CITY OF AURORA
PLANNING DEPARTMENT
PLANNING COMMISSION CASE REPORTS

PLANNING COMMISSION AGENDA
Wednesday
August 26, 2020
6:00 PM
Draft Agenda
Regular Meeting of the Planning and Zoning Commission
City of Aurora, Colorado
15151 E. Alameda Parkway
City Council Chambers, 1st Floor

August 26, 2020
VIRTUAL MEETING

Meeting Link:
https://auroragov.webex.com/auroragov/onstage/g.php?MTID=e33f7797e27c0c732816b77b77d24220e

Call-In Option:  720-650-7664
Access Code:  146 859 2436

While most city-organized public meetings and events taking place have been canceled due to COVID-19 (Coronavirus), those required by our city charter (City Council meetings, Civil Service Commission, Planning and Zoning Commission and Board of Adjustment and Appeals) must take place as scheduled.

This will be a “Virtual” Public Hearing. Public participation will be enabled via the internet or alternative means if you do not have access to the internet. Instructions are on the Planning and Zoning Commission page of the city website.

The City Hall will not be open for this meeting. If you would like to speak on an agenda item or on “public to be heard,” please contact Susan Chapel at schapel@auroragov.org or 303.739.7144 before the meeting. We recommend you contact Susan as soon as possible if you plan to speak at the meeting.

This agenda has been prepared for the meeting date listed above, but is subject to change. In the event that the meeting must be cancelled due to inclement weather or for other reasons, the items listed will be re-scheduled to be heard at the next or a future Planning Commission meeting. The Planning and Zoning Commission’s decision on agenda items is final except for zoning, preliminary development plans and other types of applications that must receive final approval from City Council. A decision by the Planning and Zoning Commission may be appealed in writing to the City Council provided such appeal is received (not post marked) by the City Manager within ten calendar days of the Planning and Zoning Commission’s decision/recommendation. Such appeal may be filed by the applicant or any abutting property owner and shall specifically state the grounds for appeal.

In addition to the appeal process, prior to the effective date of an approval by the Planning and Zoning Commission, any member of the City Council may move to “call-up”, or consider an action made by the Commission. If the “call-up” motion passes, the item shall be brought before the City Council as soon as practicable for review and consideration. The City Council shall have the authority to overrule the decision of the Commission, or it may refer the item back to Commission with direction for study or reconsideration. If any interested party, including an abutting property owner, wishes to have their Council member “call-up” an application, they should contact them.

Items to be heard by the City Council are scheduled for a public hearing approximately 19 days after the Planning and Zoning Commission meeting. Please contact the Planning Department Case Manager listed below for each case (303-739-7250) for more complete information on any of the aforementioned procedures.

5:00 – 6:00 P.M. – Study Session - THIS WILL BE A VIRTUAL MEETING PLEASE FOLLOW THE LINK ABOVE

1. Bob Oliva - Aurora Retail Q and A to Discuss Trends and Hot Topics
2. General Discussion

1. Meeting called to order and roll call - 6:10 PM
2. Intentionally left blank
3. Approval of the Planning Commission minutes for the previous meeting
4. Adoption of Agenda
5. General business
5a **FITZSIMONS GDP AMENDMENT NO 9 - GDP AMENDMENT** (Ward I)
CASE MANAGER: Heather Lamboy  
APPLICANT: Fitzsimons Redevelopment Authority
Development Application: DA-1233-46  
Case Number: 1998-2011-12
General Location: North of Montview between N Peoria Street and N Fitzsimons Parkway

5b **STARBUCKS AT AURORA MALL PLAZA WEST - CONDITIONAL USE** (Ward III)
CASE MANAGER: Christopher Johnson  
APPLICANT: River Rock Real Estate Group
Development Application: DA-1277-05  
Case Number: 1984-6034-18
General Location: Southwest Corner of E Alameda Avenue and Potomac Street

5c **STARBUCKS AT AURORA MALL PLAZA WEST - SITE PLAN W/ADJUSTMENT** (Ward III)
CASE MANAGER: Christopher Johnson  
APPLICANT: River Rock Real Estate Group
Development Application: DA-1277-05  
Case Number: 1984-6034-19
General Location: Southwest Corner of E Alameda Avenue and Potomac Street

5d **XCEL/ADONEA - INITIAL ZONING** (Ward II)
CASE MANAGER: Ryan Loomis  
APPLICANT: Clayton Properties Group II
Development Application: DA-2236-00  
Case Number: 2020-2003-00
General Location: West side of Powhaton Road between 6th Avenue and Alameda Avenue

5e **BEER GARDEN ON DAYTON - CONDITIONAL USE FOR OUTDOOR RECREATION AND ENTERTAINMENT** (Ward I)
CASE MANAGER: Sarah Wile  
APPLICANT: 2323 Dayton LLC
Development Application: DA-2179-00  
Case Number: 2019-6024-01
General Location: Northwest Corner of 23rd Avenue and N Dayton Street (2323 N Dayton Street)

5f **BEER GARDEN ON DAYTON - CONDITIONAL USE FOR BAR AND TAVERN** (Ward I)
CASE MANAGER: Sarah Wile  
APPLICANT: 2323 Dayton LLC
Development Application: DA-2179-00  
Case Number: 2019-6024-02
General Location: Northwest Corner of 23rd Avenue and N Dayton Street (2323 N Dayton Street)

5g **BEER GARDEN ON DAYTON - CONDITIONAL USE FOR AFTER-HOURS ENTERTAINMENT** (Ward I)
CASE MANAGER: Sarah Wile  
APPLICANT: 2323 Dayton LLC
Development Application: DA-2179-00  
Case Number: 2019-6024-03
General Location: Northwest Corner of 23rd Avenue and N Dayton Street (2323 N Dayton Street)

5h **BEER GARDEN ON DAYTON - SITE PLAN** (Ward I)
CASE MANAGER: Sarah Wile  
APPLICANT: 2323 Dayton LLC
Development Application: DA-2179-00  
Case Number: 2019-6024-00
General Location: Northwest Corner of 23rd Avenue and N Dayton Street (2323 N Dayton Street)

5i **CELO INITIAL ZONING - INITIAL ZONING** (Ward II)
CASE MANAGER: Claire Dalby  
APPLICANT: Celo Investments LLC
Development Application: DA-2229-00  
Case Number: 2020-2004-00
General Location: Approximately ½ mile east of the intersection of Harvest Road and E Jewell Avenue

5j **PIAZZAS AT AURORA HIGHLANDS SHOPPING CENTER - CONDITIONAL USE** (Ward II)
CASE MANAGER: Liz Fuselier  
APPLICANT: Piazzas LLC
Development Application: DA-1238-05  
Case Number: 1979-6047-30
General Location: Southeast Corner of S Buckley Road and E Mexico Avenue (1770 S Buckley Road)
6. Public invited to be heard on non-agenda items
7. Commissioner comments/Miscellaneous items of business
8. Report/update by the Planning Division Manager
9. Report by the City Attorney
10. Adjournment
City of Aurora
Planning and Zoning Commission Case Report

Fitzsimons GDP Amendment No 9 – GDP Amendment
Development Application Number: DA-1233-46
Case Manager: Heather Lamboy

August 26, 2020

Project Summary:
The applicant, the Fitzsimons Redevelopment Authority (FRA), proposes to amend the previously approved Fitzsimons Innovation Campus GDP (FIC) (GDP), to allow for interim surface parking as a Conditional Use. The proposed GDP Amendment No. 9 contains approximately 184 acres of land and is bounded by Peoria Street to the west, Fitzsimons Parkway to the north and east, and Montview Boulevard to the south. The development, to be re-coined as the “Fitzsimons Innovation Community,” is envisioned to become a hub for bio-medical and non-bio medical innovative businesses that builds upon and supports the functions at the Anschutz Medical Campus to the south.

With the proposed GDP Amendment, the intent is to retain the current prohibition of surface parking lots; however, the use table will be modified to allow for interim surface parking in response to a need for parking facilities for UCHealth as the medical campus continues to be developed. It is anticipated that, as the FIC continues to develop, the interim parking lot will be replaced by a parking garage on the Anschutz Medical Campus. The Anschutz Medical Campus is expanding at a rapid rate, including the construction of a new 12-story tower that is currently underway. According to a UCHealth parking study, approximately 22% of parking complaints is due to insufficient parking. UCHealth approached the Fitzsimons Redevelopment Authority (FRA) and requested to partner with the FRA to provide a long-term lease for an interim parking lot on FIC campus. A series of parking garages are planned on the UCHealth campus within the next 3-5 years, but an interim parking solution was necessary.

The proposal includes design guidelines, which will be implemented by the FRA’s Design Review Board (DRB). Furthermore, the amount of time permitted for an interim parking lot has a maximum of 10 years. It is likely, given the pace of development on the campus, that there will be the need for development on that site around the conclusion of the 10-year timeframe.

The proposed interim use will provide for the opportunity to support the further development of the Anschutz Medical Campus which helps to address rising healthcare needs in the region. As a major research institution, UCHealth is a leader in the region for innovative healthcare practices, and the many clinical trials performed there help to contribute to the development of medicines and treatments for a wide variety of health issues. As UCHealth grows, so will the FIC’s critical bioscience research facilities that support the mission of improved healthcare.

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

Applicant’s Request:
Recommended approval of General Development Plan Amendment No. 9

Neighborhood Comments:
Twenty (20) adjacent property owners and five (5) registered neighborhood groups within one mile of the project were notified of the development application, and only one written community comment was received. The Northwest Aurora Neighborhood Organization commented that there is no objection due to the temporary time-limited nature of permitting interim surface lots.

Item History:
The original Fitzsimons Army Medical Center GDP extends from Colfax Avenue to Sand Creek Park and Peoria Street to Fitzsimons Parkway and was one of the very first annexations into the City of Aurora in 1944. The property was abandoned as a federal installation in 1997 and subsequently came under the ownership of the University of Colorado and the Fitzsimons Redevelopment Authority.

The very first General Development Plan was established in 1998 and encompassed the entire campus including the University Hospital and the Bioscience Park. This GDP was very general, primarily establishing the land use categories therein. Over the years, there have been amendments which related mostly to identifying the required infrastructure improvements and changes in the GDP zoning classifications to enable the development of the Fitzsimons Commons, a mixed-use development north of Montview. The most recent amendment was approved in 2016 which addressed permitted residential development surrounding the Fitzsimons 21 project to provide for more housing opportunity on-campus. Since then, one of the sites has been developed with 234 apartments, which is known as The Fremont.

This proposed GDP Amendment No. 9 is associated only with land area associated with the Fitzsimons Innovation Campus, now coined as the Fitzsimons Innovation Community, bounded by Peoria Street to the west, Fitzsimons Parkway to the north and east, and Montview Boulevard to the south. The 21 Fitzsimons development (existing mixed-use apartment community) and Federal Reserve properties are excluded from this amendment, as well as portions of the city-owned facilities located in the northeast corner of the property. See amendment to the GDP, attached in Exhibit C.

Major Issues Discussed During Development Review:
- Limits on Proposed Surface Parking
- Infrastructure and Phasing
- Design Guidelines

Results of Development Review:
**Limits on Proposed Surface Parking.** The intent of the mixed-use innovation campus is to provide for an urban environment, signature architecture and urban design, which is complemented with a series of green spaces and connections to the University of Colorado Medical Campus. Surface parking was not permitted with the original development of the GDP because the vision required for a pedestrian-friendly experience that limits on-site vehicular
circulation by providing connections to transit and light rail, as well as parking in garage facilities to limit the consumption of land area typically caused by surface parking.

By partnering with UCHealth to permit surface parking, the benefit to the FIC is that the infrastructure adjacent to the parking lot (E 23rd Avenue, and portions of Racine Street as well as E 25th Ave in the future) will be constructed by UCHealth. This provides for an additional gateway entrance into the campus.

Any surface parking lot will require a conditional use, and the proposed surface parking lot must meet rigorous criteria for site planning and buffering. Like all other site plans and site plan amendments, the conditional use will be administrative if the FRA Board finds the conditional use meeting all criteria and provides a letter of approval to the Director of Planning. This will be in keeping with the design review process as outlined in Section 1.6 of the GDP.

**Infrastructure and Phasing.** The existing Infrastructure Master Plan (IMP) outlines required infrastructure improvements for the campus. In the past few years portions of Ursula Street, Scranton Parkway, and 23rd and 25th Avenues have been developed. Additionally, improvements have been made to the detention facilities on campus that will address drainage concerns. In partnership with the City, a stormwater outfall is being constructed along the Racine Street corridor to help address area-wide drainage concerns.

**Urban Design Guidelines.** The Fitzsimons Innovation Community’s Urban Design guidelines will be amended to incorporate design standards that address the design and landscape buffering required for interim surface parking lots. The parking guidelines for the Fitzsimons Innovation Campus are designed to achieve several important goals. These goals include reinforcing the urban design of the Campus, integrating public transportation systems, maximizing parking efficiency and incorporating flexibility in response to the evolution of the Campus and transportation. The design guidelines reinforce the urban character of the Campus by locating surface and structured parking internal to urban blocks where it is appropriately screened from the Public Realm or by providing for appropriate design for parking facilities located adjacent to streets. The guidelines describe optimal locations for parking with the intent to encourage pedestrian activation of the streetscape. The guidelines will provide a basis for the review of future site plan submittals and provide a means for implementing the “vision statement” as outlined above. The Fitzsimons Innovation Community Urban Design Guidelines will be administered by a Design Review Board that will be charged with the review of all proposals simultaneously with the planning’s staff administrative review process. One member of the board is a representative of the Planning Department. The proposed surface parking design guidelines are illustrated in Exhibit D.

**Summary of Staff Recommendation:**
Recommends Approval to the City Council. (See last page of report for vote.)
Detailed Case Analysis

Public Notification:
Legal notice appeared in the Aurora Sentinel on August 14, 2020. The applicant has submitted verification of mailing public hearing notices to adjacent property owners and homeowner associations as well as photographs of the public notice sign on site.

Community Referrals:
Community referrals were provided to the following registered neighborhood groups within one mile of the site: Northwest Aurora Neighborhood Organization, Del Mar Neighbors United, Hoffman/Jewell Heights Neighborhood Association, Fairway Heights Townhome Association and Morris Heights Improvement Association.

Conformance with Code Criteria:

1. General Development Plan Criteria

Section 146-5.4.1.3.c. outlines the criteria for an amendment to a General Development Plan. In addition to meeting the criteria for zoning map and UDO text amendments in Subsection a above, an application for approval of rezoning to a PD zone district shall only be recommended if the Planning Director and the Planning and Zoning Commission find that the following criteria have been met, and shall only be approved if City Council finds the following criteria have been met.

- i. The proposed PD is required because of changed conditions or circumstances on the property or in the surrounding area: and

  • a. The applicant has demonstrated that the proposed initial zoning or rezoning is consistent with the spirit and intent of the Comprehensive Plan and with other policies and plans adopted by the City Council; and

  • b. The applicant has demonstrated that the proposed initial zoning or rezoning is compatible with surrounding development or can be made compatible with surrounding development through approval conditions; and

- iii. Any portion of the PD zone district to be occupied by multifamily, mixed-use, or industrial development shall provide a greater level of internal connectivity and connectivity to surrounding developments than would be required by Section 146-4.5 (Access and Connectivity) if the project were not being developed in a PD zone district; and

- v. Each multifamily, mixed-use, or industrial primary structure in the PD zone district shall provide a greater level of design quality than would be required by Section 146-4.8 (Building Design Standards) if the project were not being developed in a PD zone district; and

- vi. The PD includes private common spaces that include recreational or community amenities, public art, and/or outdoor gathering spaces for the project residents, occupants and users that exceed those that would be required if the project were not being developed in a PD zone district;

- vii. Any lands designed for public park and school sites in the PD zone districts meet the criteria for location of those types of lands in Sections 146-4.3.17 (Parks and Open Space) and 146-4.3.18 (School, Park, and Other Lands for Public Facilities) and any required park and open space lands are designed to connect with similar lands developed or designated on property adjacent to the proposed PD zone district to the maximum extent practicable.

The proposed amendment to the Fitzsimons General Development plan meets the criteria for approval because:

- The PD Amendment is required because a changed circumstance that requires additional interim parking on campus as it is developed and is consistent with the spirit and intent of the Aurora Places Innovation District and Urban District in which this project is sited;

- Internal connectivity is distributed through an organized street network that is established by the GDP;
A greater level of design is ensured through the Fitzsimons Design Guidelines which are implemented through review by the Fitzsimons Design Review Board; and,

- The PD provides for an integrated system of open spaces and parks that has been already established by the adopted GDP.

As stated in the vision statement, the GDP complies with the goals and vision set forth in the Fitzsimons Strategic Area as follows: “The Fitzsimons Innovation Campus (FIC) is envisioned to become the most advanced and vibrant Innovation Campus in Colorado, attracting both bio-medical and non-bio medical innovators. The Fitzsimons Redevelopment Authority (FRA) recognizes that to attract the best and brightest innovators who will shape the future, the physical design of a successful campus must reflect the beliefs and culture of the innovators themselves.

The characteristics of an innovation campus are distinct and unique from conventional real estate development. The objective is to create an urban research and office campus unique to Colorado that will attract bio-medical and other research companies that will benefit from proximity to the Anschutz Medical Campus. Innovative office and research uses will be at the core of the program, with retail and residential uses occurring in limited amounts in locations farther from the Anschutz Medical Campus and closer to the Light-rail Transit Station.”

The GDP Amendment also complies with the Fitzsimons Station Area Plan, Transit-Oriented Development zoning principles and the adopted Fitzsimons Urban Renewal Plan.

**Applicant Information:**

Applicant/Owner: Fitzsimons Redevelopment Authority
Project Manager: Civitas

**Exhibits:**

- Exhibit A: Applicant’s Letter of Introduction
- Exhibit B: GDP Package
- Exhibit C: Design Guidelines for Surface Parking Lots

**Project Statistics:**

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**Land Use Analysis**

<table>
<thead>
<tr>
<th>Item</th>
<th>Existing</th>
<th>Proposed</th>
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</thead>
<tbody>
<tr>
<td>Zoning</td>
<td>PD-MU Planned Development, Mixed-Use</td>
<td>PD-MU Planned Development, Mixed-Use</td>
</tr>
<tr>
<td>Land Use</td>
<td>Science and technology related uses</td>
<td>Innovative office and research, retail, residential, light industrial in line with TOD</td>
</tr>
<tr>
<td>Parcel Size</td>
<td>184 acres</td>
<td>184 acres</td>
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## Surrounding Properties

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<thead>
<tr>
<th>Direction</th>
<th>Zoning</th>
<th>Actual Use</th>
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</thead>
<tbody>
<tr>
<td>North</td>
<td>POS Parks &amp; Open Space</td>
<td>Sand Creek Park</td>
</tr>
<tr>
<td>East</td>
<td>POS Parks &amp; Open Space</td>
<td>Sand Creek Park</td>
</tr>
<tr>
<td>West</td>
<td>MU-FB Mixed-Use Fitzsimons Boundary/ OA R-1 Original Aurora Low Density Residential</td>
<td>Residential West Middle School (Aurora Public School)</td>
</tr>
<tr>
<td>South</td>
<td>MU – OI Mixed-Use Office Institutional</td>
<td>Anshutz Medical Campus, Veteran’s Hospital Children’s Hospital</td>
</tr>
</tbody>
</table>
Staff Recommendation:

Agenda Item 5a: GDP Amendment

Staff recommends that the Planning and Zoning Commission recommend approval with a condition the Fitzsimons Innovation Campus General Development Plan Amendment Number 9 to the City Council, because the proposal complies with the requirements of Code Section 146-5.4.1.3.c. of the Unified Development Ordinance for the following reasons:

- The PD Amendment is required because a changed circumstance that requires additional interim parking on campus as it is developed and is consistent with the spirit and intent of the Aurora Places Innovation District and Urban District in which this project is sited;
- Internal connectivity is distributed through an organized street network that is established by the GDP;
- A greater level of design is ensured through the Fitzsimons Design Guidelines which are implemented through review by the Fitzsimons Design Review Board; and,
- The PD provides for an integrated system of open spaces and parks that has been already established by the adopted GDP.

Approval to be subject to the following condition:

1. Resolution of outstanding technical issues prior to recordation of the general development plan and issuance of any building permits.
Letter of Introduction

Date: June 19, 2020

Project Name: Fitzsimons Innovation Campus

Applicant: Steve VanNurden, President and CEO
Fitzsimons Redevelopment Authority
E. Montview Boulevard, Suite 100
Aurora, Colorado

Owner/Developer
Fitzsimons Redevelopment Authority
E. Montview Boulevard, Suite 100
Aurora, Colorado
720-859-4100
Contact: Lyle Artz, lartz@FitzsimonsInnovation.com

Planner: Civitas Inc.
1200 Bannock Street
Denver, Colorado
303.571.0053
Contact: Chris Parezo, cparezo@civitasinc.com

Land Area: 184.19 acres

Re: General Development Plan Amendment #7

The purpose of the Fitzsimons General Development Plan is to add service parking as a conditional use. The land use table on Sheet 7 has been modified to include surface parking and includes a note referencing the length of time interim surface parking will be allowed. A note on Sheet 12, Section 4: Parking has been added referencing parking lot screening guidelines that have been added to the Fitzsimons Innovation Campus Urban Design Guidelines. The revised FIC Urban Design Guidelines are administered by the FIC Design Review Board and will be submitted to the City informal review.

Sincerely,

Chris Parezo, Principal
The Fitzsimons Innovation Community (FIC) is envisioned to become the most advanced and advanced Innovation Campus in Colorado, attracting both biotech and bio-medical innovation. The Fitzsimons Redevelopment Authority (FRA) recognizes that to attract the best and brightest innovators who will shape the future, the physical design of a successful campus must reflect the beliefs and culture of the innovators themselves. The characteristics of an innovation campus are distinct and unique from conventional real estate development. The objective is to create an urban research and office campus unique to Colorado that will attract biotech and other companies that will benefit from proximity to the Anschutz Medical Campus and closer to the Light-rail Transit Station.

1. Site Overview and General Objective:

The site is bounded by S. Peoria Street, Montview Boulevard and Fitzsimons Parkway. This 104 acre site was part of the original 1,174 acres that comprised the Fitzsimons Army Medical Center that closed in 1999. At that time, a majority of the land was conveyed to the University of Colorado and the Fitzsimons Redevelopment Authority.

This document contains the original GDP that encompassed 104 acres. The changes proposed address the mix of uses and the infrastructure required to support the Light-rail Station adjacent to Fitzsimons Parkway and the changing dynamics of the biotechnology industry.

The proposed uses on this site include the Aurora Comprehensive Plan and Fitzsimons Station Area Plan which identifies the site as an emerging science, technology, and innovation corridor that will become a hub for industry in the Rocky Mountain Region.

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

VISION STATEMENT:

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

GENERAL DEVELOPMENT PLAN NOTES:

1. On-Site and Off-Site Infrastructure Requirements:
The developer is responsible for construction of all off-site and on-site infrastructure needed to establish two points of emergency access to the overall site and specific points of construction. This requirement includes, but is not limited to, the construction of any emergency crossings improvements, landscaped under-slab and fire hydrants as requested by the adopted city code and city ordinances.

2. Temporary Fire Station Requirements:

If a permanent fire station is not operational, the Aurora Fire Department may require that an temporary fire station be opened when, as a result of the department’s risk analysis, such temporary fire station is deemed necessary by any one of the following benchmark criteria. Criteria include, but may not be limited to, the following:

- The number of alarms in the first due area, for the proposed fire station, exceeds an annual rate of 100 per year.
- The response time of the next due engine company, truck company and battalion chief exceeds 12 minutes 90% of the time.
- The number of fire hydrants within 1000 feet of the emergency access roadway exceeds 100, or the amount of commercial/industrial/roadside footage exceeds 2 million square feet.

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

3. Permanent Fire Station Requirements:
The developer is responsible for constructing a permanent fire station. The fire station shall be capable of receiving and processing all fire station calls for the developments, and the fire station shall be located on the site.

- The number of fire hydrants within 1000 feet of the emergency access roadway exceeds 100, or the amount of commercial/industrial/roadside footage exceeds 2 million square feet.

- If a permanent fire station is deemed necessary, the developer has agreed to provide a 1% of the site area for a temporary fire station within close proximity to future development sites. This site would be separate from the site for the permanent facility. The temporary fire station would be available for use by the Aurora Fire Department for 10 years, or as otherwise determined by agreement between the developer and the Aurora Fire Department.

FRA:

The developer is responsible for construction of a permanent fire station and associated fire access roads and sidewalks required for the development.

4. WHELEN WARNING SYSTEM REQUIREMENTS:
The City of Aurora uses the whelen siren system. The land requirement for the tower is a 10’ x 10’ easement. Each siren covers approximately 3,000 radial feet at 70 decibels and is spaced one siren per square mile. In an emergency situation, the city, school, or other public authority will be notified by the Aurora Fire Department.

5.thren, the city, school, or other public authority will be notified by the Aurora Fire Department.

6. The number of total responses in the first due area, for the proposed fire station, exceeds an annual rate of 400 per year.

- The number of single family units exceeds 500, or the amount of commercial/industrial square footage exceeds 2 million square feet.

- If a permanent fire station is deemed necessary, the developer has agreed to provide a 1% of the site area for a temporary fire station within close proximity to future development sites. This site would be separate from the site for the permanent facility. The temporary fire station would be available for use by the Aurora Fire Department for 10 years, or as otherwise determined by agreement between the developer and the Aurora Fire Department.

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- The number of single family units exceeds 500, or the amount of commercial/industrial square footage exceeds 2 million square feet.
LEGAL DESCRIPTION:

EXHIBIT B
GENERAL DEVELOPMENT PLAN AMENDMENT #9
COLORADO, MORE PARTICULARLY DESCRIBED AS, FOLLOWS:

OF LAND RECORDED AT RECEPTION NO. 20060609000590530 AND THE SOUTHERLY EXTENSION OF THE WEST
THENCE ALONG THE BOUNDARY LINES OF SAID FITZSIMONS ELECTRIC SUBSTATION SUBDIVISION SUBURBAN
FLURS NO. 1; 1.

THENCE SOUTH 05°34'29" EAST, ALONG THE TANGENT LINE A DISTANCE OF 370.76 FEET TO THE NORTH
LINE OF PARCEL "N", AS DESCRIBED IN BOOK 6362 AT PAGE 295 IN SAID PUBLIC RECORDS;

THENCE SOUTH 14°02'41" EAST A DISTANCE OF 38.46 FEET TO THE NORTH LINE OF PARCEL "U",
AS DESCRIBED AT RECEPTION NO. C0766T55;

THENCE SOUTH 12°34'24" WEST A DISTANCE OF 121.52 FEET TO THE POINT OF TANGENT;

THENCE SOUTH 00°16'54" EAST, A DISTANCE OF 165.00 FEET;

THENCE SOUTH 89°43'06" WEST A DISTANCE OF 130.00 FEET;

THENCE NORTH 89°43'06" WEST A DISTANCE OF 130.00 FEET;

THENCE NORTH 00°16'54" EAST, A DISTANCE OF 268.00 FEET;

THENCE SOUTH 00°16'54" EAST, A DISTANCE OF 245.94 FEET TO THE POINT OF CURVE TO THE LEFT;

THENCE SOUTH 89°40'29" EAST A DISTANCE OF 245.94 FEET TO THE POINT OF CURVE TO THE LEFT;

THENCE CONTINUE SOUTH 00°16'54" WEST A DISTANCE OF 409.00 FEET;

THENCE CONTINUE SOUTH 00°16'54" WEST A DISTANCE OF 211.40 FEET;

THENCE SOUTH 01°02'44" WEST, ALONG SAID TANGENT LINE, A DISTANCE OF 211.40 FEET;

THENCE CONTINUE SOUTH 00°16'54" WEST, A DISTANCE OF 268.00 FEET;

THENCE SOUTH 89°40'29" EAST A DISTANCE OF 211.40 FEET;

THENCE SOUTH 01°02'44" WEST, ALONG SAID TANGENT LINE, A DISTANCE OF 211.40 FEET;

THENCE NORTHERLY, ALONG THE SOUTHEAST CORNER OF PARCEL "AA-1", AS DESCRIBED AT RECEPTION NO. C0766T55;

THENCE SOUTHEASTERLY, ALONG A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 73°25'34", A RADIUS
OF 117.72 FEET AND A CHORD WHICH BEARS SOUTH 34° 50' 23" EAST, AN ARC DISTANCE OF 150.86 FEET TO
THENCE ALONG THE NORTH LINES OF SAID PARCEL "U" THE FOLLOWING FOUR (4) COURSES;

THENCE SOUTH 00°26'49" WEST, ALONG THE NON-TANGENT LINE, A DISTANCE OF 33.15 FEET;

THENCE SOUTH 00°26'49" WEST, ALONG THE NON-TANGENT LINE, A DISTANCE OF 33.15 FEET;

THENCE SOUTH 00°26'49" WEST, ALONG THE NON-TANGENT LINE, A DISTANCE OF 33.15 FEET;

THENCE SOUTH 89°39'24" WEST A DISTANCE OF 405.17 FEET TO THE PIN AND CAP, L.S. #16112, ON THE
WESTERLY CORNER OF PARCEL "AA-1" AND THE NORTHERLY CORNER OF PARCEL "AA-1-1","A-1","A-1-1",
AS DESCRIBED AT RECEPTION NO. C11144153 IN SAID PUBLIC RECORDS, SOUTH ALSO BEING ON A 117.72 FEET RADIUS CURVE WHERE CENTER BEARS SOUTH 18°25'35" WEST;

THENCE ALONG THE NORTHERLY LINES OF SAID PARCELS THE FOLLOWING FOUR (4) COURSES;

THENCE SOUTHEAST, ALONG A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 73°25'34", A RADIUS
OF 117.72 FEET AND A CHORD WHICH BEARS SOUTH 34° 50' 23" EAST, AN ARC DISTANCE OF 150.86 FEET;

THENCE SOUTH 00°26'49" WEST, ALONG THE NON-TANGENT LINE, A DISTANCE OF 33.15 FEET;

THENCE SOUTH 89°39'24" WEST A DISTANCE OF 405.17 FEET TO THE PIN AND CAP, L.S. #16112, ON THE
WESTERLY CORNER OF PARCEL "AA-1" AND THE NORTHERLY CORNER OF PARCEL "AA-1-1","A-1","A-1-1",
AS DESCRIBED AT RECEPTION NO. C11144153 IN SAID PUBLIC RECORDS, SOUTH ALSO BEING ON A 117.72 FEET RADIUS CURVE WHERE CENTER BEARS SOUTH 18°25'35" WEST;

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

THENCE SOUTH 00°16'54" SOUTHEASTERL"Y A DISTANCE OF 181.82 FEET TO THE NORTHWEST CORNER OF PARCEL "AA-1","A-1","A-1-1",
AS DESCRIBED AT RECEPTION NO. C0766T55 IN SAID PUBLIC RECORDS;

THENCE SOUTH 89°43'06" WEST A DISTANCE OF 544.00 FEET;

THENCE SOUTH 00°16'54" EAST, A DISTANCE OF 268.00 FEET;

THENCE CONTINUE NORTH 00°16'54" EAST, A DISTANCE OF 383.44 FEET TO THE EASTERLY EXTENSION OF THE CURVE
WHOSE CENTER BEARS NORTH 18°26'50" EAST;

THENCE SOUTH 00°26'49" WEST, ALONG THE NON-TANGENT LINE, A DISTANCE OF 33.15 FEET;

THENCE CONTINUE SOUTH 00°16'54" WEST A DISTANCE OF 409.00 FEET;

THENCE CONTINUE SOUTH 00°16'54" WEST A DISTANCE OF 409.00 FEET;

THENCE CONTINUE SOUTH 00°16'54" WEST A DISTANCE OF 409.00 FEET;

THENCE SOUTHEAST, CONTINUING ALONG SAID NON-TANGENT LINE, A DISTANCE OF 130.00 FEET TO THE SOUTHWEST
CORNER OF PARCEL "AA-1","A-1","A-1-1,
AS DESCRIBED AT RECEPTION NO. C0766T55 IN SAID PUBLIC RECORDS;

THENCE SOUTH 89°43'06" EAST A DISTANCE OF 544.00 FEET;

THENCE SOUTH 00°16'54" EAST, A DISTANCE OF 268.00 FEET;

THENCE SOUTHEAST, CONTINUING ALONG SAID NON-TANGENT LINE, A DISTANCE OF 130.00 FEET TO THE SOUTHWEST
CORNER OF PARCEL "AA-1","A-1","A-1-1,
AS DESCRIBED AT RECEPTION NO. C0766T55 IN SAID PUBLIC RECORDS;

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THENCE SOUTHEAST, CONTINUING ALONG SAID NON-TANGENT LINE, A DISTANCE OF 130.00 FEET TO THE SOUTHWEST
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AS DESCRIBED AT RECEPTION NO. C0766T55 IN SAID PUBLIC RECORDS;

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CORNER OF PARCEL "AA-1","A-1","A-1-1,
AS DESCRIBED AT RECEPTION NO. C0766T55 IN SAID PUBLIC RECORDS;

THENCE SOUTH 89°43'06" EAST A DISTANCE OF 544.00 FEET;

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THENCE SOUTHEAST, CONTINUING ALONG SAID NON-TANGENT LINE, A DISTANCE OF 130.00 FEET TO THE SOUTHWEST
CORNER OF PARCEL "AA-1","A-1","A-1-1,
AS DESCRIBED AT RECEPTION NO. C0766T55 IN SAID PUBLIC RECORDS;

THENCE SOUTH 89°43'06" EAST A DISTANCE OF 544.00 FEET;

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THENCE SOUTHEAST, CONTINUING ALONG SAID NON-TANGENT LINE, A DISTANCE OF 130.00 FEET TO THE SOUTHWEST
CORNER OF PARCEL "AA-1","A-1","A-1-1,
AS DESCRIBED AT RECEPTION NO. C0766T55 IN SAID PUBLIC RECORDS;

THENCE SOUTH 89°43'06" EAST A DISTANCE OF 544.00 FEET;

THENCE SOUTH 00°16'54" EAST, A DISTANCE OF 268.00 FEET;

THENCE SOUTHEAST, CONTINUING ALONG SAID NON-TANGENT LINE, A DISTANCE OF 130.00 FEET TO THE SOUTHWEST
CORNER OF PARCEL "AA-1","A-1","A-1-1,
AS DESCRIBED AT RECEPTION NO. C0766T55 IN SAID PUBLIC RECORDS;

THENCE SOUTH 89°43'06" EAST A DISTANCE OF 544.00 FEET;
LEGAL DESCRIPTION CONTINUED:

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

1. THENCE SOUTHWESTLY, ALONG SAID CURVE TO THE LEFT, AN ARC DISTANCE OF 40.84 FEET, THROUGH A CENTRAL ANGLE OF 02°25'44".

2. THENCE NON-TANGENT FROM SAID CURVE, SOUTH 58°17'09" WEST, A DISTANCE OF 195.24 FEET TO THE BEGINNING OF A 496.41 FEET RADIUS NON-TANGENT CURVE WHEREIN CENTER BEARS SOUTH 12°34'50" WEST ALSO BEING THE NORTHWEST CORNER OF PARCEL "D" AS DESCRIBED AT RECEPTION NO. 0077806.

3. THENCE SOUTHWESTLY, ALONG SAID CURVE TO THE LEFT, AN ARC DISTANCE OF 114.84 FEET, THROUGH A CENTRAL ANGLE OF 13°08'49" TO THE BEGINNING OF A 490.76 FEET RADIUS REVERSE CURVE WHEREIN CENTER BEARS SOUTH 29°34'59" WEST.

4. THENCE SOUTHWESTLY, ALONG SAID CURVE TO THE RIGHT, AN ARC DISTANCE OF 53.41 FEET, THROUGH A CENTRAL ANGLE OF 14°40'32" TO THE STARTING POINT OF REVERSE CURVATURE.

5. THENCE CONTINUING ALONG SAID 430.79 FEET CURVE TO THE RIGHT, AN ARC DISTANCE OF 30.18 FEET, THROUGH A CENTRAL ANGLE OF 08°15'41".

THENCE ALONG THE EXTERIOR OF SAID PARCELS, OF LAND DESCRIBED AT RECEPTION NO. 20060609000590530 THE FOLLOWING 5 COURSES:

1. THENCE SOUTH 20°33'12" WEST A DISTANCE OF 47.61 FEET;

2. THENCE SOUTH 09°16'42" WEST A DISTANCE OF 37.94 FEET;

3. THENCE NORTH 00°11'14" EAST A DISTANCE OF 32.14 FEET TO A POINT OF NON-TANGENT CURVE;

4. THENCE NORTHEASTLY, ALONG SAID NON-TANGENT CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 22°42'49", A RADIUS OF 59.77 FEET AND A CHORD WHICH BEARS NORTH 00°04'28" EAST; THENCE NORTH 65°44'59" WEST A DISTANCE OF 913.09 FEET TO A POINT OF A COMPOUND 19.61 FOOT RADIUS CURVE WHOSE CENTER BEARS SOUTH 22°42'49" EAST.

5. THENCE NORTHEASTLY, ALONG SAID REVERSE CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 22°42'49", A RADIUS OF 59.77 FEET AND A CHORD WHICH BEARS NORTH 00°04'28" EAST; THENCE NORTH 65°44'59" WEST A DISTANCE OF 913.09 FEET TO A POINT OF A COMPOUND 19.61 FOOT RADIUS CURVE WHOSE CENTER BEARS SOUTH 22°42'49" EAST.

THENCE ALONG THE EXTERIOR OF SAID PARCELS, THE FOLLOWING FOUR (4) COURSES:

1. THENCE SOUTHWESTLY, ALONG SAID NON-TANGENT CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 22°42'49", A RADIUS OF 59.77 FEET AND A CHORD WHICH BEARS SOUTH 13°21'01" WEST; THENCE NORTH 00°21'10" WEST A DISTANCE OF 17.13 FEET TO THE EAST BACK OF CURB OF VICTOR STREET; THENCE NORTH 00°08'48" WEST, ALONG SAID EAST BACK OF CURB, A DISTANCE OF 310.56 FEET; THENCE NORTH 04°15'51" WEST, CONTINUING ALONG SAID BACK OF CURB, A DISTANCE OF 69.30 FEET; THENCE NORTH 89°47'50" WEST A DISTANCE OF 63.28 FEET TO THE NORTH LINE OF SAID PARCEL "U";

2. THENCE NORTH 89°47'50" WEST A DISTANCE OF 63.28 FEET TO THE NORTH LINE OF SAID PARCEL "U";

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

4. THENCE NORTH 00°08'48" WEST A DISTANCE OF 310.56 FEET TO THE SOUTH BACK OF SAID PARCEL "U";

THENCE NORTH 00°13'45" WEST A DISTANCE OF 64.96 FEET;

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**EXISTING LAND USE:**

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

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

**EXISTING ZONING:**

PD-MU zoning exists on the entire site.

**EXISTING ZONING MAP:**

**PROPOSED ZONING:**

PD-MU zoning will remain on the entire site.

**PROPOSED ZONING MAP:**

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

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

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

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

**TRANSPORTATION:**

**OPEN SPACE AND BIKE NETWORK:**

**CONTEXT MAPS AND ZONING**

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

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

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

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

FUTURE STREET 1

NOT A PART

FUTURE STREET 2

NOT A PART

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

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

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

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

Maximum of 600 new dwelling units approved in Fitzsimons Innovation Community. Majority of these units are anticipated in the Mixed-use: Residential planning area.

NOTE:
- Maximum of 600 new dwelling units approved in Fitzsimons Innovation Community. Majority of these units are anticipated in the Mixed-use: Residential planning area.
- Mixed-use: Office / Commercial +/- 14.98 AC
- Mixed-use: Innovation / Research +/- 69.44 AC
- Mixed-use: Residential +/- 7.85 AC
- Mixed-use: Flex +/- 44.00 AC
- Park space +/- 9.03 AC
- Linear Park +/- 2.17 AC
- R.O.W +/- 34.51 AC
- Ineligible Open Space +/- 2.21 AC

TOTAL SITE 184.19 AC

The illustrations contained in this document demonstrate the design intent. Design guidelines will support GDP guidelines. Final designs submitted with the Site Plan may or may not replicate the illustrations contained in this GDP; they will however reflect the design intent portrayed.
## PERMITTED USES WITHIN THE GDP

### COMMERCIAL USES

<table>
<thead>
<tr>
<th>MIXED-USE</th>
<th>INNOVATION / RESEARCH</th>
<th>MIXED-USE</th>
<th>COMMERCIAL / OFFICE</th>
<th>MIXED-USE</th>
<th>FLEX</th>
<th>MIXED-USE</th>
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<td>Bars, lounges and night clubs</td>
<td>P</td>
<td>P</td>
<td>C</td>
<td>C</td>
<td>P</td>
<td>P</td>
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</tr>
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<td>Bowl-pins, arcades, arcades</td>
<td>P</td>
<td>P</td>
<td>C</td>
<td>P</td>
<td>P</td>
<td>P</td>
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</tr>
<tr>
<td>Catalog service</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>P</td>
</tr>
<tr>
<td>Child or adult day care center, small or large</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Entertainment &amp; Recreation, theater</td>
<td>NP</td>
<td>NP</td>
<td>C</td>
<td>P</td>
<td>C</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Extended stay lodging</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Liquor store (subject to 2000 ft. distance requirement)</td>
<td>NP</td>
<td>NP</td>
<td>C</td>
<td>P</td>
<td>P</td>
<td>P</td>
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</tr>
<tr>
<td>Hotels*</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Medical clinics (physicians / dentists)</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
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<td>Meeting, banquet, and conference facilities</td>
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<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
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<td>Offices</td>
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<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
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</tr>
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<td>Commercial parking structures</td>
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<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Surface parking1</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
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</tr>
<tr>
<td>Personal services</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Pharmacy</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Photocopying and printing</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Repair, rental, and servicing (U.S.A.)</td>
<td>C</td>
<td>C</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Research and development</td>
<td>C</td>
<td>C</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Retail sales</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Restaurant</td>
<td>P</td>
<td>P</td>
<td>C</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Shocks, including television and radio broadcasting stations, excluding antenna towers</td>
<td>P</td>
<td>P</td>
<td>C</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Urban agriculture</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Uses operating between the hours of 12:00 midnight and 5:00 a.m.</td>
<td>P</td>
<td>P</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
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<tr>
<td>Veterinary clinics</td>
<td>P</td>
<td>P</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>Veterinary hospitals</td>
<td>P</td>
<td>P</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
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</tr>
</tbody>
</table>

### INDUSTRIAL USES

<table>
<thead>
<tr>
<th>MIXED-USE</th>
<th>INNOVATION / RESEARCH</th>
<th>MIXED-USE</th>
<th>COMMERCIAL / OFFICE</th>
<th>MIXED-USE</th>
<th>FLEX</th>
<th>MIXED-USE</th>
<th>RESIDENTIAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Restricted light industrial use</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
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<tr>
<td>Welding / dry kilns</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Co-work and creative industries</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Marijuana testing (BBP)</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
</tbody>
</table>

### PUBLIC, CIVIC AND INSTITUTIONAL USES

<table>
<thead>
<tr>
<th>MIXED-USE</th>
<th>INNOVATION / RESEARCH</th>
<th>MIXED-USE</th>
<th>COMMERCIAL / OFFICE</th>
<th>MIXED-USE</th>
<th>FLEX</th>
<th>MIXED-USE</th>
<th>RESIDENTIAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Mobile Radio Service 2</td>
<td>P</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>Cooperative solar, Charging stations, Wind energy</td>
<td>P</td>
<td>P</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>Drive-up or drive-through facilities (for parking) (should be to the side or rear of building set at street level)</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Residential Clubhouse</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Assisted living facility</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>Day care home, child or adult</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>Extended stay lodging</td>
<td>PP</td>
<td>PP</td>
<td>PP</td>
<td>PP</td>
<td>PP</td>
<td>PP</td>
<td>PP</td>
</tr>
<tr>
<td>Medical clinic (physicians / dentists)</td>
<td>PPPPP</td>
<td>PPPPP</td>
<td>PPPPP</td>
<td>PPPPP</td>
<td>PPPPP</td>
<td>PPPPP</td>
<td>PPPPP</td>
</tr>
<tr>
<td>Commercial Mobile Radio Service 2</td>
<td>P</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>Commercial Mobile Radio Service 2</td>
<td>P</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>Cooperative solar, Charging stations, Wind energy</td>
<td>P</td>
<td>P</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>Drive-up or drive-through facilities (for parking) (should be to the side or rear of building set at street level)</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Residential Clubhouse</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Assisted living facility</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>Day care home, child or adult</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>Extended stay lodging</td>
<td>PP</td>
<td>PP</td>
<td>PP</td>
<td>PP</td>
<td>PP</td>
<td>PP</td>
<td>PP</td>
</tr>
<tr>
<td>Medical clinic (physicians / dentists)</td>
<td>PPPPP</td>
<td>PPPPP</td>
<td>PPPPP</td>
<td>PPPPP</td>
<td>PPPPP</td>
<td>PPPPP</td>
<td>PPPPP</td>
</tr>
</tbody>
</table>

### NOTES

1. Any use listed above may be an accessory use to a proposed primary use listed above.
2. Below are the maximum gross floor area standards for each type of use. Any use exceeding the maximum gross floor area standard is prohibited.
3. There will be a limitation of two hotels within this GDP boundary. At a minimum one of the hotels will be a service hotel with the exception that the maximum square feet of meeting facilities will be 8,000 square feet. The total number of rooms shall not exceed 275. Hotel, service hotel must meet the following standards:
   - A minimum of 250 square feet of meeting space for each 50 guest rooms.
   - Access should be either interior or through an exterior corridor.
   - A lobby a minimum of 300 square feet.
   - Provide a guest fitness center with exercise and fitness equipment, sauna, and whirlpool.
   - Off street parking, four spaces per hotel room.
   - Rooms shall be located on a minimum of four floors with elevator access.
4. A hotel facility associated with a grocery store may be permitted per FRA approval.
5. A drive-up or drive-through facility for a pharmacy located within a grocery store may be permitted per FRA approval.
6. A grocery store with a maximum gross floor area of 80,000 square feet may be permitted per FRA approval.
7. Uses immediately adjacent to residential Planning Areas will be reviewed for compatibility with resident use and subject to FRA approval. Use criteria for the planning area note (Section 10).
8. Residences are limited to 400 new dwelling units for the entire GDP.
9. Depth of setback regulation only. CIVITAS shall be severed from town lines or designed to designate visual impact on public streets.
10. No single floor area exceeding 7,000 square feet.
11. In the event of a proposed conditional use, the FRA shall determine if the conditional use is compatible and appropriate. The FRA will send a letter of approval to the Aurora Director of Planning advising such use should be administratively approved by the City.
These General Development Plan criteria are generally consistent with the City of Aurora Station Area Plan. Deviations from City of Aurora Station Area Plan are included herein. Where conflicting information is provided, the GDP shall govern. The illustrations contained in this document demonstrate the design intent. Design guidelines will support GDP guidelines. Final designs submitted with the Site Plan may or may not replicate the illustrations contained in this GDP; they will however reflect the design intent portrayed.

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

NOTES:

1. Further study necessary to determine if one or two signals will be necessary.
2. Refers to travel lanes. R.O.W. will be made available at the time of site plan submittal to allow for necessary turn lanes as indicated by the City of Aurora Traffic Study for the Fitzsimons Innovation Community.
The intent of the park space framework is to provide a network of spaces that connect Anschutz Medical Campus, FIC and neighborhoods to one another and the station and Sand Creek Park. See Sheet 14 for proposed sections.

1. City of Aurora has TIP Grant Funding to build a pedestrian and bicycle connection along Fitzsimons Pkwy. and Ursula St. connecting Fitzsimons Station to 23rd Avenue. See Sheet 14 for proposed sections.

2. See Table 1, Sheet 12 for park space requirements.

3. Multi-use path will be located in the linear park.

4. See Sheet 11, Section 2.6 for Park descriptions.

### PARK SPACE SUMMARY

<table>
<thead>
<tr>
<th>NAME</th>
<th>AREA (ac)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fitzsimons Park</td>
<td>5.37</td>
</tr>
<tr>
<td>Scratchen Park</td>
<td>2.43</td>
</tr>
<tr>
<td>Chapel Park</td>
<td>0.33</td>
</tr>
<tr>
<td>Ursula Park</td>
<td>0.88</td>
</tr>
<tr>
<td>Linear Park</td>
<td>2.17</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>11.20</strong></td>
</tr>
</tbody>
</table>

**NOTE:**

- 1. City of Aurora has TIP Grant Funding to build a pedestrian and bicycle connection along Fitzsimons Pkwy. and Ursula St. connecting Fitzsimons Station to 23rd Avenue. See Sheet 14 for proposed sections.

- 2. See Table 1, Sheet 12 for park space requirements.

- 3. Multi-use path will be located in the linear park.

- 4. See Sheet 11, Section 2.6 for Park descriptions.
1. INTRODUCTION:

1.1 PURPOSE

The purpose of the Planned Development-Mixed Use (PD-MU) zone district is to utilize new and imaginative concepts in urban design and land development to promote and improve the health, safety, and general welfare of the citizens of the City. The planned development zone is also intended to provide for a high-quality mixed-use innovation and employment center supported by high-quality neighborhood and commercial areas.

1.2 RELATIONSHIP TO STATION AREA PLAN

This Planned Development-Mixed Use (PD-MU) adoption approach to the Fitzsimons Innovation Community (FIC) based upon the Vision and Guiding Principles established in the Station Area Plan.

1.3 RELATIONSHIP TO ZONING

The Design Guidelines and applicable laws within this document are based upon the City of Aurora Transit-Oriented Development (TOD) Zoning District. The guidelines have been tailored to align with the TOD for design and land development to promote and improve the health, safety, and general welfare of the City of Aurora.

1.4 RELATIONSHIP TO PD GUIDELINES

PD Guidelines are designed to perform existing Colorado Science + Technology (CST) Design Guidelines that define the outcomes for urban design and land development to promote and improve the health, safety, and general welfare of the City. The guidelines are intended to be used as a reference for urban design and land development to promote and improve the health, safety, and general welfare of the City. The guidelines are intended to be used as a reference for urban design and land development to promote and improve the health, safety, and general welfare of the City.

1.5 ADMINISTRATION AND INTERPRETATION

The Fitzsimons Redevelopment Authority (FRA) will administer the Design Review Board (DRB). The FRA will serve on the Design Review Board (DRB). The FRA will serve on the Design Review Board (DRB) that will review and recommend design guidelines for urban design and land development to promote and improve the health, safety, and general welfare of the City. The Board will review and recommend design guidelines for urban design and land development to promote and improve the health, safety, and general welfare of the City. The Board will review and recommend design guidelines for urban design and land development to promote and improve the health, safety, and general welfare of the City.

1.6 DESIGN REVIEW PROCESS


1.7 NEW CONSTRUCTION AND CHANGES TO EXISTING DEVELOPMENT

In the case of existing development, only the building items or site plan features changed or proposed to be changed need to meet the design requirements of this section. In such cases the entire existing site shall be brought into compliance with the PD-MU requirements within a reasonable time frame.

1.8 TOUCH RULE

The purpose of the Planned Development-Mixed Use (PD-MU) zone district is to utilize new and imaginative concepts in urban design and land development to promote and improve the health, safety, and general welfare of the citizens of the City. The planned development zone is also intended to provide for a high-quality mixed-use innovation and employment center supported by high-quality neighborhood and commercial areas.

1.9 LAND USE

The Fitzsimons Innovation Community advocates a wide mix of uses with biomedical and technological research/innovation uses at the core of the plan. All planning areas are intended to meet intensive and varied uses.

1.10 USES

The Fitzsimons Innovation Community advocates a wide mix of uses with biomedical and technological research/innovation uses at the core of the plan. All planning areas are intended to meet intensive and varied uses.

1.11 MIXED USE INNOVATION / RESEARCH

The Fitzsimons Redevelopment Authority (FRA) will appoint seven (7) Board Members to the Design Review Board (DRB). The Design Review Board (DRB) will serve on the Design Review Board (DRB) that will review and recommend design guidelines for urban design and land development to promote and improve the health, safety, and general welfare of the City. The Board will review and recommend design guidelines for urban design and land development to promote and improve the health, safety, and general welfare of the City. The Board will review and recommend design guidelines for urban design and land development to promote and improve the health, safety, and general welfare of the City.

1.12 RELATIONSHIP TO TOD ZONING

MIXED USE RESIDENTIAL

Primary location: located at north of 224th Avenue in proximity to Aurora Medical Campus.

Primary location: located at north of 224th Avenue in proximity to Aurora Medical Campus.

In order to allow for the potential for corporate office user or regional commercial center, based upon market conditions. Commercial uses may include a small to medium size local grocery store, general retail, specialty retail, dining, and entertainment. Commercial development will be designed to integrate with the overall urban design vision. For a full list of allowable uses, see Permitted Uses on Sheet 7.

1.13 NEW CONSTRUCTION AND CHANGES TO EXISTING DEVELOPMENT

In the case of existing development, only the building items or site plan features changed or proposed to be changed need to meet the design requirements of this section. In such cases the entire existing site shall be brought into compliance with the PD-MU requirements within a reasonable time frame.

1.14 USES

The Fitzsimons Innovation Community advocates a wide mix of uses with biomedical and technological research/innovation uses at the core of the plan. All planning areas are intended to meet intensive and varied uses.

1.15 LAND USE

The Fitzsimons Innovation Community advocates a wide mix of uses with biomedical and technological research/innovation uses at the core of the plan. All planning areas are intended to meet intensive and varied uses.

1.16 MIXED USE INNOVATION / RESEARCH

The Fitzsimons Redevelopment Authority (FRA) will appoint seven (7) Board Members to the Design Review Board (DRB). The Design Review Board (DRB) will serve on the Design Review Board (DRB) that will review and recommend design guidelines for urban design and land development to promote and improve the health, safety, and general welfare of the City. The Board will review and recommend design guidelines for urban design and land development to promote and improve the health, safety, and general welfare of the City. The Board will review and recommend design guidelines for urban design and land development to promote and improve the health, safety, and general welfare of the City.

1.17 NEW CONSTRUCTION AND CHANGES TO EXISTING DEVELOPMENT

In the case of existing development, only the building items or site plan features changed or proposed to be changed need to meet the design requirements of this section. In such cases the entire existing site shall be brought into compliance with the PD-MU requirements within a reasonable time frame.
The Fitzsimons Innovation Community includes a network of public park spaces linked by pedestrian-oriented streets. The Fitzsimons Innovation Community includes a network of public park spaces linked by pedestrian-oriented streets. The Fitzsimons Innovation Community includes a network of public park spaces linked by pedestrian-oriented streets. The Fitzsimons Innovation Community includes a network of public park spaces linked by pedestrian-oriented streets. The Fitzsimons Innovation Community includes a network of public park spaces linked by pedestrian-oriented streets.
3.2 BUILDING HEIGHTS

- Building heights are encouraged in all planning areas in order to create a denser, urban employment center with a mix of uses and active public spaces.
- Building height standards are established by the building height tables. Building height is measured from average ground level to the highest rooftop elevation of a building.
- For most areas, the maximum building height is limited by rooftop parking.
- Height exceptions may be allowed in cases where rooftop parking conflicts with rooftop Mechanical equipment.

3.2.1 Maximum Building Height

- Maximum building height varies, ranging from 31' 10" to 75' 10".
- Height exceptions may be allowed in cases where rooftop parking conflicts with rooftop Mechanical equipment.

3.3 DESIGN GUIDELINES ::

- Architectural and Landscape Design Guidelines are an important and essential part of this important project. FITZSIMONS INNOVATION COMMUNITY Design Guidelines will support GDP guidelines.
- Design Guidelines are an important and essential part of this important project. FIC Design Guidelines will support GDP guidelines.

3.3.1 ARCHITECTURAL DESIGN GUIDELINES

- Architectural and Landscape Design Guidelines are an important and essential part of this important project. FITZSIMONS INNOVATION COMMUNITY Design Guidelines will support GDP guidelines.
- Design Guidelines are an important and essential part of this important project. FIC Design Guidelines will support GDP guidelines.

3.3.2 LANDSCAPE DESIGN GUIDELINES

- The Landscape Design Guidelines are intended to create a pleasant and enjoyable environment for FIC residents and office users. The FIC Design Guidelines will include a checklist of sustainability criteria from LEED.

3.3.3 PUBLIC ART

- Public art enlivens the physical and intellectual environment and should be used in strategic locations throughout the campus.
- Large and smaller scale sculptures can create memorable landmarks that integrate with urban living environments.

3.3.4 Sustainability

- FIC is committed to creating a greener and sustainable urban development. The project green roof system has been fully integrated into the design process and is being reviewed for inclusion in the Urban Design Guidelines.
- The FIC Design Guidelines will include a checklist of sustainability criteria from LEED.

4. PARKING ::

- In order to create a more walkable, urban environment, local resources devoted to parking should be minimized.
- Parking facilities should be designed as efficiently as possible to accommodate primary parking demands for minimum aggregate parking.
- Community parking should be provided to support primary parking demands for primary parking.
- Parking facilities should be located as close to the center of the community as possible.
- Parking facilities should be designed to connect to the existing grid where feasible linking the transit station to the neighborhoods, Anschutz Medical Campus and FITZSIMONS INNOVATION COMMUNITY. The urban form and street design is intended to create a pedestrian and bicycle-friendly environment.
- The pedestrian and bicycle network will connect to the future Light-rail station.
- The pedestrian and bicycle network will connect to the future Light-rail station.
These General Development Plan criteria are generally consistent with the City of Aurora Station Area Plan. Deviations from City of Aurora Station Area Plan are included herein. Where conflicting information is provided, the GDP shall govern. The illustrations contained in this document demonstrate the design intent. Design guidelines will support GDP guidelines. Final designs submitted with the Site Plan may or may not replicate the illustrations contained in this GDP; they will however reflect the design intent portrayed.

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

NOTES:

A. TYPICAL MID-BLOCK SECTION WITH BIKE LANES (E. 23RD AND RACINE) :
Two lane street with on-street bike lanes and on-street parking both sides
* see notes 1, 2, and 3 on this sheet.

B. URSULA STREET / TYPICAL MID-BLOCK SECTION :
Two travel lanes / On-street parking both sides
* see notes 1, 2, and 3 on this sheet.

C. VICTOR STREET / TYPICAL MID-BLOCK :
Two travel lanes / On-street bike lanes / On-street parking both sides
* see notes 1, 2, and 3 on this sheet.

D. TYPICAL MID-BLOCK SECTION WITHOUT BIKE LANES (ALL OTHER STREETS) :
Two lane street with on-street parking both sides
* see notes 1, 2, and 3 on this sheet.
FITZSIMONS INNOVATION COMMUNITY
GENERAL DEVELOPMENT PLAN AMENDMENT #9
SECTION 35, TOWNSHIP 3 SOUTH
RANGE 27, WEST OF THE 8TH PRINCIPAL MERIDIAN
CITY OF AURORA, COUNTY OF ADAMS, COLORADO

E. SCRANTON PARKWAY / TYPICAL MID-BLOCK ::
Each side: One travel lane / One parking lane / Bicycle lane
* see notes 1, 2 and 3 on this sheet.

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

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

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

FITZSIMONS INNOVATION COMMUNITY
AURORA, COLORADO

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

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

STREET SECTIONS

FITZSIMONS INNOVATION COMMUNITY
AURORA, COLORADO

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

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

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

B. CONCEPTUAL FITZSIMONS AND RACINE STREET INTERSECTION:

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

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

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

NOTES :
*See notes 1, 2, and 3 on this sheet.
NOTE ::

1. All street intersections are conceptual. Final design and lane configuration are subject to future traffic study.

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

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

LEGEND ::

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

NOTE ::

1. See notes 1, 2, and 3 on this sheet.
2. See notes 1, 2, and 3 on this sheet.

*See notes 1, 2, and 3 on this sheet.*
improvements plan setting forth the triggers for installation of public improvements, will be approved as part of the Site Plan. Traffic and engineering will be updated, as reasonably determined to be necessary by the Aurora Public Works Director, and shall be included with each public improvements plan.

Traffic and engineering will be updated, as reasonably determined to be necessary by the Aurora Public Works Director, and shall be included with each public improvements plan.

P.I.P. 1, 2 and 3 currently exist and are likely to incur are designated in order of likely development potential given existing site constraints and development strategy. However, this does not represent a phasing plan.

Site plans submitted by P.I.P. shall trigger construction of Scranton Parkway between Eleventh and E. 23rd Avenue, and construction of E. 23rd Avenue between Scranton Parkway and Ursula Street.

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

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

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

Public art guidelines are included in the FIC Design Guidelines. As amendments, site-wide public art plans will be created as a minor amendment in coordination with C.O.A. Public Art Planner.

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

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

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

The GDP shall govern. The illustrations contained in this document demonstrate the design intent. Final designs submitted with the Site Plan may not replicate the illustrations contained in this GDP; they will however reflect the design intent portrayed.

P.I.P. 4 and 5 to allow park space to be developed concurrently with residential development.

Site plans submitted by P.I.P. shall trigger construction of Scranton Parkway between Eleventh and E. 23rd Avenue, and construction of E. 23rd Avenue between Scranton Parkway and Ursula Street.

Site plans submitted by P.I.P. shall trigger design and construction of Scranton Parkway between Eleventh and E. 23rd Avenue, and Fitzsimons Parkway.
These General Development Plan criteria are generally consistent with the City of Aurora Station Area Plan. Deviations from City of Aurora Station Area Plan are included herein. Where conflicting information is provided, the GDP shall govern. The illustrations contained in this document demonstrate the design intent. Design guidelines will support GDP guidelines. Final designs submitted with the Site Plan may or may not replicate the illustrations contained in this GDP; they will however reflect the design intent portrayed.
These General Development Plan criteria are generally consistent with the City of Aurora Station Area Plan. Deviations from City of Aurora Station Area Plan are included herein. Where conflicting information is provided, the GDP shall govern. The illustrations contained in this document demonstrate the design intent. Design guidelines will support GDP guidelines. Final designs submitted with the Site Plan may or may not replicate the illustrations contained in this GDP; they will however reflect the design intent portrayed.
Surface Parking

There are three types of surface parking within the FIC. The first is on-street parallel parking, which is a requirement for every Primary and Secondary Street in the Campus and contributes to the required parking number calculated for each block within the master plan. The second type is surface parking lots associated with buildings. These shall be located behind buildings and screened from public view. The third are interim, stand alone parking lots. Interim surface parking lots are permitted to a maximum of 3 years per the GDP.

Surface parking lots should meet the intent and design guidelines listed below, while also accommodating the location of building service areas and pedestrian connections. In the case of an interim parking lot, the parking lot shall consider future street locations and potential future building pad locations.

Intent
- To design surface parking areas in a manner that will allow drives and Tertiary Streets to become Secondary Streets in later phases.
- To design surface parking areas in a manner that will allow the parcel or block to densify over time with additional buildings and parking structures.
- To screen surface parking from all public streets.
- To locate parking behind or to the side of buildings.
- To buffer the view of surface parking lots and the cars on them from adjoining streets, open spaces and pedestrian ways.
- To visually separate parking lots from adjoining streets.
- To reduce the scale of surface parking lots.
- To reduce overall heat gain of paved surfaces.
- To soften the appearance of surface parking lots with landscaping.

Design Guidelines
- Surface parking shall comply with local zoning ordinances and the Americans with Disabilities Act.
- Landscape islands should break up parking rows that exceed 15 spaces.
- Consider the use of permeable paving for surface parking lots to minimize stormwater run-off.
- Terminal islands should be placed at the end of every parking row.
- Parking rows should be positioned perpendicular to building façades where possible.
- Each surface parking lot should minimize the number of curb cuts in order to maintain the continuous streetscape character of adjoining streets.
- Parking lots larger than 200 spaces should have landscaped median rows to break up the scale of parking lots.
- A minimum of 0.5% of the parking area should be landscaped.
- Provide shade for parked vehicles.
- Provide charging stations for electric vehicles.
- Reduce overall heat gain of paved surfaces.
- Pedestrian ways should be clearly identified.
- If shuttle stops are included in parking lots, they should include bus shelters, trees and landscape to create a comfortable, human scale experience.

Parking Lot Perimeter Screening

Surface parking lots shall be set back a minimum of ten feet from the public right-of-way or property line to provide space for a continuous landscape buffer zone. Parking lots shall be visually screened from the public right-of-way, open space, and adjacent property by one or more of the following methods:

1. A continuous landscaped buffer zone consisting of an architectural berm between 18” and 36” high with a maximum slope of 3:1 planted with shrubs planted at a maximum of 3 feet on center in a triangular pattern. The berm may be planted with drought tolerant grasses, consist of rock mulch, or some combination thereof.

2. A continuous landscaped buffer zone that includes a minimum six-foot wide screening layer consisting of shrubs planted a maximum of 3 feet on center in a triangular pattern with a mature height of at least 36” high. Ornamental, tall grasses may be substituted for up to 30% of the shrubs within the screening layer subject to approval by the DRB.

3. Low walls may be used to provide screening where a ten-foot landscape buffer zone cannot be achieved. Walls should be a minimum of 36” high, in combination with shrubs, ornamental grasses, and perennials. Plant material shall be placed on the exterior side of the wall. Wall materials and design should be consistent with site architecture.

Design Guidelines
- The FRA DRB shall review and approve screening strategy, planting and materials.
- Wood, solid walls and chain link fencing are not allowed.
- Fences should be visually subordinate and inconspicuous.
- Fence appearance should be softened with plantings.
- Fences shall not exceed 6’ in height.
- Fences and vehicular gates for parking lots should be decorative and contribute to the visual quality of the project and the overall development.
- Fences and landscape materials shall be used to screen parking lots, service areas, loading areas, and outdoor storage areas. When not required for security, fences should be minimized. When required for security, fencing should be as inconspicuous as possible, and walls should be low.

The FRA DRB shall review and approve screening strategy, planting and materials.
Project Summary:
The applicant, Michael Coleman with River Rock Real Estate Group, is requesting approval of a Site Plan for a 2,200 square-foot stand-alone coffee shop building. A Conditional Use request is also part of this application to permit an accessory drive-through in a MU-C zone district. The subject site is located within a larger approximately 7.8-acre site which currently houses a multi-tenant retail center known as the Aurora Mall Plaza West Shopping Center. The existing retail center is located on the southwest corner of Alameda Avenue and Potomac Street. The retail center is zoned MU-C as well as land to the east across Potomac Street, with Parks & Open Space (Bicentennial Park) zoning to the north, and the Aurora Hills subdivision, which is zoned R-2 Medium Density District to the west and south of the shopping center.

The existing retail building is an L-shaped strip commercial building with approximately 80,000 square feet. The new building is proposed to front Alameda Avenue to the west of the existing gas station. The proposed building will be clad predominantly with a metal panel rain screen having a simulated wood slat finish appearance accented with a tile wainscot. Steel siding is used as an accent to screen any rooftop equipment, roof access ladder, and utility connections at the rear of the building.

The proposal is within the existing parking lot resulting in a minor reduction of parking spaces for the overall retail center of less than 10%. The reduction meets the criteria for administrative approval of a minor parking reduction and is supported by staff (UDO Section 146-5.4.4.F). An adjustment to Section 146-3.3.6.E.5 is also being requested. This code section requires drive-up or drive-through facilities to be located to the side or rear of the primary building and not between the façade of the building and the street. This proposal includes a drive-through lane between the building and the street. Staff is supportive of this adjustment request with the many proposed improvements to walkability and pedestrian safety on the site. In addition, the proposed drive-through configuration limits the loss of parking and provides adequate queuing for cars, which benefits the overall site.

Applicant’s Request:
Conditional Use Approval
Site Plan

Neighborhood Comments:
Eleven (11) registered neighborhood organizations and twenty-one (21) adjacent property owners were notified of the site plan application. Comments were received from 2 outside agencies. There were no comments received from community members and a neighborhood meeting was not held.
Major Issues Discussed During Development Review:

- Conditional Use
- Building and Site Design
- Circulation and Traffic

Results of Development Review:

Conditional Use Request. In the MU-C zone district, drive-throughs are a Conditional Use as “accessory” to permitted uses such as restaurants, banks, or pharmacies, and may be allowed subject to code criteria compliance, context and mitigation of external impacts. In Subarea A, the MU-C zone district is intended to encourage the revitalization and redevelopment of aging shopping centers and older commercial sites. The proposal is consistent with this vision by placing a building along Alameda Avenue and serving to draw traffic to the shopping center. The proposal for a coffee shop is also consistent with the Established Neighborhood Placetype for this area, which encourages limited shopping and dining opportunities to serve the surrounding neighborhood. Through various mitigation measures and site characteristics, the development meets the criteria for a conditional use through the provision of improved site circulation, landscaping, and overall aesthetic improvements to the currently vacant site.

Building and Site Design. In addition to the Conditional Use requirements, drive-throughs also must adhere to Use-Specific Standards detailed in Section 146-3.3.6. These standards do not permit the placement of drive-through facilities between the primary building and the street. The proposed development meets this requirement by placing the order board and the pickup window to the side and rear of the building, which is internal to the shopping center. This design creates an activated streetscape and provides direct pedestrian access to the building entrance. The building design meets code requirements for four-sided architecture, with changes in parapet height and vertical articulation. Amenities are also provided in the form of a patio area, shade structure, and landscaping. The building will also be constructed of high-quality materials, such as metal panels, simulated wood, storefront glazing, and tile for the patio wall, all of which are permitted materials under the UDO. The proposed design with the drive-through lane located between the building and the street does not require an adjustment which is supported by staff for the reasons above, and the design limits the loss of parking.

Circulation and Traffic. Traffic circulation within the site and to the surrounding area is often a concern for auto-oriented uses. The building has been designed and placed in the shopping center to provide minimal disruption to the existing vehicle circulation pattern. New sidewalks and a pedestrian connection to Alameda Avenue will improve pedestrian access and circulation and better connect the site to transit stops. The proposal also provides 7 vehicle stacking spaces in the drive-through lane per code. These measures ensure that efficient vehicle access to the site is created, proper vehicle circulation throughout the existing shopping center is maintained, and pedestrian and vehicle conflict points are minimized to the greatest extent possible.

Summary of Staff Recommendation:
Approval of the Conditional Use
Approval of the Site Plan with one condition. (See last page of report for vote.)
Detailed Case Analysis

Public Notification:
Legal notice appeared in the Aurora Sentinel on July 30, 2020. The applicant has submitted a certificate of mailing proving public hearing notices were mailed to adjacent property owners and a sign was posted on site 10 days prior to the hearing in accordance with code.

Community Referrals:
Referrals were provided to the following registered neighborhood organizations within one mile of the project: Gentry HOA, Lyn Knoll, Cherry Grove East II, Country Village Townhome Association, Sable Landing Condos, Village at City Center Condos, Park Avenue HOA, Sunridge Patio HOA, Topaz at the Mall II, Century City Condominium Association, and Red Sky HOA.

Conformance with Code Criteria:
1. Conditional Use Criteria
   Conditional Use approval criteria are found in Section 146-5.4.3.A.3 of the Unified Development Ordinance, and may be summarized as follows: (1) Compliance with all applicable standards, regulations, plans, or conditions which affect the property; (2) Consistency with the Comprehensive Plan; (3) size, scale, height, density, traffic impacts, and hours of operations are compatible with existing and planned uses in the surrounding area; (4) the proposed use will not change the predominant character of the area; (5) Capacity of existing City infrastructure and public improvements to serve the proposed development; (6) Approval of the application will not result in significant housing impacts or dislocation of tenants; and (7) Mitigation of any adverse impacts to the degree practicable.

   The proposal meets code criteria for Conditional Uses regarding compliance with standards, size, scale, height, density, traffic, and mitigation of impacts. Therefore, the application as proposed:

   • Complies with all applicable standards, regulations, and plans which affect the property;
   • Is consistent with the size, scale, and intensity of uses and the surrounding area;
   • Will have no negative impact on existing city infrastructure or public improvements;
   • Will not result in the dislocation of existing tenants; and
   • Adequately mitigates adverse external impacts through site design.

2. Site Plan Criteria
   Site Plan approval criteria are found in Section 146-5.4.3.B.2.c of the Unified Development Ordinance, and may be summarized as follows: (1) Compliance with all applicable standards, regulations, plans, or conditions which affect the property; (2) Capacity of existing City infrastructure and public improvements to serve the proposed development; (3) Protection and preservation of environmental features and topography to enhance the development; (4) Improves or expands multi-modal connections; (5) Compatibility with surrounding uses; and (6) Mitigation of any adverse impacts.

   The Site Plan complies with the code criteria for commercial development regarding design, circulation, building architecture, and compatibility for the following reasons:

   • The proposed use is identified as a supporting land use in the Established Neighborhood Placetype in the Aurora Places Plan;
   • The project complies with all applicable standards, plans, and conditions which affect the property;
   • The project will have no negative impact on City infrastructure and public improvements; and
   • The proposal is compatible with surrounding commercial retail land uses.
Meeting Date: August 26, 2020
Case Number(s): 1984-6034-18, 1984-6034-19
Computer File #: K:\ZDR\$DA\1277-05pcr.rtf

Agenda Item: 5bc

Applicant Information:
Applicant: River Rock Real Estate Group (Michael Coleman)
Agent: MAH Architectural Group (Chad August)

Exhibits:
Exhibit A Vicinity Map
Exhibit B Applicant’s Letter of Introduction
Exhibit C Site Plan
Exhibit D Landscape Plan
Exhibit E Building Elevations
Exhibit F Floor Plan

Project Statistics:

Land Use Analysis

<table>
<thead>
<tr>
<th>Item</th>
<th>Existing</th>
<th>Permitted or Required</th>
<th>Proposed</th>
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<tbody>
<tr>
<td>Zoning</td>
<td>(MU-C) Mixed Use – Corridor</td>
<td>N/A</td>
<td>No Change</td>
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<tr>
<td>Land Use</td>
<td>Vacant Parking Lot</td>
<td>N/A</td>
<td>Coffee Shop</td>
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<tr>
<td>Parcel Size</td>
<td>7.8 acres</td>
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<td>Building Coverage</td>
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<td>2,144 SF (New Building)</td>
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<td>Landscape Area</td>
<td>N/A</td>
<td>N/A</td>
<td>52,898 SF (Entire Shopping Center)</td>
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<td>Hard Surface Area</td>
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<td>Building Height</td>
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<td>Total Signage</td>
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<td>Total Sign Area</td>
<td>N/A</td>
<td>200 SF</td>
<td>107 square feet</td>
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<tr>
<td>Number of On-Site Parking Spaces</td>
<td>448 Existing</td>
<td>385 Required, 347 Required with 10% Administrative Adjustment</td>
<td>367 Spaces, 7 Stacking, 12 Accessible, 5 Loading</td>
</tr>
</tbody>
</table>

Surrounding Properties

<table>
<thead>
<tr>
<th>Direction</th>
<th>Zoning</th>
<th>Actual Use</th>
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<tbody>
<tr>
<td>North</td>
<td>(POS) Parks &amp; Open Space</td>
<td>Bicentennial Park</td>
</tr>
<tr>
<td>East</td>
<td>(MU-C) Mixed Use – Corridor District</td>
<td>Gas Station</td>
</tr>
<tr>
<td>South</td>
<td>(R-2) Medium Density District</td>
<td>Aurora Hills Subdivision</td>
</tr>
<tr>
<td>West</td>
<td>(R-2) Medium Density District</td>
<td>Aurora Hills Subdivision</td>
</tr>
</tbody>
</table>
Staff Recommendations:

Agenda Item 5b: Conditional Use for a Drive-Through in a MU-C Zone District

Approve the Conditional Use request for a Drive-Through in a MU-C Zone District because the proposal complies with the requirements of Code Section 146-5.4.3.A.3 of the Unified Development Ordinance for the following reasons:

- Complies with all applicable standards, regulations, and plans which affect the property;
- Is consistent with the size, scale, and intensity of uses and the surrounding area;
- Will have no negative impact on existing city infrastructure or public improvements;
- Will not result in the dislocation of existing tenants; and
- Adequately mitigates adverse external impacts through site design.

Agenda Item 5c: Site Plan w/ Adjustment

Approve, with one condition, the Site Plan with an Adjustment to Section 146-3.3.6.E.5 because the proposal complies with the requirements of Code Section 146-5.4.3.B.2.c of the Unified Development Ordinance for the following reasons:

- The proposed use is identified as a supporting land use in the Established Neighborhood Placetype in the Aurora Places Plan;
- The project complies with all applicable standards, plans, and conditions which affect the property;
- The project will have no negative impact on City infrastructure and public improvements; and
- The proposal is compatible with surrounding commercial retail land uses.

Approval to be subject to the following condition:

1. Resolution of outstanding technical issues prior to recordation of the Site Plan and issuance of any building permits.
Starbucks at Aurora Mall Plaza West
Site Plan and Conditional Use

City of Aurora, Colorado

Aurora is Worth Discovering!

Development Application # 1277-05
Case Number 1984-6034-18, 1984-6034-19

GIS@auroragov.org
www.auroragov.org
303-739-7250

Planning & Development Services
15151 E. Alameda Pkwy
Aurora CO 80012 USA
www.auroragov.org
303-739-7250
GIS@auroragov.org
August 17, 2020

Project Name: Starbucks Coffee-Shell Building Construction
Project Address: 13666 E. Alameda Avenue, Aurora CO 80012

Please find this letter to serve as the Detailed Letter of Introduction for the above referenced project.

The project site will consist of approx. 30,078 sf portion of an approx. 339,616 sf existing retail center site to accommodate the construction of a 2,200 sf single story building (+/-22' tall) with a drive-thru lane and interior retail Cafe. The proposed building, with future Tenant build-out, will provide the neighborhood and commuters with quick access to coffee, beverages, smoothies, and limited food options, meeting community demands.

The drive-thru will accommodate delivery of services during the patron’s daily commute. The building and site also feature an interior Cafe style retail sales area and seating as well as a small outdoor seating area.

The proposed shell building designed to house a future Starbucks Coffee (Tenant Improvement Construction Drawings to be submitted under a separate permit application) will be a Type V-B, wood framed building clad predominantly with a metal panel rain screen having a simulated wood slat finish appearance accented with a tile wainscot. Steel siding at accent and/or screening walls will be provided to screen any roof-top equipment as well as roof access ladder and utility connections at rear of building. The exterior materials are selected for their contemporary design characteristics and consistency with Starbucks corporate material design standards. New building work will include concrete foundations and slab, exterior walls with canopies and light fixtures, roofing, rooftop HVAC unit, electrical panels, and telephone conduit.

The site will be developed as required to accommodate the proposed parking, drive aisles as well as the drive-thru lane at the future Starbucks Coffee location. Additionally, the overall site will be modified as required to accommodate an underground detention vault for storm water drainage. Other new site work to include: grading, concrete curbs and driveways, asphalt paving at existing and new parking lot striping at existing asphalt paved areas, concrete sidewalks and patio, parking lot and pole lighting, construction of a new trash enclosure, bicycle racks, landscaping, and utilities.

Conditional Use Request

Development of this project as proposed will require the approval of a Conditional Use request which will accommodate the construction of a Drive-thru facility on the site. Recognizing that there are specific review and approval criteria associated with a
Conditional Use request, the proposed project will address and satisfy that criteria in the following ways:

1. **The compatibility of the proposed use with existing and planned uses on abutting properties;**
The proposed development aims to meet the demand of the growing population by providing nearby housing and businesses with quick, drive-thru access to coffee and other Starbucks products. The conditional use of the site allowing a drive-thru has no adverse effect on the compatibility of existing and planned uses on abutting properties.

2. **Any increase in density or intensity of the proposed use that will affect the compatibility of the use with existing and planned uses in the surrounding area;**
As noted in response to Item 1 above, the conditional use of the site allowing a drive-thru likewise has no adverse effect on the compatibility of existing and planned uses in the surrounding area.

3. **The proposed use will not change the predominant character of the surrounding area;**
The proposed shell building with drive-thru intended to accommodate a future Starbucks Coffee tenant conforms with the basic commercial character of its immediate surroundings and its Zoning district. The proposed development aims to meet the demand of the growing population by providing nearby housing and businesses with quick, drive-thru access to coffee and other Starbucks products. Approval of the conditional use allowing a drive-thru has no adverse effect on the predominate character of the surrounding area.

4. **The ability to mitigate adverse and undesirable impacts to the surrounding area, including but not limited to visual impacts, air emissions, noise, vibrations, glare, heat odors, water pollution, electromagnetic interference, and other nuisance effects;**
   
   (a.) **Visual Impacts:**
   Potential negative visual impacts of the conditional use on the rest of the site or on neighboring properties as well as the surrounding neighborhood have been mitigated primarily through the building orientation on the site in relation to Alameda Ave. and landscaping measures which have been implemented to mitigate and minimize the undesirable visual impacts at both Alameda Ave. and the adjacent gas station. Additional features which help mitigate any undesirable visual impacts of the proposed use include the architecture of the building itself and selection of materials used to ensure the drive-thru and pick-up window are neither more or less prominent than the rest of the building, thus diverting attention from the drive-thru. Additionally, a screen wall at the Patio helping to shield the view of the drive-thru lane from the patio seating area has been incorporated.

   (b.) **Air Emissions:**
   The conditional use of this site will not substantially affect existing traffic patterns or adversely affect adjacent uses. This use will not deviate far from the existing adjacent commercial uses and it will draw from the
same pool of residents and commuters. As such, the impact from air emissions will be negligible.

(c.) Noise:
The conditional use of this site will not substantially affect existing traffic patterns or adversely affect adjacent uses. This use will not deviate far from the existing adjacent commercial uses and it will draw from the same pool of residents and commuters. As such, the impact from noise will be negligible.

(d.) Vibrations:
The conditional use of this site will not substantially affect existing traffic patterns or adversely affect adjacent uses. This use will not deviate far from the existing adjacent commercial uses and it will draw from the same pool of residents and commuters. As such, the impact from vibrations will be negligible.

(e.) Glare:
The conditional use of this site will not substantially affect existing traffic patterns or adversely affect adjacent uses. This use will not deviate far from the existing adjacent commercial uses and it will draw from the same pool of residents and commuters. As such, the impact from glare will be negligible.

(f.) Heat Odors:
The conditional use of this site will not substantially affect existing traffic patterns or adversely affect adjacent uses. This use will not deviate far from the existing adjacent commercial uses and it will draw from the same pool of residents and commuters. As such, the impact from heat odors will be negligible.

(g.) Water Pollution:
The conditional use request allowing a drive-thru will not be substantially different than a non-drive thru commercial coffee use would otherwise create relative to water pollution and is therefore not an undesirable impact resulting from the approval of the conditional use.

(h.) Electromagnetic Interference:
The conditional use request allowing a drive-thru will not be substantially different than a non-drive thru commercial coffee use would otherwise create relative to electromagnetic interference and is therefore not an undesirable impact resulting from the approval of the conditional use.

5. Amount of traffic generated and capacity and design of roadways to handle anticipated traffic;
The added trips per day to the proposed development will not substantially affect the existing traffic serving the Aurora Mall Plaza West Subdivision and as such, the existing roadways have the capacity to accommodate the proposed use. A Traffic Impact Study has been conducted identifying new turn lane striping accommodations into the site from Potomac Street needed to support the existing transportation infrastructure in accordance with City of Aurora Traffic Engineering review and recommendations.
6. The effect on infrastructure including water, wastewater, stormwater, utilities, and streets;
The public utilities and services demand for this development as well as the associated impact on the existing infrastructure are small. Nonetheless, actions have been taken, in cooperation with the utility providers and design consultants to ensure all appropriate accommodations are available and that no harmful or otherwise undesirable impacts will occur to this site or those around it.

7. The incorporation and integration of architectural and landscape features to mitigate impacts from the proposes use;
Potential negative visual impacts of the conditional use on the rest of the site or on neighboring properties as well as the surrounding neighborhood have been mitigated primarily through the building orientation on the site in relation to Alameda Ave. and landscaping measures which have been implemented to mitigate and minimize the undesirable visual impacts at both Alameda Ave. and the adjacent gas station. Additional features which help mitigate any undesirable visual impacts of the proposed use include the architecture of the building itself and selection of materials used to ensure the drive-thru and pick-up window are neither more or less prominent than the rest of the building, thus diverting attention from the drive-thru. Additionally, a screen wall at the Patio helping to shield the view of the drive-thru lane from the patio seating area has been incorporated.

8. The City Council, Planning Commission, or Planning Director are authorized to consider the past performance of an applicant in their consideration of any conditional use. The Planning Commission, City Council, or Planning Director may use as a basis for denial whether the applicant or developer is determined to be in violation of any requirements, conditions, or representations on a prior development.
To the best of our knowledge, the Applicant or Developer for this project have never been in violation of any of the requirements, conditions or representations on a prior development. As such, there is no basis for denial based on this criteria.

Adjustment Request
Additionally, because of traffic circulation constraints in the existing parking lot coupled with functional operational requirements for the drive-thru, development will also require the approval of an Adjustment request which will accommodate the construction of the drive-thru located to the side of the building rather than behind the building. Recognizing that there are specific review and approval criteria associated with an Adjustment request, the proposed project will address and satisfy that criteria in the following ways:

1. The adjustment will have no material adverse impact on any abutting lot, or any material adverse impacts have been mitigated by conditions attached to the adjustment;
Approval of the Adjustment will have no material adverse impacts on abutting lots. As previously noted in response to the Conditional Use approval criteria, both architectural and landscaping features have been employed to mitigate any adverse impacts which might otherwise be associated with the Adjustment allowance.
2. The adjustment does not violate any conditions of approval specifically applied to development of the property by the Planning and Zoning Commission or City Council;
To the best of our knowledge, approval of the Adjustment request does not violate any conditions of approval applied to the development by either the Planning and Zoning Commission or by the City Council.

3. At least one of the following criteria have been met:
   — iii. The adjustment will result in equal or better screening and buffering of adjacent properties and ground and roof mounted equipment than would have been required without the adjustment.
The existing site features a detention pond along the north and east edges where this development is proposed. The existing detention pond does not allow for any substantial landscaping along those two site edges. In order to accommodate the proposed development, an underground stormwater detention vault has been proposed which will allow for enhanced landscaping in the areas noted. Because the drive-thru lane is routed along the eastern edge and exits along the norther edge, enhanced landscape screening and buffering has been designed throughout these sides of the site thus resulting in better screening and buffering than would have occurred without the adjustment.
1. PLANTS SHALL BE HEALTHY & WELL-ESTABLISHED B&B OR CONTAINER STOCK AND CONFORM TO STANDARDS IN THE "AMERICAN STANDARDS FOR NURSERY STOCK - 2011" SPECIFICATION FOR MATURE TREE STOCK. 

2. ALL EQUIPMENT, INCLUDING FOOT TRAFFIC SHALL REMAIN OUTSIDE OF THE TREE PROTECTION ZONE.

3. SHRUB BEDS SHALL BE MULCHED WITH 4" DEPTH 3/4" DIA. CRUSHED GRANITE ROCK OVER WEED BARRIER FABRIC.

4. STEEL EDGER SHALL BE GREEN OR BLACK 3/16" X 4" PAINTED STEEL WITH ROLLED TOP EDGE.

5. REPLACE ALL GROUND COVER IN THE TREE PROTECTION ZONE WITH 4" DEPTH 3/4" DIA. CRUSHED GRANITE ROCK OVER WEED BARRIER FABRIC.

6. TREE PROTECTION ZONE SHALL BE IN ACCORDANCE WITH THE CITY OF AURORA, COLORADO STANDARDS FOR TRUSTED AND UPGRADED TRAFFIC SAFETY PROGRAMS. 

7. THE SEPARATION REQUIREMENTS FROM FIRE DEPARTMENT CONNECTIONS AND FIRE HYDRANTS MUST MEET THE REQUIREMENTS OF THE CITY OF AURORA, COLORADO FIRE CODE.

8. WALKS, CURBS & GUTTERS WILL BE CONCRETE PAVING. THE DRIVEWAY AND PARKING AT THE BUILDING WILL BE ASPHALT PAVERS. 

9. THE SEPARATION REQUIREMENTS FROM FIRE DEPARTMENT CONNECTIONS AND FIRE HYDRANTS MUST MEET THE REQUIREMENTS OF THE CITY OF AURORA, COLORADO FIRE CODE.

10. THE DEVELOPER, HIS SUCCESSORS & ASSIGNS, SHALL BE RESPONSIBLE FOR INSTALLATION, MAINTENANCE & REPLACEMENT OF ALL LANDSCAPING MATERIALS SHOWN OR INDICATED ON THE APPROVED LANDSCAPE PLAN. ALL MAINTENANCE SHALL CONFORM TO REQUIREMENTS FOUND IN THE CITY OF AURORA IRRIGATION ORDINANCE.

11. FIRE HYDRANTS PLACED IN LANDSCAPE ISLANDS MUST MAINTAIN A 3' MINIMUM CLEARANCE TO THE FACE OF ALL ADJACENT CURBS.

12. THE SEPARATION REQUIREMENTS FROM FIRE DEPARTMENT CONNECTIONS AND FIRE HYDRANTS MUST MEET THE REQUIREMENTS OF THE CITY OF AURORA, COLORADO FIRE CODE.

13. THE SEPARATION REQUIREMENTS FROM FIRE DEPARTMENT CONNECTIONS AND FIRE HYDRANTS MUST MEET THE REQUIREMENTS OF THE CITY OF AURORA, COLORADO FIRE CODE.

14. THE SEPARATION REQUIREMENTS FROM FIRE DEPARTMENT CONNECTIONS AND FIRE HYDRANTS MUST MEET THE REQUIREMENTS OF THE CITY OF AURORA, COLORADO FIRE CODE.

15. THE SEPARATION REQUIREMENTS FROM FIRE DEPARTMENT CONNECTIONS AND FIRE HYDRANTS MUST MEET THE REQUIREMENTS OF THE CITY OF AURORA, COLORADO FIRE CODE.

16. THE SEPARATION REQUIREMENTS FROM FIRE DEPARTMENT CONNECTIONS AND FIRE HYDRANTS MUST MEET THE REQUIREMENTS OF THE CITY OF AURORA, COLORADO FIRE CODE.

17. THE SEPARATION REQUIREMENTS FROM FIRE DEPARTMENT CONNECTIONS AND FIRE HYDRANTS MUST MEET THE REQUIREMENTS OF THE CITY OF AURORA, COLORADO FIRE CODE.

18. THE SEPARATION REQUIREMENTS FROM FIRE DEPARTMENT CONNECTIONS AND FIRE HYDRANTS MUST MEET THE REQUIREMENTS OF THE CITY OF AURORA, COLORADO FIRE CODE.
Add note: Please be sure we coordinate the utilities coming into the building, coordinate the hose bib location near the patio and the GFI outlets on the patio, add power for the perimeter tables and the community table. Looks really good.
City of Aurora
Planning and Zoning Commission Case Report

Xcel /Adonea – Initial Zoning
Development Application Number: DA-2236-00
Case Manager: Ryan Loomis

August 26, 2020

Project Summary:
Xcel Energy (Public Service Company of Colorado) is requesting an initial zoning to Residential – Medium Density District (R-2) for approximately 25.65 acres of undeveloped land located west of Powhaton Road and between E. 6th Avenue to the north and E. Alameda Avenue to the south. This 210-foot wide strip of land is currently within Arapahoe County and is used as a utility transmission corridor. This initial zoning request is being requested alongside an annexation for the same area and is an enclave surrounded by properties already within city boundaries. All surrounding properties are currently zoned Residential – Medium Density District.

This proposed initial zoning and related annexation would result consistent zoning and jurisdiction in this developing area. Consistent zoning and jurisdiction help to clarify expectations for development responsibilities, as well as maintenance of public infrastructure and provision of services.

The proposed zone district (R-2) is compatible with the surrounding zoning and the construction of neighborhood streets for connectivity purposes is consistent with the goals outlined for the Emerging Neighborhood Placetype in Aurora Places.

Applicant’s Request:
Initial Zoning to Residential – Medium Density District (R-2)

Neighborhood Comments:
Twenty-nine adjacent property owners and three registered neighborhood organizations were notified of the application. No comments were received throughout the review process and no neighborhood meeting was held.

Consistency with Comprehensive Plan:
Aurora Places, the city’s Comprehensive Plan, is designed to serve as a foundation for decision making related to growth and development in Aurora. This plan describes future development and land use in terms of “Placetypes.” Placetypes characterize specific areas based on defining character, scale, form, and function. The subject property is within the Emerging Neighborhood Placetype.

The Aurora Places also provides goals, policies and practices centered on the seven core principles, including Easy Mobility and Active Transportation. Two goals from this principal include providing new street connections and alleviate the most critical points of congestion in developed areas; and provide completely connected street networks in developing areas to avoid excessive traffic congestion and maximize mobility choices. It also meets a defining feature
within the Emerging Neighborhood Placetype, which is to design a street pattern that balances traffic flow with pedestrian and bicycle connectivity, convenience and safety; and limit cul-de-sacs and dead ends and provide multiple connections to main streets and adjacent placetype. This initial zoning and annexation of the project site will help meet these goals because it will allow for the completion and dedication of four public streets within the Adonea subdivision to connect to Powhaton Road.

Summary of Staff Recommendation:
Recommend Approval of the Initial Zoning to Residential – Medium Density District (R-2) to City Council (see last page of report for details).

Detailed Case Analysis

Related Cases:
Adonea (Adjacent Master-Planned Development): CN-2003-7003

Public Notification:
Legal notice appeared in the Aurora Sentinel on August 13, 2020. The applicant has submitted verification of mailing public hearing notices to adjacent property owners and registered neighborhood organizations.

Community Referrals:
Referrals were provided to the following registered neighborhood organizations within one mile of the project: Thunderbird Estates, MCGC Neighbors and Adonea Metropolitan District.

Conformance with Code Criteria:
1. Initial Zoning Criteria
   Section 146-5.4.1.C of the Unified Development Ordinance (UDO) states an application for initial zoning, rezoning, and changes to the Zoning Map for individual parcels or small areas shall only be recommended if the Planning Director and the Planning and Zoning Commission finds that the following criteria have been met, and shall only be approved if City Council finds that the following criteria have been met: (1) The change to the Zoning Map is required because of changed conditions or circumstances on the property or in the surrounding area and; (a) The applicant has demonstrated that the proposed initial zoning or rezoning is consistent with the spirit and intent of the Comprehensive Plan, with other policies and plans adopted by the City Council, and with the purpose statement of the proposed new zone district(s); (b) The applicant has demonstrated that the size, scale, height, density, and multi-modal traffic impacts of the proposed initial zoning or rezoning are compatible with surrounding development or can be made compatible with surrounding development through approval conditions; (c) and the application demonstrates that the change in zoning will not create significant dislocations of tenants or occupants of the property, or that any impacts are outweighed by other public benefits or progress toward other Comprehensive Plan goals that would be achieved by approval of the application.

   • The initial zoning is required due to the annexation of the Xcel Energy property for the construction of four public roadways that will connect to Powhaton Road, crossing the Xcel Energy property. The property must reside within City of Aurora municipal boundaries for the dedications of these streets.
   • The proposed zoning district is supported by Aurora Places as part of the “Emerging Neighborhood” Placetype and helps meet the goals for completely connected street networks in developing areas.
- No new traffic impacts are associated with this initial zoning as it will remain a utility corridor with street crossings and will not be developed.
- The initial zoning will be a benefit to the surrounding neighborhoods by allowing roadways crossing across property to be dedicated to the City of Aurora for improvements and continued maintenance. The initial zoning will not create dislocations of tenants or occupants

Applicant Information:
Applicant: David Carro, Clayton Properties Group II
Owner: Public Service Co. of Colorado (Xcel Energy, Inc.)
Project Manager: Melinda Lundquist, CVL Consultants of Colorado, Inc.

Exhibits:
- Exhibit A Vicinity Map
- Exhibit B Applicant’s Letter of Introduction
- Exhibit C Legal Description
- Exhibit D Initial Zoning Exhibit
- Exhibit E Placetype Map

Project Statistics

Land Use Analysis

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Surrounding Properties

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<tr>
<td>East</td>
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<td>Undeveloped Single Family Residential in Harmony</td>
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<tr>
<td>West</td>
<td>R-2, Residential – Medium Density</td>
<td>Single Family Residential in Adonea</td>
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<tr>
<td>South</td>
<td>R-2, Residential – Medium Density</td>
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</table>
Staff Recommendation:

Agenda Item 5d: Initial Zoning to R-2, Residential – Medium Density District

Staff recommends that the Planning and Zoning Commission recommend approval to the City Council for the Initial Zoning to the R-2 Residential – Medium Density District in accordance with Section 146-5.4.1.C for the following reasons:

- The initial zoning is required due to the annexation of the Xcel Energy property for the construction of four public roadways.
- The proposed zoning district is supported by Aurora Places as part of the “Emerging Neighborhood” Placetype and helps meet the goals for completely connected street networks in developing areas.
- No new traffic impacts are associated with this initial zoning as it will remain a utility corridor with street crossings and will not be developed.
- The initial zoning will be a benefit to the surrounding neighborhoods by allowing for completed street networks. There will be no dislocations of tenants or occupants.
Revised July 13, 2020
May 20, 2020

City of Aurora
15151 East Alameda Parkway
Aurora, CO 80012

RE: Xcel Energy Annexation and Initial Zoning
Adonea Subdivision
Letter of Introduction
Arapahoe County, Colorado

To Whom it May Concern:

Xcel Energy (Public Service Company of Colorado) owns a 210 foot strip of right-of-way immediately adjacent to, parallel and west of Powhaton Road. This property is currently within Arapahoe County. The Adonea subdivision, an existing residential community within the City of Aurora, is responsible to construct four public roadways that connect to Powhaton Road, crossing the above-mentioned Xcel Energy property. The four roadway extensions include East 6th Avenue, East 3rd Avenue, East 1st Avenue and East Alameda Avenue. East 6th Avenue was constructed recently, while East 3rd Avenue was constructed over ten years ago. In order for City of Aurora to accept a roadway right-of-way dedication for these four streets, the property must reside within City of Aurora municipal boundaries. Extensions of East 1st Avenue and East Alameda Avenue will not be realized until after annexation of the Xcel Energy property is recorded. Once constructed and “initially accepted”, the City of Aurora will own and maintain these public roadways.

Because the proposed properties to be annexed will be City of Aurora roadways, there are no residences or commercial, industrial or agricultural landowners associated with these properties, that may otherwise place demands on the City of Aurora utility infrastructure, school system, libraries or other public programs.

Xcel Energy is a willing participant in this proposed annexation.

The area surrounding the subject property is zoned R-2 and described as “Established Neighborhood” placetype per the Aurora Places Comprehensive Plan. The proposed zoning for the subject parcel is also R-2. An R-2 classification for the proposed annexation is consistent with the spirit and intent of the aforementioned comprehensive plan. The initial zoning of R-2 meets the criteria per Section 146-5.4.1.C.3.a.ii. Please refer to the Initial Zoning Map that is included with the application materials. Because the subject parcel will be purely roadway i.e., no development in the form of buildings or recreational uses, that may induce traffic, there are no new traffic impacts associated with this application. Rather, the traffic that will exist on these four roadways connecting to Powhaton Road, will reduce traffic that currently routes through lower roadway classifications within the Adonea neighborhood. Traffic from Adonea will be able to route to a higher classified roadway, Powhaton Road, improving the flow of traffic in the overall subdivision and the vicinity.

Included with this letter of introduction are an annexation map, an impact report, a legal description of the parcel to be annexed, exhibits depicting existing and proposed infrastructure within the vicinity of the annexation, an Initial Zoning Map, and an exhibit describing the adjacent property owners.
Thank you for the opportunity to submit this application. We look forward to partnering with the City of Aurora to bring these parcels within city limits. Should you have any questions regarding this application, or if you require clarification or additional information, please do not hesitate to contact me at 303.328.1336.

Sincerely,

CVL Consultants of Colorado, Inc.

Melinda E. Lundquist, P.E.
Senior Vice President

cc: David Carro, Oakwood Homes
EXHIBIT A

ANNEXATION PARCEL DESCRIPTION

TWO PARCELS OF LAND DESCRIBED IN BOOK 1234 AT PAGES 263 AND 266 IN THE RECORDS OF THE ARAPAHOE COUNTY CLERK AND RECORDER, SAID PARCELS BEING LOCATED IN THE EAST HALF OF THE EAST HALF OF SECTION 8, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF ARAPAHOE, STATE OF COLORADO. SAID PARCELS BEING THE EAST 210.00 FEET OF SAID SECTION 8, AND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID SECTION 8, AND CONSIDERING THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION, BEING MONUMENTED AS DEPICTED ON THE ATTACHED EXHIBIT, TO BEAR SOUTH 00°22'06" EAST, 2660.27 FEET WITH ALL BEARINGS CONTAINED HEREIN TO BE RELATIVE THERETO;

THENCE THE FOLLOWING SIX (6) COURSES;

1. SOUTH 00°22'06" EAST ALONG THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 8 A DISTANCE OF 2660.27 FEET EAST QUARTER CORNER THEREOF;

2. SOUTH 00°21'24" EAST ALONG THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 8 A DISTANCE OF 2660.38 FEET TO THE SOUTHEAST CORNER THEREOF, SAID POINT BEING THE SOUTHEAST CORNER OF THE ANNEXATION PARCEL HEREIN DESCRIBED;

3. SOUTH 89°37'09" WEST ALONG THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 8 A DISTANCE OF 210.00 FEET TO THE SOUTHWEST CORNER OF THE ANNEXATION PARCEL HEREIN DESCRIBED;

4. NORTH 00°21'24" WEST A DISTANCE OF 2660.68 FEET TO A POINT ON THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 8, SAID POINT ALSO BEING ON THE EAST LINE OF FILING 7 OF THE ADONEA SUBDIVISION, AS RECORDED IN THE RECORDS OF THE ARAPAHOE COUNTY CLERK AND RECORDER AT RECEPTION NUMBER D7122266;

5. NORTH 00°22'06" EAST ALONG THE EAST LINE OF SAID SUBDIVISION AND AN EXTENSION THEREOF A DISTANCE OF 2660.15 FEET TO A POINT ON THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 8, SAID POINT BEING THE NORTHWEST CORNER OF THE ANNEXATION PARCEL HEREIN DESCRIBED;

6. NORTH 89°40'03" EAST ALONG SAID NORTH LINE A DISTANCE OF 210.00 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINING A CALCULATED AREA OF 1,117,355 SQUARE FEET OR 25.651 ACRES, MORE OR LESS AND BEING SUBJECT TO ANY EXISTING EASEMENTS AND/OR RIGHTS OF WAY OF WHATSOEVER NATURE.

THE LINEAL UNIT USED IN THE PREPARATION OF THIS LEGAL DESCRIPTION IS THE U.S. SURVEY FOOT AS DEFINED BY THE UNITED STATES DEPARTMENT OF COMMERCE, NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY.

I, PATRICK M. STEENBURG, AS SURVEYOR LICENSED IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THE ABOVE LEGAL DESCRIPTION AND ATTACHED EXHIBIT WERE PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND CHECKING.

PATRICK M. STEENBURG, PLS 38004
FOR AND ON BEHALF OF
CVL CONSULTANTS OF COLORADO, INC.
10333 E. DRY CREEK ROAD, SUITE 240
ENGLEWOOD, COLORADO 80112
7/20/2020
THE ABOVE DESCRIBED PARCEL CONTAINS 1,117,355 SQUARE FEET OR (25.651 ACRES) MORE OR LESS. THIS ILLUSTRATION DOES NOT REPRESENT A MONUMENTED SURVEY. IT IS INTENDED ONLY TO DEPICT THE ATTACHED LEGAL DESCRIPTION.

CITY OF AURORA, COLORADO

A PARCEL OF LAND SITUATED IN THE EAST HALF OF THE EAST HALF OF SECTION 8, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE 6TH P.M., CITY OF AURORA, ARAPAHOE COUNTY, COLORADO.

BY: MJP SCALE: 1" = 500' R.O.W.
CK'D: PMS DATE: 07/16/2020 JOB NO. 8130254103

SCALE: 1" = 500'
THE ABOVE DESCRIBED PARCEL CONTAINS 1,117,355 SQUARE FEET OR (25.651 ACRES) MORE OR LESS.

This illustration does not represent a monumented survey. It is intended only to depict the attached legal description.

CITY OF AURORA, COLORADO

A PARCEL OF LAND SITUATED IN THE EAST HALF OF THE EAST HALF OF SECTION 8, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE 6TH P.M., CITY OF AURORA, ARAPAHOE COUNTY, COLORADO.

BY: MJP SCALE: 1" = 500' R.O.W.
CK'D: PMS DATE: 07/16/2020 JOB NO. 8130254103
INITIAL ZONING EXHIBIT

PARCELS OF LAND LOCATED IN THE EAST HALF OF SECTION 8, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE 6TH PRINCIPAL MERIDIAN,
COUNTY OF ARAPAHOE, STATE OF COLORADO

EXISTING ARAPAHOE COUNTY ZONING = UNAVAILABLE
PROPOSED CITY OF AURORA ZONING = R-2
City of Aurora
Planning and Zoning Commission Case Report

Beer Garden on Dayton – Site Plan and Conditional Uses
Development Application Number: DA-2179-00
Case Manager: Sarah Wile

August 26, 2020

Project Summary:
The applicant, Justin Henry, is requesting approval of a Site Plan for the adaptive reuse of a vacant site into a restaurant and bar with an outdoor patio, volleyball courts, and bocce ball courts. Three Conditional Uses are also requested as part of the application to allow an outdoor recreation use, a bar and tavern use, and an after-hours entertainment use on the site. The 0.93-acre property is located at the northwest corner of Dayton Street and 23rd Avenue and is within the (MU-OA-G) Mixed-Use Original Aurora – General District. The south half of the site is undeveloped, and the north half of the site was formerly the home of American Legion Post 23, which has since moved into a different building near Buckley Air Force Base. Surrounding uses are primarily commercial (automotive and office) in nature with the exception of multi-family apartments to the south.

The existing two-story, 5,060 square-foot building is situated on the northern portion of the site. The restaurant and bar will be on the first floor of the building and the second-story will be unoccupied at this time. A parking lot with 33 spaces is located just south of the building. Although this parking lot is existing, it is being redone to comply with circulation, parking design, and landscape requirements. Just west of the building and parking lot, a 12,000 square-foot outdoor seating area is proposed. On the southern portion of the site, the existing dirt lot will be converted to an outdoor recreation area with three volleyball courts and two bocce ball courts. As part of this redevelopment project, the applicant is also proposing to upgrade the interior of the building, add landscaping, widen sidewalks surrounding the site, and improve the exterior of the building by adding architectural features and removing the existing mansard roof.

Applicant’s Request:
Site Plan Approval with Three Conditional Uses

Neighborhood Comments:
Nine adjacent property owners and five registered neighborhood organizations were notified of the application. Three written comments were received with the initial submittal of the application in June 2019 (see Exhibit F). One comment was from an adjacent property owner, one was from a nearby resident in Denver, and one was from the neighborhood organization that represents the area. The comments expressed concerns regarding noise, traffic, parking, hours of operation, and lighting. Based on the minimal number of comments received, staff recommended that the applicant reach out directly to the individuals who submitted comments to discuss the plans and share how any concerns will be mitigated. No additional comments have been received as part of subsequent submittals.

Major Issues Discussed During Development Review:
- Building Architecture
- Site Improvements
- Proposed Uses
Results of Development Review:

**Building Architecture.** Staff worked closely with the applicant to ensure that the redesign of the existing building includes quality, four-sided architecture and sets a high standard for redevelopment within Original Aurora. As an adaptive reuse project, there is some flexibility in complying with all architectural standards for this zone district. The south and east elevations, which are the most visible from adjacent streets, were the focus for improvements. The exterior of the existing building is primarily red brick and features a prominent bright red mansard metal roof. There are also very few windows and other architectural details to add visual interest. The applicant’s goal was to create a more modern, industrial aesthetic for the building, similar to that of the Stanley Marketplace.

As shown in Exhibit E, the existing mansard roof will be removed, and dark gray metal siding will be installed in its place. The existing brick will be painted light gray and orange steel canopy awnings are proposed to break up the building façade on both the first and second stories. A roll-up garage door facing Dayton Street will be added to help activate the street frontage and increase natural light within the building. The north and west elevations will remain as is.

**Site Improvements.** Because this is an adaptive reuse project and not new construction, code only requires improvements to the site that are necessary for the overall functionality of the proposed development. Widening the sidewalks adjacent to the site to comply with the city’s urban street standards is one such improvement. The existing sidewalk along Dayton Street is less than 5 feet wide and there is no sidewalk along 23rd Avenue. New 10-foot wide sidewalks along both streets are proposed with this project and will include tree openings, accessible sidewalk ramps, street lights, and pedestrian lights to meet city requirements. The existing parking lot will be repaved and restriped to comply with parking lot design standards. Water quality will be provided on the southern portion of the site within the outdoor recreation area. New landscaping is also proposed throughout the site. Landscape beds around the building perimeter will be improved, parking lot landscaping will be added within and around the parking lot, and a landscape buffer will be provided adjacent to 23rd Avenue and Dayton Street to offer a transition between the public realm and outdoor recreation area.

**Proposed Uses.** One of the key discussions throughout the review process involved the types of uses that are proposed. Based on the applicant’s plans for the site, three Conditional Uses are required as part of this application: one for an outdoor recreation use in the MU-OA-G District, which is necessitated due to the proposed volleyball and bocce ball courts; one for a bar and tavern use in the MU-OA-G District, which is required based on the definition of “bar and tavern” in the UDO because the percentage of alcohol sales may surpass food sales based on the operations of the establishment; and one for an after-hours entertainment use in the MU-OA-G District, which applies to a restaurant or bar that operates between midnight and 5:00 am.

Based on the proposed uses, staff requested information about the operations of the establishment. The applicant is proposing to operate the business from 11:00 am to 2:00 am every day, with the busiest times being Monday through Friday from 5:00 pm to 9:00 pm and weekends from 12:00 pm to 8:00 pm. All outdoor activities (volleyball and bocce ball) would end by 11:00 pm and all outdoor activity area lighting would be turned off by 11:10 pm. All exterior sound systems would be turned off by 9:00 pm. Staff is recommending that conditions be placed on two of the Conditional Use requests and that notes be added to the Site Plan regarding the proposed operations so that Code Enforcement can adequately address any future violations and complaints that could occur.

**Summary of Staff Recommendations:**
- Conditional Use Approval for Outdoor Recreation and Entertainment with One Condition;
- Conditional Use Approval for a Bar and Tavern; Conditional Use Approval for After-Hours Entertainment with One Condition; and Site Plan Approval with One Condition
Public Notification:
Legal notice appeared in the Aurora Sentinel on July 30, 2020. The applicant has submitted verification of certified public hearing notices to adjacent property owners and registered neighborhood organizations.

Community Referrals:
Referrals were provided to the following registered neighborhood organizations within one mile of the project: Northwest Aurora Neighborhood Organization, Stapleton United Neighbors, Aurora Arts District, Del Mar Neighborhoods United, and Fletcher Gardens Apartments.

Conformance with Code Criteria:
1. Conditional Use Criteria
Conditional Use approval criteria are found in Section 146-5.4.3.A of the Unified Development Ordinance and may be summarized as follows: (1) Compatibility with standards in the UDO and other adopted city regulations; (2) Consistency with the Comprehensive Plan; (3) The size, scale, height, density, multi-modal traffic impacts, and hours of operation are compatible with existing and planned development; (4) Use will not change predominant character of the area; (6) Impact on existing city infrastructure and public improvements; and (7) Mitigates any adverse impacts on the surrounding area to the degree practicable.

The proposed outdoor recreation and entertainment use complies with the approval criteria for the following reasons:

- The use complies with all standards in the UDO;
- The use has minimal impacts on existing city infrastructure;
- The use will not change the character of the surrounding area; and
- The use mitigates impacts on the surrounding area to the degree practicable.

The proposed bar and tavern use complies with the approval criteria for the following reasons:

- The use is consistent with the vision outlined for Original Aurora in Aurora Places;
- The size and scale of the use are compatible with existing and planned development;
- The use will not change the character of the surrounding area; and
- The use mitigates impacts on the surrounding area to the degree practicable.

The proposed after-hours entertainment use complies with the approval criteria for the following reasons:

- The use is consistent with the vision outlined for Original Aurora in Aurora Places;
- The size and scale of the use are compatible with existing and planned development;
- The use will not change the character of the surrounding area; and
- The use mitigates impacts on the surrounding area to the degree practicable.
2. Major Site Plan Criteria

Major Site Plan approval criteria are found in Section 146-5.4.3.2.B of the Unified Development Ordinance and may be summarized as follows: 1) Complies with standards in the UDO and other adopted city regulations; 2) Has adequate infrastructure to serve the development and mitigates impacts to those systems; 3) Preserves and protects environmentally-sensitive areas; 4) Improves or expands multi-modal connections; 5) Shows compatibility with surrounding uses in terms of size, scale and building materials; and 6) Mitigates any adverse impacts on the surrounding area to the degree practicable.

The proposed Site Plan complies with the approval criteria for the following reasons:

- The Site Plan enhances the existing city infrastructure;
- The Site Plan provides for internal efficiency of design and pedestrian circulation;
- The Site Plan improves the building architecture and urban design features of the site;
- The Site Plan provides multi-modal accessibility and connectivity; and
- The Site Plan meets the intent of the “Original Aurora” designation in Aurora Places.

Compliance with Comprehensive Plan:

This project is located in the “Original Aurora” Placetype in Aurora Places. Original Aurora is the city’s first neighborhood, characterized by a street grid, commercial corridors, established residential areas and an active arts district. Aurora Places states that “the city seeks to maintain and strengthen the traditional character of Original Aurora, while accommodating targeted reinvestment through infill, redevelopment and adaptive reuse. Mixed-use development along key corridors can help support the neighborhood, adding a new dimension of vitality to the entire area.” Beer Garden on Dayton is consistent with this vision as it is redeveloping a vacant site and adaptively reusing an existing building along a key corridor in Original Aurora.

Applicant Information:

Applicant: Justin Henry
Owner: Post 23 LLC
Consultant: R3 Design

Exhibits:

Exhibit A Vicinity Map
Exhibit B Letter of Introduction
Exhibit C Site Plan
Exhibit D Landscape Plan
Exhibit E Building Elevations
Exhibit F Community Comments
Project Statistics

### Land Use Analysis

<table>
<thead>
<tr>
<th>Item</th>
<th>Existing</th>
<th>Permitted or Required</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zoning</td>
<td>(MU-OA-G) Mixed-Use Original Aurora – General District</td>
<td>Mixed-Use</td>
<td>N/A</td>
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<td>Land Use</td>
<td>Former American Legion Post Home</td>
<td>Mixed-Use</td>
<td>Restaurant and Bar with Outdoor Patio, Volleyball Courts and Bocce Ball Courts</td>
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<tr>
<td>Parcel Size</td>
<td>0.93 acres</td>
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<td>% Building Coverage</td>
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<tr>
<td>% Hard Surface Area</td>
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<td>% Outdoor Entertainment Area</td>
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<td>Building Height</td>
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<td>No Maximum Height, Except 35’ When Within 75’ of Residential Zoning</td>
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<td>Total Signage</td>
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<td>Per Original Aurora Signage Standards</td>
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<tr>
<td>Total Sign Area</td>
<td>N/A</td>
<td>Per Original Aurora Signage Standards</td>
<td>TBD</td>
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<tr>
<td>Number of On-Site Parking Spaces</td>
<td>32 Parking Spaces 0 Bicycle Spaces</td>
<td>33 Parking Spaces 4 Bicycle Spaces</td>
<td>33 Parking Spaces 4 Bicycle Spaces</td>
</tr>
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### Surrounding Properties

<table>
<thead>
<tr>
<th>Direction</th>
<th>Zoning</th>
<th>Actual Use</th>
</tr>
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<tbody>
<tr>
<td>North</td>
<td>(MU-OA-G) Mixed-Use Original Aurora – General District</td>
<td>Automotive</td>
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<tr>
<td>East</td>
<td>(MU-OA-MS) Mixed-Use Original Aurora – Main Street District</td>
<td>Office</td>
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<tr>
<td>South</td>
<td>(MU-OA-G) Mixed-Use Original Aurora – General District</td>
<td>Multi-Family Apartments</td>
</tr>
<tr>
<td>West</td>
<td>(MU-OA-G) Mixed-Use Original Aurora – General District</td>
<td>Automotive / Office</td>
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</tbody>
</table>
Staff Recommendations:

Agenda Item 5e: Conditional Use for Outdoor Recreation and Entertainment

Approve, with one condition, the Conditional Use request for an outdoor recreation and entertainment use in the MU-OA-G District because the proposal complies with the requirements of Section 146-5.4.3.A of the Unified Development Ordinance for the following reasons:

- The use complies with all standards in the UDO;
- The use has minimal impacts on existing city infrastructure;
- The use will not change the character of the surrounding area; and
- The use mitigates impacts on the surrounding area to the degree practicable.

Approval to be subject to the following condition:

1. All volleyball and bocce ball activities shall end by 11:00 pm, and all outdoor activity area lighting shall be turned off by 11:10 pm.

Agenda Item 5f: Conditional Use for a Bar and Tavern

Approve the Conditional Use request for a bar and tavern use in the MU-OA-G District because the proposal complies with the requirements of Section 146-5.4.3.A of the Unified Development Ordinance for the following reasons:

- The use is consistent with the vision outlined for Original Aurora in Aurora Places;
- The size and scale of the use are compatible with existing and planned development;
- The use will not change the character of the surrounding area; and
- The use mitigates impacts on the surrounding area to the degree practicable.

Agenda Item 5g: Conditional Use for After-Hours Entertainment

Approve the Conditional Use request for after-hours entertainment in the MU-OA-G District because the proposal complies with the requirements of Section 146-5.4.3.A of the Unified Development Ordinance for the following reasons:

- The use is consistent with the vision outlined for Original Aurora in Aurora Places;
- The size and scale of the use are compatible with existing and planned development;
- The use will not change the character of the surrounding area; and
- The use mitigates impacts on the surrounding area to the degree practicable.

Approval to be subject to the following condition:

1. All exterior sound systems shall be turned off by 9:00 pm.
Agenda Item 5h: Site Plan

Approve, with one condition, the Site Plan because the proposal complies with the requirements of Section 146-5.4.3.2.B of the Unified Development Ordinance for the following reasons:

- The Site Plan enhances the existing city infrastructure;
- The Site Plan provides for internal efficiency of design and pedestrian circulation;
- The Site Plan improves the building architecture and urban design features of the site;
- The Site Plan provides multi-modal accessibility and connectivity; and
- The Site Plan meets the intent of the “Original Aurora” designation in Aurora Places.

Approval to be subject to the following condition:

1. Resolution of outstanding technical issues prior to recordation of the Site Plan and issuance of any building permits.
Beer Garden on Dayton
Site Plan and Conditional Uses

Case Number: 2019-6024-00, 2019-6024-01, 2019-6024-02, 2019-6024-03
Development Application: #2179-00

City of Aurora, Colorado

Aurora is Worth Discovering!
Project Overview:
The Beer Garden (BG@S) encompasses the interior remodeling of the ground floor of an existing building, the remodeling and refinishing of the exterior of the building, the redesign of the adjacent existing parking lot, and the renovation of the existing site to include new landscaping, new patio areas, and new outdoor informal sports activity areas.

The application includes a request for three conditional uses:
1. Outdoor Entertainment in the MU-OA-G District (UDO Code Section 3.3.5(K)).
2. Bar and Tavern Use in the MU-OA-G District (UDO Code Section 3.3.5(B)).
3. After-hours Entertainment in the MU-OA-G District (Code Section 3.3.5(A)).

The existing site is a two-story building and former VFW hall, with an adjacent paved parking lot and an abandoned dirt lot that regularly accumulates trash. The site is located across the street from commercial tenants along the primary street (Dayton St.) to the east, located across the street from apartment buildings on the secondary street (E. 23rd Ave.) to the south, and located immediately adjacent to commercial lots to the west and north. The building’s former use was for organized assembly events on both floors, including bar and dining facilities.

BG@S is intended as a family friendly, locally owned, restaurant, catering to the community as a neighborhood eatery rather than a bar. Much in the way that backyard neighborhood gatherings draw a community together, BG@S is intended as a surrogate shared “back yard”. By inviting the neighbors to move freely between the interior spaces, patio spaces, and outdoor activities, BG@S hopes to spark community interaction and camaraderie. Ample on-site parking will also encourage residents outside the immediate area to visit and join in the community activities.

The project will create a local community development hub adjacent to the Stanley Marketplace. The site will include two benches on the street corner (adjacent to the lower height mesh fencing that will provide a congregating space while acting as a visual gateway to commercial businesses along Dayton and suggest the “back-yard” activity theme of the project.

Interior/Building Plan Improvements:
The proposed ground floor use will be cosmetically upgraded on the interior and reused as a small restaurant with a bar that serves liquor. The ground floor bathrooms will be remodeled to make them...
fully accessible. The second floor will be used by a future separate B Occupancy tenant to be determined. The first floor and second floor will be fire separated but will share bathroom facilities.

An overhead garage door will be added to the primary Dayton Street façade to help the restaurant interact visually with the public on the street and allow the building to meet the city building transparency requirements. The garage door will only be used to create visual interaction with the street. Landscaping will be provided immediately outside the garage door so that it is not used for egress.

**Exterior Building Improvements:**

The existing bright red mansard metal roof will be removed and the metal siding will be reinstalled vertically. The existing metal siding and existing brick building surfaces will be repainted in colors to reduce their visual impact. A new steel canopy with diagonal steel bracing elements will be installed as a visual break between the existing materials and will be painted in an accent color to draw attention away from the mass of the building. Steel canopy awnings will also be added over the existing upper windows to visually break-up the upper portion of the façade, and blend with the steel continuous accent canopy below.

The changes will make this building more closely match the finishes used on the Stanley Marketplace nearby, and help create a similar language for the commercial buildings in this neighborhood.

A large garage door will be added to the Dayton elevation to open the restaurant to the street. While the remaining doors and windows will be reused, all window film will be removed, and any metal window grates will be removed. The north and west “back” sides of the building will remain as existing painted masonry.

**Exterior Site Improvements:**

The existing parking lot will be reused and will provide parking to meet the code requirements onsite while plentiful on-street parking, as allowed for an adaptive reuse project, will provide additional overflow parking available to the project. The area adjacent to the parking lot will be repurposed as a fenced outdoor dining patio adjacent to the building. The existing abandoned dirt and weeded lot will be cleared, cleaned, and covered with sand to be used for volleyball and bocce ball. The area will be fenced.

New landscaping will be provided throughout the site. The existing landscape beds along the edges of the building will be replanted. Landscaping will be added along the edges of the site to screen the parking and volleyball areas. Street trees will be added along Dayton Street and E. 23rd Ave. in tree openings adjacent to the streets. Additionally, the existing veteran’s monument will be preserved and enhanced by removal of the old, cracked asphalt and installation of flagstone and landscaping improvements. The existing public sidewalk will be widened along both streets, and the existing entry drive to the parking lot will remain in the same location but will receive upgrades of curb returns and accessible sidewalk ramps, reducing the impact of a new traffic pattern to the neighborhood.

On-site lighting will be added to the existing unlit parking area, to the volleyball/bocce ball areas, and at the soffitted edges of the building. Ambient low-voltage overhead festoon lighting will be added over the patio areas. The lighting will be directed down with full-cut off fixtures for the pole mounted and soffit light installations (festoon low-wattage lighting has little to no effect upon photometric levels). Public street lights will be added or upgraded to meet the City’s street lighting standards, in addition to pedestrian lighting that will be added along the public walk.
Operational Details:

Official Hours – 11am to 2am every day. With busiest times typically Monday through Friday, 5pm to 9pm, and Saturday and Sunday from 12pm to 8pm.

Activity Schedule – All outdoor activity area lighting will be turned off at 11:10pm, and all volleyball and bocce ball activities will end by 11pm.

Exterior Sound System – There will be approximately 8 30watt outdoor speakers for the activity area and patio. The speakers are approximately 5 inch tall x 7 inch wide small all-weather units mounted to direct sound inward from the edges of the site. All exterior sound systems will be turned off no later than 9 pm.

Menu - American cuisine; burger, pizza, salads and sandwiches.
Drinks – Along with soft drinks, BG@S will have a full liquor license.
Deliveries – Deliveries will be scheduled for off hours and will be accommodated within the site in the parking lot area.

Conditional use requests (MU-OA-G Zone District):

Conditional Use Criteria (UDO 5.4.3(A)):

a. The application complies with the applicable standards in this UDO, other adopted City regulations (including but not limited to any use-specific standards for the proposed conditional use in Section 146-3.3), any approved Master Plan that includes the property, and any conditions specifically applied to development of the property by the Planning and Zoning Commission or City Council in a prior decision affecting the property;
b. The application is consistent with the Comprehensive Plan;
c. The size, scale, height, density, multi-modal traffic impacts, and hours of operation of the proposed use are compatible with existing and planned uses in the surrounding area;
d. The proposed use will not change the predominant character of the surrounding area;
e. The City’s existing infrastructure and public improvements, including but not limited to its street, trail, and sidewalk systems, have adequate capacity to serve the proposed development, and any burdens on those systems have been mitigated to the degree practicable; and
f. The application demonstrates that the change in zoning will not create significant dislocations of tenants or occupants of the property, or that any impacts are outweighed by other public benefits or progress toward other Comprehensive Plan goals that would be achieved by approval of the application.
g. The application mitigates any adverse impacts on the surrounding area to the degree practicable.

The following Uses are Conditional Uses in the MU-OA-G Zone District per UDO Table 3.2.1. The adherence of each Conditional Use to the Approval Criteria listed above follows each request.

1. Outdoor Recreation and Entertainment
   a. Standards for Outdoor Recreation and Entertainment are found in UDO Section 3.3.5(K). The application complies with these requirements as the property is not within a residential zone district, is not within 1000’ of a heavy manufacturing use and is not and outdoor stadium.
   b. The Aurora Places plan designates the Stapleton area as a City Corridor area, Original Aurora, of which Entertainment/Arts and Parks/Open Space are a part, which by definition encompasses outdoor recreation and entertainment. Additionally, the plan encourages mixed-use development to “support the neighborhood, adding a new dimension of vitality to the area”. This conditional use request fits the intent and character of the stated goals.
   c. The scale and size of the Conditional Use is relatively small (12,000-sf +/-) in size and scale and as an ancillary use to the Project will not generate additional traffic impacts.
The hours of operation are in keeping with city code for noise, lighting and operational requirements.

d. The proposal will only enhance the neighborhood character consistent with the parallel thematic use mix found in the Stapleton and Stanley Marketplace redevelopment area.

e. The existing public infrastructure system is capable of supporting the Project, as demonstrated by the Traffic Impact Study, Site Plan and associated documents.

f. No change of zone is requested.

g. Mitigation of noise, light and traffic impacts are an integral part of the Site Plan. Furthermore, the Project seeks to engage the neighborhood through the Outdoor Recreation and Entertainment Use as a gathering incentive to area residents.

2. Bar and Tavern

a. Standards for Bar and Tavern are found in UDO Section 3.3.5(C) which requires conditional approval if the use is located within 300’ of a residential zone district. Because the project is within 300’ (approximately 200’) from the OA-RMU Zone District along Emporia Street to the east, the use request is conditional. However, there are a multitude of commercial buildings located along the east side of Dayton Street which separate the Project from the multi-family buildings along Emporia Street which will provide buffer and mitigation from the Project.

b. The Aurora Places plan designates the Stapleton area as a City Corridor area, Original Aurora, of which restaurants and nightlife scenes are a part.

c. The scale and size of the use is small compared to other bar and taverns in the area, i.e., the Stanley Marketplace. Impacts are mitigated as demonstrated in the Site Plan and Traffic Impact Study.

d. The proposal will only enhance the neighborhood character consistent with the parallel thematic use mix found in the Stapleton and Stanley Marketplace redevelopment area.

e. The existing public infrastructure system is capable of supporting the Project, as demonstrated by the Traffic Impact Study, Site Plan and associated documents.

f. No change of zone is requested.

g. Mitigation of noise, light and traffic impacts are an integral part of the Site Plan.

3. After Hours Entertainment

a. Standards for After Hours Entertainment are found in UDO Section 3.3.5(A) which requires conditional approval in the MU-OA-G Zone District. Because the project is within 300’ (approximately 200’) from the OA-RMU Zone District along Emporia Street to the east, the use request is conditional. However, there are a multitude of commercial buildings located along the east side of Dayton Street which separate the Project from the multi-family buildings along Emporia Street which will provide buffer and mitigation from the Project.

b. The Aurora Places plan designates the Stapleton area as a City Corridor area, Original Aurora, of which restaurants and nightlife scenes are a part.

c. The scale and size of the use is small compared to other bar and taverns in the area, i.e., the Stanley Marketplace, that would employ after hours entertainment. Impacts are mitigated as demonstrated in the Site Plan and Traffic Impact Study.

d. The proposal will only enhance the neighborhood character consistent with the parallel thematic use mix found in the Stapleton and Stanley Marketplace redevelopment area.
e. The existing public infrastructure system is capable of supporting the Project, as demonstrated by the Traffic Impact Study, Site Plan and associated documents.
f. No change of zone is requested.
g. Mitigation of noise, light and traffic impacts are an integral part of the Site Plan.
SITE PLAN WITH CONDITIONAL USES
BEER GARDEN
LOTS 2-5, BLOCK 16, NEW ENGLAND HEIGHTS
A PORTION OF THE SOUTHWEST 1/4 OF SECTION 34,
TOWNSHIP 3 SOUTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN
CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

PLANT LEGEND

SITE DATA TABLE

LANDSCAPE REQUIREMENTS

4 LANDSCAPE PLAN 08-22-22
NOT FOR CONSTRUCTION
SITE PLAN WITH CONDITIONAL USES
BEER GARDEN
LOTS 25-36, BLOCK 16, NEW ENGLAND HEIGHTS
A PORTION OF THE SOUTHWEST 1/4 OF SECTION 34,
TOWNSHIP 3 SOUTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT E

11-03-20

BREWERY

COLOR SAMPLES

PAINT COLOR #1
PRO FRESH TECHNOLOGY WHITEalore

PAINT COLOR #2
PRO FRESH TECHNOLOGY ROYAL BLUE

PAINT COLOR #3
PRO FRESH TECHNOLOGY RUST RED
COMMUNITY COMMENTS

Name: Mary Vaught
Comment: Very concerned about increased traffic and noise from outside entertainment. Mostly concerned with noise from outside entertainment.

Name: Moh Sadaoui
Comment: See attached comment letter.

Name: Nadine Caldwell
Organization: Northwest Aurora Neighborhood Organization (NANO)
Comment: See attached comment letter.
Moh Sadaoui
Dayton Street, LLC
2351-2361 Dayton Street, Aurora, CO 80010

Tel: 303-619-0175
msadaoui@msn.com

Ref: Comments
Development Application: DA-2179-00 Watering Bowl
Site Address: 2301-2323 Dayton Street, Aurora CO 80010

This is an exciting project that will add vibrancy to the neighborhood. There are multiple proposed mixed use/residential housing projects in the area (adjacent properties) and the characteristics highlighted herein are relevant to consider for future residents.

Late operating hours, until 2AM, although not expected to be daily we see potential conflict and nuisance with these late hours. Midnight seems to be more acceptable; although the scale of the venues may not be exact same we suggest following guidelines other outdoor venues which surround residential areas follow (Red Rocks, Comfort Dental Center, Clement Park Amphitheater, etc.). Outdoor speakers should follow the City of Aurora ordinances and should not disrupt outside of quiet hours.

Stage music will also create disturbances should concerts and events be held that go beyond quiet hours, the 4PM end time proposed seems agreeable as this should not disrupt majority of sleep schedules for residents.

The lighting at the volleyball courts should be chosen to match the facade of the neighborhood plans and we acknowledge and appreciate they will be turned off by 11:10PM on rec league evenings.

Lastly, although the parking is said to be self-provided and sufficient, we have all experienced the influx of visitors to the area with already existing successful projects. During busy times, the parking swells and has caused inconveniences and I believe this project will draw the same overflow. More thought on mitigation of this and additional parking should be considered.

The recreation leagues and events to be hosted on the premises should always consider the impact on neighbors and publication of plans ahead of time would be useful for neighbors (to plan for congestion, nuisance, and potential participation). Overall we hope this is a complimentary project to the proposed residential projects and will serve as an opportunity for residents to enjoy the amenity in the neighborhood.

We look forward to cooperating and collaborating to make this a great experience and success.

Sincerely,
 COMMENTS CONCERNING THE BEER GARDEN AT 2323 DAYTON STREET

SOME OF THE CONCERNS WE HAVE ARE AS FOLLOWS:

With an outdoor activity like volleyball there can be an excessive amount of noise produced just by the fact that people are playing a competitive game and yelling, cheering, etc., are part of the game. How will this issue be handled?

Sand was mentioned as being the surface for the volleyball courts. We would like to discourage this use and sand has a way of getting into everything and is not easy to contain.

There is residential directly across the street from the volleyball courts, how will they be affected by lighting, noise, and car traffic until late into the night. There is also residential ½ block to the East that will also be affected by the same issues. Are these people aware of this potential business? Most of these residents might be renters but that does not make them any less important than property owners.

As mentioned, we have a concern about parking issues: daytime and evening. Parking is not allowed on the street after 10 pm, so this might deter clients, if they can’t find parking on the street. Daytime parking on the street is not possible as every space is filled with cars on Dayton Street from 22nd Avenue to 25th Ave from surrounding businesses, Stanley customers, residents, etc.

Lighting for the outdoor activities at night needs to be addressed and also outdoor speakers that are going to be used for music. Surrounding residents and businesses should not be affected by either of these issues.

Bocce ball courts seem to be pretty innocuous and might draw senior citizens to the site.

Having a restaurant there would be good for the neighborhood as it was stated that the prices would be economical in comparison to Stanley Market’s food prices.

Our referral person has met with Justin Henry, the applicant, and they had a conversation about the above issues but it remains to be seen how all of this will be handled. We feel the City has to make sure that all issues are addressed in a manner that is satisfactory to not only the City but the applicant and surrounding owners, residents, etc.

Northwest Aurora Neighborhood Org.
Nadine Caldwell, Board member and referral person