



Airport Boulevard Overlay District

Including administratively
promulgated development
design standards attachment

Sections 823-833, Article 8, Chapter 146, Aurora Municipal Code

City of Aurora

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DIVISION 5. AIRPORT BOULEVARD OVERLAY DISTRICT

Sec. 146-823. Special Definitions.

The following words, terms and phrases, when used in relation to this district, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Fronting property means real property that abuts or is adjacent to a designated street or intersection within the overlay district.

Intersection areas means lands located within squares that are described as 250 feet either side of a centerline of Airport Boulevard extending 250 feet north and 250 feet south of the intersecting points of the centerline of Airport Boulevard and the centerlines of 32nd Avenue, Colfax Avenue, and 6th Avenue, and 250 feet north of east Alameda Parkway.

Landscaped squares means lands located within the intersection areas at the corners of Airport Boulevard and the intersecting streets at East 32nd Avenue, East Colfax Avenue, East Sixth Avenue, and the north side of East Alameda Parkway measured from the flowline of the abutting streets.

(Ord. No. 2001-72, 12-3-2001)

Sec. 146-824. Purpose.

The purpose of this district is to identify an Airport Boulevard gateway corridor and to adopt an overlay district that establishes a level of design quality appropriate for a gateway into the City of Aurora. These regulations apply to the fronting property along the Airport Boulevard corridor from East 32nd Avenue south to East Alameda Parkway and along the north side of Alameda between Chambers and Tower Roads, as shown on the district map. The purposes of these regulations are to provide a streetscape design, a sense of order and cohesiveness, and to facilitate an urban, diverse, and creative character with high quality development.

The design intent of the landscape provisions of this district is to create an identity for the boulevard, which features a tree-lined street, and landscaped squares at identified intersections. The linear tree row is tighter and more formal at and adjacent to the intersections, becoming less formal farther from the intersections in accordance with the requirements of zones A, B, and C. The tree row is backed by strategically placed shrub beds and other landscaping designed to strengthen the image of a tree-lined street. The image is further unified, within the median, landscaped squares, and within the public right-of-way, through use of common elements.

The following standards provide the corridor with a design framework for public and private improvements that integrates varied uses and establishes a clear image. It is the intent of this district to:

- (A) Support master planned and unified design approaches for the corridor's development and its key intersections;

- (B) Provide master planned development with single, rather than multiple, points of vehicular access;
- (C) Encourage multiple use sites and discourage single "strip" uses;
- (D) Provide streetscape and landscape standards for development; and
- (E) Promote traffic safety and relieve traffic congestion.

(Ord. No. 2001-72, 12-3-2001)

Sec. 146-825. Overlay District.

The Airport Boulevard overlay district shall mean the area as bounded and defined on the map entitled "Airport Boulevard/E. Alameda Parkway Overlay District" (exhibit A), on file in the office of the director of planning. All of the provisions of the underlying zone district shall be in full force and effect, unless the provisions of this overlay district specifically vary such provisions. The application of this district is in addition to the provisions in the underlying zone district. Where the provisions of this district conflict with or are more restrictive than those of the underlying zone district, this district shall control.

(Ord. No. 2001-72, 12-3-2001)

Sec. 146-826. Landscaping Zones.

Within the Airport Boulevard Overlay district there are three landscaping zones, which define specific landscape requirements for various segments of the district. Landscaping shall be installed in conformance with the requirements of the applicable landscape zone and City of Aurora Urban Design and Landscape Standards for Airport Boulevard.

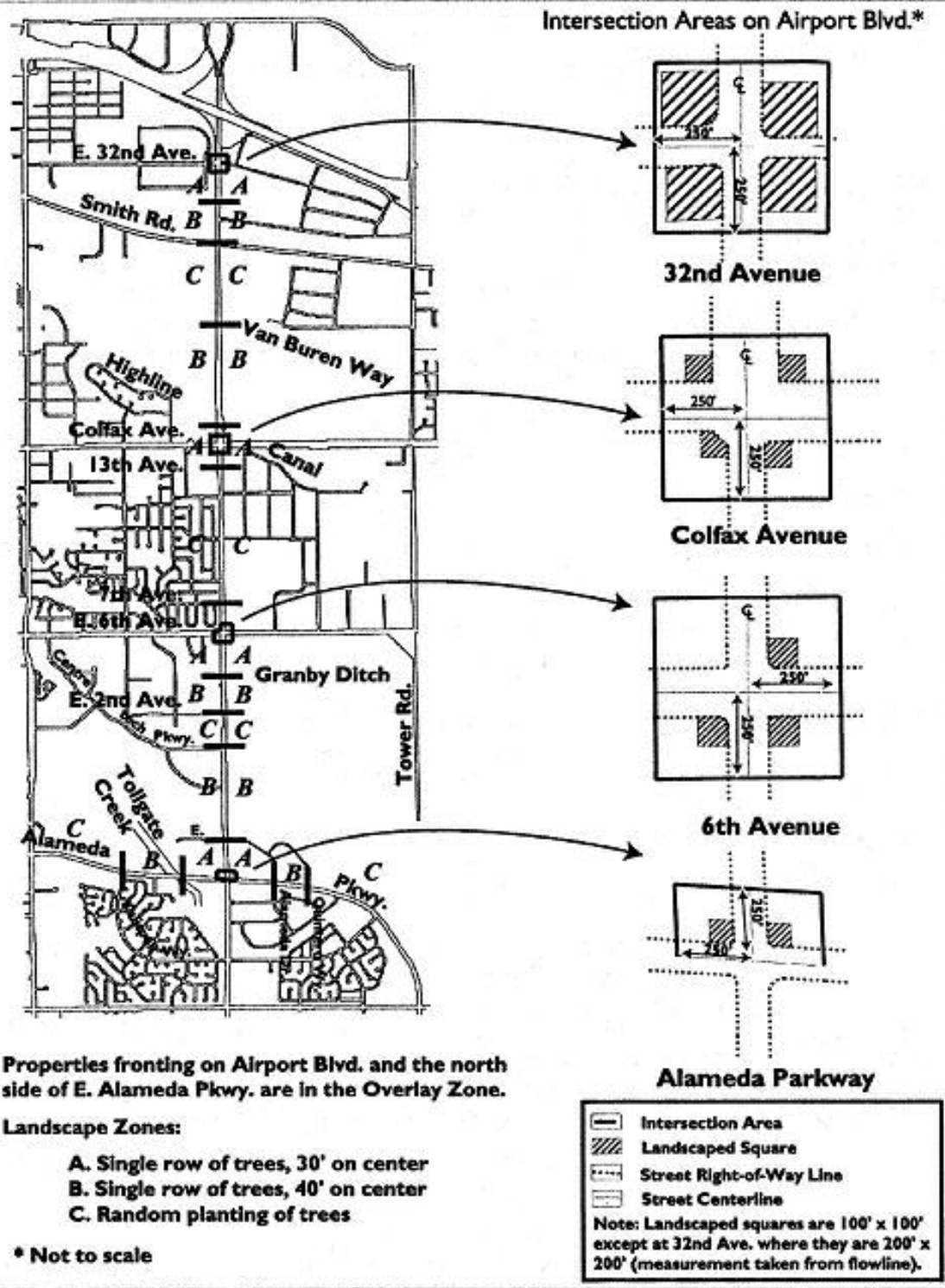


Figure 8.7: Airport Blvd./E. Alameda Pkwy Overlay District

- (A) Zone "A." Zone "A" means the area located adjacent to and within the intersection areas of Airport Boulevard and 32nd Avenue, Airport Boulevard and Colfax Avenue, Airport Boulevard and 6th Avenue, and Airport Boulevard and the north side of East Alameda Parkway, excepting the landscaped squares within those intersection areas. At the intersection, a landscaped square is created by the four corners of the intersection through the use of a double row of deciduous trees and strategically placed shrubs, flowering perennials and annuals, grasses, and groundcovers. The selected trees in zone "A" have a compact form and are more formal in appearance.

Moving away from the square, zone "A" landscaping is characterized by the continued use of a single uniform row of deciduous street trees located within or adjacent to the road right-of-way. The tree species on all corners of a single intersection and throughout adjacent zone "A" shall be the same. Shrubs and other landscaping shall occur within the required setback in a manner that provides a backdrop for the tree row. All under-story plantings shall be proportionate to street tree plantings. Tree spacing in this zone is 30 feet on center. Because the right-of-way may not allow space for one row of trees in all locations along Airport Boulevard and/or the north side of Alameda Parkway, the fronting property owner shall provide up to an 11-foot-wide planting area within the landscape setback for this purpose.

- (B) Zone "B." Zone "B" locations are noted on the overlay district map. These areas are the "threshold" to the landscaped squares created at the intersection areas. Zone "B" landscaping features a uniform, single row of deciduous street trees with additional landscaping and shrubs serving as a backdrop, further defining the linear row of street trees located within or adjacent to the right-of-way. Because the right-of-way does not allow for one row of trees in all locations along Airport Boulevard, the fronting property owner shall provide up to an 11-foot-wide planting area within the landscape setback for this purpose. The planting shall extend in each direction, north and south, of zone "A" and east and west along Alameda Parkway, except as otherwise shown on exhibit A. A 40-foot on center tree spacing shall be used in zone "B." All under-story plantings shall be proportionate to street tree plantings. Tree species shall be similar on the east and west sides of the boulevard within zone "B."

- (C) Zone "C." Zone "C" locations are noted on the overlay district map, along the Airport Boulevard corridor. The intent is to create a landscape area that is less formal and is the "transitional space" between the landscaped squares at the specified intersections. Zone "C" has a more random pattern of planting along the edges of Airport Boulevard and/or the north side of Alameda Parkway. This section along the corridor has little enclosure and helps direct views outward from Airport Boulevard. This area also presents the opportunity to accentuate and enhance the natural features along the corridor. Zone "C" landscaping is characterized by a single row of deciduous street trees planted in a more random pattern, to be established on a site-by-site basis at the time of site plan submittal, as required by this chapter, within or adjacent to the right-of-way.

Because the right-of-way does not allow for one row of trees in all locations along Airport Boulevard, the fronting property owner shall provide up to an 11-foot-wide planting area within the landscape setback for this purpose. Zone "C" is located

between the end of zone "B" to the north and zone "B" to the south with no set linear dimension, as shown on the overlay district map. All under-story plantings shall be proportionate to street tree plantings.

(Ord. No. 2001-72, 12-3-2001)

Sec. 146-827. Development at 32nd Avenue and Airport Boulevard Intersection Area.

The following development standards shall apply to development at the 32nd Avenue and Airport Boulevard intersection area within the district:

- (A) *Setbacks.* Building setbacks shall be a minimum 200 feet from the right-of-way line of Airport Boulevard. Outside of the landscaped square, building setbacks shall be a minimum of 50 feet from the right-of-way lines. A minimum 10-foot building setback is required along all other property lines on the building site. Building setbacks from landscaped squares shall be a minimum of 10 feet.
- (B) *Parking.* Parking is not allowed within the 200-foot landscaped square. Parking in areas adjacent to the landscaped squares shall be located to the side and rear of buildings. Off-street loading areas shall not project into any setback along street frontages, but may project into required rear setbacks. Clustered or shared parking shall be provided between properties to reduce surface parking, to limit curb cuts, and to organize accessibility and signage. Walls or barriers between parking areas shall be prohibited. Not less than five percent of total parking lot surface areas shall be landscaped.
- (C) *Landscaped Squares.* At each corner of intersection areas immediately abutting the intersection, a 200-foot by 200-foot landscaped square shall be provided. Measurements of the square shall be taken from the flow line of the abutting streets. Landscaping in the square shall be designed, installed, and maintained in a manner consistent with the requirements of this district and approved through site plan review, unless other arrangements for landscaping have been established by separate agreement. Buildings and parking shall not be permitted within 200 feet of Airport Boulevard within the landscaped squares.

(Ord. No. 2001-72, 12-3-2001)

Sec. 146-828. Development at Other Intersection Areas.

The following development standards shall apply to development at the intersection areas of Airport Boulevard with Colfax Avenue, Sixth Avenue, and Alameda Parkway within the district:

- (A) *Setbacks.* Buildings are not allowed in the landscaped squares. Building setbacks shall be a minimum 50 feet and a maximum of 130 feet from the right-of-way line of Airport Boulevard. Building setbacks shall be a minimum 50 feet from the right-of-way line of the intersecting street. A minimum 10-foot building setback is required along all other property lines on the building site. Building setbacks from a landscaped square shall be 10 feet.

- (B) *Parking.* Parking is not allowed in the landscaped squares. Parking is not allowed within the minimum 50-foot building setback located within intersection areas. Parking shall be located to the side and rear of buildings. Off-street loading areas shall not project into any setback along street frontages, but may project into required rear setbacks. Clustered or shared parking shall be provided between properties to reduce surface parking, to limit curb cuts, and to organize accessibility and signage. Walls or barriers between parking areas shall be prohibited. Not less than five percent of total parking lot surface areas shall be landscaped.
- (C) *Landscaped Squares.* At each corner of intersection areas immediately abutting the intersection, a 100-foot by 100-foot landscaped square shall be provided. Measurements of the square shall be taken from the flow line of the abutting streets. Landscaping in the square shall be designed and installed by the city and maintained by the underlying property owner, unless other arrangements for landscaping have been established. Buildings and parking shall not be permitted within the landscaped squares.

(Ord. No. 2001-72, 12-3-2001)

Sec. 146-829. Development Between Intersection Areas.

- (A) The following development standards shall apply to development between intersection areas along Airport Boulevard and along the north side of East Alameda Parkway within the district:
 - 1. *Setbacks.* Building setback shall be a minimum of 50 feet. Maximum building setbacks shall be 130 feet.
 - 2. *Parking.* Two rows of off-street parking shall be permitted between the building and Airport Boulevard with the remainder of the parking located to the side and rear of buildings. Clustered or shared parking shall be provided between properties to reduce surface parking, to limit curb cuts, and to organize accessibility and signage. Walls or barriers between parking areas are prohibited. Curb cuts shall be limited and located to optimize opportunities for shared access.
 - 3. *Landscaping.* A minimum 25-foot-wide landscaped area shall be provided, measured from the right-of-way property line. Landscaping shall conform to the requirements of the applicable landscape zone in which the area to be landscaped is located. The landscaping within the up to 11-foot-wide area provided by the property owner shall comply with the design established by the city. The underlying property owner shall maintain landscaping, unless other arrangements for landscaping maintenance have been established by separate agreement.
- (B) Development in the Kirkegaard Acres general development plan shall have a minimum setback of 50 feet from the right-of-way of Airport Boulevard. Landscaping shall conform

to zone "C" requirements and shall be installed whenever a structure or addition of 500 square feet in area or larger is granted a building permit.

(Ord. No. 2001-72, 12-3-2001)

Sec. 146-830. Development Standards.

In addition to the requirements stated above, all development in the district shall comply with the applicable standards in Table 20. Development proposals shall conform to the Urban and Landscape Design Development Standards for Airport Boulevard as adopted by city council. Where such standards are inconsistent with the provisions of this district, this district shall control.

Table 8.2 Airport Boulevard Site Design and Streetscape Standards				
	Major Intersections or Locations			
	(A)	(B)	(C)	(D)
Streetscape and Site Criteria	Airport Blvd. and 32nd Avenue	(Airport Blvd. And Colfax Avenue) 1. Airport Blvd. and 6th Avenue 2. Airport Blvd. and Alameda Parkway	Development between major intersections	Development along the north side of E. Alameda Parkway between Chambers and Tower Roads, not at the major intersection
1. Setbacks (Setbacks from public streets are measured from right-of-way line.)	1. Within 250' from the center-line of Airport Blvd., the minimum building setback shall be 200' from flowline. 2. Building setback 10' from interior property lines & the landscaped square. 3. Minimum 25' landscape buffer from property line. 4. Install 200' x 200' landscaped square measured from flowline of intersecting streets. No parking, drives or buildings allowed within the square. 5. No loading area projection into front setback. 6. Loading dock and service bay doors shall not face Airport Blvd.	1. Within 250' from the centerline of Airport Blvd., the minimum building setback shall be 50' from flowline. 2. Building setbacks are 10' from interior property lines and the landscaped square. 3. Minimum 25' landscape buffer from Airport Blvd. ROW. 4. Install 100' x 100' landscaped square measured from flowline of intersecting streets. No parking, drives or buildings allowed within the square. 5. No loading area projection into front setback. 6. Loading dock and service bay doors shall not face Airport Blvd.	1. More than 250' from the centerline of 32nd Avenue, Colfax Avenue, 6th Avenue and Alameda Parkway, the minimum building setback shall be 50'. The maximum setback shall be 130'. 2. Building setbacks are 10' from interior property lines. 3. Minimum 25' landscape buffer from Airport Blvd. ROW. 4. No loading area projection into front setback. 5. Loading dock and service bay doors shall not face Airport Blvd.	1. More than 250' from the centerline of Airport Blvd., the minimum building setback shall be 50'. The maximum setback shall be 130'. 2. Building setbacks are 10' from interior property lines. 3. Minimum 25' landscape buffer from Alameda Parkway ROW. 4. No loading area projection into front setback. 5. Loading dock and service bay doors shall not face Alameda Parkway.

Table 8.2 Airport Boulevard Site Design and Streetscape Standards

Table 8.2 Airport Boulevard Site Design and Streetscape Standards				
	Major Intersections or Locations			
	(A)	(B)	(C)	(D)
Streetscape and Site Criteria	Airport Blvd. and 32nd Avenue	(Airport Blvd. And Colfax Avenue) 1. Airport Blvd. and 6th Avenue 2. Airport Blvd. and Alameda Parkway	Development between major intersections	Development along the north side of E. Alameda Parkway between Chambers and Tower Roads, not at the major intersection
2. Sidewalks	Sidewalks to be installed per City of Aurora Urban and Landscape Design Development Standards for Airport Blvd.		The owner provides up to an 11-foot planting area within the 25-foot landscape area, measured from the property line, which will include one row of street trees and shrub beds. The owner provides an eight-foot attached sidewalk, except where existing conditions warrant an alternative sidewalk configuration, as determined by the City of Aurora Urban and Landscape Design Development Standards for Airport Blvd.	
3. Parking lot siting	<ol style="list-style-type: none"> 1. Locate at side and rear of building. 2. Shared parking not separated by walls or barriers. 3. Safe, convenient, and efficient access to front doors. 4. Driveway width of 30'-44'. Consolidated curb cut shall have 8' landscaped median. Separated curb cuts shall be 30' in width. 5. Curb cuts shall be minimized and shared among uses. 6. Large parking surfaces and service areas are screened with berms and plantings. 7. Parking entrances coordinated with overall site design. 		<ol style="list-style-type: none"> 1. One drive lane and double-loaded aisle of street facing parking. 2. Locate remaining parking at side and rear of building. 3. Shared parking not separated by walls or barriers. 4. Safe, convenient, and efficient access to front doors. 5. Driveway width of 30'-44'. Consolidated curb cut shall have 8-foot landscaped median. Separated curb cuts shall be 30' in width. 6. Curb cuts shall be minimized and shared among uses. 7. Screen large parking and service areas with berms and plantings. 8. Parking entrances coordinated with overall site design. 	
4. Parking setback	1. Within the intersection areas, parking shall not be permitted within 200' of Airport Blvd.	Within the intersection areas, parking shall not be permitted within 50' of Airport Blvd.	1. Parking shall not be permitted within 25' of Airport Blvd.	1. Parking shall not be permitted within 25' of Alameda Parkway.

Table 8.2 Airport Boulevard Site Design and Streetscape Standards				
	Major Intersections or Locations			
	(A)	(B)	(C)	(D)
Streetscape and Site Criteria	Airport Blvd. and 32nd Avenue	(Airport Blvd. And Colfax Avenue) 1. Airport Blvd. and 6th Avenue 2. Airport Blvd. and Alameda Parkway	Development between major intersections	Development along the north side of E. Alameda Parkway between Chambers and Tower Roads, not at the major intersection
5. Landscape: Airport Blvd.	Zone A: double row of deciduous trees and feature landscaping to include shrubs, grasses, and perennial and annual flowers in landscaped squares.		Zone A: single row of deciduous trees 30' o.c. and shrub beds. See exhibit A for Zone Boundary Locations. Trees shall be on private land when sufficient room does not exist within the ROW. Zone B: single row of trees 40' o.c. and shrub bed. Trees shall be on private land when sufficient room does not exist within the ROW. Zone C: random single row of trees spaced 40' o.c. Trees shall be on private land when sufficient room does not exist within the ROW.	
6. General Landscaping	Please refer to City of Aurora Tree Preservation Policy and Urban and Landscape Design Development Standards for Airport Blvd. in addition to this matrix.			
7. Landscaping for parking lots	1. Landscape islands with irrigation, minimum 18' length and ten-foot width, one island for every ten parking spaces. 2. Landscaping to support pedestrian and vehicle circulation. Not less than five percent of all parking lot areas shall be landscaped.			
8. Signs	1. Signs within the landscaped squares are limited to development identification for sites of 5 acres or more. Requirements for these signs are in the Urban and Landscape Design Development Standards for Airport Blvd. 2. For signs outside landscaped squares but with in intersection areas: One monument sign per street frontage in the intersection area, max. height of 6 feet, maximum area of 24 feet per sign face. 3. In addition to the signs permitted in paragraph 2 above, other City of Aurora sign code requirements apply. Other ground signs for buildings located in the intersection area permitted by this chapter shall be located outside of the intersection area.		1. Monument signs shall be a maximum 12 feet in height. 2. Sign area per face shall not exceed 160 square feet. Other City of Aurora sign code requirements apply.	

(Ord. No. 2001-72, 12-3-2001)

Sec. 146-831. Irrigation.

All landscape areas are to be automatically irrigated by an underground system providing 100 percent irrigation coverage. The entire irrigation system shall be designed and constructed in accordance with all City of Aurora building code requirements. The use of a quick coupling system may only be used in association with special landscape zones that require low water, such as native seed mix areas.

(Ord. No. 2001-72, 12-3-2001)

Sec. 146-832. Application of District.

Nothing contained in this district shall require any change or alteration in construction of a building or structure, or additions thereto, for residential uses in accordance with residential site plans, subdivision plats, general development plans, or amendments thereto, approved by the city.

(Ord. No. 2001-72, 12-3-2001)

Sec. 146-833. Waiver of Development Requirements.

The development requirements in this division may be waived by the city council after a public hearing at which the city council shall consider the following:

- (A) The overall quality of proposed design as illustrated in a site plan;
- (B) The extent to which the proposed waiver is offset by specific design elements or treatments that mitigate otherwise negative visual and aesthetic impacts;
- (C) The extent to which the proposed design with waiver meets the spirit and intent of this division; and
- (D) The extent to which a waiver is necessary in order to permit an economically viable use of private property or to preserve vested property rights.

(Ord. No. 2001-72, 12-3-2001)

Urban and Landscape Design Development Standards For Airport Boulevard

June 19, 1998

The Urban and Landscape Design Development Standards and Guidelines for the Airport Boulevard (The Standards) have been established to set a high level of quality in the urban design and landscaping character which is appropriate for a gateway into the City of Aurora. The design intent is to provide a sense of order and cohesiveness along Airport Boulevard and E. Alameda Parkway which will tie the varied uses and conditions together, forming a clear identity for Aurora's gateway to and from DIA. This image includes a well landscaped street frontage with a tree lined street, shrub beds, and a combination of hardscape and landscape at four major intersections. The concept of Landscaped Squares at the intersections and their design are distinct to the corridor and provide a focal point at each of these intersections.

Please refer to the Zoning Overlay District Ordinance covering Airport Boulevard for a map officially designating the lands to which this document will apply.

The private development subject to these Standards includes the first eleven feet (11') of perimeter landscape buffer on the east and west sides of Airport boulevard from E. 32nd Avenue south to E. Alameda Parkway, each of the Landscaped Squares at select intersections, all public right-of-way improvements from E. 32nd Avenue, south to E. Alameda Parkway, and any other lands covered within the Zoning Overlay District Ordinance. The owner is responsible for landscaping and maintaining public rights-of-way adjacent to projects, except where otherwise provided for in the Zoning Overlay District Ordinance.

I. AIRPORT BOULEVARD LANDSCAPE BUFFER BETWEEN MAJOR INTERSECTIONS

Due to the existence of a variety of buried utility lines which exist within the R.O.W. of Airport Boulevard, the trees to be planted along the street must be located beyond the right of way on private property. Therefore, a landscaped buffer of eleven feet (11') must be provided by the property owner along all property lines abutting Airport Boulevard and E. Alameda Parkway. This eleven feet (11') of landscaping is measured from the property line and it will be included within the twenty five feet (25') landscape buffer required for all developments which abut a city designated arterial street. Refer to Attachment "A", Landscape Buffer Layout Between Major Intersections for typical plans and sections depicting this requirement.

In order to effect The Standards, landscaping along the Airport Boulevard street frontage will be planted with deciduous street trees which conform to the tree selection and spacing pattern called for in the Landscape Zone in which the site is located. Please refer to Attachment "B", Landscape Zone and Urban Design Element Location Map and Attachment "C", Plant Material Listing for drawings depicting these patterns. The Landscape Zones correspond to Exhibit A of the Airport Boulevard Zoning Overlay District Ordinance. Trees will be planted in a straight configuration which maintains a twenty two feet (22') distance from the flowline of Airport Boulevard, or the distance required to maintain at least ten feet (10') from the location of the Kaneb Gas Line on the west side of Airport Boulevard. Trees may be planted within either a 4' shrub bed, or within the turf. Please refer to Attachment "B".

A. Plant Materials

Please refer to Attachment "B" and "C" for a complete list of plant materials, spacing requirements and Zone locations. This selection of plant materials has been based upon the City of Aurora's climate, water restrictions and soils, as well as the restrictions in growth habit and root ball size required when planting adjacent to buried utility lines. Shrubs and other landscaping should occur within the required landscape setback in a manner which provides a backdrop for and helps define the tree row.

As shown on Attachment "B", the Corridor is broken into Zone segments corresponding with, among other things, the existing or proposed land uses. Beginning at the major intersection Landscaped Squares, Zone A begins and continues in most areas on either side of the Squares. This continues the use of the slightly more formal design and spacing of plant material. Zone A segments are usually followed by a Zone B segment which represents a transition Zone between the more formal Zone A and the slightly more random nature of Zone C segments. Zone B segments are slightly more open in spacing requirements and in the growth habit of the plant materials used. Finally, Zone C segments usually follow Zone B and create a more open feel to the streetscape.

In an effort to create a unified appearance along the street frontage, plant materials have been selected by Zone Segment. All development within a continuous Zone segment must use the same tree species and at least some of the same of plant materials which have been used in previous developments within the same Zone segment. This standard also applies to the same Zone segment on the opposite side of the street. If no approved development which is subject to the Zoning Overlay District has previously taken place in that Zone segment, then the property owner of the proposed development may choose the tree species and plant materials for the Zone segment, from the list in Attachment "C". The intent is to maintain a thematic approach to the entire corridor through the use of some of the same plant materials, but not to limit the use of special plant materials which may be desired by the property owner. Additional plant materials, other than trees, can be added to those used in previous developments at the discretion of each property owner.

Specific palettes of shrubs species are not specified in Attachment "C" in order to give the property owner as much flexibility as possible.

B. Paving and Other Non-living Landscape Materials

Mulch:

All shrub beds and tree wells within the eleven foot (11') landscape buffer should be mulched. No greater than thirty (30%) percent of the required eleven feet (11') of landscape buffer should be covered with shrub beds. Groundcovers, perennials, and shrubs are used for this calculation. In keeping with this goal, ninety percent (90%) of any shrub beds should be completely covered with living plant materials within three (3) years after installation. Acceptable mulches include shredded cedar bark, and three inch (3") to six inch (6") washed river rock cobble. The size of the cobble used must be in proportion to the scale of other landscape materials used. Mulches should be applied to the following depths:

1. Three inches (3") over bare soil.
2. Two inches (3") where plant materials will cover.

Non-porous materials, such as plastic sheeting shall not be used in any area of the landscape.

Bench Pads and Sidewalks:

Concrete bench pads will be required at bus stop locations. Those locations will be determined in conjunction with property owners, RTD, and City of Aurora input.

Sidewalks and 12' by 10' bus bench pads are to be installed by the developer and in addition to Attachment "A", they must conform to the standards in Attachment "D", Urban Design Component Details, and those set by the City of Aurora Public Works Department.

C. Fences and Walls

In order to allow visual access to the urban design and landscape improvements along Airport Boulevard or E. Alameda Parkway, allowable fencing, decorative and/or sound walls, if desired by the property owner, shall be placed five feet (5') behind the location of the street trees and shrubs. Plant material which grows above or on fences and walls may be used to soften their impact. Fence pillars will be required for all fencing except agricultural type fences, as shown in Attachment "D", which lists required materials and additional details. Materials used for headwalls, retaining walls and other built features which fall within the eleven foot (11') landscape buffer along Airport Boulevard shall be chosen from Attachment "D". The Airport Boulevard "prairie grass" medallion and glazed thin brick stripe shall be used on all decorative or other visually dominant walls and fence pillars to continue the use of Airport Boulevard thematic elements. These elements are not required on retaining walls or those which focus inward to the site itself. Please refer to Attachment "D", which lists required wall materials.

D. Urban Design Components

Certain urban design components have been chosen for the Airport Boulevard Corridor to further enhance the aesthetic value of the streetscape. Street furniture, decorative elements, colors, construction materials, pedestrian scale street lighting, sidewalks, signage, walls, hand railings, and bridge railings are all detailed in Attachment "D". Sites requiring the use of any of these elements, within the eleven foot (11') landscape buffer along Airport Boulevard shall choose them from the selection in Attachment "D". Payment for Urban Design components will be made by the party who installs the component. The City of Aurora will pay for the pedestrian lighting, benches, and trash receptacles according to our existing plans unless other arrangements have been made with the property owner. The property owner pays for sidewalks, concrete bus bench pads and landscaping as provided in this and other documents.

E. Installation of Pedestrian Street Lighting

Pedestrian street lighting is an integral part of the thematic components of the Airport Boulevard design. These smaller scale lights add visual appeal and help to create a pedestrian friendly environment as development occurs within the corridor. They will be installed by the City of Aurora in a location within the 11' landscape buffer which is the required distance from the utility lines. The installation of this improvement will take place prior to development in most cases. If a situation arises where private development is ready to proceed and The City of Aurora has not installed the lighting, a conduit for the lighting will be installed by the City of Aurora to prevent conflicts with private development and landscaping.

F. Plan Submittal Requirements for Development Review

All plan submittals shall also conform to the requirements under Exhibit D of the City of Aurora Application Form Guidebook, Airport Boulevard Zoning Overlay District Ordinance and the City of Aurora Zoning Code.

II. AIRPORT BOULEVARD LANDSCAPED SQUARES AT MAJOR INTERSECTIONS

Each of the four major intersections referred to above are part of the overall concept which creates individually designed Landscaped Squares with a centrally focused image at each intersection. These Landscaped Squares shall be located on private property unless other arrangements have been made between the property owner and the City of Aurora. The intersection landscape treatment shall consist of a double row of street trees which are planted to create one square at each intersection. (The square usually consists of all four corners of an intersection.) In addition, each corner may include strategically placed shrubs, a decorative wall using the "prairie grass" medallions and glazed thin brick stripe, patterned, pedestrian paving area, pedestrian lighting, benches, trash receptacles and planting beds of decorative grasses and groundcovers, cool colored flowering annuals and perennials. These Landscaped Squares shall be counted toward, and included within the open space requirement under Exhibit D. Please refer to Attachment "E", Landscaped Squares Layout for schematic plans and sections of the Landscaped Squares and all other Attachments for specific details.

Unless special arrangements have been made with the property owner or are otherwise specified, the design and installation of improvements within the Landscaped Squares shall be performed by the City of Aurora. Maintenance shall be performed by the landowner with the exception of the annual and perennial flower beds, which shall be planted and maintained by the City of Aurora. Replacement of these improvements, unless attributable to owner negligence, shall be made by the City of Aurora. If negligent maintenance is the cause for damage to improvements, the property owner will be required to pay for the replacement of the damaged improvements.

A. Plant Materials

The Landscaped Squares allow for the use of a variety of plant types in innovative combinations. The same palette of plant material will be used on all corners of a single intersection. Throughout the adjacent Zone "A" segments, use of at least some of the same plant material used in the Landscaped Squares is required. In order to allow flexibility to each property owner of adjacent sites, additions to this palette of plant material are encouraged. The Tree species and other plant material used will be determined by the first project to install trees and shrubs within an adjacent Zone "A" or Landscaped Square corner. Please refer to Attachment "C" for a complete list of plant materials, and spacing requirements.

B. Paving

Paving materials in the Landscaped Square are used to increase pedestrian interaction within the corner treatments, and for aesthetic appeal. Materials have been chosen with this in mind. All paving materials used within the Landscaped Square shall be chosen from the list provided in Attachment "D". Sidewalks are to be installed by the developer conforming to the standards in Attachment "D" and those set by the City of Aurora Public Works Department.

C. Fences and Walls

To avoid blocking views to sites behind the Landscaped Squares, fencing is not allowed within the Landscaped Square. A decorative landscape wall may be included which contains the City of Aurora logo. The wall may also include development identification lettering. The wall and it's elements must conform in color, shape, size and type style to the standards referred to in Attachment "D" under signs. If the developer requests identification on the wall, they will be required to pay for the identification element, including lettering and the installation of those elements. Otherwise, the City of Aurora will pay for the design and

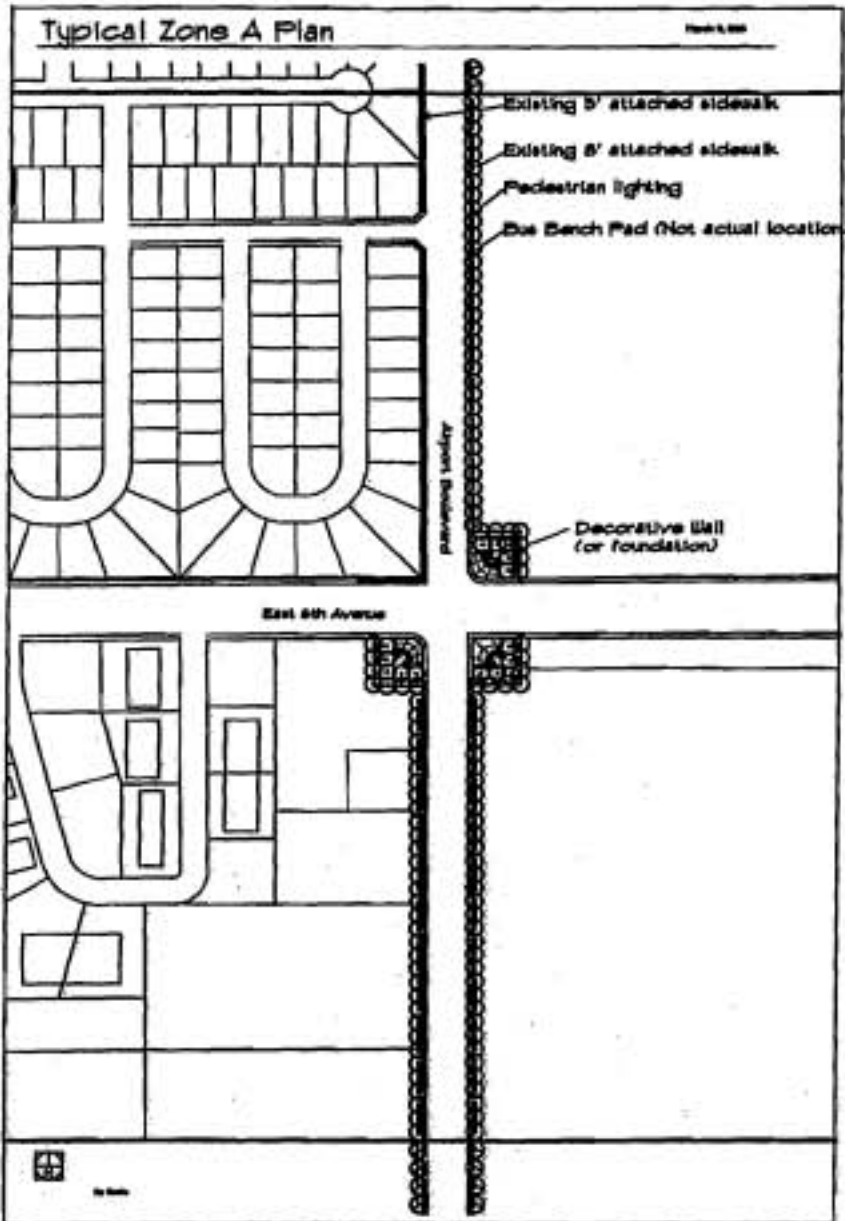
installation of decorative walls. The Airport Boulevard "prairie grass" medallion and glazed thin brick stripe shall be used on all decorative walls or development identification walls. Please refer to Attachment "D", which lists required wall materials. In some cases, a wall foundation may be installed to allow for delayed installation of the wall. This will allow for flexibility in decisions affecting development identification which may be requested by the property owner at a later date when development occurs adjacent to the Landscaped Square.

D. Urban Design Components

Certain urban design components have been chosen for the Airport Boulevard Corridor to further enhance the aesthetic value of the streetscape. Approved street furniture, decorative elements, colors, construction materials, pedestrian scale street lighting, walls, hand railings, and bridge railings are all listed in Attachment "D". The use and location of these urban design elements are shown on Attachment "B". These improvements will be installed based upon individual designs prepared by the City of Aurora. Payment for these improvements within the Landscaped Squares will be made by the City of Aurora based upon the referenced designs. The cost of any additional components from Attachment "D" which may be included at the request of the property owner will be born exclusively by the property owner.

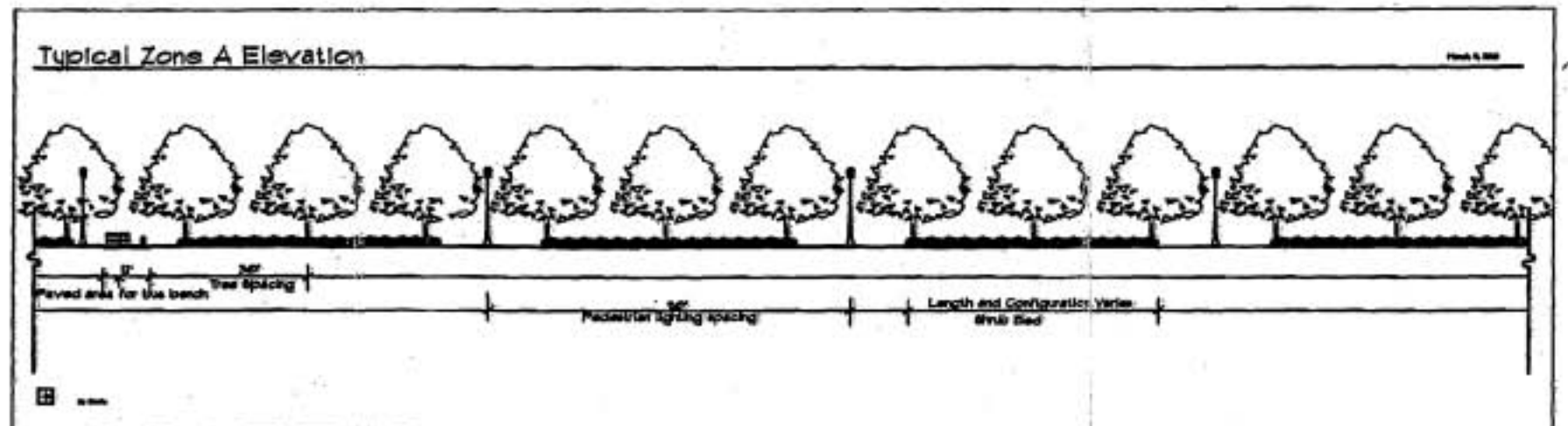
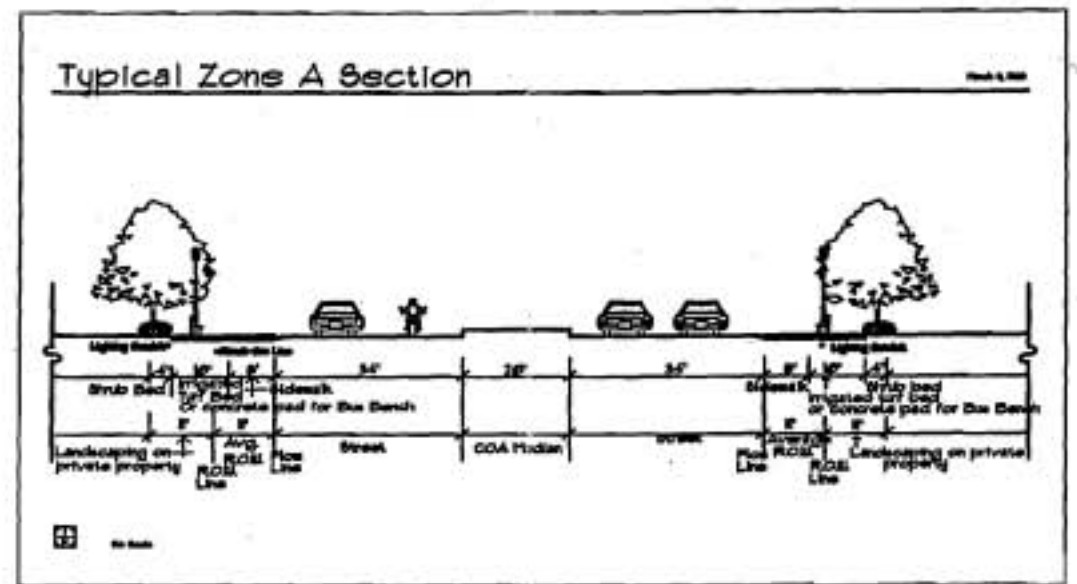
E. Installation Timing

The City of Aurora will attempt to respond to active site development proposals as they are approved by preparing the design and scheduling the installation of the adjacent Landscaped Square prior to or in conjunction with adjacent landscape improvements. The timing of installation may depend upon seasonal conditions, the City of Aurora budgetary process and contracting constraints.



ATTACHMENT 'A', PAGE 1
LANDSCAPE BUFFER LAYOUT
BETWEEN MAJOR INTERSECTIONS

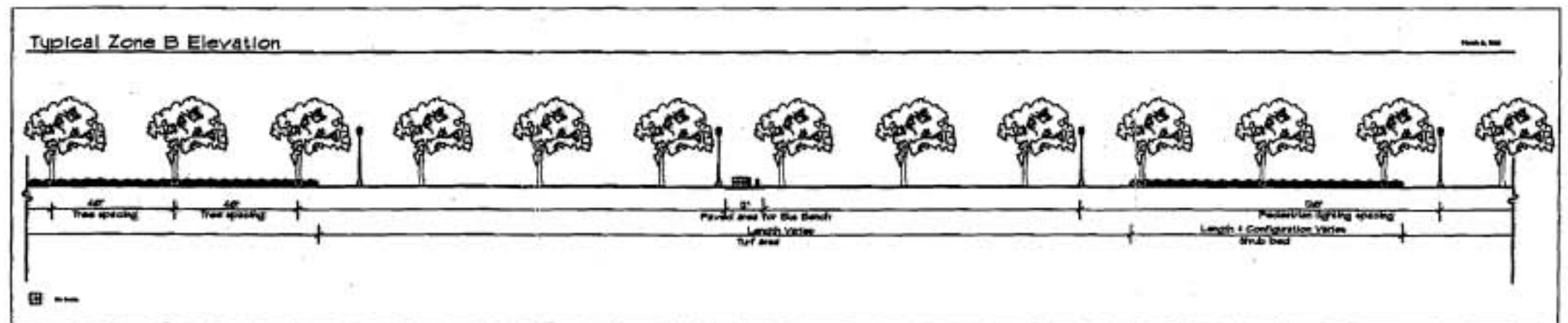
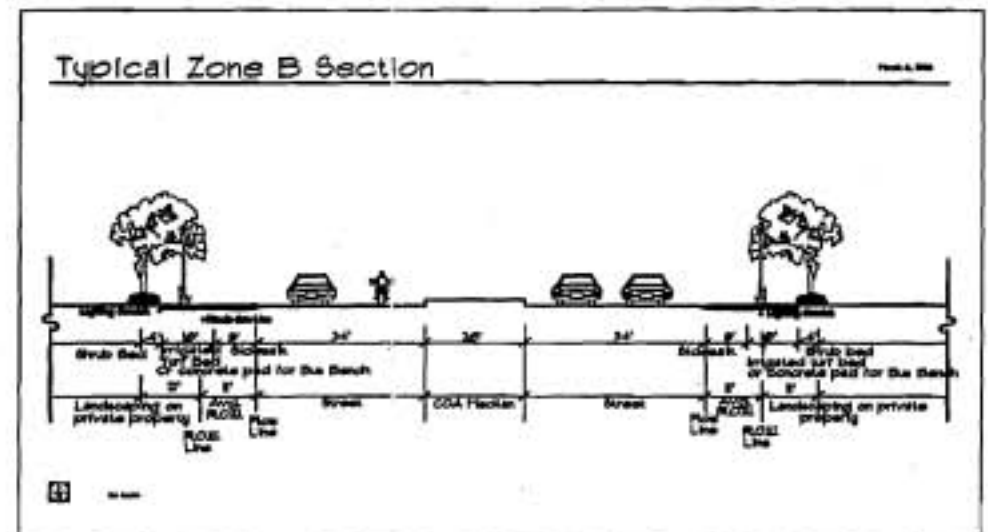
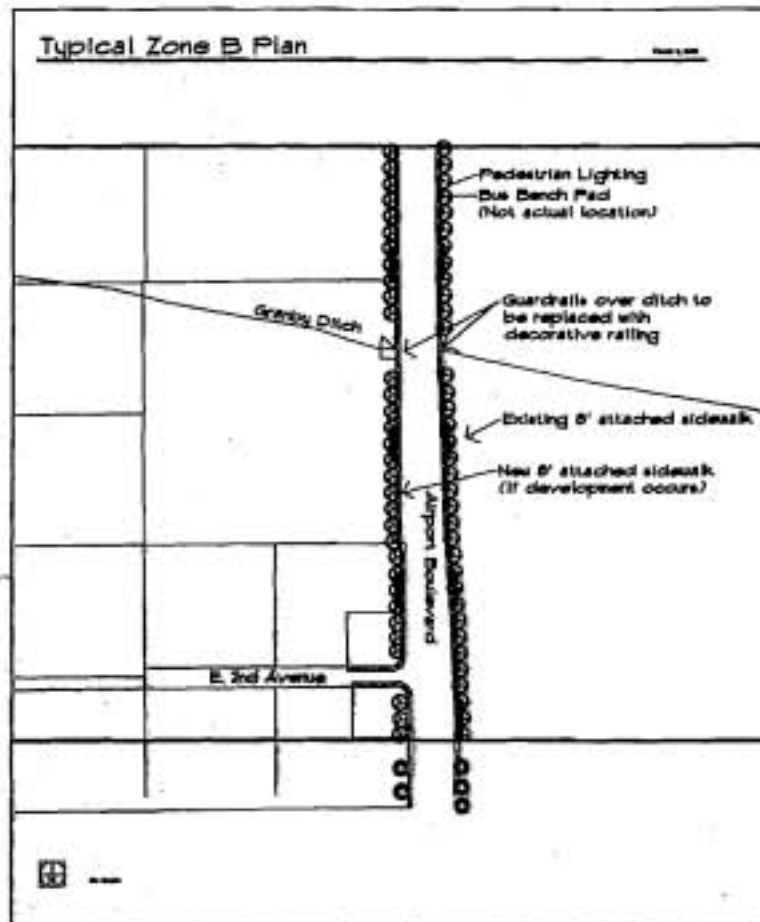
TYPICAL ZONE A





ATTACHMENT 'A', PAGE 2 LANDSCAPE BUFFER LAYOUT BETWEEN MAJOR INTERSECTIONS

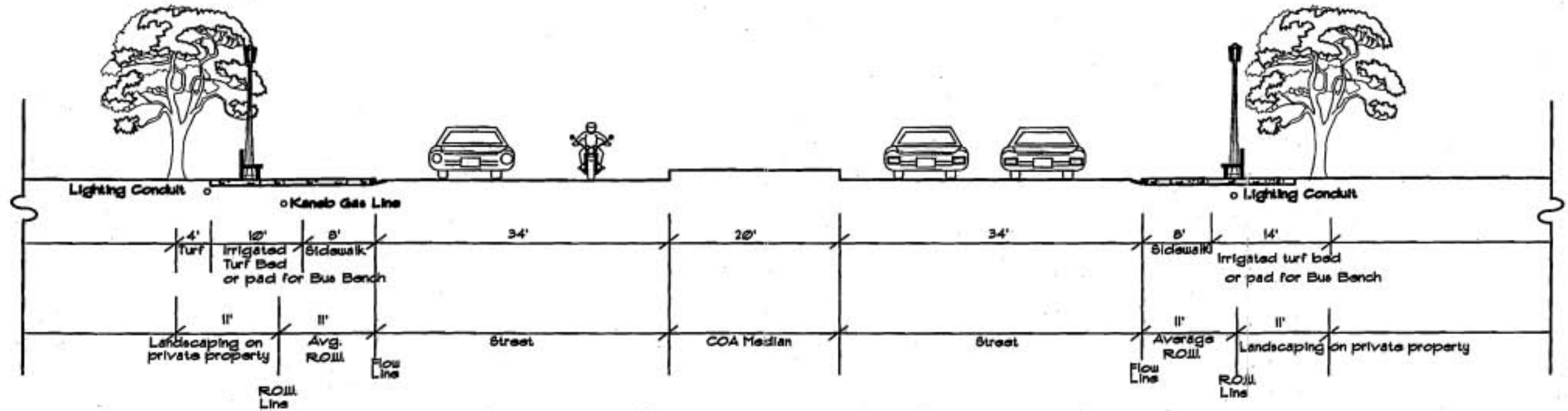
TYPICAL ZONE B




ATTACHMENT 'A', PAGE 3
 LANDSCAPE BUFFER LAYOUT
 BETWEEN MAJOR INTERSECTIONS

Typical Zone C Section

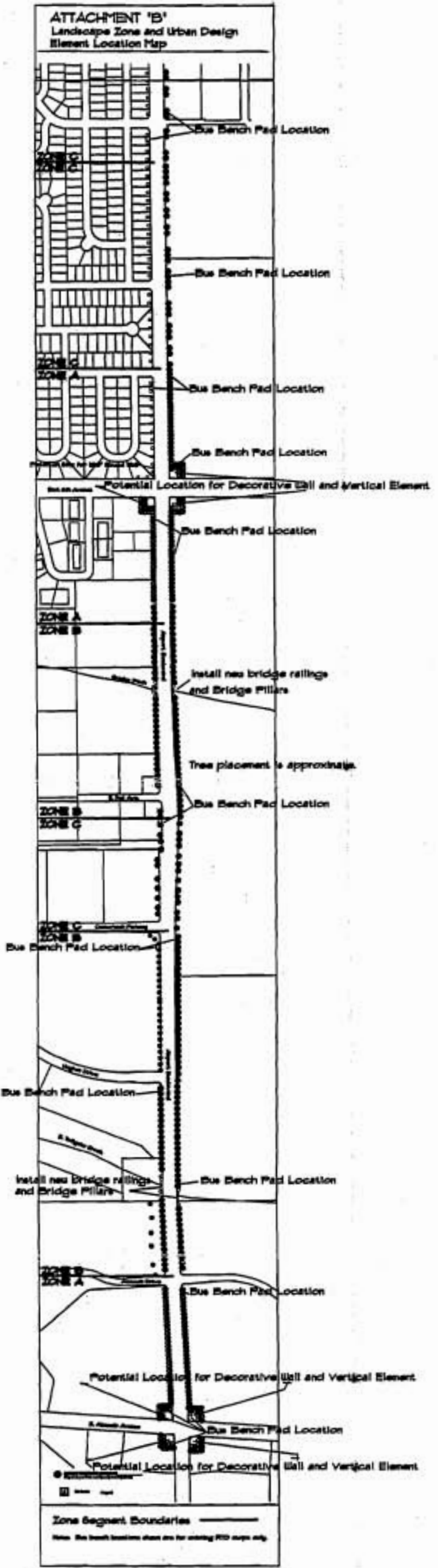
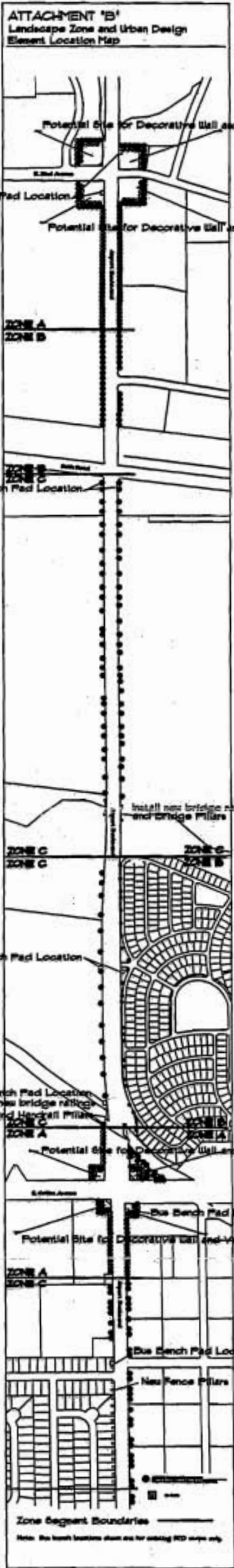
March 6, 1998



 No Scale



AIRPORT BOULEVARD CORRIDOR LANDSCAPE IMPROVEMENT PROJECT
 City of Aurora Parks and Open Space Department



ATTACHMENT 'B'

ATTACHMENT "C" PLANT MATERIAL LISTING

Tree Species for Trees

Minimum size of 2-1/2" Caliper Tree Required

<i>ZONE A</i> Spacing is 30' o.c.	<i>Greenspire Linden - Tilia cordata 'Greenspire'</i> 30-40' mature height 25-35' mature spread
	<i>Ohio Buckeye - Aesculus glabra</i> 30-40' mature height 20-30' mature spread
	<i>Western Catalpa - Catalpa speciosa</i> 40-60' mature height 30-50' mature spread
	<i>Autumn Blaze Maple - Acer platanoides 'Autumn Blaze'</i> 40-50' mature height 30-40' mature spread
<i>ZONE B</i> Spacing is 40' o.c.	<i>Western Hackberry - Celtis occidentalis</i> 50-60' mature height 40-50' mature spread
	<i>Northern Red Oak - Quercus rubra</i> 40-60' mature height 40-50' mature spread
	<i>Purple Ash - Fraxinus americana 'Autumn Purple'</i> 40-60' mature height 40-50' mature spread
<i>ZONE C</i> Spacing is set on a case by case basis by the Director of Parks & Open Space, or his designee, as determined, by adjacent uses	<i>Imperial Honeylocust - Gledatsia tri. intermis 'Imperial'</i> 30-40' mature height 30-40' mature spread
	<i>Kentucky Coffee Tree - Gymnocladus dioica</i> 50-60' mature height 40-50' mature spread
	<i>Lanceleaf Cottonwood - Populus asuminata</i> 40-60' mature height 30-40' mature spread

Shrubs

Shrub beds are required in Zones "A" and "B", and are optional in Zone "C", depending on the adjacent land uses. The decision to use shrub beds in Zone "C" will be made by The Director of Parks & Open Space, or his designee, on a case by case basis. Shrub beds should be a minimum of 4' wide. Shrubs should be planted 5' on center, or as recommended by the grower/nursery in order to give a fully planted look to the bed when plants are 5 years old. Use of shrubs with a low, rounded growth habit are encouraged.

Annuals and Perennials

Cool colored annual flowers and/or any colored perennial flowers, planted in separate planting beds from turf or shrubs, should be used where colorful seasonal interest is desired. Use of the cooler annual colors is in keeping with colors associated with the eastern plains.

ATTACHMENT 'D'
URBAN DESIGN COMPONENT DETAILS
FOR THE AIRPORT BOULEVARD CORRIDOR

Street Furniture	<p><i>Bench - Keystone Ridge Designs, Inc. Reading Series Bench Style: Reading with back 6' RE26 in Cadet Blue.</i></p> <p><i>Trash Receptacle - Reading Square Litter 32 gal. RE3SQ-32" and in Cadet Blue. Keystone Ridge Designs 1-800-284-8208.</i></p>
Decorative Walls	<p><i>Decorative Landscape Walls - Made of integrally colored concrete (DavisColors San Diego Buff #5237, and/or Spanish Gold #5084, and/or Flagstone Brown #641).</i></p> <p><i>All walls must include the Glazed Thin Brick stripe, described below, and the Medallion as described below.</i></p>
Sound Walls	<p><i>Made of smooth and split face CMU's in Federal Colors #33531 tan (split face) and #30219 taupe (smooth face).</i></p>
Fences	<p><i>Along residential areas, 6' wood privacy fences with split face and smooth face CMU fence pillars in same colors described under "Sound Walls", or open styled fences are allowed. See drawings for design.</i></p>
Pedestrian Lighting	<p><i>Thomas Lighting- Lumec "CAND Candela 1A with APR4U-12 Aluminum poles in custom color Cadet Blue", High Pressure Sodium lights.</i></p> <p><i>Distributed through Public Service Company of Colorado. Spacing depends upon Zone, as shown on Attachment "A".</i></p>
New Sidewalks	<p><i>8' attached, non-colored concrete (in a straight configuration).</i></p>
Landscape Design	<p><i>See specific designs for Intersection Landscaped Squares and Attachments A - E for tree layout in landscaped buffer areas between intersections.</i></p> <p><i>Once a tree species is installed on a corner of a Landscaped Square the other corners of that intersection and any adjacent Zone "A" segments must use the same tree species and design. All trees and someshrubs planted within any one Zone segment must be of the same species. Tree Spacing is 30' o.c. within the Landscaped Squares and in Zone A; 40' o.c. in Zone B; random spacing in Zone C, to be determined on a case by case basis by the Director of Parks & Open Space. See Attachments A-E.</i></p>
Mulch	<p><i>Washed river rock cobble or shredded cedar bark only.</i></p>

**Development I.D.
Within the
Landscaped Square**

Development I.D. is allowed on the decorative landscape walls within the landscaped square for planned sites of 5 acres or more, with the following requirements:

Albertus type face in brass, incised or void cast lettering required. Lettering must be in proportion to front of wall face, Director of Parks and Open Space or Designee must approve all lettering and wall designs for Landscaped Squares.

Decorative Elements

Airport Blvd. Medallion - Pineapple Grove Designs 6" x 6" custom prairie grass design in custom color Cadet Blue and Pineapple Grove 7 5/8" x 7 5/8" custom design (prairie grass design) in custom color Cadet Blue. The 6" sized medallion is used in all raised median splashblocks, vertical element bases and in any fence pillars installed on Airport Boulevard. The 7 5/8" sized medallion is used in decorative walls and any other location where the smaller size is not in proportion to the element.

Glazed Thin Brick Stripe - Endicott Clay Products Co., P.O. Box 17, Fairbury, Nebraska 68352, 402-729-3323 available through at Capco, 5101 E. Evans Ave., Denver, CO 80222, 759-1919; 1/2" x 2 -1/4" x 7 5/8" Glazed Thin Brick in custom color Cadet Blue.

Art

Developed in conjunction with Art in Public Places Commission.

Vertical Elements

3' by 3' custom concrete base with bowl on top, See drawing.

**Bridge Railings
and Hand Railings**

Custom wrought iron or aluminum design in prairie grass pattern, see drawings.

Bridge Pillars

Use same materials, designs and colors as fence pillars, see drawings.

Paving Materials

Integrally colored or plain, patterned concrete, tile, brick or stone may be used in colors compatible with the decorative wall colors.

ATTACHMENT "D" MATRIX OF DESIGN COMPONENTS

DESIGN ELEMENT	STANDARD	LOCATION	FINANCIALLY RESPONSIBLE PARTY	INSTALLATION TIMING
BENCH & TRASH RECEPTACLE	<p>Bench Keystone Ridge Designs 6' Reading Series with back, RE 26 in Cadet Blue.</p> <p>Trash Receptacle Reading Square 32 gal RE3SQ-32 in Cadet Blue.</p>	Bus Bench Locations and Landscaped Squares	City of Aurora	As development occurs (When bench pads are installed)
DECORATIVE LANDSCAPE WALLS	<p>Integrally colored concrete using Davis Colors San Diego Buff #5237 or Spanish Gold #5084 or Flagstone Brown #641. Must include glazed thin brick stripe, and "prairie grass" medallion.</p>	<p>Landscaped Squares and/or</p> <p>11' Landscape Buffer</p>	<p>C.O.A. in Landscaped Squares, or</p> <p>Property Owner all other Locations</p>	As development occurs
SOUND WALLS	<p>Smooth and Split Face CMU's in Federal Colors Tan (Split Face) #33531 and Taupe (smooth face) #30219.</p>	11' Landscape Buffer	C.O.A. or R.O.W. owner	As development occurs

11' LANDSCAPE
BUFFER

Single row of trees
spaced 30' o.c. in
Zone A and 40' o.c.
in Zone B, random
spacing in Zone C.
Shrub beds and
separate turf beds
required.

11' Landscape Buffer

Property Owner

As development occurs

MULCH

3"-6" Washed river rock
cobble or shredded cedar
bark.

In any shrub bed
within Landscaped
Square or
11' Landscape Buffer

C.O.A.

As development occurs

Property Owner-

As development occurs

DEVELOPMENT I.D.
WITHIN THE
LANDSCAPED
SQUARES

Albertus Type Face,
brass, incised or void
cast lettering required.

Landscaped Square

Property Owner

As development occurs

DECORATIVE
ELEMENTS
WITHIN LANDSCAPED
SQUARE

Airport Blvd. Medallion
from Pineapple Grove
Designs in 6"x6" or
7-5/8" x 7-5/8" size
in custom Cadet Blue.

Landscaped Square

C.O.A.

As development occurs

Glazed Thin Brick stripe
from Endicott Clay
Products in custom
Cadet Blue.

Attachment "D", page 5

ART

As arranged by
Art in Public Places
Commission.

Landscaped Square

C.O.A.

As development occurs

VERTICAL ELEMENTS

3' x 3' custom concrete
base and bowl planter
using Medallion.

Landscaped Square

C.O.A.

As development occurs

BRIDGE RAILINGS AND
HAND RAILINGS

Custom wrought iron
or aluminum design in
"prairie grass" design
and custom
Cadet Blue color.

C.O.A. or
Property Owner if
railings are required by
City code for safety
reasons

As development occurs
As development occurs

BRIDGE AND FENCE
PILLARS

Smooth and Split
Face CMU's in
Federal Colors
Tan (Split Face) #33531
and Taupe (smooth
face) #30219.

C.O.A. or
Property Owner if
railings are required by
City code for safety
reasons

As development occurs

PAVING MATERIALS
(except city sidewalks)

Colored or plain patterned
concrete, tile, brick or
stone may be used in
colors compatible with
decorative wall materials.

C.O.A. if in the
Landscaped Squares;
Property Owner if
within the 11' Landscape
Buffer

As development occurs

Attachment "D" page 6

FENCES

6' wood privacy or wrought iron with fence pillars (see below).
 Agricultural style fencing allowed in areas zoned Open or RA. Other types Fencing may be approved by Director of Parks & O.S.

11' Landscape Buffer

C.O.A.
 of
 Property Owner

As development occurs

PEDESTRIAN LIGHTING

Lumec "CAND
 Candella 1A" with
 APR4U-12 Alum. poles
 in custom color
 Cadet Blue.

Landscaped Squares
 or
 11' Landscape Buffer

C.O.A.

As development occurs

SIDEWALKS

8' Attached plain concrete in straight configuration.

Public R.O.W.

Property Owner

As development occurs

BENCH PADS

10' X 12'
 Concrete behind the sidewalk.

11' Landscape Buffer

Property Owner

As development occurs

**LANDSCAPE DESIGN:
 LANDSCAPED
 SQUARES**

Double row of trees spaced 30' o.c. in square pattern with open areas containing decorative walks, paving, landscaping, benches, flowerbeds, pedestrian lighting, and trash receptals

Landscaped Squares

City of Aurora

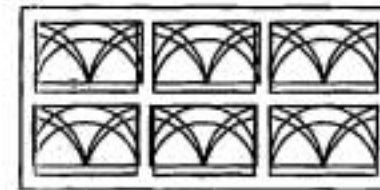
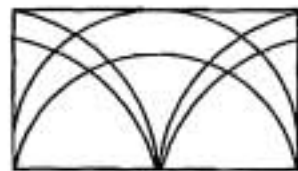
As development occurs

Attachment "D", Page 7 Urban Design Components for the Airport Boulevard Corridor

Approved Urban Design and Decorative Elements for Airport Boulevard

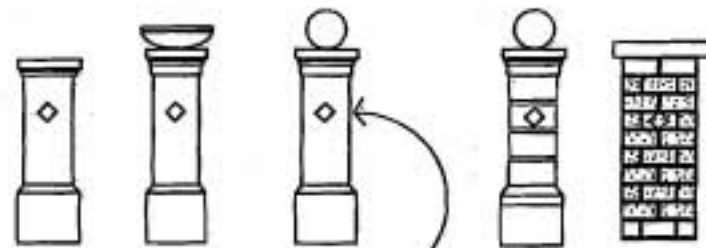
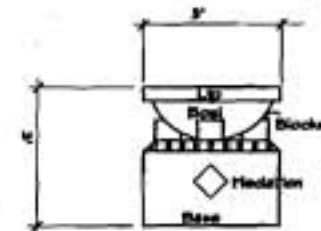


Guardrails, Barriers and Open Style Fencing



Paving Patterns

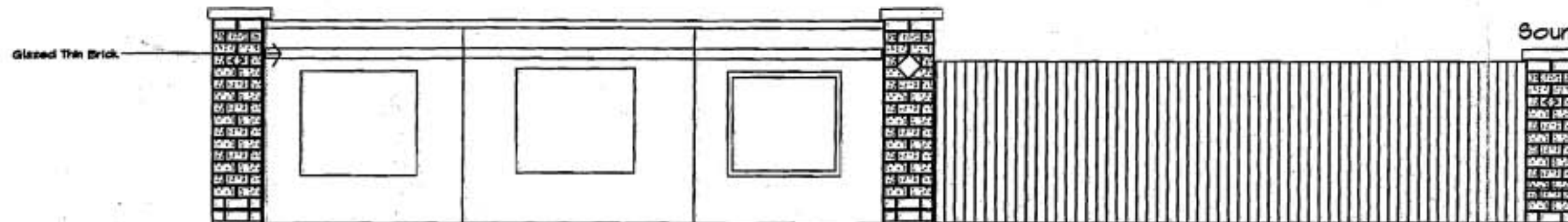
Vertical Element



Prairie Grass Medallion

Fence and Bridge Pillars and Abutments

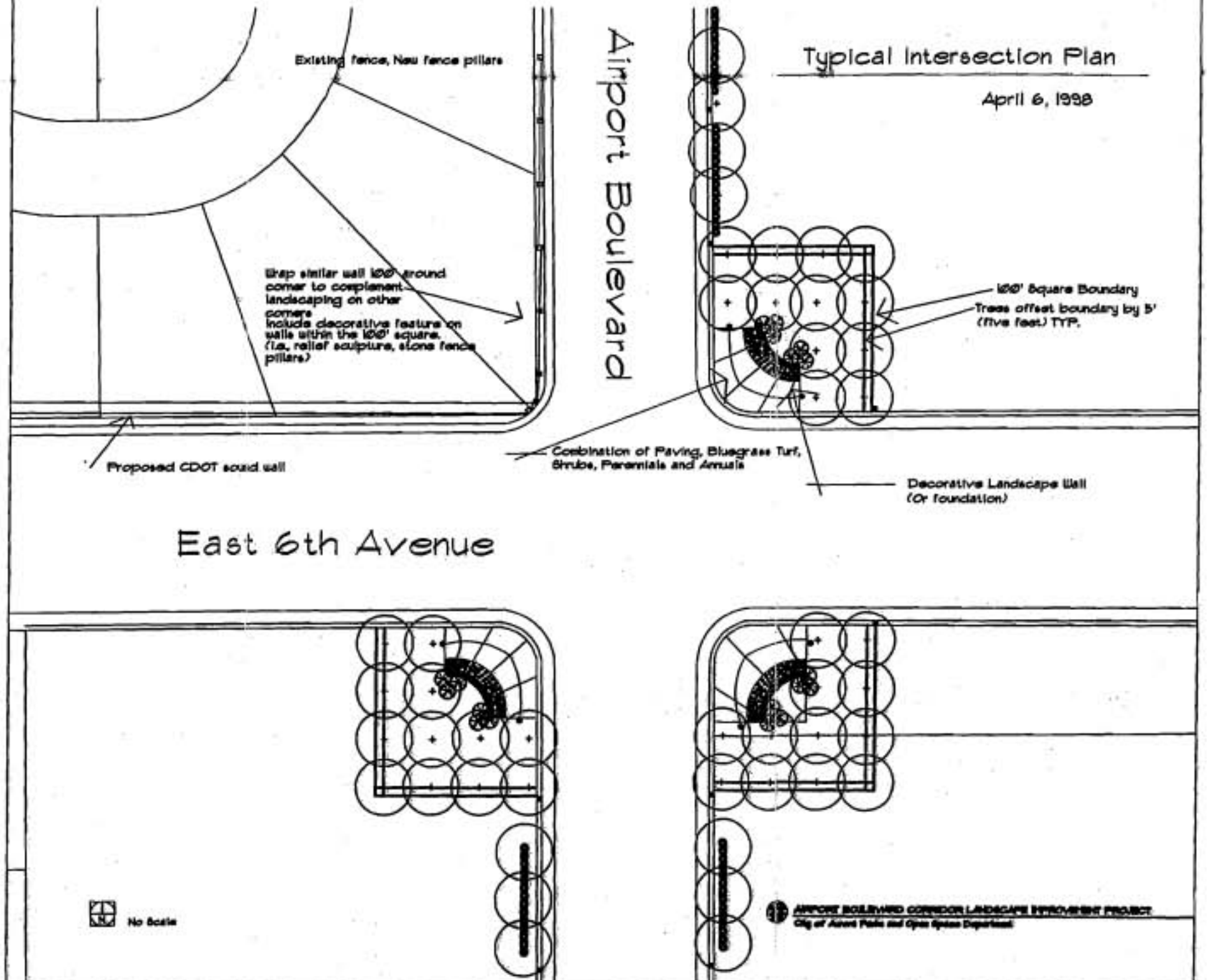
Sound Wall and Fence Treatments



May include an approved pattern
in relief section of wall.

ATTACHMENT 'E', PAGE 1
 LANDSCAPED SQUARES LAYOUT

(Conceptual sketch - Actual design may vary)





Parks & Open Space Department
Parks Planning, Design & Construction Division
15151 E. Alameda Parkway #4600
Aurora, Colorado 80012
Phone: 303-739-7131
Fax: 303-739-7143
E-mail: dpch@aurora.gov
www.aurora.gov

AIRPORT BOULEVARD OVERLAY DISTRICT

Design Element: Airport Boulevard Medallion

Size: 6" x 6" or 7-5/8" x 7-5/8", depending upon scale of the design element

Color: custom Cadet Blue

Manufacturer:

Pineapple Grove Designs

PO Box 1121

Boynton Beach FL 33425

Phone: 800-771-4595

Fax: 561-586-0845

Email: info@pineapplegrove.com

Note: The manufacturer no longer offers the medallions painted in custom Cadet Blue. Therefore, the Parks and Open Space Department has a sample medallion that can be borrowed in order to color match the custom blue. The paint formula is a 3-step process using Benjamin Moore Industrial Maintenance Coatings:

- 1st Coat – M36 / M37 Polyamide Epoxy Gloss Coating
- 2nd Coat – M36 / M39 Polyamide Epoxy Hi-Build Gloss
- 3rd Coat – M74 / M75 Aliphatic Acrylic Urethane Gloss

Design Element: Glazed Thin Brick Stripe

Size: 2-1/4" x 7-5/8"

Color: custom Cadet Blue

Manufacturer:

Endicott Clay Products Co.

PO Box 17

Fairbury, NE 68352

Phone: 402-729-3315

Fax: 402-729-5804

Website: endicott@endicott.com