

4.6 Form F-1: Urban Design Standards Matrix

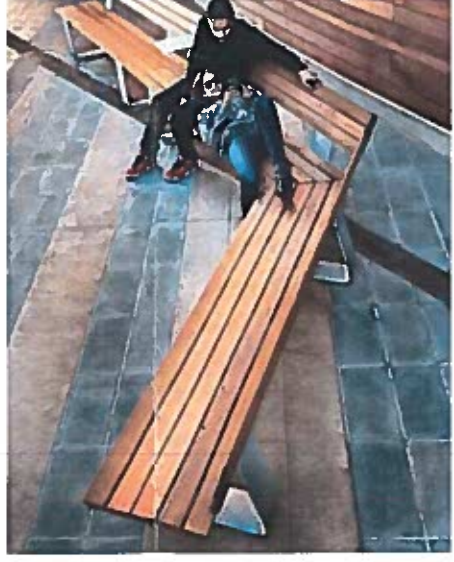
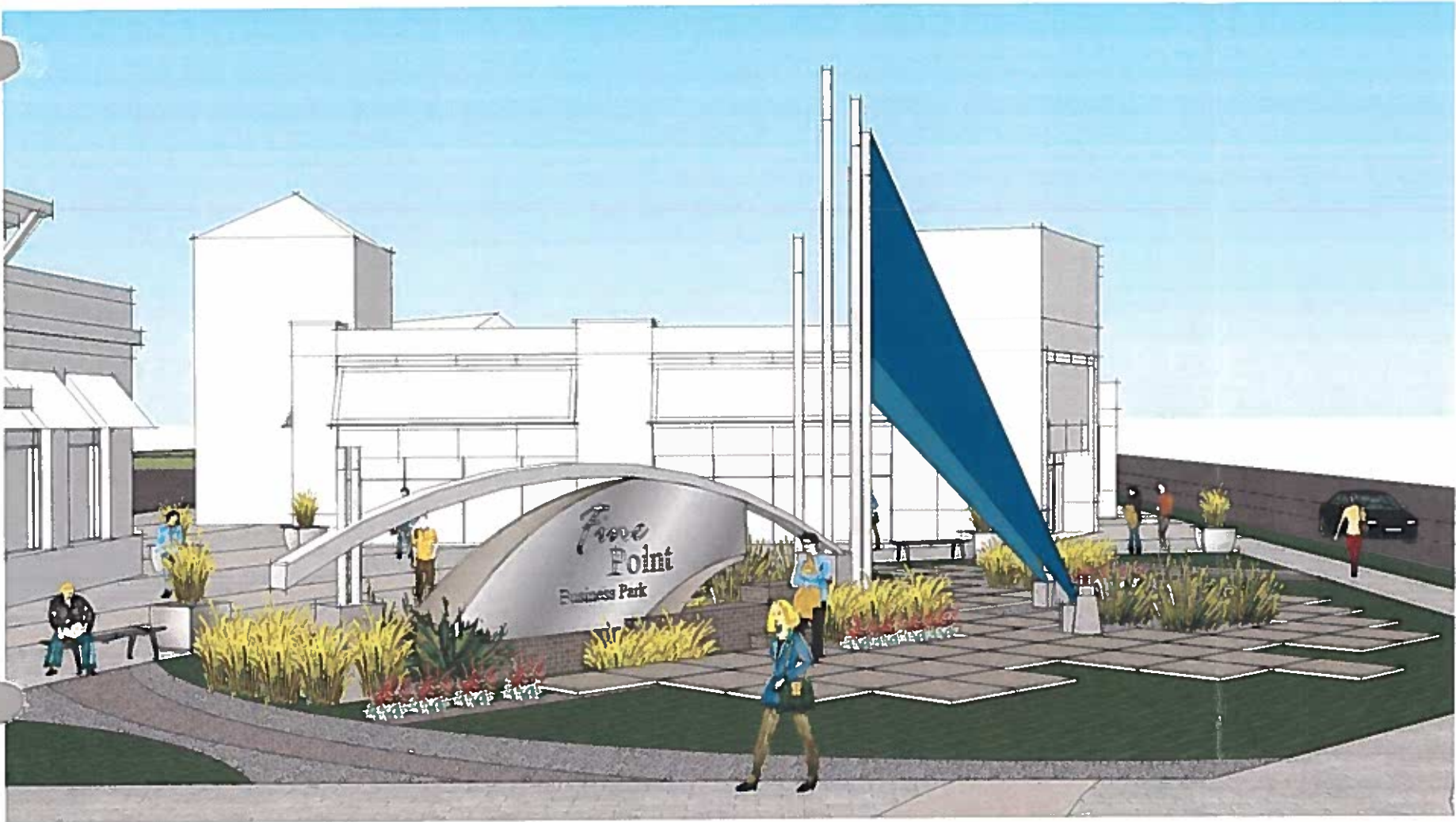
AREAS OF MONUMENTATION TO
BE DEFINED IN PHASED SITE
PLAN SUBMISSIONS

Special Urban Design Feature	Commercial Area Brief Description of the Feature	Industrial Areas Brief Description of the Feature	Location of the Standards in Application Package
1. Entry Monumentation	The primary monuments at Fine Point Business Park will be located on the corners of 56th Ave and both Powhatan Rd. and Jackson Gap Rd. We have elected to utilize clean, contemporary design of both lines and materials on these monuments, to connect the site to the open sky and to be reflective of the proximity to DIA.	Not applicable since the primary and secondary monumentation will exist around the Fine Point perimeter, and not adjacent to industrial.	Imagery is located in the Urban Design Standards - TAB 10.2-10.4
2. Retaining Walls	Given the relatively gentle nature of the site we do not anticipate a significant use of retaining walls on the project. If site specific retaining walls are required we anticipate a variety of earth toned modular walls that integrate random sizes and patterns for interest. Walls over 30" shall be required to have a railing.	Same as commercial area requirements when visible from public ROW. No requirements when screened from public view.	
3. Fence and privacy walls	Privacy walls and screening will be present within the development and can consist of masonry walls (including pre-cast walls) or columns with wood or metal screening. Fencing shall include the ability for inclusion of security fencing as well as ornamental iron fencing with masonry columns along public streets and open space.	Same as commercial area requirements when visible from public ROW. No requirements when screened from public view, chain link fencing is permissible.	Imagery is located in the Urban Design Standards - TAB 10.5-10.7
4. Lighting Standards	We are utilizing modern light fixtures of different scale for pedestrian and parking areas, that are intended to compliment the architectural and urban design styles at Fine Point Business Park. Also, accent lighting will be utilized to highlight prominent architectural features and signage. All lighting shall employ photo sensors, or timers, or dimmers. Lighting shall be reduced by a minimum of 50% between 1 hour after close and 1 hour before opening. Lighting required for safe, secure and efficient operation shall be exempted from the 50% dimming requirements. LEDs or other efficient lighting is encouraged. Lights in the public ROW shall meet COA standards.	Same as commercial area requirements when visible from public ROW. When not visible from public ROW, light fixtures may be of any style and do not need to comply with the imagery in shown in TAB 10.8. Accent lighting is not required in industrial areas.	Imagery is located in the Urban Design Standards - TAB 10.8
5. Paving Standards	Paving and hardscape shall integrate colored banding and scoring patterns to delineate circulation areas from gathering areas. Detailing and texture should be used to further emphasize and enhance significant public spaces and entrances.	No requirements.	Imagery is located in the Urban Design Standards - TAB 10.9
6. Street Furniture Standards	Modern furnishing with clean, sleek lines will be utilized within the Fine Point Business Park to compliment the architecture and to unify the public spaces throughout.	No requirements.	Imagery is located in the Urban Design Standards - TAB 10.10
7. Signage Standards	Primary and secondary monument signs will be complimentary to each other while defining a signage hierarchy. Primary signage will be more vertical in nature as a means of standing out. Way finding signage may also be integrated within the Business Park for both vehicles and pedestrians.	Same as commercial area.	Imagery is located in the Urban Design Standards - TAB 10.11
8. Special Neighborhood Concepts	As a mixed use development, enhanced pedestrian areas and entrance plazas can be incorporated to tie different types of uses together within the development. These can also serve to distinguish between pedestrian and vehicular use areas, enhancing the spatial experience at Fine Point.	A small entrance plaza with seating shall be provided at the main entrance to industrial buildings. The plaza shall include landscaping including trees.	Imagery is located in the Urban Design Standards - TAB 10.12
9. Special Facilities and Structures Such as Clubhouses and Recreational Facilities	We do not anticipate any special facilities or structures within the Business Park, due to the lack of residential within the development.	Same as commercial area.	
10. Other		Specific industrial area design standards.	Imagery is located in the Urban Design Standards - TAB 10.13

The design standards listed in this matrix implement the design themes of the Master Plan and are intended to complement and exceed Airport District (AD) and other ordinance standards. Unless a waiver has been specifically requested and granted, if a conflict should exist between any specific provisions of this matrix and any other ordinance standards, the higher standards shall govern.

All the photos and illustrations referenced by this matrix are representative of the level of design quality by this Master Plan.

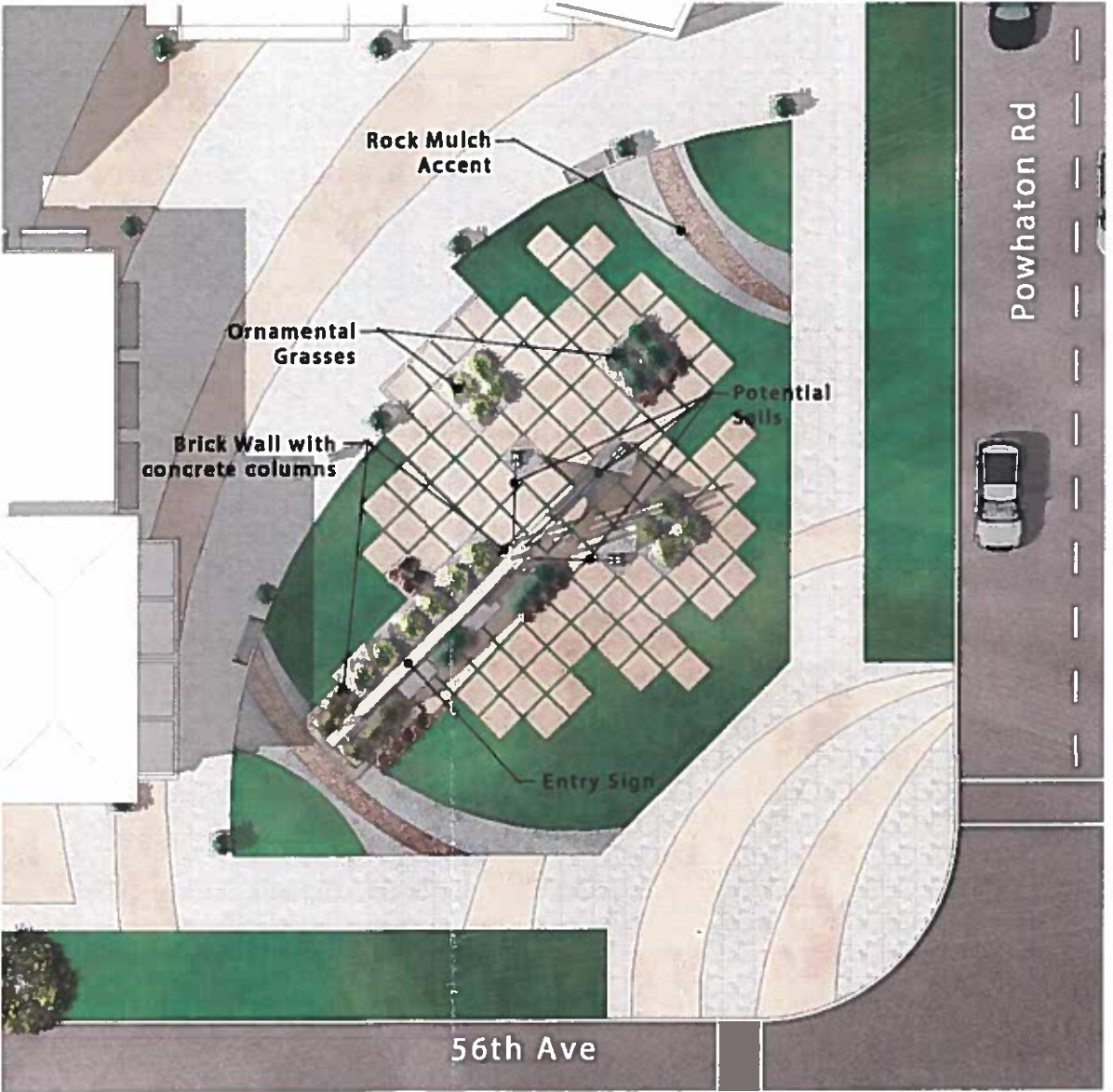
Final designs to be submitted at the Site Pan level will not necessarily duplicate the exact illustrations, but will contain the same themes and dimensions as shown, and will be at the same or higher level of design quality, extent, and detail.



The primary monumentation : intended to be a clean, contemporary feature connecting the site to the vast open sky. Materials unite to create habitable spaces within the site with dramatic results. Streetscape components tie together materials and forms of buildings, plazas , and pedestrian friendly environments. These components are also intended to reflect and pay tribute to the architecture of DIA and the greater Denver Region using when appropriate locally sourced material.

Mostly native plantings will pay tribute to the dry land prairie and aeolian history of the site. Site furnishing and lighting will be integrated through out the site. Seating and shade should be used when appropriate where people might gather or in high traffic areas.

Signs will comply with the City of Aurora sign code. Graphics shown here are not to scale.



October 6, 2015

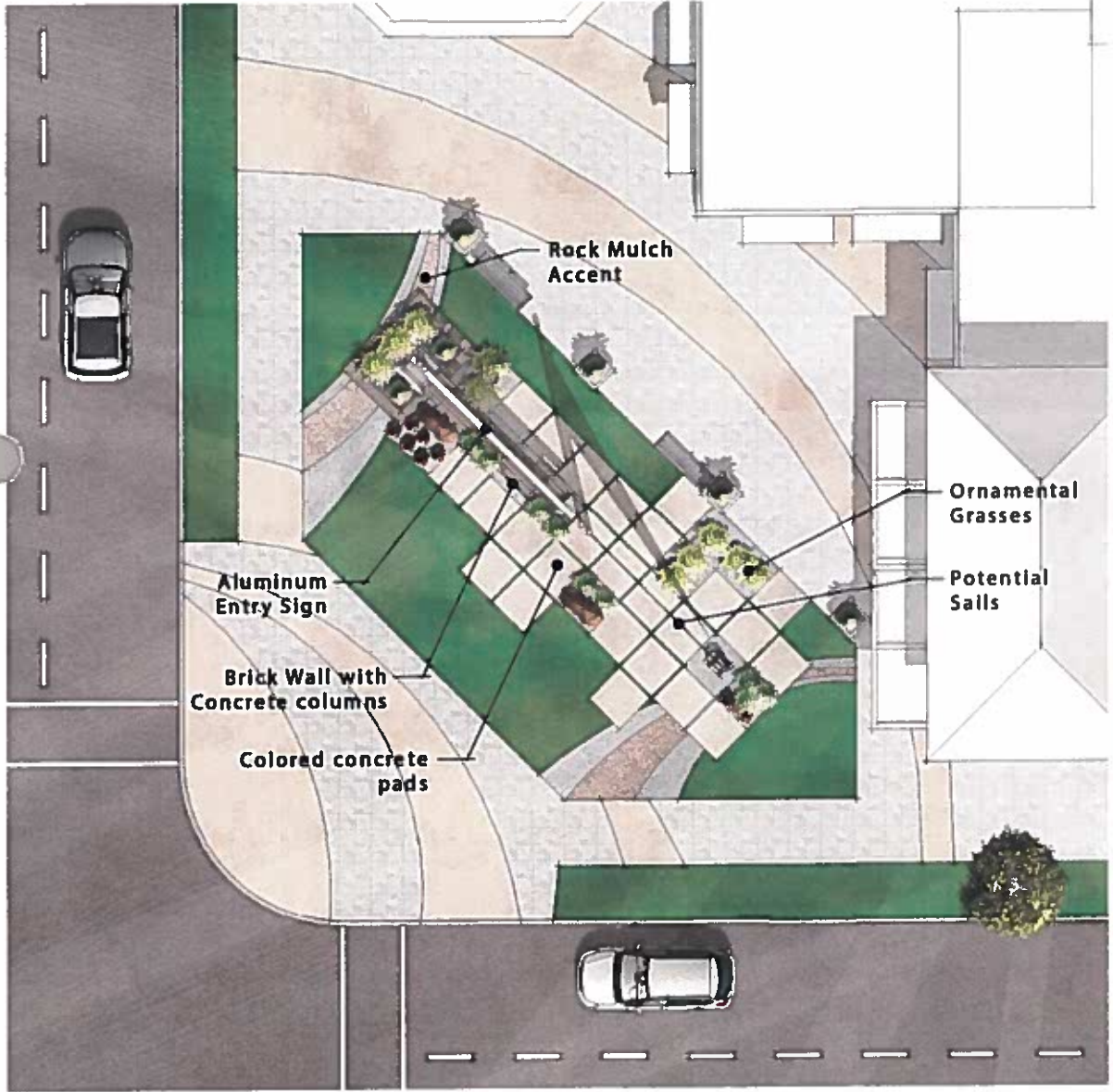
Page 10.2

TAB TEN

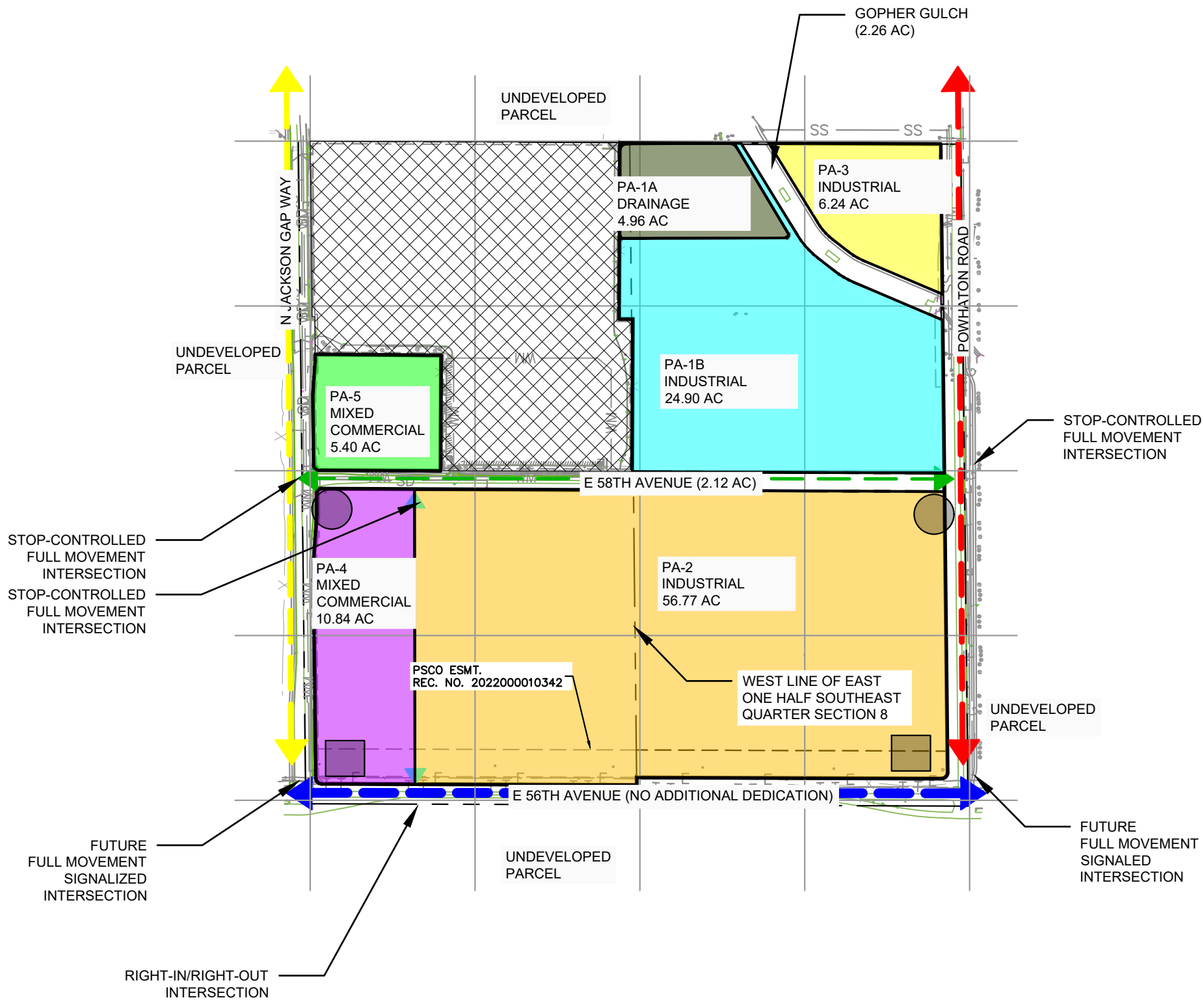
Secondary Monuments: A simplified version of the primary entry monument, using similar materials and vegetation create continuity from one end of the site to the other which pay tribute to the aeronautical location. Seating , planters, and similar site furnishings will be used throughout the site.

Secondary monumentation should be human scaled and reflect the larger picture of project materials, forms and furnishings. When appropriate, seating and shade should be integrated. Both primary and secondary monumentation should be integrated into landscape areas to soften and compliment the architectural forms.

Signs will comply with the City of Aurora sign code. Graphics shown here are not to scale.

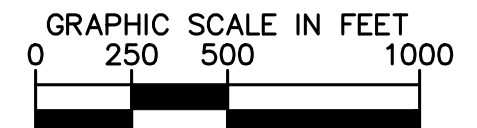
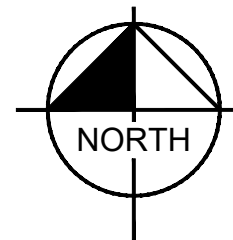


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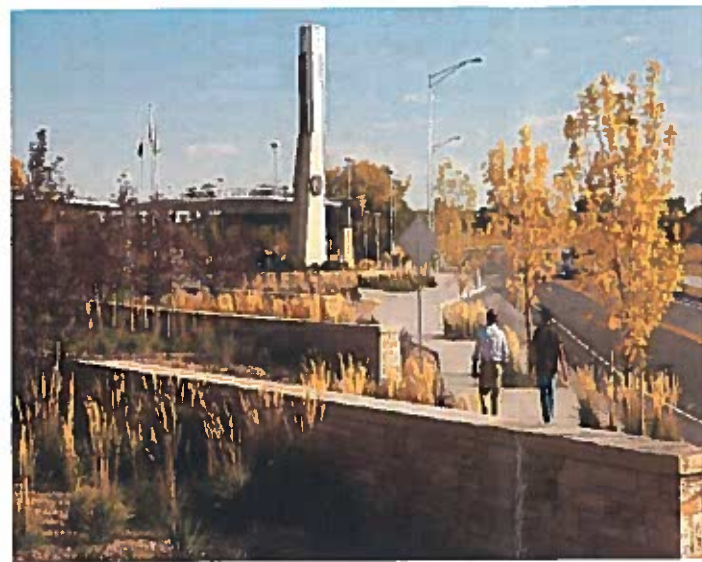
LEGEND:

PA-1A DRAINAGE	
PA-1B INDUSTRIAL	
PA-2 INDUSTRIAL	
PA-3 INDUSTRIAL	
PA-4 MIXED COMMERCIAL	
PA-5 MIXED COMMERCIAL	
AIRPORT PARKING	
PROPOSED LOCAL ROADWAY (PRIVATE)	
2 LANE COLLECTOR ROADWAY EXTENSION (PUBLIC)	
4 LANE COLLECTOR ROADWAY EXTENSION (PUBLIC)	
4 LANE ARTERIAL ROADWAY EXTENSION (PUBLIC)	
6 LANE ARTERIAL ROADWAY EXTENSION (PUBLIC)	
EASEMENT	
10-ACRE REFERENCE GRID	
PRIMARY MONUMENTS	
SECONDARY MONUMENTS	





RETAINING WALLS - may be made from modular concrete masonry units, but shall integrate random sizes and patterns and shall be textured. ~~Colors that complement adjacent architecture shall be used.~~ Walls over 30" shall be required to have a railing.



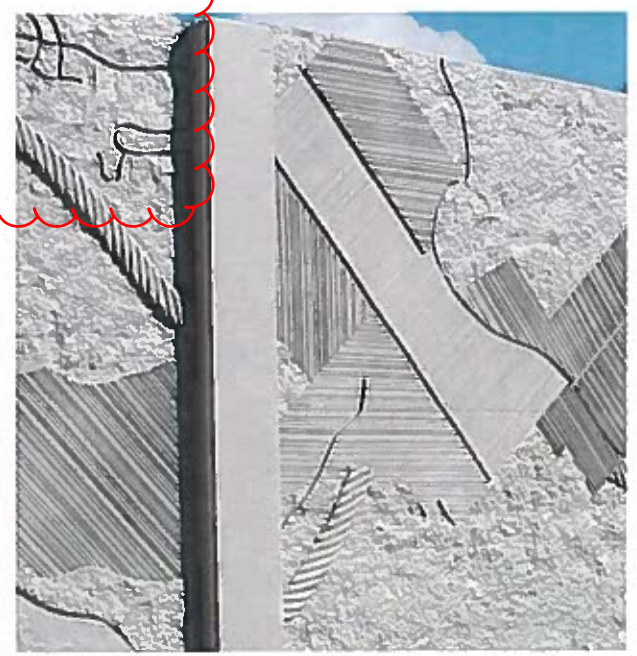
MINIMAL USE WITH REVISED INDUSTRIAL USAGE

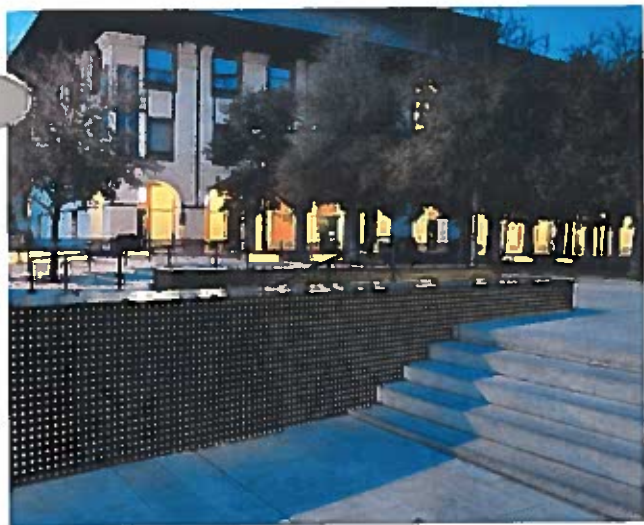


Masonry walls may be incorporated within pedestrian traffic areas, or be used for fencing and screening purposes.

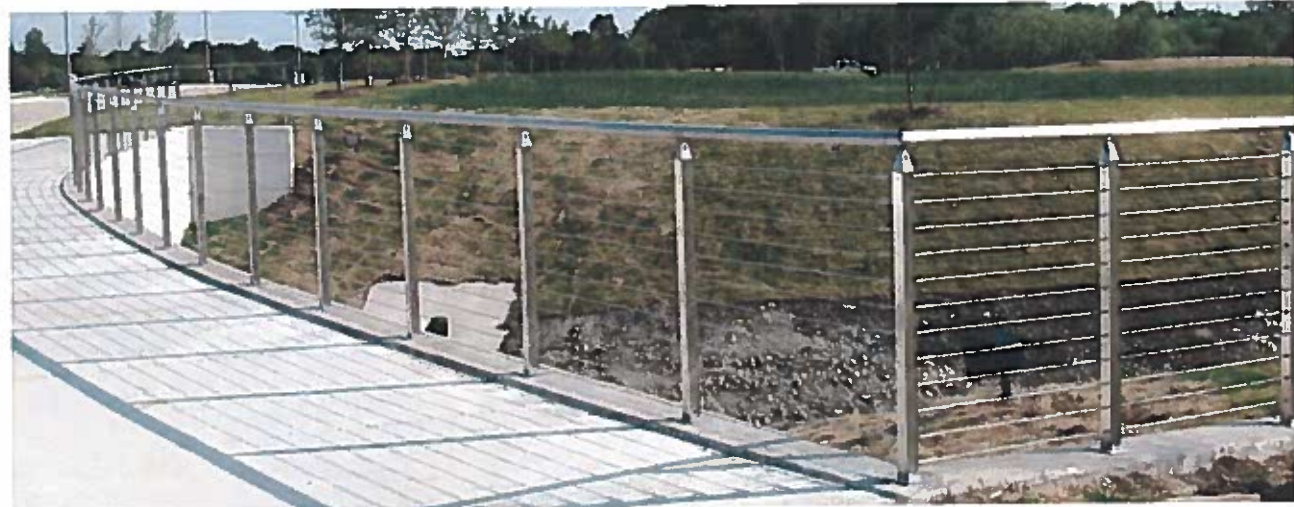
The use of interesting forms and textures are encouraged to be integrated on expansive surfaces, whether they are made from one consistent material or whether multiple materials are integrated with each other.

MASONRY WALLS & COLUMNS - May be: poured or cast concrete, natural or manufactured stone, ground or split face CMU, or brick.





Railings should be contemporary in nature and should compliment the design style of the public space, while serving it's function in spatial definition and safety



Ornamental fencing with masonry columns



Fencing may be utilized in the Fine Point Business Park for a variety of reasons. It may be needed for screening of mechanical uses and trash areas, in which instances, solid fencing up to 8' tall shall be permitted. Also, fencing may be utilized for security purposes, and can consist of 8' tall Omega fencing interior to the parcel. Along streets and adjacent to public open space, ornamental fencing shall be provided with masonry columns interspersed to break up long fencing runs.



Solid wood screen fencing may be utilized with slats running either horizontally or vertically. If used, masonry columns shall be consistent with those used in conjunction with the ornamental iron fence.



Horizontal Privacy Fencing

FENCE USED ALONG INTERIOR LOT LINES



Omega Fencing



Ornamental Fencing

TRASH ENCLOSURE / SCREENING



Masonry Wall with Metal Gates



Steel Fencing



Masonry Wall with Overhead Structure

PERIMETER FENCING ALONG ROADS AND OPEN SPACE



Ornamental Fence with Masonry Columns



Wood Fence with Masonry Columns



Precast Concrete Wall Panels



Precast Concrete Wall Panels with Ornamental Fencing



Security Fencing



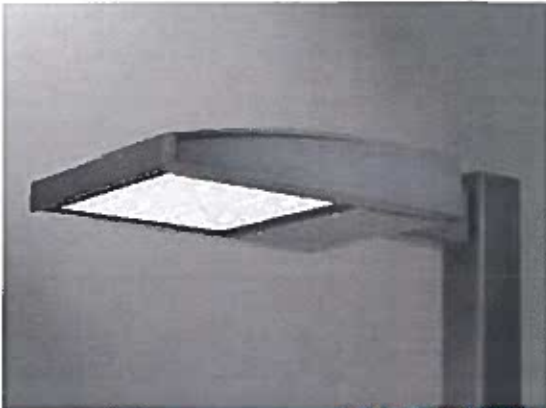
Masonry Wall with Ornamental Fencing

Lighting - General and Accent



Streamlined and subtle fixtures provide accent and safety lighting along interior pedestrian corridors and between high traffic areas. Lights can highlight prominent architectural features, signage and art exhibits but should be sensitive to upward glow, to limit lighting pollution. Also, high efficiency lighting should be considered where applicable.

Parking lights and Street Oriented Lighting



Proposed Gleon - Light fixture for use in parking areas.



Street Light - Xcel standard "Gardco" luminaire.

Public streetlights shall meet COA standards.



Pedestrian Lighting
Architectural Area Lighting:
Flex Series LED-FH



Architectural Accent Lighting that
compliments the pedestrian lights.
Architectural Area Lighting:
Flex Series LED-FH



Pedestrian Lighting
Architectural Area Lighting:
Flex Series LED-FH

TAB TEN

PAVING, PLAZAS AND ENTRY WAYS



Detailing can add to the way finding hierarchy by showing arrival at important entrances, drop off, and exits.



Colored concrete banding and paving increases visual interest and decreases pedestrian /vehicular circulation speed.



Introducing color pavers or a finer level of texture within large pavement areas, provides a visual respite that can be useful in helping to define gathering areas and spatial entrances.



MINIMAL USE WITH REVISED INDUSTRIAL USAGE



Ground level planter beds helps soften the surrounding plaza and creates a more desirable pedestrian friendly experience. They promote smooth circulation around the trees, while still providing adequate infiltration potential for tree health. Individual planters shall be equipped with an irrigation system to help support healthy plant growth.



Hardscape areas can also be integrated within the landscape to reinforce architectural patterns or bring attention to important elements such as seating areas and entrances.



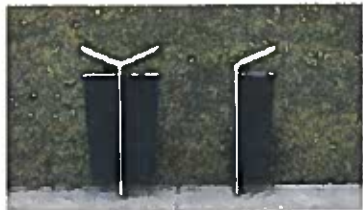
When used in direct correlation with landscape areas and planting, paving patterns, texture and color can be more subtle to bring attention to the adjacent landscape.



MODERN BENCHES



PICNIC TABLES



TRASH RECEPTACLES W/
OPTIONAL STYLES AND
MATERIALS



SHADE STRUCTURES



Clean contemporary site furnishing shall be utilized to compliment the design style and character of Fine Point Business Park. The forms and lines of elements shown here are reminiscent of those used in the monument design and serve to tie the urban design together on many levels.

Planters can be either rectilinear or curvilinear in form, but variety in size and shape shall be utilized within specific areas to provide interest in spatial definition.



SINGLE AND
MULTIPLE BICYCLE
BIKE RACKS

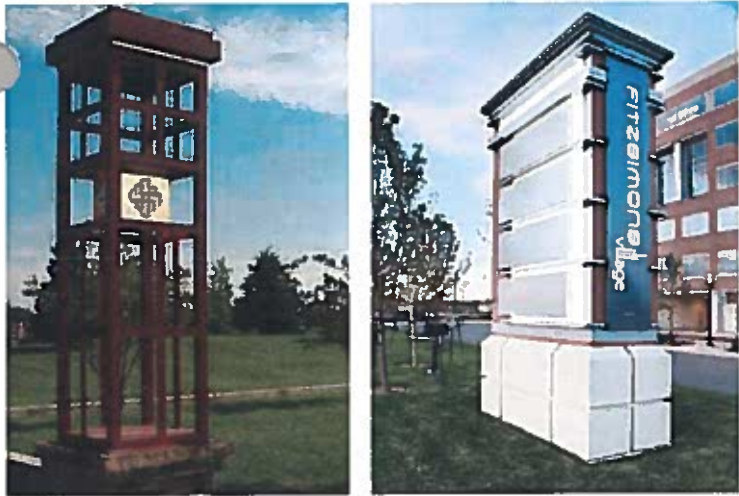


OVERHEAD STRUCTURES
AND TRANSIT STOPS



TAB TEN

PRIMARY PROJECT IDENTIFICATION PRECEDENTS



Vertical elements beyond the pedestrian scale in the range of 10'-15' in height should be used to bring attention to the primary project monumentation. Further, vegetation, paving materials and site furnishings can tie together the project identity.



Lighting should be considered for the monuments to accentuate architectural features and to take advantage of advances in LED technology, which provide the opportunity for unique illuminated forms and features.

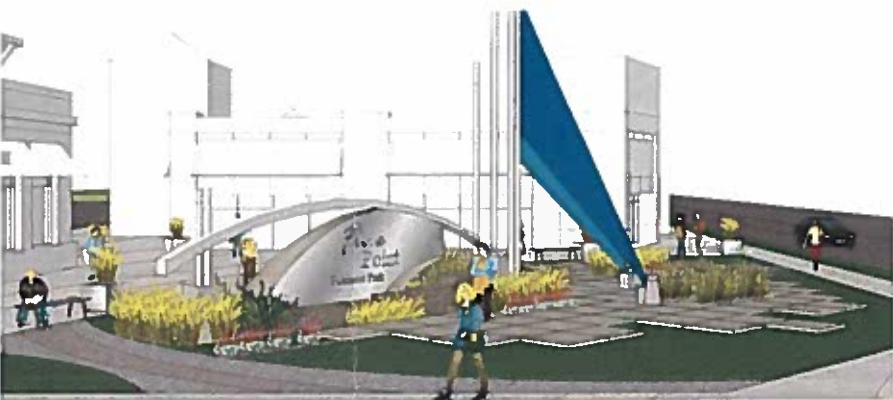
SECONDARY PROJECT IDENTIFICATION



Secondary project identification shall be complimentary to the primary identification, but shall be more horizontal in nature. Creative lighting may be used here to provide consistency in the project identification.



PROPOSED PROJECT IDENTIFICATION



Proposed primary entry monuments feature aeronautical lines and vertical features. Complimentary planting softens the look and ties into the greater landscape plan.



Proposed secondary entry monuments feature aeronautical lines and vertical features but are smaller in scale. Similar materials and forms tie together architectural components and landscape features including paving patterns ,seating and shade.

PEDESTRIAN WAY FINDING



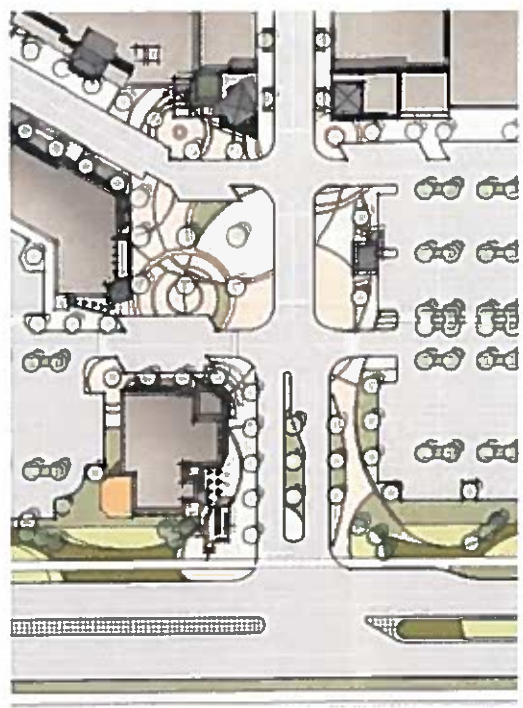
VEHICULAR WAY FINDING



Project identification should be emphasized with strong structural elements and vertical eye catching forms, softened by adjacent planting. A hierarchy of components should read as a family of architectural features using similar materials and forms that may also be reflected in the architecture.



A 'thickend edge' approach separates automobile zones and parking spaces from the pedestrian environment. The combination of low walls and vegetative screens create an urban feel and distinctive project identity. Pedestrians are protected and provided a separate experience from the automobile environment. Paving patterns help identify drop off areas and entry into parking structures and lots.



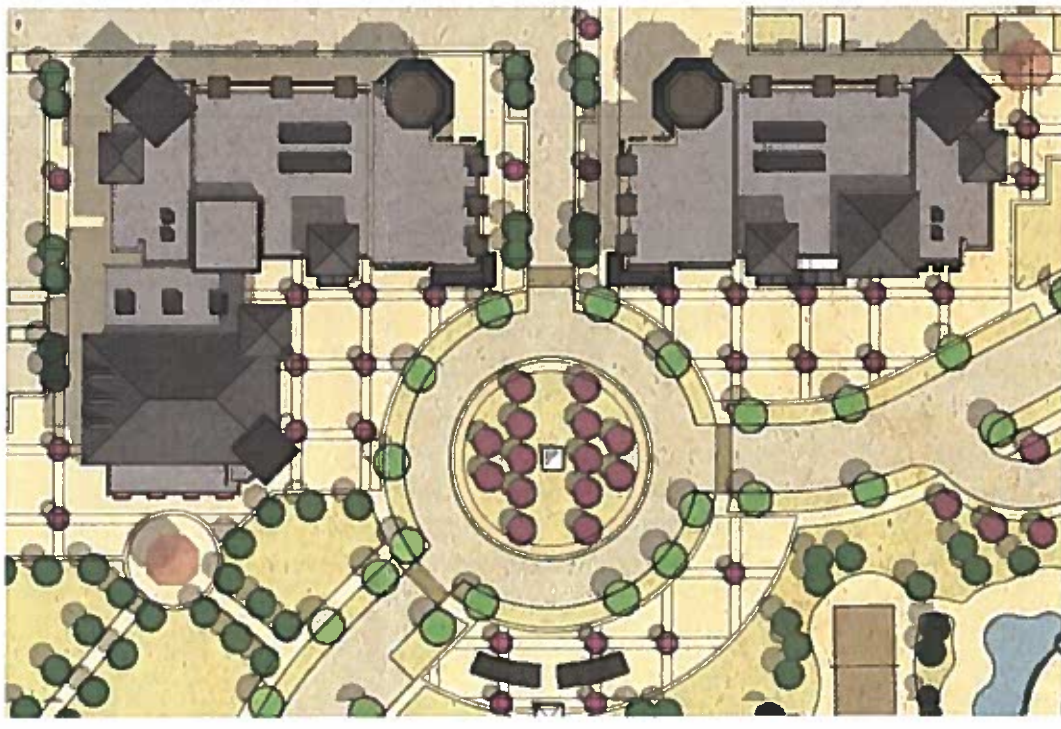
MINIMAL USE WITH REVISED INDUSTRIAL USAGE



Hardscape and paving at entry ways of commercial property help identify differences between automobile and pedestrian areas. Materials are intended to compliment street scape components and architecture.

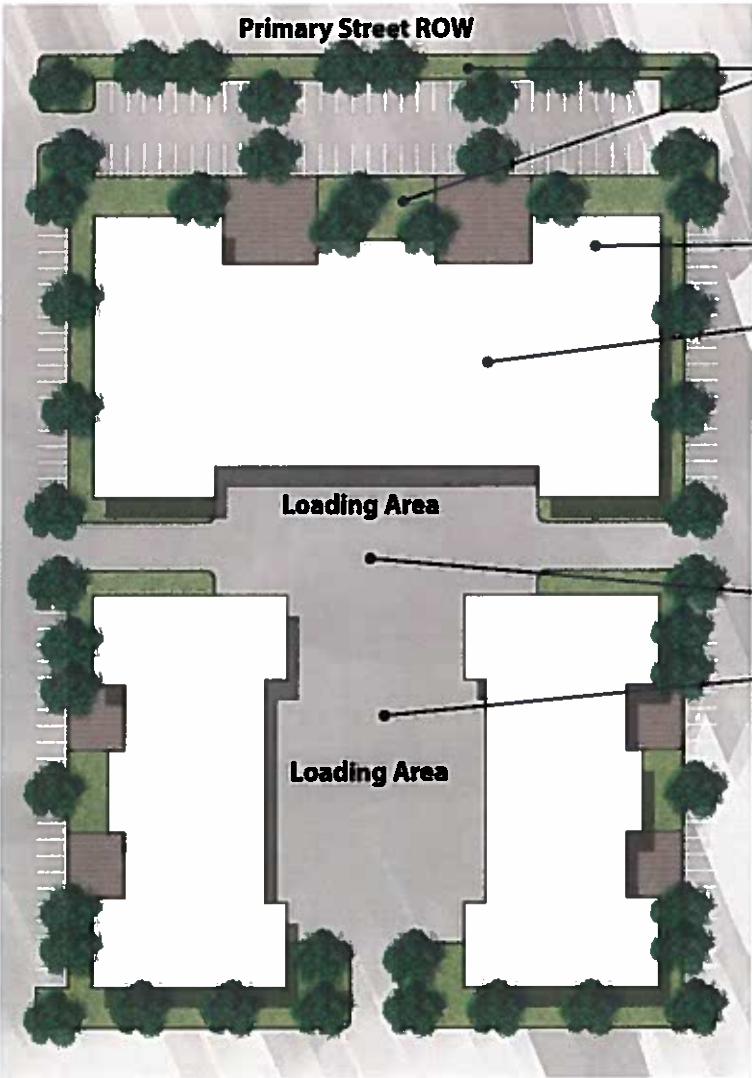


Commercial Public spaces
Entry areas & Plazas
(not applicable in industrial areas)



October 6, 2015

Page10.12



Landscape buffers provide screening and act as a transition to adjacent uses. Landscape buffer widths area identified by code and depend upon adjacent use.

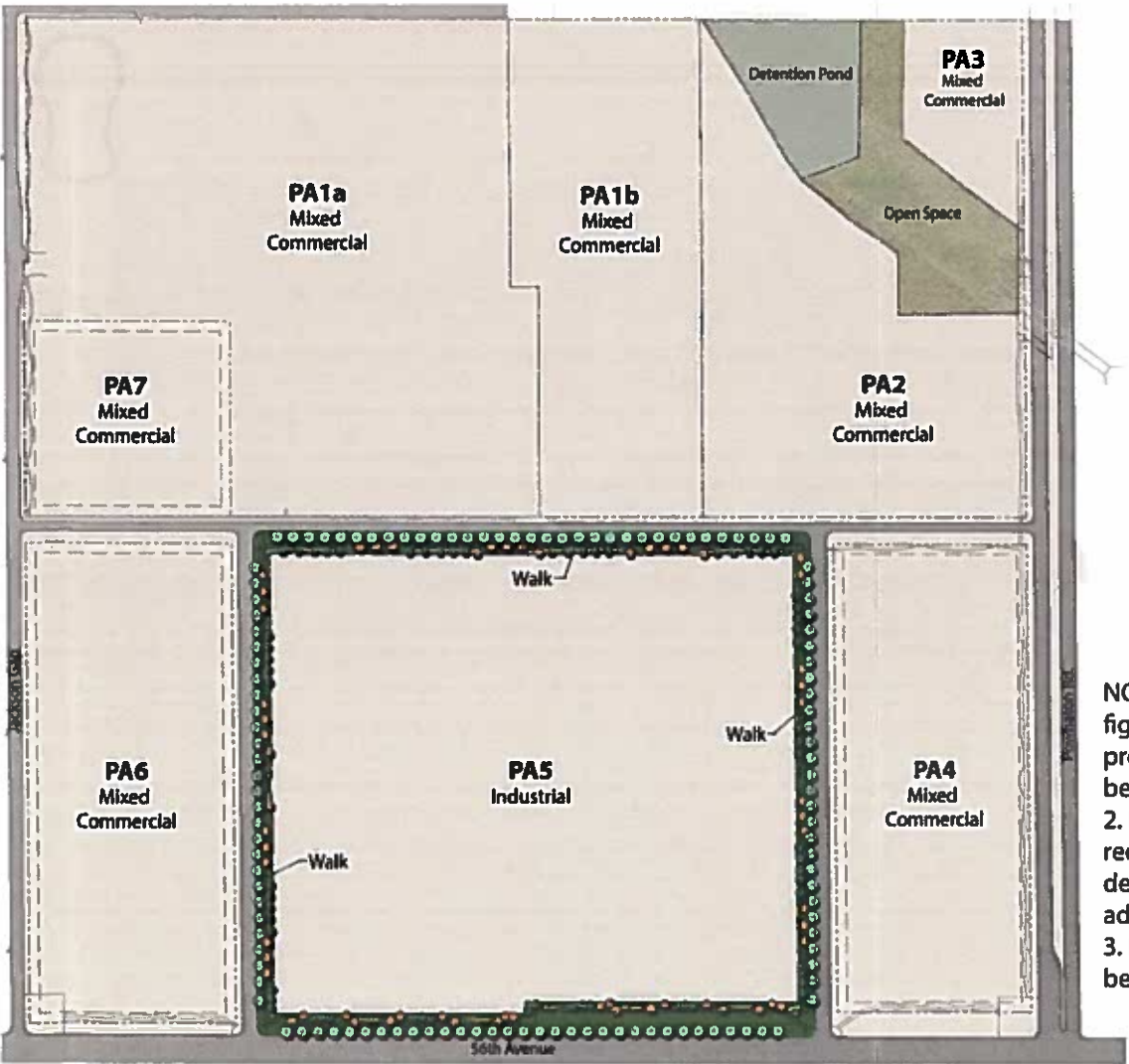
Warehouse buildings and office uses shall be oriented along street edges.

Focus shall be placed on creating fea-
ture elements on facades, transitions in
wall texture, color, height, plane, and
overall expressions of mass and void;
design shall avoid unbroken, flat walls
of 250' or greater in length. A small
seating area shall be provided at the
main entrance of buildings.

Shared loading, truck parking, and
storage yards are encouraged.

Truck loading and storage areas shall
be oriented internal to the parcel
areas and screened from public streets
and open space networks. Storage
areas and loading docks shall be fully
screened from adjoining commercial
areas. Landscaping is not required in
storage or loading areas.

NOTE: In areas outside of main drive
aisles decomposed granite may be
used for storage areas, etc. as long as
they are screened from public view.



NOTE: 1. Access to PA5 will be con-
figured and located during the CSP
process. Buffer and landscaping shall
be adjusted to accommodate access.
2. Buffers shall meet the City of Aurora
requirments. Landscape and walks are
depicted for reference only and may be
adjusted during the CSP process.
3. No internal public access roads shall
be required for PA5.