



2953 South Peoria Street, Suite 101
Aurora, Colorado 80014
303.770.7201 fax 303.770.7132

December 15, 2023

Ms. Sarah Wile
City of Aurora, Planning Division
15151 E. Alameda Parkway, Ste. 2300 Aurora, CO 80012

Re: Aurora One – Master Plan Amendment with Adjustment
Application Number: DA-2241-08
Case Number: 2020-7004-01

Dear Ms. Wile:

This letter is in response to the City of Aurora's comments dated November 17, 2023. Comment responses are shown in *red*. Redline responses are also included, but only pages that include comments. We look forward to continuing to work with the City of Aurora on this amendment.

Please don't hesitate to contact me with any questions or concerns.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Julie Gamec', is written over a light blue horizontal line.

Julie Gamec
THK Associates, Inc. | Principal

Second Submission Review

1. Planning

1A. Identify the Eagle Ridge Master Plan on the context map in Tab 3 as it is relevant to this Master Plan.

Identified

1B. Update the timeline of the public art in Tab 7 and address comments from the Public Art Coordinator (see Item 6). *Timeline updated, comments addressed*

1C. The number of units noted in the Land Use Matrix should be 920 units, not 650 units. Please update.

Updated

1D. Change the label for Multi-Family to "MF" instead of "MFA" on all land use maps. *Updated*

1E. Make minor text revision in Tab 10. *Updated*

1F. Please "flatten" the PIP before resubmitting so that comments cannot be moved and selected. All changes should be formally bubbled and include a delta next to the changes. *Updated and flattened.*

1G. Please note that all major comments on the PIP from Civil Engineering and Aurora Water must be addressed before the amendment can proceed for an administrative decision. Please coordinate with them prior to resubmitting if there are additional questions so that the administrative decision is not further delayed after the next review. *Noted.*

1H. Please note that the masonry standards identified in Tab 12 for single-family attached townhomes and multi-family do not comply with the masonry requirements in Section 146-4.8.6.D of the UDO (or the previous Zoning Code), which requires a minimum of 50% masonry for townhomes and a minimum of 60% masonry for multi-family. The expectation is that masonry will meet city standards. Please update this in the Master Plan so there are not conflicts during Site Plan review. *Conflicting standards removed.*

2. Traffic Engineering

2A. The road called out on the PA Exhibits needs to be continuous, not a cul-de-sac. Please update. *Updated.*

3. Civil Engineering

3A. Repeat: Please clarify what this Regional Public Improvement Project is on Page 3. If it is referring to MARIA, please remove this statement. It is understood that the north half of the street improvements are defined as an extraordinary public improvement per the Rule and Order. However, the funding mechanism cannot be placed on MARIA without the consent of all of the parties. *Updated.*

3B. Repeat: Please clarify what this Regional Public Improvement Project is on Page 4. If this is referring to MARIA, this statement is not applicable. Aurora One is responsible for the listed improvements with the triggers identified in the planning area text (as was confirmed by the comment response). To be clear, MARIA cannot be responsible for the improvements listed unless it is agreed to by all parties within MARIA, which is still under development at this point. *Updated.*

3C. The city has not agreed to modifying the Picadilly Road section down to a collector. Please revise to the required arterial. Coordination regarding this item is ongoing. *Noted and updated.*

3D. Rome Street improvements are also required as shown on the exhibit. Please include them for PA-2 along the frontage. If they are already indicated in this list, please identify that in the comment response. *Updated.*

3E. Repeat: This statement on Page 8 does not match the exhibit. Comment response indicated it was removed but it may have been accidentally left in on this submittal. *Updated.*

3F. Include the sidewalks for Stephen D. Hogan Parkway along the planning area frontages for PA-11, PA-13, and PA-14. *Updated.*

3G. Coordination is ongoing regarding Picadilly Road and the proposed section. The 4 lane arterial is not presently acceptable north of Stephen D. Hogan. This will not match the required section for Horizon Uptown north of 6th. *Updated.*

3H. Per NEATS, Picadilly is 6-lanes north of SDH/6th and 4-lanes south of SDH/6th. Please show 2 sections, one for north of SDH and one for south of SDH. The section south of SDH should match the Eagle Ridge Master Plan section including 114' of ROW, 14' detached walk, 10' landscape, 14' & 12' travel lanes, and 14' raised median. The section north of SDH should be the same as the previously approved master plan and the Horizon Uptown Master Plan. *Updated.*

3I. Revise the sidewalk on Picadilly to 14'. *Updated.*

3J. The section in Tab 9 doesn't match the PIP. *Updated*

3K. Remove the lighting standards from Tab 9 as the lighting will be reviewed / approved as part of the civil plans and should not be defined to this level in the Master Plan. *Removed*

4. Aurora Water

4A. The improvements called out on Page 7 of the PIP should be constructed along with the improvements of PA-2 rather than with PA-4. *Updated.*

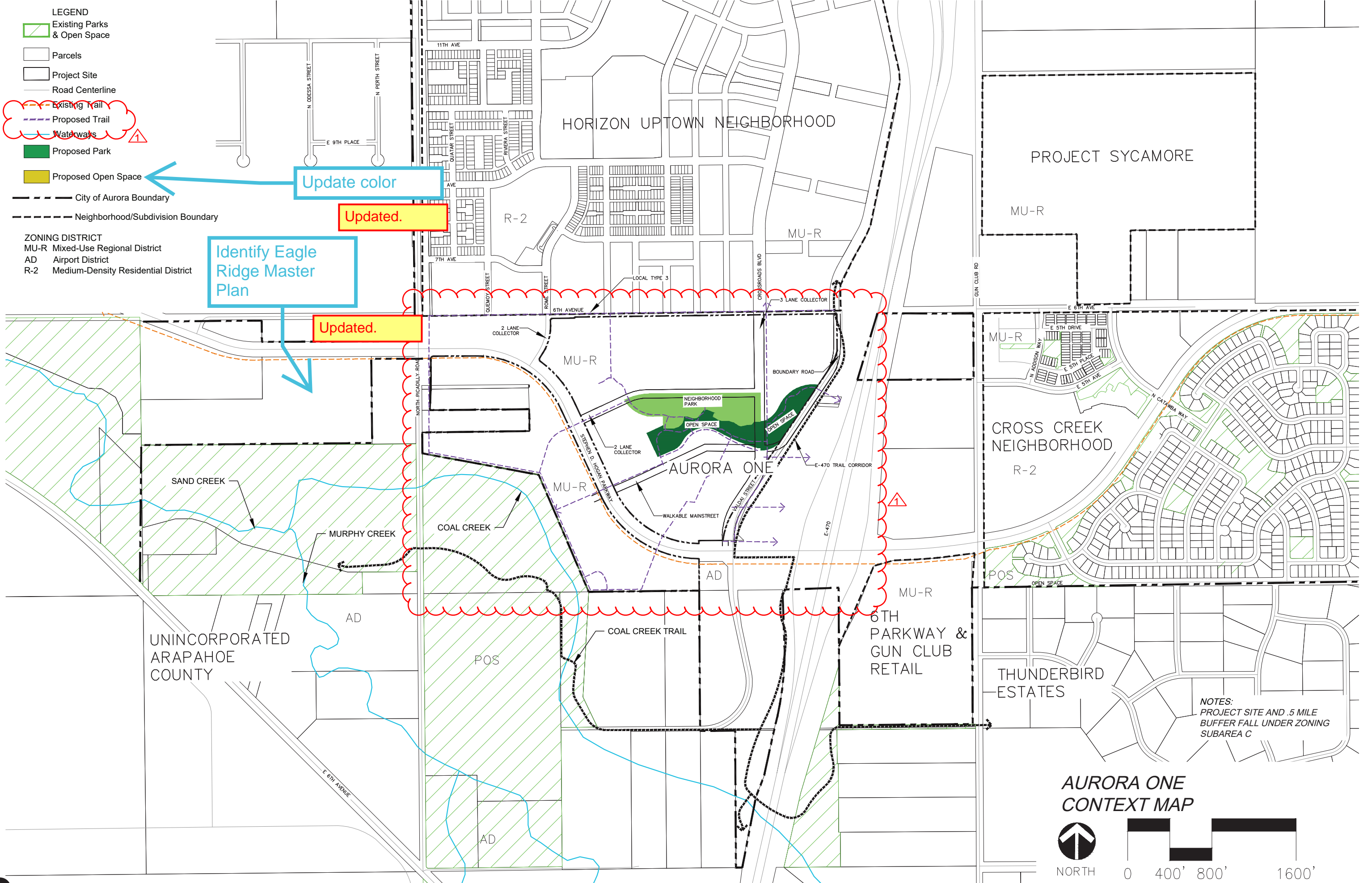
4B. Some of the improvements on Page 8 of the PIP are not shown in the exhibits. Please revise. *Updated.*

5. PROS

5A. Remove the requested text in Tab 9 as it is confusing to interpret. *Removed.*

6. Public Art

6A. Thank you for updating the public art plan budget based upon new land use details. Given that the changes result in a significant reduction in the total budget for the Professional Artist, we suggest that this funding be focused entirely on the Primary Public Art Location. Please include details for this piece in the appropriate Site Plan. *Noted. Language updated.*

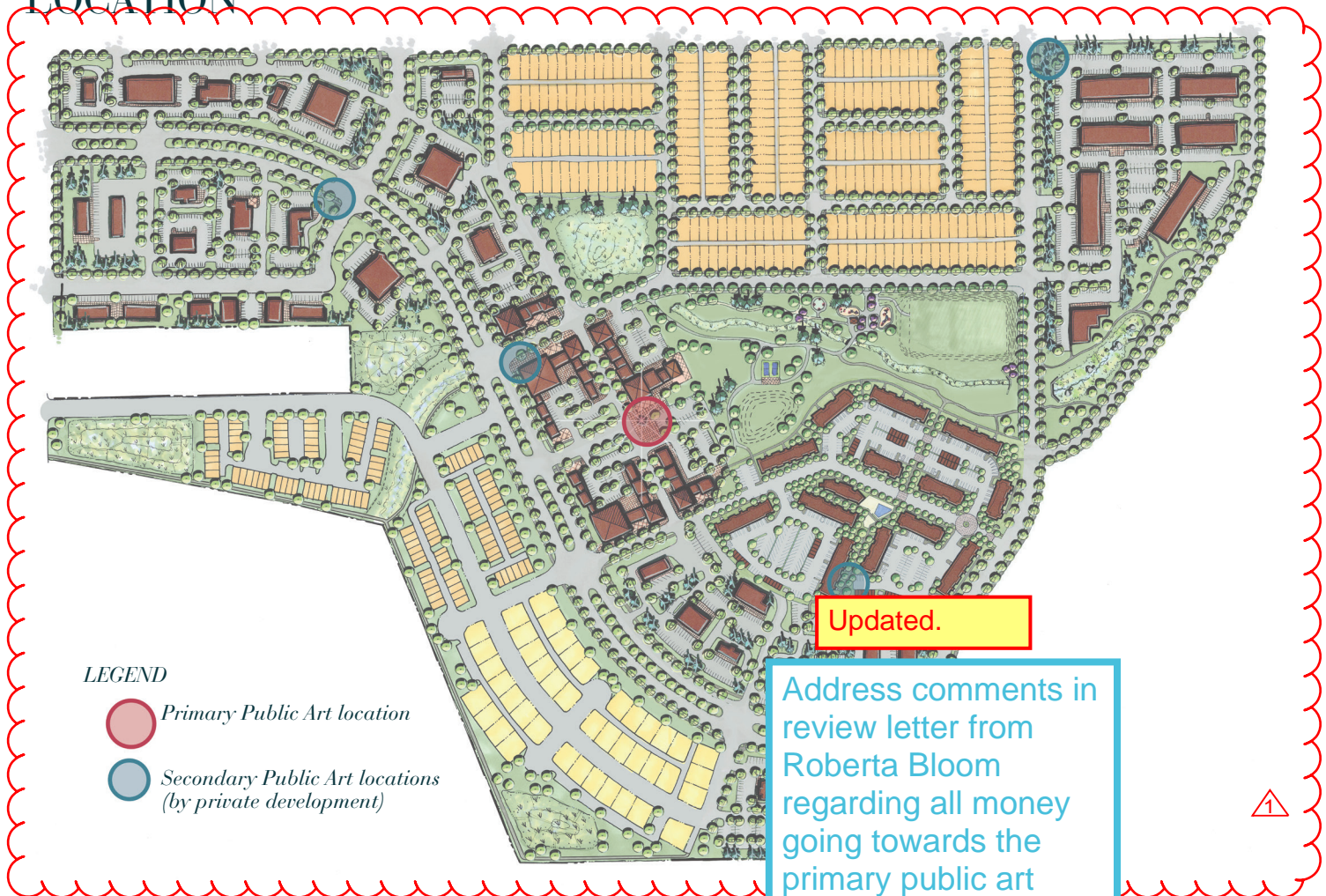


TAB 7: PUBLIC ART PLAN

The public art installed at Aurora One is intended to brighten and add character to the park, plaza and walkable mainstreet area. The public art will be more than just aesthetic features, but will help define areas of Aurora One and assist in navigating the community. Selected pieces will encourage critical thinking, utilize a bright color scheme and speak to the community values.

Intent: The intent for Public Art in Aurora One is to provide cultural and social value to the community. Public art is intended to be utilized as the focal point in the central plaza. This location directly ties to the walkable mainstreet, Hogan Gardens the neighborhood park and Hogan Towers the high-density multi-family planning area. Additionally, it will be visible from Stephen D. Hogan Parkway. It is intended to not only beautify the area, but to inspire viewers, provide a landmark and to provide a topic of conversation.

LOCATION



LEGEND

-  Primary Public Art location
-  Secondary Public Art locations (by private development)

GOALS

- Create a sense of ownership within the community with piece of the area.
- Utilize original or limited-edition artworks by regional artists
- Provide interesting art that acts as conversation starters and promotes critical thinking
- Emphasize the walkable mainstreet and areas of high pedestrian use
- Provide visual connection from all areas of Aurora One using the public art as the focal point
- Help to create a unique identity for neighborhoods where the public art is located
- Provide longevity through the use of durable materials

VISION

Public art within Aurora One will be centralized to Hogans Village to provide high visual impact and a pedestrian experience. The vision of the public art is that the statement piece will be developed to enhance the specific location and will be a priority for the development. The developer will work with one or more artists to generate the big picture vision intended for the project. Aurora One will encourage art that interacts with the architecture.

Secondary locations have been identified throughout the development and public art will be encouraged through private development as sites are built. Secondary locations shall enhance the character of the community as a whole and maintain the goals of the public art within the Aurora One development.

Updated.

TIMELINE

Update timeline since this is outdated

The public art selection will begin no later than the first Site Plan which is due in the first quarter of 2022. This Public Art Plan is intended to be a living document and it is anticipated that updates will be made as the Public Art within Aurora One is developed and installed. Public art is encouraged for use by individual developers within the community.

BUDGET

Land Use	Budget per Acre	Acres Proposed	Budget per Land Use
Residential	\$303.77	67.88	\$20,619.91
Mixed-Use	\$508.88	12.31	\$6,264.31
Non-Residential	\$540.00	45.23	\$24,424.20
TOTAL		142.94	\$51,308.42

CITY OF AURORA ART FEE ALLOCATION

Task	% of Budget	Cost
Professional Artist Budget	75%	\$38,481.32
Public Art Application Fee	5%	\$2,565.42
Project Coordinator	10%	\$5,130.84
Future Maintenance and Repairs	10%	\$5,130.84

Specific materials, locations and schedule for Public Art installments shall be determined at the time of Preliminary Plat. Sizes, schedule and budgets may change as Aurora One is developed.

Locations for public art may include:

- Focal Point within Hogan Village – Required at time of first plat and community priority
- Plazas within commercial and mixed-use areas
- Intersections of major roadways
- Within Village Gardens
- Other visually iconic locations

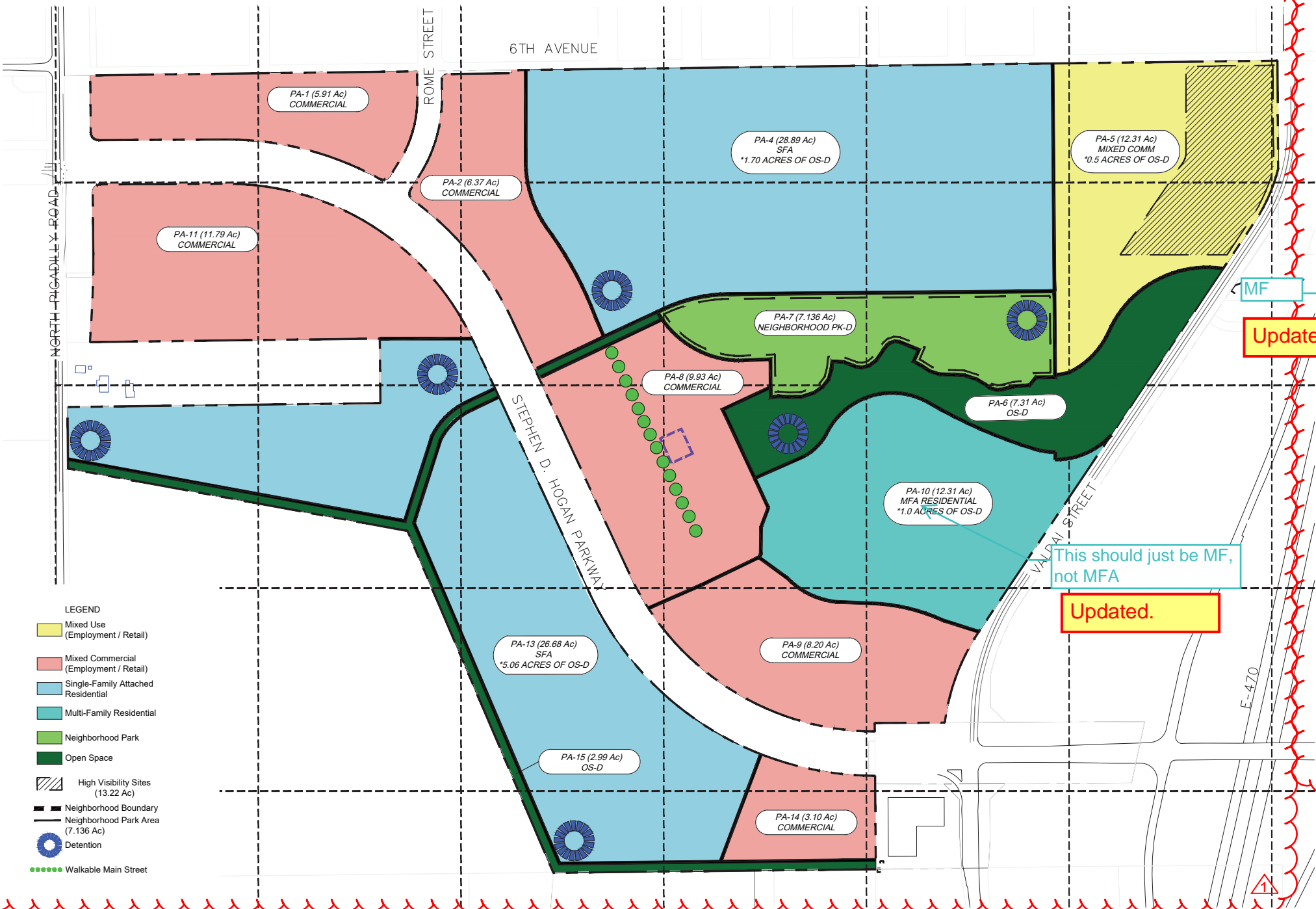
FORM D - LAND USE MAP MATRIX

FORM D: LAND USE MAP MATRIX							
A. Land Use Item	B. Planning Area Map Number	C. Map Area Code	D. Gross Land Area in Acres	E. Land Use Formula	F. Maximum Potential Density by Code (in DUs or SF)	G. Actual Proposed Maximum Density (in DUs or SF)	H. Phasing Details and Comments (include phase number or triggering event)
1. Flood Plain Areas	NA						
2. Required Land Dedication Areas for Parks, Schools, Fire Stations, Libraries	PA-6	OS-D	7.31	7.8 ac per 1,000 residents	N/A	N/A	Per UDO Section 146-4.3.18.B
	PA-7	NEIGHBORHOOD PK-D	7.136	3.0 ac per 1,000 residents	N/A	N/A	Per UDO Section 146-4.3.18.B
	PA-15	OS-D	2.99	7.8 ac per 1,000 residents	N/A	N/A	Per UDO Section 146-4.3.18.B
3. Development Areas							
	PA-1	COMMERCIAL	5.91	N/A	N/A	20,933	
	PA-2	COMMERCIAL	6.37	N/A	N/A	22,563	
	PA-8	COMMERCIAL	9.93	N/A	N/A	35,172	
	PA-9	COMMERCIAL	8.20	N/A	N/A	29,044	
	PA-11	COMMERCIAL	11.79	N/A	N/A	41,760	
	PA-14	COMMERCIAL	3.1	N/A	N/A	10,980	
	PA-5	MIXED COMM	12.31	N/A	N/A	43,602	Mixed Comm may also contain mixed-use
	PA-4	SFA	28.89	N/A	N/A	12 DU/ac. 300 Units	No residential density stated in UDO Table 4.2-3
	PA-13	SFA	26.68	N/A	N/A	12 DU/ac. 220 Units	No residential density stated in UDO Table 4.2-3
	PA-10	MFA	12.31	N/A	N/A	40 DU/ac. 400 Units	Multi-family residential may also contain commercial
4. Total Map Acreage (total figures above)			142.93				**PA numbers 3 and 12 are intentionally excluded**
5. Less 1/2 of perimeter Streets Not owned by applicant			Only 1/2 included				
6. Applicants Acreage Listed in Application (line 4. minus line 5.)			142.926				
7. Total Flood Plain Acreage			0				
8. Total Adjusted Gross FDP Acreage (line 4. minus line 7.)			142.93				

FORM D1: LAND USE MAP MATRIX					
A. Land Use Item	D. Gross Land Area in Acres	E. Land Use Formula	F. Maximum Potential Density by Code	G. Actual Proposed Maximum Density	H. Phasing, Details and Comments (include phase number or triggering event)
9. Total SFD planning areas	NA	2.65 persons per unit	NA	0	Estimated 0 residents
10. Total SFA planning areas	55.57	2.65 persons per unit	NA	12 DU/Ac 520 Units	Estimated 1,378 residents PA-4 AND PA-13
11. Total MFA planning areas	12.31	2.5 persons per unit	NA	400 Units	Estimated 1,000 residents PA-10
12. Total residential	67.88		NA	650	2,378 estimated residents
13. Check for average residential density in each subzone		DUs per acre x line 8			
14. Small Lot Total	NA		NA		
15. Check for maximum allowable number of multifamily units in each subzone			NA		
16. Total Retail	45.3	NA	NA		
17. Total Office Mixed Use	NA	NA	NA		
18. Total Industrial	NA	NA	NA		
19. Total Commercial Mixed Use	12.31		250,000		Includes PA-5
*commercial mixed use may include office and retail uses					
20. Total Neighborhood Park Land	7.136	3.0 acres/1,000 residents			Required Land Dedication = 7.134 Ac.
21. Total Community Park Land	0.00	1.1 acres/1,000 residents			Requirement of 2.62 acres will be met by applicant cash-in-lieu
22. Total Open Space Land	10.3	7.8 acres/1,000 residents			Required Land Dedication = 18.55 Ac. To be determined at site plan: PA-5 = 0.5 acres PA-4 = 1.70 acres PA-10 = 1.0 acres PA-13 = 5.06 acres
23. Total Park and Open Space Land	17.44				

520+400 = 920 units

Updated.



FORM D: LAND USE MAP MATRIX							
A. Land Use Item	B. Planning Area Map Number	C. Map Area Code	D. Gross Land Area in Acres	E. Land Use Formula	F. Maximum Potential Density by Code (in Dus or SF)	G. Actual Proposed Maximum Density (in Dus or SF)	H. Phasing Details and Comments (include phase number or triggering event)
1. Flood Plain Areas	NA						
2. Required Land Dedication Areas for Parks, Schools, Fire Stations, Libraries	DEDICATED LAND						
	PA-6	OS-D	7.31	7.8 ac per 1,000 residents	N/A	N/A	Per UDO Section 146-4.3.18.B
	PA-7	NEIGHBORHOOD PK-D	7.136	3.0 ac per 1,000 residents	N/A	N/A	Per UDO Section 146-4.3.18.B
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3. Development Areas	MIXED COMMERCIAL						
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	PA-2	COMMERCIAL	6.37	N/A	N/A	22,563	
	PA-8	COMMERCIAL	9.93	N/A	N/A	35,172	
	PA-9	COMMERCIAL	8.20	N/A	N/A	29,044	
	PA-11	COMMERCIAL	11.79	N/A	N/A	41,760	
	PA-14	COMMERCIAL	3.1	N/A	N/A	10,980	
			MIXED-USE		N/A	43,602	Mixed Comm may also contain mixed-use
			SINGLE FAMILY ATTACHED RESIDENTIAL				
	PA-4	SFA	28.89	N/A	N/A	12 DU/ac, 380 Units	No residential density stated in UDO Table 4.2-3
	PA-13	SFA	26.68	N/A	N/A	12 DU/ac, 220 Units	No residential density stated in UDO Table 4.2-3
			MULTI-FAMILY RESIDENTIAL				
	PA-10	MFA	12.31	N/A	N/A	40 DU/ac, 400 Units	Multi-family residential may also contain commercial
4. Total Map Acreage (total figures above)			142.93				**PA numbers 3 and 12 are intentionally excluded**
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14. Small Lot Total	NA		NA		
15. Check for maximum allowable number of multifamily units in each subzone			NA		
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17. Total Office Mixed Use	NA	NA	NA		
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19. Total Commercial Mixed Use	12.31		250,000		Includes PA-5
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23. Total Park and Open Space Land	10.3 17.44	7.8 acres/1,000 residents			

- NOTES:
- THIS MASTER PLAN SHALL REPLACE ANY DOCUMENTS, FDP OR GDP THAT PREVIOUSLY EXISTED FOR THIS SITE.
 - IN AN EFFORT TO PROVIDE CITY-WIDE EMERGENCY FIRE AND MEDICAL RESPONSE AS WELL AS EMERGENCY NOTIFICATION WITHIN PROPOSED DEVELOPMENTS; THE FOLLOWING ITEMS MAY BE REQUIRED AT THE SUBMITTAL OF THE MASTER PLAN, SUBMITTAL OF A PRELIMINARY PLAT, WITH A SIGNIFICANT SITE PLAN AMENDMENT OR WITH SITE PLAN RENEWAL. THESE REQUIREMENTS ARE INTENDED TO ALLOW FOR ALL INDIVIDUALS AND BUSINESSES LOCATED WITHIN THE CITY OF AURORA TIMELY EMERGENCY RESPONSE AND EMERGENCY NOTIFICATION IN A MANNER THAT STRIVES TO DISTRIBUTE SERVICES IN A COST EFFECTIVE MANNER EQUALLY THROUGHOUT THE COMMUNITY.
 - ONE TEMPORARY FIRE STATION MAY BE REQUIRED
 - ONE PERMANENT FIRE STATION MAY BE REQUIRED
 - WHELAN WARNING SYSTEM SITES

CRITERIA FOR REQUIRING TEMPORARY FIRE STATIONS IN DEVELOPMENTS AND/OR ANNEXED AREAS THIS SITE WILL NOT REQUIRE A PERMANENT OR TEMPORARY FIRE STATION REQUIREMENT DUE TO THE HORIZION SITE TO THE NORTH ALREADY COMPENSATING FOR THESE REQUIREMENTS.

- WHELAN WARNING SYSTEM REQUIREMENTS
- BESIDES THE OBVIOUS NEED TO PROVIDE EMERGENCY SIREN WARNINGS TO RESIDENTIAL AREAS WITHIN THE CITY, OUTDOOR RECREATION AREAS SUCH AS SPORTS FIELDS AND GOLF COURSES,

- ETC. ARE IMPORTANT AREAS TO COVER WITH OUTDOOR WARNING SYSTEMS. MANY OF OUR SIRENS ARE PLACED ON SCHOOL GROUNDS BECAUSE OF THEIR LOCATION AND POPULATION. THE NUMBER AND PLACEMENT OF ELEMENTARY SCHOOLS IN NEWLY DEVELOPED AREAS CAN ROUGHLY GAUGE POPULATION DENSITY. IT IS REASONABLE TO ASSUME THAT SOME FUTURE SITE COULD BE ON PUBLIC PROPERTY, SUCH AS FIRE STATIONS, LIBRARIES, GOLF COURSES, COMMUNITY PARK, NEIGHBORHOOD PARK, OPEN SPACE AND OTHER CITY PROPERTY SO LONG AS THE SITE DELIVERS OPTIMUM COVERAGE AND HAS ADEQUATE ACCESS FOR INSTALLATION AND SERVICE.
- SITE SELECTION CAN BE DETERMINED BY SEVERAL DIFFERENT METHODS. IN THE PAS, THE POPULATION DENSITY OF THE CORE OR AURORA DICTATED SITE SELECTION TO INSURE OVERLAPPING OR EDGE TO EDGE COVERAGE. NEW DEVELOPMENTS AND FUTURE ANNEXATIONS INTO THE CITY REQUIRES A DIFFERENT METHOD OF DETERMINING SIREN SITES DUE TO OVERLAPPING COVERAGE, OPENS SPACES BETWEEN DEVELOPING AREAS, RECREATIONAL SITES AND POPULATION DENSITIES.
 - THE FEMA REQUIREMENT FOR THE OUTDOOR EMERGENCY WARNING SYSTEM IS A 60-70 FOOT MONOPOLE TOWER USING AN ALERT SIREN. THE CITY USES THE WHELAN SIREN SYSTEM AND THE LAND REQUIREMENT FOR THE TOWER IS A 10' X 10' EASEMENT. EACH SIREN COVERS APPROXIMATELY 3,000 RADIAL FEET AT 70 DB AND IS TYPICALLY SPACED ONE SIREN PER SQUARE MILE. SOUND PROPAGATION FROM THE WPS-2900 SERIES OMNI-DIRECTIONAL SIREN IS 70 DB AT 3000 FEET WITH THE STANDARD 50 FOOT TOWER (THIS HEIGHT IS AN OSHA REQUIREMENT.) THIS DOES NOT TAKE INTO ACCOUNT TOPOGRAPHY OR OBSTRUCTIONS SUCH AS BUILDINGS. SOME



- OVERLAP, OR AT LEAST EDGE TO EDGE COVERAGE, IS DESIRABLE, RESULTING IN NEW SIRENS BEING PLACED 6000 FEET OR APPROXIMATELY 1.14 MILES APART ON FLAT GROUND.
- IN NEWLY ANNEXED/DEVELOPED AREAS OF THE CITY, SIRENS SHOULD BE SITED ON EVERY 1/2 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 TO INSURE THAT COORDINATED COVERAGE IS PROVIDED ON A SYSTEM WIDE BASIS.
 - 10'X10' LAND DEDICATION FOR WHELAN WARNING SYSTEM WILL BE REQUIRED AT TIME OF PLATING.

CITY COUNCIL APPROVED THE REZONING JUNE 27, 2022; CASE # 2005-2041-02

WARE MALCOMB

associates inc.
2953 South Peoria Street, Ste 101
Aurora, Colorado 80014
303-770-7201 FAX 770-7132

AURORA ONE
MASTER PLAN
LAND USE PLAN

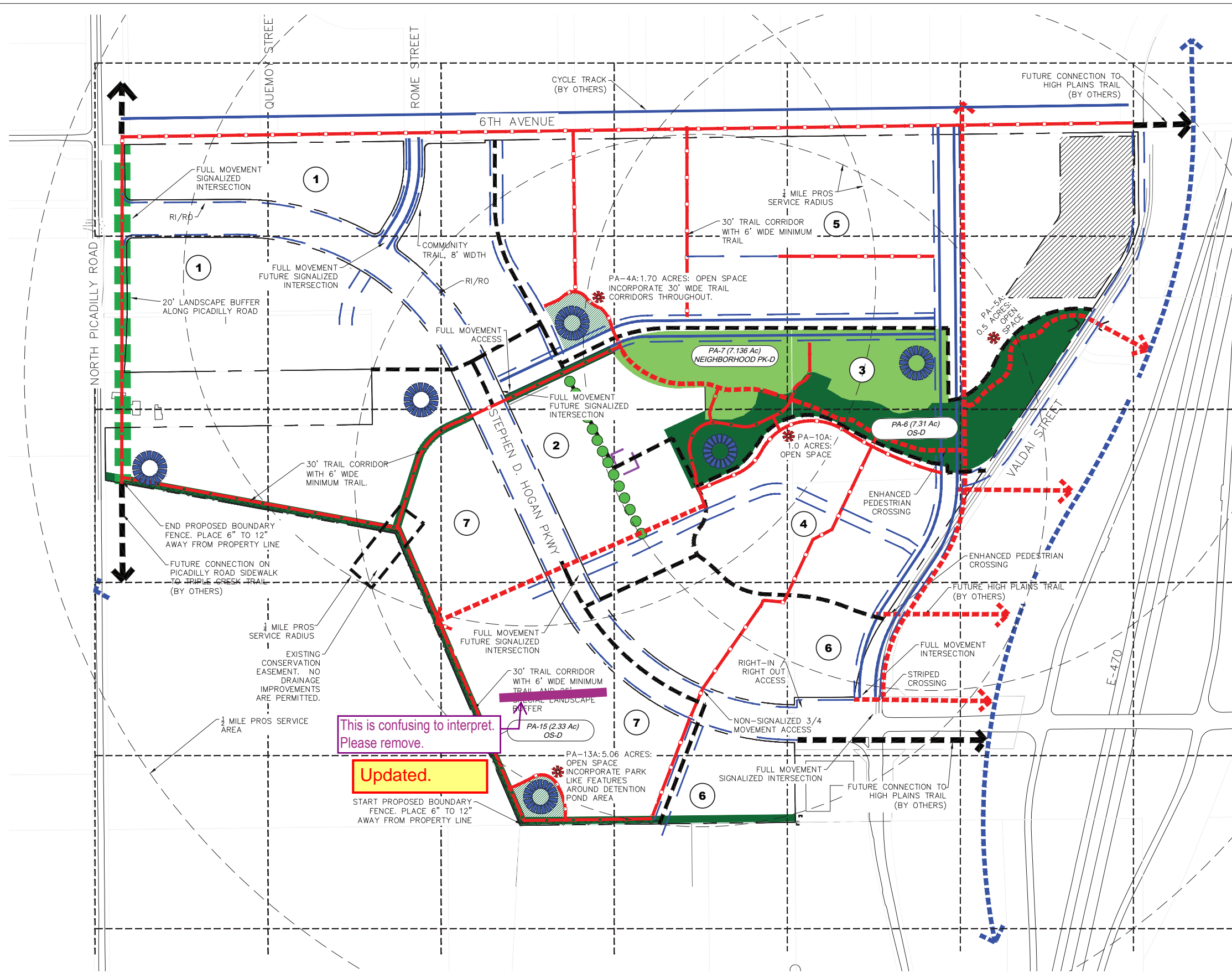
FORM F-1: URBAN DESIGN STANDARDS MATRIX		
Special Urban Design Feature	Brief Description of the Feature	Locations of the Standards in the Application Package
Monumentation	Monumentation to be provided at key entries into Aurora One and to all neighborhoods. Wayfinding identification will be provided throughout the site. Signage to follow Community Entry, Neighborhood Entry and Wayfinding signage standards.	See Community Wayfinding Maps on Sheet 5 and Aurora One Design Standards and Guidelines in Tab 10, page 280.
Retaining Walls	Walls abutting public ROW to be shall not exceed 30 inches in height, with cap. All retaining walls shall be natural stone, brick or split-face concrete masonry with cap. Walls shall be built in color. Walls over 30" are required to have pedestrian railings.	See Aurora One Design Standards and Guidelines in Tab 11, page 313 for detailed information.
and privacy walls	Fence not to exceed 36" in height in front yards and 6' in rear yards. Privacy fencing may be used on side and rear yards. Fences to be painted or stained wood, masonry walls with brick or stone or steel/iron.	See Aurora One Design Standards and Guidelines in Tab 12, page 335 for detailed information.
4. Lighting Standards	All street and pedestrian lights shall have light emitting diode (LED) fixtures. All street lights shall meet the City of Aurora lighting standards.	See Aurora One Design Standards and Guidelines in Tab 11, page 297 for detailed information.
5. Paving Standards	Special concrete paving areas will occur along the walkable main street element, at the focal point, and at community clubhouse(s). License agreements are required for specialty pavement in ROW.	See Aurora One Design Standards and Guidelines in Tab 11 for detailed information.
6. Street Furniture Standards	Street furniture shall contain a minimum of 20% recycled content. All wood used in street furniture shall be Forest Stewardship Council (FSC) certified	See Aurora One Design Standards and Guidelines in Tab 11, page 297 for detailed information.
7. Signage Standards	A standardized type face, logo and a series of thematic colors and materials will be provided for all signs within Aurora One.	See Aurora One Design Standards and Guidelines in Tab 10, pages 278-285 for detailed information.
8. Special Neighborhood Concepts	Each neighborhood will have public amenities including trail access, park and/or open space to serve the immediate residents within close walking distance.	See Open Space and Circulation Plan on TAB #9 (sheet 4) Aurora One Design Standards and Guidelines in Tab 11, pages 267-273 for detailed information.
9. Special Facilities and Structures	The Master Plan does not include any special facilities or structures.	Not applicable.
10. Other		

This table should be in Tab 10, not Tab 8 as it is for the urban design standards

Updated.

The design standards listed in this matrix implement the design themes of the Master Plan and are intended to complement and exceed ordinance standards. Unless an amendment has been specifically requested and granted, if a conflict should exist between any specific provisions of this matrix and any other ordinance standards, the more restrictive standards shall govern.

All the photos and illustrations in the Aurora One Design Standards and Guidelines are representative of the level of design quality required by this Master Plan. Final designs to be submitted at the Site Plan level will not necessarily duplicate the exact illustrations, but will contain the same themes and dimensions as shown, and will be at the same or higher level of design quality, extent and detail.

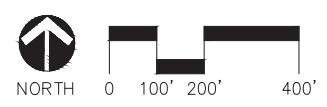


LEGEND

- On Street Bike Lane
- On Street Pedestrian Connection
- Community/Local Trail
- Planned Connection to Multi-Use Trail (by others)
- Regional Multi-Use Trail
- Regional Multi-Use Trail (by others)
- Walkable Main Street
- High Visibility Sites
- Neighborhood Boundary
- Service Radius
- 20' landscape buffer
- 25' PROS special landscape buffer
- Proposed Boundary Fence
- Neighborhood Park- Public
- Open Space - Public
- Detention
- Contours - Major
- Contours - Minor
- Focal Point Site Boundary

Picadilly Road and 38th Avenue will have transit stops in future in coordination with RTD.
Community Park cash in lieu fee is due to the City of Aurora prior to the recordation of the first residential plat.

- NEIGHBORHOODS**
- 1 Hogan Crossings
 - 2 Hogan Village
 - 3 Village Gardens
 - 4 Village Flats
 - 5 Village Park
 - 6 Hogan Landings
 - 7 Village Hills



AURORA ONE MASTER PLAN
OPEN SPACE AND CIRCULATION MAP

WARE MALCOMB

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HOW TO USE THIS DOCUMENT

This document contains design standards and guidelines including but not limited to the following elements:

- Architecture
- Signage
- Streetscapes
- Landscaping

These guidelines apply to the whole of Aurora One.

ORGANIZATION OF THE DOCUMENT

The document is organized into sections each containing the following information:

Topic: The key issue to be addressed.

Intent: This describes the primary design or functional objective for the stated topic. Innovation is encouraged during the development of Aurora One.

Design Standards: These are requirements of Aurora One. In order to receive approval from the City of Aurora these standards must be met.

Design Guidelines: The Guidelines are design strategies, features or techniques that Aurora One is encouraging. In cases where the guidelines may be difficult to achieve, or an innovative solution may provide a better result, the guidelines must still be met.

Updated. Form
F-1

ADMINISTRATION OF THE DESIGN STANDARDS AND GUIDELINES

The intent of the Aurora One Design Guidelines is a legal document, adopted by the City of Aurora as part of the Aurora One Master Plan. It is intended to be used in conjunction with City of Aurora codes and design standards. The Design Guidelines have been written utilizing the existing requirements and is intended to meet or exceed the City's current requirements. Where these standards are silent or do not address a topic, the City of Aurora's standards shall apply. Where there appears to be a conflict between these standards and the requirements of the City code in effect at the time of development, the more restrictive shall apply.

HOGAN CROSSINGS

Intent: Hogan Crossings is a first-class, regional, convenience oriented hub serving local regional users who live within Aurora One or who are accessing the development from Picadilly Road. This area will provide options for daily needs for the immediate community such as carry-out restaurants, drive-thru and quick service restaurants, grocery stores, markets, pharmacy, small shops, dry cleaners, liquor stores, coffee shops, etc. Services will accommodate users from within a 5 mile radius. Hogan Crossings may contain one (1) gas station. Architecture will be four-sided, eliminating undesirable spaces and utilizing the entire site to create a comfortable, safe and convenient vehicular and pedestrian environment.

GUIDING PRINCIPLES

1. Group uses together and provide clear, easy access for stress-free use, park **Updated.**
2. Surface **land** shall serve the needs of the commercial development, but should not compromise the character and fabric of the development.
3. Organize road network and parcels to provide connectivity and access to a variety of regional and destination type users.
4. Drive-thrus are carry-out designs are encouraged in this area. Any drive-thru window shall not face Stephen D. Hogan Parkway. Additional adjustments through the site planning process may be required on a case by case basis to address specific site planning considerations.
5. Parking stalls clearly identified for carry-out and curb-side pickup are encouraged.
6. Provide pedestrian routes that encourage a positive pedestrian experience including aesthetics and safety.
7. Employ energy efficient and environmentally friendly design in all development, as feasible.
8. Utilize single story and mid-height buildings to promote visibility without over-whelming Hogan Village.
9. Utilize stormwater management and design to positively contribute to the water quality of runoff.
10. Parking to the side and rear of the building is strongly preferred.

Hogan Crossings is a vehicular oriented area of Aurora One that will serve regional users who are accessing the development. It is bordered by Picadilly Road to the west and 6th Avenue to the north.



STEPHEN D. HOGAN PARKWAY

– 4 LANE ARTERIAL

Intent: Stephen D. Hogan Parkway is an arterial roadway and accommodates regional and local traffic. It will provide access into both the northern and southern portions of Aurora One from Piccadilly Road and E-470. It is a parkway with a bold, cohesive landscape that creates identity for the entire development. To celebrate key entry points, signage will be concentrated at intersections. Pedestrian experience and connection will be a key factor in design decisions.

DESIGN STANDARDS

1. Stephen D. Hogan Parkway (Section B) shall be constructed in accordance with the City of Aurora 4-Lane Arterial typical cross section with a ROW of 114' and a raised median.
2. The streetscape is divided into zones in accordance with the City of Aurora Urban Street Standards. The streetscape and each zone shall meet the standards in table 2.
3. In the curbside landscape, street trees shall be placed in a clearly repeating pattern and shall incorporate a minimum of four (4) tree species. Shrub beds shall create a rhythm for vehicular traffic and address seasonal interest. The use of turf shall be minimized as much as possible. Use of native and adaptive species is encouraged.
4. To create significant and clearly defined access into Aurora One, both signaled and non-signaled primary access points shall include special design elements on the corners.
5. Median cuts shall be minimized with a minimum spacing of 200' apart.

DESIGN GUIDELINES

1. Stephen D. Hogan Parkway is a continuous street and should be designed with tree spacing and clustering, view corridors to commercial nodes, landscape concepts and plant material, lighting and furniture selections that are consistent throughout the entire length of the street. Consider additional aesthetic treatment at key intersections and pedestrian crossings.

Section B: Stephen D. Hogan Parkway-4 Lane Arterial diagram.

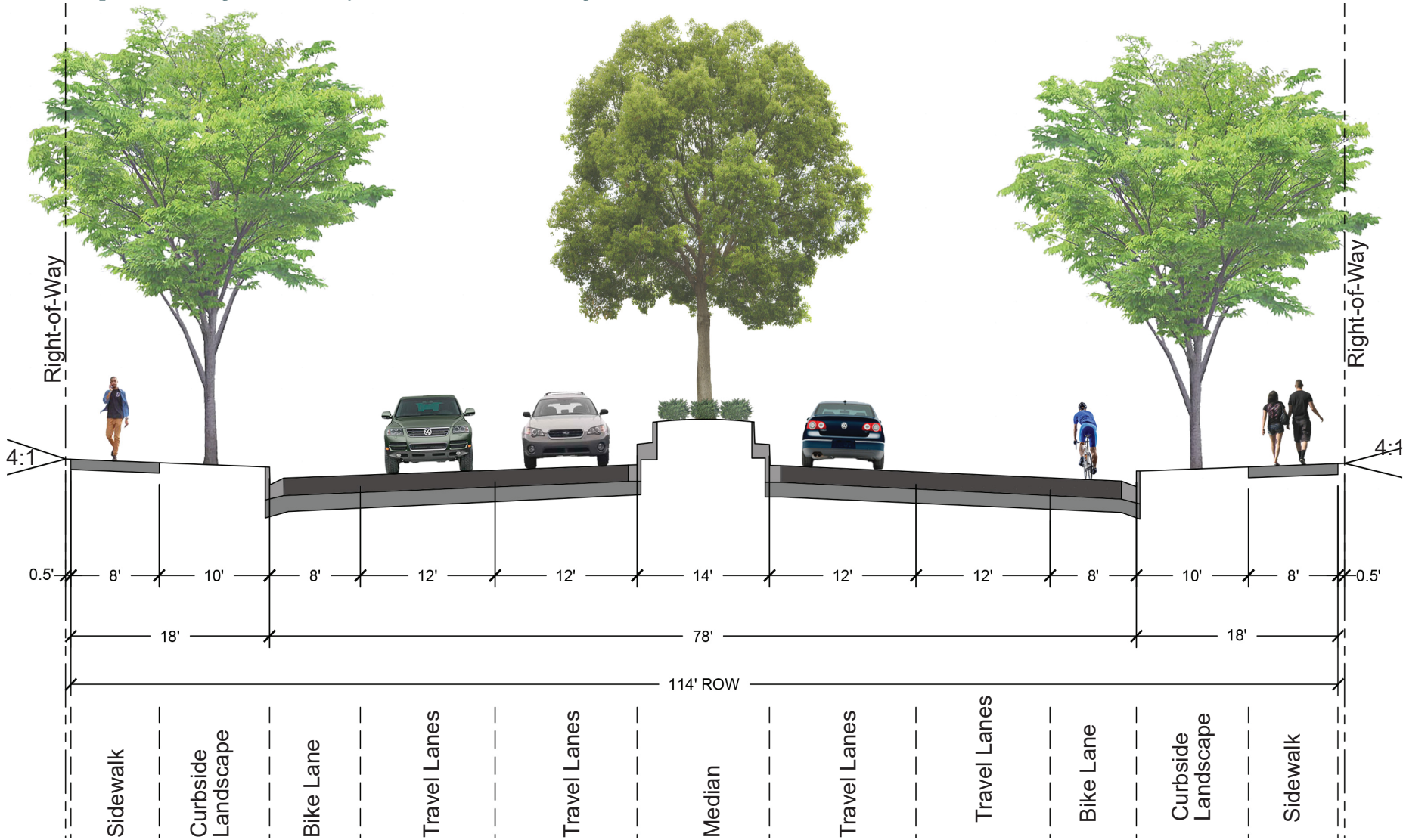


Table 2: Stephen D Hogan Dimensional Standards

STREET SECTION		
FEATURE	WIDTH	COMMENTS
Right-of-Way	114'	
Travel Lanes	12'	
Left-Hand Turn Lanes	12'	
Parking	Not Permitted	
Bike Lane	8'	Bike lanes are required on both sides of the street
Sidewalk	8'	Add 0.5' behind back of walk.
Curbside Landscape	10'	
Median	14'	Median shall be raised, measured curb to curb

This section does not match the PIP.

Updated.

Table 3: Stephen D Hogan Landscape Standards

Item	Curbside Landscape	Median
PAVING MATERIALS		
CIP Concrete	Not Permitted	Not Permitted
Concrete Unit Pavers	Not Permitted	Remove this. The lighting will be reviewed/approved as part of the civil plans and should not be defined to this level on the master plan.
Stone Pavers	A maximum of 10% of the Curbside Landscape area, measured by block.	Not Permitted
Compacted Crusher Fines	A maximum of 10% of the Curbside Landscape area, measured by block. This may not be used as a mulch treatment between shrub beds.	Not Permitted
AMENITIES		
Street Lighting	Required: 1 per 250' LF	As required by photometric study
Pedestrian Lighting	Permitted	Not Permitted
Benches	Not Permitted	Not Permitted
Trash Receptacles	Not Permitted	Not Permitted
Bike Racks	Required: No less than 2 bike racks with a minimum capacity of 3 bikes each at intersections with public streets and/or pedestrian corridors.	Not Permitted
Café Seating	Not Permitted	Not Permitted
Informational Center	Not Permitted	Not Permitted
Retail Kiosk	Not Permitted	Not Permitted
STREETSCAPE LANDSCAPE		
Street Trees	Shade tree spacing: 40' O.C Ornamental tree spacing: 25' O.C. with a maximum of 25% of total street trees. Clustering is permitted to allow for visibility to gateways and signage.	Shade tree spacing: 35' O.C. Ornamental tree spacing: 25' O.C. Evergreen tree spacing: clumps of 3 or more preferred outside of site triangles and in areas where median width account for 115% of mature width. Narrow species are required with a maximum of 10% of species used in the median.
Turf	Permitted. A maximum of 20% of total landscape area. Use curbside landscape as defined by City of Aurora. Native grasses are preferred over turf.	Permitted. Warm season species or native seed preferred.
Planting Beds	Permitted	Permitted
Raised Planters	Permitted	Permitted
Potted Plants	Permitted – Pots must add to the visual interest	Permitted at Key Intersections and/or features. Pots must add to the visual interest.
Tree Grates	Not Permitted	Not Permitted
Mulch	Rock or wood mulch. Crusher fines are not permitted.	Rock or wood mulch.

CROSSROADS BOULEVARD/VALDAI STREET AND ROME STREET 3-LANE COLLECTOR

Intent: Crossroads Boulevard / Valdai Street and Rome Street accommodates regional and local traffic and provides major north/south access and connections to the adjacent Horizon New Town development. They are collector streets with a cohesive landscape that focuses on pedestrian use. A 3-lane section allows left-turns to move out of through traffic. Landscape along Crossroads Blvd/Valdai Street will highlight the crossing of the drainage, open space and visually signify arrival at the Community Park. Landscape along Rome Street will highlight entry into Aurora One.

DESIGN STANDARDS

1. Crossroads Boulevard /Valdai Street and Rome Street (Section C) shall be constructed in accordance with the City of Aurora 3-lane Collector cross section.
2. The streetscape is divided into zones in accordance with the City of Aurora Street Standards (Section C). The streetscape and each zone shall meet the standards in table 4.
3. In the curbside landscape, street trees shall be placed in a clearly repeating pattern and shall incorporate a minimum of three (3) tree species.

DESIGN GUIDELINES

- 1. Crossroads Blvd/Valdai Street and Rome Street are continuous streets that should be designed with tree spacing, landscape concepts and plant material, lighting and furniture selections that are consistent throughout the entire length of the streets. Consider additional aesthetic treatment at key intersections and pedestrian crossings.
- 2. The placement of street lights and furniture should highlight and reinforce the streetscape.
- 3. Landscape may be clustered in select areas to allow for view corridors of the parks and commercial development.
- 4. Enhanced landscape and/or features should be included at the crossing of the park and open space.

Table 5: Crossroads Landscape Standards

Item	Curbside Landscape
PAVING MATERIALS	
CIP Concrete	Permitted
Concrete unit pavers	Permitted
Stone Pavers	Permitted: A maximum of 20% of the curbside landscape area, measured by block.
Compacted Crusher Fines	A maximum of 20% of the curbside landscape area, measured by block. This may not be used as a mulch treatment between shrub beds.
AMENITIES	
Street Lighting	Required: 1 per 250' LF
Pedestrian Lighting	Permitted
Benches	Required: A minimum of 1 bench per block.
Trash Receptacles	Required: A minimum of 1 bench per block.
Bike Racks	Required: No less than 2 bike racks with a minimum capacity of 3 bikes each at intersections with public streets and/or pedestrian corridors.
Café Seating	Not Permitted
Informational Center	Permitted
Retail Kiosk	Permitted
STREETSCAPE LANDSCAPE	
Street Trees	Shade tree spacing: 40' O.C Ornamental tree spacing: 25' O.C. with a maximum of 25% of total street trees.
Turf	Not permitted in areas less than 10' wide
Planting Beds	Permitted
Raised Planters	Permitted
Potted Plants	Permitted
Tree Grates	Not Permitted
Mulch	Rock or wood mulch. Crusher fines are not permitted.

Remove this. The lighting will be reviewed/approved as part of the civil plans and should not be defined to this level on the master plan.

Updated.

Section C: Crossroads Boulevard/Valdai and Rome Street 3-Lane Collector

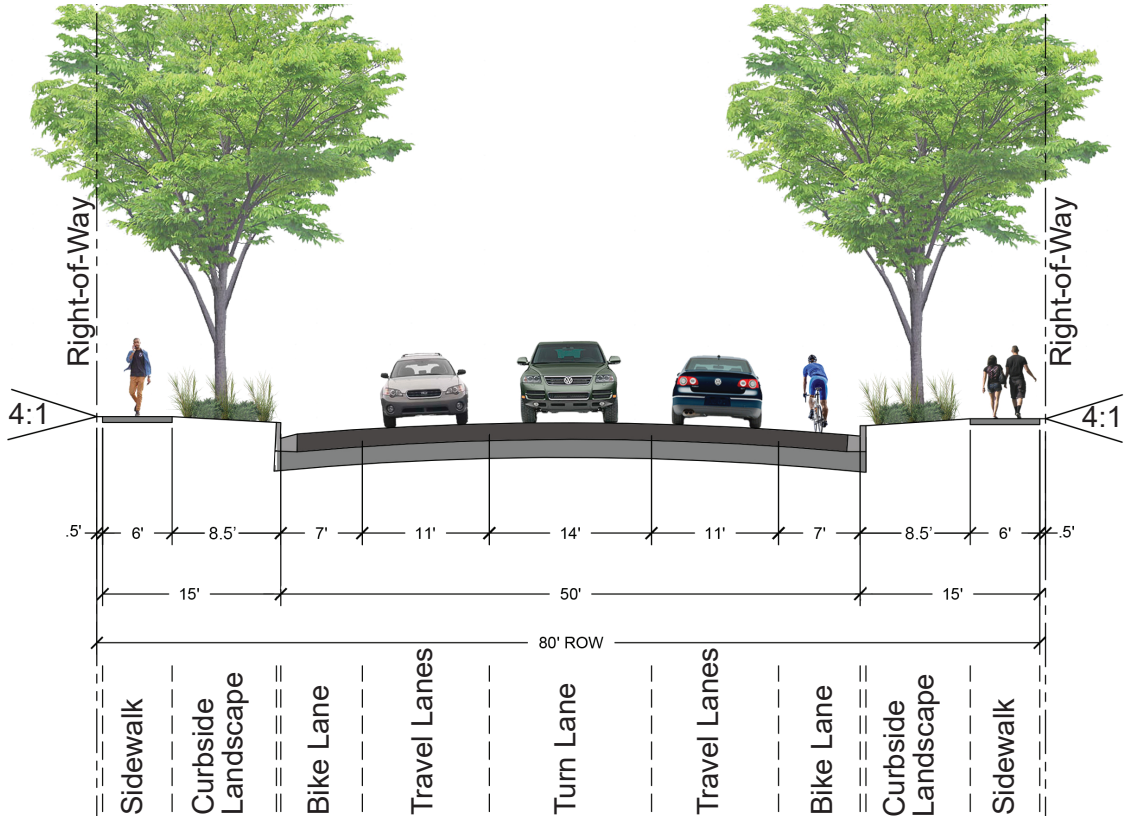


Table 4: Crossroads Boulevard/Valdai and Rome Street Dimensional Standards

STREET SECTION		
FEATURE	WIDTH	COMMENTS
Right-of-Way	80'	
Travel Lanes	11'	
Left-Hand Turn Lanes	14'	Center lane
Parking	Not Permitted	
Bike Lane	7'	Bike lanes are required on both sides of the street.
Sidewalk	6'	Add 0.5' behind back of walk.
Curbside Landscape	8.5'	

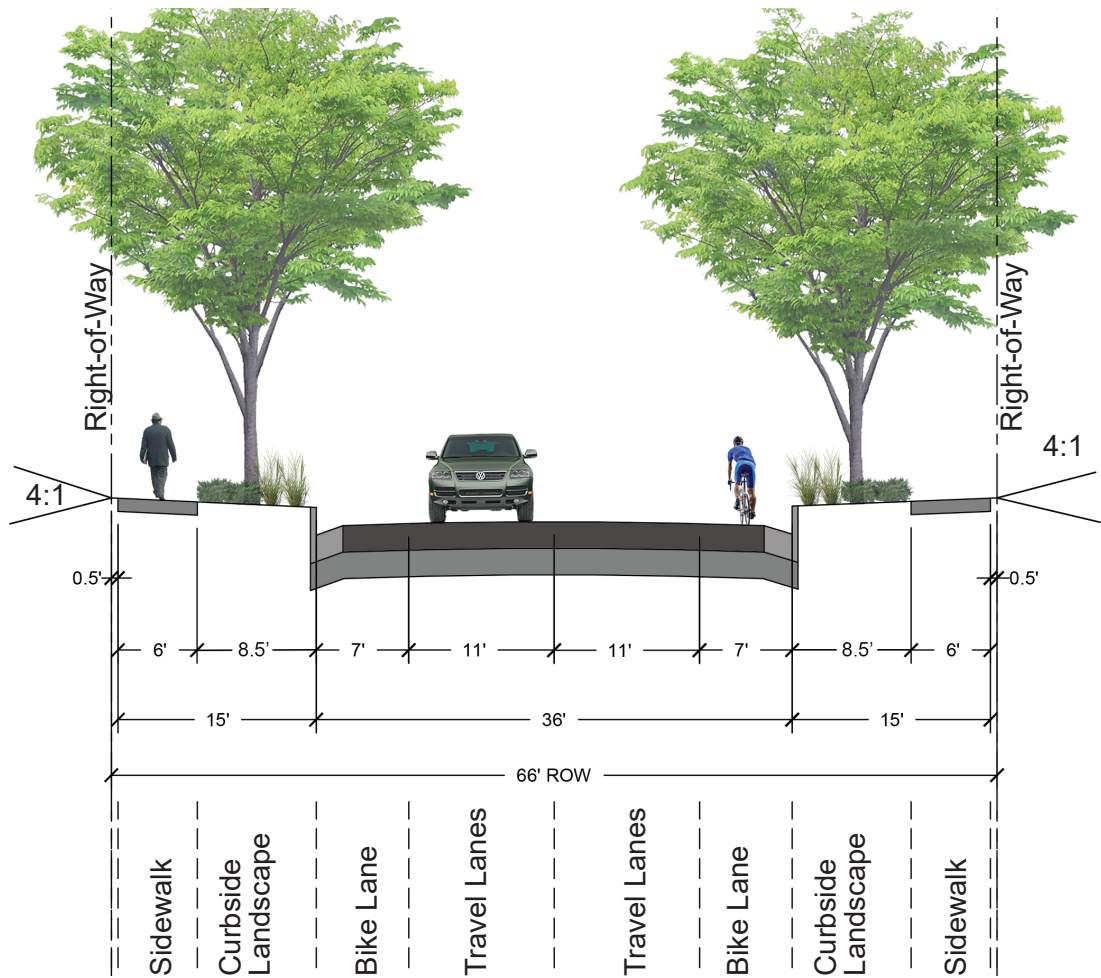
2-LANE COLLECTOR

Intent: The 2-lane collector is intended to provide alternate east/west access within Aurora One and provide an alternate route to avoid the E-470 interchange, if desired. The 2-lane collector provides a continuous bike lane connecting Stephen D. Hogan Parkway and Crossroads Parkway. Parking is provided on both sides of the street.

DESIGN STANDARDS

- 1. 2-lane collector shall be constructed in accordance with the City of Aurora 2-lane collector alternative typical cross section.
- 2. In the curbside landscape, street trees shall be placed in a clearly repeating pattern and shall incorporate a minimum of three (3) tree species.

Section D: Interior east/west street- 2-Lane Collector



This section does not match the PIP.

Updated.

Table 6: 2-Lane Collector Dimensional Standards

STREET SECTION		
FEATURE	WIDTH	COMMENTS
Right-of-Way	66'	
Travel Lanes	11'	
Left-Hand Turn Lanes	N/A	
Parking	N/A	
Bike Lane	7'	
Sidewalk	6'	Add 0.5' behind back of walk.
Curbside Landscape	8.5'	Includes sidewalk

Table 7: 2-Lane Collector Landscape Standards

Item	Curbside Landscape
PAVING MATERIALS	
CIP Concrete	Not Permitted except as required for bike racks and/or benches.
Concrete Unit Pavers	Not Permitted except as required for bike racks and/or benches.
Stone Pavers	Not Permitted except as required for bike racks and/or benches.
Compacted Crusher Fines	Not Permitted except as required for bike racks and/or benches.
AMENITIES	
Street Lighting	Required: 1 per 250' LF
Pedestrian Lighting	Permitted
Benches	Required: A minimum of 1 bench per block. Not required along 6th Ave.
Trash Receptacles	Required: A minimum of 1 bench per block. Not required along 6th Ave.
Bike Racks	Required: No less than 1 bike rack with a minimum capacity of 3 bikes each at intersections with public streets and/or pedestrian corridors.
Café Seating	Not Permitted
Informational Center	Not Permitted
Retail Kiosk	Not Permitted
STREETSCAPE LANDSCAPE	
Street Trees	Shade tree spacing: 40' O.C Ornamental tree spacing: 30' O.C. only at intersections.
Turf	Not permitted in areas less than 10' wide
Planting Beds	Permitted
Raised Planters	Not Permitted
Potted Plants	Not Permitted
Tree Grates	Permitted
Mulch	Rock or wood mulch. Crusher fines are not permitted.

Remove this. The lighting will be reviewed/approved as part of the civil plans and should not be defined to this level on the master plan.

Updated.

Table 9: Walkable Mainstreet Landscape Standards

Item	Furnishings Zone	Throughway Zone – Pedestrian way
PAVING MATERIALS		
CIP Concrete	Permitted	Permitted
Concrete unit pavers	Permitted	Permitted
Stone Pavers	Permitted	Permitted
Compacted Crusher Fines	Not Permitted except as required for bike racks and/or benches.	Not Permitted
AMENITIES		
Street Lighting	Required: 1 per 250' LF	Not Permitted
Pedestrian Lighting	Permitted	Not Permitted
Benches	Required: A minimum of 2 benches per block.	Not Permitted
Trash Receptacles	Required: A minimum of 2 benches per block.	Not Permitted
Bike Racks	Required: No less than 2 bike racks with a minimum capacity of 3 bikes each at intersections with public streets and/or pedestrian corridors.	Not Permitted
Café Seating	Permitted	Not Permitted
Informational Center	Permitted	Not Permitted
Retail Kiosk	Permitted	Permitted
STREETSCAPE LANDSCAPE		
Street Trees	Shade tree spacing: 35' O.C Ornamental tree spacing: 20' O.C.	Not Permitted
Turf	Not Permitted	Not Permitted
Planting Beds	Permitted	Not Permitted
Raised Planters	Permitted	Not Permitted
Potted Plants	Permitted	Not Permitted
Tree Grates	Permitted	Not Permitted

Remove this. The lighting will be reviewed/approved as part of the civil plans and should not be defined to this level on the master plan.

Updated.

COMMERCIAL LOCAL STREETS

Intent: Commercial streets are intended to provide safe and convenient access to retail opportunities for local and regional users. If adjacent to an arterial, adjacent businesses may “face” the street directly. The streetscape shall focus on pedestrian use. Landscape will focus on major intersections and signage locations.

DESIGN STANDARDS

- 1. Local streets serving commercial uses (Section F) shall be constructed in accordance with the City of Aurora Local Type 3 typical cross section.
- 2. The streetscape is divided into zones in accordance with the City of Aurora Street Standards (Section F). The streetscape and each zone shall meet the standards in table 11.
- 3. In the curbside landscape, street trees shall be placed in a clearly repeating pattern and shall incorporate a minimum of three (3) tree species.

DESIGN GUIDELINES

- 1. Commercial local streets should be coordinated with the connecting local and regional streets to create a consistent character and experience in Aurora One.
- 2. Maximize the tree canopy and shade. Ornamental trees are only encouraged at intersections with collector or arterial streets.
- 3. Pedestrian crossings shall provide visibility for both vehicular and pedestrian traffic.

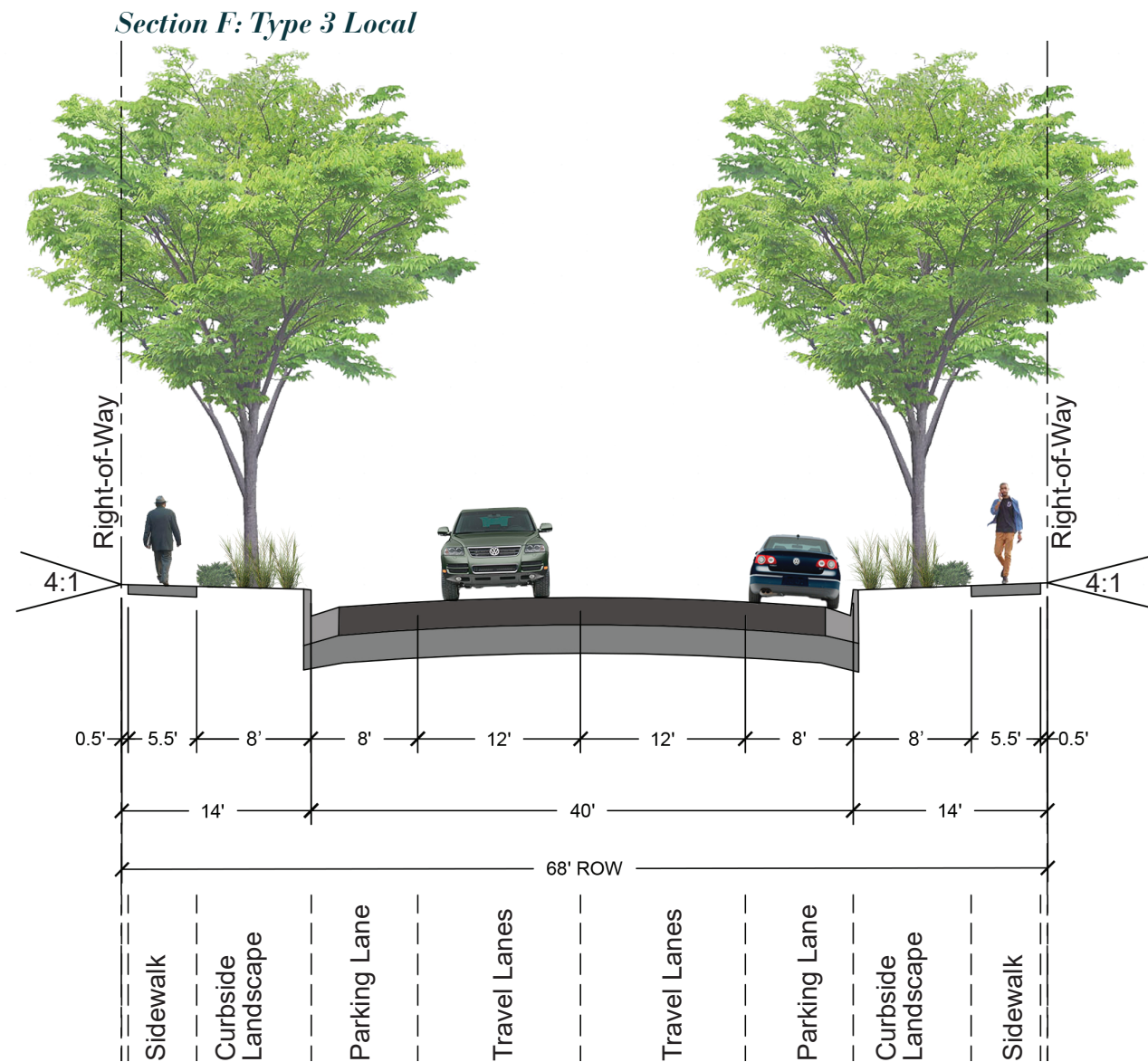


Table 10: Commercial Local Streets Dimensional Standards

STREET SECTION		
FEATURE	WIDTH	COMMENTS
Right-of-Way	68'	
Travel Lanes	12'	
Left-Hand Turn Lanes	N/A	
Parking	8'	
Bike Lane	N/A	
Sidewalk	5.5'	Add 0.5' behind back of walk.
Curbside Landscape	8'	

Table 11: Commercial Local Streets Landscape Standards

Item	Curbside Landscape
PAVING MATERIALS	
CIP Concrete	Not Permitted except as required for bike racks and/or benches.
Concrete unit pavers	Not Permitted except as required for bike racks and/or benches.
Stone Pavers	Not Permitted except as required for bike racks and/or benches.
Compacted Crusher Fines	Not Permitted except as required for bike racks and/or benches.
AMENITIES	
Street Lighting	Required: 1 per 250' Lf
Pedestrian Lighting	Permitted
Benches	Required: A minimum of 1 bench per block.
Trash Receptacles	Required: A minimum of 1 bench per block.
Bike Racks	Required: No less than 2 bike racks with a minimum capacity of 3 bikes each at intersections with public streets and/or pedestrian corridors.
Café Seating	Not Permitted
Informational Center	Not Permitted
Retail Kiosk	Permitted
STREETSCAPE LANDSCAPE	
Street Trees	Shade tree spacing: 35' O.C Ornamental tree spacing: 20' O.C. only at intersections.
Turf	Not permitted in areas less than 10' wide
Planting Beds	Permitted
Raised Planters	Not Permitted
Potted Plants	Permitted
Tree Grates	Permitted
Mulch	Rock or wood mulch. Crusher fines are not permitted.

Remove this. The lighting will be reviewed/approved as part of the civil plans and should not be defined to this level on the master plan.

Updated.

LOCAL STREETS

Intent: Local streets are intended to provide a walkable neighborhood promoting the high-density urban lifestyle. Pedestrian experience, shade and “pocket” seating and gathering opportunities allow for a vibrant, connected community.

DESIGN STANDARDS

- 1. Local streets serving commercial uses (Section G) shall be constructed in accordance with the City of Aurora Local Street Type 1 typical cross section.
- 2. The streetscape is divided into zones in accordance with the City of Aurora Street Standards (Section G). The streetscape and each zone shall meet the standards in table 13.
- 3. In the curbside landscape, street trees shall be placed in a clearly repeating pattern and shall incorporate a minimum of three (3) tree species.
- 4. Pedestrian crossing locations, such as crosswalks, shall be clearly depicted through both striping and paving pattern differentiation.

DESIGN GUIDELINES:

- 1. To create a consistent character and experience in Aurora One, commercial/ local streets should be coordinated with the connecting local and regional streets.
- 2. Maximize the tree canopy and shade. Ornamental trees are only encouraged at intersections with collector or arterial streets.

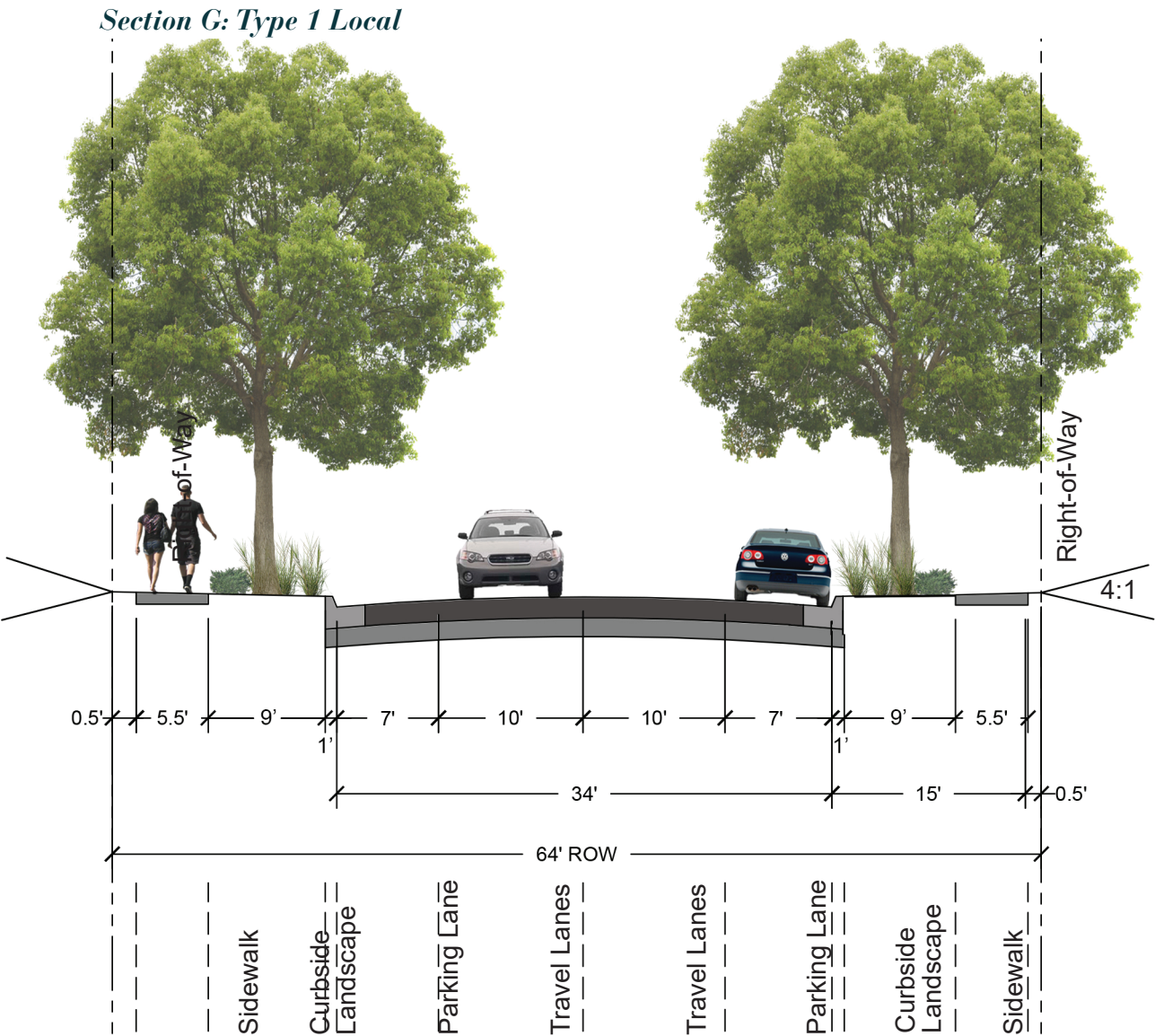
Table 12: Local Streets Dimensional Standards

STREET SECTION		
FEATURE	WIDTH	COMMENTS
Right-of-Way	64'	
Travel Lanes	10'	
Left-Hand Turn Lanes	N/A	
Parking	7'	
Bike Lane	N/A	
Sidewalk	5.5'	Add 0.5' behind back of walk.
Curbside Landscape	9'	
Median	N/A	

Table 13: Local Streets Landscape Standards

Item	Curbside Landscape
PAVING MATERIALS	
CIP Concrete	Not Permitted except as required for racks
Concrete unit pavers	Not Permitted except as required for racks and/or benches.
Stone Pavers	Not Permitted except as required for racks and/or benches.
Compacted Crusher Fines	Not Permitted except as required for bike racks and/or benches.
AMENITIES	
Street Lighting	Required: 1 per 250' LF
Pedestrian Lighting	Permitted
Benches	Required: A minimum of 1 bench per block.
Trash Receptacles	Required: A minimum of 1 bench per block.
Bike Racks	Required: No less than 2 bike racks with a minimum capacity of 3 bikes each at intersections with public streets and/or pedestrian corridors.
Café Seating	Not Permitted
Informational Center	Not Permitted
Retail Kiosk	Permitted
STREETSCAPE LANDSCAPE	
Street Trees	Shade tree spacing: 35' O.C Ornamental tree spacing: 20' O.C. only at intersections.
Turf	Not permitted in areas less than 10' wide
Planting Beds	Not Permitted
Raised Planters	Not Permitted
Potted Plants	Not Permitted
Tree Grates	Not Permitted
Mulch	Rock or wood mulch. Crusher fines are not permitted.

Remove this. The lighting will be reviewed/approved as part of the civil plans and should not be defined to this level on the master plan.



PARKING

Intent: Within Village Hills and Village Park, Aurora One looks to promote parking arrangements that accommodate resident and visitor parking, while not impacting the pedestrian or bicycle experience. Parking will be allowed both on and off street in residential areas. Residential units that are served by alley loaded garages and resident parking is intended to primarily occur off-street.

DESIGN STANDARDS

- 1. All residential units shall provide a minimum of two off-street parking spaces. At least one parking space shall be in a garage.
- 2. Carports are permitted.

SINGLE FAMILY ATTACHED
RESIDENTIAL HOUSE TYPES

DUPLEX

Intent: A duplex unit is intended to primarily be located in the Village Hills neighborhood. Lots shall provide enough room for outdoor space. Architecture should provide a welcoming face to the street. Vehicular access will be provided from alleys with directly attached garages. Second stories are permitted.

DESIGN STANDARDS:

- 1. Lot sizes, setbacks and building height shall adhere to the UDO.
- 2. Duplexes placed at street corners shall receive additional architectural detail on the side that faces the street. Detailing shall be of the same level as the front elevation.

DESIGN GUIDELINES:

- 1. Footprint and building siting should allow for functional outdoor space that provides privacy.
- 2. Building orientation should provide a welcoming pedestrian environment and include a covered entry large enough for functional

Please note that this does not comply with the masonry requirements for townhomes in the UDO (or the previous zoning code), which requires 50%. The expectation is that masonry requirements will meet city standards. Please update this in the master plan so there are not conflicts later.

Updated.

TOWNHOUSE

Intent: The use of common walls creates the urban density desired within Village Park. A deeper lot is preferred to create rear yards with private, functional space. Rear alleys provide vehicular access. Townhouse groupings may have up to eight units. The principle building may be placed as close as 8' to the property line with the covered entries extending toward the sidewalk.

DESIGN STANDARDS:

- 1. Lot sizes, setbacks and building height shall adhere to the UDO.
- 2. End units at street corners shall receive additional architectural detail on the side that faces the street. Detailing shall be of the same level as the front elevation.
- 3. Townhouses shall have a zero lot line with the common wall serving as the property line.

DESIGN QUALITY

Intent: Aurora One is focused on creating high-quality neighborhoods that features architectural detail and quality. Architectural design should focus on creative and innovative design, while still maintaining the high standards the development is striving to achieve. Design quality standards are included to prescribe the amount of masonry and other architectural features to protect the design quality.

DESIGN STANDARDS

- 1. 45% of the net façade area shall be clad in masonry (brick or stone). The percent of masonry provided on the façade will impact the number of design points required to be filled by other design features.
- 2. Homes shall provide a minimum of 20 points selected from the following table of design features with the requirement applied to the building rather than the individual unit. A selected feature shall be included in the design of all units within the building.

Table 3: Façade Masonry Percentage Points

Percent of Masonry	Points Required
45%	20
46%-60%	15
60% or greater	10

BLOCK FRONTAGE AND OPEN SPACE

Intent: Providing a landscaped area between the building and the sidewalk will help to complement the tree lawns adjacent to the curb and to create an attractive and humanly scaled street scape. Design elements such as common entry courtyards, individual covered porches and other elements will help create visual interest to ensure that there are “eyes on the street”. In addition, landscaped open spaces will hep promote a sense of community by providing settings for casual encounter and neighborly interaction.

DESIGN STANDARDS

- 1. Each urban multi-family block shall provide a minimum of 15% of area of the block as landscaped open space. Covered private open space areas, porches, covered public entries and private roof gardens shall be included within the open space calculation.
- 2. A minimum of one entry plaza or courtyard a minimum of 400 SF and with direct access from the sidewalk shall be provided along each 400 feet of block frontage along the street.

DESIGN GUIDELINES

- 1. Landscaped open space should be shaped into well-defined outdoor rooms and courtyards whenever possible.
- 2. Buildings should be configured to shape courtyards and small parks with the fronts of residents orienting to the public space, as v the street.
- 3. Changes in building height are encouraged to emphasize im building elements, particularly at courtyard entries and street



Example of interior courtyard

HUMAN SCALE BUILDING ELEMENTS

Intent: Buildings should include elements and proportions that complement a human scale. Utilizing a human scale, buildings are more welcoming, approachable and are more comfortable to use and interact with for residents and visitors.

DESIGN STANDARDS

- 1. Buildings greater than 2 stories tall and longer than 80’, with each façade facing a public or private street, park or open space shall incorporate three or more of the following:
 - Primary entrances to individual residences located on the ground floor
 - Semi-private outdoor spaces such as a porch, patio or garden for ground floor units
 - Change in the principle wall materials
 - Change in the principle color
 - Expression of the buildings horizontal or vertical structural elements

DESIGN GUIDELINES

Please note that this does not comply with the masonry requirements for MF in the UDO (or the previous zoning code), which requires 60%. The expectation is that masonry requirements will meet city standards. Please update this in the master plan so there are not conflicts later.



A porch provides a semi-private outdoor space

should respect the human scale. and variety of wall plans to should be provided where



Example of human scale principle change in wall materials

EXTERIOR MATERIALS

Intent: The choice of exterior building materials contribute to the overall aesthetic of the Aurora One community. Materials should be durable, easy to maintain and utilized to create a pedestrian scale. Appropriate detailing and application will allow buildings to be attractive, both up close and from a distance.

DESIGN STANDARDS

- 1. At least 40% of the total building façade, not including windows and doors, shall be surfaced by one or more of the following:
 - Integrally colored decorative concrete masonry units
 - Brick or brick panels
 - Decorative architectural tile
 - Stone
 - Pre-cast concrete panels with exposed aggregate
 - Architectural metal
 - Glass block
- 2. The remaining façade area shall be surfaced in
 - All materials listed above
 - Corrugated metal panels
 - Architectural wood panels
 - Stucco
 - Integrally colored decorative concrete
 - Integrally colored concrete block
- 3. Bright and intense color shall be permitted for no more than 10% of the total elevation of any façade facing the street.
- 4. A maximum of three primary building materials shall be utilized on each of the four main elevations. Projections with a surface area of less than 100 SF may be excluded.
- 5. Multi-family buildings shall meet the following requirements:
 - 50% of the net façade area shall be clad in brick or stone, or
 - 80% of the net façade area shall be clad in integral color cement stucco, or
 - 80% of the net façade area shall be clad in a combination of integral color cement stucco and brick or integral color cement stucco and stone.
- 6. Exterior materials shall be applied consistently to all elevations of the building.



PUBLIC IMPROVEMENTS PLAN

Flatten the PIP with the next submittal so there are no selectable comments.

Ware Malcomb Response: Final submittal for PIP has been flattened per request.

TAB 13

PUBLIC IMPROVEMENT PLAN

AURORA ONE

Prepared: July 16, 2020
Revised: October 9, 2020
Revised: January 20, 2021
Revised: February 19, 2021
Revised: April 12, 2021
Revised: September 24, 2021
Revised: October 21, 2022
Revised: June 21, 2023
Revised: August 29, 2023
Revised: October 23, 2023

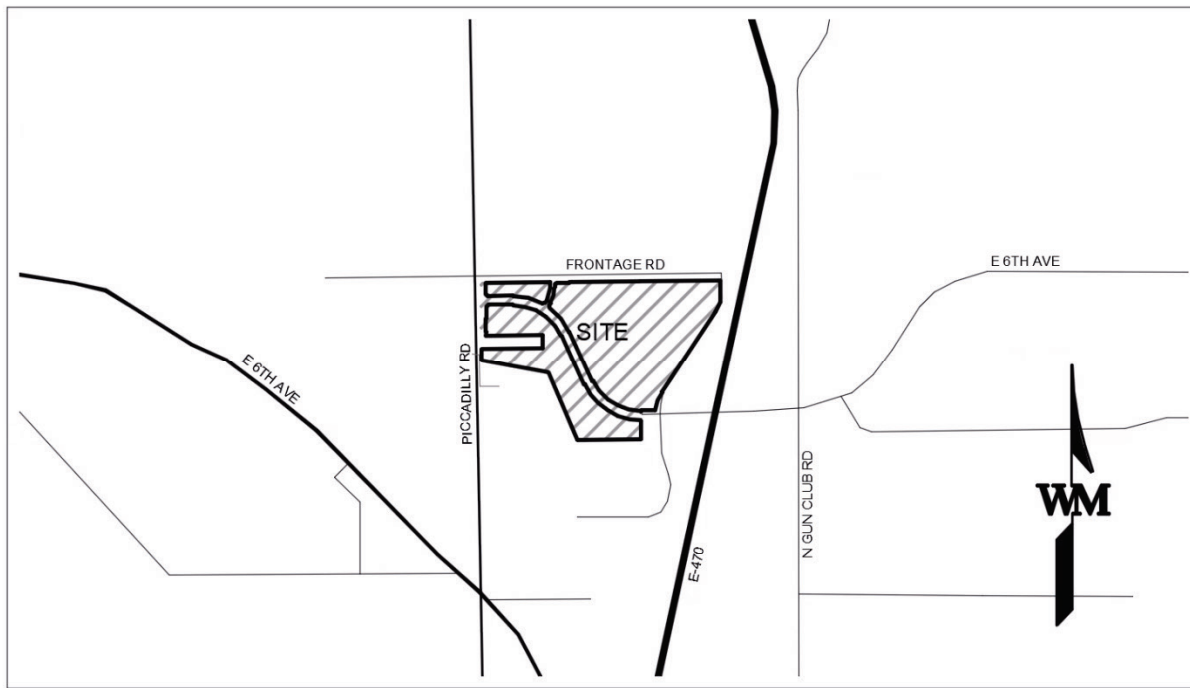
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Introduction

The Aurora One development is proposed at the southeast corner of Picadilly Road and Sixth Avenue in Aurora, CO. The site is bounded by 6th Avenue to the North, existing Picadilly Road to the west, Valdaí Street to the East, and unplatted property to the south.



VICINITY MAP
(N.T.S.)

The development consists of 142 acres with Mixed Use (MU-R). The proposed improvements will be constructed to meet the needs of both the present and future developments within the overall Aurora One development. The following describes the general parameters of each planning area and the improvements necessary to service the planning areas independently. Each planning area will be required to meet Fire Life Safety requirements. The roadway network adjacent to and proposed within the development will need to be evaluated when each planning area is developed.

General Development Parameters:

Land Development

The Aurora One development will be divided into 14 planning areas (PA). PAs 1, 2, 8, 9, 11, and 14 will be Commercial, PA-5 will be Mixed-Commercial, PAs 4 and 13 will be Single-Family-Attached Residential, PA-10 will be Multi-Family-Attached Residential, PA-7 will be dedicated as Public Park, and PA-6 and PA-15 will be dedicated as Public Open Space.

A public roadway network will be developed through the site to provide vehicular access to the various planning areas. Utilities will be placed within the public rights of way to provide service to the planning areas throughout the development.

The requirements of development for the various planning areas will be detailed later in this narrative.

Park and Open Space Improvements

A neighborhood park will be provided in planning area PA-7 and open space located in planning area PA-6 that will serve the Aurora One community. Park acreage and amenities have been determined per City of Aurora standards and specifications. Multi-use trails and pedestrian connections will be incorporated throughout the parks and open space. Please refer to Form J within the Aurora One Master Plan for park and open space specifics.

Parks and open space form (i.e. grading), landscape and associated trails will be developed concurrently with Drainage Improvements. Park and open space amenities will be installed concurrently with the proposed drainage improvements.

Roadway Improvements

The perimeter public improvement

WM Response: Based on the conversations with COA staff in November 2023, any references to MARIA have been removed and replaced with language pointing solely to the obligations under the "Rule an Order"

development include:

- Perimeter roadway improvement (two-lane) of Picadilly Road across the western limits of the project at the 6th Avenue and Stephen D. Hogan Parkway intersection.
- Perimeter roadway improvement (two-lane) of 6th Avenue across the northern limits of the project at the Picadilly Road and Frontage Road intersections. Intersection improvements at Picadilly Road, Frontage Road, and at local and collector connections, when warranted.
- A full movement public access development with associated acceleration and deceleration side of planning area #1.
- A full movement public access development with associated acceleration and deceleration side of planning area #9.
- All future traffic signal locations.

Repeat: please clarify what this Regional Public Improvement Project is. If it is referring to MARIA, please remove this statement. It is understood that the north half of the street improvements is defined as an extraordinary public improvement per the Rule and Order, however, the funding mechanism cannot be placed on MARIA without the consent of all of the parties.

The internal roadway improvement

development of the Aurora One project include:

- Three collector streets, 80' ROW will be installed to service the proposed planning areas from 6th Avenue and Stephen D. Hogan Parkway.
- Three Local Type 3 Streets will be provided to service the neighborhood park, commercial, and single-family attached residential areas from 6th Avenue, Stephen D. Hogan Parkway, and Valdai Street.
- Three Local Type 1 Streets will be installed to service the single-family and multi-family attached residential areas from 6th Avenue, Valdai Street, the proposed two-lane collector, and Stephen D. Hogan Parkway.
- A Local Urban street that functions as a walkable main street will be installed to service commercial planning areas from the proposed two-lane collector street.
- A regional trail network will be provided connecting the proposed open space to the future Triple Creek Greenway and High Plains Trail.

Roadways will be constructed to service the planning areas immediately adjacent, however roadways not adjacent to the development may be required to be constructed to meet traffic and life safety needs. The construction of half roadway sections will be reviewed during the development of planning areas on a case by case basis. ~~The north side of Stephen D. Hogan Parkway public roadway improvements, except as identified below, will be funded and constructed as a Regional~~

Repeat: please clarify what this Regional Public Improvement Project is. If this is referring to MARIA, this statement is not applicable. Aurora One is responsible for the listed improvements with the triggers identified in the planning area text (as was confirmed by the comment response). To be clear, MARIA cannot be responsible for the improvements listed unless it is agreed to by all parties within MARIA which is still under development at this point.

~~Public Improvement Project~~. Improvements which will be constructed within the development Public Improvement Project include:

- The construction of the ultimate section of Stephen D. Hogan Parkway, including new acceleration/deceleration lanes, sidewalks, landscaping and streetlights.
- Intersection improvements, when warranted.
- The potential traffic signals at the intersections of Picadilly Road, Rome Street, Valdai Street. Urban connection will be funded through the City's Traffic Signal Escrow Ordinance.

The proposed roadway improvements shall be consistent with the approved Traffic Impact Study prepared by Fox Tuttle Transportation Group, LLC prepared for the Aurora One development.

Mobility Improvements

A walkable Main Street will be provided within the overall Aurora One development. A regional multi-use trail, on-street bike lanes, and sidewalks will be installed to provide access to the various planning areas within the development and land uses.

WM Response: Based on the conversations with COA staff in November 2023, any references to MARIA have been removed and replaced with language pointing solely to the obligations under the "Rule an Order".

Drainage Improvements

The Aurora One Development is entirely within the Sand Creek drainage basin. The proposed development will comply with the 2016 Sand Creek (I-225 – E-470) Right Bank Tributaries Outfall Systems Plan (OSP).

Six full-spectrum detention basins that will provide stormwater WQCV and detention volume will be constructed to service the Aurora One development. An engineered stormwater channel will also be installed to convey stormwater flows from the upstream tributary properties east of E-470 to Coal Creek. The drainage channel will also serve to convey outflow from the detention basins serving PAs 2-10 prior to discharging to Coal Creek. Maintenance eligibility of the proposed drainage channel will be determined at the time of the final drainage report.

The detention basins will be fully constructed in two phases. Detention Pond A; serving PA-5, Frontage Road, and a portion of Valdai Street; will be constructed with the first phase. The remainder of the detention ponds will be constructed in the second phase. The stormwater channel will be constructed in the second phase and the entirety of the channel will be constructed in a single phase.

As outlined in the Sand Creek (Colfax to Yale) Major Drainageway Plan (MDP), prepared by Matrix Design Group, Inc., dated August 2013, the portion of Coal Creek adjacent to the Aurora One property has poor stability and recommends limited structural improvements and bank stabilization efforts to improve the stability of channel. Coal Creek and locations of existing unstable slopes are located within an Arapahoe County Open Space Conservation Easement and are beyond the property limits of the Aurora One project. Coordination with the City of Aurora PROS, Arapahoe County, Mile High Flood District, and a third-party consultant will be required to determine the appropriate stabilization efforts for Coal Creek and participation of Aurora One as an adjacent development. Whether it will be bank stabilization or contribution to a fund Coal Creek stabilization improvement will be required to be in compliance with the existing Arapahoe County Open Space Conservation Easement.

Water Main Improvements

The Aurora One development will be serviced by the existing 30" water main within 6th Avenue, the existing 12" water main within Frontage Road, a proposed 16" water main along Picadilly Road, and proposed 12" and 16" water main extensions along Stephen D. Hogan Parkway.

Multiple 8" and 12" mains will be extended internal to the development to provide the necessary looped water main around the proposed planning areas within the Aurora One development to provide fire protection and domestic service for all buildings per the Master Utility Study.

Sanitary Sewer Improvements

The Aurora One development will be serviced by the 18" PVC sanitary sewer as part of the adjacent Horizon Uptown development.

A series of 8", 10", and 12" sanitary sewer mains will be extended through the development. There are no known off-site improvements that will impact the proposed development.

WM Response: This has been replaced with a 4-Lane Arterial section. No changes are needed to the proposed ROW dedication as a result of the change in designation. We understand that ongoing coordination will continue moving forward.

Specific Planning Area Improvement Descriptions

The initial work in the development will include the stormwater drainage channel, detention basin improvements, and over-lot grading before the following planning areas are developed:

Planning Area 1 (5.90 Acres) Commercial:

Prior to the development of PA-1 the following public improvements shall be designed and approved:

The City has not agreed to modifying the section down to a collector. Please revise to the required arterial. Coordination regarding this item is ongoing.

- The intersection of 6th Avenue and Picadilly Road will be improved, when warrants are met.
- The intersection of Stephen D. Hogan Parkway and Picadilly Road will be improved when warrants are met.
- The intersection of Stephen D. Hogan Parkway and Rome Street will be improved when warrants are met.
- Signals at the intersections at Stephen D. Hogan Parkway will be funded according to the City's Traffic Signal Escrow Ordinance.
- ~~Rome Street as a 3 Lane Collector from 6th Avenue to Stephen D. Hogan Parkway~~
- The eastern half of Picadilly Road Public Roadway improvements as a 4 Lane Collector from 6th Avenue to Stephen D. Hogan Parkway to the southern boundary of PA-13. The western half of the improvements shall be completed by others.
- The southern half of 6th Avenue Public Roadway improvements along the property frontage from the intersection of 6th Avenue and Picadilly to the intersection of 6th Avenue and Rome Street.
- Multi-use trail improvements along the 6th Avenue and Picadilly Road property frontages.
- Private access drives to service the commercial development.
- Pedestrian sidewalk improvements along the north half of Stephen D. Hogan Parkway from Picadilly Road to Rome Street.
- Proposed domestic water extension within Picadilly Road from 6th Avenue to southern boundary of PA-11.
- Proposed domestic water extension within Rome Street connecting 6th Avenue and Stephen D. Hogan Parkway.
- Sanitary sewer extension within PA-1 to the 18" main within Picadilly Road.
- Detention Pond E will be constructed with this planning area, if not previously constructed.
- Storm sewer to provide conveyance from the planning area to the stormwater detention pond to the south.

Rome street improvements are also required as shown on the exhibit. Please include them for Planning Area 2 along the frontage. If they are already indicated in this list, please identify that in the comment response.

Planning Area 2 (6.36 Acres) Commercial:

Prior to the development of PA-2 the following public improvements shall be designed and approved for construction:

- The southern half of 6th Avenue Public Roadway improvements from Picadilly Road to the eastern boundary of PA-2, if not already constructed.
- Local Type 3 roadway improvements along the eastern boundary of PA-2.
- Two Lane Collector roadway improvements along the eastern boundary of PA-2.
- The intersection of Stephen D. Hogan Parkway and Rome Street.
- The signal at the intersection of Stephen D. Hogan Parkway and Rome Street.
- Traffic Signal Escrow Ordinance.
- Pedestrian sidewalk improvements along the north side of the proposed East-West 2 Lane Collector.
- Multi-use trail improvements along Rome Street and 6th Avenue from Picadilly to the eastern boundary of PA-2.
- Private access drives to service the commercial development.
- Domestic water extension within Rome Street from 6th Avenue to Stephen D. Hogan Parkway.
- Domestic water extension within Stephen D. Hogan Parkway from Rome Street to the proposed East-West 2 Lane Collector.
- Domestic water extension within the proposed East-West 2 Lane Collector from Stephen D. Hogan to Valdai Street.
- Domestic water extension within Valdai Street from the proposed East-West 2 Lane Collector to 6th Avenue.
- Internal watermain looping for this planning area from proposed East-West 2-lane collector to the Rome Street Extension.
- Sanitary sewer to service this planning area.
- Sanitary sewer main within the proposed East-West 2 Lane Collector from the eastern boundary of PA-2 and across Stephen D Hogan Parkway.
- Sanitary sewer main from Stephen D. Hogan Parkway, across PA-13 to the proposed connection to the existing sanitary main within Picadilly Road.
- Detention Pond B and the engineered drainage channel connection between Pond B and Coal Creek will be constructed with this planning area if not previously constructed.
- Internal storm sewer to provide conveyance from the planning area to the detention pond to the east.

WM Response: An additional line item was added within PA-2 to identify the expansion of the existing Rome Street section to accommodate the future 3 lane collector from 6th Ave to SDH

Planning Area 4 (28.89 Acres) Single Family Attached Residential:

Prior to the development of PA 4 the following public improvements shall be designed and approved for construction:

- The southern half of 6th Avenue Public Roadway Improvements as a Modified Local type 3 from Picadilly Road to the future Valdai Street intersection, if not already constructed.
- Valdai Street as a 3 Lane Collector improvements along the eastern extent of PA-4 from 6th Avenue to the proposed East-West 2 lane collector.
- Public roadway improvements for a proposed 2 Lane Collector on the south side of PA-4 extending from Stephen D. Hogan Parkway to Valdai Street.
- Public roadway improvements for a proposed Local Type 3 along the western limits of the planning area connecting 6th Avenue to the proposed East-West 2-lane collector street.
- Multi-Use Trail improvements along 6th Avenue and Valdai Street with connections to the regional multi-use trail adjacent to E-470.

These improvements
should be constructed
along with the
improvements of PA-2
rather than PA-4

- Domestic water extension within Rome Street from Stephen D. Hogan Parkway to the East-West 2 Lane Collector
- Domestic water extension within Stephen D. Hogan parkway from Rome Street to the East-West 2 Lane Collector
- Domestic water extension within the proposed East-West 2 Lane Collector
- Domestic water extension within Valdai Street from the proposed East-West 2 Lane Collector to the intersection with Stephen D. Hogan Parkway
- Domestic water extension across PA-2 from Rome Street to west side of Stephen D. Hogan Parkway
- Internal water mains to service this planning area through connection to the East-West 2 Lane Collector.

WM Response: Domestic Water extension across PA-2 is needed to support the PA-4 development, however, we have also added this to PA-2 in the event that the development of that parcel occurs prior to the development of PA-4

- Sanitary sewer main within Valdai Street from 6th Avenue to the East-West 2 Lane Collector
- Sanitary Sewer main within the East-West 2 Lane Collector from Valdai Street to Stephen D. Hogan Parkway
- Sanitary sewer main along the north side of PA-13 from Stephen D. Hogan to the connection at the existing sanitary main within Picadilly Road.
- Detention Pond B and drainage channel will be constructed with this planning area if not previously constructed.
- Storm sewer to provide conveyance from the planning area to the stormwater detention pond.
- Dedication of a minimum of 1.70 Acres of Open Space at the time of Site Plan submittal. Improvements shall be constructed by the developer with the Site Plan Improvements.

Planning Area 5 (12.31 Acres) Mixed-Commercial:

Prior to the development of PA 5 the following public improvements shall be designed and approved for construction:

- The southern half of 6th Avenue Public Roadway Improvements as a Modified Local Type 3 from Picadilly Road to the future intersection with the proposed Local Type 1 roadway on the eastern boundary of PA-5.
- Valdai Street public road improvements as a 3 Lane Collector along the western extent of Planning Area 5 connecting 6th Avenue to Stephen D. Hogan Parkway.
- Local Type 1 street improvements along the eastern extents of Planning Area 5, connecting 6th Avenue to the proposed Valdai Street.
- Multi-use trail improvements along 6th Avenue and Valdai Street with connections to the regional multi-use trail along E-470.
- Private access drives to service the Mixed-Commercial development.
- The inclusion of enhanced pedestrian crossings within this planning area will be determined at the time of construction documents.
- Domestic water extension within Valdai Street from 6th Avenue to the intersection with the Local Type 1 roadway on the eastern side of PA-5
- Relocation of the existing domestic water along the eastern boundary of the site to extend within Valdai Street from the Type 1 local Road to Stephen D. Hogan Parkway
- Internal water mains to service this planning area through connections on Valdai Street and the future Type 1 local road.
- Sanitary sewer main within Valdai Street from 6th Avenue to the East-West 2 Lane Collector
- Sanitary Sewer main within the East-West 2 Lane Collector from Valdai Street to Stephen D. Hogan Parkway
- Sanitary sewer main along the north side of PA-13 from Stephen D. Hogan to the connection at the existing sanitary main within Picadilly Road.
- Internal sanitary sewer to service this planning area.
- Detention Pond A will be constructed with this planning area if not previously constructed.
- Storm sewer to provide conveyance from the planning area to the detention pond.
- Dedication of a minimum of 0.50 Acres of Open Space at the time of Site Plan submittal. Improvements shall be constructed by the developer with the Site Plan Improvements.

Planning Area 6 (7.31 Acres) Open Space:

Prior to the development of PA 6 the following public improvements shall be designed and approved for construction:

- Regional trail improvements.
- Domestic water extension within Valdai Street from 6th Avenue to the intersection with the proposed Type 1 local roadway
- Relocation of the existing domestic water along the eastern boundary of the site to extend within Valdai Street from the type 1 local road to Stephen D. Hogan Parkway
- Sanitary Sewer main within the East-West 2 Lane Collector from Valdai Street to Stephen D. Hogan Parkway
- Sanitary sewer main along the north side of PA-13 from Stephen D. Hogan to the connection at the existing sanitary within Picadilly Road.
- Detention Pond C and drainage channel will be constructed with this planning area if not previously constructed.
- Open Space improvements shall be constructed by the developer as a condition of the first Site Plan.

Planning Area 7 (7.14 Acres) Neighborhood Park:

Prior to the development of PA 7 the following public improvements shall be designed and approved for construction:

- Regional trail improvements.
- Domestic water extension within Rome Street to Stephen D. Hogan Parkway
- Domestic water extension within Stephen D. Hogan Parkway from Rome Street to the East-West 2 Lane Collector
- Domestic water extension within the proposed East-West 2 Lane Collector from Stephen D. Hogan to Valdai Street.
- Domestic water extension within Valdai Street from the proposed East-West 2 Lane Collector to 6th Avenue
- Internal water mains to service this planning area through connections on the East-West 2 Lane Collector.
- Sanitary Sewer main within the East-West 2 Lane Collector from Valdai Street to Stephen D. Hogan Parkway
- Sanitary sewer main along the north side of PA-13 from Stephen D. Hogan to the connection at the existing sanitary within Picadilly Road.
- Detention Pond C and drainage channel will be constructed with this planning area if not previously constructed.
- Open space improvements shall be constructed prior to 50% completion of adjacent PA-4

Planning Area 8 (9.91 Acres) Commercial:

Prior to the development of PA 8 the following public improvements shall be designed and approved for construction:

- Two-lane collector improvements at the northern extents of the site from Stephen D. Hogan Parkway to Valdai Street.
- Local Urban 2 Lane walkable main street improvements to serve the planning area and connect the Two Lane Collector on the north side of PA-8 to the Local Type 3 roadway on the south side of PA-8
- Local Type 3 street improvements along the southern end of the site and along the eastern boundary of PA-8. An approved turnaround shall be constructed through PA-10 to connect to Valdai Street.
- Valdai Street three-lane collector improvements connecting to Stephen D. Hogan Parkway.
- Pedestrian sidewalk improvements along the north side of Stephen D. Hogan Parkway from The East-West 2 Lane collector to the proposed Type 3 Local roadway.
- Intersection improvements at the intersection of Stephen D. Hogan Parkway and the proposed Local Type 3 street, when warrants are met.

Ware Malcomb Response: WM reached out via email to D. Pershing on 12/5 to clarify. We have included arrows showing where each line item is shown on the PA-6 and PA-7 exhibits.

These are not shown on the exhibits. Please revise

Repeat: This does not match the exhibit. Comment response indicated it was removed but it may have been accidentally left in on this submittal.

Ware Malcomb Response: This has been corrected. As noted in the previous response to comments, the Valdai improvements are NOT required for PA-8 development. This has been removed.

- The signal at the intersection of Stephen D. Hogan Parkway and the Local Type 3 street will be funded according to the City's Traffic Signal Escrow Ordinance.
- Domestic water extension within Stephen D. Hogan Parkway from Picadilly Road to the intersection with the proposed Local Type 3.
- Domestic water extension within the proposed 2 lane collector from Stephen D. Hogan Parkway to the proposed Local Urban 2 lane roadway.
- Domestic water extension within the proposed 2 lane Local Urban from the 2 Lane Collector to the proposed Local Type 3
- Domestic water extension within the Local Type 3 from Stephen D. Hogan Parkway to the Local Urban.
- Internal watermain looping to service this planning area through connections to the watermain within Stephen D. Hogan.
- Sanitary sewer main within the Two Lane Collector from the Local Urban 2 Lane to Stephen D. Hogan Parkway.
- Sanitary sewer main within Stephen D. Hogan Parkway from the proposed 2 Lane Collector to the proposed Local Type 3 roadway.
- Sanitary sewer main within the proposed Local Urban 2-lane roadway from the 2 Lane Collector to the Local Type 3 roadway.
- Sanitary sewer main along the north side of PA-13 from Stephen D. Hogan to the connection at the existing sanitary within Picadilly Road.
- Sanitary sewer to service this planning area.
- Multi-use trail improvements along Valdai Street with connections to the regional multi-use trail along E-470.
- Multi-use trail improvements throughout the planning area with connections to the parks and open space trail network.
- Private access drive to service the commercial planning area.
- Detention Pond D and the engineered drainage channel will be constructed with this planning area if not previously constructed.
- Storm sewer to provide conveyance from the planning area to the detention pond.

Planning Area 9 (8.19 Acres) Commercial:

Prior to the development of PA 9 the following public improvements shall be designed and approved for construction:

- Valdai Street three-lane collector improvements along the eastern extents of the planning area to provide connection from the planning area back to Stephen D. Hogan Parkway.
- Pedestrian sidewalk improvements along the north side of Stephen D. Hogan Parkway from the proposed Type 3 Local roadway to the intersection with Valdai Street.
- Intersection improvements, including auxiliary lanes at the intersection of Stephen D. Hogan Parkway and Valdai Street, when warrants are met.
- The signal at the intersection of Valdai Street and Stephen D. Hogan Parkway will be funded according to the City's Traffic Signal Escrow Ordinance.
- Domestic water extension within Stephen D. Hogan Parkway from the proposed 2 Lane Collector to the existing watermain at Valdai Street.
- Domestic water extension within the 2 Lane Collector from Stephen D. Hogan Parkway to the proposed Local Urban.
- Domestic water extension within the proposed Local Urban from the 2 Lane Collector to the proposed Local Type 3 roadway.
- Domestic water main through the southern portion of PA-8 and the northern portion of PA-9, from the Local Type 3 to Valdai Street.

- Sanitary sewer main within Stephen D. Hogan Parkway from Valdai Street to the proposed 2 Lane Collector.
- Sanitary sewer main along the north side of PA-13 from Stephen D. Hogan to the connection at the existing sanitary within Picadilly Road.
- Multi-Use trail improvements within and adjacent to the planning area with connections to Stephen D. Hogan Parkway and the regional multi-use trail along E-470.
- Private access drives to service the commercial planning area.
- Detention Pond C and drainage channel will be constructed with this planning area if not previously constructed.
- Storm sewer to provide conveyance from the planning area to the detention pond.

Planning Area 10 (12.31 Acres) Multi-Family Attached Residential:

Prior to the development of PA 10 the following public improvements shall be designed and approved for construction:

- Valdai Street three-lane collector street improvements from Stephen D. Hogan Parkway to the proposed 2-Lane Collector street within PA-4.
- 2-Lane Collector improvements between the proposed Valdai Street 3-Lane Collector and Stephen D. Hogan Parkway.
- Local Type 3 street improvements from Valdai Street to the western boundary of PA-10. An approved turnaround shall be constructed, if needed, until the Local Type 3 roadway extension is constructed through PA-8..
- Sanitary sewer main within the Local Type 3 from Valdai Street to the Local Urban Type 2 roadway through PA-8
- Sanitary sewer within the Local Urban Type 2 roadway in PA-8 from the Local Type 3 to the proposed 2 Lane Collector.
- Sanitary sewer main along the north side of PA-13 from Stephen D. Hogan to the connection at the existing sanitary within Picadilly Road.
- Sanitary sewer to service the planning area.
- Domestic water extension within the proposed Local Type 3 roadway from the Urban Type 2 to Valdai Street
- Domestic water extension through the northern portion of PA-9 to connect from the Local Type 3 to Valdai Street.
- Domestic water extension within Valdai Street from 6th Avenue to the intersection of Valdai Street and the Local Type 1 Frontage Road
- Relocation of existing watermain under Valdai Street from the Local Type 1 Frontage Road to Stephen D. Hogan Parkway
- Intersection improvements at the intersection of Stephen D. Hogan Parkway and the proposed Local Type 3 street, when warrants are met.
- The signal at the intersection of Stephen D. Hogan Parkway and the Local Type 3 street will be funded according to the City's Traffic Signal Escrow Ordinance.
- Multi-use trail improvements within the planning area with connections to the parks and open space regional trail network.
- Multi-use trail improvements along Valdai Street with connections to the regional multi-use trail along E-470.
- Detention Pond C and drainage channel will be constructed with this planning area if not previously constructed.
- Storm sewer to provide conveyance from the planning area to the stormwater detention pond
- Dedication of a minimum of 1.00 Acres of Open Space at the time of Site Plan submittal. Improvements shall be constructed by the developer with the Site Plan Improvements.

Planning Area 11 (11.78 Acres) Mixed-Commercial:

Prior to the development of PA 11 the following public improvements shall be designed and approved for construction:

- Picadilly Road improvements from the southern boundary of this site to the intersection with Stephen D. Hogan Parkway already constructed, including the intersection with Stephen D. Hogan Parkway.
- The intersection improvements at Picadilly Road and Stephen D. Hogan Parkway when warranted.

Ware Malcomb Response: A line item has been added noting the pedestrian sidewalk on the south side of SDH along the PA-11 frontage

Include the sidewalk for SDH along the planning area frontage for PA-11.

- The traffic signal at the intersection of Picadilly Road and Stephen D. Hogan Parkway will be funded according to the City's Traffic Signal Escrow ordinance.
- Local Type 3 street improvements along the eastern portion of the planning area, including the intersection with Stephen D. Hogan Parkway and Picadilly Road.
- Intersection improvements at the proposed Local Type 3 street connection to Stephen D. Hogan Parkway, when warrants are met.
- The signal at the intersection of Stephen D. Hogan Parkway and the proposed Local Type 3 street will be funded according to the City's Traffic Signal Escrow Ordinance.
- ~~Multi-use trail improvements along Picadilly Road.~~
- Sanitary sewer service to the proposed planning area from the 18" sanitary main within Picadilly Road.
- Domestic water extension under Picadilly Road from 6th Avenue to the southern boundary of PA-11.
- Domestic water extension within Stephen D. Hogan Parkway from Picadilly Road to Rome Street
- Domestic Water extension under Rome Street from 6th Avenue to Stephen D. Hogan Parkway
- ~~Water main service to this planning area.~~
- Detention Pond E will be constructed with this planning area if not previously constructed.
- Storm sewer to provide conveyance from the planning area to the detention pond.

Planning Area 13 (26.68 Acres) Single Family Attached Residential:

Prior to the development of PA 13 the following public improvements shall be designed and approved for construction:

- Picadilly Road improvements from the southern boundary of PA-13 to 6th Avenue, if not already constructed, including the intersection with Stephen D. Hogan Parkway.
- The intersection improvements at Picadilly Road and Stephen D. Hogan Parkway, when warranted.
- The traffic signal at the intersection of Picadilly Road and Stephen D. Hogan Parkway will be funded according to the City's Traffic Signal Escrow ordinance.
- Local Type 1 connections to Stephen D. Hogan Parkway, including the intersections with Stephen D. Hogan Parkway.
- Local Type 3 connection to Stephen D. Hogan Parkway, including the intersections with Stephen D. Hogan Parkway.
- Intersection improvements at the proposed Local Type 3 street connection to Stephen D. Hogan Parkway, when warrants are met.
- The signal at the intersection of Stephen D. Hogan Parkway and the proposed Local Type 3 street will be funded according to the City's Traffic Signal Escrow Ordinance.
- The signal at the intersection of Stephen D. Hogan Parkway and the proposed Local Type 3 street will be funded according to the City's Traffic Signal Escrow Ordinance.
- Multi-Use Trail improvements within the planning area with connection to the existing regional multi-use trail network.
- Multi-Use trail improvements along Picadilly Road.
- Detention Pond E will be constructed with this planning area if not previously constructed.
- Proposed storm sewer to connect the detention ponds.
- ~~Sanitary sewer service to the proposed planning area.~~
- Domestic water extension under Picadilly Road from 6th Avenue to Stephen D. Hogan Parkway
- Domestic water extension within Stephen D. Hogan Parkway from Picadilly Road to the connection with the existing water main at the intersection of Valdai Street and Stephen D. Hogan Parkway
- Dedication of a minimum of 5.06 Acres of Open Space at the time of Site Plan submittal. Improvements shall be constructed by the developer with the Site Plan Improvements.

Ware Malcomb Response: A line item has been added noting the pedestrian sidewalk on the south side of SDH along the PA-11 frontage

Include the sidewalk for SDH along the planning area frontage for PA-13.

Ware Malcomb Response: A line item has been added noting the pedestrian sidewalk on the south side of SDH along the PA-11 frontage

Planning Area 14 (3.09 Acres) Commercial:

Prior to the development of PA 14 the following public improvements shall be designed and approved for construction:

- The proposed Local Type 1 connection within the planning area shall be designed and approved for construction.
- Detention Pond F will be constructed with this planning area if not previously constructed.
- Proposed storm sewer to connect the detention pond.
- Sanitary sewer service to the proposed planning area.
- Domestic water extension under Picadilly Road from 6th Avenue to Stephen D. Hogan Parkway
- Domestic water extension within Stephen D. Hogan Parkway from Picadilly Road to the connection with the existing water main at the intersection of Valdai Street and Stephen D. Hogan Parkway
- Watermain service to the planning area by the proposed 12" main extension within Stephen D. Hogan Parkway.

Include the sidewalk for SDH along the planning area frontage for PA-14.

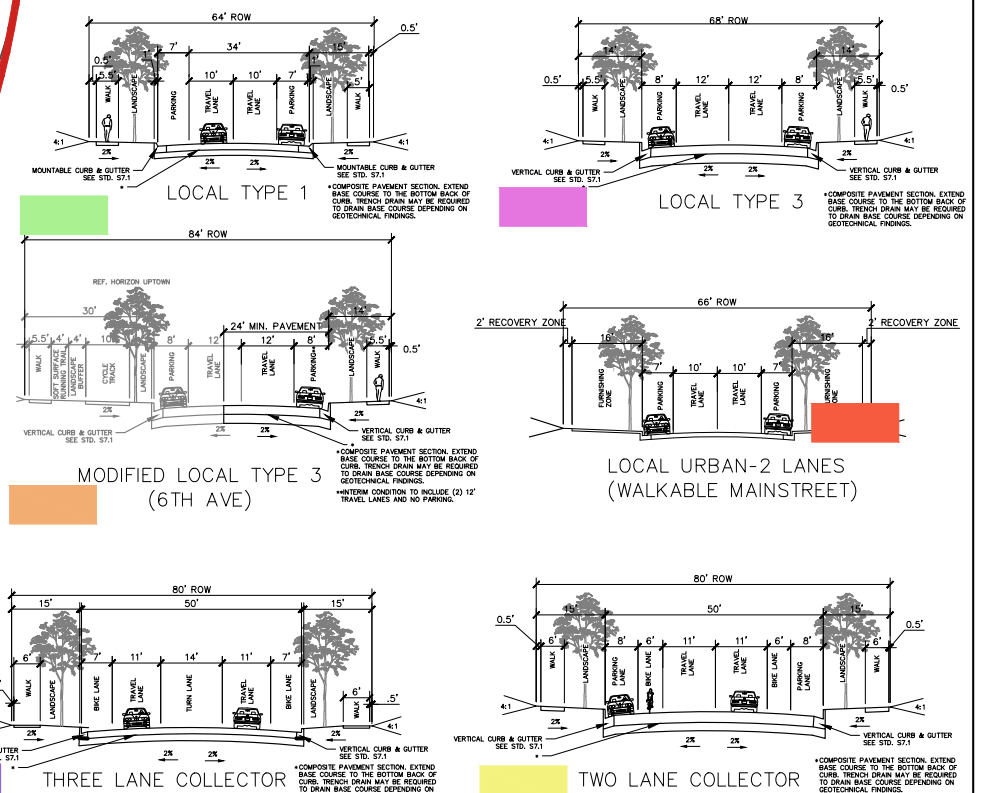
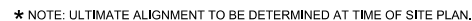
Planning Area 15 (2.99 Acres) Neighborhood Park:

Prior to the development of PA 15 the following public improvements shall be designed and approved for construction:

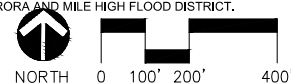
- Detention Pond E and drainage channel will be constructed with this planning area if not previously constructed.
- Construction of PA-15 is required prior to 50% Certificate of Occupancies of adjacent PA-13

OVERALL DEVELOPMENT AND PLANNING AREA EXHIBITS

**A PORTION OF THE NORTH HALF QUARTER OF SECTION 12, TOWNSHIP
4 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY
OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO**



- | NOTES: | THREE LANE COLLECTOR | TWO LANE COLLECTOR | CURE |
|---|---|--------------------|--|
| <p>1.) WHEN 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 DB AND IS TYPICALLY SPACED ONE SIREN PER SQUARE MILE. IN NEWLY ANNEXED/DEVELOPING AREAS OF THE CITY, SIRENS SHOULD BE SITED ON EVERY 1/2 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 TO INSURE THAT COORDINATED COVERAGE IS PROVIDED ON A SYSTEM-WIDE BASIS. FOR SPECIFIC QUESTIONS, THE OFFICE OF EMERGENCY MANAGEMENT CAN BE REACHED AT 303-739-7636 (PHONE), 303-326-8986 (FAX), OR (EMAIL) AFD_OEM@AURORAGOV.ORG.</p> <p>2.) PER FIRE LIFE SAFETY, EACH PLANNING AREA IS REQUIRED TO HAVE (2) POINTS OF ACCESS AND A LOOPED WATER SUPPLY. FURTHERMORE, PER THE 2015 IFC, SECTION D104.3, IT STATES THAT WHERE A FIRE APPARATUS ACCESS ROADS ARE REQUIRED, THEY SHALL BE PLACED A DISTANCE APART EQUAL TO NOT LESS THAN ONE HALF OF THE MAXIMUM OVERALL DIAGONAL DIMENSION OF THE TRACT BEING SERVED, MEASURED IN A STRAIGHT LINE BETWEEN ACCESSES.</p> <p>3.) AS EACH SUB-SITE OR PLANNING AREA IS DEVELOPED, THE SITES WILL MAINTAIN THE HISTORIC FLOW PATTERN VIA OVERLAND FLOW OR PRIVATE STORM SEWER INFRASTRUCTURE INTO THE PROPOSED DRAINAGE CHANNEL. STORMWATER DETENTION AND WATER QUALITY WILL BE PROVIDED FOR EACH PLANNING AREA WITHIN THE REGIONAL STORMWATER FACILITIES TO BE INSTALLED PRIOR TO THE FIRST PHASE OF DEVELOPMENT.</p> <p>4.) ALL FUTURE TRAFFIC SIGNAL LOCATION FUNDING SHALL BE ACCORDING TO THE CITY OF AURORA'S TRAFFIC SIGNAL ESCROW ORDINANCE.</p> <p>5.) THE PIP HAS BEEN PREPARED IN COORDINATION WITH THE TRAFFIC IMPACT STUDY PREPARED BY FOX TULLE TRANSPORTATION GROUP PREPARED FOR THE AURORA ONE DEVELOPMENT.</p> <p>6.) SOME OR ALL OF THE PLANNING AREAS 2, 4, 5, 7, 8, 9, AND 10 LOCATED NORTH OF STEPHEN D. HOGAN PARKWAY (SDH PKWY) MAY BE DEVELOPED FIRST AND SERVED BY STORMWATER INFRASTRUCTURE (CHANNELS, DETENTION, WATER QUALITY, ETC.) LOCATED IN PAS 3, 6, AND 12, AS SHOWN ON THIS MD AND PIP, PROVIDING THE PROPOSED STORMWATER INFRASTRUCTURE IS LOCATED SOUTH OF THE COLLECTOR. THE PROPOSED PRELIMINARY AND FINAL DRAINAGE REPORTS TO BE SUBMITTED FOR THE FILINGS, THE DESIGN OF THE CHANNEL, THE COAL CREEK SHALL BE COORDINATED AND APPROVED BY MWD AND THE CITY. SOME ADDITIONAL PLANNING AREAS NORTH AND SOUTH OF SDH PKWY MAY BE DEVELOPED WITH INSTALLATION OF INTERIOR STORMWATER INFRASTRUCTURE THAT MEET WATER QUALITY AND DETENTION REQUIREMENTS, AS APPROVED BY THE CITY OF AURORA IN A MASTER DRAINAGE AMENDMENT, PRELIMINARY DRAINAGE REPORT, AND FINAL CIVIL AND DRAINAGE PLANS. ANY INTERIM FACILITIES SHALL BE CONSTRUCTED TO THE CITY AND MHFD CRITERIA AND STANDARDS, FINAL DEVELOPMENT OF THE REMAINING PLANNING AREAS NORTH AND SOUTH OF SDH PKWY SHALL BE CONTINGENT UPON MASTER DRAINAGE AMENDMENT, PRELIMINARY DRAINAGE, FINAL DRAINAGE AND CIVIL PLANS APPROVED BY THE CITY OF AURORA AND MLE HIGH FLOOD DISTRICT.</p> | <p>BASE COURSE TO THE BOTTOM BACK OF CURB, TRENCH DEAN MAY BE REQUIRED TO DRAIN BASE COURSE DEPENDING ON GEOTECHNICAL FINDINGS.</p> | | <p>CURE TRENCH DEAN MAY BE REQUIRED TO DRAIN BASE COURSE DEPENDING ON GEOTECHNICAL FINDINGS.</p> |



WARE MALCOMB

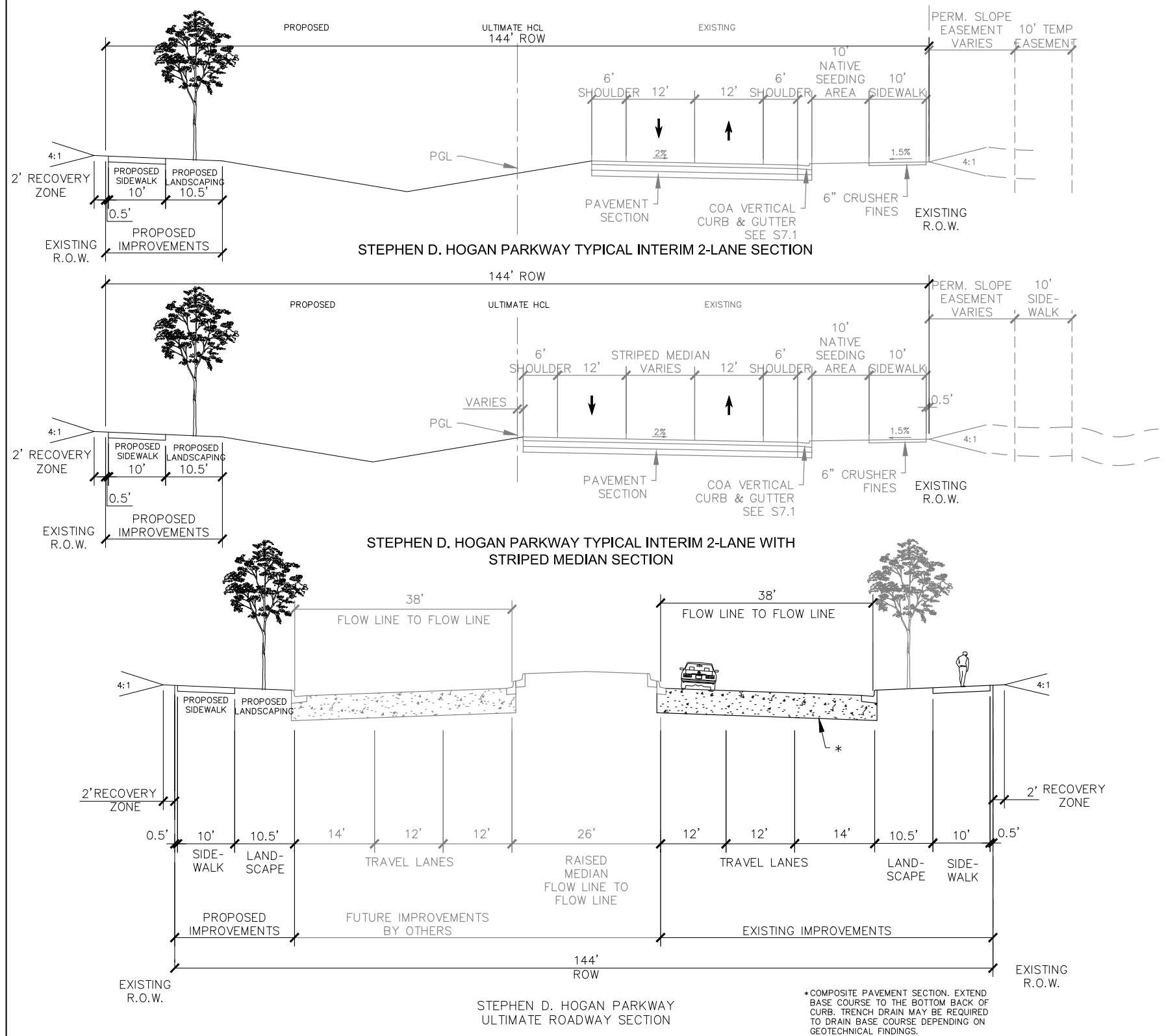


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Planning, Landscape Architecture, Market Research

**AURORA ONE
OVERALL PIP**

Sheet 1 OF 14

AURORA ONE PUBLIC IMPROVEMENT PLAN (PIP) STEPHEN D. HOGAN PARKWAY & PICADILLY ROADWAY SECTION

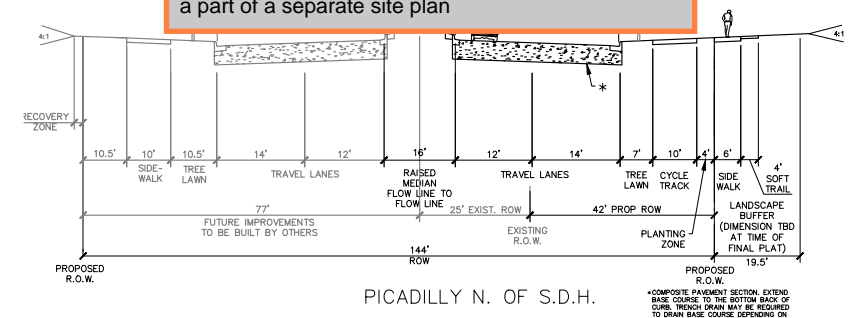


proposed section. The 4 lane arterial is not presently acceptable north of Stephen D. Hogan. This will not match the required section for Horizon Uptown north of 6th.

Per NEATS, Picadilly is 6-lanes north of SDH/6th and 4-lanes south of SDH/6th. Please show 2 sections, one for north of SDH and one for south of SDH. The section south of SDH should match the Eagle Ridge MP section including 114' of ROW, 14' detached walk, 10' landscape, 14' & 12' travel lanes, and 14' raised median.

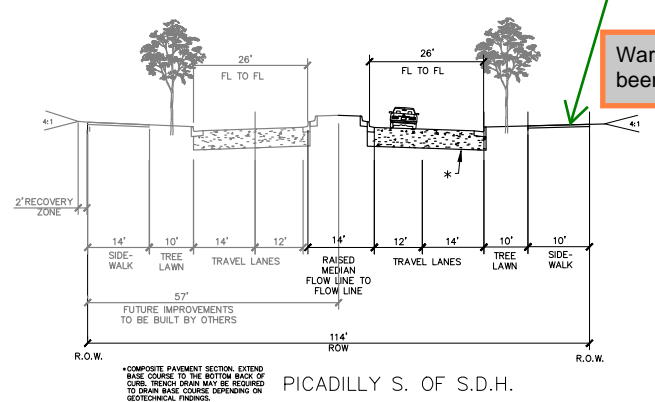
The section north of SDH should be the same as the previously approved master plan and the Horizon Uptown master plan.

Ware Malcomb Response: This section has been replaced with a section showing the NEATS required 6 lane arterial, north of SDH, to match the surrounding master plans. A note has been added indicating that the 23' drive aisle from the Horizon Uptown Development will be terminated by others as a part of a separate site plan



Revise to a 14' walk.

Ware Malcomb Response: Sidewalk has been revised to 14'



LEGEND

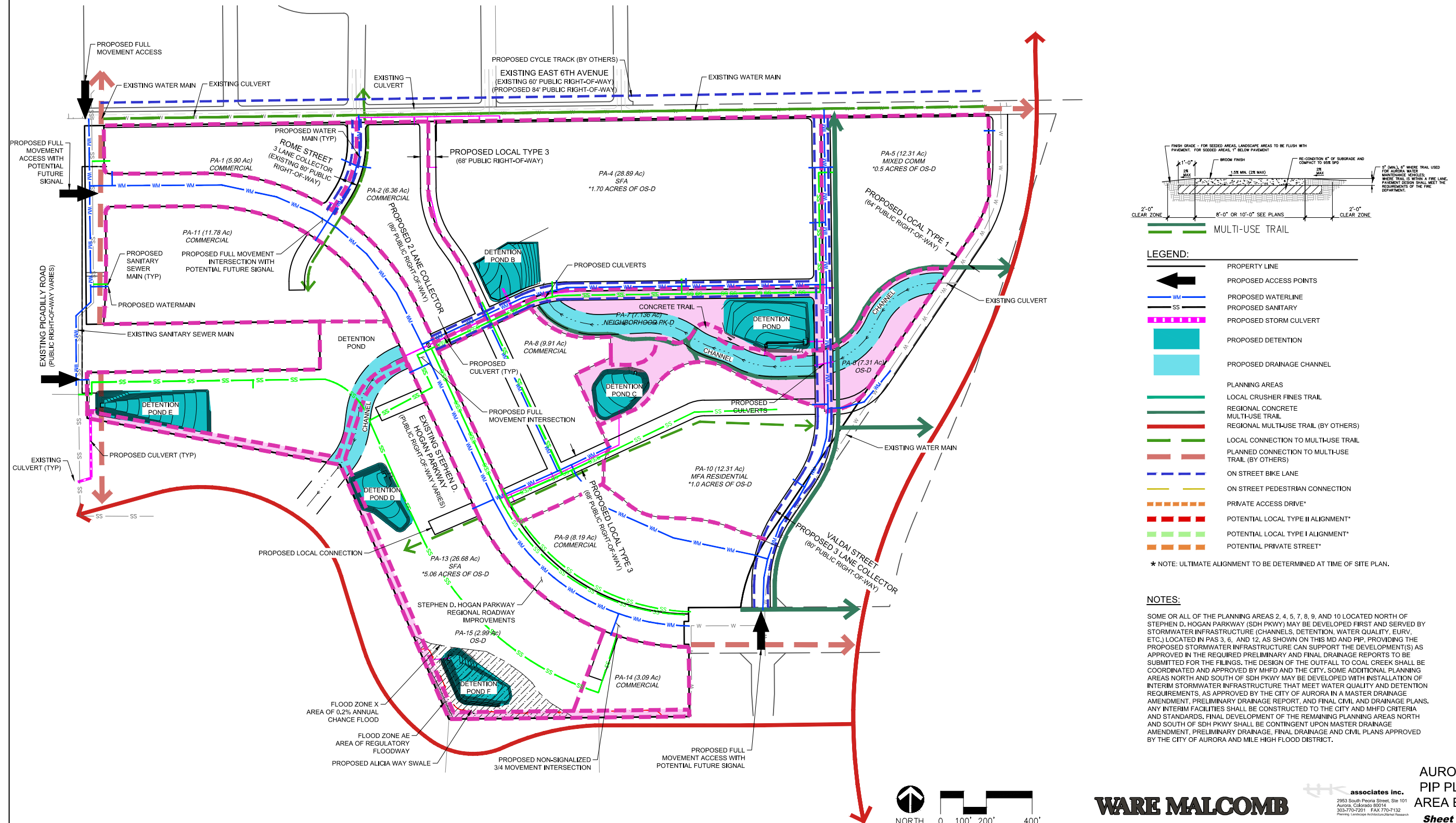
PROPOSED	—
EXISTING	—

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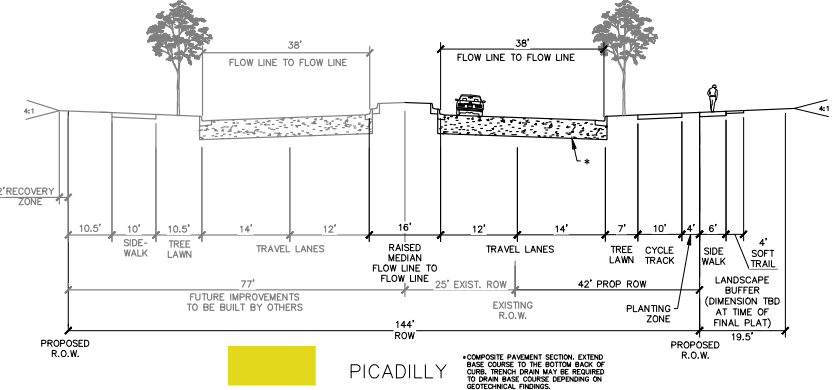
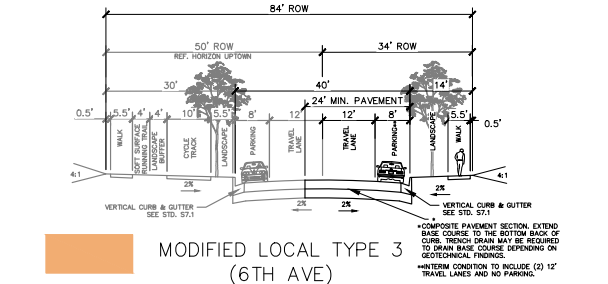
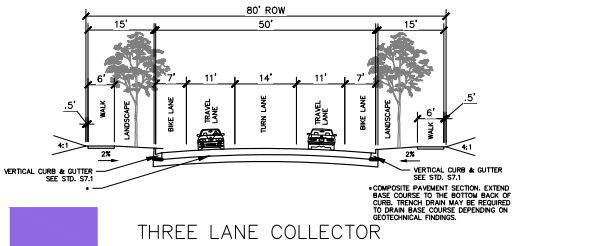
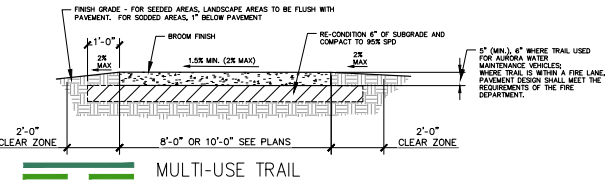
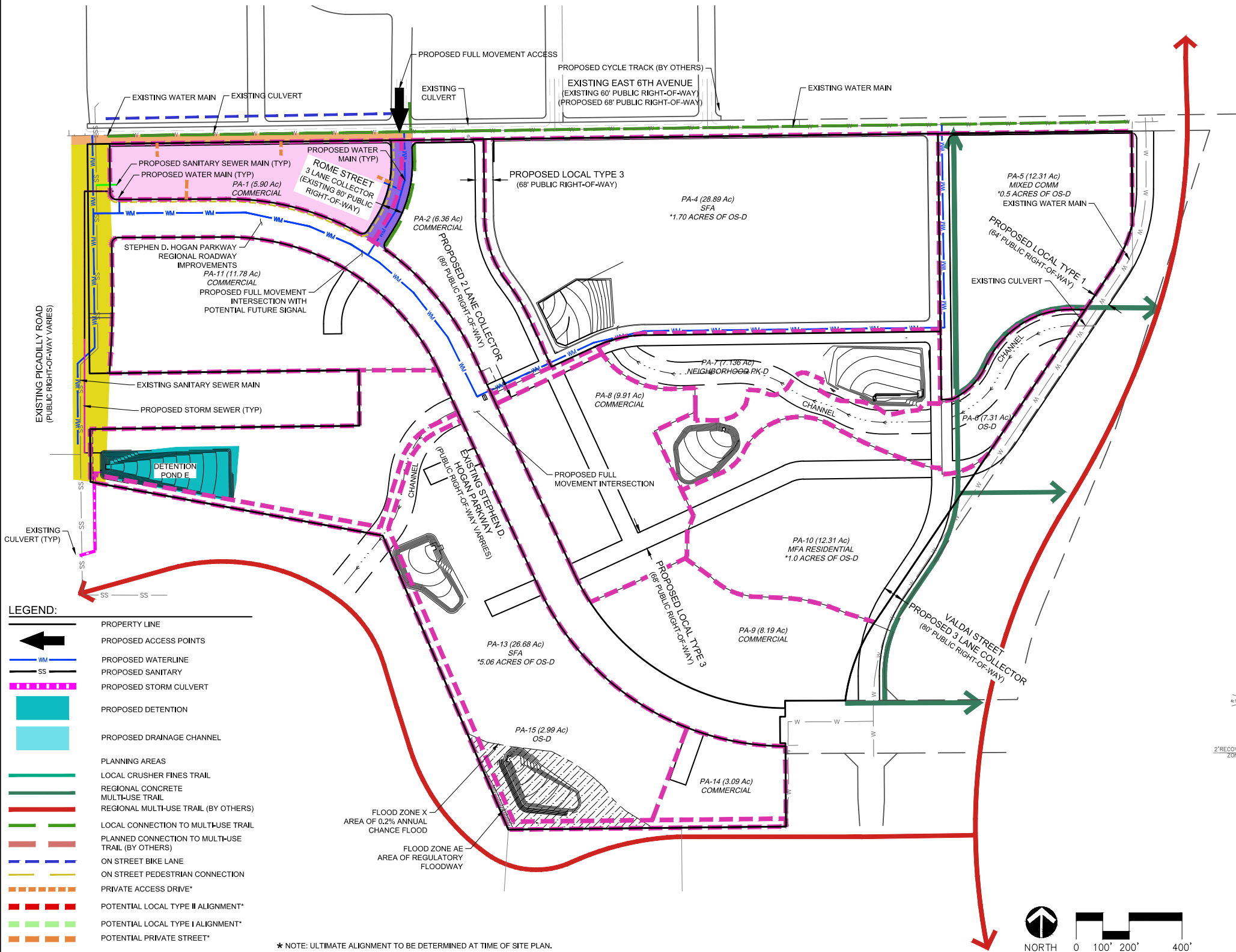
**AURORA ONE
PIP
Sheet 2 OF 14**

AURORA ONE PUBLIC IMPROVEMENT PLAN (PIP) PLANNING AREAS PA-6 AND PA-7 EXHIBIT PARKS, AND OPEN SPACE IMPROVEMENTS

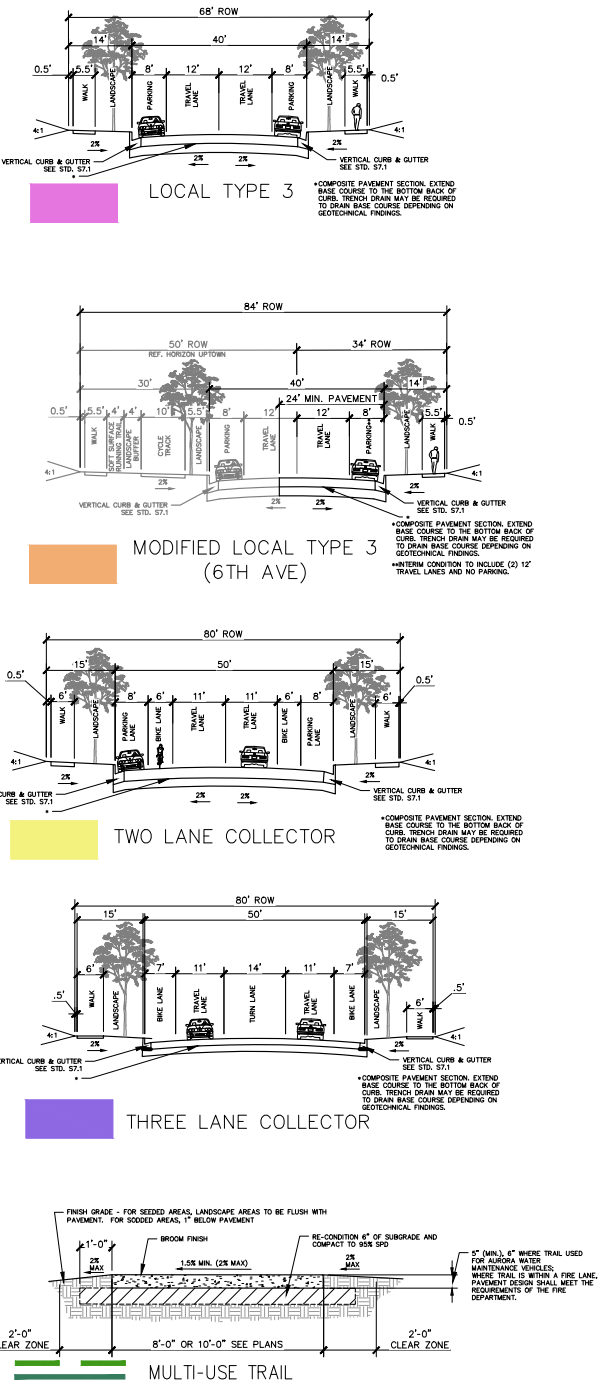
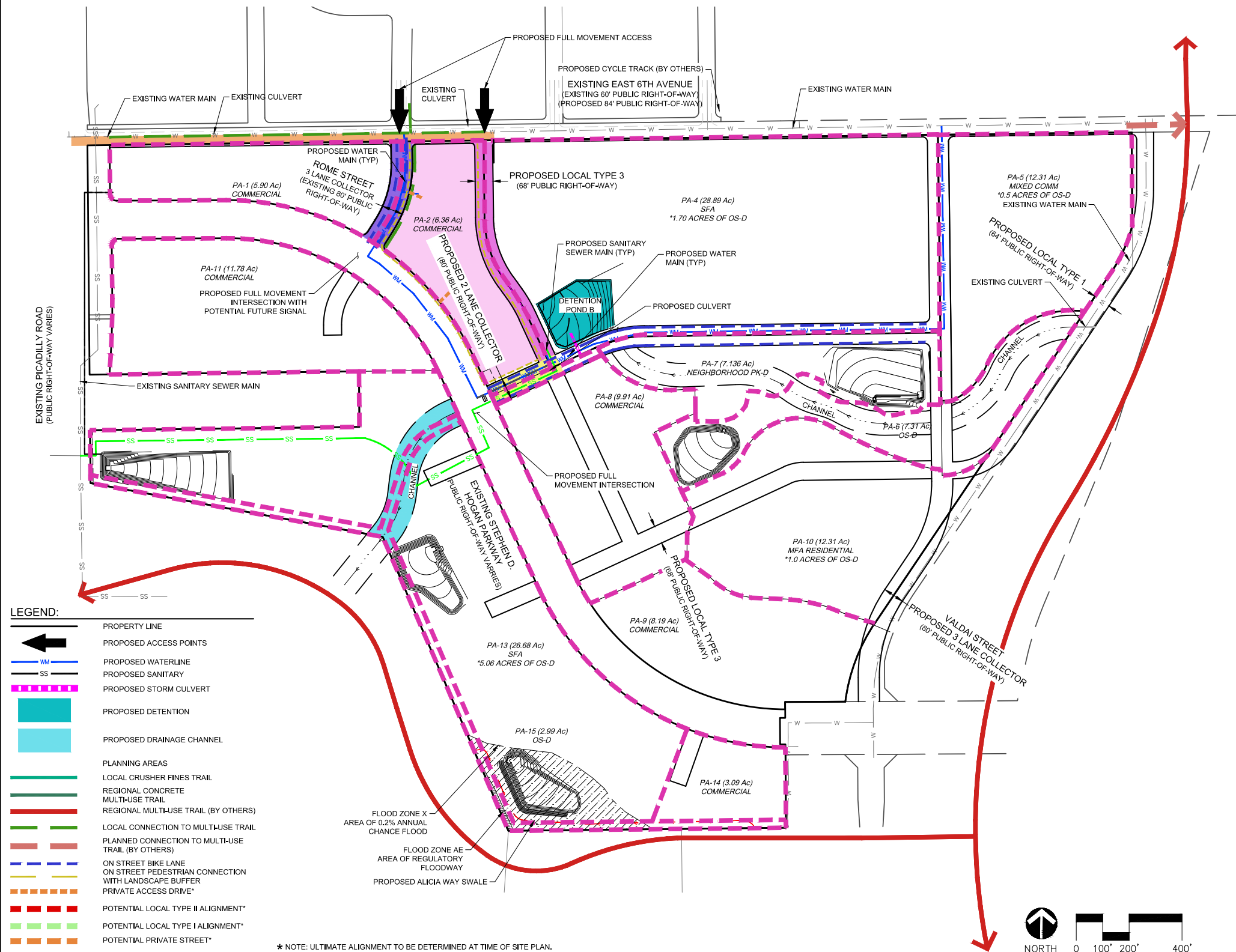


**AURORA ONE
PUBLIC IMPROVEMENT PLAN (PIP)
PLANNING AREAS PA-1 EXHIBIT**

NOTES:
SOME OR ALL OF THE PLANNING AREAS 2, 4, 5, 7, 8, 9, AND 10 LOCATED NORTH OF STEPHEN D. HOGAN PARKWAY (SDH PKWY) MAY BE DEVELOPED FIRST AND SERVED BY STORMWATER INFRASTRUCTURE (CHANNELS, DETENTION, WATER QUALITY, ETC.) LOCATED IN PAS 3, 6, AND 12, AS SHOWN ON THIS MD AND PIP, PROVIDING THE PROPOSED STORMWATER INFRASTRUCTURE CAN SUPPORT THE DEVELOPMENT(S) AS APPROVED IN THE REQUIRED PRELIMINARY AND FINAL DRAINAGE REPORTS TO BE SUBMITTED FOR THE FILINGS. THE DESIGN OF THE OUTFALL TO COAL CREEK SHALL BE COORDINATED AND APPROVED BY MHFD AND THE CITY. SOME ADDITIONAL PLANNING AREAS NORTH AND SOUTH OF SDH PKWY MAY BE DEVELOPED WITH INSTALLATION OF INTERIM STORMWATER INFRASTRUCTURE THAT MEET WATER QUALITY AND DETENTION REQUIREMENTS, AS APPROVED BY THE CITY OF AURORA IN A MASTER DRAINAGE AMENDMENT, PRELIMINARY DRAINAGE REPORT, AND FINAL CIVIL AND DRAINAGE PLANS. ANY INTERIM FACILITIES SHALL BE CONSTRUCTED TO THE CITY AND MHFD CRITERIA AND STANDARDS. FINAL DEVELOPMENT OF THE REMAINING PLANNING AREAS NORTH AND SOUTH OF SDH PKWY SHALL BE CONTINGENT UPON MASTER DRAINAGE AMENDMENT, PRELIMINARY DRAINAGE, FINAL DRAINAGE AND CIVIL PLANS APPROVED BY THE CITY OF AURORA AND MILE HIGH FLOOD DISTRICT.



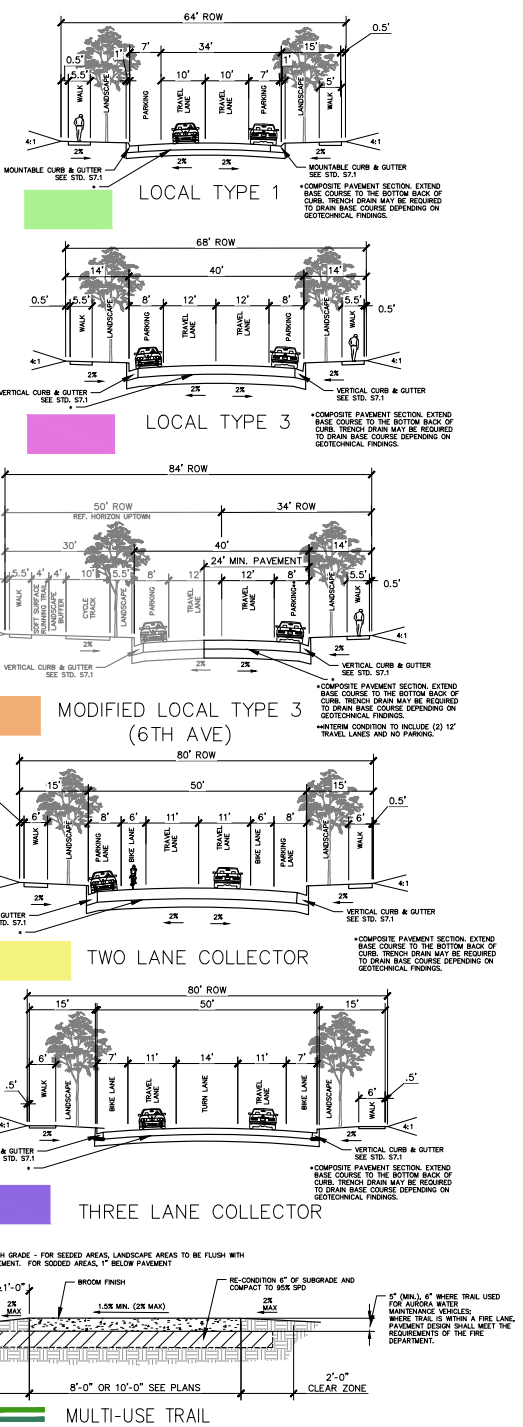
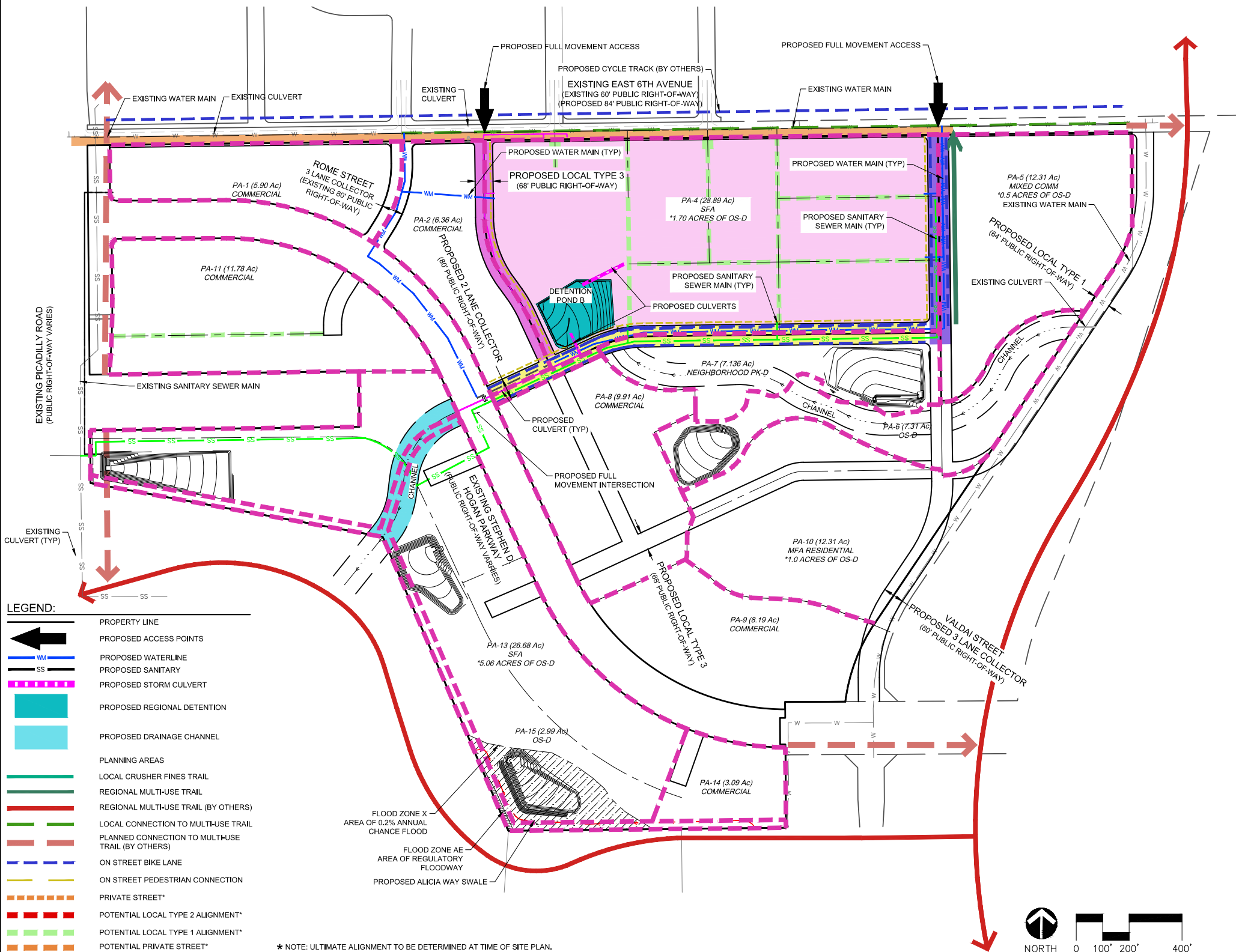
AURORA ONE
PUBLIC IMPROVEMENT PLAN (PIP)
PLANNING AREAS PA-2 EXHIBIT



NOTES:

SOME OR ALL OF THE PLANNING AREAS 2, 4, 5, 7, 8, 9, AND 10 LOCATED NORTH OF STEPHEN D. HOGAN PARKWAY (SDH PKWY) MAY BE DEVELOPED FIRST AND SERVED BY STORMWATER INFRASTRUCTURE (CHANNELS, DETENTION, WATER QUALITY, EURV, ETC.) LOCATED IN PAS 3, 6, AND 12, AS SHOWN ON THIS MD AND PIP. PROVIDING THE PROPOSED STORMWATER INFRASTRUCTURE CAN SUPPORT THE DEVELOPMENT(S) AS APPROVED IN THE REQUIRED PRELIMINARY AND FINAL DRAINAGE REPORTS TO BE SUBMITTED FOR THE FILINGS. THE DESIGN OF THE OUTFALL TO COAL CREEK SHALL BE COORDINATED AND APPROVED BY MHFD AND THE CITY. SOME ADDITIONAL PLANNING AREAS NORTH AND SOUTH OF SDH PKWY MAY BE DEVELOPED WITH INSTALLATION OF INTERIM STORMWATER INFRASTRUCTURE THAT MEET WATER QUALITY AND DETENTION REQUIREMENTS, AS APPROVED BY THE CITY OF AURORA IN A MASTER DRAINAGE AMENDMENT, PRELIMINARY DRAINAGE REPORT, AND FINAL CIVIL AND DRAINAGE PLANS. ANY INTERIM FACILITIES SHALL BE CONSTRUCTED TO THE CITY AND MHFD CRITERIA AND STANDARDS. FINAL DEVELOPMENT OF THE REMAINING PLANNING AREAS NORTH AND SOUTH OF SDH PKWY SHALL BE CONTINGENT UPON MASTER DRAINAGE AMENDMENT, PRELIMINARY DRAINAGE, FINAL DRAINAGE AND CIVIL PLANS APPROVED BY THE CITY OF AURORA AND MILE HIGH FLOOD DISTRICT.

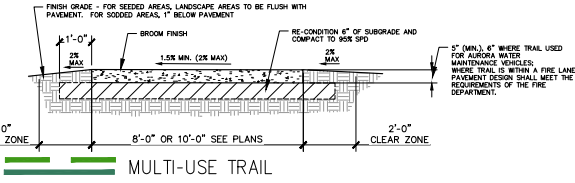
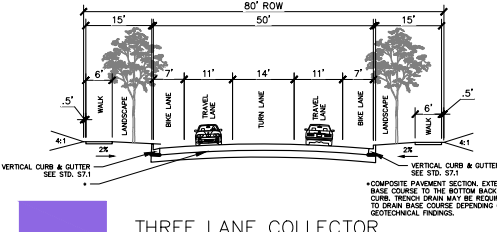
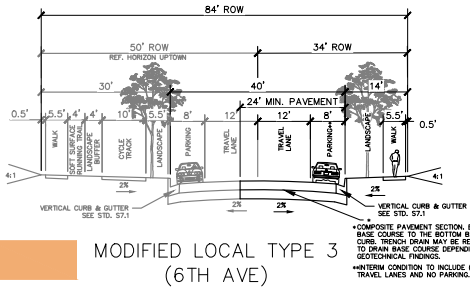
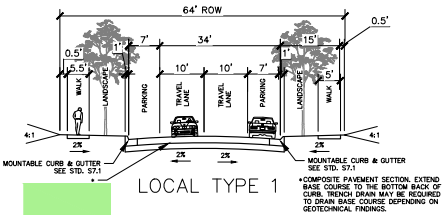
**AURORA ONE
PUBLIC IMPROVEMENT PLAN (PIP)
PLANNING AREAS PA-4 EXHIBIT**



NOTES:

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**AURORA ONE
PUBLIC IMPROVEMENT PLAN (PIP)
PLANNING AREAS PA-5 EXHIBIT**

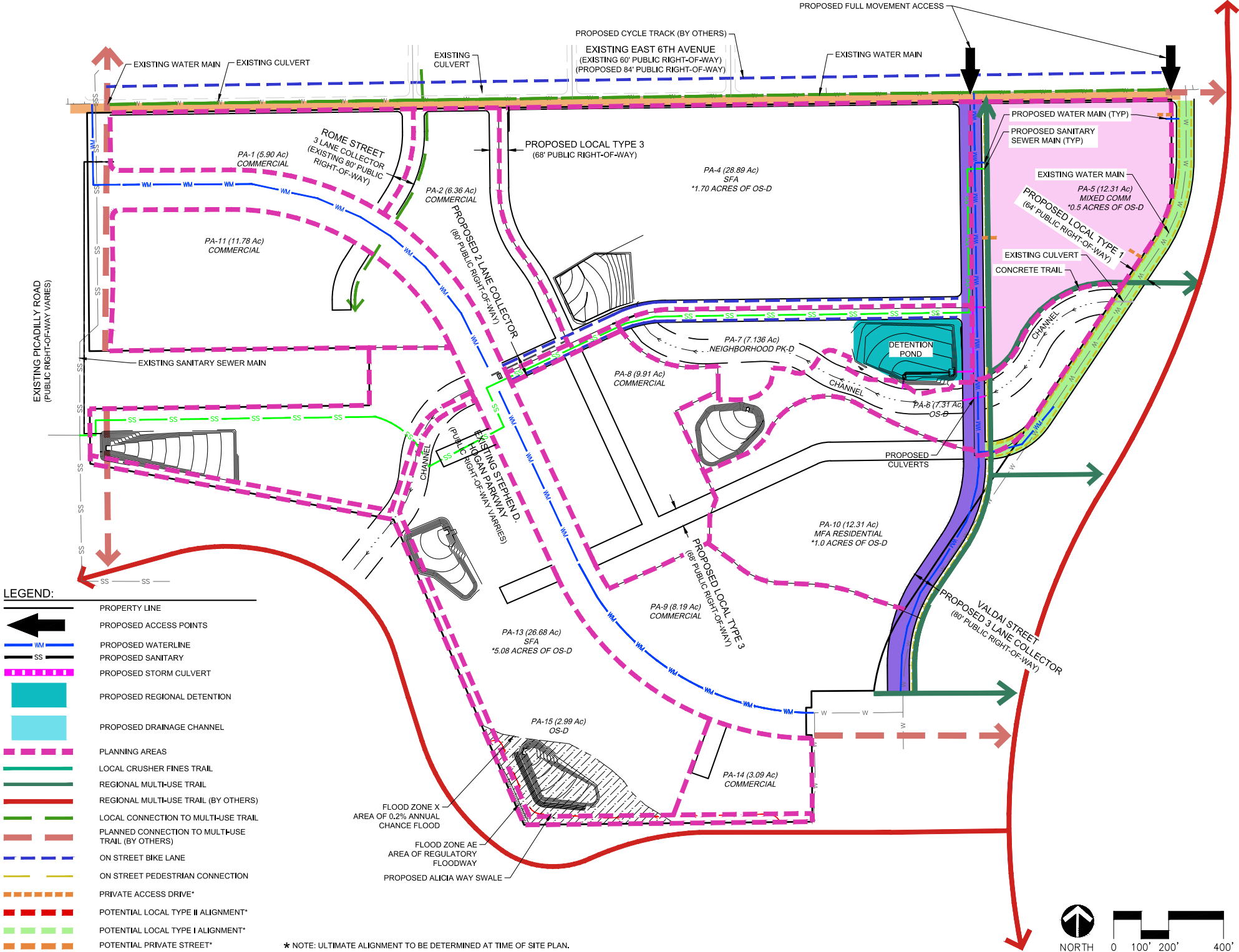


NOTES:

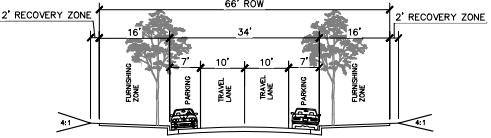
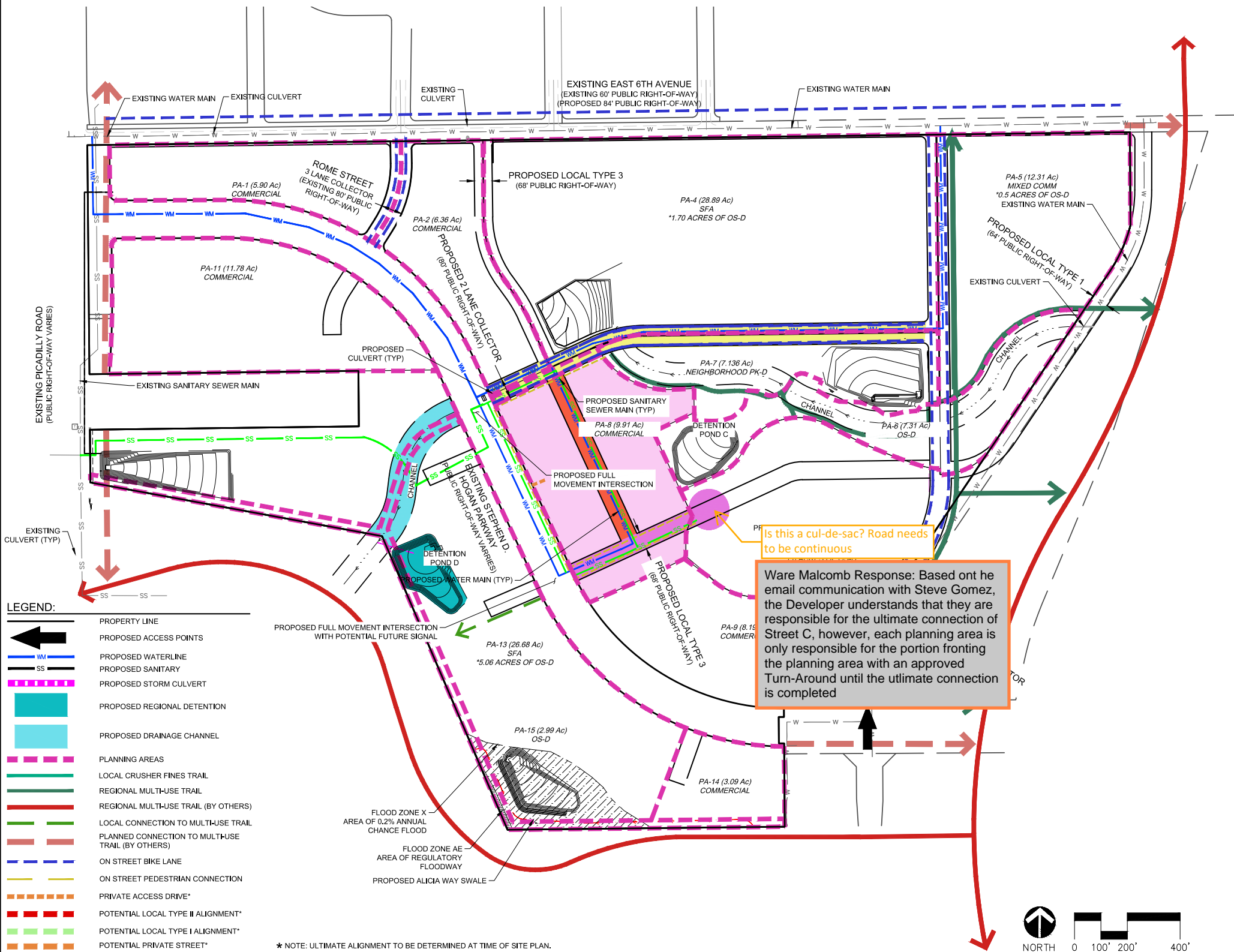
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WARE MALCOMB

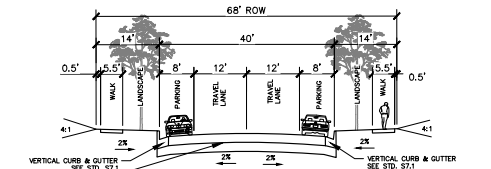
**AURORA ONE
PIP PLANNING
AREA EXHIBITS
Sheet 7 OF 14**



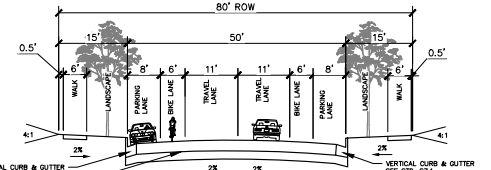
AURORA ONE
PUBLIC IMPROVEMENT PLAN (PIP)
PLANNING AREAS PA-8 EXHIBIT



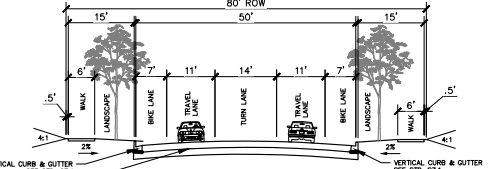
LOCAL URBAN-2 LANES
(WALKABLE MAINSTREET)



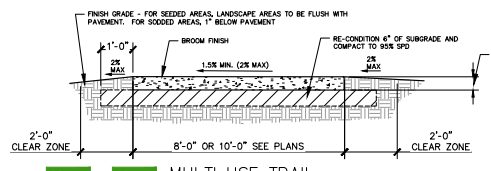
LOCAL TYPE 3



TWO LANE COLLECTOR



THREE LANE COLLECTOR



MULTI-USE TRAIL

NOTES:

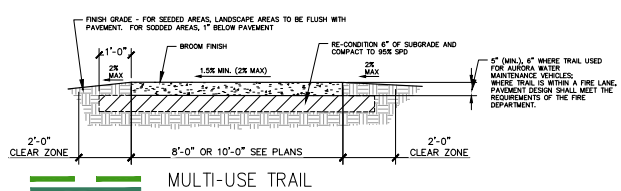
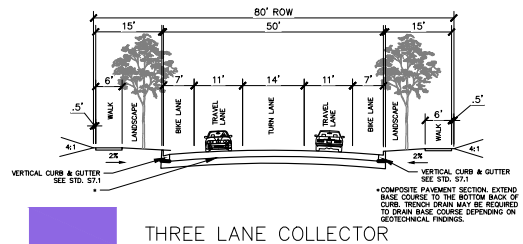
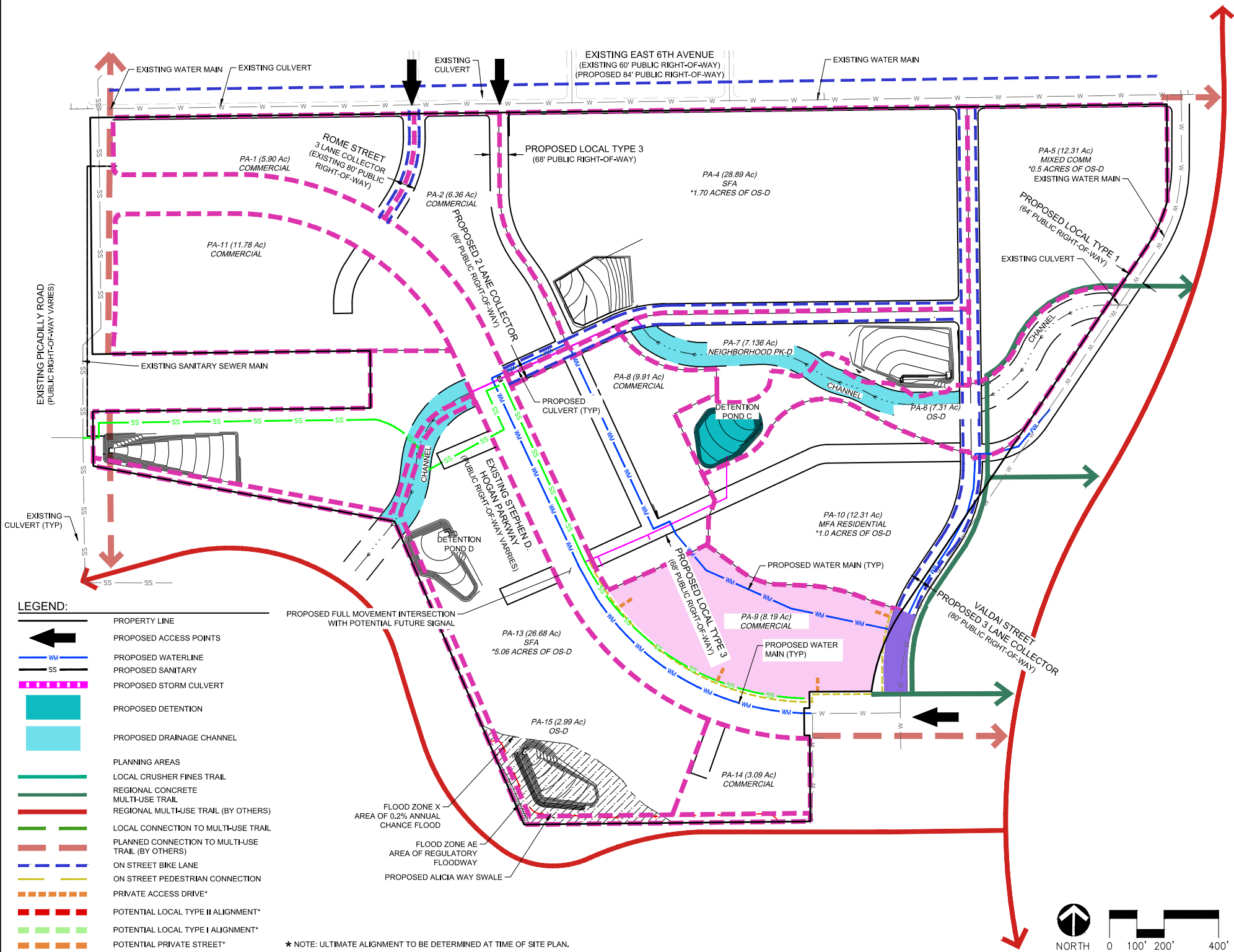
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AURORA ONE
PIP PLANNING
AREA EXHIBITS
Sheet 9 OF 14

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Planning / Landscaping / Architectural / Interior Design

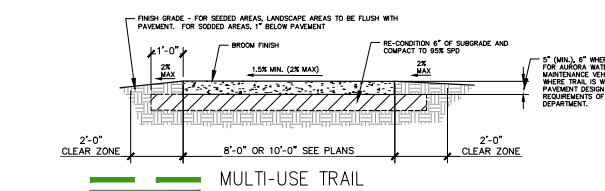
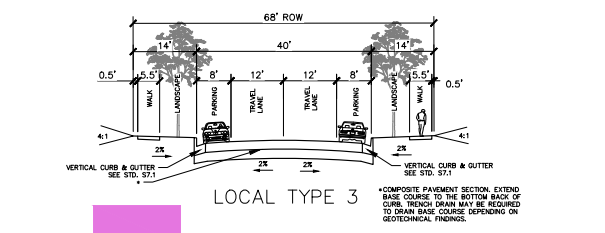
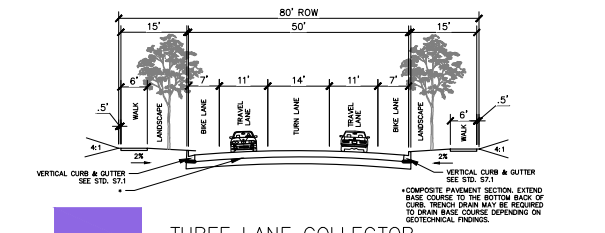
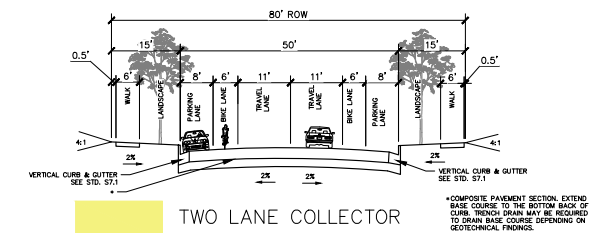
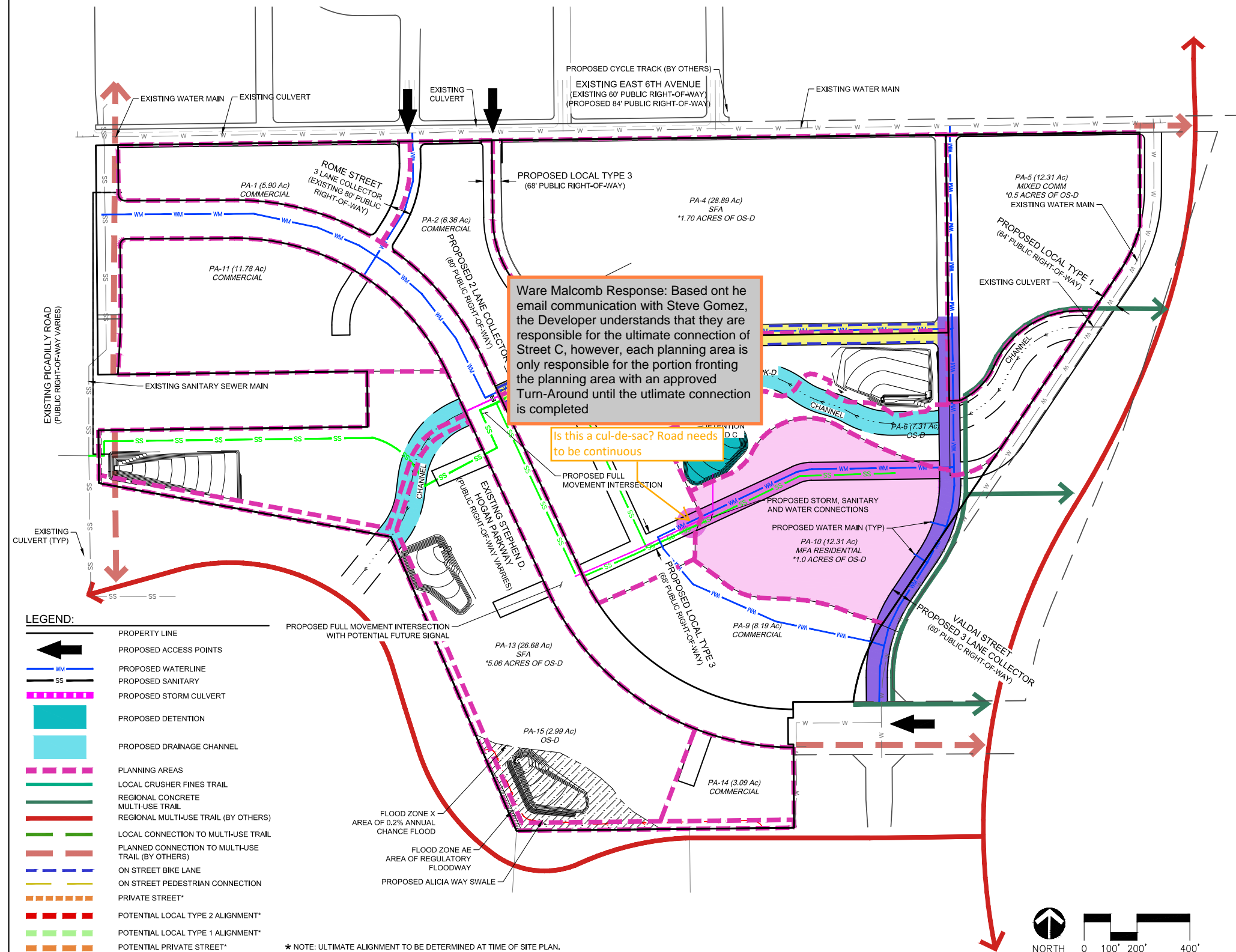
AURORA ONE
PUBLIC IMPROVEMENT PLAN (PIP)
PLANNING AREAS PA-9 EXHIBIT



NOTES:

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AURORA ONE
PUBLIC IMPROVEMENT PLAN (PIP)
PLANNING AREAS PA-10 EXHIBIT

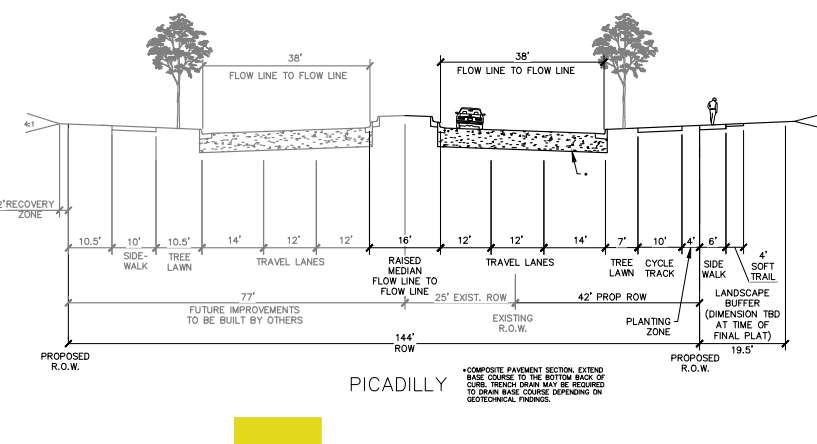
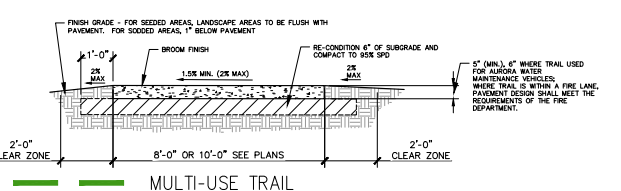
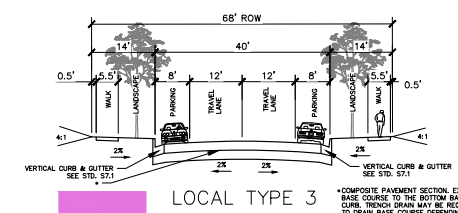
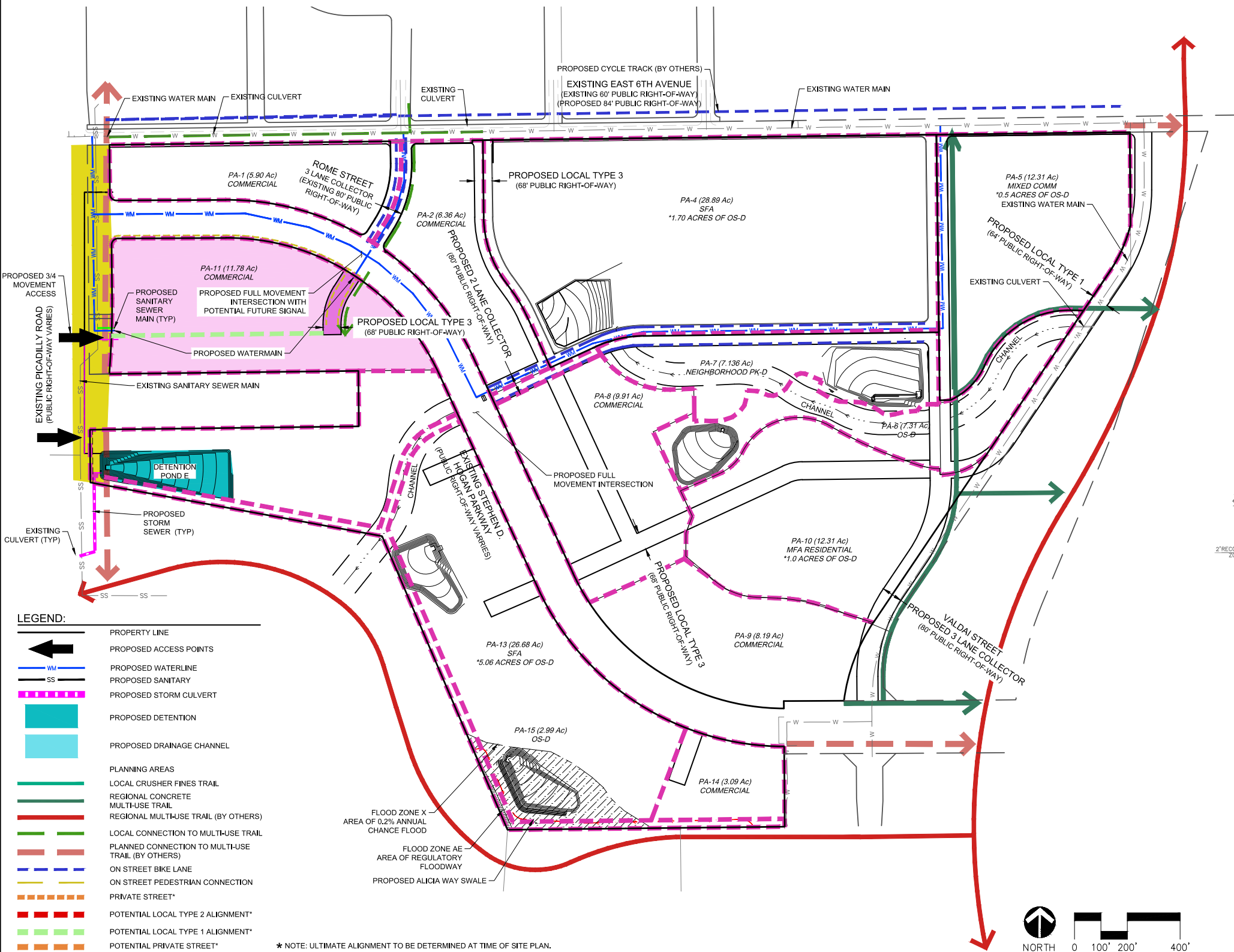


NOTES:

ONE OR ALL OF THE PLANNING AREAS 2, 4, 5, 7, 8, 9, AND 10 LOCATED NORTH OF STEPHEN L. HOGAN PARKWAY (STATE HIGHWAY 10) MAY BE DEVELOPED FIRST AND SERVED BY STORMWATER INFRASTRUCTURE (CHANNELS, DETENTION, WATER QUALITY, ELEV., ETC.) LOCATED IN PAGES 3, 6, AND 12, AS SHOWN ON THIS MD AND PIP, PROVIDING THE PROPOSED STORMWATER INFRASTRUCTURE CAN SUPPORT THE DEVELOPMENT(S) AS APPROVED IN THE REQUIRED PRELIMINARY AND FINAL DRAINAGE REPORTS TO BE SUBMITTED FOR THE FILINGS. THE DESIGN OF THE OUTFALL TO COAL CREEK SHALL BE COORDINATED AND APPROVED BY MHFD AND THE CITY. SOME ADDITIONAL PLANNING AREAS NORTH AND SOUTH OF SDH PKWY MAY BE DEVELOPED WITH INSTALLATION OF INTERIM STORMWATER INFRASTRUCTURE THAT MEET WATER QUALITY AND DETENTION REQUIREMENTS, AS APPROVED BY THE CITY OF AURORA IN A MASTER DRAINAGE AMENDMENT, PRELIMINARY DRAINAGE, FINAL DRAINAGE AND CIVIL PLANS. ANY INTERIM FACILITIES SHALL BE CONSTRUCTED TO THE CITY OF MHFD'S CRITERIA AND STANDARDS. FINAL DEVELOPMENT OF THE REMAINING PLANNING AREAS NORTH AND SOUTH OF SDH PKWY SHALL BE CONTINGENT UPON MASTER DRAINAGE AMENDMENT, PRELIMINARY DRAINAGE, FINAL DRAINAGE AND CIVIL PLANS APPROVED BY THE CITY OF AURORA AND MILE HIGH FLOOD DISTRICT.

AURORA ONE
PIP PLANNING
AREA EXHIBITS
Sheet 11 OF 14

AURORA ONE
PUBLIC IMPROVEMENT PLAN (PIP)
PLANNING AREAS PA-11 EXHIBIT



NOTES:

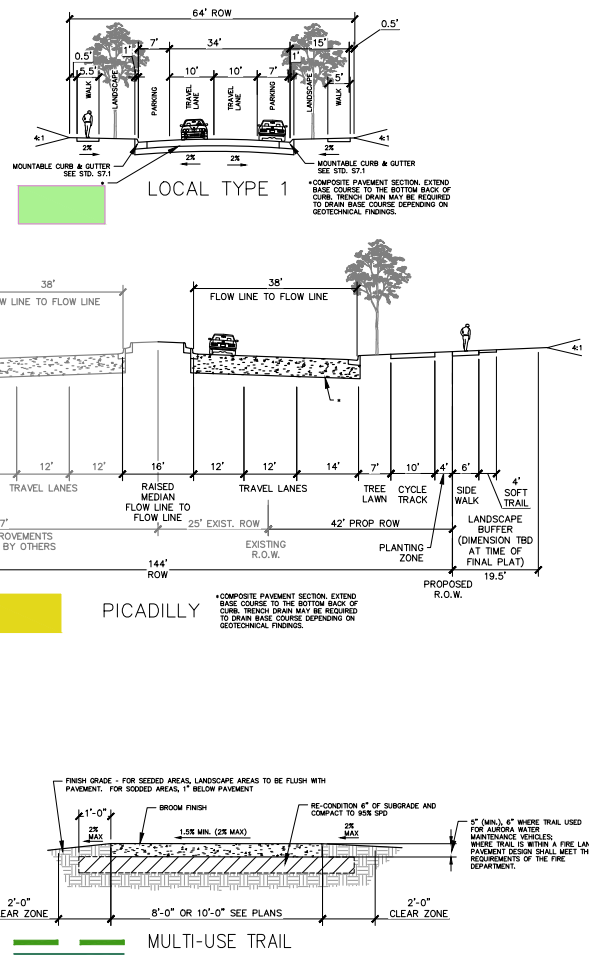
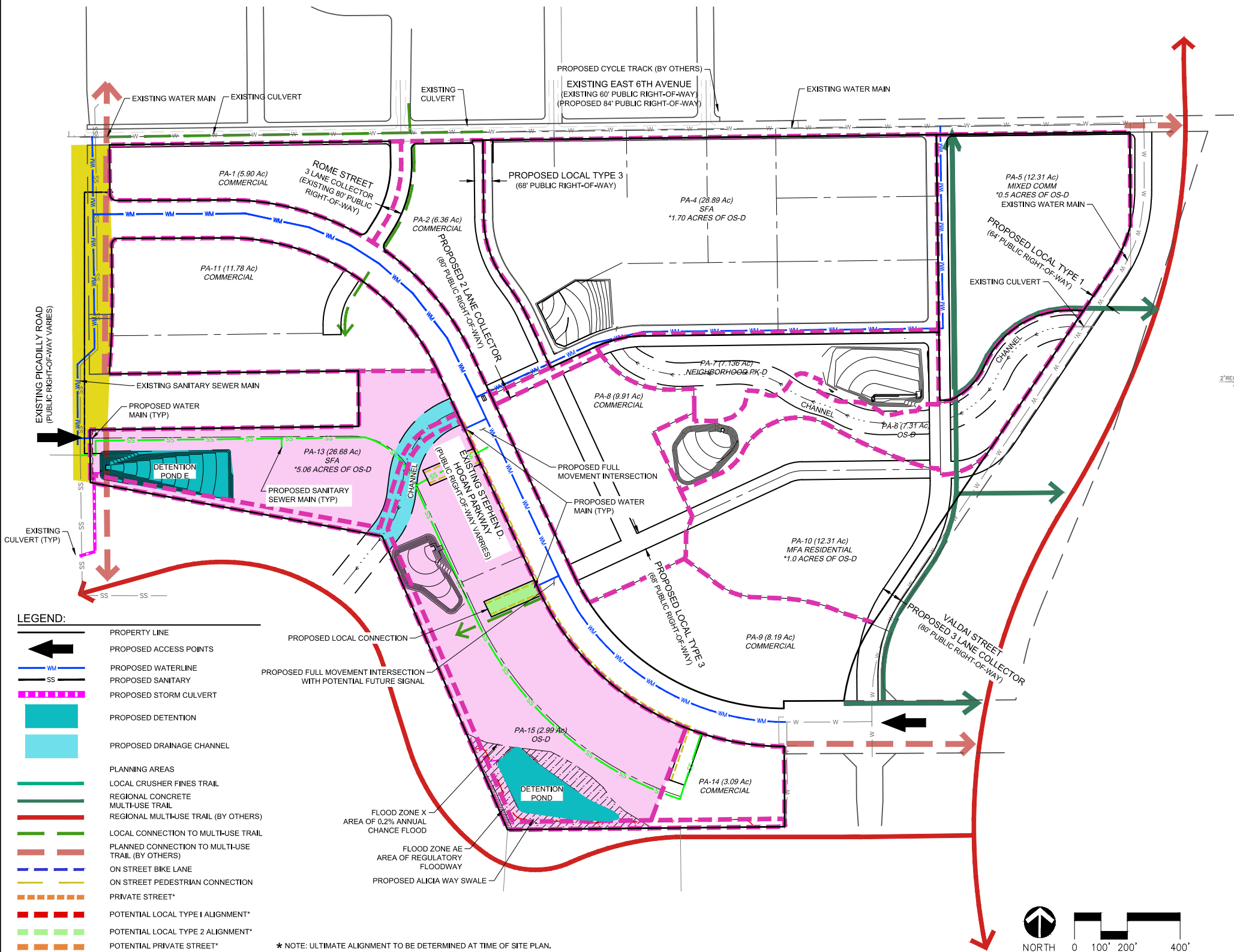
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AURORA ONE
PIP PLANNING
AREA EXHIBITS
Sheet 12 OF 14

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associates inc.
2953 South Peoria Street, Ste 101
Aurora, Colorado 80014
303-770-7201 FAX 770-7132
Planning & Engineering Solutions

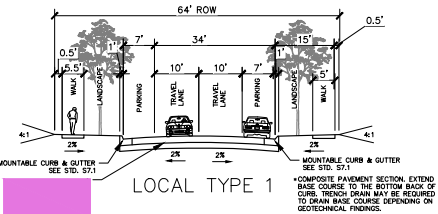
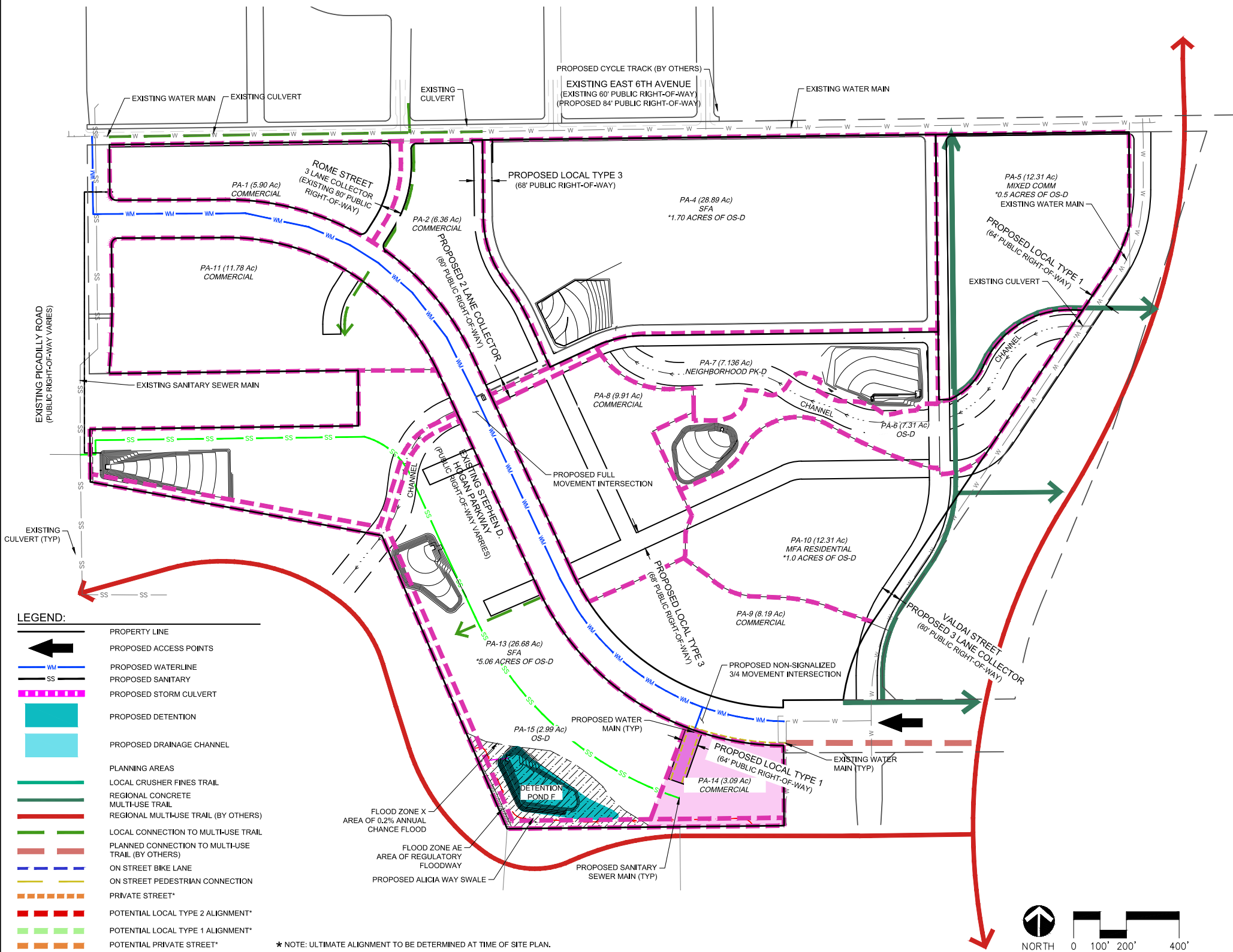
**AURORA ONE
PUBLIC IMPROVEMENT PLAN (PIP)
PLANNING AREAS PA-13 EXHIBIT**



NOTES:

SOME OR ALL OF THE PLANNING AREAS 2, 4, 5, 7, 8, 9, AND 10 LOCATED NORTH OF STEPHEN D. HOGAN PARKWAY (SDH PKWY) MAY BE DEVELOPED FIRST AND SERVED BY STORMWATER INFRASTRUCTURE (CHANNELS, DETENTION, WATER QUALITY, EURY, ETC.) LOCATED IN PAS 3, 6, AND 12, AS SHOWN ON THIS MD AND PIP, PROVIDING THE PROPOSED STORMWATER INFRASTRUCTURE CAN SUPPORT THE DEVELOPMENT(S) AS APPROVED IN THE REQUIRED PRELIMINARY AND FINAL DRAINAGE REPORTS TO BE SUBMITTED FOR THE FILINGS. THE DESIGN OF THE OUTFALL TO COAL CREEK SHALL BE COORDINATED AND APPROVED BY MHFD AND THE CITY. SOME ADDITIONAL PLANNING AREAS NORTH AND SOUTH OF SDH PKWY MAY BE DEVELOPED WITH INSTALLATION OF INTERIM STORMWATER INFRASTRUCTURE THAT MEET WATER QUALITY AND DETENTION REQUIREMENTS, AS APPROVED BY THE CITY OF AURORA IN A MASTER DRAINAGE AMENDMENT, PRELIMINARY DRAINAGE REPORT, AND FINAL CIVIL AND DRAINAGE PLANS. ANY INTERIM FACILITIES SHALL BE CONSTRUCTED TO THE CITY AND MHFD CRITERIA AND STANDARDS. FINAL DEVELOPMENT OF THE REMAINING PLANNING AREAS NORTH AND SOUTH OF SDH PKWY SHALL BE CONTINGENT UPON MASTER DRAINAGE AMENDMENT, PRELIMINARY DRAINAGE, FINAL DRAINAGE AND CIVIL PLANS APPROVED BY THE CITY OF AURORA AND MILE HIGH FLOOD DISTRICT.

AURORA ONE
PUBLIC IMPROVEMENT PLAN (PIP)
PLANNING AREAS PA-14 EXHIBIT



NOTES:

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