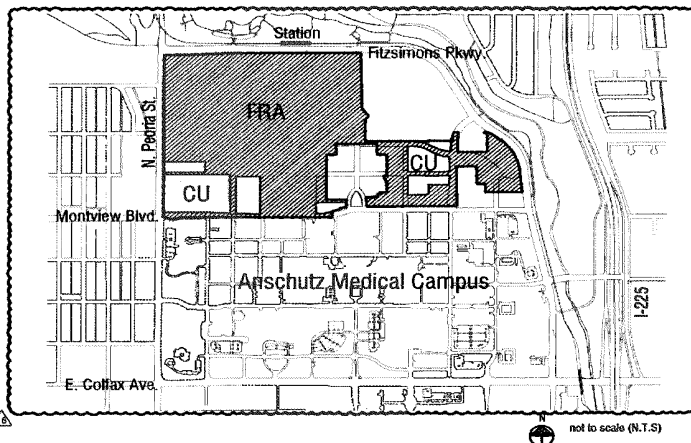


FITZSIMONS INNOVATION COMMUNITY GENERAL DEVELOPMENT PLAN AMENDMENT #16

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

VICINITY MAP ::



PROJECT OVERVIEW AND GENERAL OBJECTIVE ::

The site is bound by N. Peoria Street, Montview Boulevard and Fitzsimons Parkway. This 184 acre site was part of the original 578 acre Fitzsimons Army Medical Center that closed in 1989. At that time, a majority of the land was conveyed to the University of Colorado and the Fitzsimons Redevelopment Authority.

This document amends the original GDP covering 184 acres. The proposed changes address the mix of uses and site framework in response to the Light Rail Station along Fitzsimons Parkway, surrounding Regional Open Space, and the evolving dynamics of research and bioscience-focused urban mixed-use areas.

The proposed uses align with the Aurora Comprehensive Plan and the Fitzsimons Station Area Plan, which have identified the site as an Urban Mixed-Use District and an emerging science, technology, and innovation hub that will serve as a central industry hub for the Rocky Mountain Region.

The goal of the Planned Development-Mixed Use (PD-MU) zone district is to incorporate innovative urban design and land development practices to enhance the health, safety, and general welfare of the city's residents. This zone is intended to provide the City and landowner/developer with the essential information to make informed decisions about future development and services. The district is designed to support a high-quality mixed-use innovation and employment center, bolstered by high-density residential and commercial areas.

VISION STATEMENT ::

The Fitzsimons Innovation Community (FC) is designed to become Colorado's premier Innovation Mixed-Use Campus, drawing both biomedical and non-biomedical innovators. The Fitzsimons Redevelopment Authority (FRA) understands that to attract the world's top innovators, the physical design and amenities of the campus must embody the values and culture of those it aims to foster. An innovation campus differs significantly from traditional real estate developments, with a focus on fostering creativity and collaboration. The goal is to create a unique urban mixed-use research and office campus that will draw biomedical and other research companies, leveraging the proximity to the Anschutz Medical Campus. At its core, the campus will feature cutting-edge office and research spaces, while retail and residential areas will be thoughtfully integrated, strategically placed adjacent to the park network, regional open space and Light Rail Transit Station.

GENERAL NOTES ::

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

- Right-of-way will be dedicated as individual roadway corridors are designated and constructed.
- Streetlights must be constructed along all public streets per City Code.
- The owner, developer and/or contractors will notify the City if archeological artifacts are uncovered during construction.
- No subdivision plan shall be approved prior to the City's approval of the preliminary Drainage Plan, in the event that any plan conflicts with the GDP, the Preliminary Drainage Plan, as approved by the City, shall govern. Drainage ponds, drop structures and other facilities are subject to Site Plan review.
- The GDP and associated Site Plans may be amended administratively. Application for a GDP amendment and Site Plan may be filed, processed, and scheduled concurrently for staff review if required. Refer to Sheet 10 for detailed process.
- The roadway systems are conceptually located to provide access to the site. Final alignments, access and design will be determined at the time of Site Plan review, and may be subject to reimbursement agreements as determined by the City to require other property owners to contribute for infrastructure that will benefit them, and shall adhere to this GDP to the extent that is reasonable and possible.
- Fire Department Access. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds. Fire department access is required to within 150 feet of all exterior portions of the structure.
- 26 feet wide, typical, minimum paved surface shall be provided every 150 feet of road length for emergency vehicle set-up. Reference City of Aurora Roadway Design Manual Detail S23.1. Typical.

14. In circumstances where appropriateness or applicability of a GDP Standard or FIG Design Guideline is in question, the intent will provide additional direction.

15. Fitzsimons Innovation Community Design Guidelines are referenced by this GDP.
16. All interested parties are hereby alerted that the General Amendment Plan is subject to administrative changes as initiated by the FRA and as shown on the most current General Development Plan on file in the Aurora City Planning Office at the Municipal Building. A copy of the official current development plan may be obtained here.

17. The amended GDP is the FRA's master plan design for the campus area north of E. Montview Blvd, parcels owned by the University of Colorado may or may not be developed in compliance with the GDP.

GENERAL DEVELOPMENT PLAN NOTES ::

1. ON-SITE AND OFF-SITE INFRASTRUCTURE REQUIREMENTS:
The developer is responsible for construction of all on-site and off-site infrastructure needed to establish two points of emergency access to the overall site and each internal phase of construction. This requirement includes, but is not limited to, the construction of any emergency crossings improvements, looped water supply and fire hydrants as required by the adopted fire code and city ordinances.

- TEMPORARY FIRE STATION REQUIREMENTS:
In the event that a permanent fire station is not operational, the Aurora Fire Department may require that a temporary fire station be opened when, as a result of the department's risk analysis, such temporary station is deemed necessary by any one of the following benchmark criteria. Criteria include, but may not be limited to, the following:
 - The number of alarms in the first due area, for the projected fire station, exceeds an annual rate of 100 per year.
 - The total response time of the first due company exceeds 8 minutes, 90% of the time.
 - The number of family dwelling units exceeds 100 or the amount of commercial/industrial square footage exceeds 2 million square feet.

If and when a temporary station is deemed necessary, the developer has agreed to provide a 1 1/4 acre site for a temporary fire station within close proximity to future development sites. This site would be separate from the site designated for the permanent station. The temporary fire station will be available for use by the Aurora Fire Department for 10 years, or as otherwise determined by an agreement between the Aurora Fire Department and the developer(s).

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

- WHELEN WARNING SYSTEM REQUIREMENTS:
The FEMA requirement for outdoor emergency warning systems is a 60-70 foot monopole tower using an alert siren. The City of Aurora uses the whelen siren system. The land requirement for the tower is a 10' x 10' easement. Each siren covers approximately 3,000 radial feet at 70 decibels and is typically spaced one siren per square mile. In newly annexed/developing areas of the city, sirens should be sited on every 1/4 section of ground (320 acres) or 6000 feet apart to provide edge to edge coverage. The exact placement of sirens will be determined by the City of Aurora's Office of Emergency Management and coordinated with FRA to insure that coordinated coverage is provided on a system-wide basis.

SIGNATURE BLOCK ::

CITY
The foregoing instrument was acknowledged before me this 22 day of October 2025 by MAYOR MIKE COFFMAN

Witness my hand and official seal
Maria Christina Hull (Notary Public)
My commission expires 2-24-27 Notary/Busn. address:

MARIA CHRISTINA HULL
NOTARY PUBLIC - STATE OF COLORADO
NOTARY ID 20234007439
MY COMMISSION EXPIRES FEB 24, 2027

CITY OF AURORA APPROVALS:

City Attorney: Lena McClelland

Planning Director: [Signature]

Planning Commission: [Signature]

City Council: Mike Coffman

Attest: [Signature] (City Clerk)

10/21/25

Date: 10/21/2025

Date: 10/21/2025

Date: 10/22/25

Date: 10-22-25

RECORDER'S CERTIFICATE
Accepted for filing in the office of the Clerk and Recorder of Adams County, Colorado at ___ o'clock ___ M, This ___ day of ___ AD, 2020.

Clerk and Recorder: Deputy:

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

In witness thereof
Kelly Brough (Kelly Brough, President and CEO of FRA)

has caused these presents to be executed this 8 day of OCTOBER 2025

By: Kelly Brough (Principals or Owners)
Juliana Mandelena Carlson (Corporate Seal)

STATE OF COLORADO
COUNTY OF ADAMS

JULIANA MANDELENA CARLSON
NOTARY PUBLIC - STATE OF COLORADO
NOTARY ID 20244039095
MY COMMISSION EXPIRES OCT 22, 2028

AMENDMENTS

- 10.23.2017 Minor Amendment 6: Revise alignment of 23rd Ave and Scranton Parkway.
- 07.07.2020 Major Amendment 9: Update land use table to allow interim parking as a conditional use.

Minor Amendments to update master utility, drainage, and traffic studies.
08.07.2024 Major Amendment 16: Updated the GDP Boundary, land uses, and increased the residential unit cap. Expanded residential planning areas for higher-density, mixed-use development. Revised park space network to meet requirements for proposed density, streets, and drainage. Defined the necessary infrastructure within PIP areas to support development parcels. Added Form J Matrix outlining park amenities.

SHEET INDEX ::

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SHEET 2: LEGAL DESCRIPTION	SHEET 14: STREET SECTIONS
SHEET 3: LEGAL DESCRIPTION	SHEET 15: STREET INTERSECTIONS
SHEET 4: CONTEXT MAPS AND ZONING	SHEET 16: STREET INTERSECTIONS
SHEET 5: STREET HIERARCHY	SHEET 17: PUBLIC IMPROVEMENTS PLAN
SHEET 6: LAND USE PLAN	SHEET 18: P.I.P. SUB AREA ENLARGEMENT PLANS
SHEET 7: PROPOSED PERMITTED USES	SHEET 19: P.I.P. SUB AREA ENLARGEMENT PLANS
SHEET 8: ROADWAY DESIGNATION PLAN	SHEET 20: P.I.P. SUB AREA ENLARGEMENT PLANS MATRIX
SHEET 9: PARK NETWORK, PEDESTRIAN AND BICYCLE PLAN	SHEET 21: FORM J: PARKS, RECREATION AND OPEN SPACE MATRIX
SHEET 10: GENERAL DEVELOPMENT CRITERIA	SHEET 22: DRAINAGE PLAN
SHEET 11: GENERAL DEVELOPMENT CRITERIA	SHEET 23: OVERALL UTILITY PLAN
SHEET 12: GENERAL DEVELOPMENT CRITERIA	



FITZSIMONS INNOVATION COMMUNITY
AURORA, COLORADO
Location

Consultants:

Applicant	Planmaker Redevelopment Authority
Architect	12636 E. Montview Blvd, Suite 100 Aurora, CO T (720) 858-4100
Civil Engineer	Traffic Engineer
Matrix Group	Neil & Pines
1001 Blake St. Suite 200 Denver, CO 80202 T (303) 572-0200	4110 17th St. Suite 1000 Denver, CO 80202 T (303) 554-4200

Issue Record:

10.02.2015	Submittal 1
03.26.2016	Submittal 2
03.18.2016	Submittal 3
07.14.2019	Final submittal
03.17.2016	Final Set
10.29.2017	Major amendment
02.07.2020	Major amendment submittal 1
05.13.2020	Major amendment submittal 2
11.02.2020	Major Set
08.07.2024	Major amendment submittal 3
11.27.2024	Major amendment submittal 4
04.08.2025	Major amendment submittal 5
07.15.2025	Major amendment submittal 6
09.16.2025	Major amendment submittal 7

This General Development Plan contains an advisory consent with the City of Aurora Station Area Plan. Deviations from City of Aurora Station Area Plan are indicated herein. Where conflicts exist, the Station Area Plan shall govern. The illustrations contained in this document illustrate 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.

Proj. #: 2326
Drawn: R.S.
Checked: K.D.F.

COVER SHEET & INTRODUCTION

FITZSIMONS INNOVATION COMMUNITY

GENERAL DEVELOPMENT PLAN AMENDMENT #16

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

LEGAL DESCRIPTION ::

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



FITZSIMONS INNOVATION COMMUNITY
Location
AURORA, COLORADO

Consultants:

Applicant
Fitzsimons Redevelopment Authority
12635 E. Montview Blvd, Suite 100
Aurora, CO
T: (720) 859-4100

Civil Engineer Traffic Engineer
MATRIX Design Group Fair & Piers
1901 Blake St, Suite 200 410 17th St, Suite 1000
Denver, CO 80202 Denver, CO 80202
T: (303) 572-8200 T: (303) 296-4300

Issue Record	Submitted
10.02.2015	Submittal 1
01.29.2016	Submittal 2
03.16.2016	Submittal 3
07.14.2016	Final Submittal
10.12.2016	Major Set
10.23.2017	Minor amendment
07.07.2020	Major amendment submittal 1
08.14.2020	Major amendment submittal 2
11.02.2020	Major Set
08.07.2024	Major amendment submittal 3
11.27.2024	Major amendment submittal 4
04.09.2025	Major amendment submittal 5
07.16.2025	Major amendment submittal 6
09.16.2025	Major amendment submittal 7

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

Proj. #: 2328
Drawn: R.S.
Checked: K.D.F.

LEGAL DESCRIPTION

FITZSIMONS INNOVATION COMMUNITY

GENERAL DEVELOPMENT PLAN AMENDMENT #16

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

LEGAL DESCRIPTION CONTINUED ::

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

COMMENCE AT THE EAST ONE-QUARTER CORNER OF SAID SECTION 36, FROM WHICH THE EAST LINE OF THE NORTHEAST ONE-QUARTER BEARS N 00°04'28" E; THENCE NORTH 65°44'59" WEST A DISTANCE OF 913.09 FEET TO THE PIN AND CAP, L.S. NO. 16112, ON THE WEST BACK OF CURB OF WHEELING STREET; THENCE NORTH 89°39'24" WEST, ALONG THE SOUTH BACK OF CURB OF THE ALLEY, A DISTANCE OF 82.45 FEET; THENCE NORTH 00°21'10" WEST A DISTANCE OF 17.13 FEET TO THE POINT OF BEGINNING;

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

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

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

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

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

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

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

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

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

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

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

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



FITZSIMONS INNOVATION COMMUNITY
 Location
AURORA, COLORADO

Consultants:

Applicant	
Fitzsimons Redevelopment Authority 12636 E. Montview Blvd, Suite 100 Aurora, CO T: (720) 859-4100	
Civil Engineer	Traffic Engineer
MATRIX Design Group 1941 Blake St, Suite 200 Denver, CO 80202 T: (303) 572-0200	Fair & Piers 410 17th St, Suite 1000 Denver, CO 80202 T: (303) 296-4300

Issue Record:

10.02.2015	Submittal 1
01.29.2016	Submittal 2
03.16.2016	Submittal 3
07.14.2016	Final submittal
10.17.2016	Major Set
10.23.2017	Minor amendment
07.07.2020	Major amendment submittal 1
08.14.2020	Major amendment submittal 2
11.02.2020	Major Set
08.07.2024	Major amendment submittal 3
11.27.2024	Major amendment submittal 4
04.03.2025	Major amendment submittal 5
07.15.2025	Major amendment submittal 6
09.16.2025	Major amendment submittal 7

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Proj. #:	2328
Drawn:	R.S.
Checked:	K.D.F.

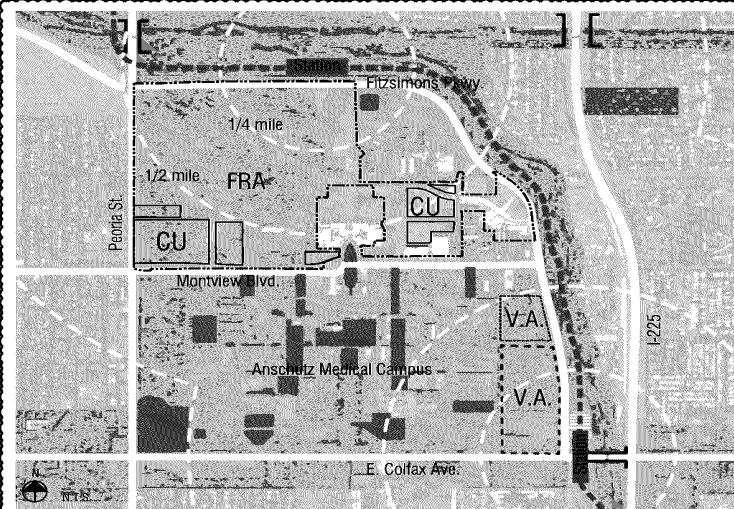
LEGAL DESCRIPTION

FITZSIMONS INNOVATION COMMUNITY

GENERAL DEVELOPMENT PLAN AMENDMENT #16

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

EXISTING LAND USE ::

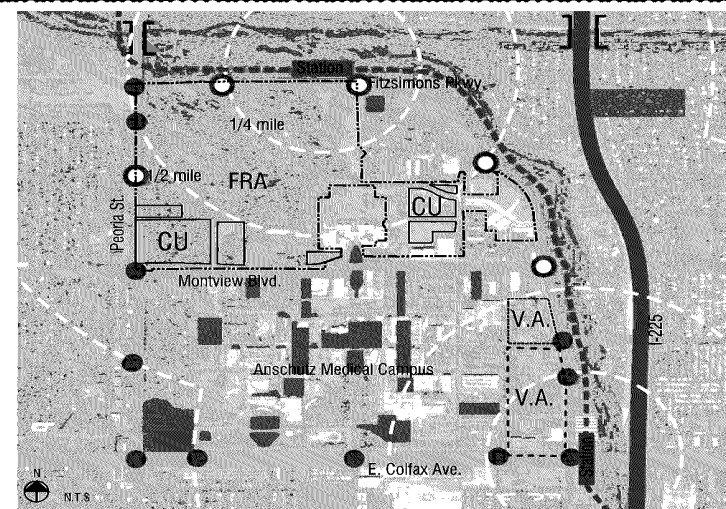


The FIC is bordered by regional open space to the north and east, Anschutz Medical Campus to the south, and low density residential to the east. Beyond its immediate borders, the FIC is largely surrounded by low density single family neighborhoods. This land use pattern suggests that the Light Rail Station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

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

- COMMERCIAL
- RESIDENTIAL
- PUBLIC PARK SPACE
- PRIVATE PARK SPACE
- REGIONAL GREENWAY
- ANSCHUTZ MEDICAL CAMPUS
- GDP BOUNDARY

EXISTING TRANSPORTATION ::

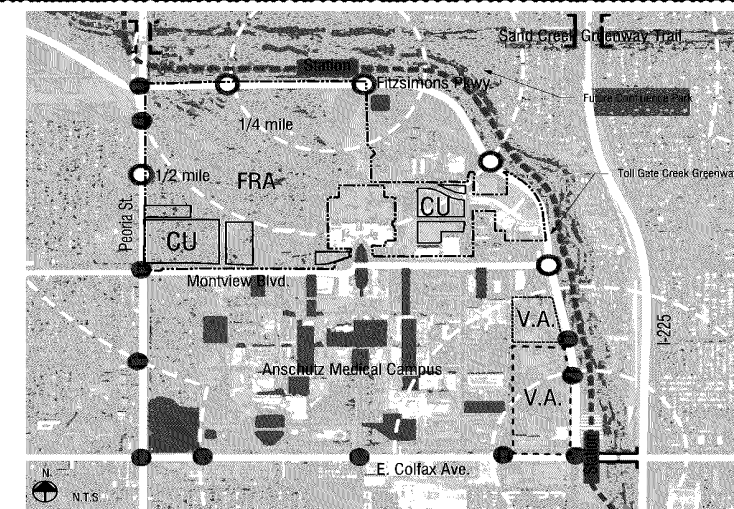


Proximity to I-70, I-225 and Colfax Avenue allows for regional automobile connectivity to Front Range employment centers and destinations including Downtown Denver, The Denver Tech Center, DIA, Golden and Boulder as well as significant residential populations.

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

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

EXISTING PARK SPACE AND BIKE NETWORK ::



FIC is located directly south of Sand Creek Park, which provides access to regional trails including the Sand Creek Regional Greenway and Toll Gate Creek Greenway. 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 park spaces and a growing network of bicycle facilities located adjacent to the site.

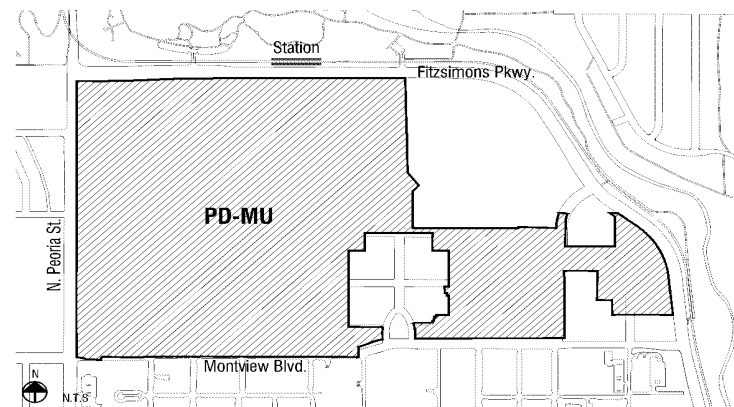
The FIC park space and street network will be designed to allow for safe, comfortable bicycle and pedestrian connections that connect to existing park space facilities and set the stage for future connections beyond its borders.

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

EXISTING ZONING ::

PD-MU zoning exists on the entire site.

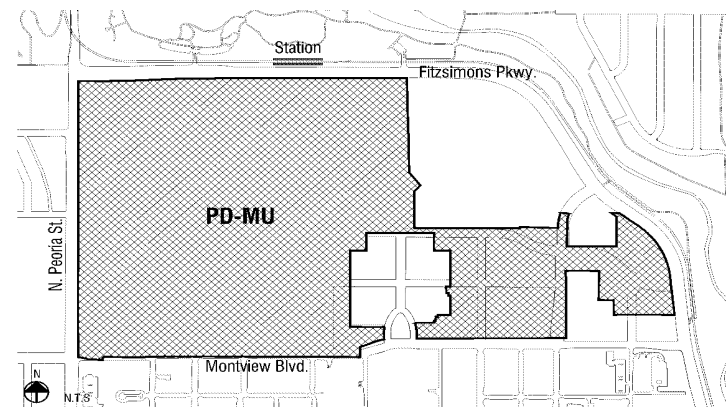
EXISTING ZONING MAP ::



PROPOSED ZONING ::

PD-MU zoning will remain on the entire site.

PROPOSED ZONING MAP ::



FITZSIMONS INNOVATION COMMUNITY
 Location
 AURORA, COLORADO

Consultants:
 Applicant:
 Fitzsimons Redevelopment Authority
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Civil Engineer Traffic Engineer
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Issue Record:

10.02.2015	Submittal 1	
01.29.2016	Submittal 2	
03.16.2016	Submittal 3	
07.14.2016	Final Submittal	
10.17.2016	Major Set	
10.26.2017	Minor amendment	
07.07.2020	Major amendment submittal 1	
08.14.2020	Major amendment submittal 2	
11.02.2020	Major Set	
08.07.2024	Major amendment submittal 3	
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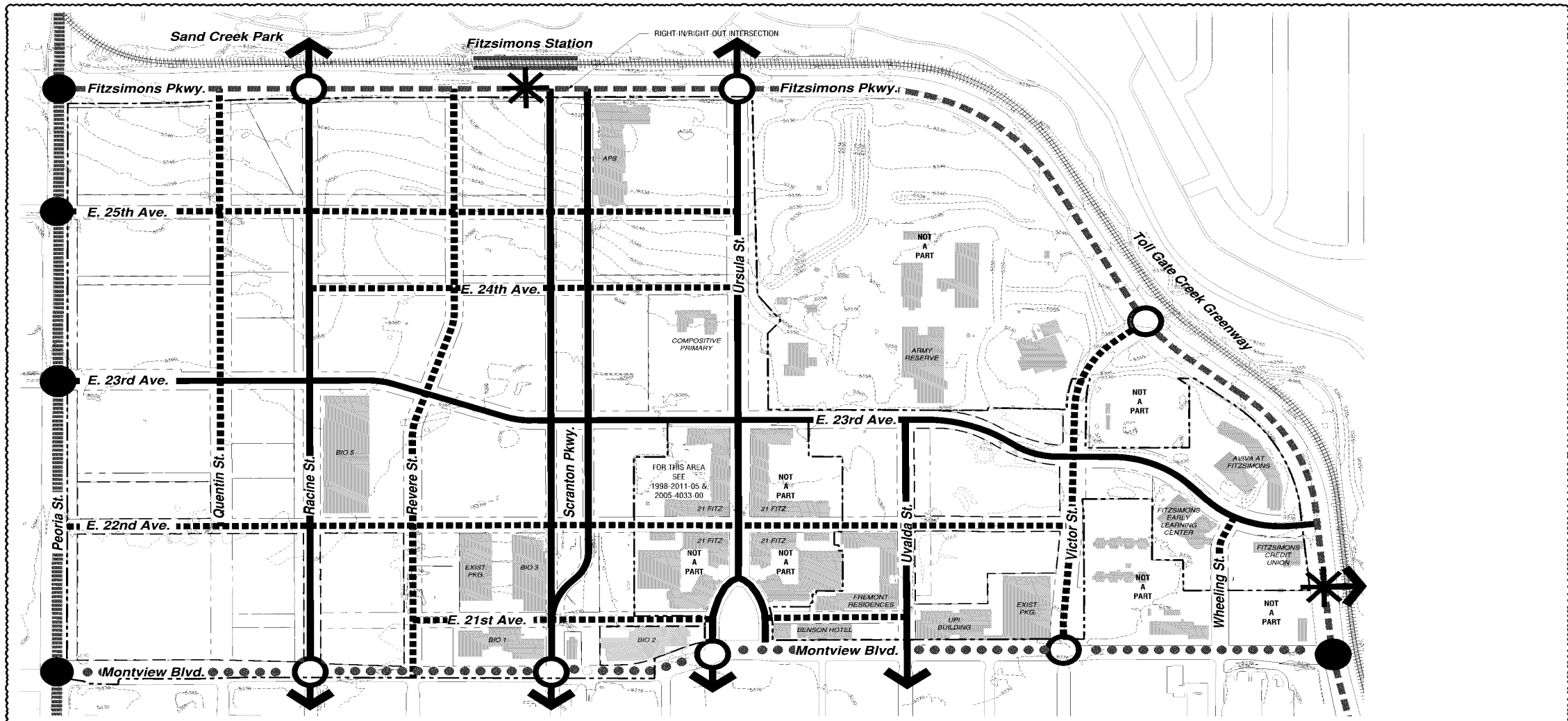
Proj. #: 2328
 Drawn: R.S.
 Checked: K.D.F.

CONTEXT MAPS AND ZONING

FITZSIMONS INNOVATION COMMUNITY

GENERAL DEVELOPMENT PLAN AMENDMENT #16

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



LEGEND ::

- GDP BOUNDARY
- ++++ LIGHT-RAIL TRACK
- EXISTING SIGNALIZED INTERSECTION
- FUTURE SIGNALIZED INTERSECTION
- * EXISTING HAWK SIGNAL PER CITY OF AURORA (PEDESTRIAN ACTIVATED SIGNAL)
- ||||| PEORIA ST.
- ==== FITZSIMONS PKWY.
- MONTVIEW BLVD.
- Primary STREET 1
- Secondary STREET
- CU OWNED PROPERTY

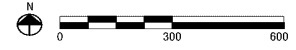
NOTES ::

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

Primary Streets: Primary Streets are the primary connections that link Anschutz Medical Campus, Fitzsimons Innovation 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. If a development parcel does not have frontage along a Primary Street, buildings should front Secondary Streets. Street character descriptions are included on Sheet 10 and 11.

Peoria Street, Montview Boulevard and Fitzsimons Parkway are existing perimeter street and are described Sheet 10, Section 2.4.



1. FRA will construct and dedicate these streets. See Sheet 10, Section 2.3 for description.

FRYBA ARCHITECTS
 1620 Logan Street
 Denver, Colorado 80202
 303.551.4010

FITZSIMONS INNOVATION COMMUNITY
 Location
AURORA, COLORADO

Consultants:

Applicant:
 Fitzsimons Redevelopment Authority
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Civil Engineer: Traffic Engineer
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Issue Record

10.02.2015	Submittal 1
01.29.2016	Submittal 2
03.16.2016	Submittal 3
07.14.2016	Final Submittal
10.17.2016	Major amendment
10.24.2017	Minor amendment
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08.14.2020	Major amendment submittal 2
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08.05.2024	Major amendment submittal 4
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STREET HIERARCHY AND TOPOGRAPHY

FITZSIMONS INNOVATION COMMUNITY

GENERAL DEVELOPMENT PLAN AMENDMENT #16

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

LAND USE CONCEPT ::

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

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

- Mixed-use Public / Civic / Institutional planning area is generally aligned with CU Anschutz Medical Campus land ownership along with gateway locations to the site and Anschutz Medical Campus.
- Residential planning area occurs primarily along Fitzsimons Parkway adjacent to Sand Creek Park, as well as along Scranton Parkway, Uvalda Street, and the proposed park network along Scranton Parkway, 24th Avenue, and 25th Avenue.
- Mixed-use Residential planning area is located within the central portion of the site between Ursula Street and Racine Street. Land use type, provides flexibility for Residential or Office / Commercial / Research in response to market conditions.
- Mixed-use Office / Commercial / Research planning area is located within the central and western portion of the site. If regional commercial is located on campus, it will be located near Arterial Streets for regional transit corridor access.

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

Parcel Quadrants: Parcels are organized into Quadrants, named and delineated according to existing infrastructure, which enables adjacent development and reflects their geographical placement within the development area.

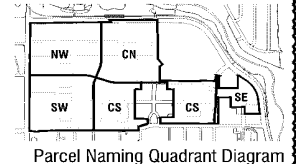


FITZSIMONS INNOVATION COMMUNITY
 Location
AURORA, COLORADO

Consultants:
 Applicant:
 Fitzsimons Redevelopment Authority
 12635 E. Montview Blvd, Suite 100
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 T: (720) 859-4100
 Civil Engineer Traffic Engineer
 MATRIX Design Group Fair & Piers
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 Denver, CO 80202 Denver, CO 80202
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Issue Record:

Date	Submission
10.02.2015	Submittal 1
01.29.2016	Submittal 2
03.16.2016	Submittal 3
07.14.2016	Final Submittal
10.17.2016	Minor Set
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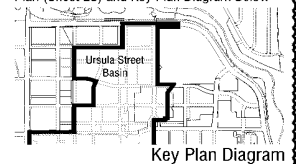


Parcel Naming Quadrant Diagram

NOTE ::

Maximum of 7,266 dwelling units (7,013 new dwelling units) approved in Fitzsimons Innovation Community, 3,300 units are anticipated in the Residential planning area and 3,966 are anticipated in the Mixed-use Residential planning area. If residential uses are conditionally allowed within an institutional land use area, the units approved will be deducted from the maximum cap of 7,266 units.

- Residential development is concentrated within Ursula Street Sanitary Sewer Basin due to utility capacity efficiencies. Refer Overall Utility Plan (Sheet 23) and Key Plan Diagram Below



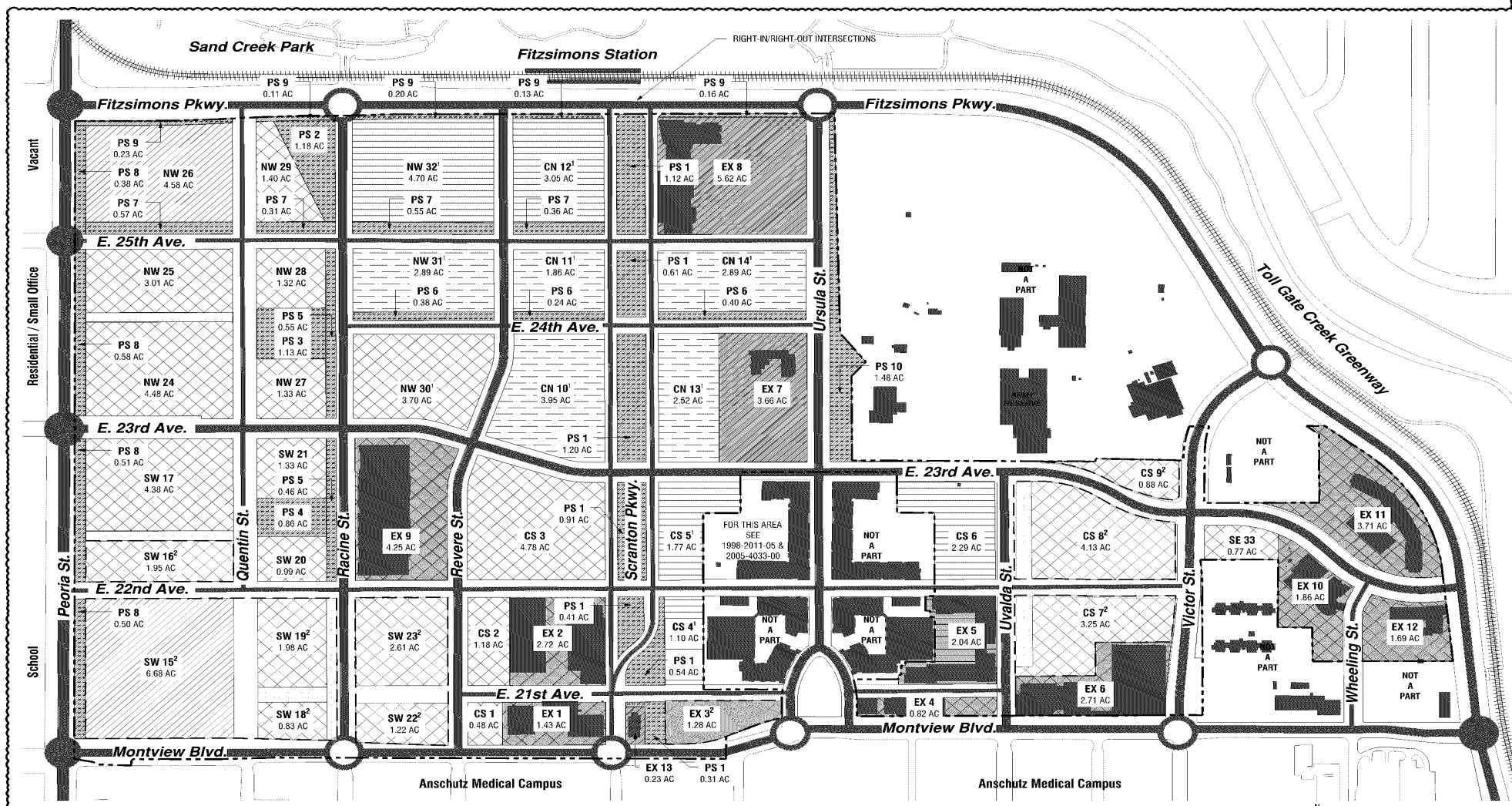
Key Plan Diagram

- Parcels owned by the University of Colorado; may or may not be developed in compliance with the GDP except for linear park spaces owned by the University within Public Improvement Area 7 intended to receive park credit. Proposed uses shown on Land Use Plan are a conceptual scenario used for planning evaluation only.

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Prof. #: 2328
 Drawn: R.S.
 Checked: K.D.F.

LAND USE PLAN



LEGEND ::

- GDP BOUNDARY
- ||||| LIGHT-RAIL TRACK
- EXISTING SIGNALIZED INTERSECTION
- FUTURE SIGNALIZED INTERSECTION
- [Hatched Box] MIXED-USE PUBLIC / CIVIC / INSTITUTIONAL PLANNING AREA
- [Cross-hatched Box] MIXED-USE OFFICE / COMMERCIAL / RESEARCH PLANNING AREA
- [Horizontal Lines Box] RESIDENTIAL PLANNING AREA
- [Vertical Lines Box] MIXED-USE RESIDENTIAL PLANNING AREA
- [Dotted Box] EXISTING DEVELOPED PARCELS
- [Dashed Box] CU OWNED PROPERTY²
- [Stippled Box] PARK SPACE
- [White Box] INELIGIBLE OPEN SPACE (This is not counted toward park space requirements)

LAND USE SUMMARY ::

Land Use Type	FRA OWNED	CU OWNED ²
Mixed-use: Office / Commercial / Research	+/- 48.53	+/- 17.28
Mixed-use: Public / Civic / Institutional	+/- 14.09	+/- 6.68
Residential	+/- 14.96	NA
Mixed-use: Residential	+/- 14.11	NA
Park Space	+/- 16.37	+/- 1.75
R.O.W	+/- 47.79	+/- 1.61
Ineligible Open Space	+/- 1.02	NA
SITE ACREAGE	+/- 156.87	+/- 27.32
TOTAL SITE ACREAGE	+/- 184.19	

FITZSIMONS INNOVATION COMMUNITY

GENERAL DEVELOPMENT PLAN AMENDMENT #16

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

PERMITTED USES WITHIN THE GDP ::

- The GDP criteria focus on building form instead of permitted uses. Consequently, the list of permitted uses is less restrictive than in traditional zone districts. The prohibited and restricted uses are limited to those that may not further the GDP principles. A broad range of uses is permitted with the intention of promoting a mix of uses in the GDP area.
- Categories of use and their permissibility by planning area are listed in the accompanying table.
- The FRA and City of Aurora may mutually determine the appropriateness of any use not specifically listed as permitted, conditional or accessory on this page. Similarly to other uses listed, similarities to the permitted use table, and surrounding existing uses shall all be considered.
- In the case 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.

	PLANNING AREAS			
	MIXED-USE PUBLIC / CIVIC / INSTITUTIONAL	MIXED-USE OFFICE / COMMERCIAL / RESEARCH	MIXED-USE RESIDENTIAL	RESIDENTIAL
COMMERCIAL USES				
Artspaces	P	P	C	C ¹³
Banks, savings, and financial institutions	C	P	P	C ¹³
Banks, savings and financial institutions with drive-through facilities	NP	C	NP	NP
Bars, taverns and night clubs	NP	P	P	P ¹³
Brew-pubs, wineries, distilleries	C	P	P	P ¹³
Catering service	NP	P	C	C ¹³
Child or adult day care center, small or large	P	P	P	P ¹³
Entertainment & Recreation, Indoor	P	C	NP	NP
Extended stay lodging	C	P	NP	NP
Liquor store (subject to 2,000 foot distance requirement)	NP	P	C	C ¹³
Hotels ³	P	P	NP	NP
Medical clinic (physicians / dentists)	P	P	C	C ¹³
Meeting, banquet and conference facilities	P	P	NP	NP
Offices	P	P	NP	NP
Commercial parking structures	P	P	C	C ¹³
Surface parking ¹¹	C	C	C	C
Personal Services	P	P	P	P ¹³
Pharmacy	P	P	P	P ¹³
Photocopying and printing	P	P	P	P ¹³
Repair, rental and servicing (non-vehicle) (with no outside storage and maximum of 7,500 gfa on ground floor)	C	P	C	C ¹³
Research and development	P	P	C	C ¹³
Retail sales	P <40,000 gfa on ground flr. C >40,000 gfa on ground flr.	P <60,000 gfa on ground flr. P >60,000 gfa on ground flr. ⁷	P ¹⁰	P ^{10,13}
Restaurant	P	P	P	P ¹³
Studios, including television and radio broadcasting stations, excluding antenna towers	P	P	C	C ¹³
Urban agriculture	P	P	C	C ¹³
Uses operating between the hours of 12:00 midnight and 6:00 a.m.	C	C	C	C ¹³
Veterinary clinics	P	P	C	C ¹³
Veterinary hospitals	P	P	NP	NP
INDUSTRIAL USES				
Restricted light industrial use (Clean industry, Innovation design / build workshops)	P	P	C	NP
Wet labs / dry labs	P	P	C	NP
Co-work and creative industries	P	P	C	NP
Marijuana testing (MIP)	P	P	C	NP

P: permitted NP: not permitted C: conditional

	PLANNING AREAS			
	MIXED-USE PUBLIC / CIVIC / INSTITUTIONAL	MIXED-USE OFFICE / COMMERCIAL / RESEARCH	MIXED-USE RESIDENTIAL	RESIDENTIAL
PUBLIC, CIVIC AND INSTITUTIONAL USES				
Civic, cultural facilities	P	P	P	C ¹³
Hospitals, licensed nursing homes, sanitariums and convalescent hospitals	P	P	NP	NP
Outdoor recreation and entertainment, outdoor event space	P	P	C	NP
Parks, open space, playgrounds, plazas and art parks, small urban park, public art	P	P	P	P ¹³
Places of worship ²	P	P	P	C ¹³
Public uses or facility including fire station, police station, ambulance service	P	P	C	NP
Schools, elementary, secondary and post-secondary	P	P	P	P ¹³
Transit facilities	P	C	C	NP
RESIDENTIAL USES ⁸				
Dwellings, town homes	C	NP	P	P
Dwellings, multi-family	C	NP	P	P
Dwellings, live/work	C	NP	P	P
Bed and breakfast residences	NP	NP	P	C
Day care home, child or adult	C	P	P	P
Assisted living facility	C	P	P	P
Nursing homes	C	P	P	P
Co-housing	C	C	C	C
ACCESSORY USES				
Automobile fuel dispensing facilities (for grocery)	C	C ⁴	NP	NP
Commercial Mobile Radio Service ⁹	C	C	C	C
Cooperative solar, Charging Station, Wind energy	P	P	C	C
Drive-up or drive-through facilities (for grocery) (located to the side or rear of the building and not at street corners)	NP	C ⁵	NP	NP
Residential Clubhouse	NP	NP	P	P
Wholesale	P	P	NP	NP
Small Cell Technology ¹²	C	C	C	C

NOTES ::

- Any use listed above may be an accessory use to a proposed primary use listed above.
- Place of Worship is limited to a maximum of 15,000 square feet.
- There will be a limitation of two hotels within this GDP boundary. At a minimum one of the hotels will meet the definition of a service hotel as defined below. The other hotel will meet the definition of a service hotel with the exception that the maximum square feet of meeting facilities will be 8,000 square feet. The total number of rooms shall not exceed 375. Hotel, service means a public establishment providing lodging. A service hotel must meet the following standards:
 - Have a central, common lobby for check-in/check-out and guest services such as valet parking.
 - Access should be either internal or through a secured internal courtyard.
 - Have a minimum of 100 guest rooms.
 - Provide a guest fitness center with exercise and fitness equipment, sauna, and/or whirlpool.
 - Offer internet access, data ports and phone lines in all rooms.
 - Rooms shall be located on a minimum of four levels with elevator access.
- A fueling facility associated with a grocery store may be a permitted per FRA approval.
- A grocery store with a maximum gross floor area of 80,000 square feet may be a permitted per FRA approval.
- Uses immediately adjacent to Residential and Mixed-Use Residential Planning Area will be reviewed for compatibility and subject to FRA approval. See Residential and Mixed-Use Residential Planning Area note on Sheet 10.
- Residential units are limited to 7,266 maximum dwelling units (7,013 new dwelling units) for the entire GDP.
- Stealth rooftop installation only. CMRS shall be screened from view or designed to diminish visual impact on public realm.
- Night/hood serving retail and commercial permitted.
- Allowed as a conditional use meeting FIC Design Guidelines requirements for parking lot screening. Surface parking allowed for seven years with an option to renew for three additional years based upon review by the city and the Fitzsimons Metropolitan District. Interim parking lots shall be maintained by the owner/operator.
- Small Cell technology is subject to DRB review and approval when located in the public realm or on private property.
- Commercial, Public, Civic, and Institutional uses within Residential Planning Areas are permitted only as ground floor/accessory uses.



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Issue Record	Submission 1	Submission 2	Submission 3	Final Submission	Major Amendment	Minor Amendment
10.02.2015	Submission 1					
01.29.2016	Submission 2					
03.16.2016	Submission 3					
07.14.2016	Final Submission					
10.17.2016	Major Amendment					
10.20.2017	Minor Amendment					
07.07.2020	Major Amendment Submission 1					
08.14.2020	Major Amendment Submission 2					
11.02.2020	Major Amendment Submission 3					
03.07.2024	Major Amendment Submission 4					
11.27.2024	Major Amendment Submission 5					
04.09.2025	Major Amendment Submission 6					
07.15.2025	Major Amendment Submission 7					
09.16.2025	Major Amendment Submission 8					

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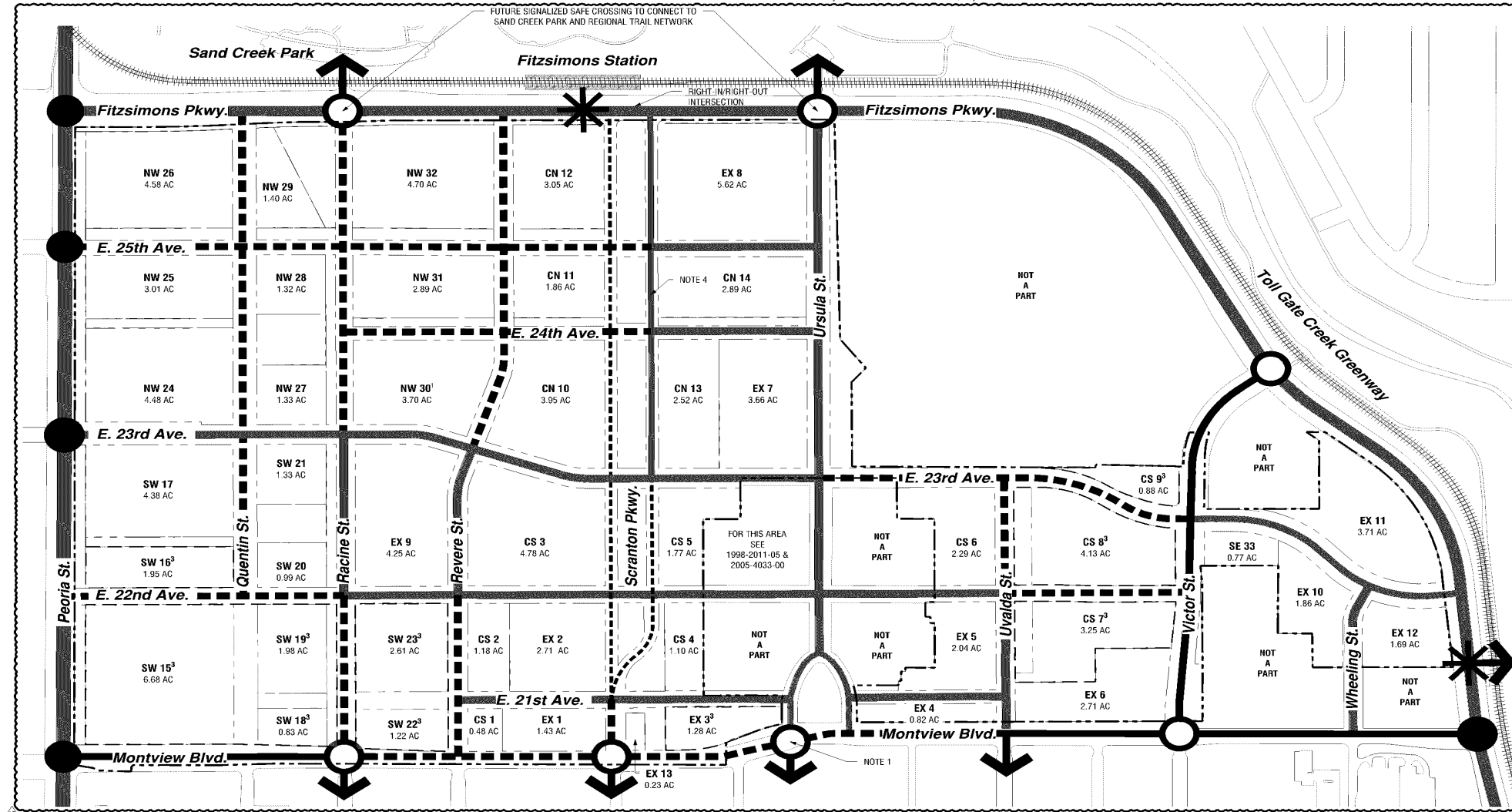
Proj. #: 2328
 Drawn: R.S.
 Checked: K.D.F.

PROPOSED PERMITTED USES

FITZSIMONS INNOVATION COMMUNITY

GENERAL DEVELOPMENT PLAN AMENDMENT #16

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



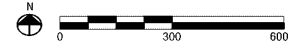
LEGEND ::

- GDP BOUNDARY
- +++++ LIGHT-RAIL TRACK
- EXISTING SIGNALIZED INTERSECTION
- FUTURE SIGNALIZED INTERSECTION
- * EXISTING HAWK SIGNAL PER CITY OF AURORA (PEDESTRIAN ACTIVATED SIGNAL)
- CU OWNED PROPERTY³
- ===== EXISTING 6 LANE ROADWAY
- ===== EXISTING 4 LANE ROADWAY
- ===== EXISTING 2 LANE ROADWAY
- ===== EXISTING 1 LANE ROADWAY

- ===== PROPOSED 4 LANE ROADWAY²
- PROPOSED 2 LANE ROADWAY²
- PROPOSED 1 LANE ROADWAY²

NOTES ::

1. Further study necessary to determine if signal will be necessary. Signal will need to go through variance process at time of construction.
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.
3. Parcels owned by the University of Colorado; may or may not be developed in compliance with the GDP. Proposed parcel alignments are a conceptual scenario used for planning evaluation only.
4. Existing 2-lane roadway to be reconstructed to 1-lane roadway.



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Issue Record:

Date	Issue
10.02.2015	Submittal 1
01.29.2016	Submittal 2
03.16.2016	Submittal 3
07.14.2016	Final Submittal
10.12.2016	Minor Set
10.20.2017	Minor amendment
07.07.2020	Major amendment submittal 1
08.14.2020	Major amendment submittal 2
11.02.2020	Minor Set
08.02.2024	Major amendment submittal 3
11.27.2024	Major amendment submittal 4
04.09.2025	Major amendment submittal 5
07.15.2025	Major amendment submittal 6
09.18.2025	Major amendment submittal 7

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 Checked: K.D.F.

ROADWAY DESIGNATION PLAN

FITZSIMONS INNOVATION COMMUNITY

GENERAL DEVELOPMENT PLAN AMENDMENT #16

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

PARK CONCEPT ::

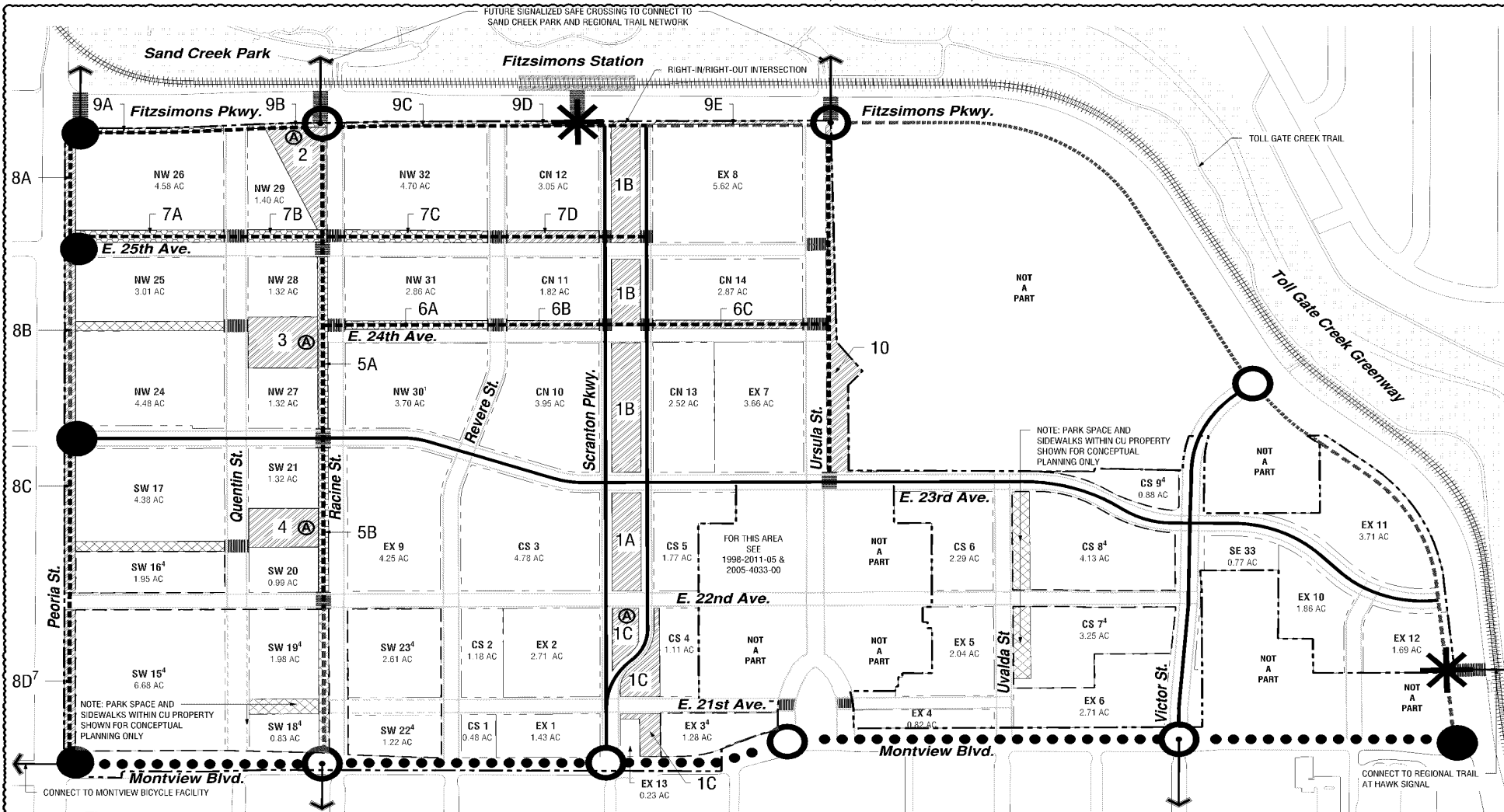
The intent of the park space framework is to provide a network of urban park spaces and trails that connect Anschutz Medical Campus, FC and neighborhoods to one another and the Station and Sand Creek Park. See Sheet 11, Section 2.8 for park descriptions.

NOTE ::

- See table 1 and 2, Sheet 12 for park space requirement.
- Multi-use path will be located in the linear park.
- See Sheet 11, Section 2.8 for Park Descriptions
- Parcels owned by the University of Colorado; may or may not be developed in compliance with the GDP, except for linear park spaces owned by the University within Public Improvement Area 7 intended to receive park credit. Proposed Park Space and Connectivity Paths shown on Park Network, Pedestrian and Cycle Plan are a conceptual scenario used for planning evaluation only.
- Directional Cycle Track is based on City of Aurora design for Montview Boulevard.
- Public Art locations identified in this document are conceptual. A minimum of 1% of infrastructure construction costs excluding design costs within the district shall be utilized for determining the Public Art budget and allocated per the City of Aurora Public Art Guideline recommendations for Public Art in Transit Oriented Development. The installation of Public Art shall be coordinated with the design and construction timeline of the associated park or public space. Public Art fees are to be assessed with the submission of site plan submittals for each public art location.
- In accordance with the Land Sale Agreement Master Covenants (Record No. 201900011349), Park Space 8D will be constructed in compliance with the Urban Design Guidelines.
- Reference Form J (Page 21) for required amenities within proposed park spaces.
- Planned sidewalk network to be delivered incrementally tied to adjacent property development to support access and site circulation.

PARK SPACE SUMMARY ::

NAME	AREA (ac)
1: Scranton Park	5.10
1A: 22nd Ave to 23rd Ave	0.91
1B: 23rd Ave to Fitzsimons Pkwy	2.93
1C: 22nd Ave to Montview Blvd	1.26
2: Gateway Park	1.18
3: Racine Park	1.13
4: Racine Pocket Park	0.86
5: Racine Greenway	1.01
5A: 23rd Ave to 25th Ave	0.55
5B: 23rd Ave to 22nd Ave	0.42
6: 24th Linear Park	1.02
6A: Racine St to Revere St	0.38
6B: Racine St to Revere St	0.24
6C: Scranton Pkwy to Ursula St	0.40
7: 25th Linear Park	1.79
7A: Peoria St to Quentin St	0.57
7B: Quentin St to Racine St	0.31
7C: Racine St to Revere St	0.55
7D: Revere St to Scranton Pkwy	0.36
8: Peoria Linear Park	1.97
8A: Fitzsimons Pkwy to 25th Ave	0.38
8B: 25th Ave to 23rd Ave	0.58
8C: 23rd Ave to 22nd Ave	0.51
8D: 22nd Ave to Montview Blvd	0.50
9: Fitzsimons Linear Park	0.83
9A: Peoria St to Quentin St	0.23
9B: Quentin St to Racine St	0.11
9C: Racine St to Revere St	0.20
9D: Revere St to Scranton Pkwy	0.13
9E: Revere St to Scranton Pkwy	0.16
10: Ursula Linear Park	1.48
TOTAL	16.37¹



LEGEND ::

- GDP BOUNDARY
- ++++ LIGHT-RAIL TRACK
- EXISTING SIGNALIZED INTERSECTION
- PROPOSED SIGNALIZED INTERSECTION
- * HAWK SIGNAL PER CITY OF AURORA (PEDESTRIAN ACTIVATED SIGNAL)
- Ⓐ POTENTIAL PUBLIC ART LOCATION⁶
- - - CU OWNED PROPERTY⁴
- ▨ PARK SPACE⁸
- ▩ PARK SPACE WITH STORMWATER MANAGEMENT⁸
- ▧ INELIGIBLE OPEN SPACE
- ▤ EXISTING CITY PARK AND GREENWAY
- ▥ PLANNED SIDEWALK NETWORK⁹
- ▬ PEDESTRIAN PATH CROSSING
- EXISTING MULTI-USE PATH
- - - PROPOSED MULTI-USE PATH²
- ⋯ POTENTIAL MULTI-USE PATH BY OTHERS
- DIRECTIONAL CYCLE TRACK⁵
- ON STREET BIKE LANES
- ← CONNECTION TO OFF-SITE BICYCLE FACILITIES



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Issue Record:
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 01.29.2016 Submittal 2
 03.16.2016 Submittal 3
 07.14.2016 Final Submittal
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 10.23.2017 Minor amendment
 07.07.2020 Major amendment submittal 1
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PARK NETWORK, PEDESTRIAN AND BICYCLE PLAN
 SHEET 9 OF 23

FITZSIMONS INNOVATION COMMUNITY

GENERAL DEVELOPMENT PLAN AMENDMENT #16

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

1. INTRODUCTION ::

1.1 PURPOSE

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

1.2 RELATIONSHIP TO STATION AREA PLAN

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

1.3 RELATIONSHIP TO TOD ZONING

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

1.4 RELATIONSHIP TO FIC DESIGN GUIDELINES

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

1.5 ADMINISTRATION AND INTERPRETATION

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

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

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

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

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

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

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

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

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

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

1.7 NEW CONSTRUCTION AND CHANGES TO EXISTING DEVELOPMENT

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

1.8 TOUCH RULE

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

2. FRAMEWORK ::

2.1 LAND USE

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

MIXED USE PUBLIC / CIVIC / INSTITUTIONAL

Location: Primarily located at Primary Street intersections along the perimeter of the site.

Intent: Create a civic and institutional anchor center. This area will be comprised of a variety of high density building formats. Buildings will be located in a manner that front Primary Streets and create a highly connected and pedestrian friendly urban pattern. This planned use area is intended to be flexible to allow for integrated campus design. All site designs shall consider short term and long term build-out and phasing scenarios to allow this area to density over time.

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

MIXED USE OFFICE / COMMERCIAL / RESEARCH

Location: Primarily located at the western and eastern portion of the site in proximity to 23rd Avenue.

Intent: Create a high density innovation, research and commercial employment center. This area will be comprised of a variety of building formats, heights, and densities. Buildings will be located in a manner that front Primary Streets and create a highly connected and pedestrian friendly urban pattern. This planned use area allows for the potential for corporate office uses, lab research or regional commercial center, based upon market conditions.

Uses: The program is anticipated to include wet and dry labs, general office, research and development (such as incubator space, "maker" space, high-tech fabrication, innovation design/build workshops), and flex space and that take advantage of the high visibility along street corridors. 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.

RESIDENTIAL

Location: Primarily located along Scranton Boulevard, Fitzsimons Parkway, west of Uvalda Street and adjacent to park network.

Intent: Offer a variety of residential unit sizes and price points near the Fitzsimons Station Light Rail Stop. The area is reserved for high-density residential development centered around the station, Scranton Parkway and the residential core on Uvalda Street. Non-residential uses may be included at the building base to enhance engagement with the streetscape and surrounding park space.

Uses: Medium and high density multifamily, local serving retail and commercial at the base of buildings.

Residential densities in the GDP are higher than in surrounding areas. Higher densities provide increased numbers of transit riders within walking distance of rail stations and provide for lively, interesting places. Overall densities should generally exceed 100 units per acres gross. For a full list of allowable uses, see Permitted Uses on Sheet 7.

- Maximum of 3,300 dwelling units allowed (3,047 new dwelling units)
- No single family detached products are allowed.
- No three-story walkup apartment buildings are allowed unless integrated into the residential building. Reference Table 4: Building Stories (Sheet 12) for minimum building stories. No townhome products are allowed.

MIXED USE RESIDENTIAL

Location: Primarily located along Scranton Boulevard, west of Ursula Street and east of Racine Street.

Intent: Offer a range of residential unit sizes and price points in proximity to the light rail station and proposed Office / Commercial / Research and Public / Civic / Institutional Planned Land Use areas. Area is reserved for high density residential development but may be considered for non-residential uses based on market conditions and approval by the FRA and Design Review Board.

Uses: Medium and high density multifamily, local serving retail and commercial at the base of buildings.

Residential densities in the GDP are higher than in surrounding areas. Higher densities provide increased numbers of transit riders within walking distance of rail stations and provide for lively, interesting places. Overall densities should generally exceed 100 units per acres gross. For a full list of allowable uses, see Permitted Uses on Sheet 7.

- Maximum of 3,966 dwelling units allowed (3,966 new dwelling units)
- No single family detached products and townhomes are allowed.
- Reference Table 4: Building Stories (Sheet 12 of 22) for minimum building stories.

2.2 MAXIMUM DEVELOPMENT YIELD

Maximum building square footage is based on utility capacity that can support 17.40 million gross square feet, including residential dwellings and excluding parking structures. Maximum number of approved dwelling units is 7,266 (7,013 new dwelling units).

2.3 BLOCK SIZE AND STREET GRID

To encourage compact and mixed-use development and provide direct access for pedestrians and bicyclists, transit-oriented developments have an urban street grid and city-size blocks. This provides for a legible street pattern with smaller blocks, frequent intersections and convenient pedestrian travel, and multiple choices for automobile travel. Development blocks should typically be between 300 feet and 750 feet in length, or align with existing city grid, and no more than 2,300 feet around the perimeter. Block perimeter may be increased if a minimum 30' wide well-designed bike/pedestrian connection through the block connects to two streets.

2.4 STREETS

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

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

PERIMETER STREETS

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

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

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

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

PRIMARY STREETS

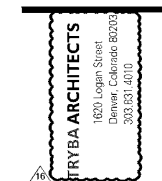
Primary Streets are the primary connections that link Fitzsimons Innovation Community to the Light Rail Station, Anschutz Medical Campus and adjacent neighborhoods. They are characterized by well-designed pedestrian zones with wide sidewalks and amenity zones, on-street parking and bicycle facilities.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

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

SECONDARY STREETS

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

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



Consultants:

Applicant	Civil Engineer	Traffic Engineer
Fitzsimons Redevelopment Authority 12636 E. Montview Blvd, Suite 100 Aurora, CO t: (720) 859-4100	MATRIX Design Group 1941 Blake St, Suite 200 Denver, CO 80202 t: (303) 572-8200	Fair & Piers 410 17th St, Suite 1000 Denver, CO 80202 t: (303) 296-4900

Issue Record:

Issue Record	Submitted 1	Submitted 2	Submitted 3	Final Submittal	Major amendment	Minor amendment	Major amendment submittal 1	Major amendment submittal 2	Major amendment submittal 3	Major amendment submittal 4	Major amendment submittal 5	Major amendment submittal 6	Major amendment submittal 7
10.02.2015													
01.29.2016													
03.16.2016													
07.13.2016													
10.12.2016													
10.20.2017													
07.07.2020													
08.14.2020													
11.02.2020													
03.07.2024													
11.27.2024													
04.05.2025													
07.15.2025													
09.16.2025													

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.

Proj. #:	2328
Drawn:	R.S.
Checked:	K.D.F.

FITZSIMONS INNOVATION COMMUNITY

GENERAL DEVELOPMENT PLAN AMENDMENT #16

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

2.4 TRAFFIC, ACCESS AND SIGNALIZATION

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

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

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

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

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

- Racine St. and Montview Blvd.

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

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

Existing H.A.W.K signal crossing at Scranton Pkwy. and Fitzsimons Pkwy. and Fitzsimons Pkwy. between E. 23rd Ave. and Montview Blvd. paid for by RTD/City, will be coordinated with Scranton Parkway alignment. Enhancements will be made to reinforce these vital crossing in connection with adjacent park space networks and coordinated with the FRA.

All streets shall provide a 26 foot wide clear zone every 150 linear feet for fire trucks. Reference City of Aurora Roadway Design Manual Detail S23.1, Typical.

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

2.5 PARKS AND PUBLIC SPACE

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

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

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

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

Parks and Public Realm design should consider the following:

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

Sand Creek Park, bordering the north and east edges of the site along Fitzsimons Parkway, offers access to natural resources and connects to the regional trail network via the Sand Creek Greenway and Toll Gate Creek Greenway Trail. Park space connections have been provided that complement and connect to the existing adjacent park spaces that include the Anschutz Medical Campus park space with the Sand Creek Regional Greenway.

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

2.6 PARK CLASSIFICATIONS AND DESCRIPTIONS

Park classifications and descriptions from the Parks and Open Space Dedication and Development Criteria Manual 2021, Section 3.2(A) are included in this GDP.

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

Examples of small urban parks include:

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

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

Pocket Parks: These parks are greater than one-half (0.5) acres in size. They may include some basic facilities found in neighborhood parks but are generally too small to completely address the neighborhood park requirements. Because both their size and facilities are limited, pocket parks have a small service area of one-quarter of a mile (1/4 mile radius). Commentary: This type of park may be provided in new developments to count towards open space land dedication required if programatically compliant.

Neighborhood Parks: The neighborhood park is the basic unit of the park system, serves as a recreational and social focus of the neighborhood, and is considered a "walk-to" facility. These parks are generally five (5) to fifteen (15) acres in size and serve residents within a one-half (1/2) mile radius. They provide playgrounds, an open grass play area and a picnic pavilion. The site should be accessible from throughout its service area by way of interconnected local trails, sidewalks or low-volume residential streets.

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

2.7 PARK AND OPEN SPACE LANDS AND CASH IN LIEU

Due to the unique nature of this transit oriented development, per Section 3.1-K of the PROS Dedication and Development Criteria Manual adjustments to the requirements are warranted so long as the solution results in mutual benefit for the developer and the city's residents. The dense nature of this development did not enable the required park acreages to be developed wholly within the GDP area; therefore, a combination of cash-in-lieu of dedication and development within the Sand Creek Park and/or Confluence Park are required if built units exceed the amount of park space provided within the development. A maximum 50% of the total acreage of neighborhood and community park space owed shall be paid cash-in-lieu (CIL). The remaining amount shall be fulfilled within this development (see Form J, Sheet 21) and through the construction of Confluence Park and/or improvements within Sand Creek Park. The specifics of the design and construction within the off-site parks, owned and maintained by the Aurora PROS, shall be determined through an Intergovernmental Agreement (IGA) with the city (PROS) and the FRA or metro district. The IGA shall be initiated by approval of certificates of occupancy for 1,966 residential units. Reference sheet 21 for the trigger for development.

Section 3.2-C(2) of the PROS Dedication and Development Criteria Manual: Infill & Transit Station Area Development Value - For infill development and development within transit station areas that are required to provide cash-in-lieu of land dedication, the amount of such payment shall be based upon a per-acre value derived from a case study analysis of the market value of property acquired by the city for community-based park, recreation, and open space purposes. (a) Such per-acre value shall be determined annually by the Director of PROS in accordance with the provisions of Section 2-567 of the City Code.

2.8 Fitzsimons Innovation Community PARK DESCRIPTIONS

The park and trail network is the foundation of the overall plan and is designed to connect the neighborhoods and medical campus at the periphery of the site with the transit station and Sand Creek Park. All park space designated in this plan is public and is of a size, proportion and orientation that adds to the fabric of the Campus. The park space is designed to serve a diverse range of users throughout the day, providing opportunities for passive recreation and informal active use. An enhanced multimodal connectivity network prioritizes access to the transit station, CU Anschutz Medical Campus, and Sand Creek Park. This system reinforces key connections at Fitzsimons Parkway, Montview Boulevard, and Peoria Street, integrating surrounding urban assets and defining the campus as a leading urban center.

Gateway Park: The site entry point of Fitzsimons Innovation Community and integrated with the Racine Greenway is a +/-1.14 acre community park located at the intersection of Racine Street and Fitzsimons Parkway. This park connects to the signalized crossing on Fitzsimons Parkway, providing a link to Sand Creek Park and encouraging various park space and trail network users to enjoy the area from dawn till dusk.

Scranton Parkway: Scranton Parkway is the backbone of the park space system. This urban civic parkway creates a site identity and provides grand, direct connection between Anschutz Medical Campus, FIC and the Light Rail Station. The median is planned as a multifunctional green space, incorporating shade trees, pedestrian paths, and recreational amenities to support active and passive use. The interior of the parkway will include pedestrian facilities, shade trees, pedestrian amenities and pedestrian scale lighting.

Racine Park / Racine Pocket Park: Publicly accessible parks located between Racine Street and Quentin Street that create small scale park spaces between building parcels. These parks enhance connectivity to the Racine Greenway while also providing spaces for congregation and gathering at both neighborhood and community scales. Buildings should front park edges, enabling visibility and activation of the adjacent park spaces.

Ursula Park: Publicly accessible park along Ursula Street supporting surrounding uses and campus connectivity. Features include a multi-use path and recreational amenities designed for future residents.

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

24th and 25th Avenue Linear Parks: Linear park corridors provide east-west connections through the campus, featuring multi-use trails, stormwater treatment elements, and pedestrian amenities. These corridors support both active and passive recreation while linking development parcels to the wider park system and mobility network.

Racine Greenway: Key north-south multimodal corridor linking the park network to the surrounding context, designed for pedestrians and cyclists. The greenway incorporates water quality treatment landscapes that provide both an environmental amenity and performative function. Features include sidewalks, a two-way bike path, softscape trails, and shade trees. Special care should ensure strong connections to adjacent developments and safe crossings at intersections for all travel modes along the greenway.

Integrated Stormwater Landscapes: Integrated and well-designed water quality areas, including the Racine Greenway and segments of Low Impact Developments (LID) along 25th Avenue, 24th Avenue, Fitzsimons Parkway and Quentin Street, are planned to manage stormwater runoff within the street and surrounding parcels. These features will highlight best practices, integrate into the surrounding park spaces, and provide pedestrian pathways that support connectivity and recreation.

Private Pocket Parks and Urban Plazas: Small, privately owned and publicly accessible pocket parks, urban plazas and entry plazas are encouraged throughout the FIC but cannot receive parkland dedication credit. Pocket Parks and Urban Plazas to be prioritized along Primary Streets, and may be located along Secondary Streets if the site does not have Primary Street frontage. These places link the public realm and park space network to public lobby space within buildings.

Paseos and Mid Block Crossings: Pedestrian walkways and passages are encouraged to break up street massing and provide pedestrian connectivity to the interior blocks, linking the public realm to parking facilities, interior courtyards or plazas.

Pedestrian Path Crossings: Pedestrian pathway crossings integrated into the park space network provide safe, efficient movement throughout the site, linking park spaces internally and connecting to the surrounding context.

2.9 GATEWAYS

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

FRYBA ARCHITECTS
1620 Logan Street
Denver, Colorado 80202
303.831.4010

FITZSIMONS INNOVATION COMMUNITY
Location
AURORA, COLORADO

Consultants:
Applicant:
Fitzsimons Redevelopment Authority
12635 E. Montview Blvd, Suite 100
Aurora, CO
T: (720) 859-4100
Civil Engineer: Traffic Engineer:
MATRIX Design Group: Faw & Piers
1941 Blake St, Suite 200 410 17th St, Suite 1000
Denver, CO 80202 Denver, CO 80202
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Issue Record

Date	Submitted	Status
10.02.2015	Submittal 1	_____
01.29.2016	Submittal 2	_____
03.16.2016	Submittal 3	_____
07.14.2016	Final Submittal	_____
10.17.2016	Major Set	_____
10.20.2017	Minor amendment	_____
07.02.2020	Major amendment submittal 1	_____
09.14.2020	Major amendment submittal 2	_____
11.02.2020	Major Set	_____
03.02.2024	Major amendment submittal 3	_____
11.27.2024	Major amendment submittal 4	_____
04.09.2025	Major amendment submittal 5	_____
07.15.2025	Major amendment submittal 6	_____
09.18.2025	Major amendment submittal 7	_____

This 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.

Proj. #: 2328
Drawn: R.S.
Checked: K.D.F.

FITZSIMONS INNOVATION COMMUNITY

GENERAL DEVELOPMENT PLAN AMENDMENT #16

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

2.10 PARK AND OPEN SPACE REQUIREMENTS

TABLE 1: PARK AND OPEN SPACE CALCULATIONS

	Residential Units	Residents (2.02 residents per units)	Neighborhood Park Required (3 acres / 1,000 residents)	Community Park Required (1-1/10 acres / 1,000 residents)
Existing Units	253	512	1.54 AC	0.56 AC
Proposed Units	7,013	14,166	42.49 AC	15.58 AC
TOTAL	7,266	14,678	44.03 AC	16.14 AC

TABLE 2: PARK AND OPEN SPACE REQUIREMENTS¹

	Required	Provided as Small Urban Park, Mini Park and Pocket Park
Neighborhood Park (3 acres / 1,000 residents)	44.03 AC	10.30 AC
Community Park (1-1/10 acres / 1,000 residents)	16.14 AC	6.07 AC
Open Space, other park uses and trails	Exempt	Exempt
TOTAL	60.17 AC	16.37 AC

1. Reference Form J on Sheet 21 for Community Park or Neighborhood Park Credit eligibility.

2.11 TREE MITIGATION

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

2.12 TREE PROTECTION

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

3. DESIGN GUIDELINES ::

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

3.1 URBAN FORM

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

- Elements of desirable building form include quality and durable façade treatments, well proportioned fenestration patterns (such as window and door placement in opaque facades), porches and entry features to break up the mass and form of buildings and create an interesting street edge. Principal pedestrian entrances to buildings should be located along a Primary Street and/or a corner location. Where a building only fronts a Secondary Street or Perimeter Street, principle pedestrian entries should be along that street as described in Section 2.4 of the GDP. Secondary entries may be located at rear of buildings to access parking areas. Enhanced architecture should be provided along multiple façades where abutting Primary or Perimeter Streets.
- If a building is located interior to a block and does not front a Primary or Secondary Street, the building should face onto an interior park, plaza or pedestrian walk that connects to an Primary Street, Secondary Street or park.
- Specific build-to zone and/or setback requirements, side setbacks and transitions are established in the FIC Design Guidelines.
- Ground floor transparency should be maximized to create pedestrian level interest and a visual connection between the street and interior spaces, enabling a strong sense of community and increasing informal oversight of public areas.
- Residences should include emphasized and weather protected entries to buildings or dwelling units. Balconies for upper level dwelling units should be included to allow private exterior space for each dwelling unit. Finish floor elevation of ground level residential units should be raised above the average grade of the adjacent sidewalk in order to provide separation between public/private spaces.
- Building services including trash and recycling center, loading docks, building utility connections including gas meters and electrical meters, and rooftop mechanical equipment should be screened from public view.
- Office buildings should incorporate 360° architecture to create a cohesive and interesting campus.

3.2 BUILDING HEIGHTS

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

Retail and commercial spaces should be incorporated into larger mixed-use developments at the ground level rather than constructed as standalone buildings.

TABLE 4: BUILDING STORIES

Planning Area	Min. building stories	Max building stories
Residential Planning Area	4	n/a
Mixed-Use Residential Planning Area	4	n/a
Mixed-Use Public / Civic / Institutional Planning Area	4	n/a
Mixed-Use Office / Commercial / Research Planning Area	4	n/a

Building height and stories serve as a guideline and variances are subject to approval by the Design Review Board.

3.4 PHASING

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

Phasing Requirements.

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

3.5 LIGHT-RAIL STATION

The pedestrian and bicycle network will connect to the existing Fitzsimons Parkway Light-rail station.

3.6 ENVIRONMENTAL MITIGATION

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

3.7 LANDSCAPE

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

3.8 PUBLIC ART

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

3.9 SUSTAINABILITY

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

4. PARKING ::

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

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

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

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

Surface parking lot screening shall be in accordance with the FIC Design Guidelines, Chapter 5: Parking.

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

4.1 DISTRICT PARKING STRATEGY

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

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

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

TABLE 5: PARKING REQUIREMENTS WITHIN THE GDP

All Sub Areas	All Sub Areas
Retail & Personal Service Uses	4.0 spaces/1,000 gfa maximum ^{1,2}
Restaurant	10.0 spaces/1,000 gfa maximum ^{1,2}
Office	4.0 spaces/1,000 gfa maximum ^{1,2}
Industrial/Light manufacturing	2.0 space/1,000 gfa maximum ^{1,2}
Multi Family Residential	0.25 space/dwelling unit minimum ^{1,5,8}
Single Family Attached	0.5 space/dwelling unit minimum ^{1,5,8}

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

4.3 ON-STREET AND SHARED PUBLIC PARKING

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

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

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

4.4 BICYCLE PARKING

Bicycle parking shall be provided per City of Aurora Code.

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 1620 Logan Street
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 INNOVATION COMMUNITY
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Issue Record

Issue Record	Submitted
10.02.2015	Submittal 1
01.29.2016	Submittal 2
03.16.2016	Submittal 3
07.14.2016	Final Submittal
10.12.2016	Major Set
10.23.2017	Minor amendment
07.07.2020	Major amendment submittal 1
08.14.2020	Major amendment submittal 2
11.02.2020	Major Set
03.07.2024	Major amendment submittal 3
11.27.2024	Major amendment submittal 4
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09.18.2025	Major amendment submittal 7

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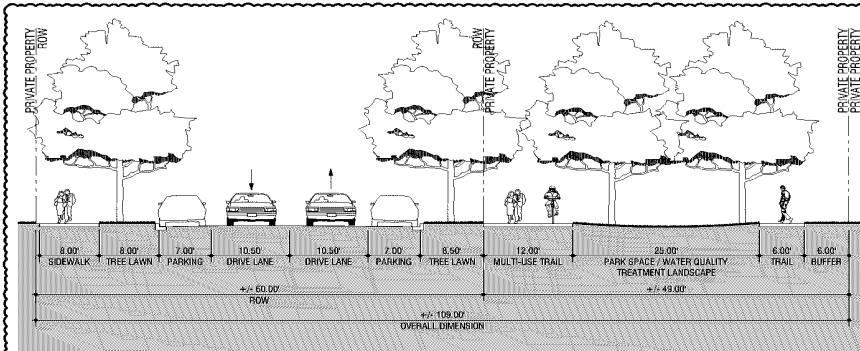
GENERAL
 DEVELOPMENT
 CRITERIA

SHEET 12 OF 23

FITZSIMONS INNOVATION COMMUNITY

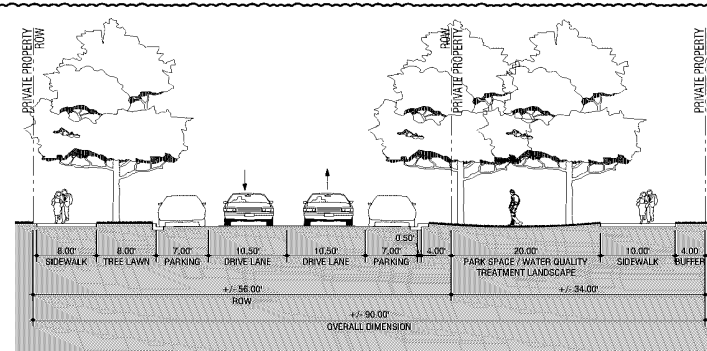
GENERAL DEVELOPMENT PLAN AMENDMENT #16

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



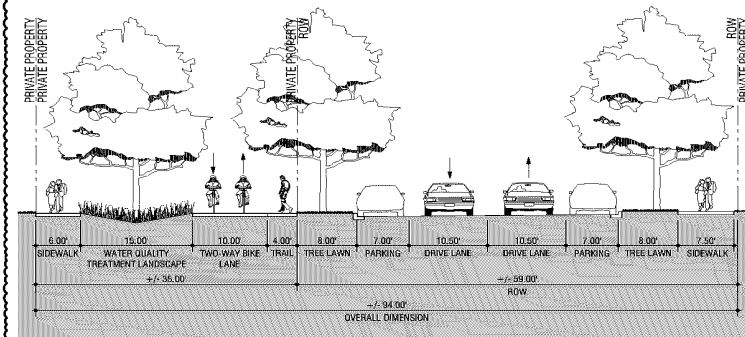
A. 25TH AVE / TYP. MID-BLOCK SECTION ::

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



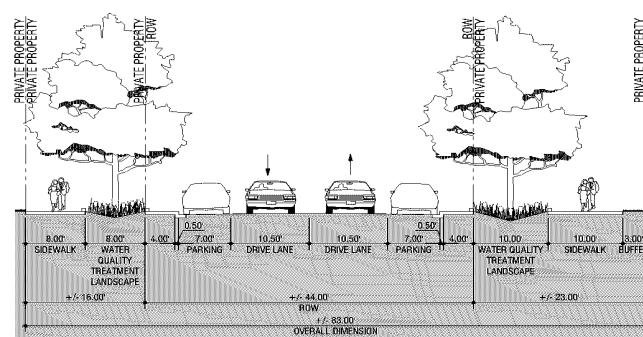
B. 24TH AVE / TYP. MID-BLOCK SECTION ::

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



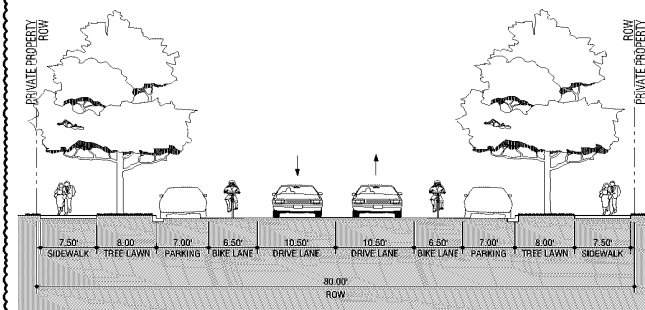
C. RACINE STREET SECTION / TYPICAL MID-BLOCK SECTION ::

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



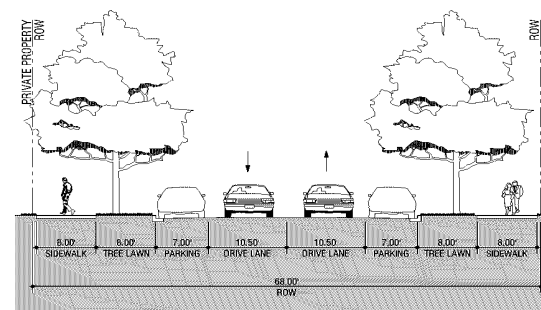
D. QUENTIN STREET SECTION / TYPICAL MID-BLOCK SECTION ::

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



E. TYPICAL COLLECTOR STREETS (E 23RD AVE)::

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

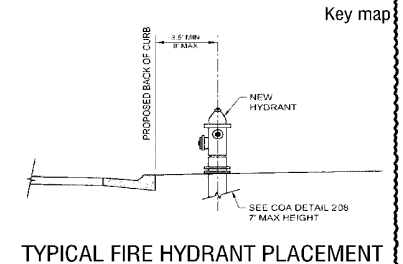
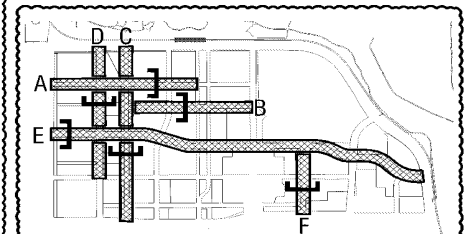


F. TYPICAL LOCAL STREETS (REVERE ST, UVALDA ST, E 21ST AVE, E 22ND AVE)::

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

NOTES ::

- All street sections are conceptual. Final design and lane configuration are subject to future traffic study.
- All streets shall provide a 26 foot wide clear zone every 150 linear feet for fire trucks as needed for building fire apparatus. Reference City of Aurora Roadway Design Manual Detail S23.1. Typical.
- 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.
- 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.



TYPICAL FIRE HYDRANT PLACEMENT



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Issue Record:

Date	Submission
10.02.2015	Submittal 1
01.29.2016	Submittal 2
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Checked: K.D.F.

STREET SECTIONS

FITZSIMONS INNOVATION COMMUNITY

GENERAL DEVELOPMENT PLAN AMENDMENT #16

SECTION 36, TOWNSHIP 3 SOUTH
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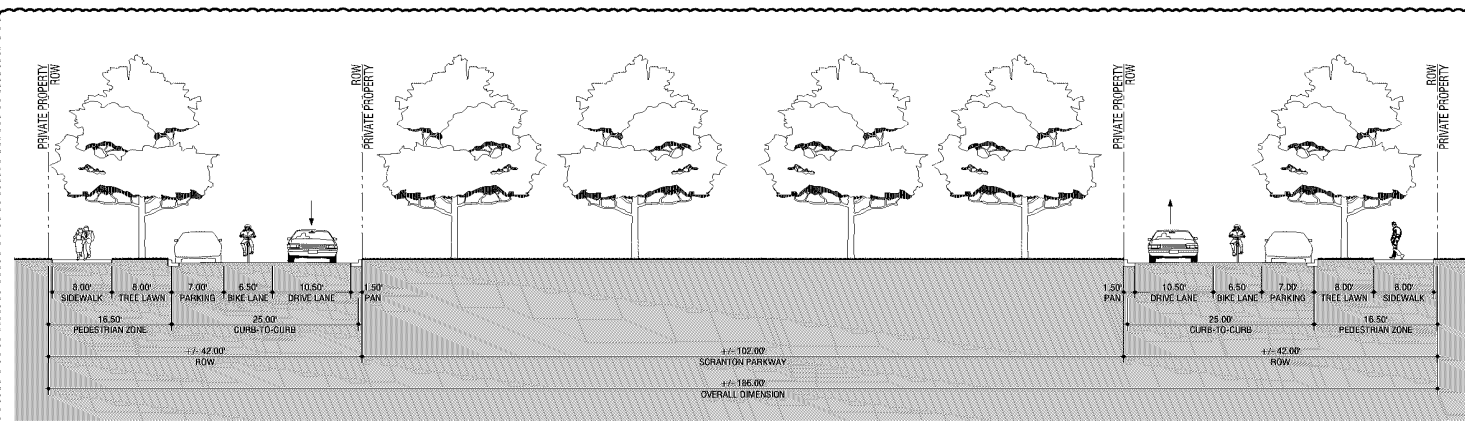
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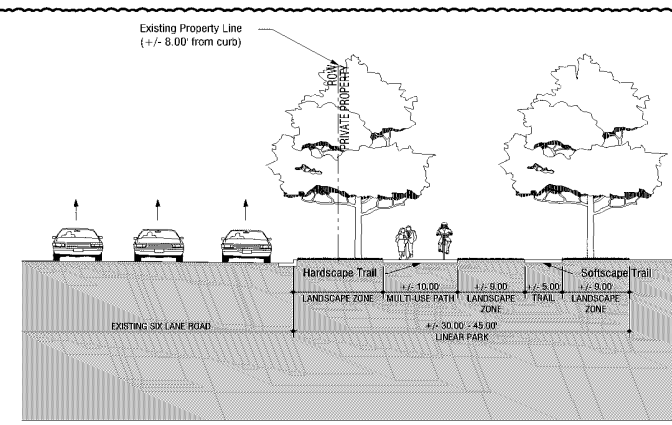
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STREET SECTIONS



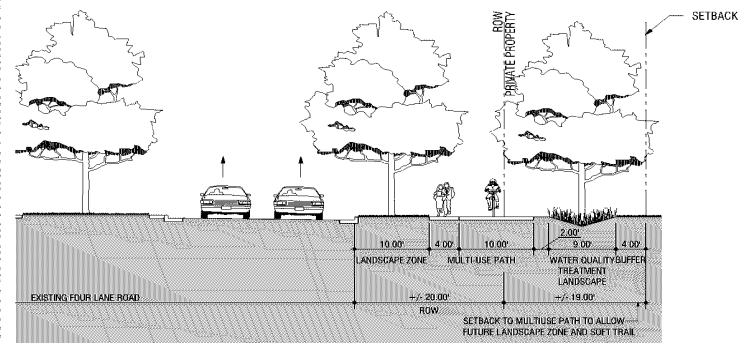
G. SCRANTON PARKWAY / TYPICAL MID-BLOCK ::

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



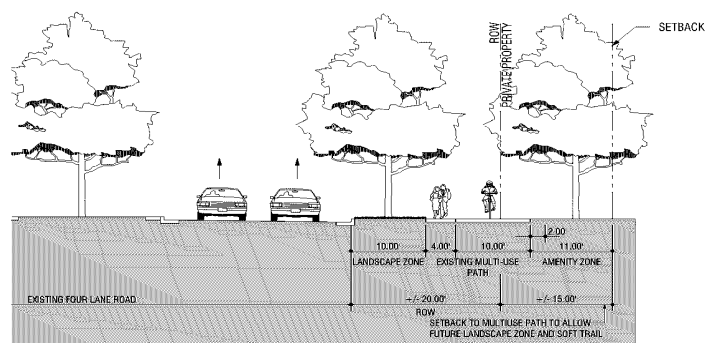
H. PEORIA MULTI-USE PATH ::

Multi-use path envisioned as 10 feet hard-scape and 5 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.



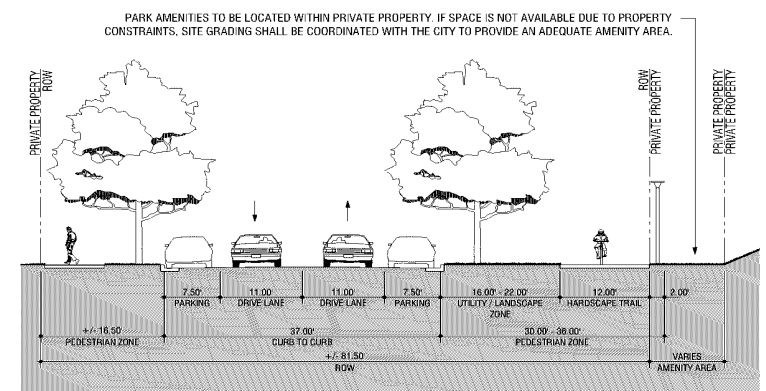
I. FITZSIMONS MULTI-USE PATH (WEST OF SCRANTON PKWY) ::

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



J. FITZSIMONS MULTI-USE PATH (EAST OF SCRANTON PKWY) ::

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

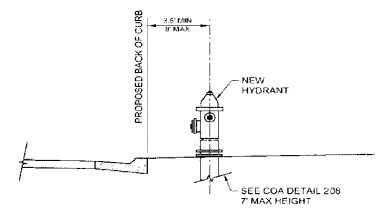


K. URSULA STREET / TYPICAL MID-BLOCK SECTION ::

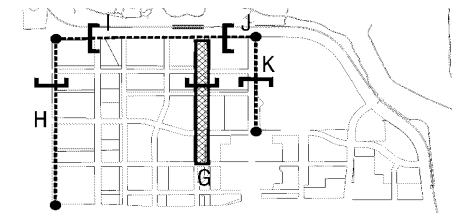
Two travel lanes with off-street multi-use path / On-street parking both sides
 *see notes 1,2, and 3 on this sheet.

NOTES ::

- All street sections are conceptual. Final design and lane configuration are subject to future traffic study and design guidelines.
- All streets shall provide a 26 foot wide clear zone every 150 linear feet for fire trucks as needed for building fire apparatus. Reference City of Aurora Roadway Design Manual Detail S23.1, Typical.
- 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.



TYPICAL FIRE HYDRANT PLACEMENT



Key map

FITZSIMONS INNOVATION COMMUNITY

GENERAL DEVELOPMENT PLAN AMENDMENT #16

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 1901 Blake St. Suite 200 410 17th St. Suite 1000
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 T: (303) 572-8200 T: (303) 296-4300

Issue Record

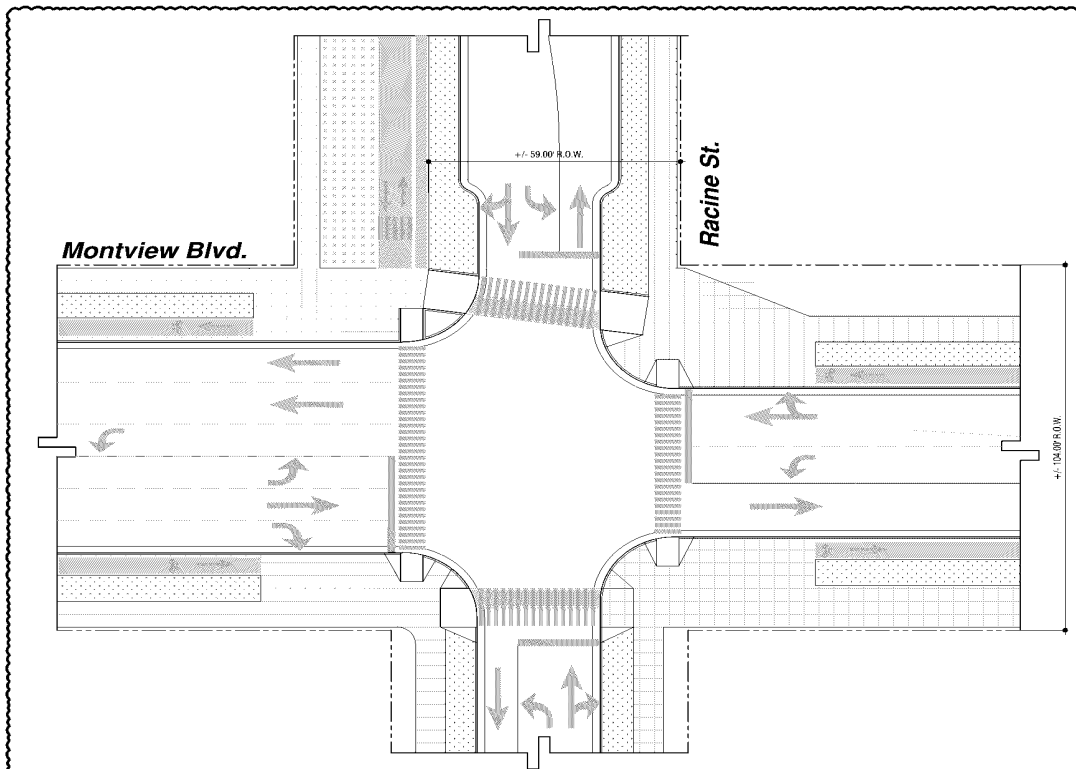
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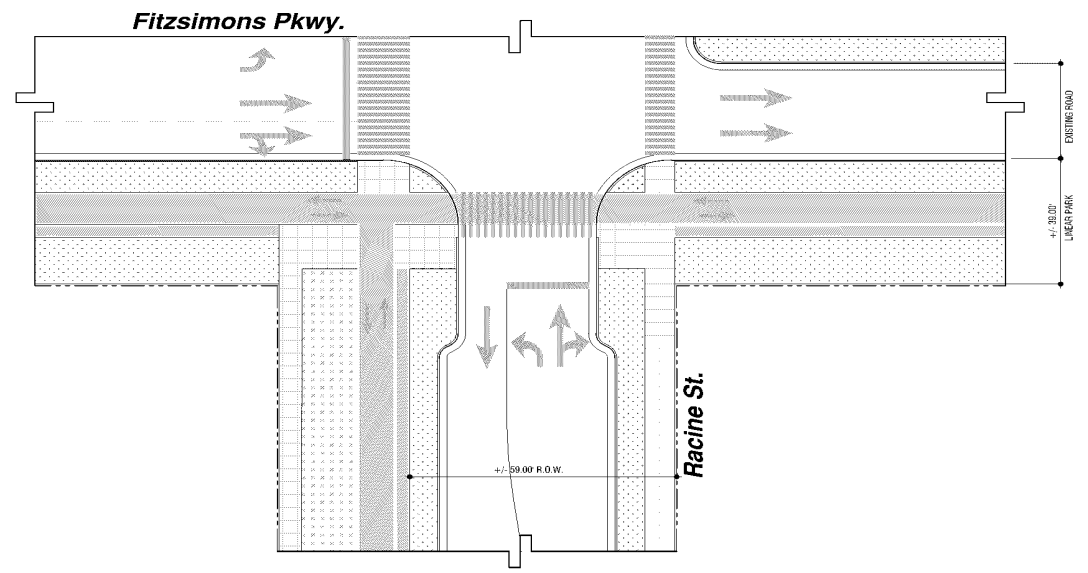
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STREET INTERSECTIONS

SHEET 15 OF 23



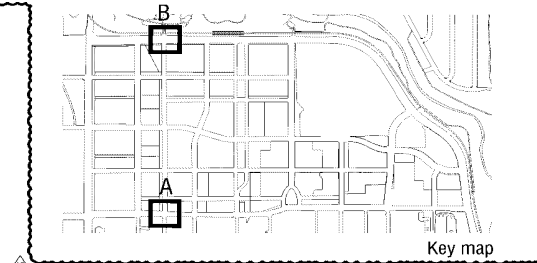
A. CONCEPTUAL MONTVIEW BLVD. AND RACINE STREET INTERSECTION ::
 *see notes 1, 2, and 3 on this sheet.



B. CONCEPTUAL FITZSIMONS AND RACINE STREET INTERSECTION::
 Typical two lanes street with turn lane at intersection / Bicycle lanes at multi-use path along Peoria and Fitzsimons
 *see notes 1, 2, and 3 on this sheet.

LEGEND ::

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



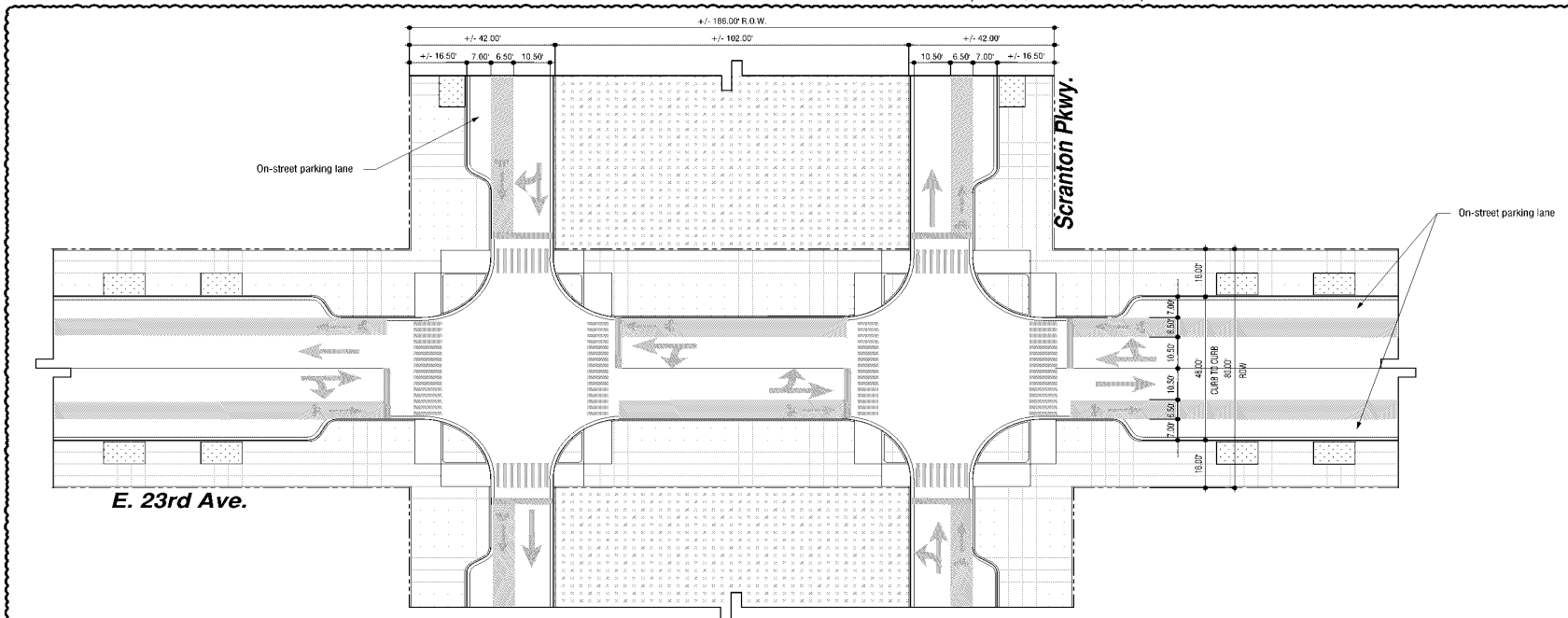
NOTES ::

1. All street sections are conceptual and prioritize pedestrian movements at intersections. Final design and lane configuration are subject to future traffic study.
2. All streets shall provide a 26 foot wide clear zone every 150 linear feet for fire trucks as needed for building fire apparatus. Reference City of Aurora Roadway Design Manual Detail S23.1. Typical.
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. Intersections shall meet requirements from Detail 14.3 for Urban Intersections.

FITZSIMONS INNOVATION COMMUNITY

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LEGEND ::

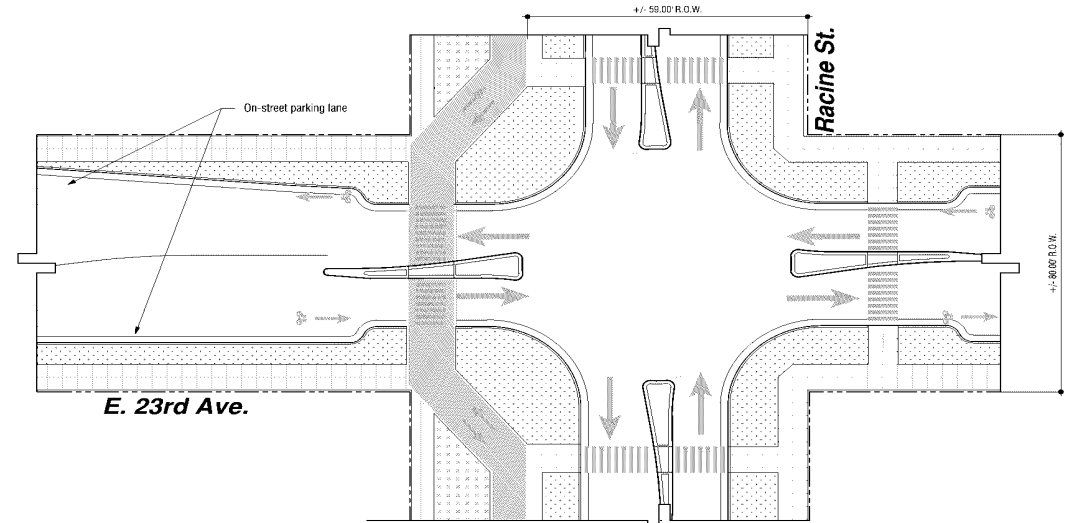
- PEDESTRIAN ZONE
- LANDSCAPE OR AMENITY ZONE
- PARK SPACE
- BICYCLE LANE

NOTE ::

1. All street intersections are conceptual and prioritize pedestrian movements at intersections. Final design and lane configuration are subject to future traffic study.
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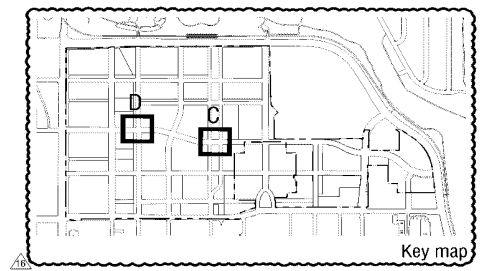
C. CONCEPTUAL E. 23RD AND SCRANTON PARKWAY INTERSECTION ::

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



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

Typical two lane street with roundabout at intersection / Bicycle lanes / off-street bike path
 If turn lanes are not necessary, curb extensions should be used to decrease crossing distances.
 *see notes 1,2, and 3 on this sheet.



FITZSIMONS INNOVATION COMMUNITY
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Issue Record:

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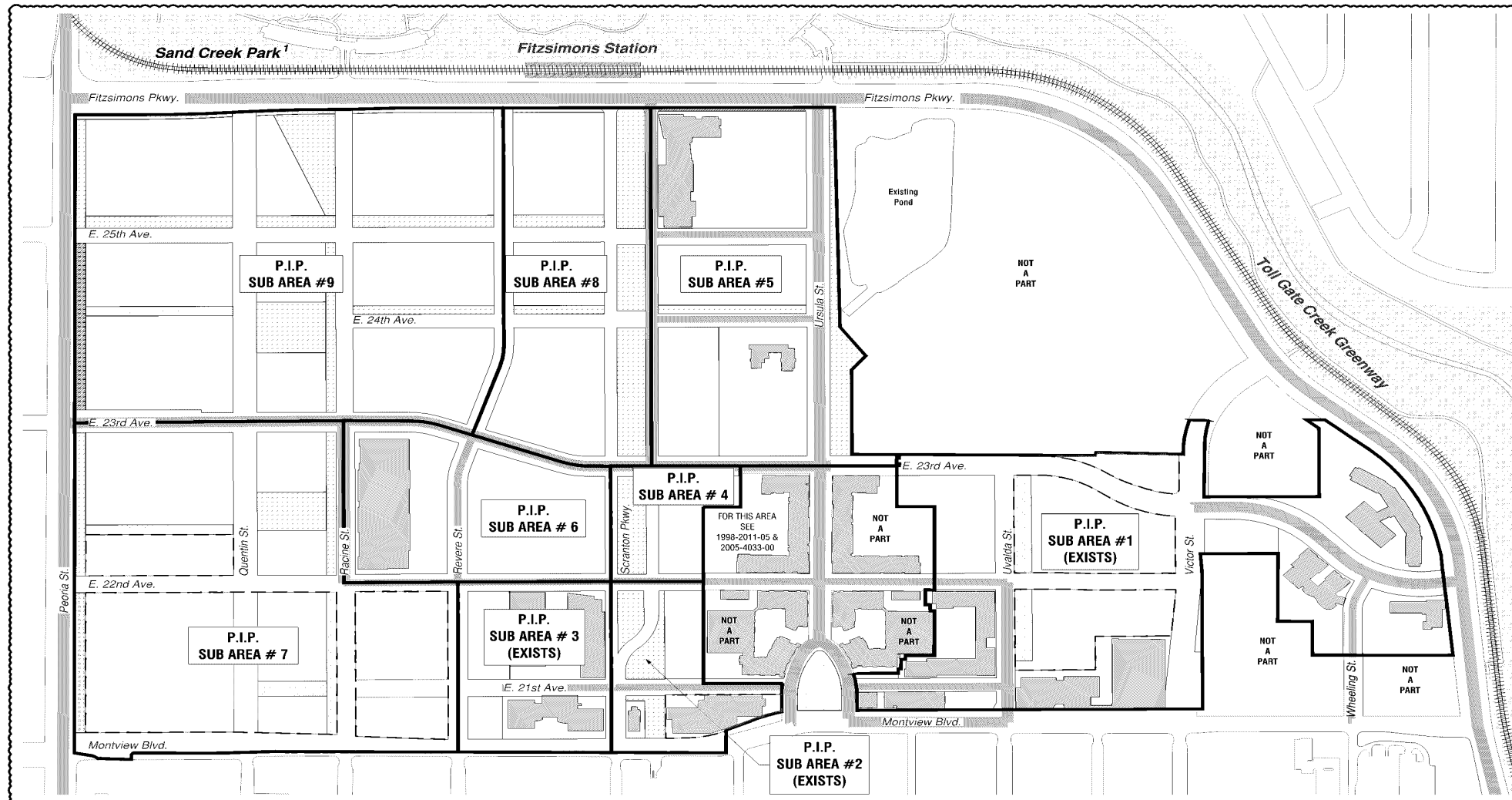
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STREET INTERSECTIONS

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Concurrent with the submission of a Site Plan within each of the nine P.I.P. sub-areas, a public improvements plan outlining the triggers for required public improvements serving the development parcel will be approved as part of the Site Plan review process, in coordination with the PIP Area Enlargement Public Improvement Narratives (Sheet 18 - 20). Traffic and Engineering will be updated, as reasonably determined to be necessary by the Aurora Public Works Director, and shall be included with each public improvements plan.

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

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

Site plan submittals for P.I.P. 2 shall trigger construction of Scranton Parkway between E. 22nd Avenue and Montview Boulevard, and construction of E. 21st Avenue between Revere Street and Ursula Street.

Site plan submittals for P.I.P. 4 shall trigger construction of Scranton Parkway between E. 22nd Avenue and E. 23rd Avenue, and construction of E. 22nd Avenue between Scranton Parkway and Ursula Street.

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

Portions of Scranton Parkway are included in P.I.P. sub-area 2, 4 and 8 to allow park space to be developed concurrently with residential development.

FRA/Metro District is responsible for constructing Primary Streets and related infrastructure including storm sewer, sanitary sewers, water and pedestrian zones.

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

Expansion of the existing pond located to the northeast of the GDP area will be coordinated with development per the Drainage Plan (Sheet 22) and IMP. Funding will be per the IGA. For sites that cannot connect to the existing pond within Major Drainage Basin D due to basin drainage constraints, individual developers will be able to connect to private water quality treatment sites developed within the street section or 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. Aurora Water has proceeded with plans in partnership with the FRA to install a storm water pipe along Racine Street, as part of a public-private partnership to create a combined stormwater system within Major Drainage Basin D of the site.

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

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

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

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

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

Site plan submittals within each P.I.P. Sub Area shall include a TDM Compliance memorandum summarizing implemented TDM strategies (Reference latest Fitzsimons Innovation Community Transportation Impact Study TDM reductions in appendix) and expected reductions. Before full development of any phase in alignment with MTIS, trip generation shall be reassessed with the City of Aurora to determine if additional TDM or mitigation measures are needed to support planned density. If additional traffic reduction measures are required, future development must meet adjusted TDM measures to fulfill acceptable traffic performance standards.

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 MATRIX Design Group Fair & Piers
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 Denver, CO 80202 Denver, CO 80202
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Issue Record:

Issue Record	Submitted
10.02.2015	Submittal 1
01.29.2016	Submittal 2
03.16.2016	Submittal 3
07.14.2016	Final Submittal
10.17.2016	Minor Set
10.22.2017	Minor amendment
07.07.2020	Major amendment submittal 1
08.14.2020	Major amendment submittal 2
11.02.2020	Minor Set
08.07.2024	Major amendment submittal 3
11.27.2024	Major amendment submittal 4
04.09.2025	Major amendment submittal 5
07.15.2025	Major amendment submittal 6
09.16.2025	Major amendment submittal 7

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.

Proj. #: 2328
 Drawn: R.S.
 Checked: K.D.F.

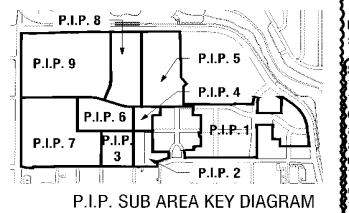
PUBLIC IMPROVEMENTS PLAN
 SHEET 17 OF 23

LEGEND ::

- | | | |
|------------------------------|-----------------------|----------------------------|
| --- GDP Boundary | EXISTING PARK SPACE | EXISTING PRIMARY STREETS |
| ++++ LIGHT-RAIL TRACK | FUTURE PARK SPACE | EXISTING SECONDARY STREETS |
| - - - P.I.P. AREA'S BOUNDARY | INELIGIBLE PARK SPACE | FUTURE PRIMARY STREETS |
| - - - CU OWNED PROPERTY | REGIONAL OPEN SPACE | FUTURE SECONDARY STREETS |

NOTE ::

Improvements to Sand Creek Park and Confluence Park will be coordinated with the City of Aurora through an IGA, which will outline the roles and responsibilities of each party, including planned improvements and the allocation of funding. The IGA shall be initiated by approval of certificates of occupancy for 1,966 units. Improvements shall commence upon the development of 3,933 residential units. Improvements may be initiated earlier than the trigger upon mutual agreement between parties of the executed IGA.

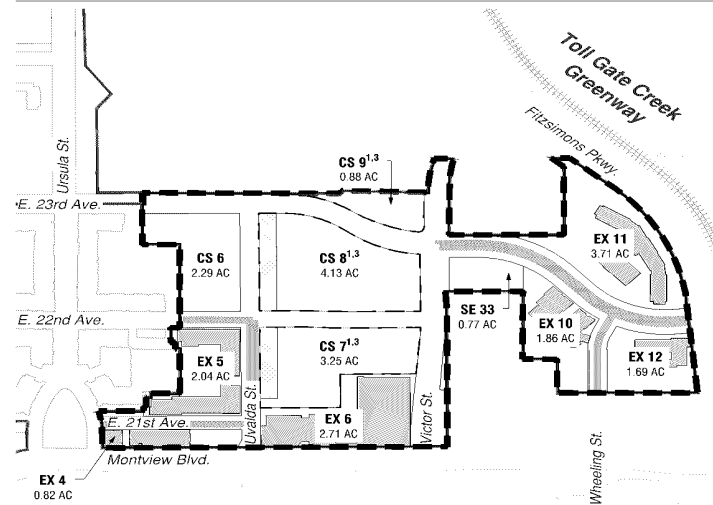


FITZSIMONS INNOVATION COMMUNITY

GENERAL DEVELOPMENT PLAN AMENDMENT #16

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

PUBLIC IMPROVEMENT AREA 1



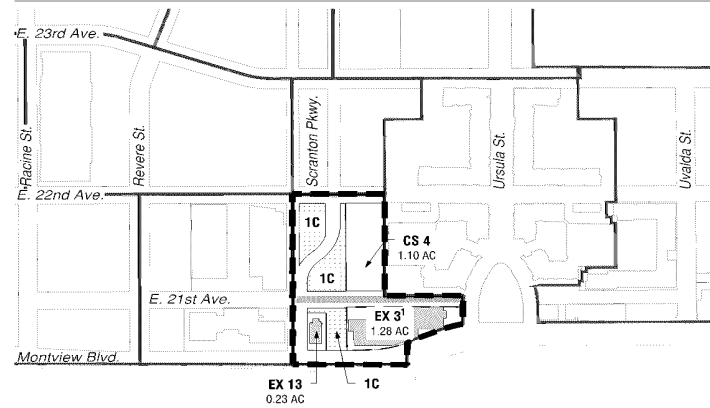
PUBLIC IMPROVEMENT NARRATIVE

- EX 4: N/A
- EX 5: N/A
- CS 6: CONSTRUCT UVALDA STREET FROM 22ND AVENUE TO 23RD AVENUE, AND CONSTRUCT 23RD AVENUE FROM URSULA STREET TO UVALDA STREET.
- EX 6: N/A
- CS 7^{1,3}: UNIVERSITY PROPERTY. CONSTRUCT 22ND AVENUE FROM UVALDA STREET TO VICTOR STREET.
- CS 8^{1,3}: UNIVERSITY PROPERTY. CONSTRUCT 22ND AVENUE FROM UVALDA STREET TO VICTOR STREET, AND CONSTRUCT 23RD AVENUE FROM UVALDA STREET TO VICTOR STREET.
- CS 9^{1,3}: UNIVERSITY PROPERTY. CONSTRUCT 23RD AVENUE FROM UVALDA STREET TO VICTOR STREET, AND CONSTRUCT VICTOR STREET FROM 23RD AVENUE TO FITZSIMONS PARKWAY.
- SE 33: CONSTRUCT VICTOR STREET FROM MONTVIEW BOULEVARD TO 23RD AVENUE.
- EX 10: N/A
- EX 11: N/A
- EX 12: N/A

LEGEND ::

- | | | |
|------------------------------|-----------------------|----------------------------|
| --- GDP Boundary | EXISTING PARK SPACE | EXISTING PRIMARY STREETS |
| LIGHT-RAIL TRACK | FUTURE PARK SPACE | EXISTING SECONDARY STREETS |
| - - - P.I.P. AREA'S BOUNDARY | INELIGIBLE PARK SPACE | FUTURE PRIMARY STREETS |
| CU OWNED PROPERTY | REGIONAL OPEN SPACE | FUTURE SECONDARY STREETS |

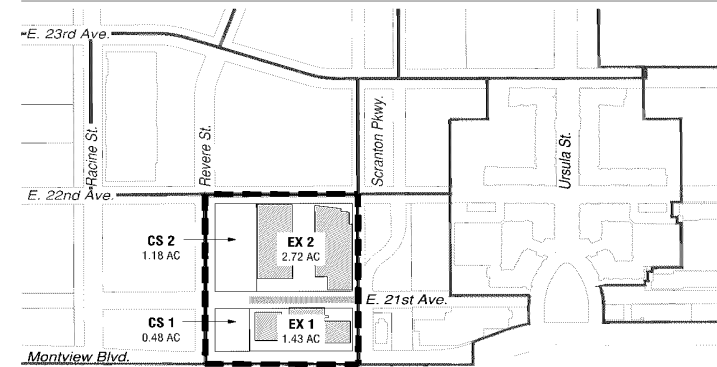
PUBLIC IMPROVEMENT AREA 2



PUBLIC IMPROVEMENT NARRATIVE

- EX 3¹: N/A
- CS 4: CONSTRUCT SCRANTON PARKWAY FROM 22ND AVENUE TO MONTVIEW BOULEVARD. CONSTRUCT PARK SPACE 1C. SCRANTON PARKWAY CONSTRUCTION TO BE TRIGGERED BY WHICHEVER IS FIRST: DEVELOPMENT OF CS 4 PARCEL OR THE CITY OF AURORA MONTVIEW BOULEVARD CONSTRUCTION PROJECT.
- EX 13: N/A

PUBLIC IMPROVEMENT AREA 3

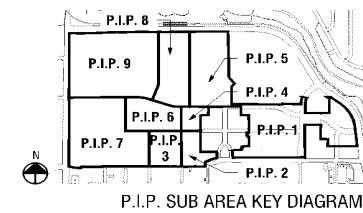


PUBLIC IMPROVEMENT NARRATIVE

- EX 1: N/A
- EX 2: N/A
- CS 1: EXTEND 21ST AVENUE TO REVERE STREET, AND CONSTRUCT REVERE STREET FROM MONTVIEW BOULEVARD TO 21ST AVENUE.
- CS 2: EXTEND 21ST AVENUE TO REVERE STREET, AND CONSTRUCT REVERE STREET FROM MONTVIEW BOULEVARD TO 22ND AVENUE.

NOTE ::

- Parcels owned by the University of Colorado; may or may not be developed in compliance with the GDP.
- Each planning area shall have two distinct points of access into the planning area and sufficient roadways to assure emergency vehicle access as required by Fire Life Safety.
- Infrastructure improvements will be constructed, or costs shared, in accordance with the Land Sale Pilot Agreement (Record No. 2019000111353).



FITZSIMONS INNOVATION COMMUNITY
 Location
 AURORA, COLORADO

Consultants:
 Applicant:
 Fitzsimons Redevelopment Authority
 12635 E. Montview Blvd, Suite 100
 Aurora, CO
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 Civil Engineer Traffic Engineer
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Issue Record	
10.02.2015	Submittal 1
01.29.2016	Submittal 2
03.16.2016	Submittal 3
07.14.2016	Final Submittal
10.17.2016	Major Set
10.20.2017	Minor amendment
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08.14.2020	Major amendment submittal 2
11.02.2020	Major Set
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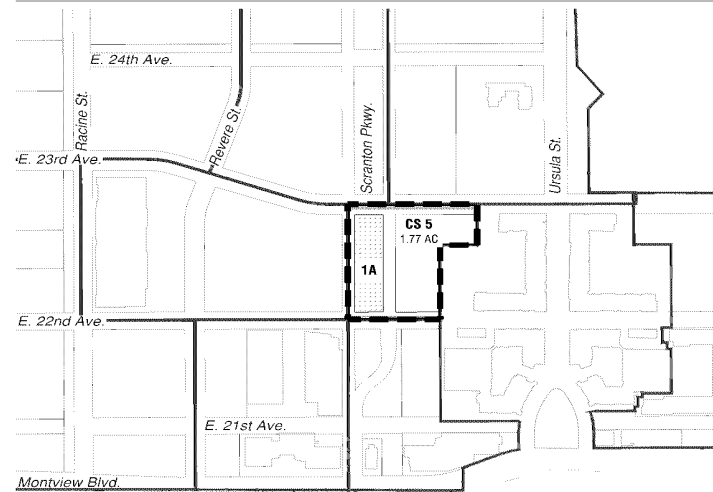
P.I.P. SUB AREA ENLARGEMENT PLANS
 SHEET 18 OF 23

FITZSIMONS INNOVATION COMMUNITY

GENERAL DEVELOPMENT PLAN AMENDMENT #16

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

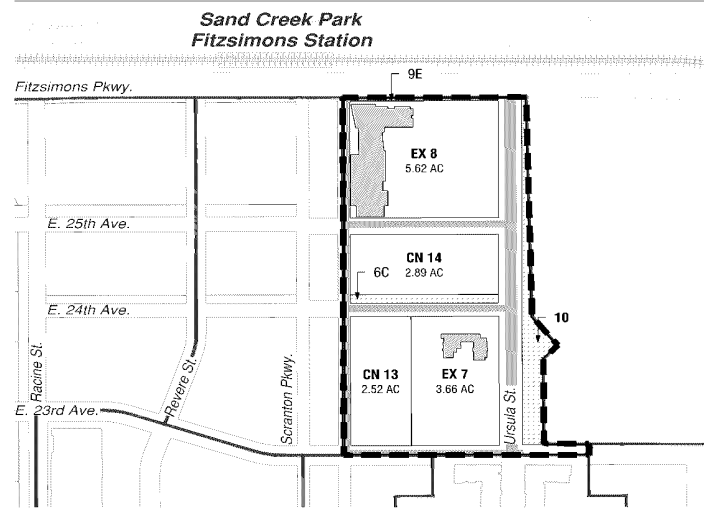
PUBLIC IMPROVEMENT AREA 4



PUBLIC IMPROVEMENT NARRATIVE

CS 5: CONSTRUCT SCRANTON PARKWAY FROM 22ND AVENUE TO 23RD AVENUE AND CONSTRUCT 22ND AVENUE FROM SCRANTON PARKWAY TO URSULA STREET. CONSTRUCT PARK SPACE 1A.

PUBLIC IMPROVEMENT AREA 5



PUBLIC IMPROVEMENT NARRATIVE

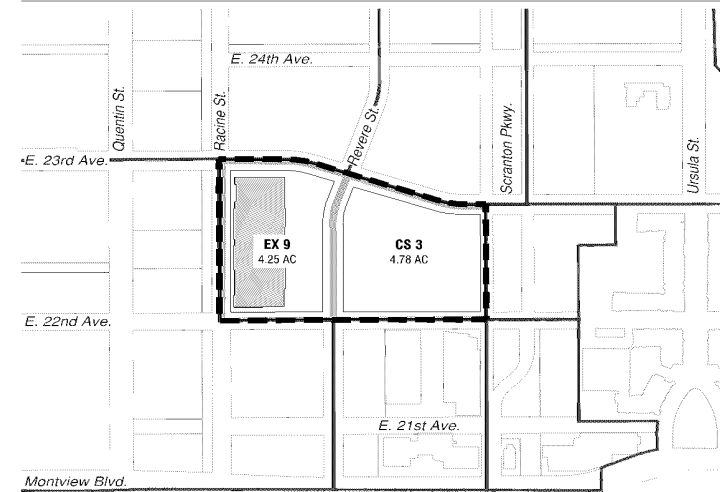
CN 13: N/A

CN 14: CONSTRUCT PARK SPACE 6C, AND CONSTRUCT PARK SPACE 10. IF WARRANTED, THE SIGNALIZED INTERSECTION AT URSULA STREET AND FITZSIMONS PARKWAY SHALL BE CONSTRUCTED TO FACILITATE PEDESTRIAN ACCESS TO SAND CREEK PARK.

EX 7: N/A

EX 8: N/A

PUBLIC IMPROVEMENT AREA 6



PUBLIC IMPROVEMENT NARRATIVE

CS 3: CONSTRUCT SCRANTON PARKWAY FROM 22ND AVENUE TO 23RD AVENUE.

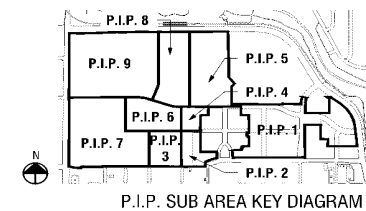
EX 9: N/A

LEGEND ::

- | | | | | | |
|---------|------------------------|--|-----------------------|--|----------------------------|
| --- | GDP Boundary | | EXISTING PARK SPACE | | EXISTING PRIMARY STREETS |
| | LIGHT-RAIL TRACK | | FUTURE PARK SPACE | | EXISTING SECONDARY STREETS |
| - - - - | P.I.P. AREA'S BOUNDARY | | INELIGIBLE PARK SPACE | | FUTURE PRIMARY STREETS |
| - - - - | CU OWNED PROPERTY | | REGIONAL OPEN SPACE | | FUTURE SECONDARY STREETS |

NOTE ::

- The second site plan submittal for Parcel CS 3 triggers requirement to construct Scranton Parkway from 22nd Avenue to 23rd Avenue.
- Each planning area shall have two distinct points of access into the planning area and sufficient roadways to assure emergency vehicle access as required by Fire Life Safety.



FRYBA ARCHITECTS
 1620 Logan Street
 Denver, Colorado 80202
 303.831.4010

FITZSIMONS INNOVATION COMMUNITY
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AURORA, COLORADO

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Issue Record	Submittal
10.02.2015	Submittal 1
01.29.2016	Submittal 2
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07.14.2016	Final submittal
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 Drawn: R.S.
 Checked: K.D.F.

P.I.P. SUB AREA ENLARGEMENT PLANS
 SHEET 19 OF 23

FITZSIMONS INNOVATION COMMUNITY

GENERAL DEVELOPMENT PLAN AMENDMENT #16

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

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 303.831.4010

FITZSIMONS INNOVATION COMMUNITY
 Location
AURORA, COLORADO

Consultants:
Applicant:
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Civil Engineer: Traffic Engineer
 MATRIX Design Group, Fair & Piers
 1941 Blake St., Suite 200 410 17th St., Suite 1000
 Denver, CO 80202 Denver, CO 80202
 T: (303) 572-0200 T: (303) 298-4900

Issue Record:

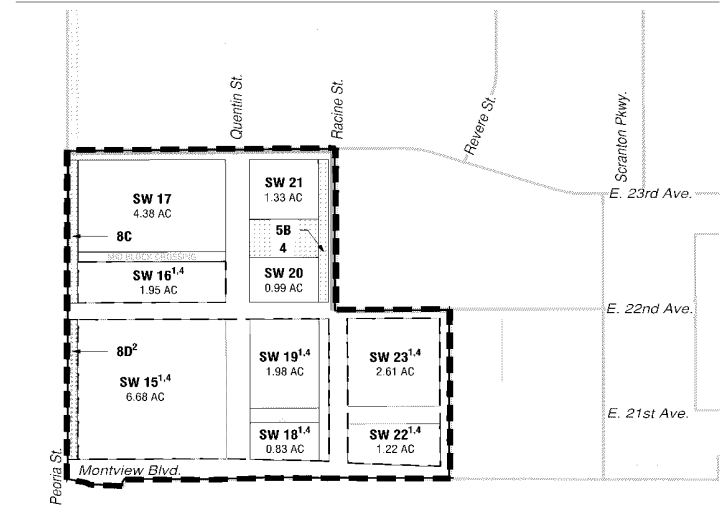
10.02.2015	Submittal 1	_____
01.29.2016	Submittal 2	_____
03.16.2016	Submittal 3	_____
07.13.2016	Final Submittal	_____
10.17.2016	Major Set	_____
10.23.2017	Minor amendment	_____
07.07.2020	Major amendment submittal 1	_____
08.13.2020	Major amendment submittal 2	_____
11.02.2020	Major Set	_____
08.07.2024	Major amendment submittal 3	_____
11.27.2024	Major amendment submittal 4	_____
04.09.2025	Major amendment submittal 5	_____
07.15.2025	Major amendment submittal 6	_____
09.18.2025	Major amendment submittal 7	_____

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Proj. #: 2328
 Drawn: R.S.
 Checked: K.D.F.

P.I.P. SUB AREA ENLARGEMENT PLANS
 SHEET 20 OF 23

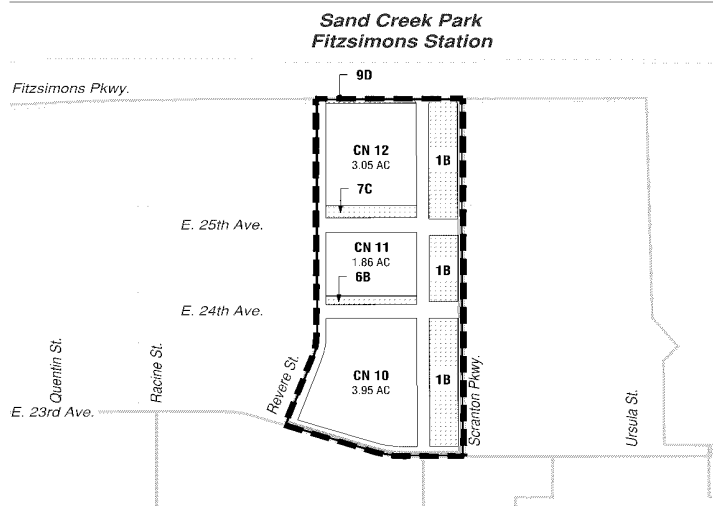
PUBLIC IMPROVEMENT AREA 7



PUBLIC IMPROVEMENT NARRATIVE

- SW 15^{1/4}:** UNIVERSITY PROPERTY. CONSTRUCT 22ND AVENUE FROM PEORIA STREET TO QUENTIN STREET.
- SW 16^{1/4}:** UNIVERSITY PROPERTY. CONSTRUCT 22ND AVENUE FROM PEORIA STREET TO QUENTIN STREET.
- SW 17:** CONSTRUCT QUENTIN STREET FROM 22ND AVENUE TO 23RD AVENUE, AND CONSTRUCT 22ND AVENUE FROM PEORIA STREET TO QUENTIN STREET. CONSTRUCT PARK SPACE 8C, AND MID BLOCK CROSSING.
- SW 18^{1/4}:** UNIVERSITY PROPERTY. CONSTRUCT RACINE STREET FROM MONTVIEW BOULEVARD TO 22ND AVENUE.
- SW 19^{1/4}:** UNIVERSITY PROPERTY. CONSTRUCT RACINE STREET FROM MONTVIEW BOULEVARD TO 22ND AVENUE.
- SW 20:** CONSTRUCT QUENTIN STREET FROM 22ND AVENUE TO 23RD AVENUE, AND CONSTRUCT 22ND AVENUE FROM QUENTIN STREET TO RACINE STREET. CONSTRUCT PARK SPACE 4, AND PARK SPACE 5B.
- SW 21:** CONSTRUCT QUENTIN STREET FROM 22ND AVENUE TO 23RD AVENUE, AND CONSTRUCT 22ND AVENUE FROM QUENTIN STREET TO RACINE STREET. CONSTRUCT PARK SPACE 4, AND PARK SPACE 5B.
- SW 22^{1/4}:** UNIVERSITY PROPERTY. CONSTRUCT RACINE STREET FROM MONTVIEW BOULEVARD TO 22ND AVENUE.
- SW 23^{1/4}:** UNIVERSITY PROPERTY. CONSTRUCT RACINE STREET FROM MONTVIEW BOULEVARD TO 22ND AVENUE.

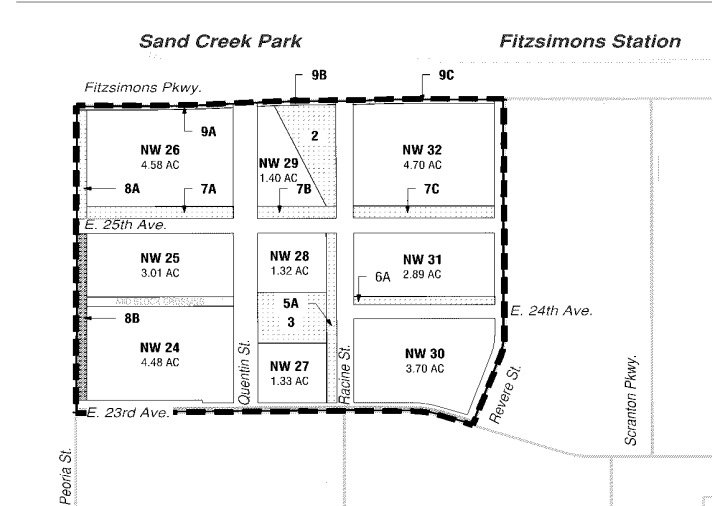
PUBLIC IMPROVEMENT AREA 8



PUBLIC IMPROVEMENT NARRATIVE

- CN 10:** CONSTRUCT REVERE STREET FROM 23RD AVENUE TO 24TH AVENUE, CONSTRUCT SCRANTON PARKWAY FROM 23RD AVENUE TO 24TH AVENUE, AND CONSTRUCT 24TH AVENUE FROM REVERE STREET TO EAST SIDE OF SCRANTON PARKWAY. CONSTRUCT PARK SPACE 1B FROM 23RD AVENUE AND 24TH AVENUE, AND PARK SPACE 6B.
- CN 11:** CONSTRUCT REVERE STREET FROM 24TH AVENUE TO 25TH AVENUE, CONSTRUCT SCRANTON PARKWAY FROM 24TH AVENUE TO 25TH AVENUE, CONSTRUCT 24TH AVENUE FROM REVERE STREET TO EAST SIDE OF SCRANTON PARKWAY, AND CONSTRUCT 25TH AVENUE FROM REVERE STREET TO EAST SIDE OF SCRANTON PARKWAY. CONSTRUCT PARK SPACE 1B FROM 24TH AVENUE TO 25TH AVENUE, PARK SPACE 6B, AND PARK SPACE 7C.
- CN 12:** CONSTRUCT REVERE STREET FROM 25TH AVENUE AVENUE TO FITZSIMONS PARKWAY, CONSTRUCT SCRANTON PARKWAY 25TH AVENUE TO FITZSIMONS PARKWAY, AND CONSTRUCT 25TH AVENUE FROM REVERE STREET TO EAST SIDE OF SCRANTON PARKWAY. CONSTRUCT PARK SPACE 1B FROM 25TH AVENUE TO FITZSIMONS PARKWAY, PARK SPACE 7C, AND PARK SPACE 9D.

PUBLIC IMPROVEMENT AREA 9



PUBLIC IMPROVEMENT NARRATIVE

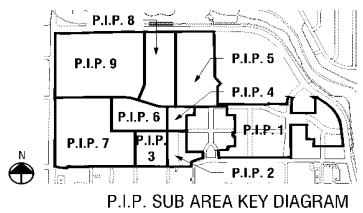
- NW 24:** CONSTRUCT QUENTIN STREET FROM 23RD AVENUE TO 25TH AVENUE, AND CONSTRUCT 25TH AVENUE FROM PEORIA STREET TO QUENTIN STREET. CONSTRUCT PARK SPACE 7A, PARK SPACE 8B AND MID BLOCK CROSSING.
- NW 25:** CONSTRUCT QUENTIN STREET FROM 23RD AVENUE TO 25TH AVENUE, AND CONSTRUCT 25TH AVENUE FROM PEORIA STREET TO QUENTIN STREET. CONSTRUCT PARK SPACE 7A, PARK SPACE 8B AND MID BLOCK CROSSING.
- NW 26:** CONSTRUCT QUENTIN STREET FROM 25TH AVENUE TO FITZSIMONS PARKWAY, AND CONSTRUCT 25TH AVENUE FROM PEORIA STREET TO QUENTIN STREET. CONSTRUCT PARK SPACE 7A, PARK SPACE 8A, AND PARK SPACE 9A.
- NW 27:** CONSTRUCT QUENTIN STREET FROM 23RD AVENUE TO 25TH AVENUE, CONSTRUCT RACINE STREET FROM 23RD AVENUE TO 25TH AVENUE, AND CONSTRUCT 25TH AVENUE FROM QUENTIN STREET TO RACINE STREET. CONSTRUCT PARK SPACE 3, PARK SPACE 5A, AND PARK SPACE 7B.
- NW 28:** CONSTRUCT QUENTIN STREET FROM 23RD AVENUE TO 25TH AVENUE, CONSTRUCT RACINE STREET FROM 23RD AVENUE TO 25TH AVENUE, AND CONSTRUCT 25TH AVENUE FROM QUENTIN STREET TO RACINE STREET. CONSTRUCT PARK SPACE 3, PARK SPACE 5A, AND PARK SPACE 7B.
- NW 29:** CONSTRUCT QUENTIN STREET FROM 25TH AVENUE TO FITZSIMONS PARKWAY, CONSTRUCT RACINE STREET FROM 25TH AVENUE TO FITZSIMONS PARKWAY, AND CONSTRUCT 25TH AVENUE FROM QUENTIN STREET TO RACINE STREET. CONSTRUCT PARK SPACE 2, PARK SPACE 7B, AND PARK SPACE 9B.
- NW 30:** CONSTRUCT RACINE STREET FROM 23RD AVENUE TO 24TH AVENUE, CONSTRUCT REVERE STREET FROM 23RD AVENUE TO 24TH AVENUE, AND CONSTRUCT 24TH AVENUE FROM RACINE STREET TO REVERE STREET. CONSTRUCT PARK SPACE 5A, AND PARK SPACE 6A.
- NW 31:** CONSTRUCT RACINE STREET FROM 23RD AVENUE TO 25TH AVENUE, CONSTRUCT REVERE STREET FROM 24TH AVENUE TO 25TH AVENUE, CONSTRUCT 24TH AVENUE FROM RACINE STREET TO REVERE STREET, AND CONSTRUCT 25TH AVENUE FROM RACINE STREET TO REVERE STREET. CONSTRUCT PARK SPACE 5A, PARK SPACE 6A, AND PARK SPACE 7C.
- NW 32:** CONSTRUCT RACINE STREET FROM 25TH AVENUE TO FITZSIMONS PARKWAY, CONSTRUCT REVERE STREET FROM 25TH AVENUE TO FITZSIMONS PARKWAY, AND CONSTRUCT 25TH AVENUE FROM RACINE STREET TO REVERE STREET. CONSTRUCT PARK SPACE 2, PARK SPACE 7C, AND PARK SPACE 9C.

LEGEND :

- GDP Boundary
- ||||| LIGHT-RAIL TRACK
- - - P.I.P. AREA'S BOUNDARY
- - - CU OWNED PROPERTY
- EXISTING PARK SPACE
- FUTURE PARK SPACE
- INELIGIBLE PARK SPACE
- REGIONAL OPEN SPACE
- EXISTING PRIMARY STREETS
- EXISTING SECONDARY STREETS
- FUTURE PRIMARY STREETS
- FUTURE SECONDARY STREETS

NOTE :

- Parcels owned by the University of Colorado; may or may not be developed in compliance with the GDP.
- In accordance with the Land Sale Agreement Master Covenants (Record No. 2019000111349), Park Space 8D will be constructed in compliance with the Urban Design Guidelines.
- Each planning area shall have two distinct points of access into the planning area and sufficient roadways to assure emergency vehicle access as required by Fire Life Safety.
- Infrastructure improvements will be constructed, or costs shared, in accordance with the Land Sale Pilot Agreement (Record No. 2019000111353).



FITZSIMONS INNOVATION COMMUNITY

GENERAL DEVELOPMENT PLAN AMENDMENT #16

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

FORM J: PARKS, RECREATION AND OPEN SPACE MATRIX

Applicants: Use this form to record your final MP inventory of all parks, open space, and recreation facilities and the order in which they will be constructed. This form must be approved and signed by the Director of Parks, Recreation and Open Space prior to final approval of your MP. Form J should include line items for any landscaped medians along major arterials that are to be publicly maintained. Since medians cannot be counted toward park and open space land dedication requirements, columns C and D for such line items should be completed using "not applicable."

A. PLANNING AREA DESIGNATION (OR FEATURE IN AN AREA)	B. DESCRIPTION AND INVENTORY OF FACILITIES	C. TOTAL ACREAGE	D. PARKS DEPT. CREDITED ACREAGE	E. Designed, Constructed, Owned and Maintained	F. TRIGGER FOR EACH PHASE
1A: Scranton Park 22nd Ave to 23rd Ave	(1) Half Basketball Court +/- 4,500 SF Lawn ³	0.91 AC	NP	Colorado Science and Technology Park Metropolitan District	PIP Sub Area 4 ⁶
1B: Scranton Park 23rd Ave to Fitzsimons Pkwy	(2) Picnic Shelters +/- 27,000 SF Lawn ³ (Can be split across blocks, one area to be at least 10,000 SF)	2.93 AC	NP	Colorado Science and Technology Park Metropolitan District	PIP Sub Area 8 ⁶
1C: Scranton Park 22nd Ave to Montview Blvd	(1) Picnic Shelter +/- 6,500 SF Lawn ³	1.26 AC	NP	Colorado Science and Technology Park Metropolitan District	PIP Sub Area 2 ⁶
2: Gateway Park	(2) Pickleball Courts (1) Half Basketball Court (1) Tennis Court 1/4 AC Dog Park Multi-Use Path	1.18 AC	NP	Colorado Science and Technology Park Metropolitan District	Whichever is First: PIP SUB AREA 9 ¹ or 2,330 Units Approved ²
3: Racine Park	(1) Picnic Shelter +/- 30,000 SF Lawn ³	1.13 AC	NP	Colorado Science and Technology Park Metropolitan District	Whichever is First: Parcel NW 27 or NW 28 Development or 2,730 Units Approved ²
4: Racine Pocket Park	(1) Picnic Shelter (2) Permanent Game Activity Areas	0.86 AC	NP	Colorado Science and Technology Park Metropolitan District	Whichever is First: Parcel SW 20 or SW 21 Development or 3,110 Units Approved ²
5A: Racine Greenway 23rd Ave to 25th Ave	Water Quality Swale Seating and site furnishings Two-Way Bike Path Softscape Trail	0.55 AC	CP	Colorado Science and Technology Park Metropolitan District	PIP Sub Area 9 ⁶
5B: Racine Greenway 23rd Ave to 22nd Ave	Water Quality Swale Seating and site furnishings Two-Way Bike Path Softscape Trail	0.46 AC	CP	Colorado Science and Technology Park Metropolitan District	PIP Sub Area 7 ⁶
6A: 24th Linear Park Racine St to Revere St	Water Quality Swale Seating and site furnishings Multi-Use Path	0.38 AC	CP	Colorado Science and Technology Park Metropolitan District	PIP Sub Area 9 ⁶
6B: 24th Linear Park Revere St to Scranton Pkwy	(1) Picnic Shelter Seating and site furnishings Multi-Use Path	0.24 AC	CP	Colorado Science and Technology Park Metropolitan District	PIP Sub Area 8 ⁶
6C: 24th Linear Park Scranton Pkwy to Ursula St	Water Quality Swale Seating and site furnishings Multi-Use Path	0.40 AC	CP	Colorado Science and Technology Park Metropolitan District	PIP Sub Area 5 ⁶
7A: 25th Linear Park Peoria St to Quentin St	Water Quality Swale Seating and site furnishings Dual surface multi-use path	0.57 AC	CP	Colorado Science and Technology Park Metropolitan District	PIP Sub Area 9 ⁶
7B: 25th Linear Park Quentin St to Racine St	Water Quality Swale Seating and site furnishings Dual surface multi-use path	0.31 AC	CP	Colorado Science and Technology Park Metropolitan District	PIP Sub Area 9 ⁶
7C: 25th Linear Park Racine St to Revere St	Water Quality Swale Playground (Discovery Play Areas) ⁴ Seating and site furnishings Dual surface multi-use path	0.55 AC	NP	Colorado Science and Technology Park Metropolitan District	PIP Sub Area 9 ⁶
7D: 25th Linear Park Revere St to Scranton Pkwy	(1) Picnic Shelter Seating and site furnishings Dual surface multi-use path	0.36 AC	CP	Colorado Science and Technology Park Metropolitan District	PIP Sub Area 8 ⁶
8A: Peoria Linear Trail Fitzsimons Pkwy to 25th Ave	Seating and site furnishings Dual surface multi-use path Design to match 8B	0.38 AC	CP	Colorado Science and Technology Park Metropolitan District	PIP Sub Area 9 ⁶
8B: Peoria Linear Trail 25th Ave to 23rd Ave	Seating and site furnishings Dual surface multi-use path	0.58 AC	CP	Colorado Science and Technology Park Metropolitan District	N/A - EXISTING
8C: Peoria Linear Trail 23rd Ave to 22nd Ave	Seating and site furnishings Dual surface multi-use path Design to match 8B	0.51 AC	CP	Colorado Science and Technology Park Metropolitan District	PIP Sub Area 7 ⁶
8D ⁵ : Peoria Linear Trail 22nd Ave to Montview Blvd	Seating and site furnishings Dual surface multi-use path Design to match 8B	0.50 AC	CP	Colorado Science and Technology Park Metropolitan District	Parcel SW 15 Development

NOTE ::

- Unit Threshold Calculated based off of Proposed Residential Units (7,266 Units) / Proposed Park Space (16.37 Acres) = 444 Units per 1 Acre.
- Approved: Construction acceptance of the park shall be required prior to the issuance of a Certificate of Occupancy (CO) for the unit(s) that meet the development threshold triggering park construction.
- For park development credit, all informal playfields are required to be contiguous and a minimum of 4500 square feet in area with 2% maximum slopes. Trees and landscaping may only be at the perimeter for areas less than 10,000 square feet.
- The playground located within Ursula Linear Park shall meet the requirements for a playground as stated in Section 6.22.B of the PROS D&DC Manual. The second playground located within 25th Linear Park, called a Discovery Play Area, may be divided into multiple 1,000 sqft minimum areas but shall combined total at least 4,000 sqft. The Discovery Play Area shall also meet the requirements for a playground as stated in Section 6.22.B; however, given the narrow width of the site the setback requirement requirements will be waived. In place, a safety barrier will be required either consisting of fencing or landscaping in coordination with PROS requirements. The playground within Ursula Linear Park and the Discovery Play Area within 25th Linear Park shall not be co-located within water quality or storm detention areas.
- In accordance with the Land Sale Agreement Master Covenants (Record No. 2019000111349), Park Space 8D will be constructed in compliance with the Urban Design Guidelines.
- Park development will occur as outlined for each planning area within the PIP Sub Area Phasing. Reference Sheets 18-20 for PIP Sub Area Phasing.
- The specifics of the design and construction within the off-site parks, owned and maintained by the Aurora PROS, shall be determined through an Intergovernmental Agreement (IGA) with the city (PROS) and the FRA or metro district. Improvements to Sand Creek Park and Confluence Park will be coordinated with the city of Aurora through an Intergovernmental Agreement (IGA). The IGA shall be initiated by approval of certificates of occupancy for 1,966 units. Cash-in-lieu owed will be monitored throughout development and the remaining balances shall be paid before approval of each site plan.

A. PLANNING AREA DESIGNATION (OR FEATURE IN AN AREA)	B. DESCRIPTION AND INVENTORY OF FACILITIES	C. TOTAL ACREAGE	D. PARKS DEPT. CREDITED ACREAGE	E. Designed, Constructed, Owned and Maintained	F. TRIGGER FOR EACH PHASE
9A: Fitzsimons Linear Park Peoria St to Quentin St	Water Quality Areas Seating and site furnishings Dual surface multi-use path Design to match 9E	0.23 AC	CP	Colorado Science and Technology Park Metropolitan District	Whichever is First: Parcel NW 26 Development or PIP Sub Area 9 ⁶
9B: Fitzsimons Linear Park Quentin St to Racine St	Water Quality Areas Seating and site furnishings Dual surface multi-use path Design to match 9E	0.11 AC	CP	Colorado Science and Technology Park Metropolitan District	Whichever is First: Parcel NW 29 Development, PIP Sub Area 9 ⁶ or Park Space 2: Gateway Park Construction
9C: Fitzsimons Linear Park Racine St to Revere St	Water Quality Areas Seating and site furnishings Dual surface multi-use path Design to match 9E	0.20 AC	CP	Colorado Science and Technology Park Metropolitan District	Parcel NW 32 Development
9D: Fitzsimons Linear Park Revere St to Scranton Pkwy	Seating and site furnishings Dual surface multi-use path Design to match 9E	0.13 AC	CP	Colorado Science and Technology Park Metropolitan District	Parcel CN 12 Development
9E: Fitzsimons Linear Park Scranton Pkwy to Ursula St	Seating and site furnishings Dual surface multi-use path (Existing landscape to be reconstructed to support pedestrian amenities and furnishings)	0.16 AC	CP	Colorado Science and Technology Park Metropolitan District	N/A - EXISTING
10: Ursula Linear Park	(1) Playground per PROS D&DC manual requirements ⁴ Seating and site furnishings Dual surface multi-use path Landscaping	1.48 AC	NP	Colorado Science and Technology Park Metropolitan District	Whichever is First: PIP Area 5 ⁶ or 3,630 Units Approved ²
Confluence Park / Sand Creek Park ⁷	Those acceptable for neighborhood parks per PROS D&DC manual where final ownership goes to city.	Development of Confluence Park will receive approximately 4.3 AC. Remaining acreage due will be met by addition of amenities to Sand Creek Park.	NP	Existing/Final ownership and maintenance by Aurora PROS. All construction by developer.	Improvements shall commence upon the development of 3,933 residential units. Improvements may be initiated earlier than the trigger upon mutual agreement between parties of the executed IGA. ²



FITZSIMONS INNOVATION COMMUNITY
 Location
AURORA, COLORADO

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Applicant:
 Fitzsimons Redevelopment Authority
 12636 E. Montview Blvd, Suite 100
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Civil Engineer: Traffic Engineer
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 1901 Blake St, Suite 200 410 17th St, Suite 1000
 Denver, CO 80202 Denver, CO 80202
 T: (303) 572-8900 T: (303) 296-4300

Issue Record:

10.02.2015	Submittal 1	_____
01.29.2016	Submittal 2	_____
03.16.2016	Submittal 3	_____
07.14.2016	Final Submittal	_____
10.17.2016	Minor Set	_____
10.23.2017	Minor amendment	_____
07.07.2020	Major amendment submittal 1	_____
08.14.2020	Major amendment submittal 2	_____
11.02.2020	Minor Set	_____
03.07.2024	Major amendment submittal 3	_____
11.27.2024	Major amendment submittal 4	_____
04.09.2025	Major amendment submittal 5	_____
07.15.2025	Major amendment submittal 6	_____
09.16.2025	Major amendment submittal 7	_____

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

Proj. #: 2328
 Drawn: R.S.
 Checked: K.D.F.

DIRECTOR OF PARKS, RECREATION AND OPEN SPACE

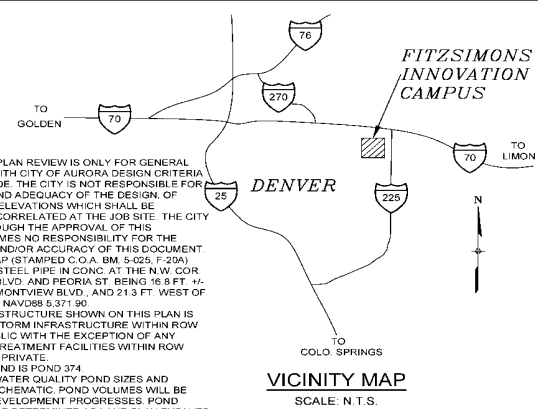
Date: 10/10/2025 Signature: *Kevin Green*

FORM J: PARKS, RECREATION AND OPEN SPACE MATRIX
 SHEET 21 OF 23

FITZSIMONS INNOVATION COMMUNITY

GENERAL DEVELOPMENT PLAN AMENDMENT #16

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



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Issue Record:

Date	Issue	Status
10.02.2015	Submittal 1	Submittal 1
01.29.2016	Submittal 2	Submittal 2
03.15.2016	Submittal 3	Submittal 3
07.13.2016	Final Submittal	Final Submittal
10.17.2016	Major Set	Major Set
08.23.2017	Minor amendment	Minor amendment
07.07.2020	Major amendment submittal 1	Major amendment submittal 1
08.13.2020	Major amendment submittal 2	Major amendment submittal 2
11.02.2020	Major Set	Major Set
03.09.2024	Major amendment submittal 3	Major amendment submittal 3
11.27.2024	Major amendment submittal 4	Major amendment submittal 4
04.09.2025	Major amendment submittal 5	Major amendment submittal 5
07.15.2025	Major amendment submittal 6	Major amendment submittal 6
09.16.2025	Major amendment submittal 7	Major amendment submittal 7

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 Drawn: JH
 Checked: JK

DRAINAGE PLAN

- NOTES:**
- CITY OF AURORA PLAN REVIEW IS ONLY FOR GENERAL CONFORMANCE WITH CITY OF AURORA DESIGN CRITERIA AND THE CITY CODE. THE CITY IS NOT RESPONSIBLE FOR THE ACCURACY AND ADEQUACY OF THE DESIGN OF DIMENSIONS AND ELEVATIONS WHICH SHALL BE CONFIRMED AND CORRELATED AT THE JOB SITE. THE CITY OF AURORA, THROUGH THE APPROVAL OF THIS DOCUMENT, ASSUMES NO RESPONSIBILITY FOR THE COMPLETENESS AND/OR ACCURACY OF THIS DOCUMENT.
 - 3" SWIM GRASS CAP (STAMPED C.O.A. BM 5-025; F-20A) ATOP A 30" LONG STEEL PIPE IN CONC. AT THE N.W. COR. OF E. MONTVIEW BLVD. AND PEORIA ST. BEING 16.8 FT. W. NORTH OF N.F.L. MONTVIEW BLVD. AND 21.3 FT. WEST OF W.F.L. PEORIA ST. NAVD88 6.371 80.
 - ALL STORM INFRASTRUCTURE SHOWN ON THIS PLAN IS PUBLIC. FUTURE STORM INFRASTRUCTURE WITHIN ROW WILL ALSO BE PUBLIC WITH THE EXCEPTION OF ANY WATER QUALITY TREATMENT FACILITIES WITHIN ROW WHICH WOULD BE PRIVATE.
 - THE REGIONAL POND IS POND 374.
 - DETENTION AND WATER QUALITY POND SIZES AND LOCATIONS ARE SCHEMATIC. POND VOLUMES WILL BE CONFIRMED AS DEVELOPMENT PROGRESSES. POND LOCATIONS WILL BE DETERMINED AS LAND PLAN EVOLVES.
 - FUTURE SITE PLANS, SUBMITTED AS PART OF FUTURE FILINGS WITHIN THIS MASTER PLAN LIMITS, WILL BE SUBJECT TO ORDINANCE NO. 2022-46 PERTAINING TO THE USE OF TURF AND WATER FEATURES AND ANY FUTURE UPDATES TO THE COA STORM DRAINAGE DESIGN AND TECHNICAL CRITERIA. THIS ORDINANCE AND CRITERIA MANUAL UPDATES MAY IMPACT THE SIZING OF STORM INFRASTRUCTURE PRESENTED IN THE MASTER PLAN.
 - WATER QUALITY AND DETENTION SHALL BE PROVIDED FOR INTERNAL AND PERMITTED ROADWAYS.
 - AT THE TIME OF SUBMITTAL AN ANALYSIS SHALL BE PERFORMED TO DETERMINE IF DOWNSTREAM INFRASTRUCTURE IS ADEQUATE TO CONVEY THE ANTICIPATED FLOWS FROM EACH SITE. MODIFICATIONS TO OFFSITE INFRASTRUCTURE MAY BE NECESSARY AS PART OF INDIVIDUAL SITE IMPROVEMENTS.
 - ALL STORM INFRASTRUCTURE IS DESIGNED FOR THE 100-YR STORM EVENT.
 - STREETSIDE WATER QUALITY FACILITIES TO BE INCORPORATED INTO STREETSIDES AND WILL BE PRIVATELY MAINTAINED, NOT BY THE COA. FUTURE PROJECTS MUST ENSURE FACILITIES PROVIDE ADEQUATE WQCV AND INCORPORATE AS MUCH EUBV AS POSSIBLE.
 - REFER TO THE MASTER DRAINAGE REPORT FOR INFORMATION ON BASIN DELINEATION.

LEGEND

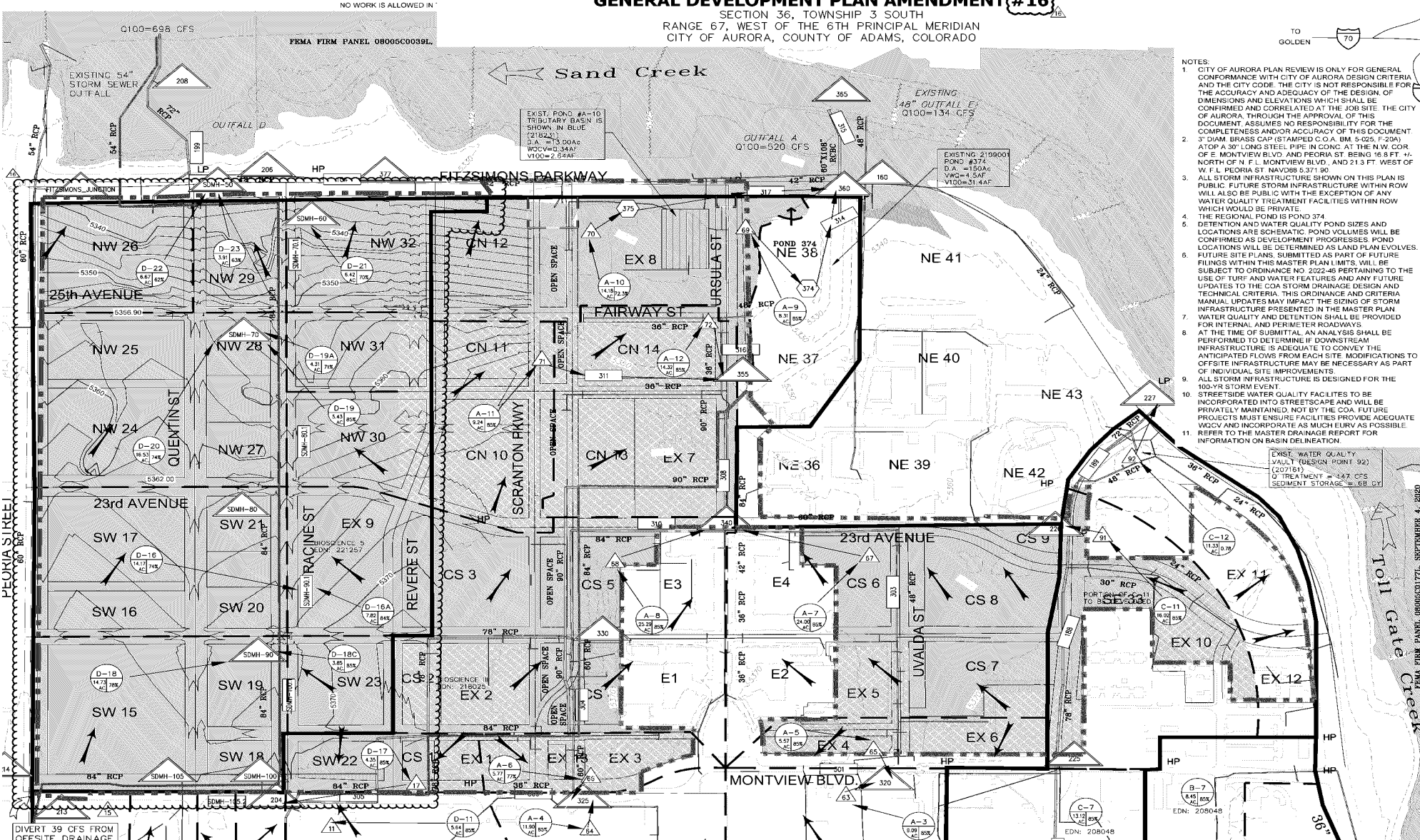
- FRM BDP #6 BOUNDARY
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- EXISTING STORM, SIZE VARIES
- MAJOR BASIN LINE
- MASTER BASIN LINE (PER MDR)
- CONSTRUCTED STM SEWER 218198
- CONSTRUCTED STM SEWER 211059
- PARCEL NAME
- BASIN STORM INFRASTRUCTURE PATH (SEE FIGURE 2 FOR MORE DETAILS (REFERENCE EDN 211059 FOR EXPANDED SWMM FLOW ROUTING DIAGRAMS))
- EFFECTIVE 600-YR FLOODPLAIN
- EFFECTIVE 100-YR FLOODWAY & FLOODPLAIN
- EFFECTIVE BASE FLOOD ELEVATIONS
- BASIN WITH EXISTING DRAINAGE REPORT
- WQCV AND 100-YR DETENTION PROVIDED IN POND 374 EDN 219501
- DETENTION NOT REQUIRED FOR BASIN D. SEE REPORT FOR ADDITIONAL INFORMATION.
- FITZSIMONS-PEORIA STORMWATER OUTFALL PROJECT EDN 218198
- WQCV AND 100-YR DETENTION PROVIDED IN POND A-10 EDN 218231
- ON SITE DETENTION AND WQ NOT REQUIRED. WQ VAULT PROVIDED EDN 207161
- DESIGN POINT POND 374 MODELING
- DESIGN POINT PEORIA OUTFALL MODELING
- ROUTING ELEMENT
- PROPOSED BASIN LABEL
- BASIN DESIGNATION
- BASIN PERCENT IMPERVIOUSNESS

SCALE IN FEET
 ORIGINAL SCALE

TABLE 3. BASIN D REMAINING PARCELS TO BE DEVELOPED WQCV SUMMARY TABLE

Block ID	Tributary Basin	Area acres	Length ft	Centroid ft	Slope ft/ft	Imperviousness %	Soil Group	WQCV (ac-ft)	Drain Time (hr)
SW 16, SW 17, SW 20 & SW 23	D-16	14.17	1037	578	0.01	73.9	B	0.35	40
EX 9	D-16A	7.82	991	424	0.01	84.2	B	0.23	40
SW 15, SW 18 & SW 19	D-13	14.73	1013	586	0.01	78.3	B	0.39	40
SW 23	D-18C	3.85	772	290	0.01	84.6	B	0.12	40
NW 30	D-19	5.43	813	371	0.01	84.5	B	0.16	40
NW 31	D-19A	4.31	818	322	0.01	71.3	B	0.10	40
NW 24, NW 25, NW 27 & NW 28	D-20	16.53	1204	610	0.01	74.3	B	0.41	40
NW 32	D-21	6.42	978	549	0.01	69.8	B	0.15	40
NW 25	D-22	6.67	759	388	0.01	62.4	B	0.16	40
NW 29	D-23	3.91	761	301	0.01	63.3	B	0.08	40

See the block size and land use map on page 7 of the drainage report for the block locations.
 NOTE: REQUIRED EUBV PER BASIN WILL BE LIMITED TO THE VOLUME AVAILABLE WITHIN A 40 PERCENT STREET SECTION ALLOCATION AT AN 18" DEPTH. PLEASE SEE THE MASTER DRAINAGE REPORT FOR FULL DETAILS ON EUBV REQUIREMENTS.



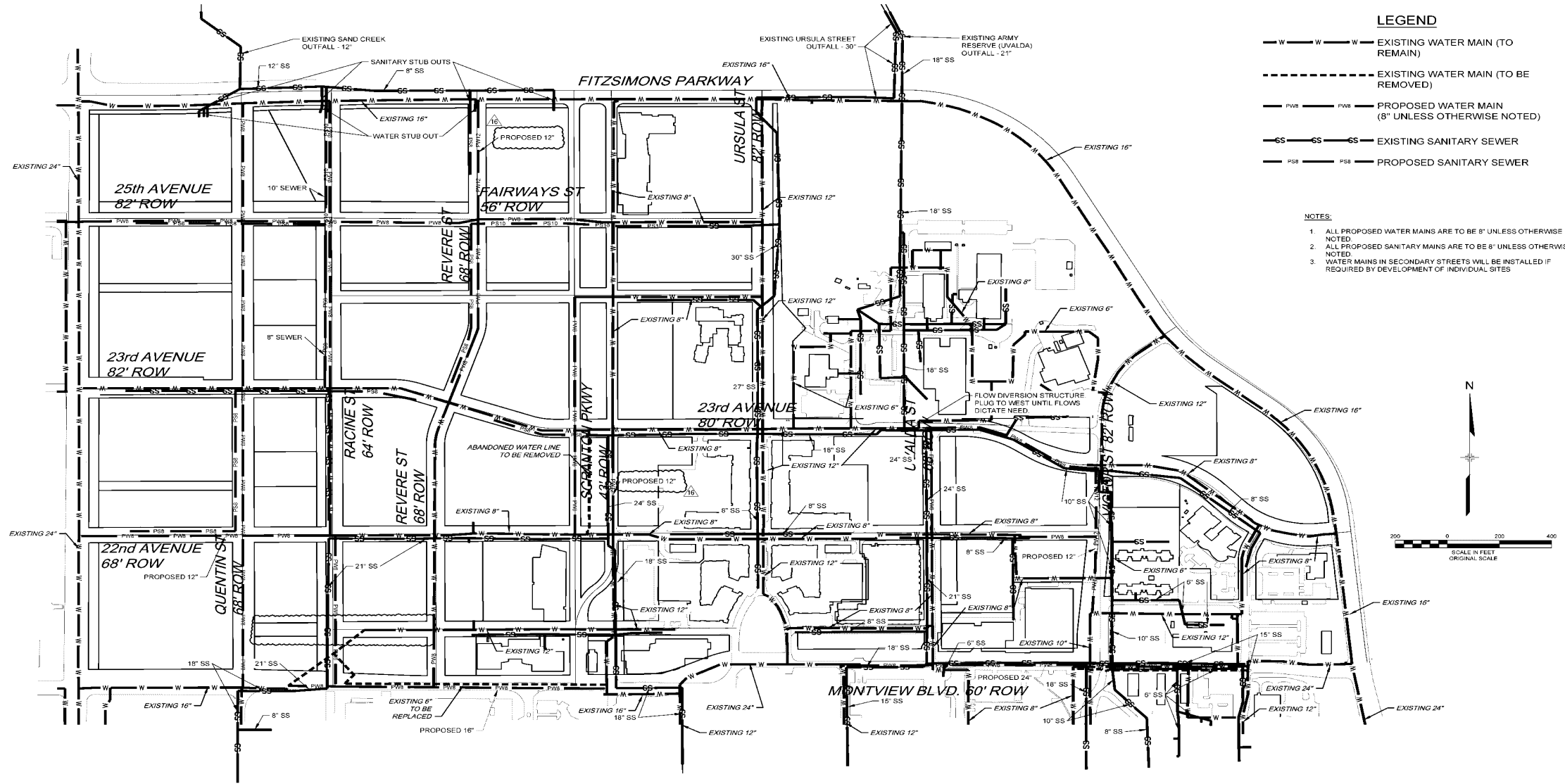
NOTE:
 PER CALL ON 6/5/2025, BASIN D MAJOR BASIN LINE HAS BEEN DELINEATED BASED ON EDN 218231 AND THE PREVIOUSLY APPROVED MDS. PLEASE REFER TO THE MASTER DRAINAGE REPORT FOR SPECIFIC DETAILS.

NO WORK IS ALLOWED IN
 FEMA FIRM PANEL 08065C0039L

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OVERALL UTILITY PLAN