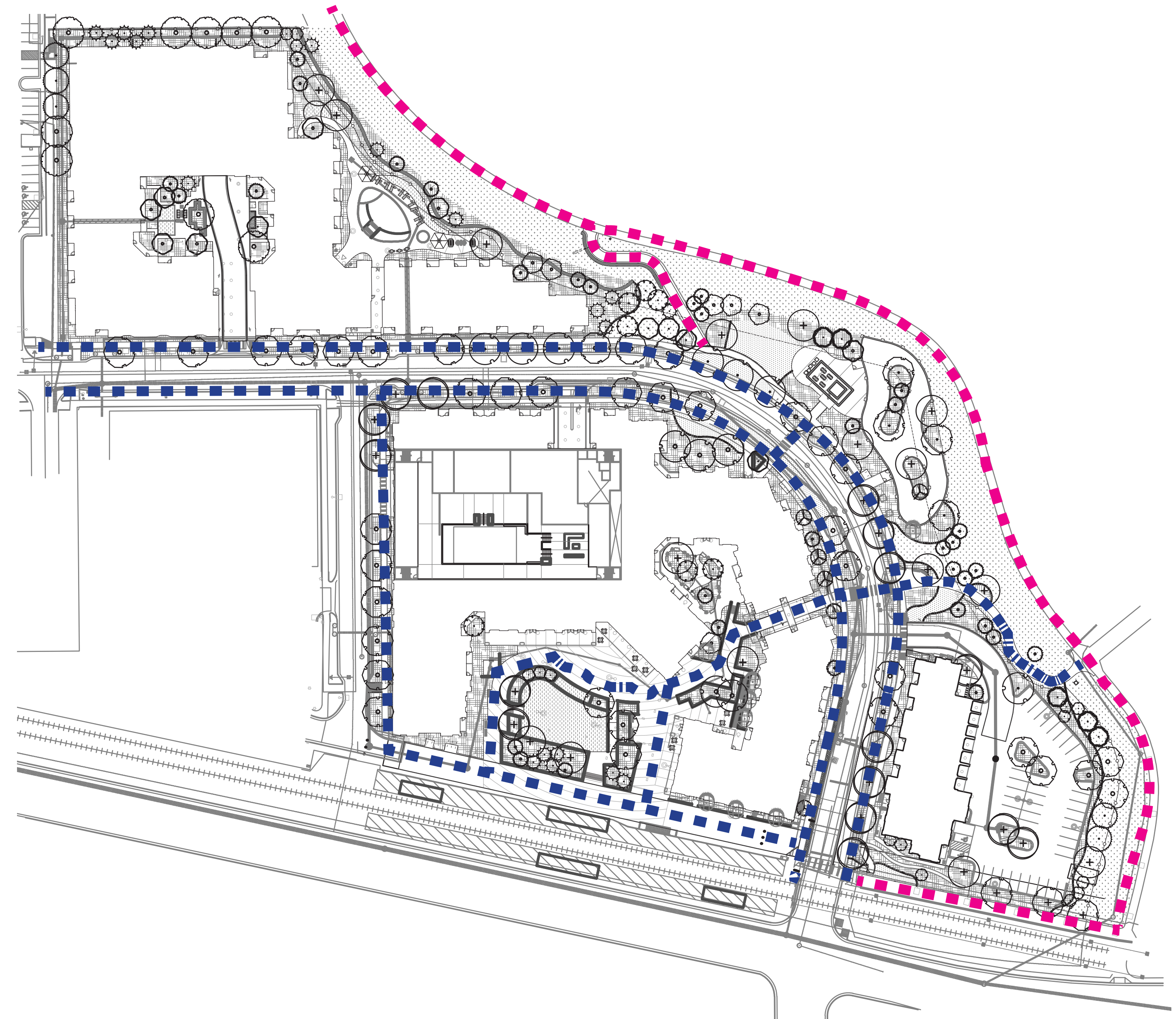
## 11.1.1B ABILENE STATION PLAZA (PARCEL 5)

This is a public space which will exist around the RTD station area platform. The space is designed for lively mixed use plaza, welcoming people exiting at Abilene Station with shops, social gathering opportunities, and a variety of seating areas. People will congregate here as they get on and off the light rail train, utilize the retail amenities, and generally relax on provided street furniture. It will be paved with decorative concrete and/or pavers. It will be landscaped with trees in grates, small raised gardens contained by seat-walls, and possibly potted small trees, plants and flowers. There could also be a shade element for small social gatherings or for passers-by to eat a quick meal. There will be a paseo providing clear and direct access from the High Line Canal Pedestrian Trail for bicyclists and pedestrians.



ABILENE STATION PLAZA  
CONCEPTUAL ILLUSTRATION

PEDESTRIAN CONNECTION DIAGRAM  
CONCEPTUAL ILLUSTRATION





# PARKS, RECREATION, AND OPEN SPACE INVENTORY AND PHASING

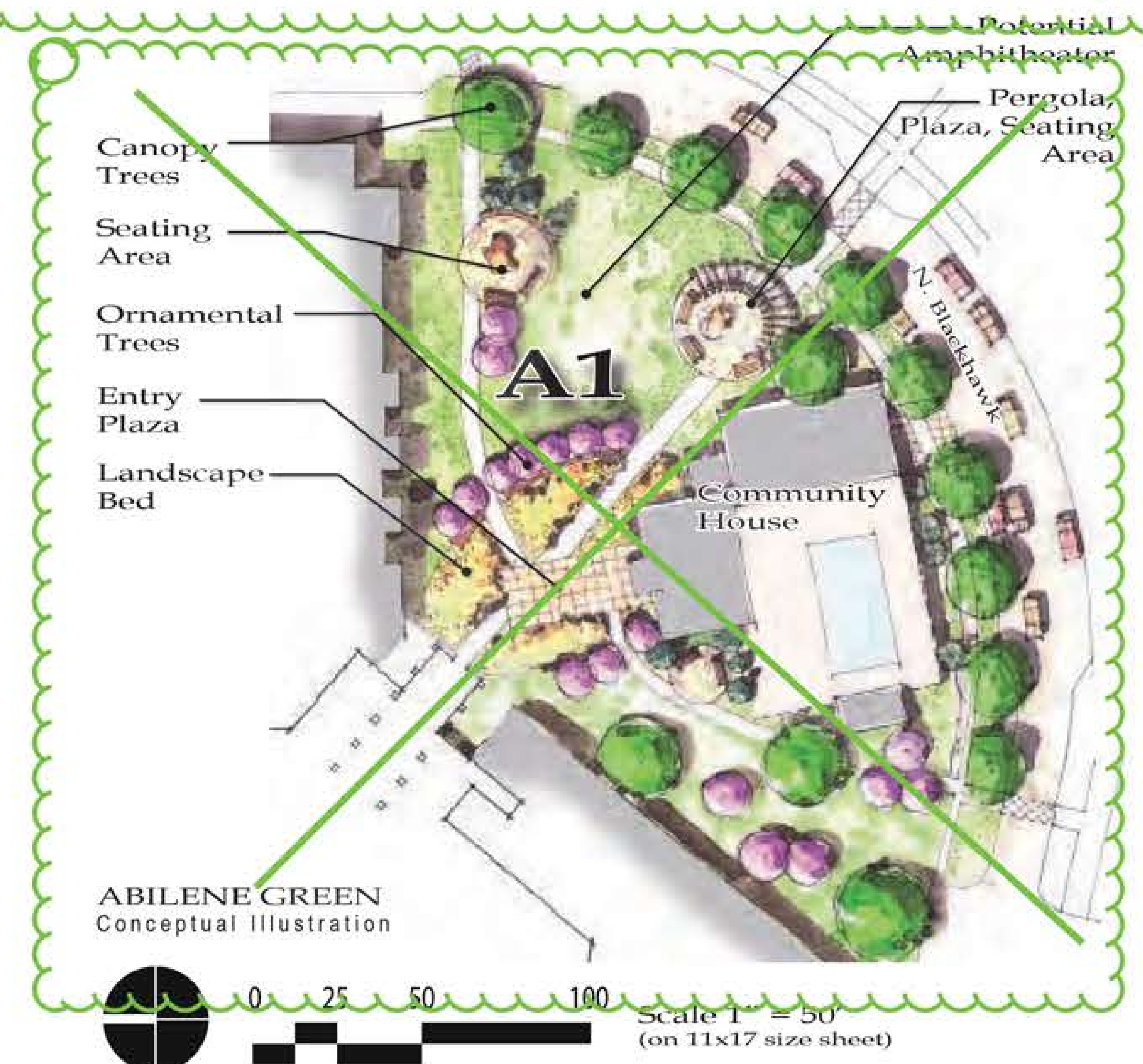
A. Area	B. Description and Inventory of Potential Facilities*	C. Total Gross Acreage	D. Parks Dept. Credited Acreage	E. Required Land Dedication	F. To be constructed with
<b>Small Urban Parks -- satisfying neighborhood park requirements</b>					
Detention Pond	Detention area and water quality facility.	1.32	0		Parcel 1
Abilene Green	Site walks, shade structure, play sculptures, site furniture, landscaping, irrigation.	0.04	0.04		Parcel 3
High Line Linear Park	2 playgrounds, shelter, site furniture, open lawn area, landscaping, irrigation	1.31	1.31		Parcel 3 & Parcel 4
Abilene Station Plaza	planters, seating, site furniture, water fountain, shade structure, art, landscaping, irrigation	1.25	1.17		Parcel 5
Total Acreage			4.5	**6.06	
<b>Community-based Facilities -- satisfying community park land requirements</b>					
High Line Canal Corridor	Bridge, trail connection, landscaping, interpretive displays	0.00	0		Parcel 5
High Line Trail	Regional Trail -- 10' wide trail in 30' wide corridor	to be determined	to be determined		Parcel 4
Total Acreage		0	0	2.22	

\* Actual facilities to be required and constructed will be determined at time of site plan.  
 \*\* Required land dedication to be based on density and to be determined at time of site plan.  
 Note: The difference between the required land dedication and the credited acreage will be satisfied with a cash-in-lieu of land payment and/or park development costs above the "Park Development Fees" required by code.



11.1.2 Abilene Green (A1):  
 Abilene Green is a public park located in the center of the project between Abilene Station Plaza and the High Line Linear Park. People will congregate here to utilize the community clubhouse, pool, and mail facilities. The design for the park will supplement the clubhouse activities providing a continuation of indoor rooms into the landscape. Potential program elements for the park include a small amphitheater, open lawn areas, intimate scale plazas with public art or play sculptures, seating areas for guests to pass through on their way to the light rail station, and connections to the High Line Linear Park and the High Line Canal Pedestrian Trail. Abilene Green will also direct people towards the focal tower and pedestrian bridge leading to Aurora City Place. This park will provide opportunities for all to enjoy both indoor and outdoor activities and will energize the community atmosphere. Final determination of program elements will be determined at Site Plan.

Note that the clubhouse and pool area will not be included within the land area dedication nor will the construction costs be considered towards Park Development Fees or cash-in-lieu of land dedication.



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PARKS, RECREATION, AND OPEN SPACE INVENTORY AND PHASING B

Small Urban Parks -- satisfying Neighborhood Parks requirements					
A. Area	B. Description and Inventory of Potential Facilities	C. Total Gross Acreage	D. Parks Dept. Credited Acreage	E. Required Land Dedication	F. To be constructed with:
Detention Pond	Detention area and water quality facility	1.32	0	-	Parcel 1
High Line Linear Park	Shelter, site furniture, open lawn area, dog park, walking trail, landscaping, irrigation	0.82	0.82	-	Parcel 3 &4
Abilene Station Plaza	Planters, seating, site furniture, shade structure, art element, landscaping, irrigation	0.88	0.88	-	Parcel 5
Total Acreage		1.70	1.70	** 2.0 min	
Community-based Facilities -- satisfying community park land requirements					
High Line Canal Corridor	Bridge, trail connection, landscaping, interpretive displays	0.00	0	-	Parcel 5
High Line Trail	Regional Trail -- 10' wide trail in 30' wide corridor	To be determined	To be determined	-	Parcel 4
Total Acreage		0	0	1.79/0.73 min.	

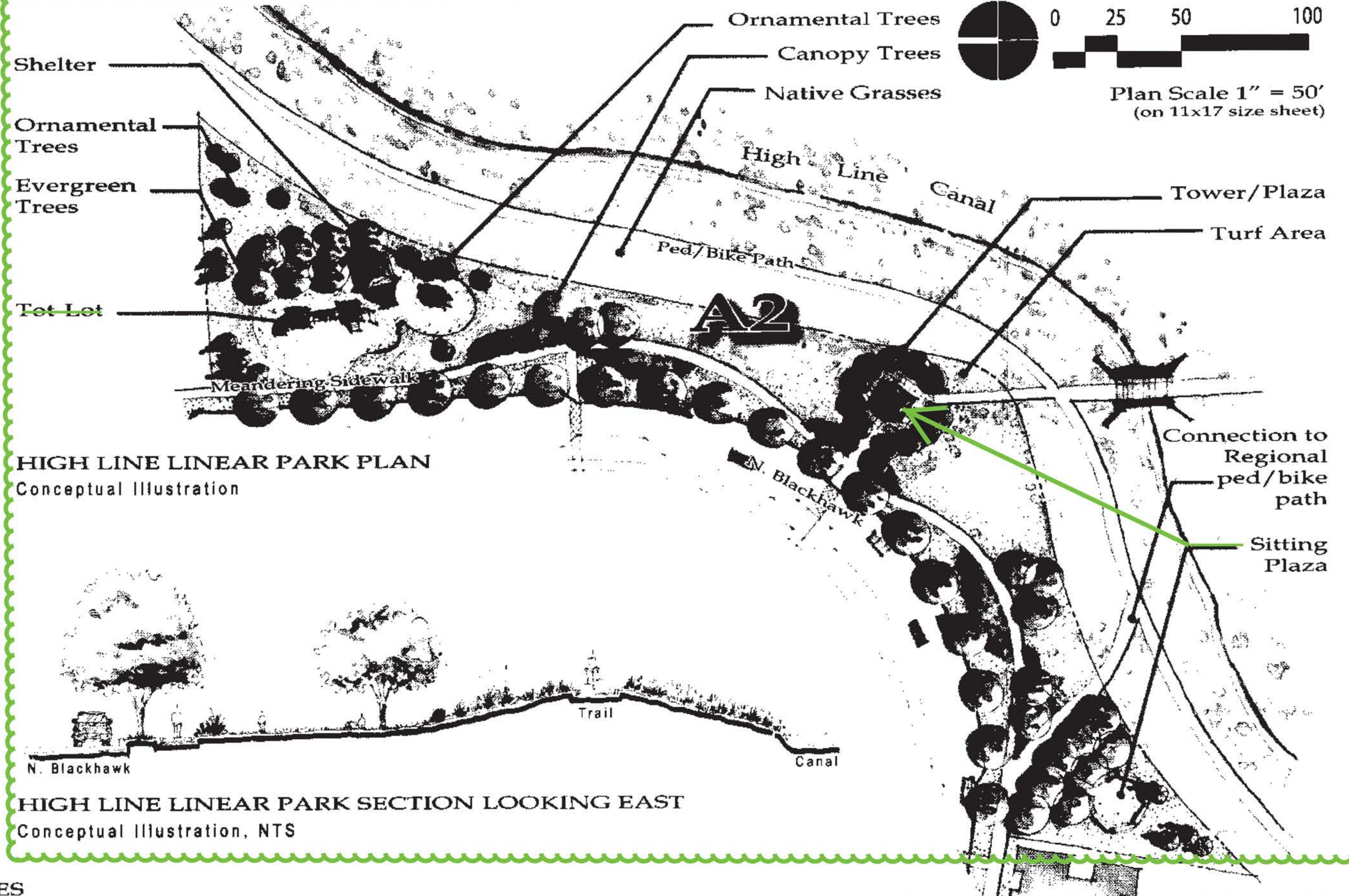


11.1.3 High Line Linear Park (A2):  
 High Line Linear Park is a broad open space area located between the High Line Canal Pedestrian Trail and Abilene Green. The park creates a transition from the urban nature of Abilene Station to the more natural High Line Canal. The design concept is based on four simple elements: motion from the street, water in the canal and movement on the trail; shade trees to protect from the afternoon sun; light, and to enhance views. Together these four elements will define the planting pattern and pathways through the park which will be anchored on either end by a ~~tot lot and / or playground for children.~~

3

Please refer to Site Plan, other amenities have been added such as a dog park, walking trail, shelter and art element.

The primary focal point for the park will be a tower which will serve as a "cairn" guiding pedestrians between the Aurora City Center and Abilene Station. The tower will be constructed of similar architecture to the existing Aurora City Place tower, creating a series of focal points for visitors to explore in the area. The tower design may be open below to allow for shelter and passing through. A pedestrian bridge will be built across the High Line Canal to facilitate travel for pedestrian and bicyclists over the High Line Canal. The High Line Linear Park will be easily accessible from Aurora City Place as a short getaway from shopping and will provide bicyclists, runners and walkers from the High Line Canal Trail the opportunity to take a short break from their workout or stroll. The park parallels Blackhawk Street for easy vehicular access allowing guests using the light rail station access to the park without having to worry about parking.



#### LANDSCAPE CHARACTER IMAGES



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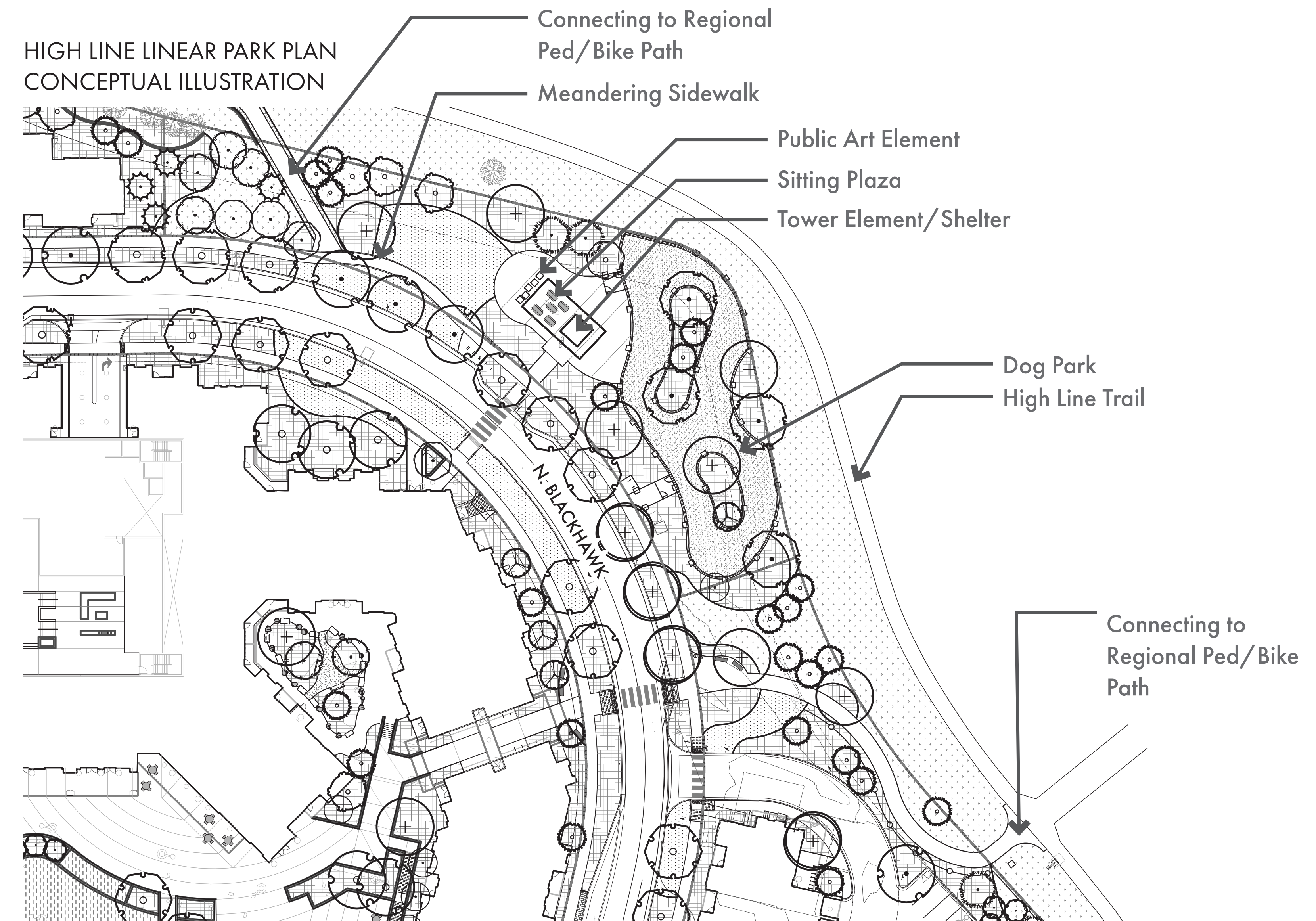
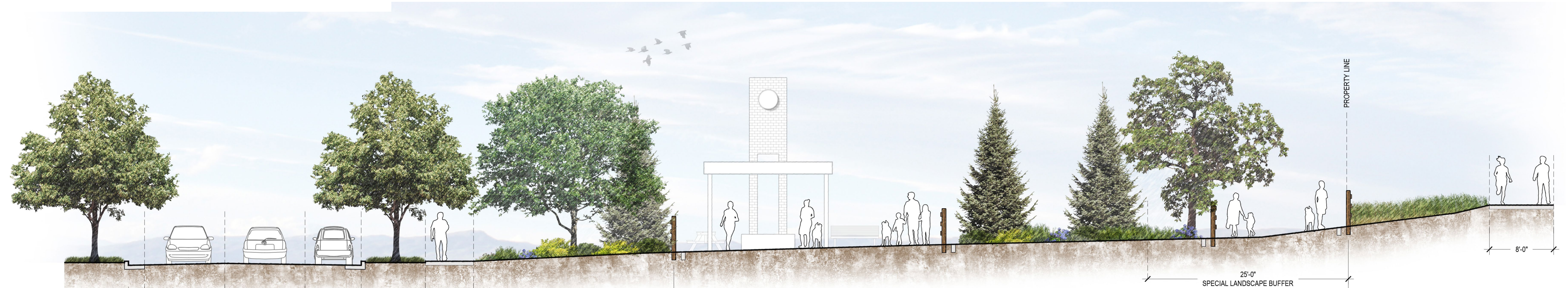


### 11.1.3.B HIGH LINE LINEAR PARK (A2):

High Line Linear Park is a broad open space area located between the High Line Canal Pedestrian Trail and Abilene Green. The park creates a transition from the urban nature of Abilene Station to the more natural High Line Canal. The design concept is based on four simple elements: motion from the street, water in the canal and movement on the trail; shade trees to protect from the afternoon sunlight, and enhance views. Together these four elements will define the planting pattern and pathways through the park creating a variety of spaces for people to interact, relax and play. The park will consists of a dog park, shelter, art element, connected by trails.

The primary focal point for the park will be a tower which will serve as a “cairn” guiding pedestrians between the Aurora City Center and Abilene Station. The tower will be constructed of similar architecture, creating a series of focal points for visitors to explore in the area. The tower design may be open below to allow for shelter and passing through. A pedestrian bridge will be built across the High Line Canal to facilitate travel for pedestrian and bicyclists over the High Line Canal. The High Line Linear Park will be easily accessible from Aurora City Place as a short gateway from shopping and will provide bicyclists, runners and walkers from the High Line Canal Trail the opportunity to take a short break from their workout or stroll. The park parallels Blackhawk Street for easy vehicular access allowing guests using the light rail station access to the park without having to worry about parking.

HIGH LINE LINEAR PARK SECTION LOOKING EAST  
CONCEPTUAL ILLUSTRATION





2

#### 11.1.4 Interpretive Park (B1):

The Interpretive Park is a 1.22 acre parcel north of the Abilene/E. 4<sup>th</sup> Avenue curve and is envisioned as a public park with passive uses while doubling as a low, flat, shallow water quality pond for the drainage generated from the remainder of the Abilene Station site. The pond is designed so as to concentrate storm water volumes in a relatively small space for the vast majority of storm events, while allowing the bulk of the space to stay dry and be incorporated into this park setting. The Interpretive Park will utilize monocultures and a layering of plant types to help define the water levels within the pond and reveal the effect that water has on plant communities and the environment in the Front Range. Educational signage regarding water awareness, plant types, and how water is treated may be utilized as interpretive elements. Signage regarding dog waste pick-up and disposal shall be located at the entrance to the park. Land forms will be created around the pond to buffer noise from the light rail track and I-225. Note that the area of the water quality facility will not be considered for land dedication credit.

- 11.2 Other landscaped open space areas of which the costs are not to be considered for credit towards cash-in-lieu or Park Development Fee requirements but still provide areas for residents to enjoy.

##### 11.2.1 Private Open Space:

Private open space includes setback areas from public streets as well as interior courtyards and plazas. Landscape areas will be included to create a sense of entry at the "front door" of the residences. It will also provide landscaped areas between the light rail lines and the buildings. Each parcel should incorporate usable and meaningful semi-private open space in courtyard-like spaces. Provide each residential unit with at least one private outdoor area such as a yard, porch, patio, or balcony.

3

##### 11.2.2 Community Pool and Clubhouse:

This facility will provide a place for residents of Abilene Station to congregate, recreate and relax. It will be located in Abilene Green with easy access from all buildings within Abilene Station and will be in close proximity to all the other public amenities within Abilene Station. Amenities could include the following: outdoor or indoor pool, patio, kitchen, gathering area, meeting rooms, internet access, pool table, televisions, mail room, fitness area, locker rooms and showers.

Grass  
Monocultures  
Pavillion/  
Overlook

Evergreen  
Trees

B1

Canopy Trees

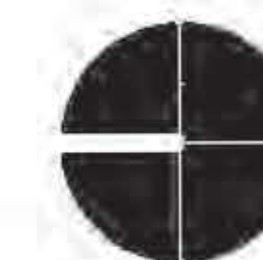
E. 4th Ave.

Water Quality  
Area

Trail

Rail

~~INTERPRETIVE PARK~~  
~~Conceptual Illustration~~



Scale 1" = 30'  
(on 11x17 size sheet)



Clubhouse amenities have  
moved internal  
to buildings 300 & 500.



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## 11.2.B

Other private landscaped open space areas of areas will not be considered for public land dedication area, but will provide areas for residents to enjoy:

### 11.2.1.B. Private Open Space:

Private open space includes setback areas from public streets as well as interior courtyards and plazas. Landscape areas will be included to create a sense of entry at the “front door” of the residences. It will also provide landscaped areas between the light rail lines and the buildings. Each parcel should incorporate usable and meaningful semi-private open space in courtyard-like spaces.



## 12.0 LANDSCAPE

The landscape design at Abilene Station shall meet the "Landscape Requirements Chart" found in this Section or meet the Urban Center/TOD landscaping standards as established by the most current City of Aurora Landscape Code, whichever is most restrictive. The urban nature of this development makes it necessary to approach the landscape differently than a typical development in Aurora. The reduced building setbacks, short blocks, and mixed uses require a more urban landscape treatment. The landscape architecture and plant palette will make a major contribution to the overall sense of place at Abilene Station, creating shady seating areas, signifying entry points, and directing pedestrians to the parks and trails through the site. Planning principles such as appropriate street widths, on-street parking, and reduced building setbacks or build-to-lines promote the use of potted plants, trees in grates or wells, and raised planter beds which are typical of more urban projects.

The landscape will soften the architecture and hardscape for the development, adding aesthetic value to the property by providing an additional sense of pedestrian scale, displaying the seasonal characteristics and beauty of our region's plant material, and providing an element of wayfinding within the site. The hardscape and landscape within the Abilene Station area will contribute to the active environment of the site and surround the light-rail and bus riders while they wait.

The plant palette at Abilene Station will employ a variety of forms, shapes, sizes, colors, and textures to provide year round interest. The landscape will respond to technical site plan elements including building and surface parking locations, utilities, signage, and sight triangles. Most importantly, the landscape will emphasize pedestrian amenity areas and entry points into Abilene Station. A

combination of intensive xeriscape and appropriate plant choice shall be used to take advantage of the Colorado climate and vegetation to enhance the locality of the place. A defined landscape palette and plant list will be provided for the project at Site Plan.

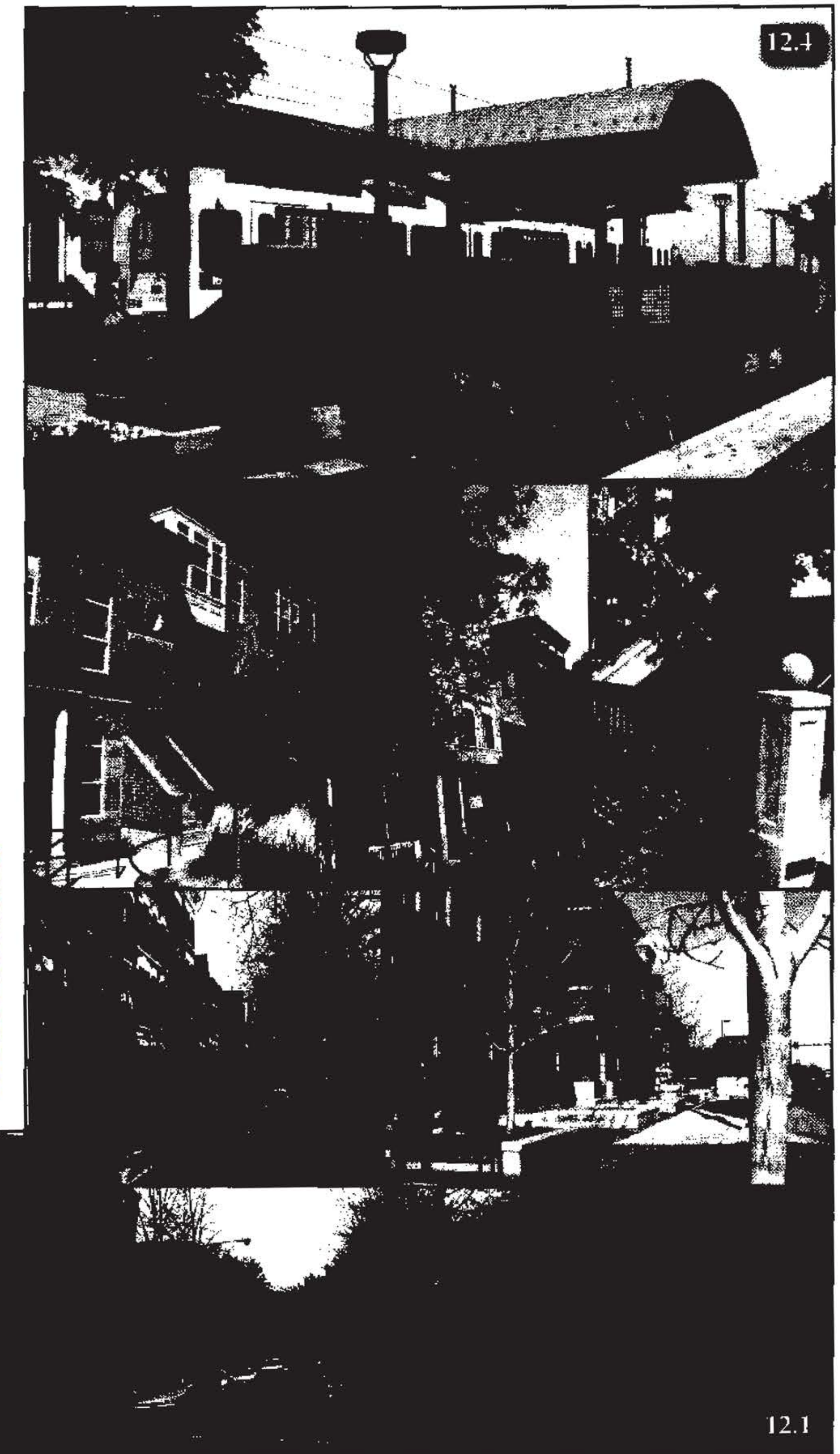
### LANDSCAPE STANDARDS

#### 12.1 Streetscape

The streetscape at Abilene Station will vary depending on the function of the street. There are two primary street types proposed for this development both utilizing the Aurora Urban Street Standards "Neighborhood Street" type widths but with varying streetscape treatments.

The internal local streets E. 3rd Avenue and E. 2nd Place will employ the "Neighborhood Street" cross section allowing hardscape connections through the landscape area to the parallel parking. A minimum 4' setback area will be provided behind the sidewalk which may be hardscape with plants in pots or planters or landscape area at grade. The additional hardscape area on these streets will allow the use of traditional street furnishings within the core of the project. The landscape area will contain street trees in grates or planters. Please see "Landscape Requirements Chart" for more detailed information.

N. Blackhawk Street is a local street which connects E. 4th Avenue through the site to Abilene Street. This local street will also utilize the "Neighborhood Street" cross section but in lieu of a landscape area with trees in grates or planters a tree lawn will be used. This street will have a more traditional streetscape to transition the site from its dense core to the Highline Canal, Linear Park and Abilene Green.



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## 12.0.B. LANDSCAPE

The landscape design at Abilene Station shall meet the “Landscape Requirements Chart” found in this section or meet the Urban Center/TOD landscaping standards as established by the most current City of Aurora Landscaping Code, whichever is most restrictive. The urban nature of this development makes it necessary to approach the landscape differently than a typical development in Aurora. The reduced building setbacks, short blocks, and mixed uses require a more urban landscape treatment. The landscape architecture and plant palette will make a major contribution to the overall sense of place at Abilene Station, creating shady area, signifying entry points, and directing pedestrians to the parks and trails through the site. Planning principles such as appropriate street widths, on-street parking, and reduced building setbacks or build-to-lines promote the use of potted plants, trees in grates or wells, and raised planter beds which are typical of more urban projects.

The landscape will soften architecture and hardscape for the development, adding aesthetic value to the property by providing an additional sense of pedestrian scale, displaying the seasonal characteristics and beauty of our region’s plant material, and providing an element of wayfinding within the site. The hardscape and landscape within the Abilene Station area will contribute to the active environment of the site and surround the light-rail and bus riders while they wait.

The plant palette at Abilene Station will employ a variety of forms, shapes, sizes, colors, and textures to provide year round interest. The landscape will respond to technical site plan elements including building and surface parking locations, utilities, signage, and sight triangles. Most importantly, the landscape will emphasize pedestrian amenity areas and entry points into Abilene Station. A combination of intensive xeriscape and appropriate plant choice shall be used to take advantage of the Colorado climate and vegetation to enhance the locality of the place. A defined landscape palette and plant list will be provided for the project at Site Plan.

## LANDSCAPE STANDARDS | 12.1.B STREETSCAPE

The streetscape at Abilene Station will vary depending on the function of the street. There are two primary street types proposed for this development both utilizing the Aurora Urban Street Standards “Neighborhood Street” type widths but with varying streetscape treatments. The internal local streets E. 3rd Avenue and E. 2nd Place will employ “Neighborhood Street”: cross section allowing hardscape connections through landscape area to the parallel parking. A minimum 4’ setback area will be provided behind the sidewalk which may be hardscape with plants in pots or planters or landscape area at grade. The additional hardscape area on these street trees in grates or planters. Please see “Landscape Requirements Chart” for more detailed information..

North Blackhawk Street is a local street which connects East 4th Avenue through the site to Abilene Street. The local street will also utilize the “Neighborhood Street” cross section but in lieu of a landscape area with trees in grates or planters a tree lawn will be used.



Abilene Street and the Station platform/plaza will employ an urban style streetscape (as illustrated in the street sections), with trees in grates or planters, benches and seating areas, pedestrian scale lighting, and potted plants. A majority of those areas from the building facade to the curb shall be hardscape material to accommodate pedestrian activity.

Pedestrian crossings at street intersections shall provide directional ramps and decorative treatment to indicate pedestrian circulation priority.

#### 12.2 Landscape Setbacks

Please see the "Landscape Requirements Chart" for suggested quantitative landscape setback requirements. The space along Abilene/4<sup>th</sup> Avenue will be carefully designed and screened. More detailed landscape and setbacks between different uses and interior to the site will be determined at the Site Plan level.

#### 12.3 Perimeter Edge Treatment:

Please see the "Landscape Requirements Chart" for suggested quantitative landscape perimeter requirements. Buildings may undulate along the perimeter of the site placed obliquely to the property boundary, creating variation in the setback distance.

#### 12.4 Transit Plaza:

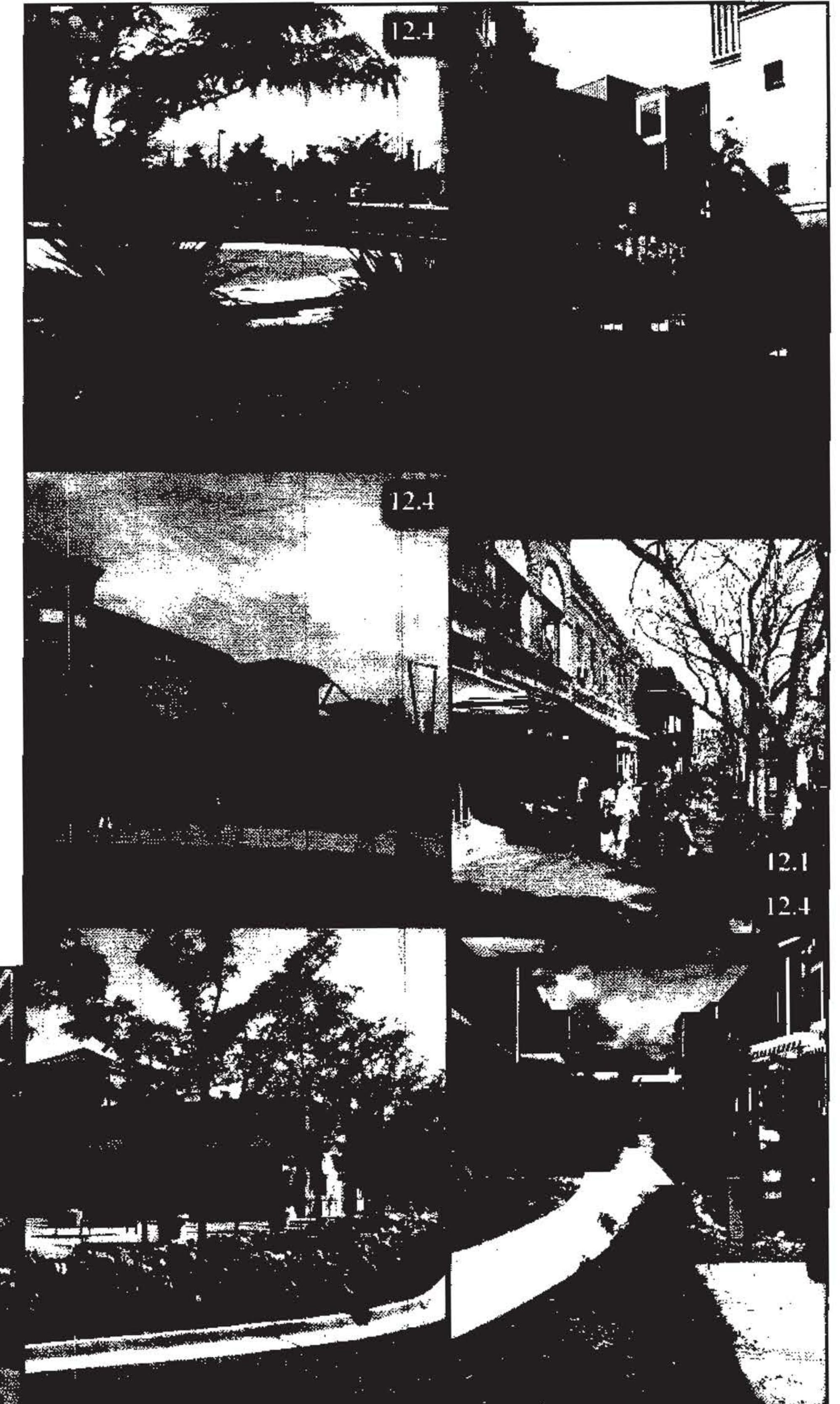
The transit plaza at Abilene Station will be a uniquely designed multi-functional space that: 1) is part of a regional network of public spaces; 2) facilitates comfortable and safe pedestrian movement; 3) serves as a

local landmark; and 4) functions as a neighborhood, commercial district.

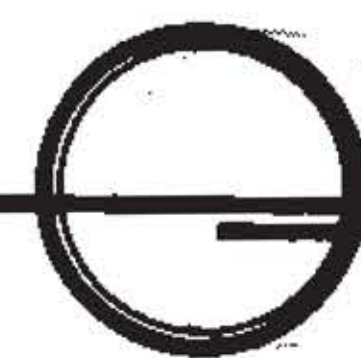
The intent of the transit plaza design is to define the place where the local pedestrian network and the regional transit system meet and can be accomplished by providing hard surface continuity from the drop-off curb on Abilene Street, across the light rail boarding platforms, to the commercial storefronts that define the space of the plaza on the east and south has been envisioned. In the area between the platforms and the buildings, a circular gallery is envisioned and is defined by the inner curb of the emergency vehicle roundabout. The circular gallery could be the architectural component and center of an image of the sun imprinted on the plaza's surface as a reference to the morning sun, the "aurora". The inner part of the circular gallery could contain a fountain and those areas of the plaza that are exclusively pedestrian could be "softened" with organically formed landscape islands and / or raised planters with seatwalls planted with shade trees allowing for outdoor café seating. Special attention shall be given to benches, light poles, trash receptacles, bike racks and other street furniture that could support the theme of the "morning sun plaza". Please see the "Landscape Requirements Chart" for suggested quantitative landscape, hardscape, and seating requirements.

#### 12.5 Open Space:

Open space will be interwoven throughout Abilene Station to provide a visual connection from one area of the site to another, as well as provide views to adjacent properties and to the natural environment along the High Line Canal.



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Open space within the development will not be publicly dedicated. All landscape areas, plazas, sidewalks, and buffer landscape areas will constitute open space. (See Open Space Diagram.) The linkage of pedestrian and bicycle walkways, coupled with pockets of seating area, plazas, and public art spaces will create an urban open space network that provides a comfortable and aesthetically pleasing experience for all users.

#### 12.6 Detention Pond:

The proposed water quality area will be located ~~on the southwest portion of the site, north of East 4<sup>th</sup> Avenue and adjacent to the multi-story college buildings. The water quality pond will become the Interpretive Park which will have softened, naturalized edges, wetland and monoculture grass plantings, and potential for educational signage that describes the value of water as a resource and how water quality ponds are used. The development team will continue to work with the City Parks Department regarding the water quality area and the surrounding environment during the Site Plan process.~~

#### 12.7 Xeriscape:

A significant percentage of potable water is used to irrigate plant materials and grasses. Every reasonable effort shall be made to conserve water by utilizing alternative means for maintaining a suitable landscape environment. The nature of the site is one where the semi-arid plains and the gentle slope of the topography will allow for the interesting utilization of native plants in xeriscape designed areas. Abilene Station will meet the City of Aurora's requirements for xeriscape plant materials.

A properly designed xeriscape is lush, colorful, easy to care for, and conserves water in a natural and controlled manner. The site will incorporate a "zoned planting scheme" to reduce water demand by grouping similar varieties of native plants that are drought and disease resistant together.

#### 12.8 Screening:

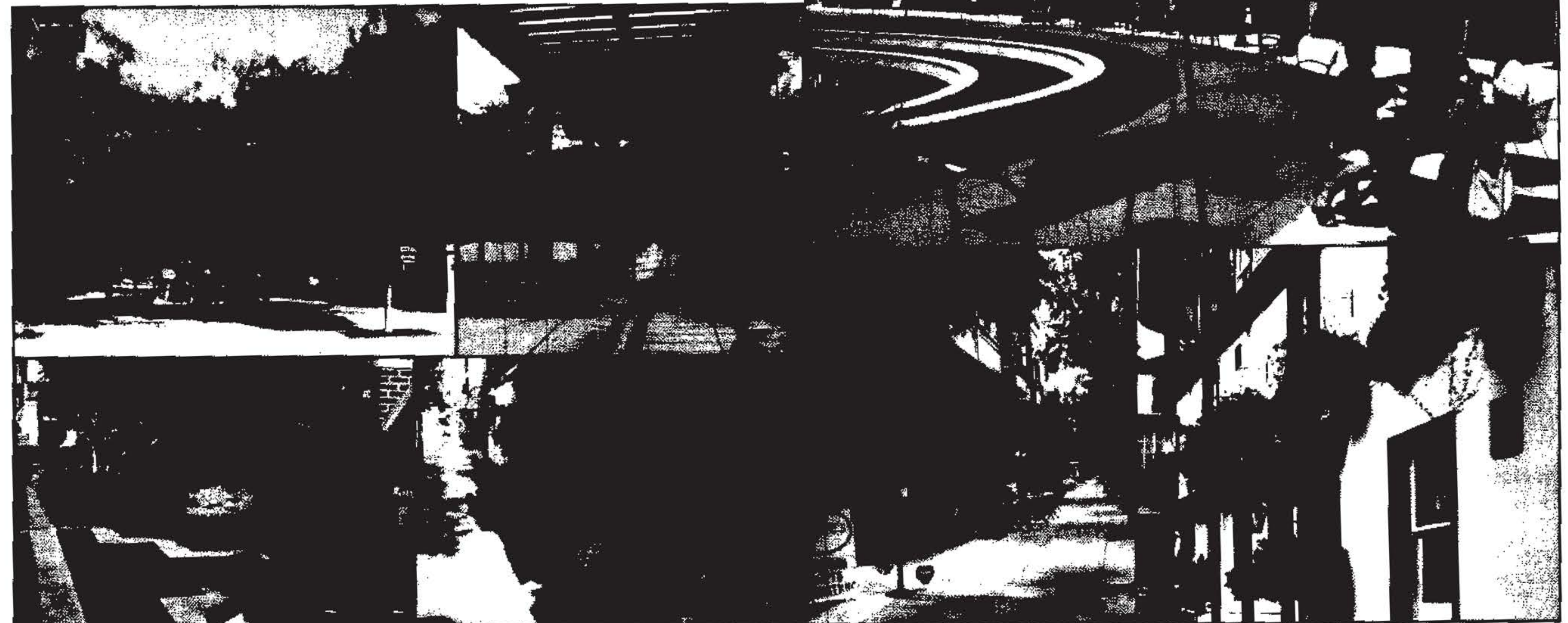
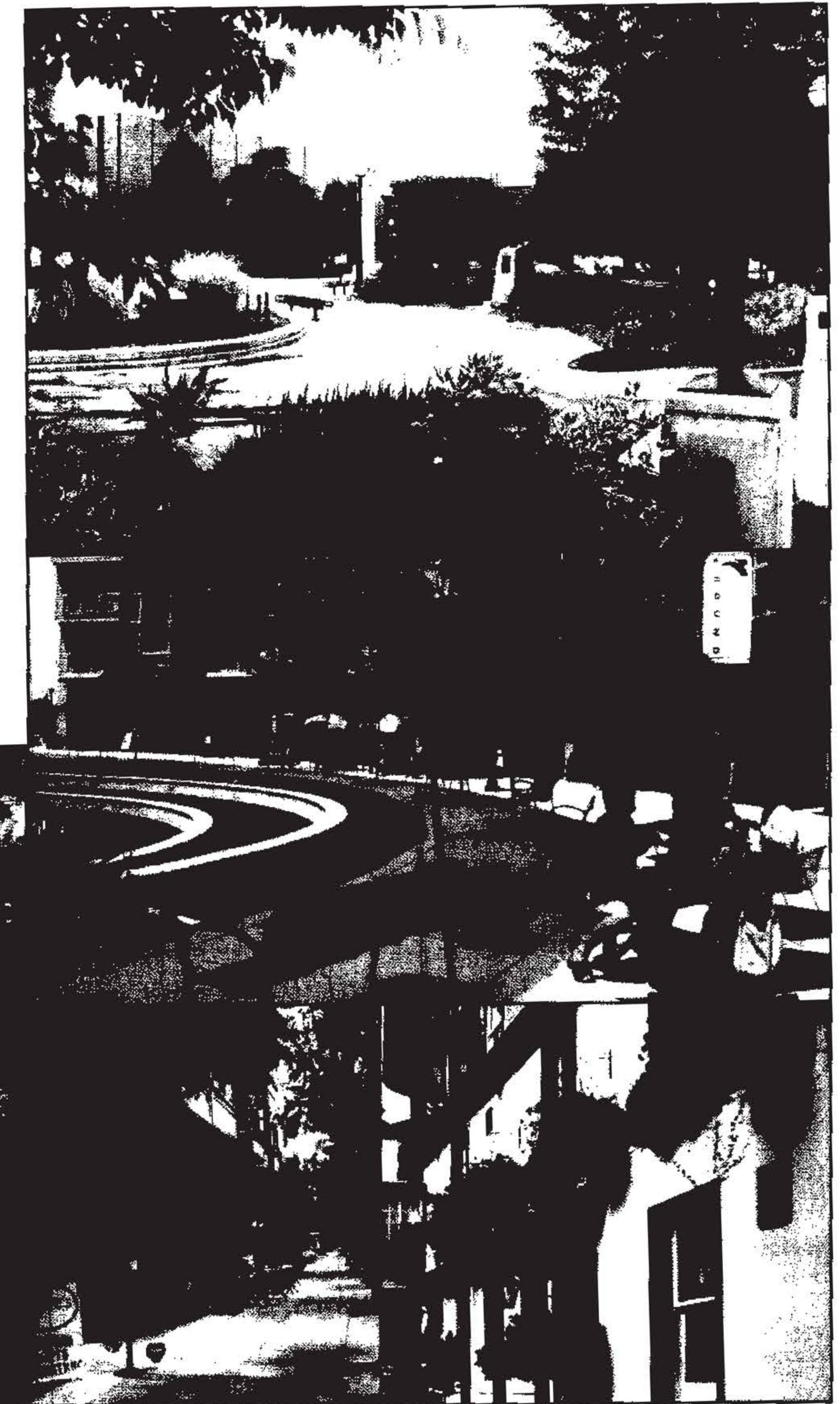
Loading and service areas that are visible from adjacent neighborhoods or adjacent streets should be screened from view when possible. The use of landscaping, walls, or a combination of the two is acceptable. The function and layout of these areas are to conform with the City of Aurora Code.

Screen Walls are not to exceed 8'-0" in height. Materials for the walls around waste enclosures and screen walls shall be identical or complimentary to the building it serves utilizing the same finishes or colors. Waste enclosures shall be shielded from view by solid screen walls with a gate or door at least 6'-0" in height. Waste enclosures may be located within the building it serves. Trash enclosures are not to project above the screen that surrounds it.

#### 12.9 Existing Landscape:

The vegetation on the site is sparse. Approximately 27 trees are located on the site; only 3 of the 27 are considered of any value and those have been compromised by inappropriate pruning over the years. Tree mitigation will be provided as required by the City of Aurora Forester at time of Site Plan.

### GENERAL LANDSCAPE CHARACTER



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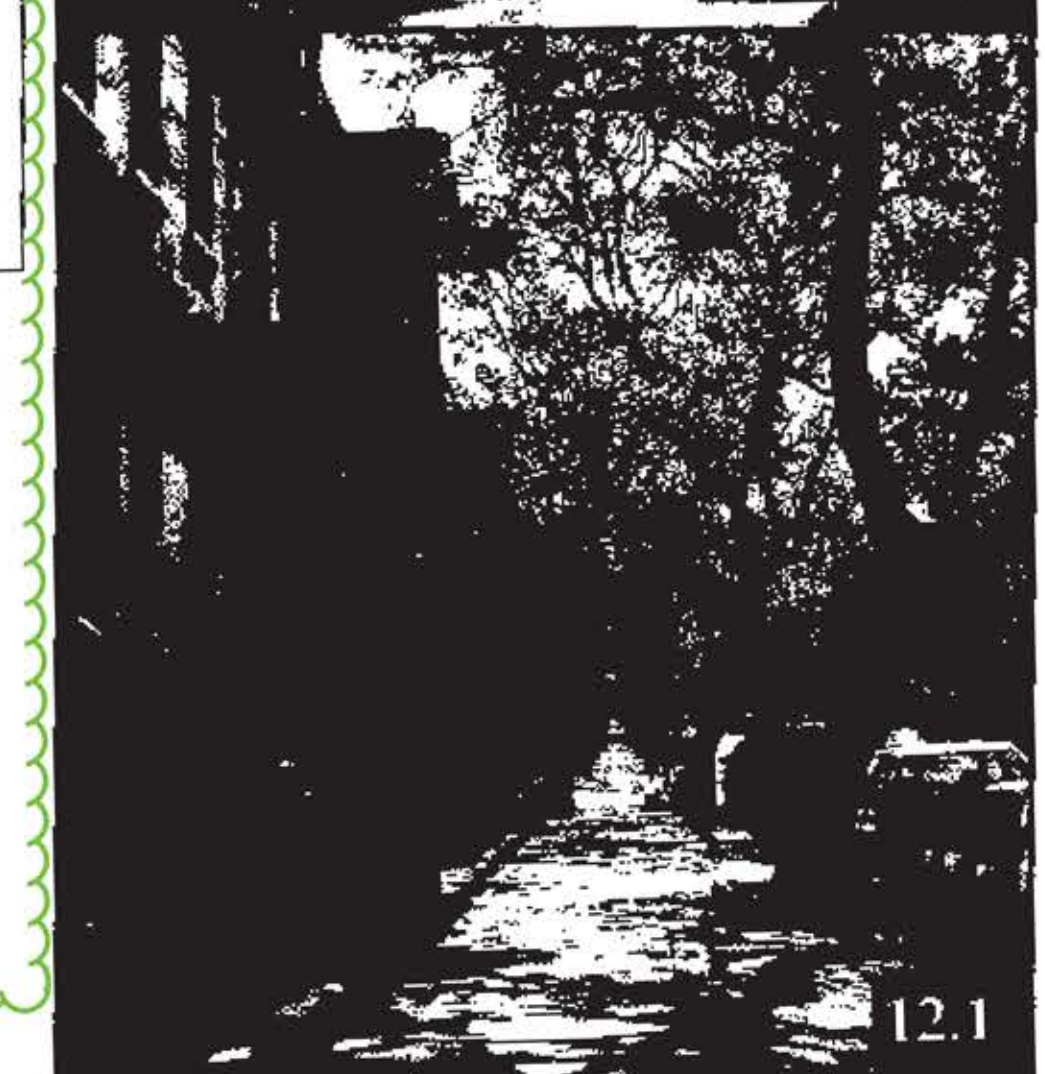
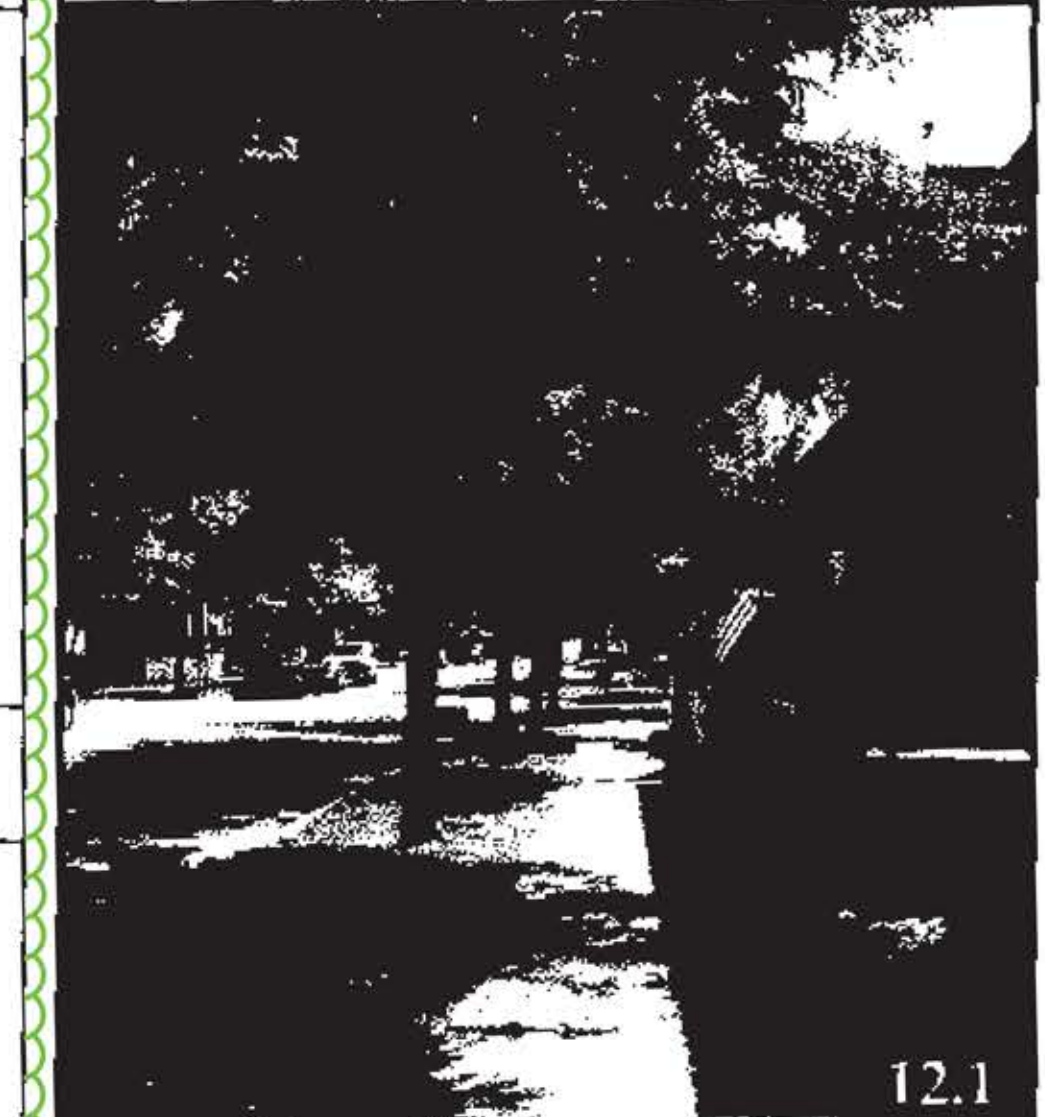
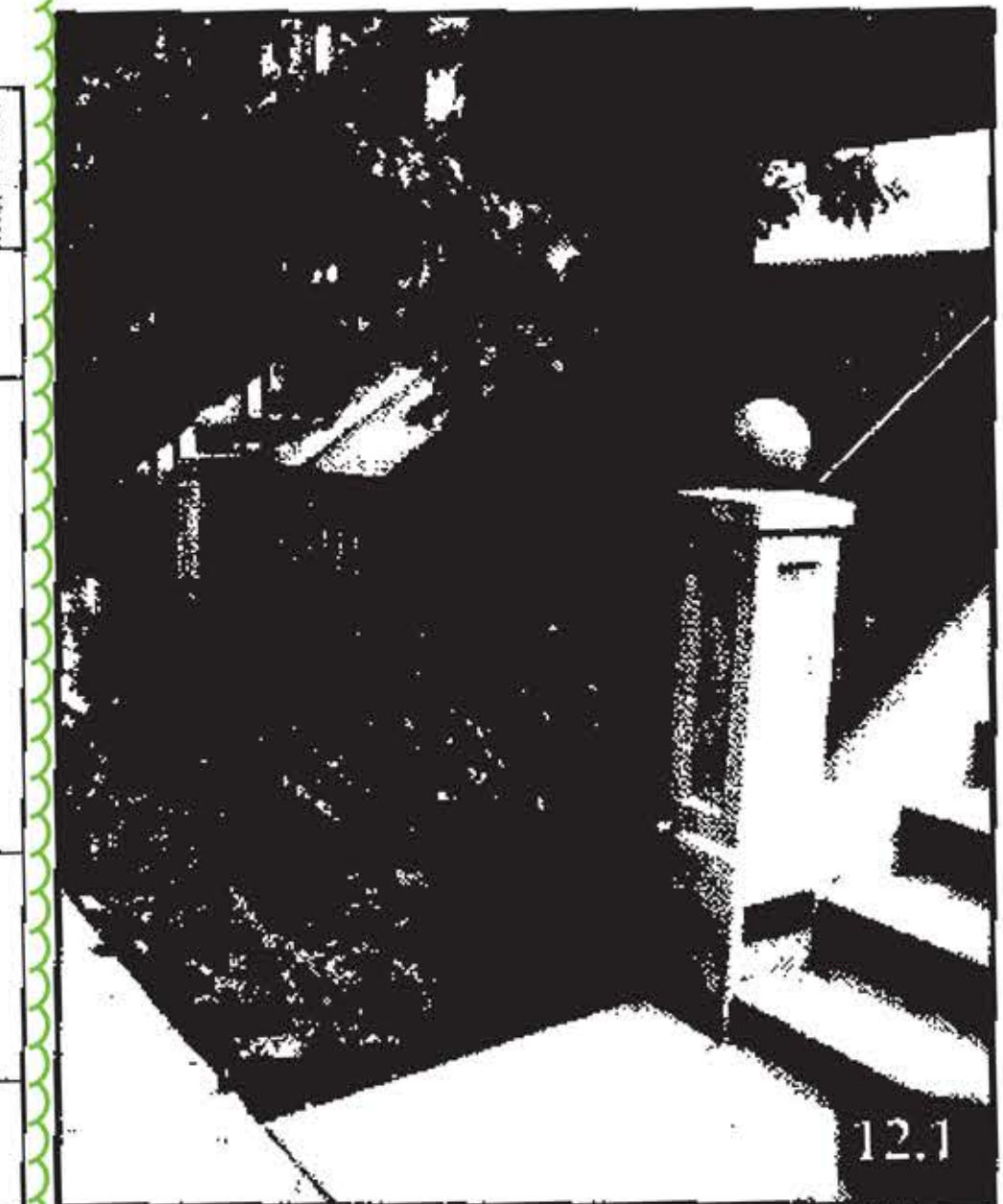
## 12.10 LANDSCAPE REQUIREMENTS CHART

Landscape Zone	Suggested Landscape Requirements Description	Typical City Code Requirement
<b>Park / Open Space Areas</b>		
Abilene Station Plaza	25% plant beds (1) 75% hardscape (2)  3 TE / 3,000 SF  90 LF of seating / acre (3) (minimum 60 LF regardless of plaza size; minimum 25% must have backs; seat walls, movable chairs or benches are considered seating)	Sec. 146-1431, % of living material  Sec. 146-1425, Private landscape area requirements
<del>Abilene Green (Community Center)</del>	<del>1 TE / 40 LF building perimeter located within 20' of the building  3 TE / 3,000 SF park area</del>	<del>Sec. 146-1451, Additional Requirements for Non-Residential Development  Sec. 146-1425, Private landscape area requirements</del>
High Line Linear Park	3 TE / 3,000 SF park area	Sec. 146-1424, Special Buffers  Sec. 146-1425, Private landscape area requirements
High Line Canal Special Buffer (located adjacent to residential building areas 3 and 4, no buffer required at High Line Linear Park)	2 TE / 30 LF buffer length  3-rail fence per POS detail	Sec. 146-1424, Special Buffers
Detention Pond	<del>4 TE / 3,000 SF park area  4 Shade structure minimum size 500 SF</del>	Sec. 146-1425, Private landscape area requirements
I-225 Buffer (Abilene buffer between street edge and highway)	2 TE / 30 LF along I-225 buffer	Sec. 146-1424, Special Buffers
<b>Perimeter Street Requirements</b>		
4 <sup>th</sup> Ave. / Abilene St. (Requirements at LRT platform depicted in proposed section on GDP page 7)	Street trees located in 10' tree lawn 40' on center	Sec. 126-36, Street Requirements for Minor Arterials

Landscape Zone	Suggested Landscape Requirements Description	Typical City Code Requirement
<b>Internal Drive Requirements</b>		
E. 3 <sup>rd</sup> Ave / E. 2 <sup>nd</sup> Pl.	6' sidewalk with street trees in attached landscape area (1).  Setback from sidewalk to building face may be hardscape with pots or landscape area (1). See Building Requirements below.  Street trees at 35' on center.	Sec. 126-36.5 Urban Street Standards, 2-Lane Neighborhood Cross Section
Blackhawk St.	Street trees located in 8' tree lawn 35' on center with 6' detached sidewalk.	Sec. 126-36.5, Urban Street Standards, 2-Lane Neighborhood Cross Section
<b>Building Requirements</b>		
Mixed-use; multi-family buildings and parking structures	A frontage zone shall be established adjacent to buildings that screens, softens, and integrates buildings into the landscape. Minimum widths have been established on Page 7 of the GDP in the setback/ build-to-table.  1 TE / 40 LF building perimeter located within 20' of the building  Building perimeter requirements may be met by including landscape included within ROW landscape area except street trees.	Sec. 146-1451, Additional Requirements for Non-Residential Development
<b>Surface Parking</b>		
Surface parking lots	2 TE/40 LF  5' minimum buffer width  Combination of landscape hedge and/or low walls (18"-42" height) may be used  Internal landscape requirements shall be provided per City of Aurora Code.	Sec. 146-1509, Parking Area Design

### Notes:

- (1) Plant beds and raised planters shall be made up of minimum 50% living material. Plant beds and planters shall be a minimum 4' wide. Tree grates shall be a minimum 36 square feet. Planters shall be a minimum 18" height.
- (2) Hardscape shall consist of both decorative pavement and walk areas. Decorative pavements, not including sidewalks and patios, shall be constructed of colored concrete, colored paving units such as brick or interlocking units, sandstone, or other native stone. Walks shall be constructed from concrete or materials that match other pavements in the development.
- (3) One seat is equivalent to 2 linear feet. A additional seating may be provided by retail or restaurant uses proposed in the plaza area and by RTD.
- (4) The landscape design at Abilene Station will meet or exceed the current Urban Center/TOD landscaping standards as established by the City of Aurora Landscape Code.



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## 12.10.B. LANDSCAPE REQUIREMENTS CHART

Landscape Zone	Suggested Landscape Description	Typical City Code Requirement
<b>Park / Open Space Areas</b>		
Abilene Station Plaza	<ul style="list-style-type: none"> <li>25% plant beds (1) // 75% hardscape (2)</li> <li>3 TE / 3,000 SF</li> <li>90 LF of seating/ acre (3) (minimum 60 LF regardless of plaza size; minimum 25% must have backs; seat walls, movable chairs or benches are considered seating)</li> </ul>	<ul style="list-style-type: none"> <li>Sec. 146-4.7.3.B.5, % of living material</li> </ul>
High Line Linear Park	<ul style="list-style-type: none"> <li>3 TE / 3,000 SF park area</li> </ul>	<ul style="list-style-type: none"> <li>Sec. 146-4.7.5.E, Non-Street Perimeter Buffers</li> </ul>
High Line Canal Special Buffer (located adjacent to residential building areas 3 and 4, no buffer required at High Line Linear Park)	<ul style="list-style-type: none"> <li>2 TE / 30 LF buffer length</li> <li>3-rail fence per POS detail</li> </ul>	<ul style="list-style-type: none"> <li>Sec. 146-4.7.5.E, Non-Street Perimeter Buffers</li> <li>Sec. 146-4.7.5.H, Special Landscape Buffers for Development Adjacent to I-70, I-225, E-470, Public Parks, Open Space, and Trails.</li> </ul>
Detention Pond	-	<ul style="list-style-type: none"> <li>Sec. 146-4.7.5.M, Detention and Water Quality Ponds.</li> </ul>
I-225 Buffer (Abilene buffer between street edge and highway)	<ul style="list-style-type: none"> <li>2 TE/ 30 LF along I-225 buffer</li> </ul>	<ul style="list-style-type: none"> <li>Sec. 146-4.7.5.H, Special Landscape Buffers for Development Adjacent to I-70, I-225, E-470, Public Parks, Open Space, and Trails.</li> </ul>
<b>Perimeter Street Requirements</b>		
4th Ave. / Abilene St. (Requirements at LRT platform depicted in proposed section on GDP page 7)	<ul style="list-style-type: none"> <li>Street trees located in 10' tree lawn 40' on center</li> </ul>	<ul style="list-style-type: none"> <li>Sec. 146-4.7.5.D, Street Frontage Landscape Buffers</li> </ul>
<b>Internal Drive Requirements</b>		
E 3rd. Ave. / E 2nd Pl.	<ul style="list-style-type: none"> <li>6' sidewalk with street trees in attached landscape area (1).</li> <li>Setback from sidewalk to building face may be hardscape with pots or landscape area (1). See Building Requirements below.</li> <li>Street trees at 35' on center and 1 shrub per 40 SF of curbside landscape bed.</li> </ul>	<ul style="list-style-type: none"> <li>Sec. 146-4.7.5.D, Street Frontage Landscape Buffers</li> <li>Sec. 145 4.7.5 C.2.A, Curbside Landscaping</li> </ul>
Blackhawk St.	<ul style="list-style-type: none"> <li>Street trees located in 8' tree lawn 35' on center with 6' detached sidewalk and 1 shrub per 40 SF of curbside landscape bed.</li> </ul>	<ul style="list-style-type: none"> <li>Sec. 146-4.7.5.D, Street Frontage Landscape Buffers</li> <li>Sec. 145 4.7.5 C.2.A, Curbside Landscaping</li> </ul>
<b>Building Requirements</b>		
Mixed-use; multi-family buildings and parking structures	<ul style="list-style-type: none"> <li>A frontage zone shall be established adjacent to buildings that screens, softens, and integrates buildings into the landscape. Minimum widths have been established on Page 7 of the GDP in the setback/build-to table.</li> <li>1 TE / 40 LF building perimeter located within 20' of the building.</li> <li>Building perimeter requirements may be met by including landscape included within ROW landscape area except street trees.</li> </ul>	<ul style="list-style-type: none"> <li>Sec. 146-4.7.5.J, Building Perimeter Landscaping</li> </ul>
<b>Surface Parking</b>		
Surface parking lots	<ul style="list-style-type: none"> <li>20 TE / 40 LF</li> <li>5' minimum buffer width</li> <li>Combination of landscape hedge and/or low walls (18"-42" height may be used)</li> </ul>	<ul style="list-style-type: none"> <li>Sec. 146-4.7.5.K, Parking Lot Landscaping - Exterior</li> </ul>

(1) Plant beds and raised planters shall be made up of minimum 50% living material. Plant beds and planters shall be a minimum 4' wide. Tree grates shall be a minimum 36 square feet. Planter shall be a minimum 18" height.

(2) Hardscape shall consist of both decorative pavement and walk areas. Decorative pavement, not including sidewalks and patios, shall be constructed of colored concrete, colored paving units such as brick or interlocking units, sandstone, or other native stone. Walks shall be constructed from concrete or materials that match other pavements in the development.

(3) One seat is equivalent to 2 liner feet. Addition seating may be provided by retail or restaurant uses proposed in the plaza area and by RTD.

(4) The landscape design at Abilene Station will meet or exceed the current Urban Center/TOD landscaping standards as established by the City of Aurora Unified Development Ordinance.



### 13.0 AMMENITIES, HARDSCAPE, SITE FURNISHINGS AND PUBLIC ART

With Abilene Station linked by mass transit, automobiles, pedestrians and bicycles, it is important that features such as public plazas, public art, and a unified open space and local streetscape design be incorporated into the site plan.

#### 13.1 Amenity Areas

The landscape in these areas will emphasize the comfortable and safe spaces that people appreciate and remember. This place-making will be achieved through the location of shade trees or structures, seating areas, view framing, and a variety of sensory plant material.

The area directly adjacent to the Station/platform will be developed as the "center piece" with these elements providing opportunities for informal public gatherings and/or other events such as small outdoor musical performances. The location of this space in relation to the transit stop will be important to support these events and the businesses that wrap the Station/platform area.

#### 13.2 Fences, Walls, and Hedges

Fences, walls and hedges help to define private open space and also enhance the adjacent streetscape. The design shall be coordinated with the materials, colors, quality, scale and detail of the adjacent building and site furnishings. The fences and walls must have an acceptable level of transparency and be designed to reflect the architectural character of the surrounding building and space. Fences are optional and shall be no taller than 5'-0" above grade and may consist of a variety of materials including masonry, painted steel or iron, stained wood, and premium vinyl. Vinyl slats and chain link are prohibited. Fences are to comply with the standards set forth in the City of Aurora Code. Free standing walls may not exceed 6'-0" in height. In situations where they are retaining earth walls they shall not exceed 3'-0" in height and may be terraced if additional height is required.

#### 13.3 Benches and Other Site Furnishings

Major site furnishings include benches, bicycle facilities, waste receptacles, planters, railings and bollards. In general, the visual continuity and consistency of these elements is desired throughout the

entire development and shall be chosen to be low maintenance and resistant to skateboards and vandalism.

Benches shall be located at major building entryways, drop-off areas, transit stops, pedestrian courtyard and plazas. Benches will ideally be located in areas that receive direct sunlight in the winter, and are sheltered from the winds and shaded in the summer.

#### BENCHES



#### SITE FURNISHINGS

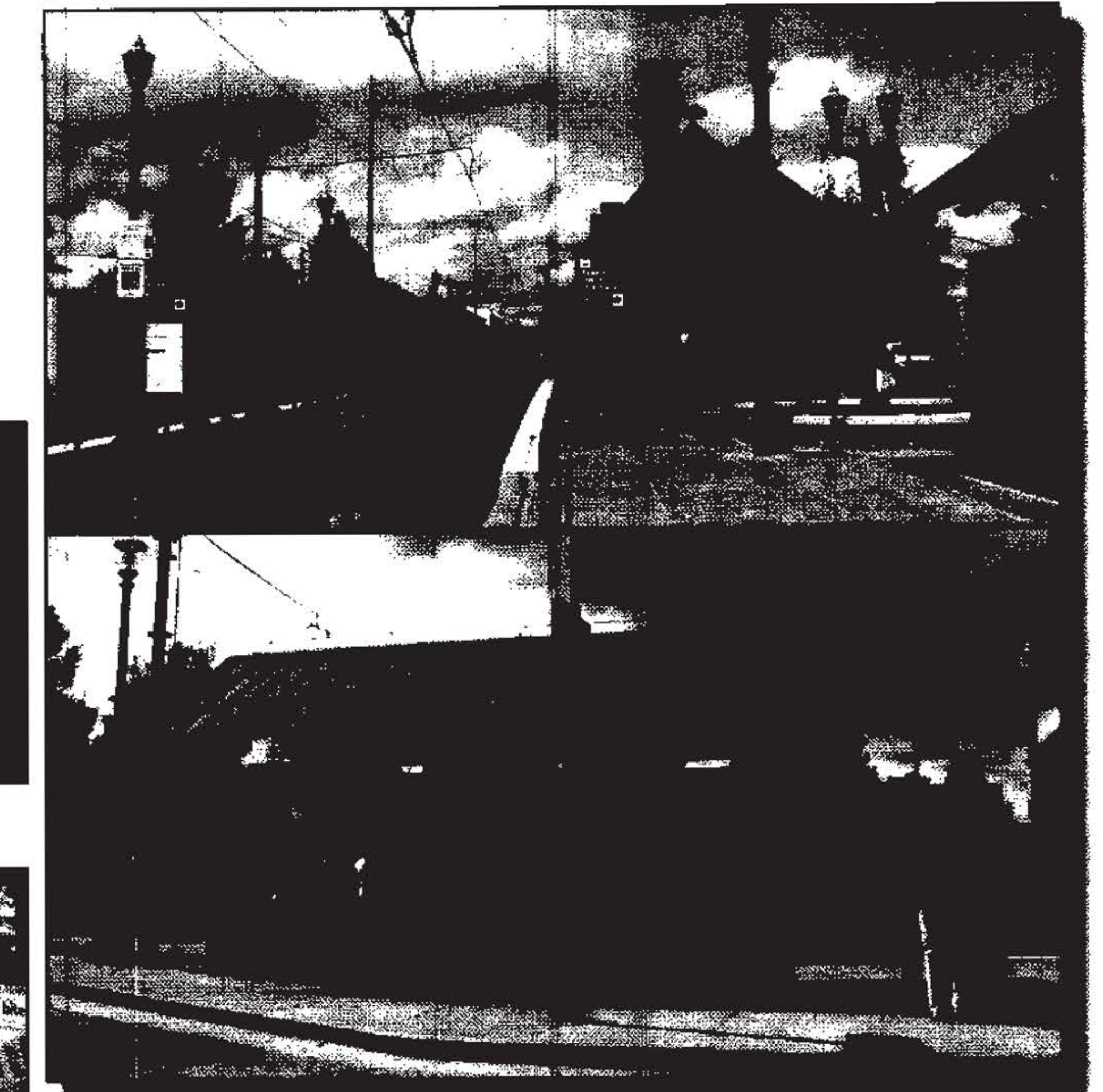


#### PUBLIC ART



#### WALLS

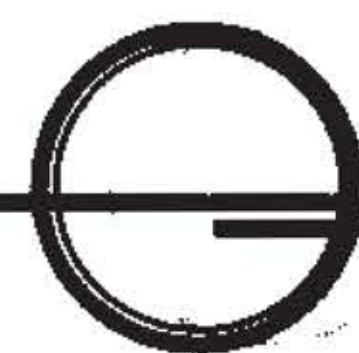
#### TRANSIT AREA CHARACTER



#### FENCING/WALLS



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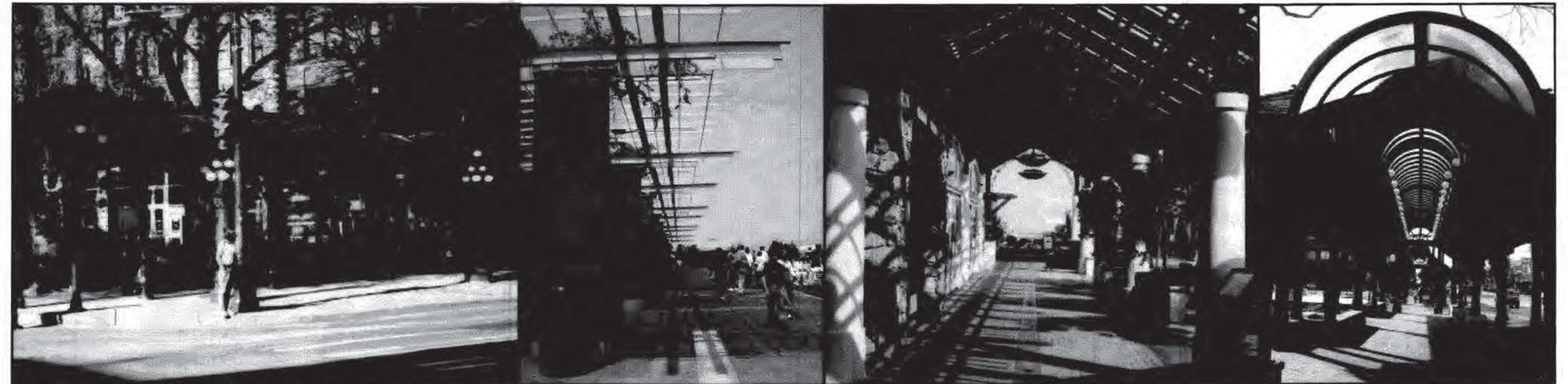




#### 13.4 Public Art

Public art and its relationship to pedestrians is an integral component of this development. Public art will be included in the project as part of the guidelines set forth by the City of Aurora. The DRB, in conjunction with the City of Aurora, will select the artists for these amenities. Local and regional artists will be encouraged and supported in this area. Public art may include but is not limited to sculpture, two-dimensional works, hardscape, towers, landscape, passive and interactive water features. The art should be complimentary to the adjacent architecture and visually pleasing to the diversity of users living at and visiting Abilene Station. Art may be incorporated into the building facade and into the streetscape furniture. See images for examples of acceptable public art.

#### PEDESTRIAN PASSAGE



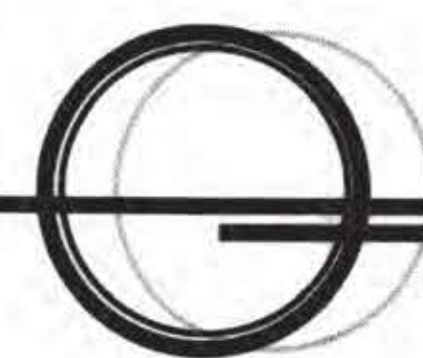
#### PASEOS



#### PUBLIC ART



#### WATER FEATURE CHARACTER



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## 14.0 LIGHTING STANDARDS

Lighting in a transit oriented development such as Abilene Station is a major determinant of nighttime activity. It should create a sense of safety, particularly for pedestrians, and emphasize key features of the site. At the same time, it needs to balance the lighting needs of the different uses on the site and reinforce a unified image and identity for the project. Exterior light standards should be designed as a "family" of compatible fixtures, which relate to the architectural character of the buildings on a site. Lighting is to consist of high quality fixtures that are both appealing and provide safety for both pedestrians and automobiles. Lighting is to compliment the building architecture, signage, parking, landscaping and plaza designs. A "dark sky maintenance" approach to lighting fixture selection reduces light pollution and should be incorporated into the overall lighting design of Abilene Station. Variations from the following lighting guidelines will be reviewed by the Abilene Station Design Review Board.

Lighting is to include the following categories:

- 14.1 Architectural/ Building Lighting  
Building mounted lighting is encouraged to enhance the adjacent sidewalks and plaza as well as the architecture itself. Lighting may be used to enhance important architectural features of the building it serves as long as it does not adversely impact surrounding properties. Up lighting is not permitted.
- 14.2 Parking Lot and Parking Structure Lighting  
Parking lot and parking structure lighting is to be of zero cutoff type and be no taller than 25 feet in height. Parking structure lighting should be unobtrusive and should not attract attention to itself, but rather provide safe light for orderly functions. Interior lighting fixtures for parking structures shall be reasonably concealed from outside view from the parking structure.
- 14.3 Street Lighting  
Street lighting is to be zero or partial cutoff type and to be no taller than 16 feet in height with the exception of Abilene which will meet City Standards. Partial cutoff lighting, fixture and light type, must be reviewed by the City. Streetlights will be required on all public streets in & adjacent to this development. Locations will be determined once Site Plan becomes available.

- 14.4 Plaza/Pedestrian Landscape Lighting  
Landscape lighting should enhance and compliment the landscape and plaza features it serves, and not to draw unsightly or unnecessary attention to itself.
- 14.5 Signage Lighting  
Signage lighting is to be governed by the signage standards of the City of Aurora Codes as well as the guidelines listed elsewhere in this document. Signage may not be a source of glare. Illuminated signs shall utilize the proper light source and color for the desired appearance. Concealed neon and LED light sources are preferred for their durability. Signs incorporating exposed neon may be utilized by tenants who demonstrate a high degree of creativity and quality of fabrication, at the discretion of the Design Review Board.

### STREET LIGHTING



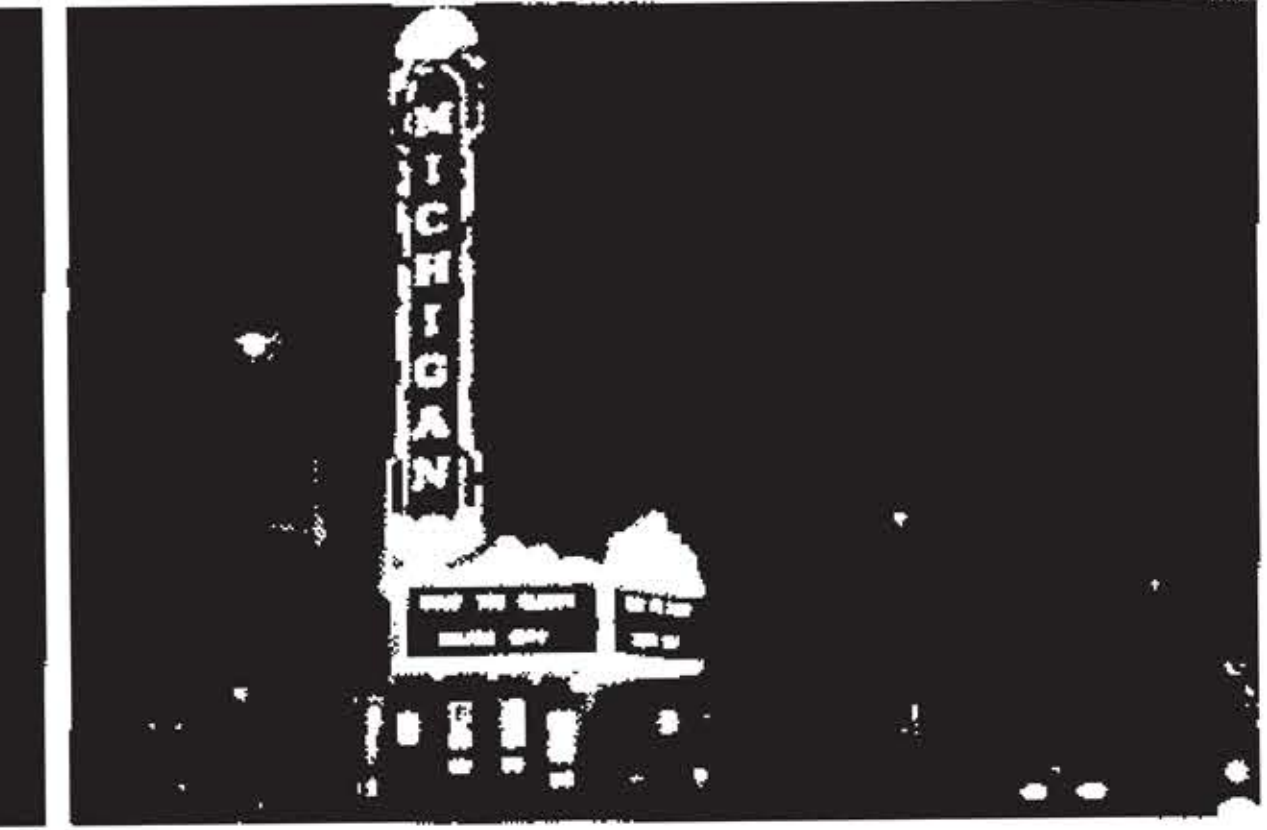
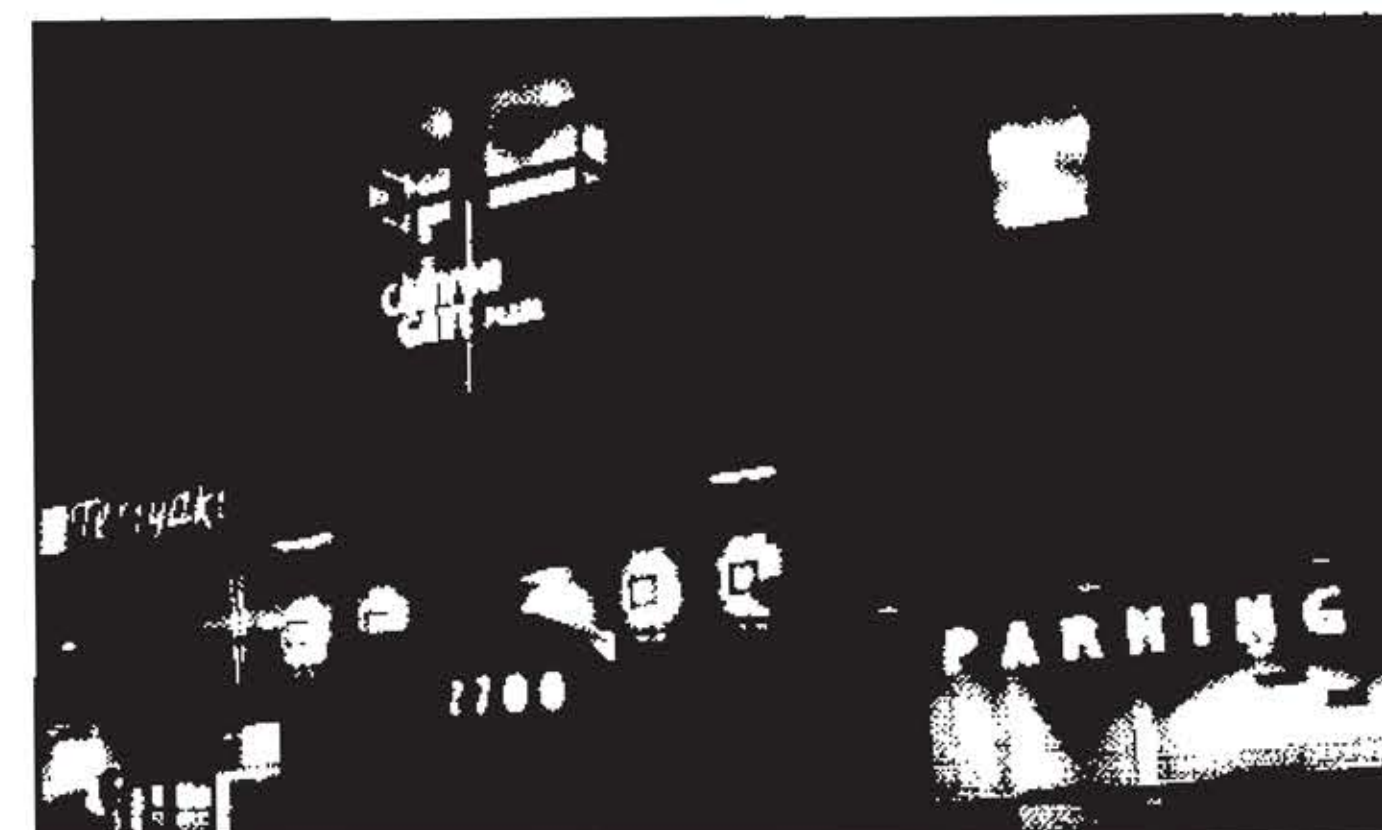
### LANDSCAPE LIGHTING



### PEDESTRIAN AREA LIGHTING



### BUILDING LIGHTING



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## 15.0 SIGNAGE

The Signage requirements for Abilene Station are to comply with the City of Aurora Code. Abilene Station is a diverse development that encompasses a mixture of uses. Consequently, a well-organized and coordinated signage system is essential to identify uses, direct pedestrians and motorists, and provide information. A carefully designed sign system will serve to create an engaging and prestigious identity for the project by presenting a unified theme throughout the development. All proposed sign systems shall be consistent with the existing sign environment, architecture, and use of the site. All proposed signage will be reviewed and approved by the Design Review Board prior to submission to the City. Particular sign design shall be specified at the Site Plan Review.

### SIGNAGE CONCEPTS THAT MAY BE CONSIDERED:

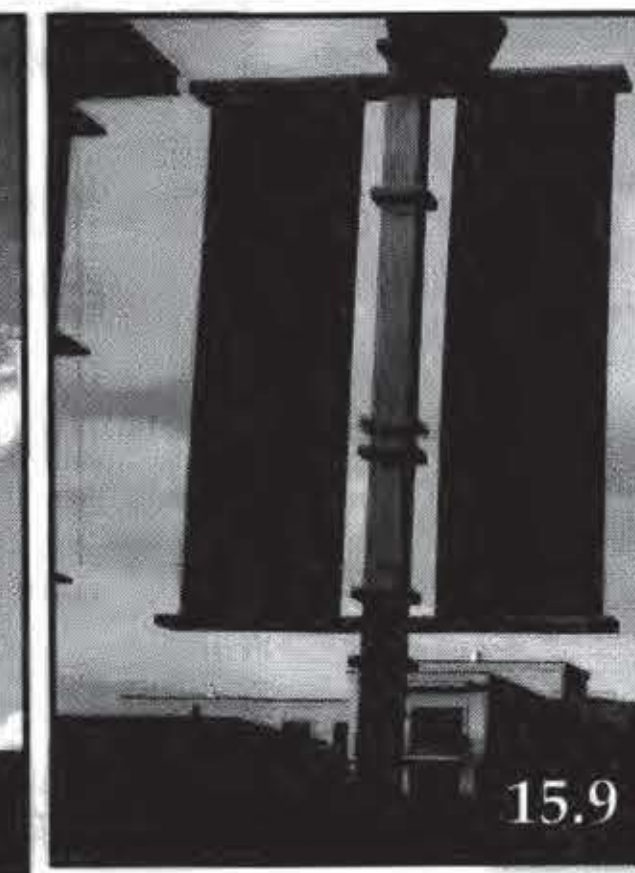
- Banners and flags on poles along perimeter and interior roadways.
- Lighting and banners to hang across the Abilene Station Plaza.
- Signage height limitations (see distinct sign types below for specific heights).
- Signage along Abilene.
- Blade Signs at Commercial buildings.
- Awning fabric signs in residential areas in conformance with the commercial sign code.
- Signage setbacks from adjacent streets shall be to the face of buildings shall be considered.
- Standard LRT station and information signs are exempt from the sign code requirements.
- Informational kiosks containing project identification.

**DISTINCT SIGN TYPES:** The tagged images within this section are illustrative of potential examples of the distinct sign types described below.

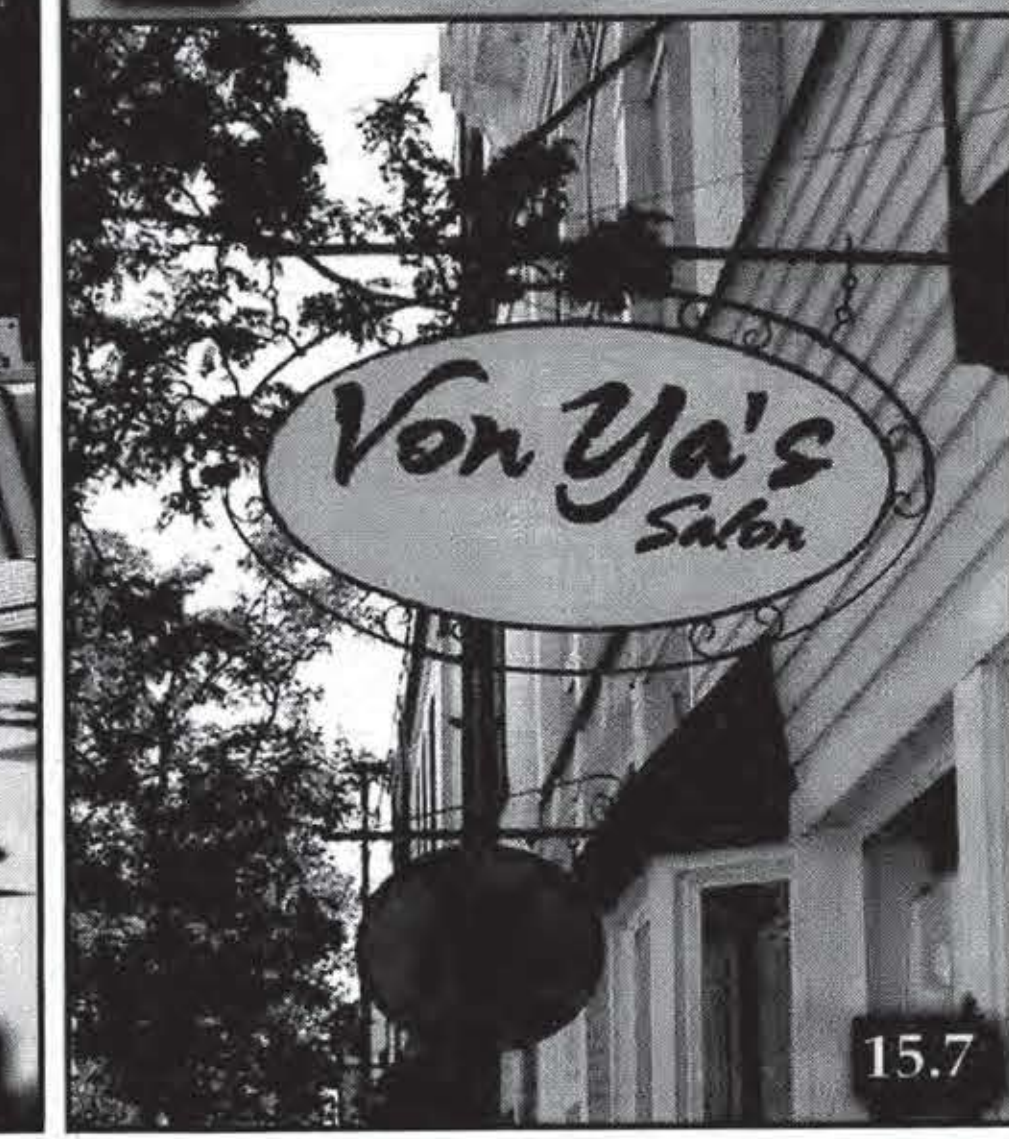
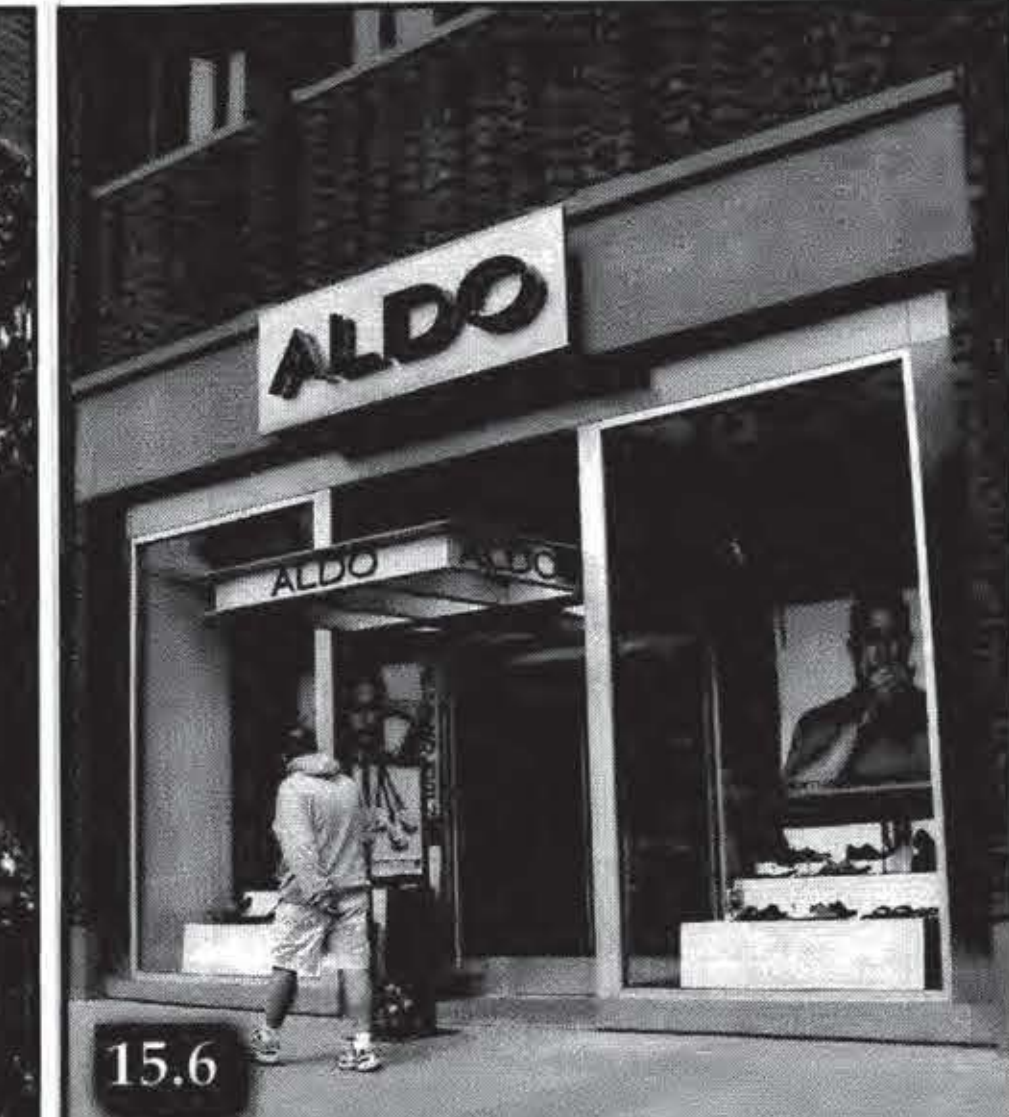
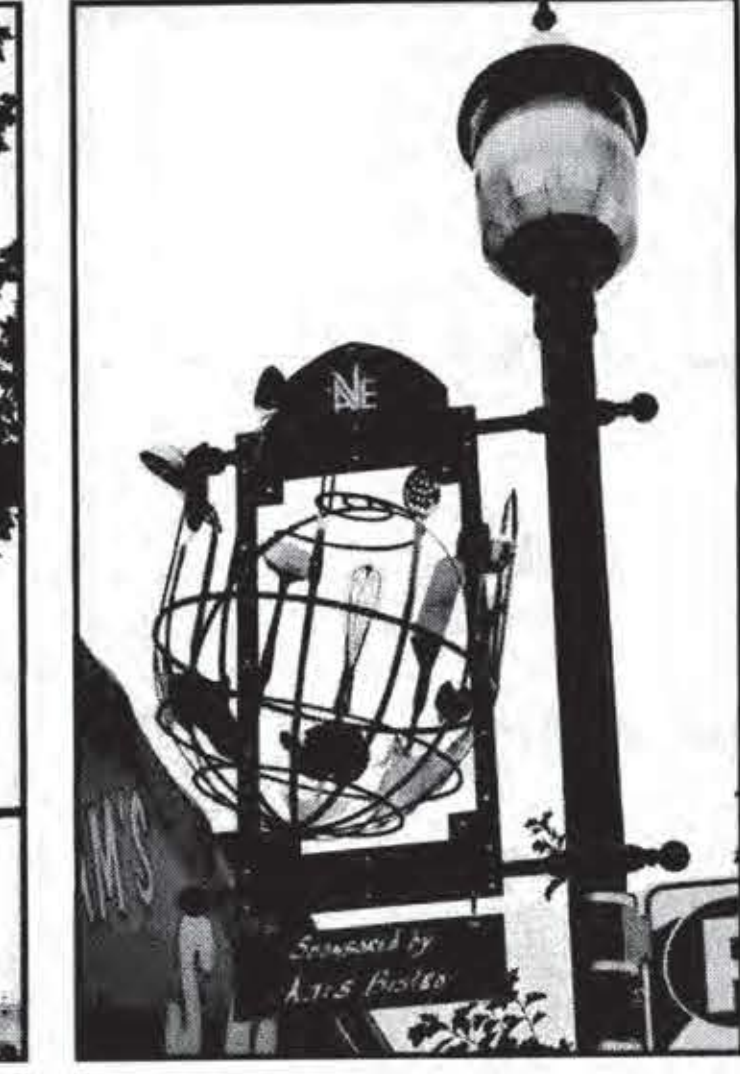
#### 15.1 Community Identification Monument:

The purpose of a monument sign is to identify and unify the community, establish the character of the project, differentiate the community from adjacent projects and extend an invitation to visitors. The monument sign should carry the Abilene Station logo. This sign may consist of a gateway, a pair of tower elements, or a single prominent monument. The maximum sign face area may be no greater than 100 square feet. The maximum height is 20 feet. These signs may be illuminated.

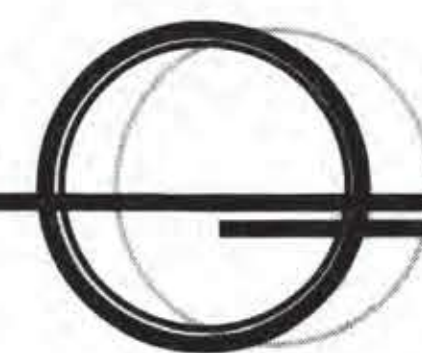
### STREETLIGHT BANNERS



### STREETLIGHT ARTISTIC DESIGN



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15.2 Neighborhood Identification Signs:

These freestanding signs may be located at entries into the Abilene Station residential neighborhoods. Their purpose is to unify the residential neighborhood within Abilene Station and define it in contrast to the retail areas. These signs will carry the Abilene Station logo. The maximum height of these signs will be 6 feet. The sign face area will be 40 square feet. These signs may be illuminated.

15.3 Community Map Sign:

This freestanding, pedestrian-scale sign may be located within the commercial and residential areas of Abilene Station Plaza. Its purpose is to engage pedestrian visitors and offer an overview of the project. This sign is also intended to direct pedestrian traffic to project amenities, parking and retail shops. The maximum height shall be 10 feet. The maximum sign area shall be 20 square feet. This sign may be illuminated.

15.4 Community Regulatory Signs:

Regulatory signs indicate handicapped parking, loading zones, fire lanes and other service related components. These signs should be kept to a minimum and be consistent with the overall sign system. Prohibitory signs such as stop and yield signs shall conform to the height, information and color standards of the Colorado Department of Transportation. Posts shall be color coded with the theme of the overall project. These signs will feature reflective graphics.

15.5 Park Identification Signs:

These freestanding signs may be located in both parks. They may be

located in close proximity to the park entry, carrying the Community logo, park name, and park rules. The purpose of these signs is to identify park facilities. These signs may feature reflective graphics.

15.6 Retail Storefront Wall Signs:

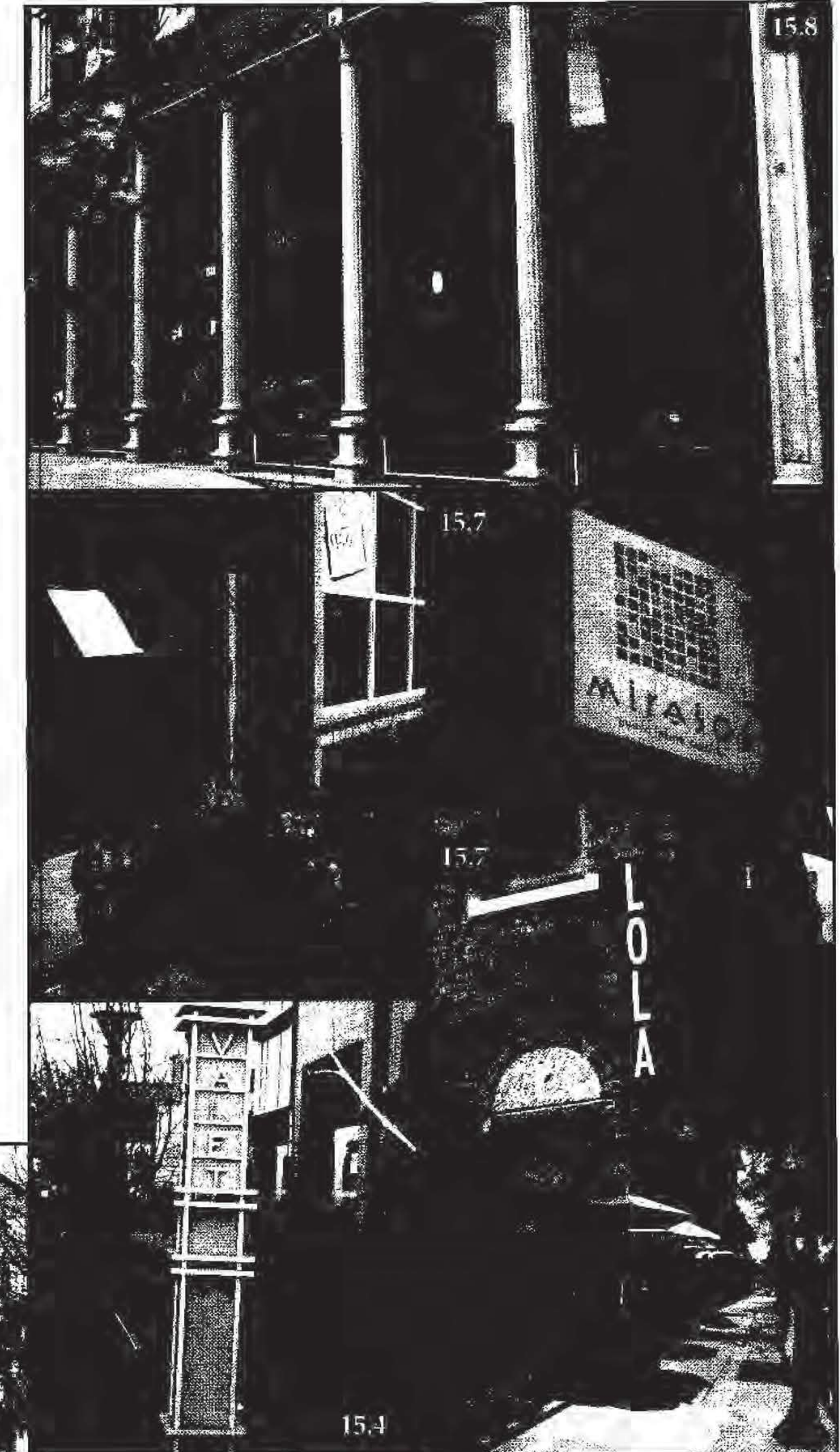
Retail storefront wall signs should occur on the transom or lintel above the entry doors and carry building name and address. Brass, bronze, aluminum, etched stone, masonry, or cast stone are all appropriate materials for entry signs and should occur as a plaque, etching, or pin-mounted letters. The design of these signs should be classic and timeless. The maximum sign face area is 25 square feet. Retail tenants are permitted one sign of this type, per store frontage, to a maximum of two total signs of this type for tenants with more than one store frontage. These wall signs identify individual retail tenants who occupy store frontage in a multi-tenant building. The maximum height of these signs shall be at or below a plane that is 6" below the top of parapet or roof line. The illumination of these signs may only come from ambient light.

15.7 Retail Storefront Projecting Signs:

Projecting signs may not extend more than 42" from the face of the building on which the sign is mounted and may be connected directly to the building or hung from an overhead canopy. These signs should celebrate a retail style complementary to the architecture of the building, be consistent with the character of the products/ services offered, and carry the tenant logo. The face area is to be proportional to the size of each tenant storefront and shall not exceed 16 square feet.

15.8 Retail Vinyl Window/Door Graphics:

This sign type mounts to the glass on tenant's project frontage(s).



SIGNAGE CHARACTER IMAGES



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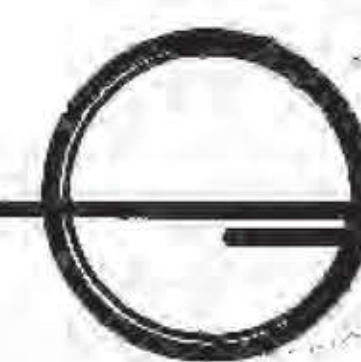
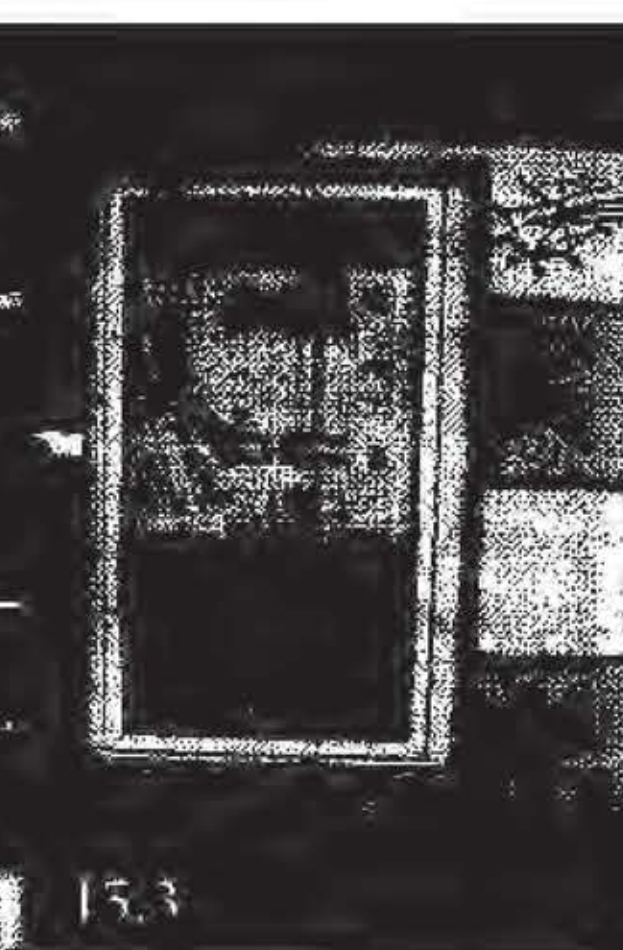
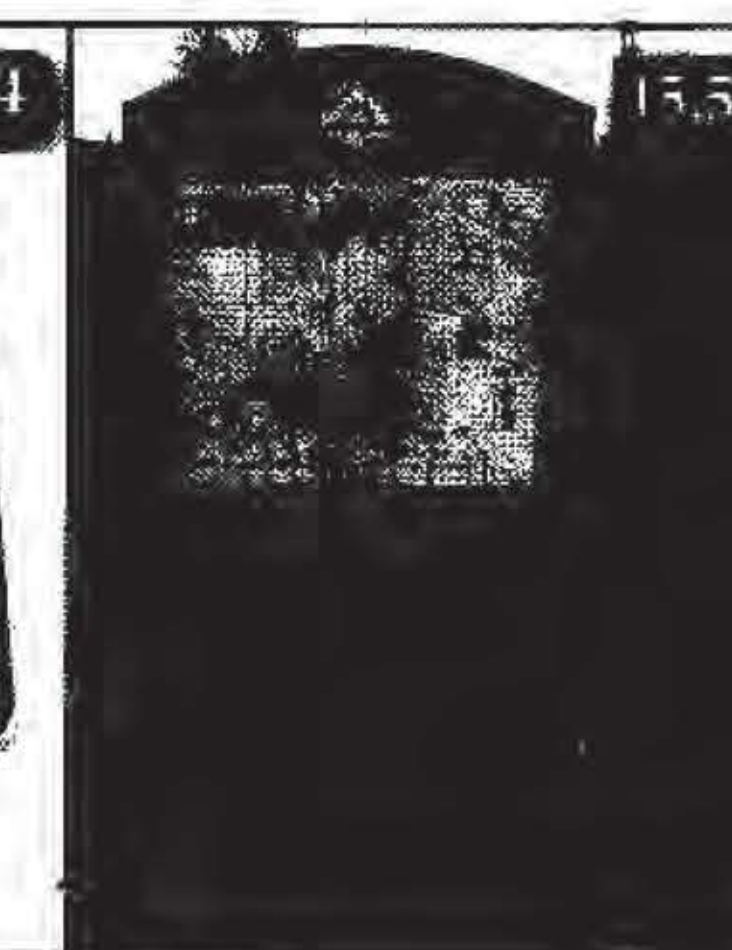
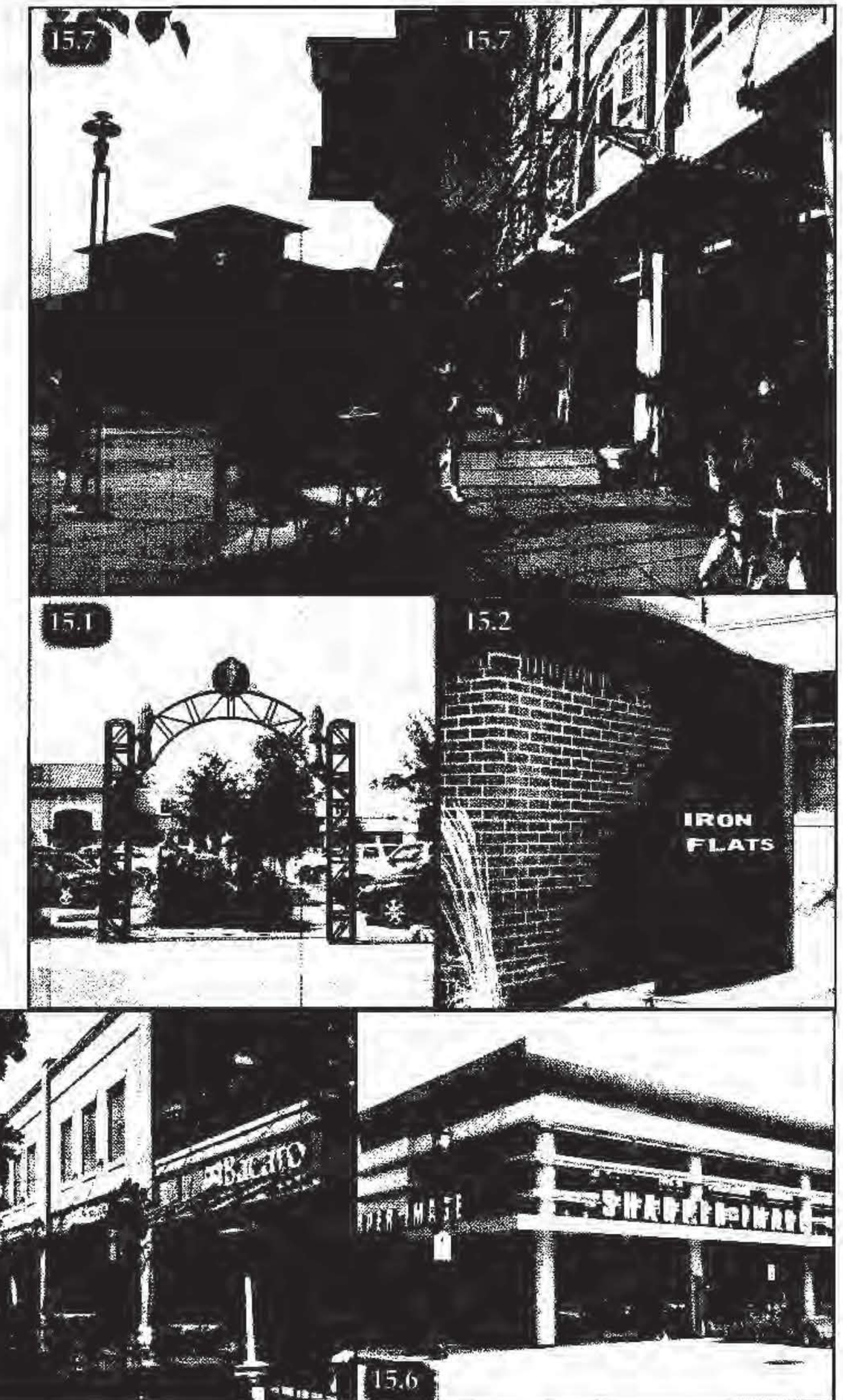


Tenant may implement one sign of this type in each window and door of qualifying tenant's storefront(s). Each sign may carry the tenant's logo, products, services, address and contact information. Signs shall be computer cut, self-adhesive, vinyl letters and/or logo, professionally fabricated and installed, applied to the exterior of the storefront glass. The illumination of these signs should come from ambient light only.

- 15.9 **Streetlight Banners:**  
Banners will serve to promote upcoming events at Abilene Station and may also be used to display art or identify an upcoming holiday/season.
- 15.10 **Bicycle Signage:**  
Provide clear bicycle facility directional signs to direct bicycle traffic between the High Line Canal Path and Abilene Station Plaza.
- 15.11 **Materials and Finishes Palette:**  
Signs and sign structures shall be fabricated from a palette of materials and finishes that complements the predominant materials of the project architecture.
- 15.12 **Construction Project and Temporary Marketing Signs:**  
Temporary signage includes one freestanding construction project identification sign per building. The sign should contain information related to the project, its tenants and project contract information. The sign should incorporate the Abilene Station logo.

- 15.13 **Prohibited Signs:**  
Following is a list of sign types prohibited in Abilene Station:  
a. Signs mounted to, attached to, or painted on motor vehicles or trailers are prohibited when used as additional advertising signs on or near Abilene Station project and not used in conducting a business or service; b. Revolving beacons, flashing lights and/or signs with any type of movement, animation or intermittent lighting effects, with the exception of an outdoor cinema; c. Signs that emit any type of sound for the purposes of advertising or attracting attention; d. Signs located so as to conflict with the clear and obvious appearance of public traffic control devices; e. Roof mounted signs- signage extending above the building parapet or above the highest point of the roofline of the fascia of the building; f. Internally illuminated and/or back lit awnings and; g. Hand-painted, "splash" signs on the storefront glass.
- 15.14 **Sign Maintenance:**  
All signs and sign structures shall be maintained at all times in a state of good repair. In the event that a sign is not properly repaired within 30 days of written notice from the DRB, the DRB shall have the authority to remove said sign or structure at the expense of the tenant of the premises on which said sign or structure is located.

#### SIGNAGE CHARACTER IMAGES



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16.0 ARCHITECTURAL STANDARDS

Abilene Station is a mixed-use development consisting of both quasi-public and private sector facilities. Residential, commercial, office, and mass transit will be encouraged in the development. Both horizontal and vertical mixed-use strategies may be employed.

Examples of successful architecture and their design elements are included in this submittal. These examples depict the quality that is to be the basis for the development of Abilene Station. All proposed developments are to adhere to these standards as well as the urban design strategies of the proposed City of Aurora T.O.D. ordinance. The Abilene Station DRB will review all proposed development for compliance to the architectural design standards. Although Abilene Station will be constructed over time, the intent of the guidelines is to provide a framework for the creation of a unified environment that establishes a vibrant destination for many generations.

DESIGN REVIEW BOARD (DRB)

The applicant will have a DRB that will review and approve all development for the compliance with this Master Plan prior to submission to the City of Aurora. After review of the proposal, a letter of approval or disapproval will be submitted to the City. Tenants of the development will have the opportunity to design and develop their own storefronts, and any designs will be reviewed by the Abilene Station DRB. The Abilene Station DRB reserves the right to reject any submittal that does not comply with the intent of this document and the accepted materials described herein.

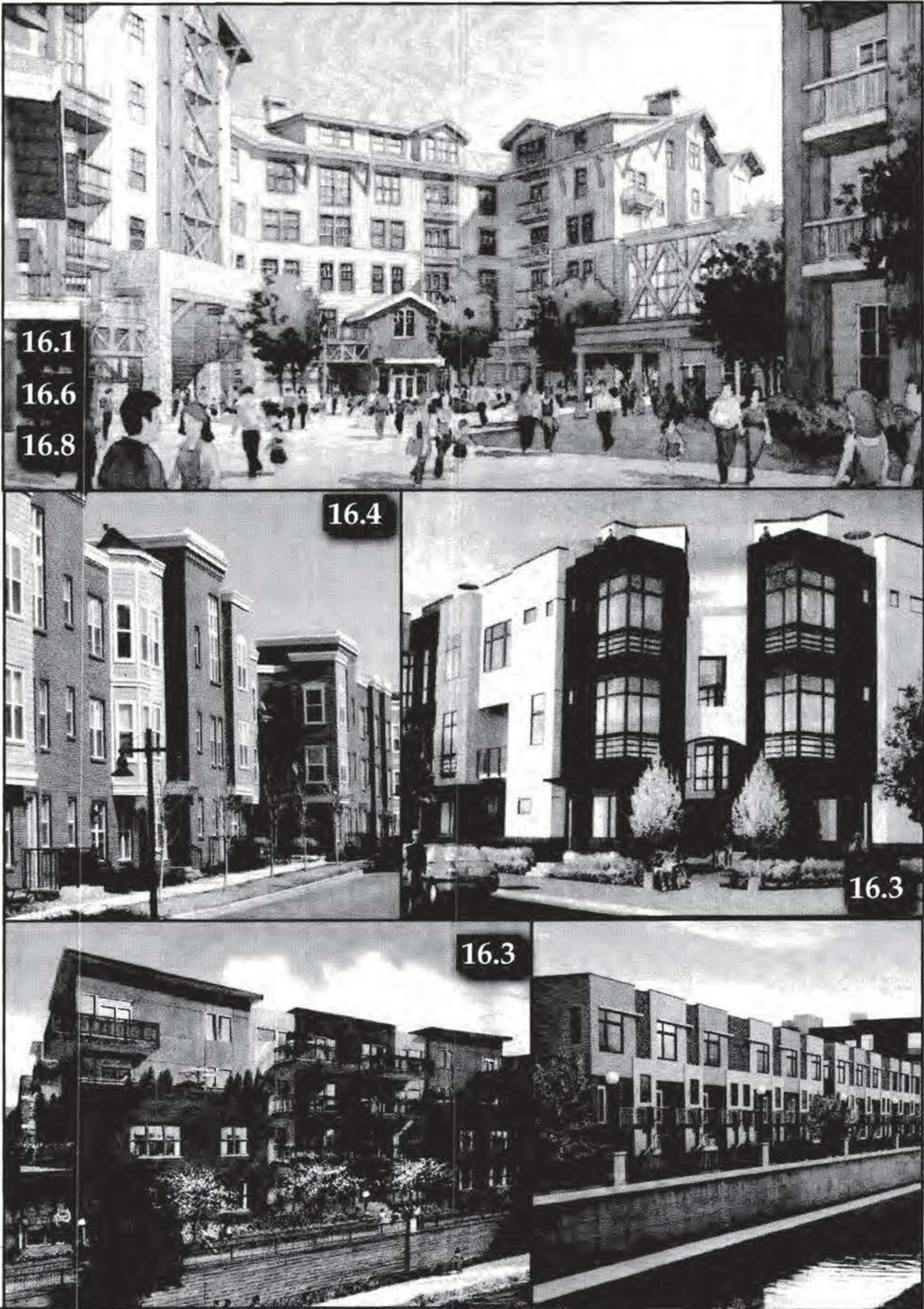
MINIMUM STANDARDS

The location and siting of Abilene Station dictates that all buildings that are visible from all four sides are to have four-sided architecture. This means that the quality

of materials and their compositions described herein is to be incorporated into each visible building face. Concepts such as human scale, reduction in the appearance of the building massing, and appropriate detailing apply. Architecture should define the street and respond to the local climate and weather conditions whenever possible. Buildings are to respond architecturally to the minimal buildings setbacks and the necessity of human scale environments.

The following standards provided below establish a framework of appropriate design throughout the site, and apply to all buildings.

- 16.1 Building Height Requirements:  
Maximum building heights shall be in conformance with the land use chart contained in Section 8.0.
- 16.2 Loading and Service Areas:  
The visual impact of service and delivery areas should be minimized. Careful design of screening and placement of these facilities must be planned, incorporating walls matching the architectural character of the building to which it is attached, or through extensive landscaping.
- 16.3 Exterior Materials:  
Building materials used within Abilene Station are intended to reflect an environment that is unified and consistent. Consider the scale, texture and pattern of building materials by using building materials that are familiar in their dimension and that can be repeated. Use familiar building components in traditional sizes to help establish a sense of human scale. Contrasting building materials can also help to achieve a sense of human scale. Acceptable materials for exterior walls or buildings are as follows.
  - Masonry, shall include the following approved materials:
    - Fired-clay Brick: Colors and textures are to be complimentary to the



ARCHITECTURAL CHARACTER IMAGES



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overall development. Dimensions may vary to promote innovative design and detailing. Design and detailing are to be varied and interesting, but not to portray a neo-traditional or faux historic character. Masonry brick shall not be painted.

- Precast and Decorative Stone Elements: Precast and decorative stone elements such as caps, lintels, cornices may be used for this project. All elements shall be integrally colored and be consistent with the overall building and development palette. Decorative elements are to be used to add dimension and detail to the building design.
- Stone: Stone of most varieties is acceptable for use provided the colors and uses are consistent complimentary with Abilene Station. Typical uses for stone may be building columns, bases, or accent paving. The use of precast concrete stone (faux stone) is acceptable. Concrete shall be integrally colored and may be textured, if desired. Integral brick infill is acceptable. Slate is acceptable for use provided the colors and uses are consistent and complimentary with the Abilene Station development. Typical uses for slate may be building columns, bases, or accent paving.
- Colored and Textured Concrete Masonry Units (CMU): Standard gray colored CMU is not acceptable, except where covered by another finished building material. Either split-faced or ground-faced concrete masonry units must be used when exposed to view. CMU shall not be painted. CMU cannot constitute more than 50% of the exterior surface.
- Stucco: Cement stucco, using a cement-based exterior coating system applied over metal lath with a minimum 3/8" base coat plus one or more finish color coats of a durable and compatible material, is an approved building material. Design, color and detailing are to be complimentary to the overall development. Relief and reveals are to be utilized to break down the building massing and scale.
- Building facades on the plaza are to be composed of no less than 60% masonry. All other building facades shall have a minimum of 60% masonry for the first three stories.

- Stained/Painted Cement Board Siding: Stained or painted cement siding and trim may be used for interest and variety, but is not to be more than 40% of the building surface area. Design and detailing are to be of an urban character.
- Metal/Painted Metal: Painted metal panels, otherwise known as composite metal panels, are acceptable for use. Colors are to be consistent with the overall development. Bright colors are generally discouraged, and not to exceed 10% of the building surface area. However, the use of approved metals is not subject to surface area limitations. The use of natural aluminum, steel, zinc, or titanium metals are acceptable. Metal in the above form may be used for building cladding, canopies, roof screens, etc. These materials are more appropriate above the first floor or as a vertical accent. Metal panels cannot comprise more than 60% of the exterior, with no single metal panel type comprising more than 30% of the exterior.
- Glazing: Spandrel glass is acceptable only at locations where it is conventionally used. Metal window frames/mullions should consist of a matt finish. At pedestrian-oriented retail areas, glazing is to be of the highest visibility possible. The use of very dark tinted, mirrored, or reflective glazing is prohibited.

#### 16.4 Building Facades:

With respect to four-sided architecture, all facades of buildings are to be human scale. All building facades on all street or plaza sides shall be articulated with architectural elements that break up long walls and add visual interest. Vertical articulation shall be provided in the form of balconies, bays, recess, decks, material changes, color changes, rooflines, and or ornamentation. Articulation shall occur at interval not more than 50' apart. Building facades longer than 250' shall have at least one major vertical marker in the form of an offset or projection.

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### 16.5 Building Corner Treatment:

Corners of buildings at street intersections and on the Plaza shall be treated to emphasize two or more of the following: projections, insets, ornamentation, awnings, increased glazing, change of materials, and or roof lines.

### 16.6 Plaza Retail:

Ground floor plaza retail shall emphasize transparency and be distinguished from floors above utilizing two or more of the following: increased glazing, canopies, awnings, color, decorative signage, recesses, and or projections.

### 16.7 Parking Structures:

Street facing

All parking structures shall incorporate four-sided architecture and must follow this architectural character described in this Abilene Station GDP. Integrated artwork is encouraged. (Refer to Section 11.0 for acceptable parking structure character.)

- Emphasize design features that minimize the obtrusiveness of the parking use and encourage architectural compatibility with adjacent development.
- Structured parking facilities shall be designed to complement street-level pedestrian activity and screen vehicles parked on all levels from public view.
- Views into the ground floor portion of a parking structure adjacent to an interior public street shall be minimized through landscaping that includes: screening materials within a landscaping strip or decorative trellis work. Architectural elements on the parking structure façade such as decorative grillwork, louvers or translucent materials should be used on the upper floor facades without compromising the open space structure requirements of the building code. Consider designing the upper parking levels with a pattern of window-like openings on the parking structure facade.

- Wherever the market allows, commercial uses shall be incorporated into the ground floor of parking structures.
- Garages under buildings should provide open ventilation and sunlight where possible.

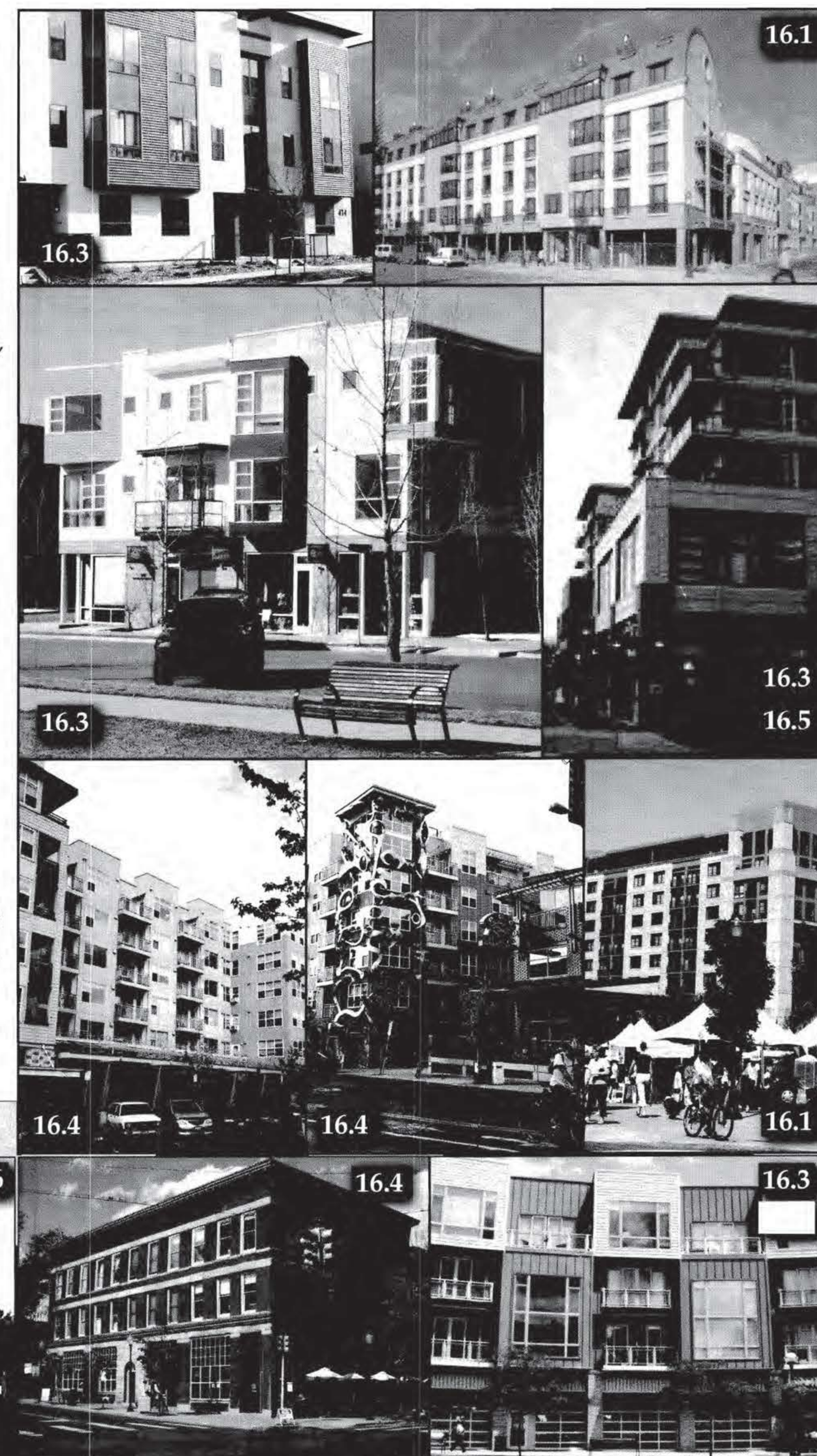
### 16.8 Roofs and Rooftop Screening

The design of the roof form and other related elements such as roof material, color, trim and lighting should be an integral part of the architecture of the building.

- A variety of roof forms are encouraged. Flat or sloped roofs (such as shed, hip roofs and gable ends) that enhance the architecture are encouraged.
- Large expanses of sloped roofs are to be avoided.
- High quality asphalt shingles may be used for residential buildings only. Standing seam metal roofing is also acceptable for sloped roofing.
- Arcades and trellises may be used to define pedestrian circulation areas, entries, and outdoor spaces.
- All rooftop mechanical equipment and vents greater than eight inches in diameter shall be screened from view with an extended parapet wall or a freestanding screen wall of a material, color, and design matching the building. Screens shall be at least as high as the equipment they hide. Combine rooftop penetrations less than 4' apart onto a single curb or enclosure.

### 16.9 Canopies and Awnings

First floor canopies and awnings are encouraged to add texture to building facades, define entries, reinforce a business's identity, and protect pedestrians from inclement weather. Canopies and awnings may be made of fabric, steel, glass, or aluminum and should compliment the building it serves.



### ARCHITECTURAL CHARACTER IMAGES



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## 16.7.B Parking Structure

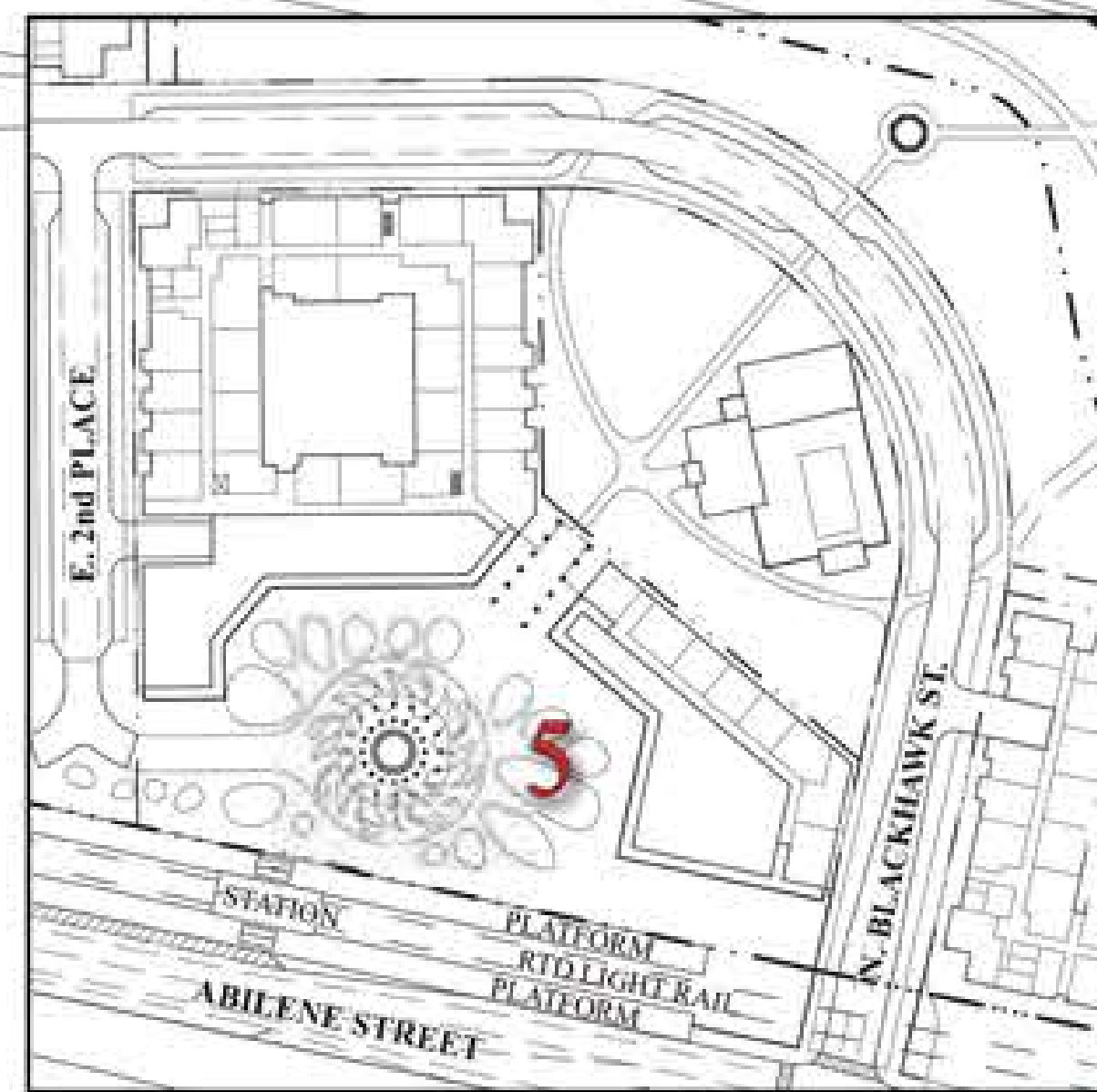
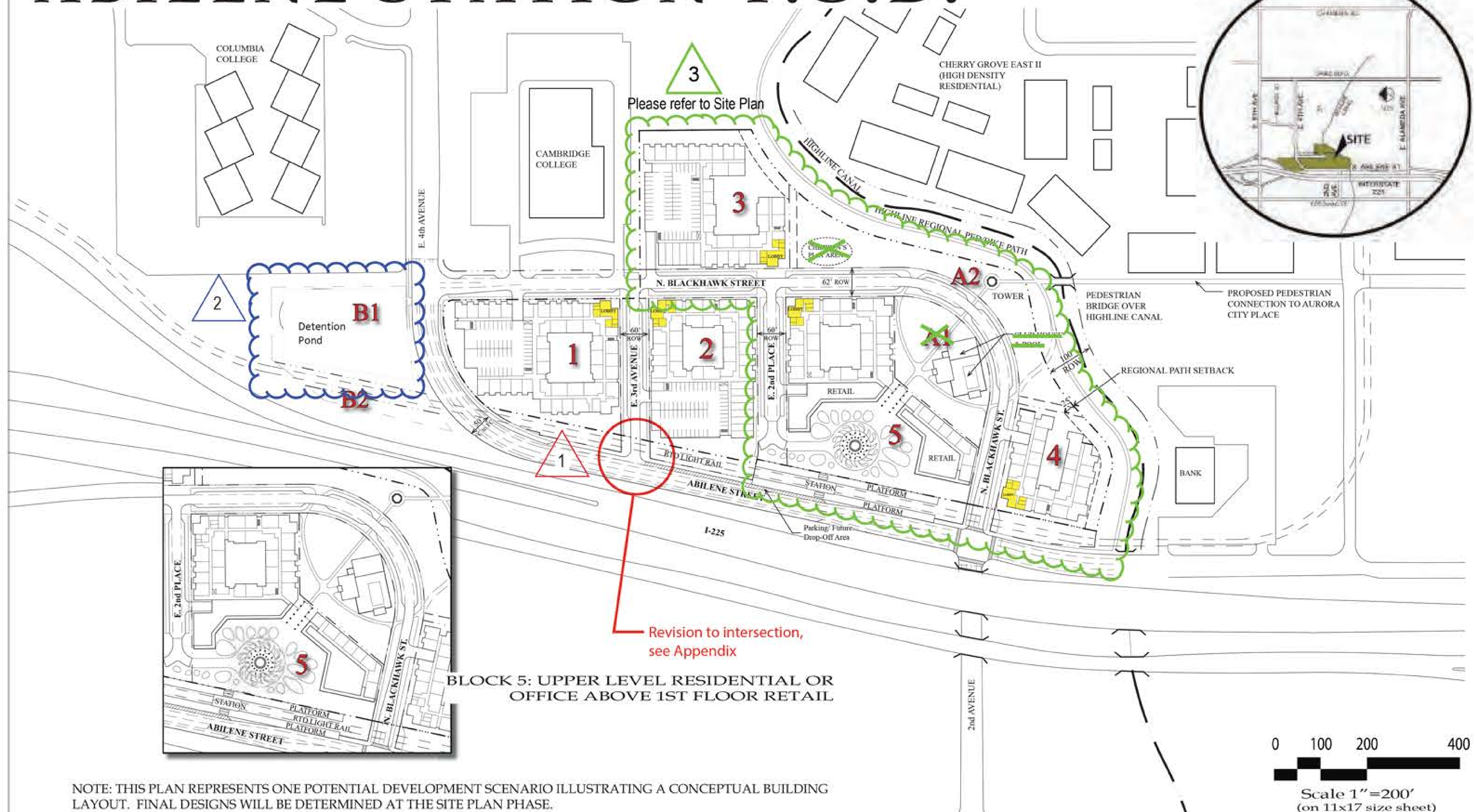
Street facing parking structures shall incorporate four-sided architecture and must follow this architectural character described in this Abilene Station Master Plan. Integrated artwork is encouraged. (Refer to Section 11.0 for acceptable parking structure character.)

- Emphasize design features that minimize the obtrusiveness of the parking use and encourage architectural compatibility with adjacent development.
- Structure parking facilities shall be designed to complement street-level pedestrian activity and screen vehicles parked on all levels from public view.
- Views into the ground floor portion of a parking structure adjacent to an interior public street shall be minimize through landscaping that includes: screening materials within a landscaping strip or decorative trellis work. Architectural elements on the parking structure facade such as decorative grillwork, louvers or translucent materials should be used on the upper floor facades without compromising the open space structure requirements of the building code. Consider designing the upper parking levels with a pattern of window-like openings on the parking structure facade.



# ABILENE STATION T.O.D.

VICINITY MAP



BLOCK 5: UPPER LEVEL RESIDENTIAL OR OFFICE ABOVE 1ST FLOOR RETAIL

NOTE: THIS PLAN REPRESENTS ONE POTENTIAL DEVELOPMENT SCENARIO ILLUSTRATING A CONCEPTUAL BUILDING LAYOUT. FINAL DESIGNS WILL BE DETERMINED AT THE SITE PLAN PHASE.

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SITE PLAN - SHEET A

ABILENE STATION T.O.D.

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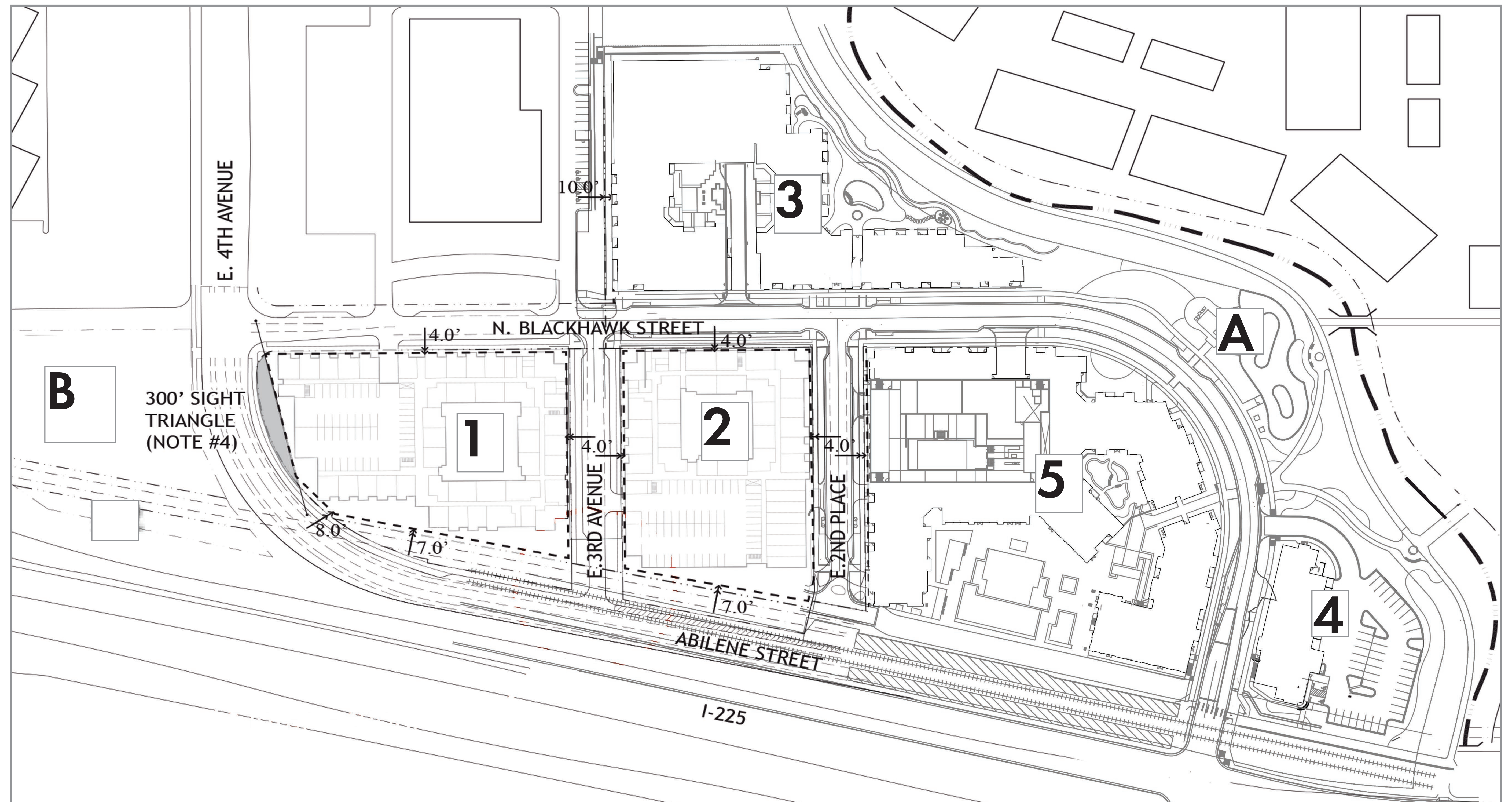
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## 16.10.B. SITE PLAN

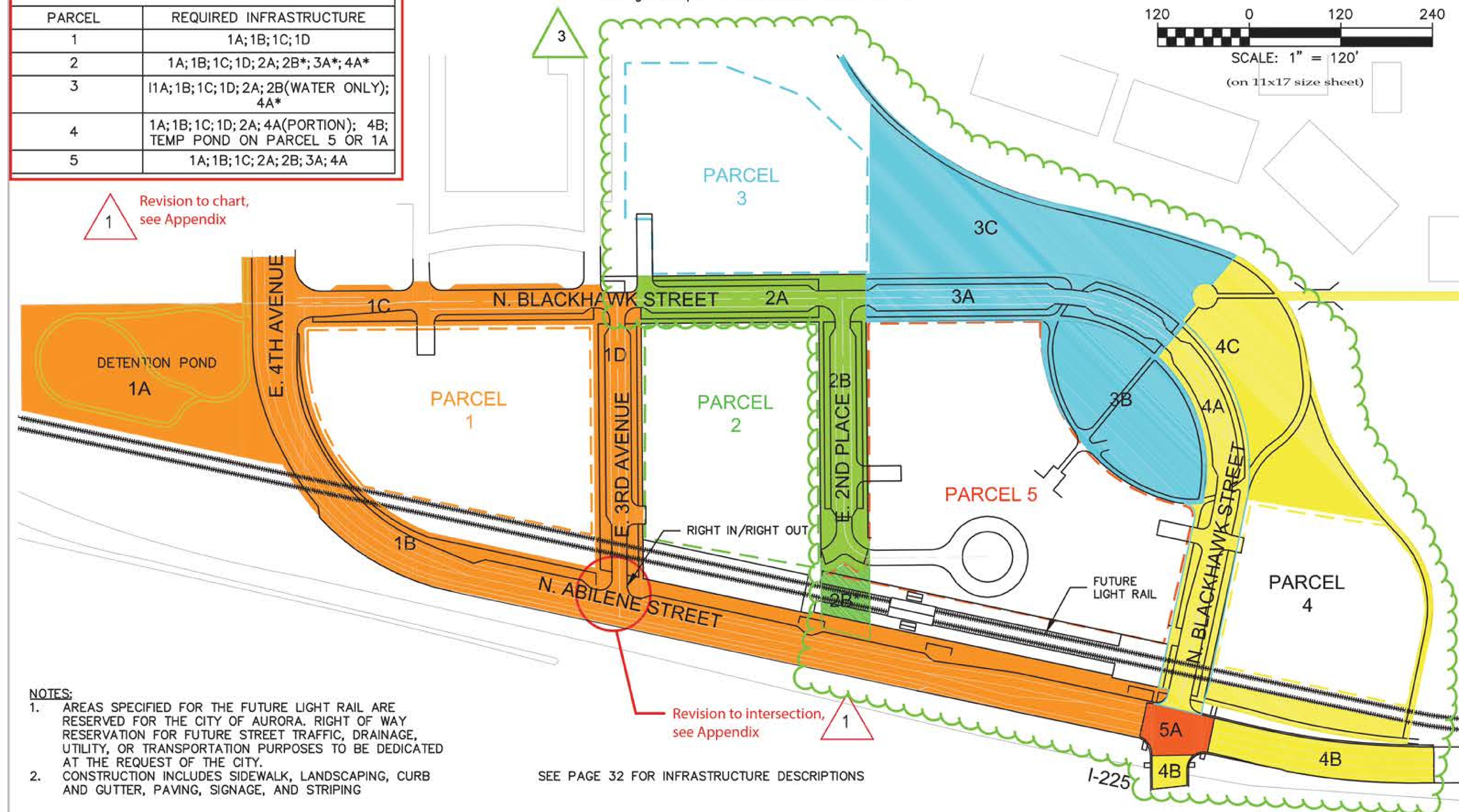
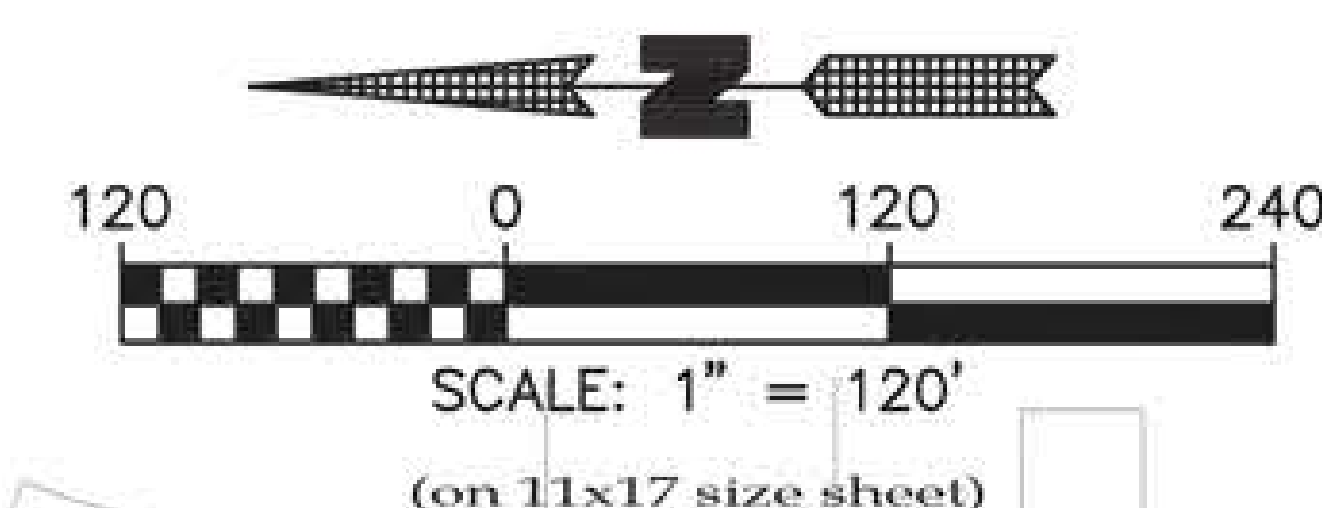




STAND ALONE PARCEL REQUIREMENT	
PARCEL	REQUIRED INFRASTRUCTURE
1	1A; 1B; 1C; 1D
2	1A; 1B; 1C; 1D; 2A; 2B*; 3A*; 4A*
3	1A; 1B; 1C; 1D; 2A; 2B(WATER ONLY); 4A*
4	1A; 1B; 1C; 1D; 2A; 4A(PORION); 4B; TEMP POND ON PARCEL 5 OR 1A
5	1A; 1B; 1C; 2A; 2B; 3A; 4A

1 Revision to chart, see Appendix

Phasing Plan is provided within the Site Plan submission.



# NOTES:

1. AREAS SPECIFIED FOR THE FUTURE LIGHT RAIL ARE RESERVED FOR THE CITY OF AURORA. RIGHT OF WAY RESERVATION FOR FUTURE STREET TRAFFIC, DRAINAGE, UTILITY, OR TRANSPORTATION PURPOSES TO BE DEDICATED AT THE REQUEST OF THE CITY.
2. CONSTRUCTION INCLUDES SIDEWALK, LANDSCAPING, CURB AND GUTTER, PAVING, SIGNAGE, AND STRIPING

SEE PAGE 32 FOR INFRASTRUCTURE DESCRIPTIONS

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## General Development Plan

PUBLIC IMPROVEMENTS PHASING PLAN - SHEET B1

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**INFRASTRUCTURE DESCRIPTIONS**

1A: CONSTRUCTION OF THE WATER QUALITY/DETENTION POND AND ASSOCIATED PARK.

1B: RE-STRIPING OF N. ABILENE STREET BETWEEN BOTH INTERSECTIONS WITH N. BLACKHAWK STREET INCLUDING TAPERS AND TRANSITIONS TO THE EXISTING CROSS-SECTIONS.

1C: RECONSTRUCTION OF N. BLACKHAWK STREET (62' BACK OF CURB TO BACK OF WALK) FROM E. 4TH AVENUE TO E. 3RD AVENUE AND CONSTRUCTION OF A NEW 8-INCH SANITARY MAIN.

1D: CONSTRUCTION OF E. 3RD AVENUE (62' BACK OF WALK TO BACK OF WALK), AND STORM, WATER MAIN, SANITARY SEWER, AND STREET LIGHTING WITHIN ROADWAY LIMITS. CONSTRUCTION OF STORM SEWER WEST OF PARCEL 1 AND EAST OF THE LIGHT RAIL CORRIDOR.

2A: EXTENSION OF N. BLACKHAWK STREET TO N. ABILENE STREET AT SOUTH END FOR FIRE ACCESS (62' BACK OF WALK TO BACK OF WALK), STORM, WATER MAIN, AND SANITARY.

2B: CONSTRUCTION OF E. 2ND PLACE (62' BACK OF WALK TO BACK OF WALK), AND STORM, WATER, SANITARY SEWER, AND STREET LIGHTING WITHIN ROADWAY LIMITS.

2B\* DEVELOPER RESERVES THE RIGHT TO CONSTRUCT TEMPORARY FIRE LANE IN LIEU OF OTHER SECONDARY FIRE ACCESS FROM WEST END OF E. 2ND PLACE TO N. ABILENE STREET, CONTINGENT UPON LIFE SAFETY APPROVAL OF THE SITE PLAN SUBMITTAL.

3A: EXTENSION OF N. BLACKHAWK STREET (62' BACK OF WALK TO BACK OF WALK), AND WATER MAIN, STORM, SANITARY, AND STREET LIGHTING WITHIN ROADWAY LIMITS TO E. 2ND AVENUE.

3A\* DEVELOPER RESERVES THE RIGHT TO COORDINATE A TEMPORARY FIRE LANE IN LIEU OF FULL ROADWAY WIDTH AT TIME OF SITE PLAN, CONTINGENT UPON LIFE SAFETY APPROVAL.

3B: CONSTRUCTION OF THE COMMUNITY BUILDING AND THE OPEN SPACE TO THE EAST OF THE COMMUNITY BUILDING.

3C: CONSTRUCTION OF THE LINEAR PARK NORTH OF TOWER, INCLUDING SHELTER AND PLAY STRUCTURE.

4A: CONSTRUCTION OF N. BLACKHAWK STREET (62' BACK OF WALK TO BACK OF WALK) AND STORM, WATER, SANITARY, AND STREET LIGHTING WITHIN ROADWAY LIMITS.

4A\* DEVELOPER RESERVES THE RIGHT TO COORDINATE A TEMPORARY FIRE LANE IN LIEU OF FULL ROADWAY WIDTH AT TIME OF SITE PLAN, CONTINGENT UPON LIFE SAFETY APPROVAL.

4B: RE-STRIPING OF N. BLACKHAWK STREET AND ABILENE INTERSECTION NOT CONSTRUCTED IN PREVIOUS PHASES.

4C: CONSTRUCTION OF THE SOUTH PORTION OF N. ABILENE LINEAR PARK. CONSTRUCTION OF THE PROPOSED BRIDGE, TOWER, AND BIKE/PEDESTRIAN PATH.

5A: CONSTRUCTION OF A TRAFFIC SIGNAL AT N. BLACKHAWK STREET AND N. ABILENE STREET ONCE WARRANTS ARE MET.

6: WITH RESPECT TO THE DESIGN AND CONSTRUCTION OF THE LIGHT RAIL AND LIGHT RAIL STATION AT 2ND AVENUE AND ABILENE STREET, ANY IMPROVEMENTS, MODIFICATIONS, CONNECTIONS OR CHANGES THAT ARE REQUESTED BY THE APPLICANT, WHICH WOULD NOT ALREADY BE REQUIRED BY RTD AND/OR THE CITY OF AURORA, WILL BE THE RESPONSIBILITY OF ABILENE STATION METROPOLITAN DISTRICT. MODIFICATIONS CURRENTLY CONTEMPLATED INCLUDE:

- A) THE ADDITION OF ASPHALT AND CURB AND GUTTER "BULBOUTS", AND ANY RE-STRIPING NEEDED, AND ASSOCIATED DRAINAGE IMPROVEMENTS, AT ABILENE STREET'S INTERSECTIONS WITH NORTH BLACKHAWK STREET AND EAST 3RD AVENUE AND AT THE INTERSECTION OF EAST 4TH AVENUE AND NORTH BLACKHAWK STREET.
- B) THE STRIPING FOR PARKING ALONG THE EAST SIDE OF ABILENE STREET, ADJACENT TO THE LIGHT RAIL STATION, AND ANY RE-STRIPING NEEDED.
- C) THE ADDITION OF STRIPING FOR PARKING ALONG THE WEST SIDE OF ABILENE STREET AS WELL AS THE REQUIRED SIDEWALK, AND ANY RE-STRIPING NEEDED.
- D) ANY ABILENE STATION DEVELOPMENT IDENTIFIERS TO BE CONSTRUCTED WITH THE LIGHT RAIL STATION ON RTD'S PROPERTY.
- E) BIKE LOCKERS, IN ADDITION TO THE BIKE LOCKERS ALREADY PROVIDED BY RTD, AT THE LIGHT RAIL STATION.
- F) MODIFICATION OR RELOCATION OF EXISTING LANDSCAPE MATERIALS, SIDEWALK, TRAFFIC SIGNS, OR STREET LIGHTS IMPACTED BY THE CONSTRUCTION OF THE "BULBOUTS".

THE CITY HAS MADE NO COMMITMENT TO THE BULB-OUTS OR PARKING STRIPING ON ABILENE STREET, AND AS SUCH THEIR INCLUSION IN THE LRT STATION DESIGN IS SUBJECT TO REVIEW BY THE CITY AT THAT TIME.

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# General Development Plan

PUBLIC IMPROVEMENTS PLANNING PLAN - SHEET 102

NARRATIVE AND DESIGN GUIDELINES

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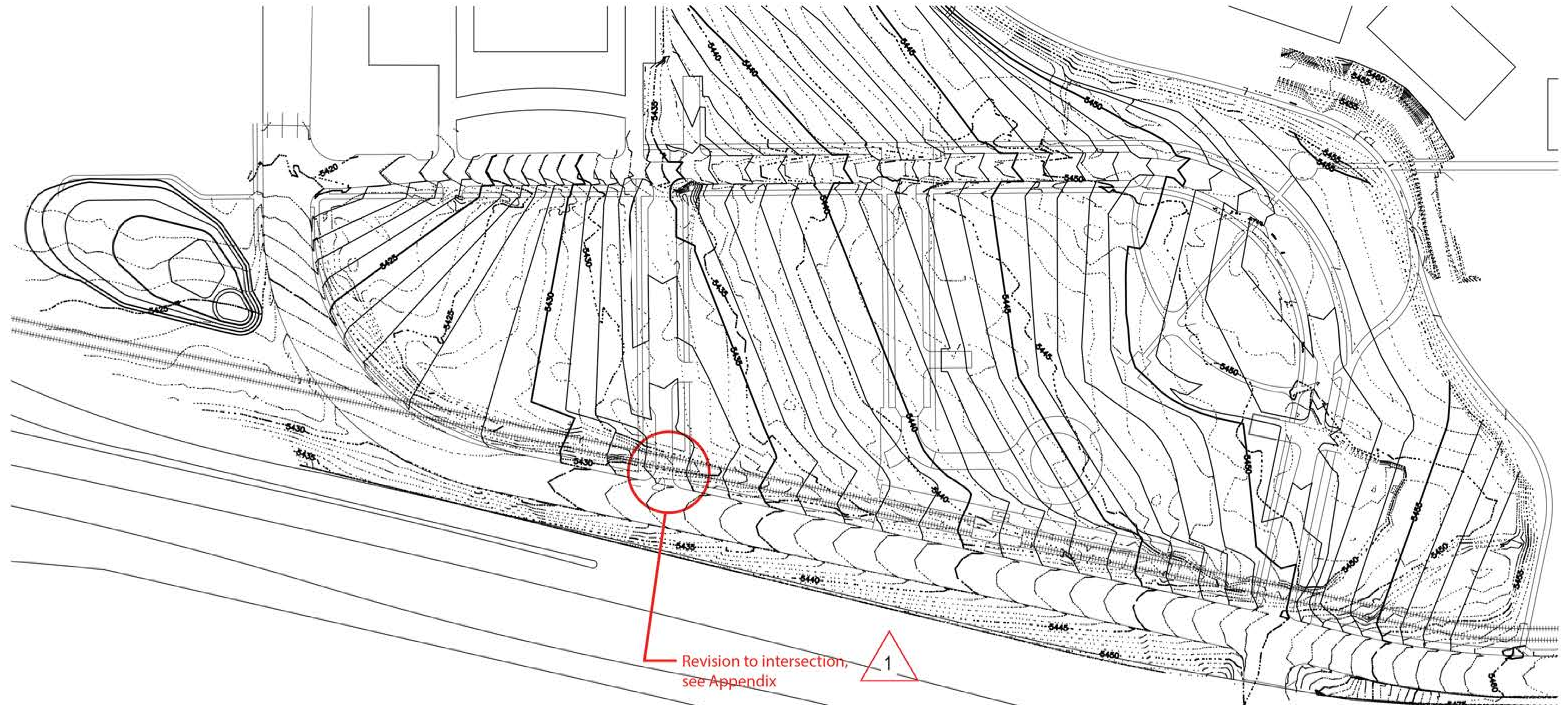
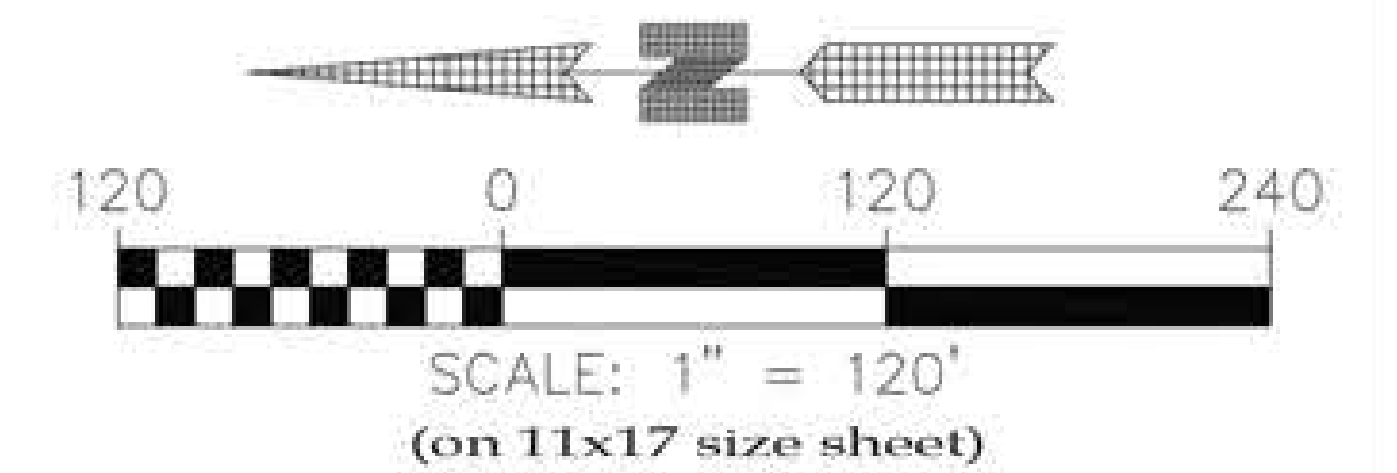


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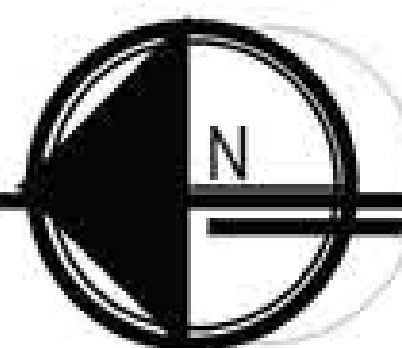


# ABILENE STATION T.O.D.

 PROPOSED MINOR CONTOUR  
 PROPOSED MAJOR CONTOUR  
 PROPOSED WALL  
 EXISTING MINOR CONTOUR  
 EXISTING MAJOR CONTOUR



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GRADING PLAN - SHEET C

NARRATIVE AND DESIGN GUIDELINES

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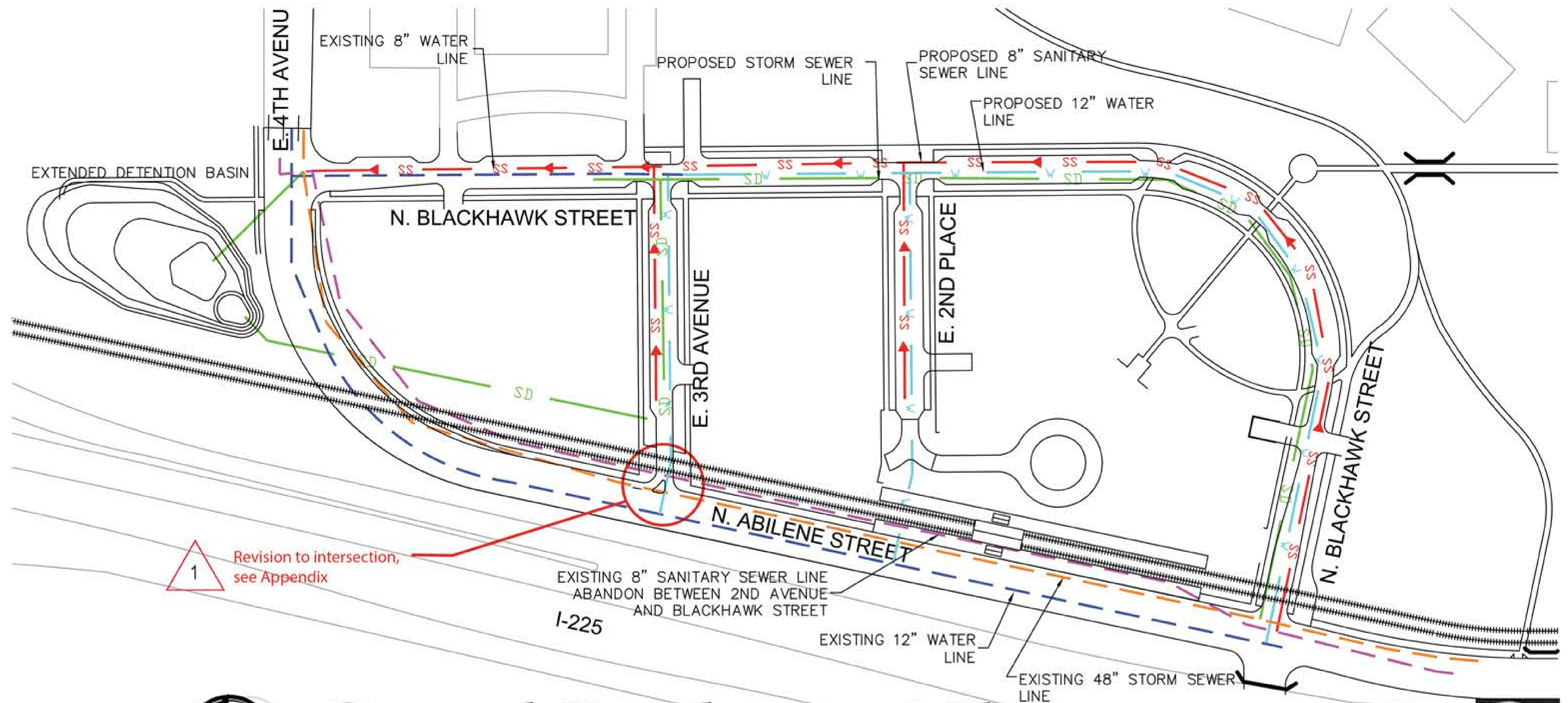
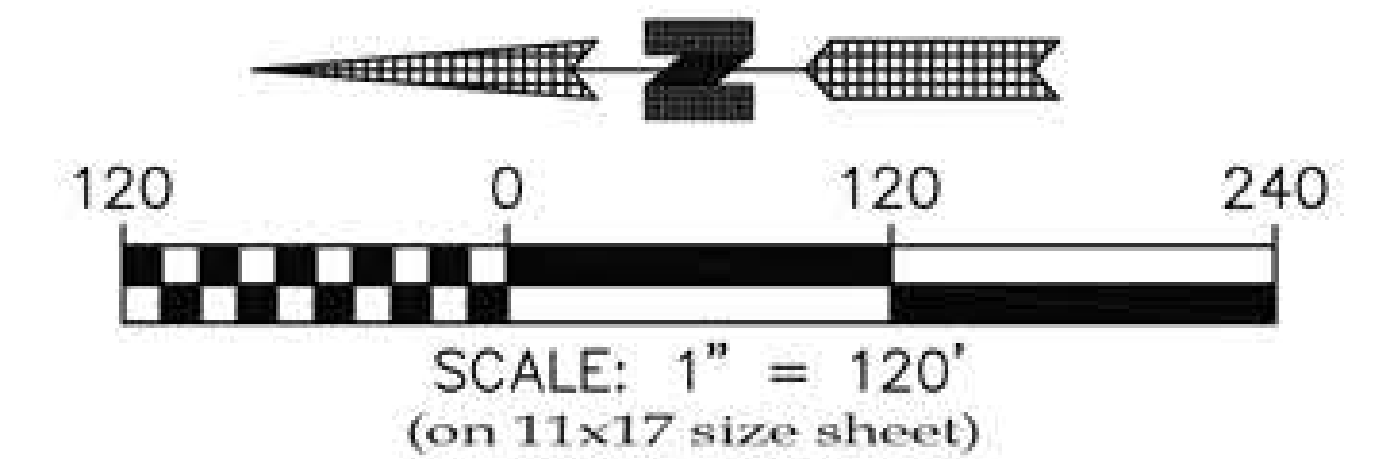




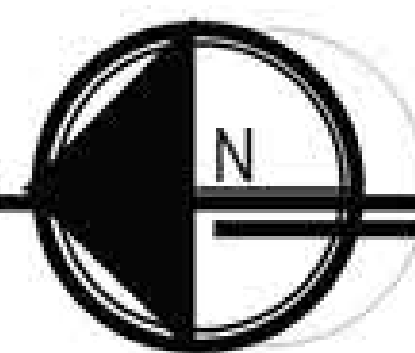
# ABILENE STATION T.O.D.

## LEGEND

	EXISTING STORM SEWER
	PROPOSED STORM SEWER
	EXISTING SANITARY SEWER
	PROPOSED SANITARY SEWER
	EXISTING WATER LINE
	PROPOSED WATER LINE



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## General Development Plan

UTILITY PLAN - SHEET D

NARRATIVE AND DESIGN GUIDELINES

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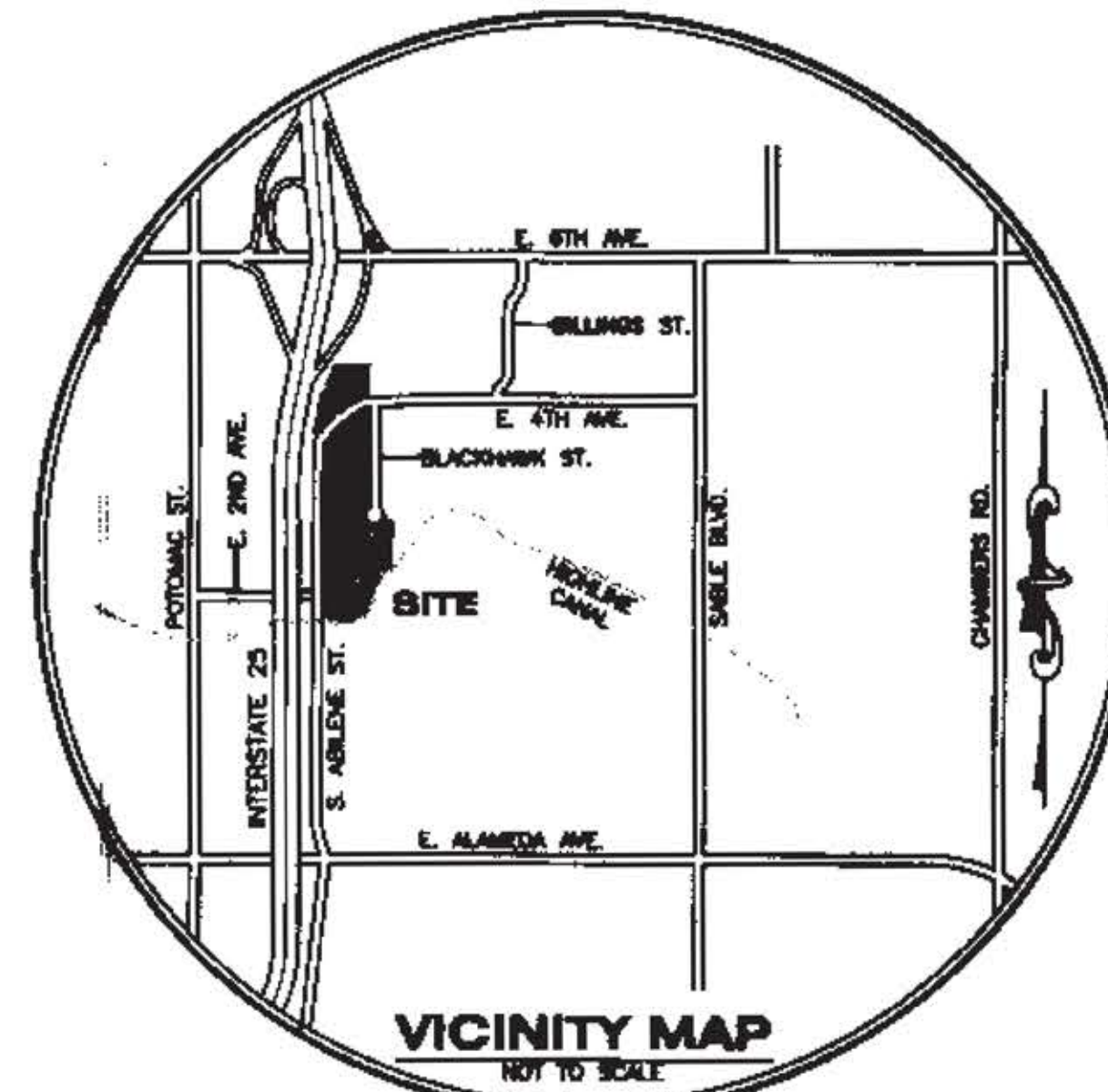
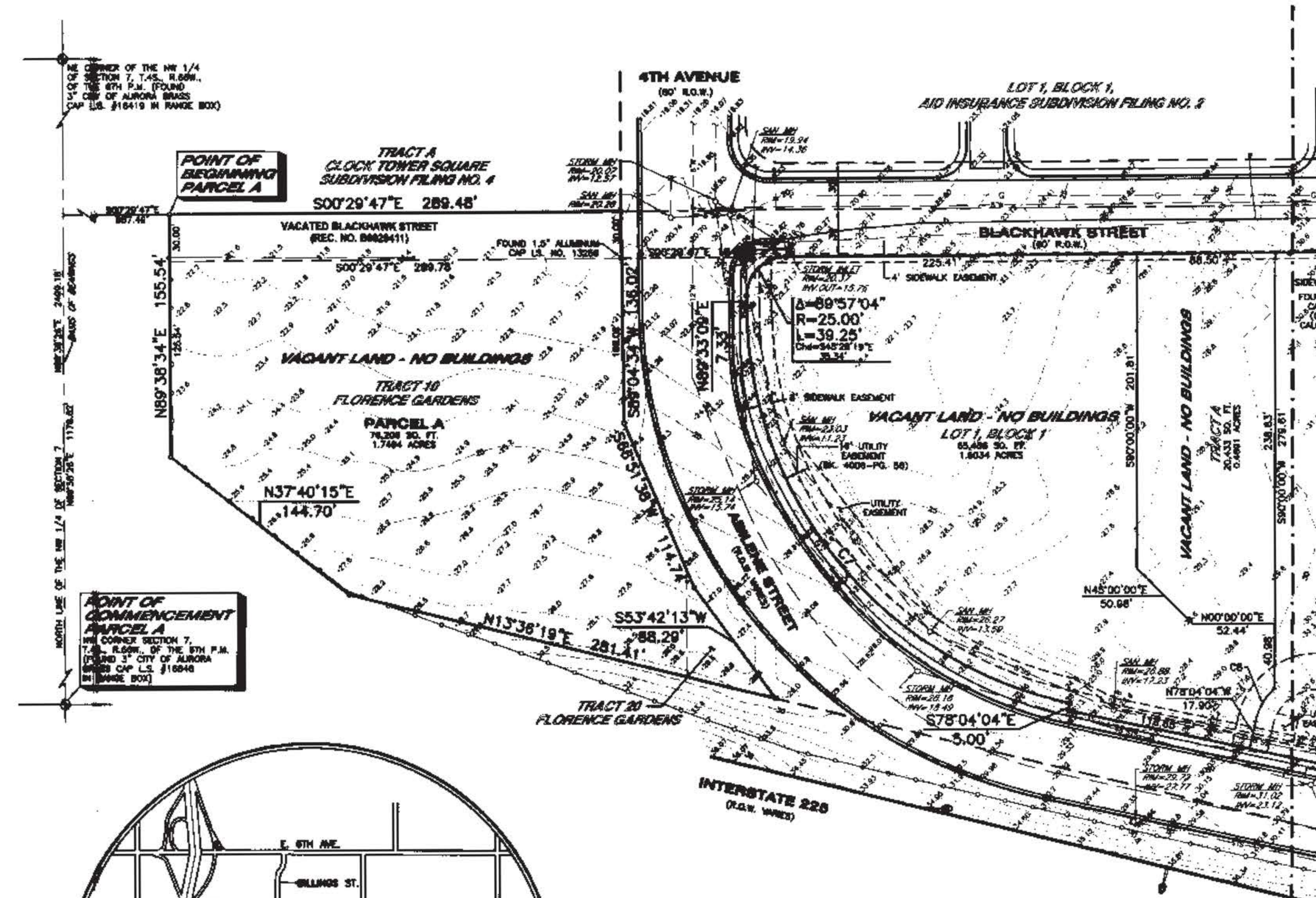




# ABILENE STATION T.O.D.

# LEGEND

—E—	ELECTRICAL LINE
—FO—	FIBER-OPTIC LINE
—G—	GAS LINE
—SS—	SANITARY SEWER LINE
—STS—	STORM SEWER LINE
—T—	TELEPHONE LINE
—W—	WATER LINE
-----OO-----	CONTOUR LINE
-----	OVERHEAD UTILITY LINE
—○—	FENCE LINE
•	BOLLARD
•	CLEANOUT
⊗	STORM DRAIN
⊞	ELECTRICAL BOX
⊞	ELECTRICAL METER
⊞	FIRE HYDRANT
⊞	GAS METER
⊞	LIGHT POLE
○	MANHOLE
•	POWER POLE
•	SKIN
⊞	STREET LIGHT
○	TELEPHONE PEDESTAL
⊞	WATER METER
⊞	WATER VALVE
⊞	DECIDUOUS TREE DIAMETER OF TRUNK
⊞	EVERGREEN TREE DIAMETER OF TRUNK



COURSE	CENTRAL ANGLE	RADIUS	ARC LENGTH	CHORD BEARING	CHORD DISTANCE
C1	27°22'44"	45.00'	217.07'	N69°30'14"E	80.00'
C2	85°08'12"	55.25'	62.78'	S45°18'40"W	59.45'
C3	31°00'53"	355.54'	181.83'	S83°27'16"W	179.43'
C4	58°17'30"	84.20'	85.68'	S75°45'04"W	82.02'
C5	17°46'30"	304.28'	57.40'	N81°21'43"W	57.31'
C6	09°54'11"	955.00'	165.08'	N69°46'47"E	154.98'
C7	77°36'30"	261.56'	354.52'	N57°43'24"E	328.00'
C8	34°28'19"	40.50'	25.09'	N68°19'25"W	24.89'
C9	80°00'00"	40.50'	63.82'	S45°00'00"W	57.28'
C10	138°02'15"	45.00'	108.41'	S21°10'32"E	84.03'
C11	90°08'51"	45.00'	70.80'	S44°34'58"E	63.72'
C12	48°11'38"	45.00'	37.85'	N24°38'19"W	36.75'

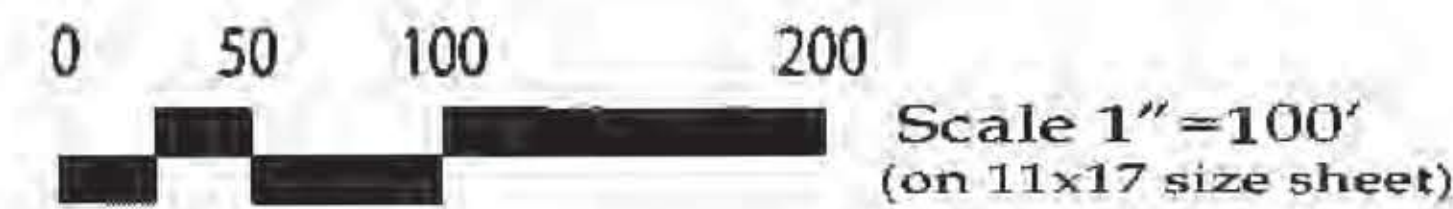
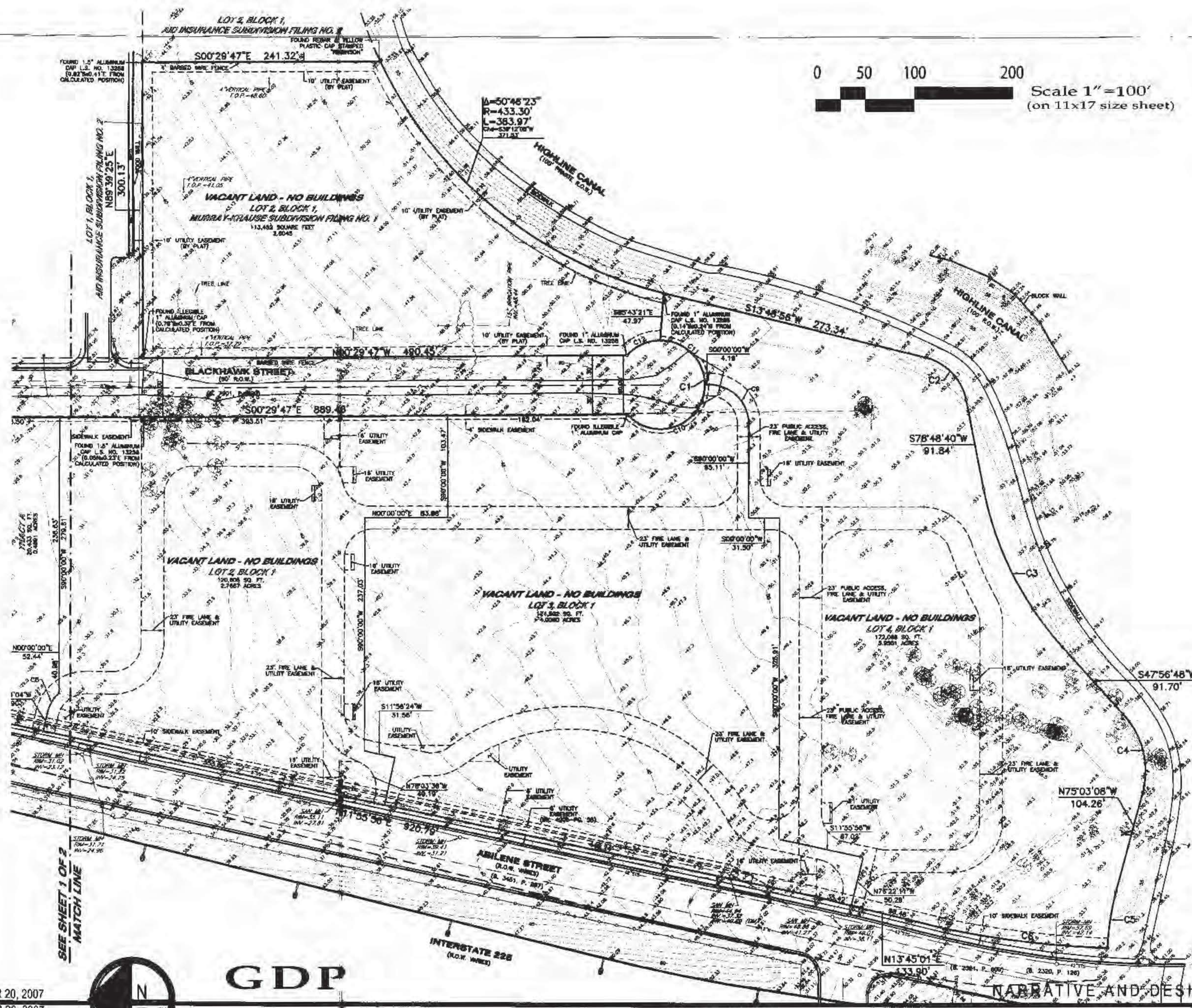


Scale 1"=100'  
(on 11x17 size sheet)

**TRACT 3 THROUGH 4, BLOCK 1, AND TRACT 5, A CORPORATE CENTER 225 SUBDIVISION PLANS NO. 1;**  
**LOT 3, BLOCK 1, MURRAY-HOUSE SUBDIVISION PLANS NO. 1;**  
**ALL IN CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO**  
**TOGETHER WITH:**  
**PARCEL A,**  
**THE SURVEY OF LAND BEING PART OF TRACTS 10 & 30, FLORANCE GARDENS, AS**  
**RECORDED IN THE CLERK AND RECORDERS OFFICE OF ARAPAHOE COUNTY,**  
**COLORADO AND A PORTION OF VARIOUS EIGHTH STREET, STANLEY'S**  
**AND NO 174 OF SECTION 7, T. 48N., R. 68E., OF THE 4TH PL., CITY OF AURORA,**  
**COUNTY OF ARAPAHOE, STATE OF COLORADO AND BEING MORE**  
**PARTICULARLY DESCRIBED AS FOLLOWS:**  
**COMMENCING AT THE NW CORNER OF SAID SECTION 7; THENCE NORTHEASTLY**  
**ALONG THE NORTH LINE OF THE NW 1/4 OF SAID SECTION 7 A DISTANCE OF**  
**173.48 FEET TO THENCE SOUTHWESTLY A DISTANCE OF 95.41 FEET TO THE POINT**  
**OF BEGINNING; THENCE SOUTHWESTLY A DISTANCE OF 268.48 FEET TO A POINT**  
**1/4 MILE SOUTHWEST OF THE SAID EIGHTH STREET; THENCE THE FOLLOWING THENCE (3) COURSES ALONG SAID EIGHTH STREET; THENCE**  
**1. THENCE SOUTHWESTLY A DISTANCE OF 134.02 FEET;**  
**2. THENCE SOUTHWESTLY A DISTANCE OF 100.00 FEET;**  
**3. THENCE SOUTHWESTLY A DISTANCE OF 84.38 FEET TO A POINT ON THE**  
**EASTERNLY 1/4 LINE OF INTERSTATE HIGHWAY 225;**  
**THENCE THE FOLLOWING TWO (2) COURSES ALONG SAID EASTERNLY 1/4 LINE**  
**1. THENCE 413.78'18" E. A DISTANCE OF 281.41 FEET;**  
**2. THENCE 62.74'46" E. A DISTANCE OF 144.04 FEET;**  
**THENCE NORTHEASTLY A DISTANCE OF 138.84 FEET TO THE POINT OF**  
**BEGINNING.**  
**PARCEL C, EXEMPTED (7)30N SURVEY, T. 47N44 ACRES.**  
**SUBDIVISION INFORMATION**  
**1. CHARLES R. REDFERNER, A PROFESSIONAL LAND SURVEYOR**  
**REGISTERED IN THE STATE OF COLORADO HEREIN IDENTIFY TO WARD**  
**J. LEE & COMPANY:**  
**THAT THE SURVEY OF THE PROPERTY DESCRIBED HEREIN IS BASED ON**  
**A FIELD SURVEY MADE ON SEPTEMBER 26, 2004, BY HIM OR DIRECTLY**  
**UNDER HIS CLOSE PERSONAL SUPERVISION AND IN ACCORDANCE WITH**  
**"MINIMUM STANDARDS DEFINING REQUIREMENTS FOR ALTA/ACSM LAND**  
**FIELD SURVEYS" (2000 EDITION) PUBLISHED BY THE NATIONAL**  
**SURVEYING SOCIETY OF AMERICA (NSSA) AND THE NATIONAL CONGRESS**  
**AND MAPS IN 2000 AND INCLUDED THEREIN: 1. A, 4, 7, 8, 9, 10 AND**  
**11. THE SURVEYOR HAS REVIEWED THE PLATIFICATIONS AND**  
**LOCATIONS RESULTING FROM THE SURVEY MEASUREMENTS MADE**  
**ON THE SURVEY OF THE PROPERTY DESCRIBED HEREIN AND HAS**  
**TOLERANCE, AND TO THE BEST OF HIS KNOWLEDGE (1) CORRECTLY**  
**REPRESENTED THE SURVEY MEASUREMENTS MADE ON THE SURVEY (2)**  
**EXCEPT AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES**  
**OR CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (3) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (4) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (5) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (6) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (7) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (8) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (9) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (10) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (11) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (12) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (13) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (14) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (15) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (16) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (17) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (18) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (19) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (20) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (21) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (22) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (23) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (24) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (25) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (26) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (27) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (28) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (29) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (30) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (31) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (32) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (33) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (34) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (35) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (36) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (37) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (38) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (39) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**  
**CONFLICTS IN THE SURVEY MEASUREMENTS MADE ON THE SURVEY**  
**AND AS DESCRIBED IN THE LOCAL DESCRIPTION, (40) EXCEPT**  
**AS SHOWN ON THE SURVEY; THERE ARE NO DISCREPANCIES OR**

<h1 style="margin: 0;">ALTA/ACSM LAND TITLE SURVEY</h1>		
PARCELS OF LAND SITUATED IN THE NW 1/4 OF SECTION 7, T.4S. R.10W. T.12S. R.10W. SEC. 7, CITY OF ALBUQUERQUE, COUNTY OF SAGUARO, STATE OF COLORADO		
<b><u>ADOLENE STREET &amp; BLACKMOUNT STREET</u></b>		
Applicant For:	<b>DAVID J. ERB &amp; COMPANY</b> 8480 EAST ORCHARD ROAD, SUITE 5550 ENGLEWOOD, COLORADO 80111	
<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;">  </div> <div style="text-align: center;"> <h2 style="margin: 0;">ENGINEERING SERVICE COMPANY</h2> <p style="margin: 0;">ALBUQUERQUE - SUPERVISOR</p> <p style="margin: 0;">Capitol Building, Suite 1000            1302 South Phoenix Street, Suite 100, Albuquerque, Colorado 87102            Office 505.243.1362 Fax 505.243.1363</p> </div> <div style="text-align: right;"> <p style="margin: 0;">11/4/02</p> </div> </div>		
Drawn By:	Field Notes by:	Date:
BAM		12/2/02
Checked By:	06/15/02	12/2/02 Ver:
C-2118	1 OF 2	





CURVE DATA TABLE				
COURSE	CENTRAL ANGLE	RADIUS	ARC LENGTH	CHORD DISTANCE
C1	270°22'44"	88.87	217.27	188.30
C2	87°08'13"	55.25	82.78	54.18
C3	31°00'33"	358.34	181.83	347.27
C4	88°17'20"	84.20	88.88	57.84
C5	18°48'20"	324.38	57.40	101.11
C6	09°24'11"	855.00	150.00	150.00
C7	77°35'30"	381.02	354.32	1007.43
C8	34°28'19"	40.00	25.09	10.79
C9	80°00'00"	40.00	63.82	64.00
C10	138°02'10"	45.00	108.51	52.19
C11	80°00'00"	45.00	70.87	144.34
C12	48°11'38"	45.00	37.87	69.31

LEGEND	
—	ELECTRICAL LINE
—	FIBER-OPTIC LINE
—	ONE LINE
—	SAFETY FENCE LINE
—	STORM DRAIN LINE
—	TELEPHONE LINE
—	WATER LINE
—	CONTOUR LINE
—	CONCRETE UTILITY LINE
—	POLE LINE
+	BULLHEAD
—	CLEARCUT
—	STORM DRAIN
—	ELECTRICAL BOX
—	ELECTRICAL METER
—	FIRE HYDRANT
—	ONE METER
—	LIGHT POLE
—	MANHOLE
—	POWER POLE
—	SON
—	STREET LIGHT
—	TELEPHONE PESTLE
—	WATER METER
—	WATER VALVE
—	SCOURING TREE
—	DIMENSION OF TRUNK

NOTES:  
 ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER THE DATE OF RECORDING THIS SURVEY. NO ACTION BASED UPON ANY DEFECT IN THIS SURVEY SHALL BE COMPLETED MORE THAN TWO YEARS FROM THE DATE OF THE CERTIFICATION BEING HEREON.  
 ANY PERSON WHO KNOWINGLY PROVIDES, ALTERS, OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT, LAND BOUNDARY MONUMENT, OR ACCENTMENT COMMITTED A CRIME UNDER THE COLORADO CRIMINAL JUSTICE STATUTE, 18-6-308 OF THE COLORADO REVISED STATUTES.

**ALTA/ACSM LAND TITLE SURVEY**  
 PARCELS OF LAND SITUATED IN THE NW 1/4 OF SECTION 16, T.15S, R.68W, OF THE 6TH P.M.,  
 CITY OF AURORA, COUNTY OF JEFFERSON, STATE OF COLORADO  
**ABILENE STREET & BLACKHAWK STREET**  
 DAVID J. ERSB & COMPANY  
 8480 EAST ORCHARD ROAD, SUITE 9980  
 ENGLEWOOD, COLORADO 80111  
**ENGINEERING SERVICE COMPANY**  
 ENGINEERS - SURVEYORS  
 License No. 126  
 1100 North Poplar Street, Suite 100, Aurora, Colorado 80012  
 Office (303) 687-1234 Fax (303) 687-1235  
 Project No. 02-118 Date 07-11-07  
 Sheet No. 36 of 36

- REV6: DECEMBER 20, 2007
- REV5: NOVEMBER 26, 2007
- REV4: JULY 30, 2007
- REV3: JUNE 27, 2007
- REV2: MAY 05, 2007
- REV1: DECEMBER 11, 2006



**GDP**

SURVEYED JUL 11

ABILENE STATION T.O.D.

AURORA, COLORADO

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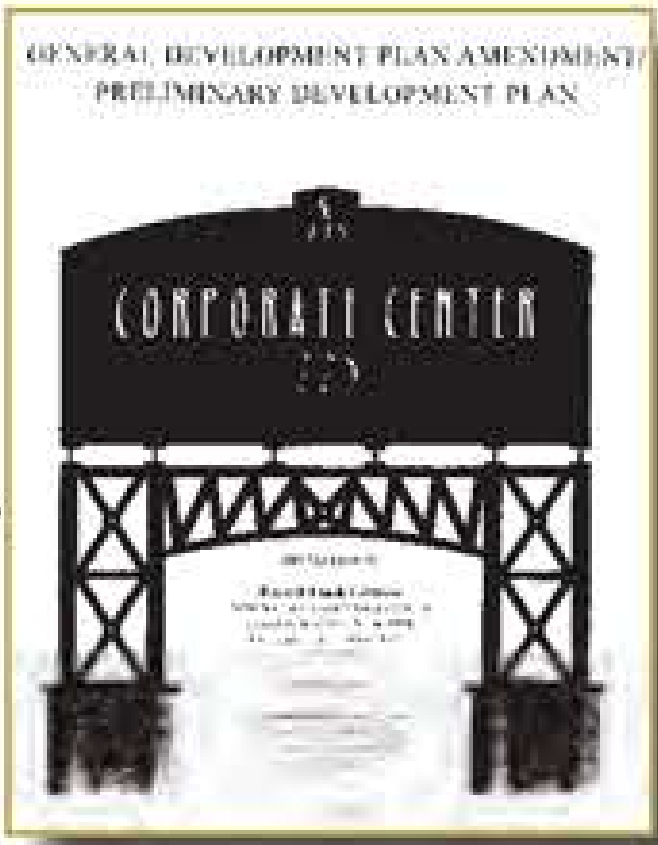
# ABILENE STATION T.O.D.



Text added, see Appendix

The Norris Dulles Company  
710 West Colfax  
Denver, Colorado 80204  
Date: 6/5/97

Original  
Tree Inventory  
information  
submitted in the  
June 11, 1999  
Preliminary  
development plan



Tree Inventory  
225 Corporate Center  
Aurora, Colorado  
June 5, 1999

## Evaluation and Data Collection

An on site tree inventory of the property was completed on June 5, 1999. The property was divided into three sections. A rating system was used to evaluate the overall condition of the trees based on the health of the trunk, roots and branches (See attached forms). Each tree was evaluated by height, caliper size, branch, root and trunk health. Trees with a caliper smaller than 2" were not counted. Caliper is measured as diameter in inches of the trunk, at breast height. Multi-trunked tree massings in groups or groves were recorded as clumps while the height, caliper and condition reflects a range or average.

The rating procedure used is a modification of a system used by professional arborists and tree appraisers. Conditions of the roots, trunk and branches were given a rating of 0-5, 0 being dead and 5 being a tree of specimen quality in superb health. Trees with an average rating of less than 3 should not be retained within proposed development areas unless they are to be retained in buffer areas. Due to the dense structure and deep root systems of the majority of the trees, transplanting of trees with a 4" caliper or larger is not advised due to poor survival rate and the high cost of moving such trees.

The information in this packet is intended to be used with a larger plan (see plan insert) which delineates individual groupings and sections of the inventory.

## General Site Observations

The trees at the site are primarily native with the exception of the Russian Olive and Slippery Elm. Most of the trees are located in clumps near wetland areas. There are a number of Russian Olive which has become a nuisance tree and is invading our wetlands throughout the state. Many of the species have severe pruning and insect damage, and several interfere with overhead utility lines. The few Cottonwoods and Peachleaf Willow on the south end of the site by the Highline Canal are in good health and should be saved to help create a buffer between adjacent uses and the Highline Trail. All other trees on the site could be removed and mitigated with a more preferable species of tree. The following tables of information represent a summary of the tree inventory findings.

ABILENE STATION T.O.D.  
Tree Inventory PREPARED BY:  
THE NORRIS DULLEA COMPANY

Note: See Sheet F2 for Tree Location Plan

TABLE 1 1										TABLE 2 2										T3								
ID#	AREA	SPECIES	CAL.	ROOTS	TRUNK	BRANCHES	HEIGHT	REMARKS		ID#	AREA	SPECIES	CAL.	ROOTS	TRUNK	BRANCHES	HEIGHT	REMARKS		ID#	AREA	SPECIES	CAL.	ROOTS	TRUNK	BRANCHES	HEIGHT	REMARKS
1	A	Slippery Elm - <i>Ulmus rubra</i>	20"	3	2	3	20'	50% Dead - Insect Damage		13	B	Slippery Elm - <i>Ulmus rubra</i>	8"	3	1	3	20'	Poor Trunk										
1	B	Russian Olive - <i>Elaeagnus angustifolia</i>	2"	4	3	3	10'	Poor Tree - Exotic & Invasive to Wetlands		14	B	Slippery Elm - <i>Ulmus rubra</i>	15"	0	0	0	20'	Topped with Concrete Poured Around Base- Dead										
2	B	Russian Olive - <i>Elaeagnus angustifolia</i>	2"	0	0	3	10'	Dead		15	B	Slippery Elm - <i>Ulmus rubra</i>	48"	1	1	1	15'	Power Lines										
3	B	Russian Olive - <i>Elaeagnus angustifolia</i>	2"	4	3	3	10'	Below Powerlines		16	B	New Mexico Locust - <i>Robinia neomexicana</i>	2"-4"	4	4	4	20'	Clump - Nice Fragrant Flowers - Thorny										
4	B	Slippery Elm - <i>Ulmus rubra</i>	2"	4	4	3	15'	Clump		17	B	Slippery Elm - <i>Ulmus rubra</i>	15"	2	1	2	20'	Suckering - Poor Branches										
5	B	Slippery Elm - <i>Ulmus rubra</i>	24"	0	0	0	20'	Topped & Dead		1	C	Russian Olive - <i>Elaeagnus angustifolia</i>	10"	3	2	3	20'	Wetland Area by Power Pole										
6	B	Slippery Elm - <i>Ulmus rubra</i>	20"	3	3	3	30'	Clump		2	C	Russian Olive - <i>Elaeagnus angustifolia</i>	8"	1	1	0	15'	Nearly Dead										
7	B	Slippery Elm - <i>Ulmus rubra</i>	24"	0	0	0	30'	Dead		3	C	Russian Olive - <i>Elaeagnus angustifolia</i>	6"-12"	3	3	3	30'	Clump of 20+ Invading Wetland Area										
8	B	Slippery Elm - <i>Ulmus rubra</i>	22"	3	3	2	35'	Beetle Kill		4	C	Plains Cottonwood - <i>Populus Sargentii</i>	2-20"	4	3	4	35'	Three Strong Trunks - Good Buffer to Highline Canal and Trail										
9	B	Slippery Elm - <i>Ulmus rubra</i>	12"	0	1	1	20'	Crown Suckering - Poor Health		5	C	Peach Leaf Willow - <i>Salix amygdaloides</i>	20"	4	4	5	40'	Clump - Nice Tree by the Highline Canal and Trail										
10	B	Slippery Elm - <i>Ulmus rubra</i>	24"	1	1	1	30'	Poor Health		6	C	Russian Olive - <i>Elaeagnus angustifolia</i>	20"	3	3	2	25'	Poor Health										
11	B	Slippery Elm - <i>Ulmus rubra</i>	20"	0	0	0	25'	Dead - Some Suckers		7	C	Russian Olive - <i>Elaeagnus angustifolia</i>	18"	3	3	3	22'	2 in Clump										
12	B	Slippery Elm - <i>Ulmus rubra</i>	8"	0	0	0	20'	Dead - Some Suckers		8	C	Slippery Elm - <i>Ulmus rubra</i>	2"-6"	3	2	3	15'	On Small Berm										
9	C	Slippery Elm - <i>Ulmus rubra</i>	30"	1	1	1	35'	Poor Health																				

REV7: APRIL 15, 2015  
REV6: DECEMBER 20, 2007  
REV5: NOVEMBER 26, 2007  
REV4: JULY 30, 2007  
REV3: JUNE 27, 2007  
REV2: MAY 05, 2007  
REV1: DECEMBER 11, 2006



## General Development Plan

NARRATIVE AND DESIGN GUIDELINES

TREE INVENTORY- SHEET F1

ABILENE STATION T.O.D.

AURORA, COLORADO

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# ABILENE STATION T.O.D.

## Corporate Center 225

City of Aurora, Colorado

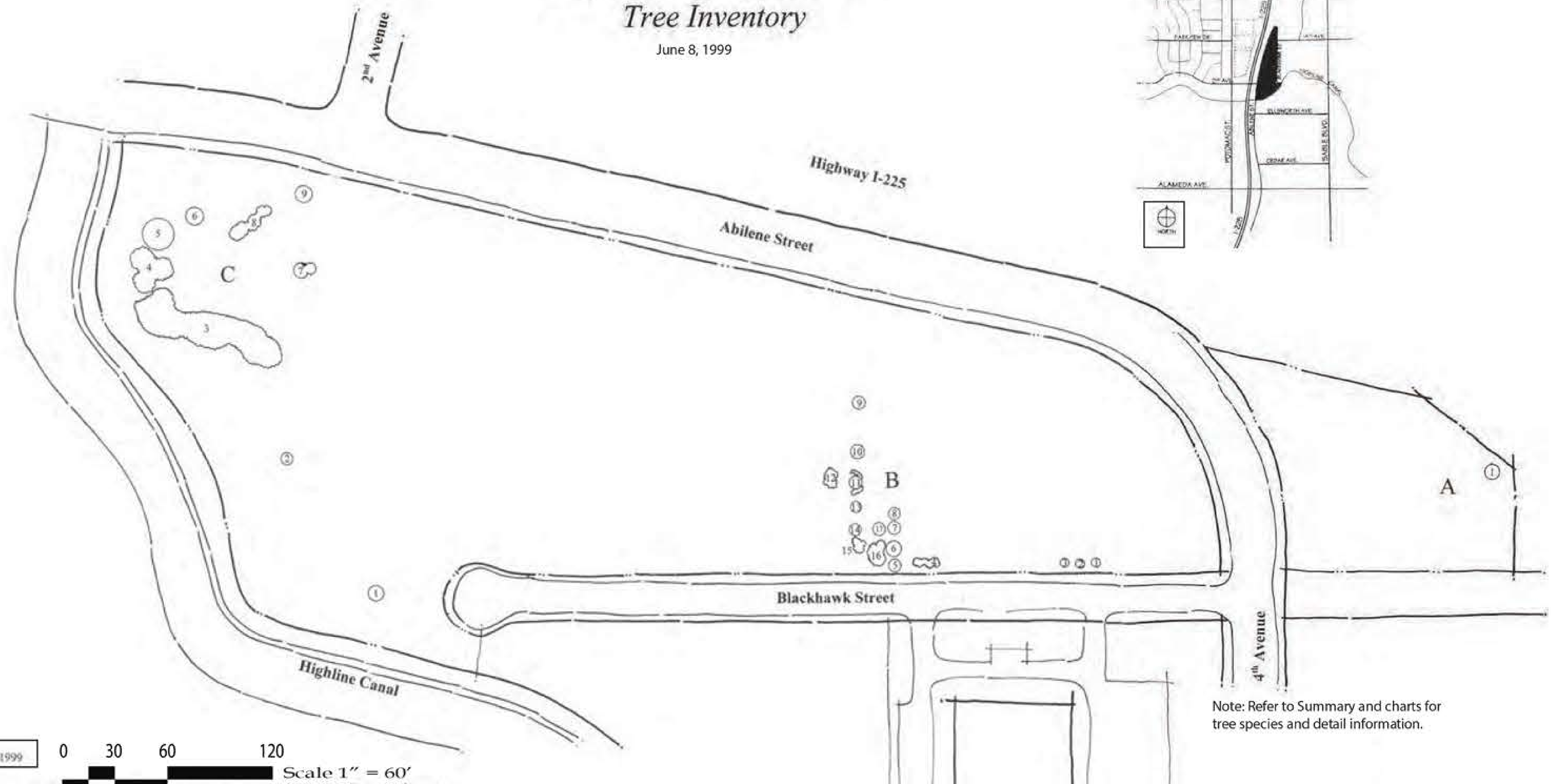
### Tree Inventory

June 8, 1999

Text added, see Appendix

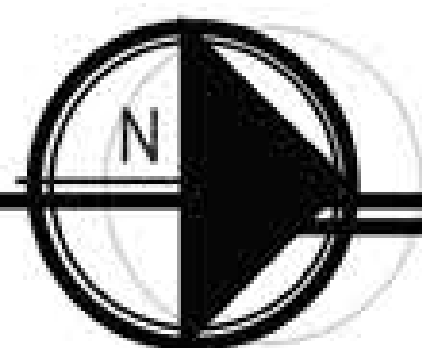
1

VICINITY MAP



Note: Refer to Summary and charts for tree species and detail information.

REV7: APRIL 15, 2015  
REV6: DECEMBER 20, 2007  
REV5: NOVEMBER 26, 2007  
REV4: JULY 30, 2007  
REV3: JUNE 27, 2007  
REV2: MAY 05, 2007  
REV1: DECEMBER 11, 2006



## General Development Plan

NARRATIVE AND DESIGN GUIDELINES

TREE INVENTORY- SHEET F2

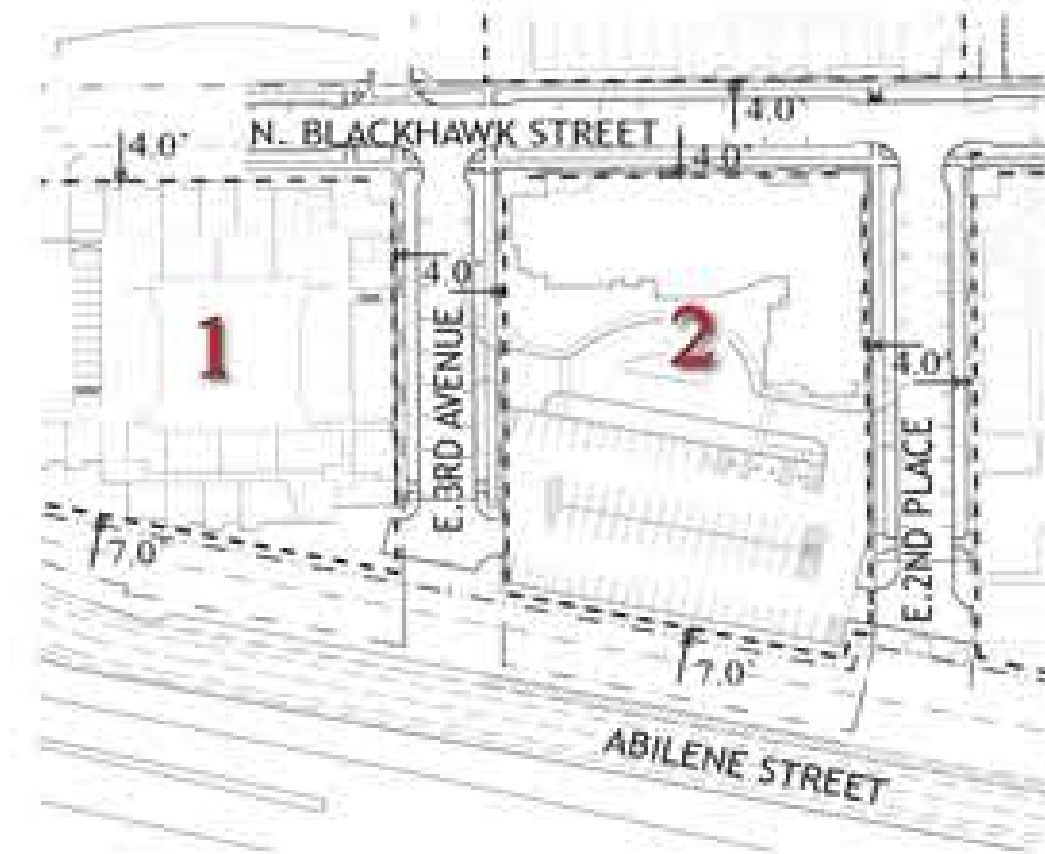
ABILENE STATION T.O.D.

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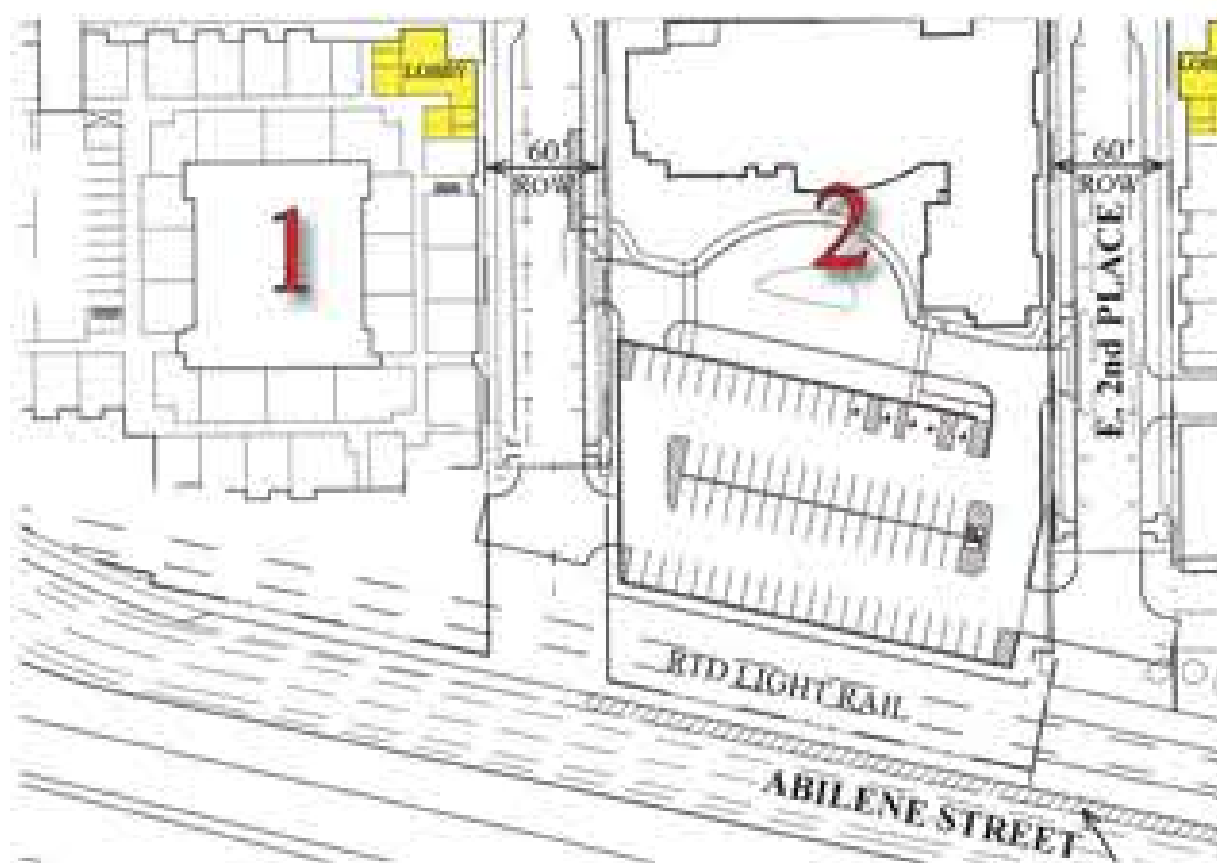




# APPENDIX



## Page 7 Changes



## Page 30 Changes

STAND ALONE PARCEL REQUIREMENT	
PARCEL	REQUIRED INFRASTRUCTURE
1	1A; 1B; 1C; 1D
2	1A; 1B; 1C; 1D; 2A; 2B*; 3A*; 4A*; 4B; 5A
3	1A; 1B; 1C; 1D; 2A; 2B(WATER ONLY); 3C*; 4A*
4	1A; 1B; 1C; 1D; 2A; 4A(PORION); 4B; TEMP POND ON PARCEL 5 OR 1A
5	1A; 1B; 1C; 2A; 2B; 3A; 3B*; 4A

\* See Page 32 for Infrastructure Descriptions.  
 \*\* 3B and 3C will be addressed during the site planning process for the respective parcel.

## Page 31 Changes

1

2

Revision refer to page 41 for appendix.

two areas

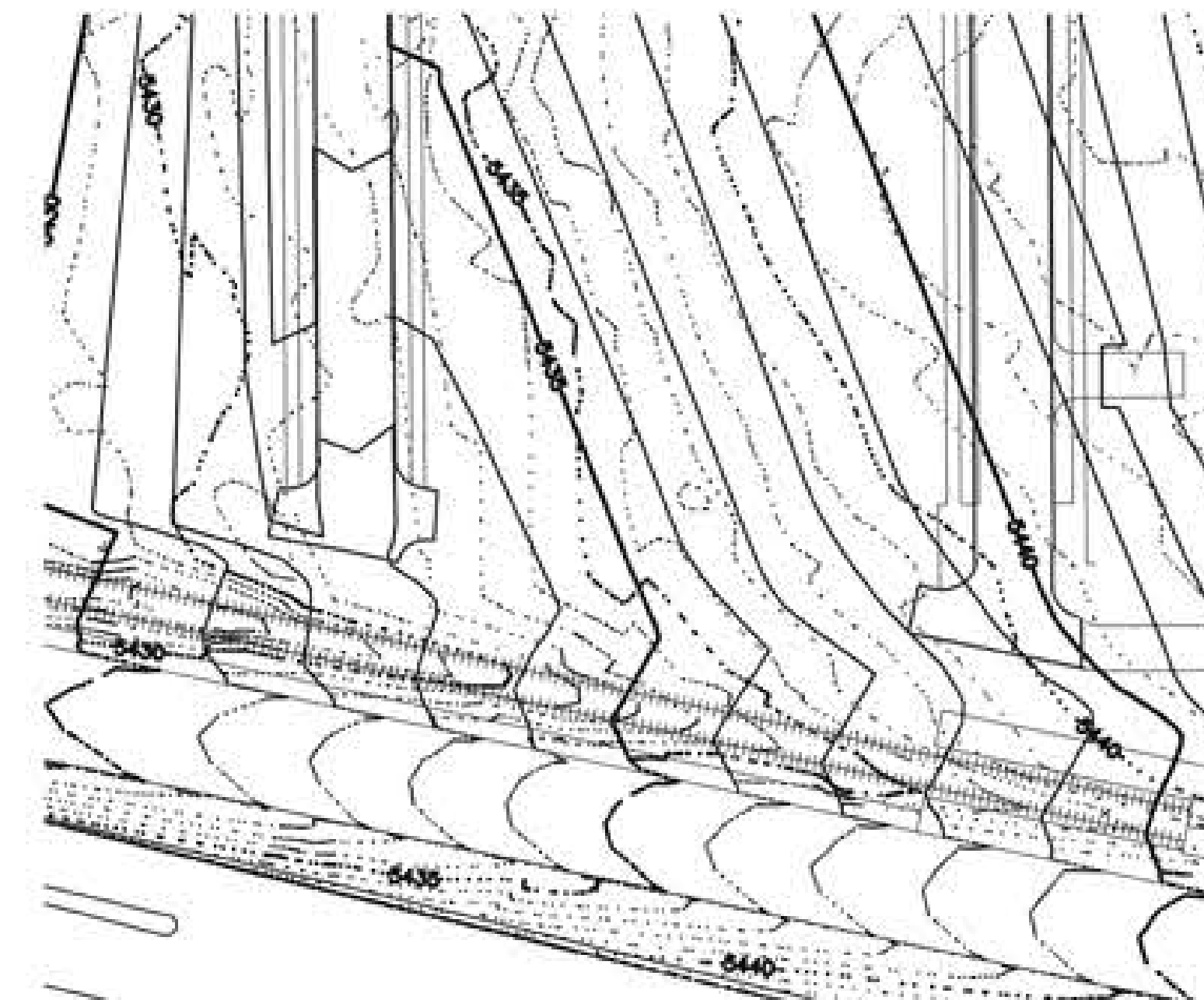
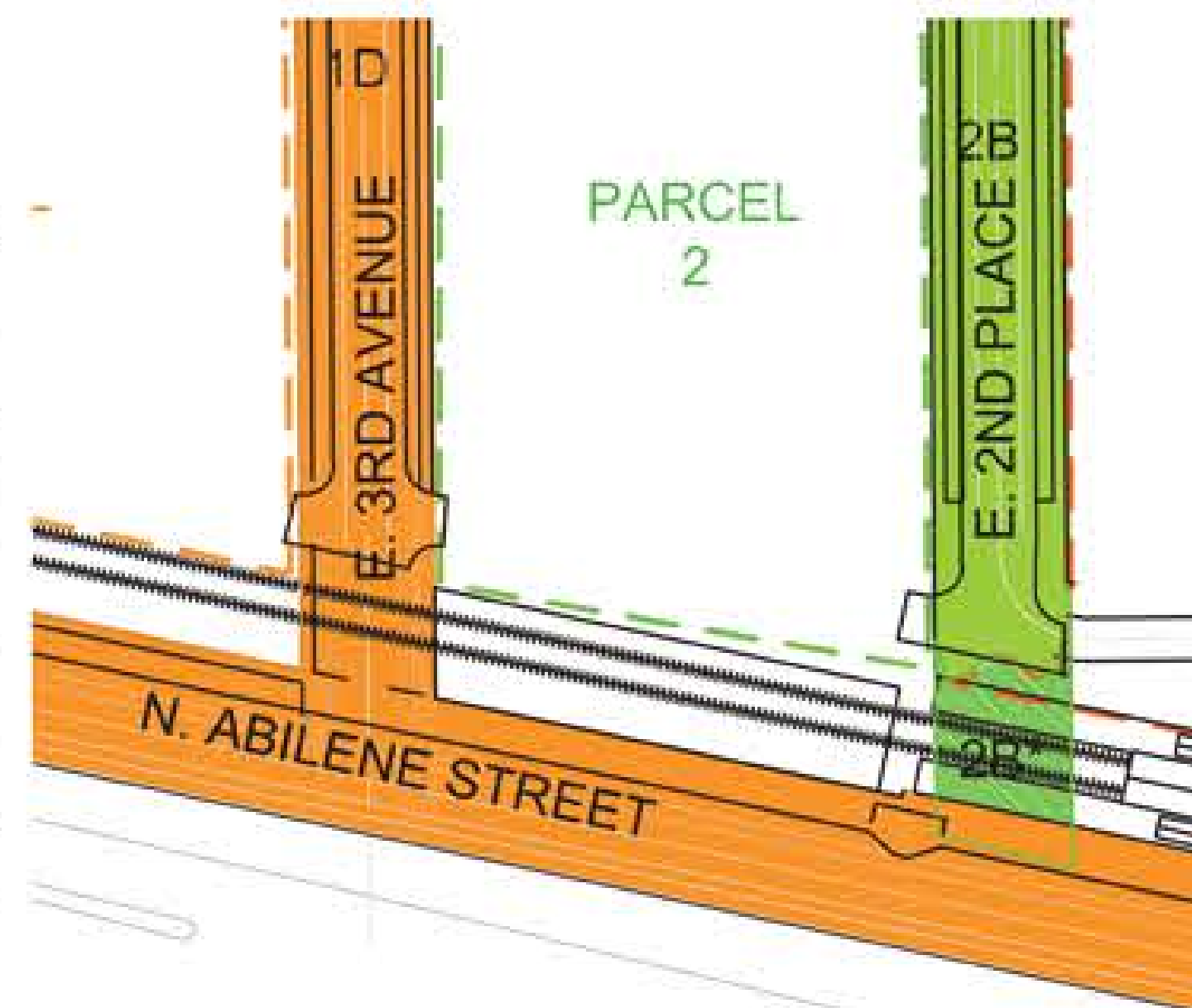
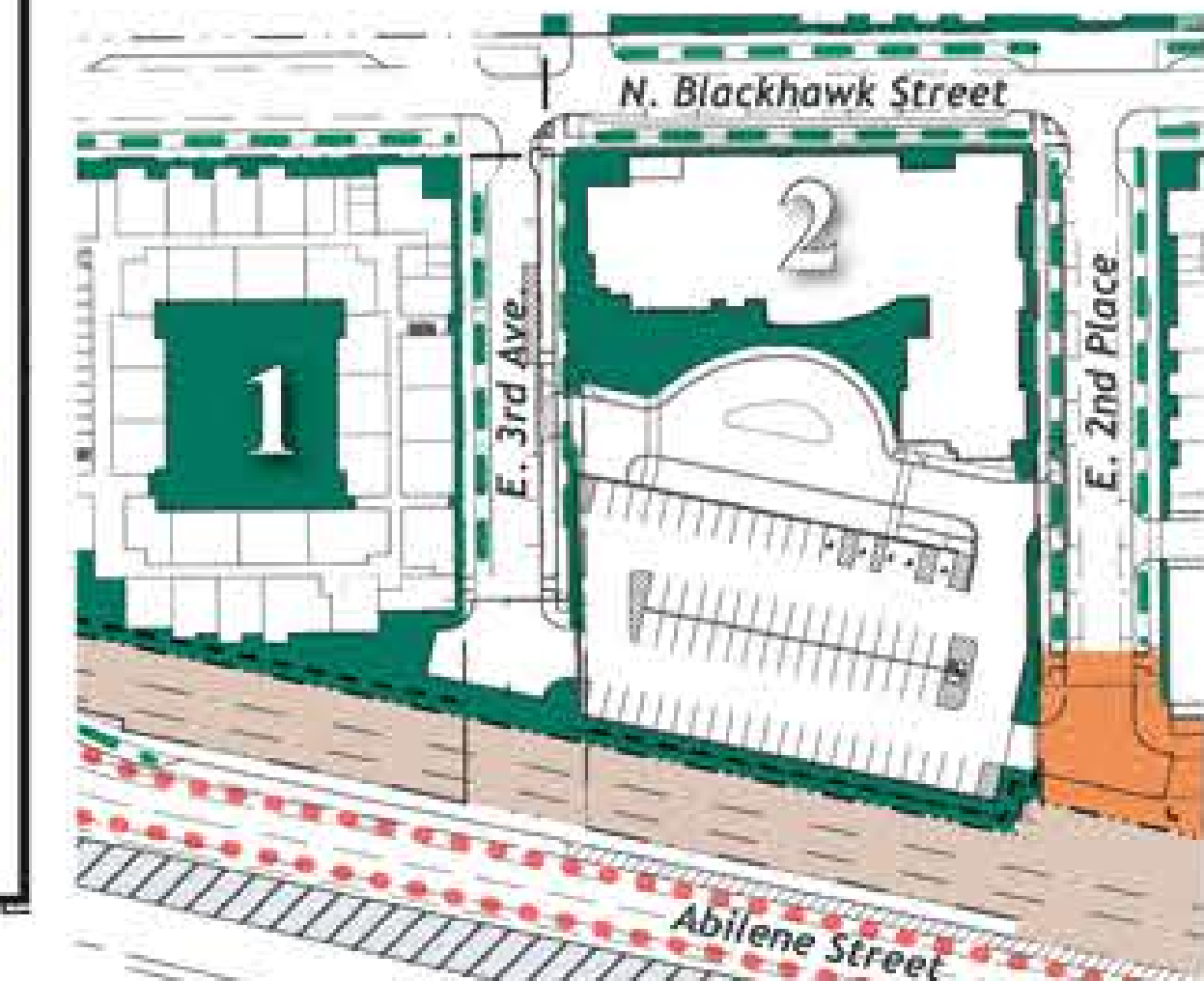
3

2

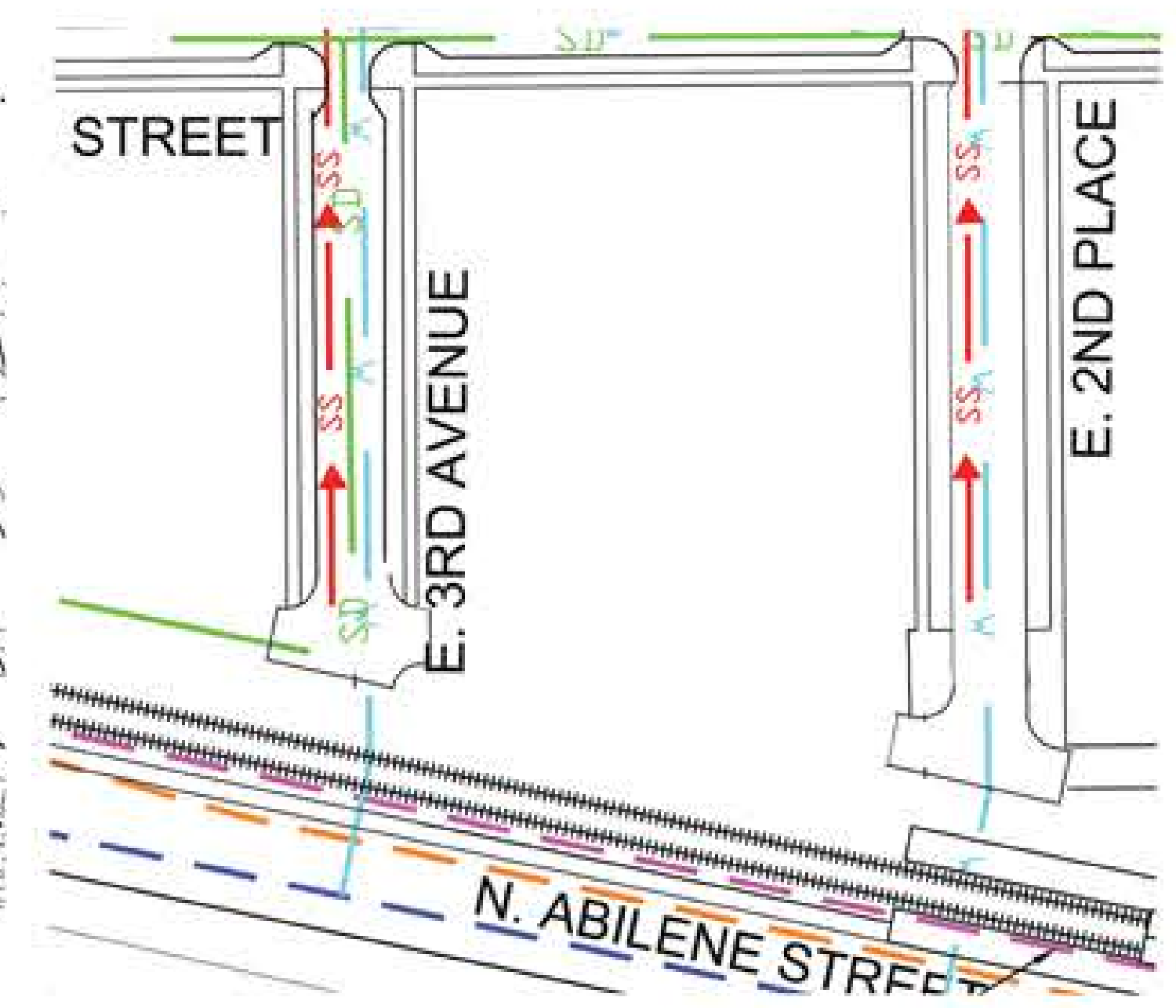
The Aurora Parks and Open Space Department has agreed to allow two areas within the Abilene Station to fully count toward the neighborhood park land dedication requirements, if they provide a quantity and variety of recreation facilities similar to what is conceptually shown and described in this document. These areas are identified as Highline Linear Park, Abilene Green, Abilene Station Plaza and the Interpretive Park. The calculation of land dedication area and park development fees and the timing of the cash-in-lieu payment for any balance of land dedication acreage not provided on-site will be determined by a future agreement between the City and the Developer before the first residential plan is approved. The difference between the required park land dedication and the actual dedication will be made up with cash-in-lieu payments at the rate of \$60,000/acre or by applying credits of equal value as described below.

## Page 12 Changes

LEGEND	Approximate Area (Sq. Ft.)
Private Open Space	*
Highline Linear Park (A2)	56,700
Abilene Green (A1)	36,100
Abilene Station Plaza	46,800
RTD ROW & Station Platform (Subject to final LRT alignment)	67,100
Detention Pond	53,100
Public Streetscape	37,000
Abilene Streetscape	40,000
Bike Path/ Route	*



## Page 33 Changes



## Page 34 Changes

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# General Development Plan

NARRATIVE AND DESIGN GUIDELINES

ABILENE STATION T.O.D.

AURORA, COLORADO

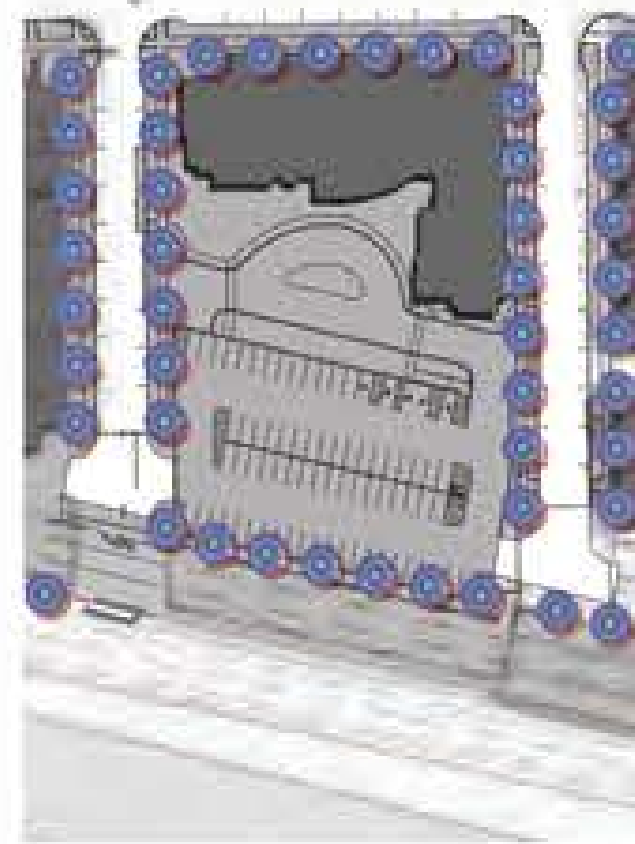
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ABILENE STATION 2006-2014-01



## APPENDIX



## Page 13 Changes

Small Urban Parks -- satisfying Neighborhood Park requirements				
Detention Pond	Detention area and water quality facility.	1.32	0	Parcel 1
Abilene Green	Sidewalks, shade structure, play sculptures, site furniture, landscaping, irrigation	1.34	0.61	Parcel 5
High Line Linear Park	Playground shelter, site furniture, open lawn area, landscaping, irrigation	1.31	1.31	Parcel 3 & Parcel 4
Abilene Station Plaza	planters, seating, site furniture, water fountain, shade structure, art, landscaping, irrigation	1.07	.99	Parcel 5
<b>Total Acreage</b>		<b>4.33</b>	<b>**4.89/2.0 min.</b>	
Community-based Facilities -- satisfying community park land requirements				
High Line Canal Corridor	Bridge, trail connection, landscaping, interpretive displays	0.00	0	Parcel 5
High Line Trail	Regional Trail -- 10' wide trail in 30' wide corridor	to be determined	to be determined	Parcel 4
<b>Total Acreage</b>		<b>0</b>	<b>0/1.79/0.73 min.</b>	

\* Actual facilities to be required and constructed will be determined at time of site plan.  
 \*\* Required land dedication to be based on density and to be determined at time of site plan.  
 Note: The difference between the required land dedication and the credited acreage will be satisfied with a cash-in-lieu of land payment and/or park development costs above the "Park Development Fees" required by code.

## Page 14 Changes

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## General Development Plan

NARRATIVE AND DESIGN GUIDELINES

ABILENE STATION T.O.D.

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PAGE 40



11.1

The proposed improvements within the areas to be accepted as neighborhood park land dedication fulfill a multitude of functions. The City of Aurora has created a new required section to the Dedication and Development Criteria Manual called Small Urban Parks (SUP). This document is in general compliance with that criteria. The following short descriptions are improvements to be reasonably considered and accepted for these park areas and to count towards "Park Development Fees" as well as cash in-lieu for park land dedication:

## 11.1.1 Abilene Station Plaza (Parcel 5):

This is a public space which will exist around the RTD station area platform. People will congregate here to get on and off the light rail train, utilize the retail amenities, enjoy the decorative water fountain and generally relax on provided street furniture. It will be paved with decorative concrete and/or pavers. It will be landscaped with trees in grates, small raised gardens contained by curb or seatwalls and possibly potted small trees, plants and flowers. There could also be a gazebo for small social gatherings or for passers-by to eat a quick meal. There will be direct access from the High Line Canal Pedestrian Trail for bicyclists and pedestrians. There will be unimpeded access parallel to the rail station and connecting North Blackhawk Street and 2nd Place. There will also be day-use and permanent bike lockers, and potentially a bicycle repair/retail shop in the retail area.

Developer at the time of site plan must confirm tree remediation and valuation. The City Forester will provide a list of those trees that require mitigation. Any tree that is removed from this site should either be replaced within the landscape or be mitigated through payment to the Tree Planting Fund.

Any trees that are preserved on the site during construction activities shall follow the standard details for Tree Protection per the current Parks, Recreation & Open Space Dedication and Development Criteria manual. The Tree Protection notes shall be included on the plan.

1.10 Accessible exterior routes shall be provided from public transportation stops, accessible parking and accessible passenger loading zones and public sidewalks to the accessible building entrance they serve. The accessible route between accessible parking and accessible building entrances shall be the most practical direct route. The accessible route must be located within a sidewalk (exception: to an accessible garage). An accessible route can only be within a drive aisle when it is being extended to an accessible parking garage. No slope along this route may exceed 1:20 without providing a ramp with a maximum slope of 1:12 and handrails. Crosswalks along this route shall be wide enough to wholly contain the curb ramp with a minimum width of 36" and shall be painted with white stripes. The City of Aurora enforces handicapped accessibility requirements based on the currently adopted International Building Code, Chapter 11, and the American National Standards Institute (ICC/ANSI) A117. The alternative housing types and point system cannot be used to satisfy IBC requirements.

## Page 37 and 38 Additions Page 2 Changes

PARCEL LOCATION DIAGRAM



Revision refer to page 41 for appendix.

PROPOSED LAND USE CHART

Parcel	Parcel Area (acres)	Parcel Area (sf)	Uses	Min. Residential Density (du/ac)	Min. Dwelling Units (du)	Max. Residential Density (du/ac)	Max. Dwelling Units (du)	Min. Commercial FAR (6)	Min. Commercial Floor Area sf	Max. Commercial FAR	Max. Commercial Floor Area sf (3)	Max. Height (4)
1	2.03	88,525	Commercial/Residential	35	71	90	182	0.30	26,557	2.00	177,050	100'
2	1.74	75,669	Commercial/Residential	40	60	100	174	0.30	27,700	2.00	151,238	110'
3	2.15	93,644	Commercial/Residential	35	75	80	172	0.30	28,093	1.50	140,466	75'
4	1.13	49,282	Commercial/Residential	40	45	95	107	0.30	14,785	2.00	98,564	75'
5 (7)	2.79	124,337	Commercial/Residential	40	72	100	178	0.30	23,261	2.50	193,842	125'
<b>Subtotal (Dev Sites)</b>	<b>9.84</b>	<b>431,477</b>		<b>38</b>	<b>332</b>	<b>93</b>	<b>813</b>	<b>0.30</b>	<b>115,396</b>	<b>1.71</b>	<b>761,260</b>	-
A1	0.81	35,343	Recreation/Community Bldg/Open Space/Park	N/A	N/A			N/A	3,000	N/A	12,000	35'
A2	1.31	57,123	Open Space/Park	N/A	N/A			N/A	N/A	N/A		-
B1	1.02	44,614	Detention Pond	N/A	N/A			N/A	N/A	N/A		-
B2	0.18	7,634	Open	N/A	N/A			N/A	N/A	N/A		-
<b>Subtotal:</b>	<b>3.32</b>	<b>144,714</b>							<b>3,000</b>		<b>12,000</b>	-
<b>TOTALS:</b>	<b>13.16</b>	<b>576,191</b>	<b>NA</b>	<b>38</b>	<b>332</b>	<b>93</b>	<b>813</b>	<b>N/A</b>	<b>118,396</b>	<b>N/A</b>	<b>773,260</b>	<b>NA</b>

(7) The minimum and maximum floor area and unit counts for Parcel 5 are based on the parcel area excluding the 46,800 sf site area of the plaza (Net area = 1.78 acres or 77,537 sf). The plaza area has been reduced by the expansion of the RTD platform (approximately 5,000 sf).

## Page 8 Changes