



URBAN DESIGN STANDARDS

AMENDMENTS:

△ 11-20-24 - Updated Illustrative image throughout, replaced "Village Towers" with "Village Flats", removed parking space requirements, removed one mid-block access point, updated community entry identification location, updated specialty paving locations to match ISP, updated signage locations and text, removed signage dimensions, fixed typo, added Form F-1 from TAB 8.

TAB 10

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:

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ADMINISTRATION OF THE DESIGN STANDARDS AND GUIDELINES

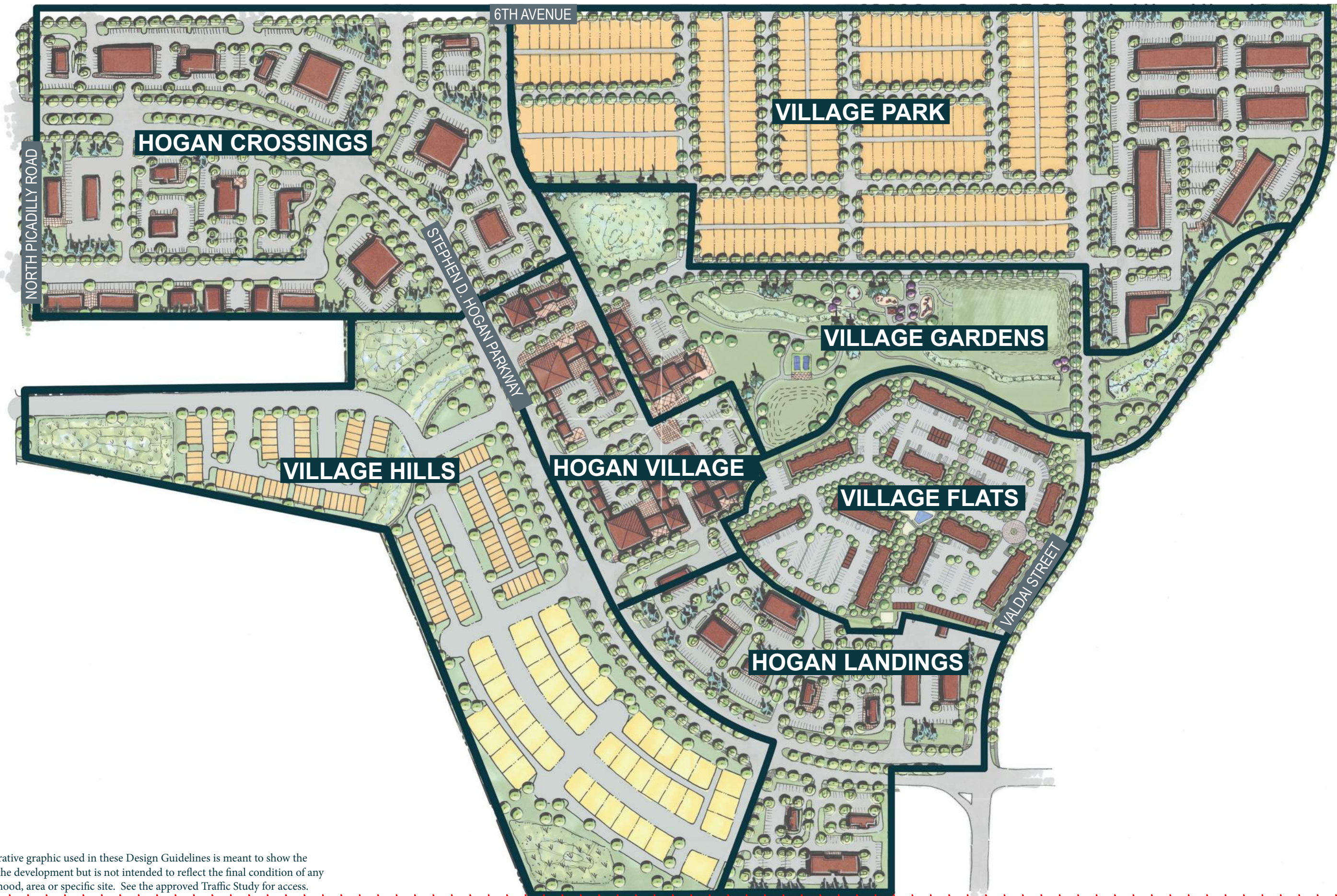
The intent of the Aurora One Design Guidelines is a legal document, adopted by the City of Aurora as part of the Aurora One Master Plan. It is intended to be used in conjunction with City of Aurora codes and design standards. The Design Guidelines have been written utilizing the existing requirements 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.

FORM F-1: URBAN DESIGN STANDARDS MATRIX		
Special Urban Design Feature	Brief Description of the Feature	Locations of the Standards in the Application Package
1. Entry 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.
2. 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 buff 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.
3. Fence 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 mainstreet 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		

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.

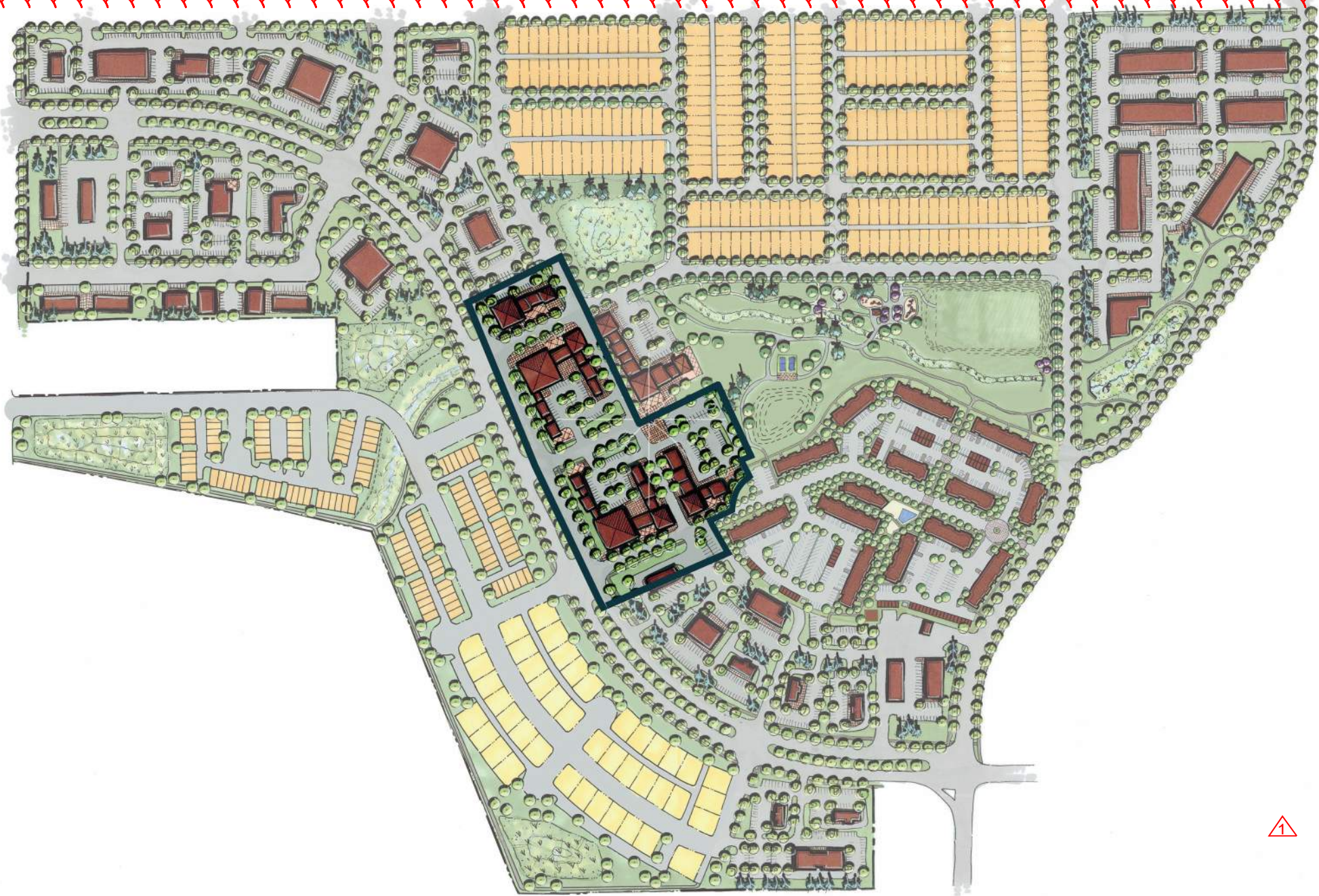
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Key map of Aurora One neighborhoods.



The illustrative graphic used in these Design Guidelines is meant to show the intent of the development but is not intended to reflect the final condition of any neighborhood, area or specific site. See the approved Traffic Study for access.

Hogan Village is centrally located in Aurora One and is adjacent to Stephen D. Hogan Parkway and commercial and local streets and is characterized by its taller buildings and commercial center. Hogan Village features an open plaza, gathering spaces, patios and walkable mainstreets.



DISCUSSION OF NEIGHBORHOODS

HOGAN VILLAGE

Intent: Hogan Village is planned to maximize density and vibrancy by encouraging multiple uses. Urban plazas, gathering spaces, patios and walkable mainstreet that promote an urban center alive with pedestrians and destination-friendly commerce. This will be the commercial and neighborhood core and provide residents and visitors opportunities to enjoy community gatherings, special events, dining, entertainment, people watching and shopping in a public, urban setting. Hogan Village will emphasize the pedestrian street scale, building presence including patios and seating along the sidewalk, engaging storefronts and blending of the public and private space within the streetscape. Uses may include restaurants, boutique and specialty stores. Services accommodate both destination users and users within a 2 mile radius.

GUIDING PRINCIPLES

1. Emphasize ‘Live, Work, Play’ within the community while tying to the larger regional area.
2. To ensure the accessibility and vitality needed for Hogan Village to thrive, create a strong pedestrian presence along the street. This includes encouraging walkability and providing safe vehicular routes and parking.
3. To increase vitality and interest at the street level, ground floor building uses should be active and highly transparent.
4. Create a unique and high-quality urban area through architectural finish, massing and organization of building locations and fenestration.
5. Utilize energy efficient principles and design innovations to create and environmentally responsible development when feasible.
6. Utilize stormwater management and design to positively contribute to the water quality of runoff.
7. Create a distinctive skyline by encouraging a mix of taller heights within the development. Buildings should lend themselves to ‘enclosing’ the mainstreet element.
8. Utilize a vertical mix of uses to promote diversity and intensity.
9. Prioritize siting the architecture along Stephen D. Hogan Parkway and placing parking to the side and rear of buildings.
10. Building design should encourage multi-level design through either function or aesthetics.
11. 25’ Special Landscape buffer will be required on the southern edge of Village Hills. Detention may not encroach into the Landscape Buffer.

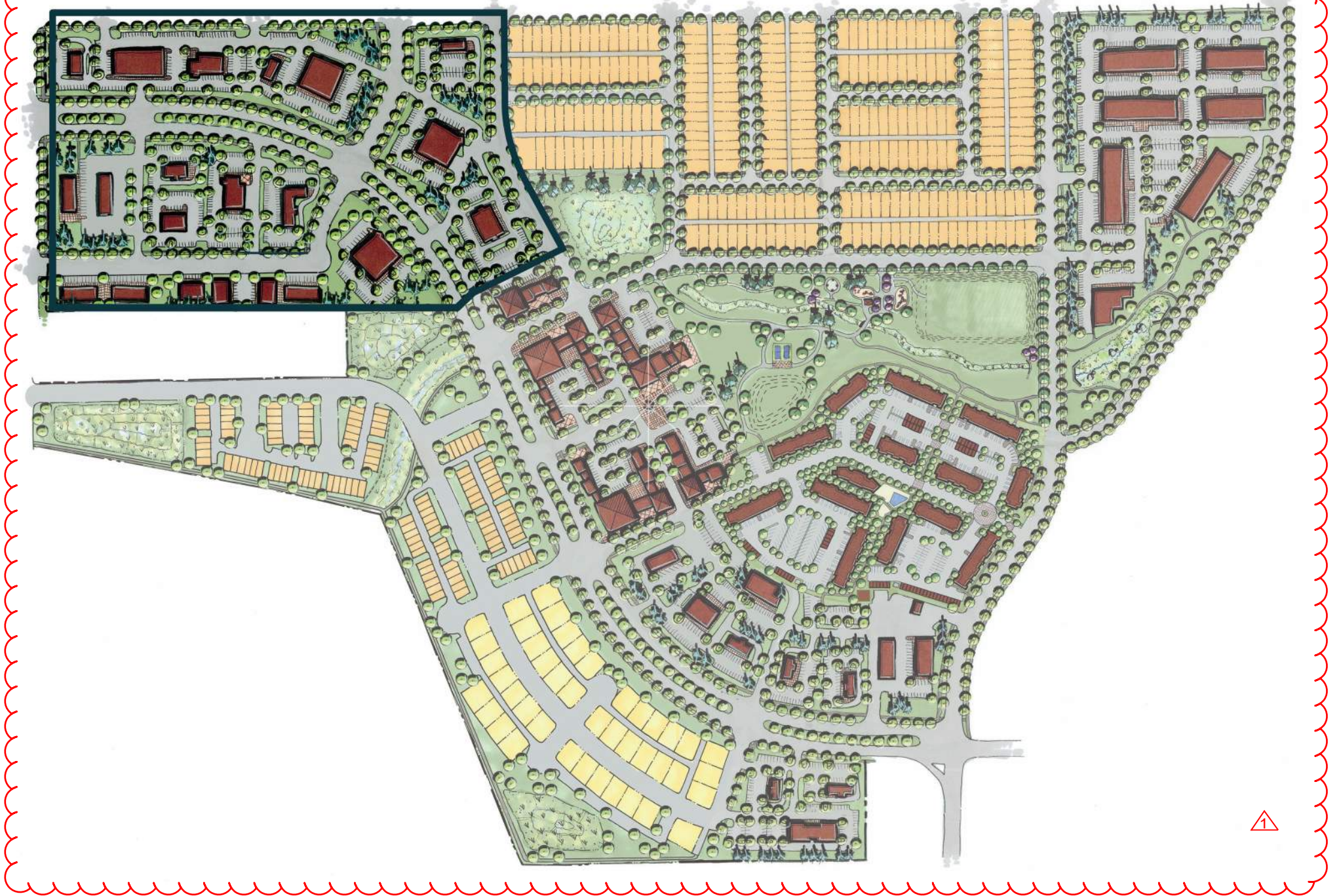
HOGAN CROSSINGS

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, parking and mobility.
2. Surface parking 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 and 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 curbside 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.



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HOGAN LANDINGS

Intent: Hogan Landings is a super-regional/regional destination hub. This vehicular oriented area focuses on convenience for those traveling through and past Aurora One and focuses on users moving through the E-470 interchange. Hogan Landings may include uses such as gas stations, regional retail, full and quick service restaurants, entertainment, recreation, medical/urgent care, banks, etc. Due to its proximity to E-470, Hogan Landings is intended to have a concentration of drive-thru food sites. Services will be geared to accommodate travelers and users from within a 5-10 mile radius. Architecture will be four-sided, eliminating undesirable spaces and utilizing the entire site to create a safe, convenient vehicular node.

GUIDING PRINCIPLES

1. As the face of Aurora One, exceptional design and high quality materials and finishes shall be used throughout Hogan Landings.
2. Uses shall be primarily transit oriented and rely heavily on the E-470 / Stephen D. Hogan Parkway Interchange.
3. To increase activity, destination retail should leverage high visibility corridors as well as transportation systems.
4. Drive-thrus and 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. Access, parking and site layout should add to the overall ease of vehicular mobility on and off E-470.
6. Surface parking shall serve the needs of the commercial development, but should not compromise the character and fabric of the development.
7. Parking between Stephen D. Hogan Parkway and any building facade shall be limited to two parking bays. Where possible, parking should be sited to the side or rear of the building.
8. Landscape should be clustered to provide view corridors for easy identification of services available.
9. Employ energy efficient and environmentally friendly design in all development, as feasible.
10. Utilize stormwater management and design to positively contribute to the water quality of runoff.
11. Utilize single story and mid-height buildings to promote visibility without over-whelming Hogan Village.
12. Provide a safe, internal pedestrian circulation that establishes a direct connection from vehicular services to the front door i.e., from gas pumps to front door.
13. Separate vehicular services provided for semi-truck/over-the-road vehicles and passenger vehicles.

Hogan Landings is the face of Aurora One and is closely related to the E-470/Stephen D. Hogan Parkway interchange. Located in the southeast area of the site, residents and visitors alike will find high quality amenities and commercial opportunities. This area provides a walkable mainstreet, focal point and high density node within the community.



Village Gardens is the heart of Aurora One and is characterized by its identity as the central greenspace and use of community gathering features. Village Gardens is centrally located and is bordered on the east by Crossroads Boulevard /Valdai Street and commercial and local streets. Village Gardens features an open channel designed to mimic a natural channel.



VILLAGE GARDENS

Intent: Village Gardens is the heart of the community holding the Neighborhood Park and is the central node for all trails and open spaces. It will also house the focal point of the Aurora One community. Village Gardens is planned to provide recreational opportunities and to provide a place of rest and relaxation for community members. This will be the recreational hub of the community. By incorporating plaza opportunities that overlook and interact with the green space, Village Gardens will have an emphasis on connecting the community to nature.

GUIDING PRINCIPLES

1. Create a natural and recreational amenity to promote health and wellbeing for the Aurora One community.
2. Provide opportunities for active and passive recreation.
3. Emphasize a connection to the natural environment.
4. Blend the buffer between the dense retail and natural landscape with adjacent development.
5. Provide visual and pedestrian connection to the focal point and walkable mainstreet.
6. Utilize stormwater management and design to positively contribute to the water quality of runoff.

Village Park is located north of Stephen D. Hogan Parkway and serves as a high density, attached residential neighborhood. Village Park will provide a more family-friendly neighborhood feeling, while still providing vehicular and pedestrian connection to the remainder of the Aurora One.



VILLAGE PARK

Intent: Village Park enjoys long range views to the west and south. While providing some of the amenities sought after in a more suburban design, the higher density attached housing provides for a more urban neighborhood. Village Park will have more limited access providing features that may be considered more “family-friendly” like minimized through streets.

GUIDING PRINCIPLES

1. Create a visually cohesive neighborhood using streetscape design and architecture.
2. Utilize a diversity of architectural character with high quality materials and design.
3. Establish a pedestrian experience and foster neighborhood relations.
4. Create easily identifiable connections between Village Park and the rest of the Aurora One community.
5. Balance high quality design and construction methods and materials with economic feasibility.

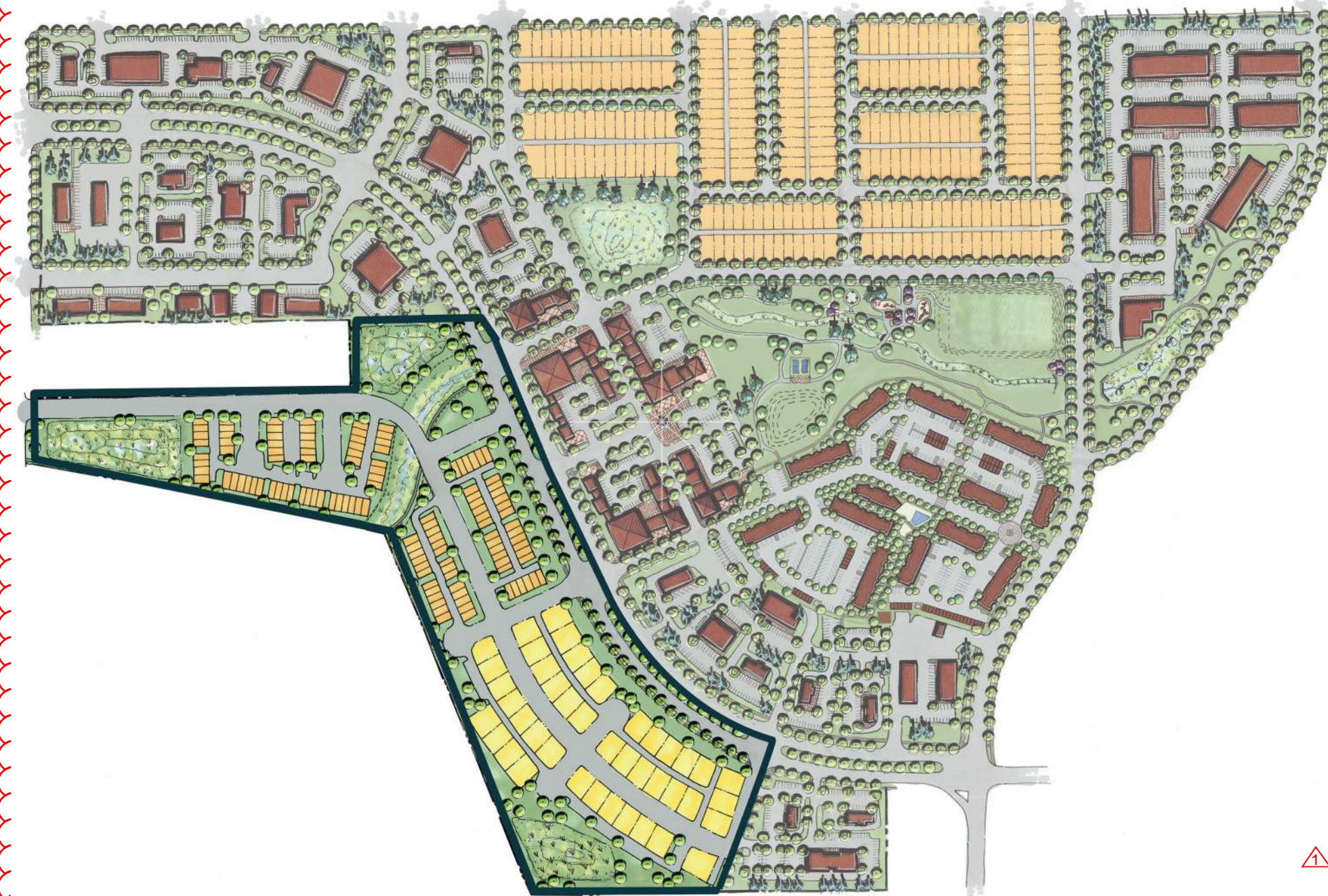
VILLAGE HILLS

Intent: Village Hills enjoys long range views to the west and south. The higher density attached housing provides for a more urban neighborhood. Lot layout and sizes will provide some suburban amenities such as front and rear yards and garages. Village Hills will minimize through streets to help make the neighborhood more family-friendly.

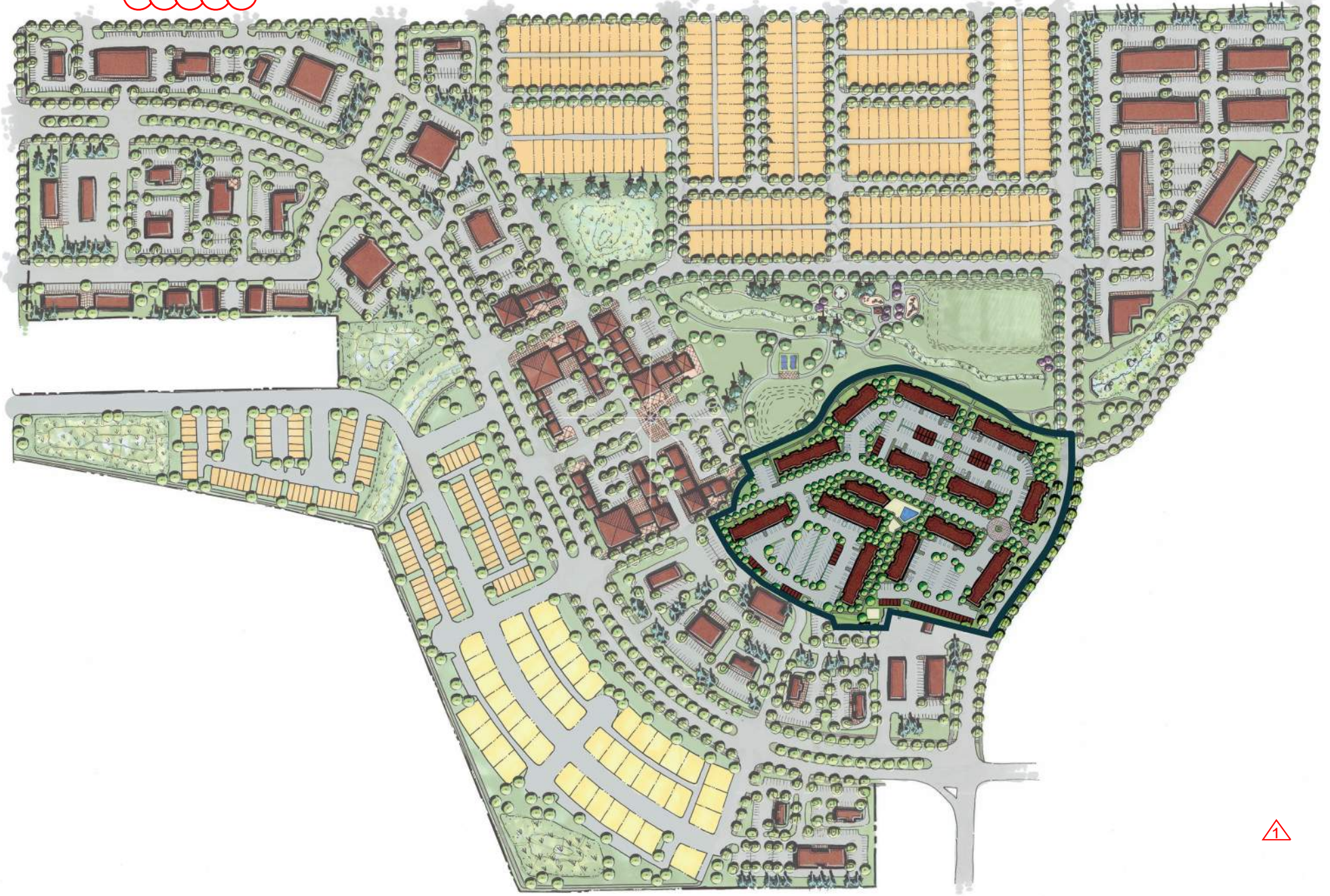
GUIDING PRINCIPLES

- 1. Create a visually cohesive neighborhood using streetscape design and architecture.
- 2. Utilize a diversity of architectural character with high quality materials and design.
- 3. Establish a pedestrian experience and foster neighborhood relations.
- 4. Create easily identifiable connections between Village Hills and the rest of the Aurora One community.
- 5. Balance high quality design and construction methods and materials with economic feasibility.

Village Hills is located south of Stephen D. Hogan Parkway and directly abuts Triple Creek. Serving as a high density, attached residential neighborhood, Village Hills will provide a more suburban neighborhood, while still providing vehicular and pedestrian connection to the remainder of the Aurora One development and regional amenities.



1 Village Flats is located north of Stephen D. Hogan Parkway and is closely related to E-470. Serving as a high density, multi-family area with multi-story residential flats. Village Flats includes recreational and Urban Amenities



VILLAGE FLATS

Intent: Village Flats is intended to be a high density, multi-family area with multiple story residential flats. Village Flats will enjoy a blurred boundary between the living spaces and Village Garden. Village Flats serves as a terminus to the walkable mainstreet element. Village Flats will be able to capitalize on both the recreational amenities and urban amenities that Aurora One has to offer. Additionally, Village Flats will have long range views to the west and south.

GUIDING PRINCIPLES

1. Create a visually cohesive connection to Hogan Village using streetscape design and architecture.
2. Utilize a diversity of architectural character with high quality materials and design.
3. Establish a pedestrian experience and foster neighborhood relations.
4. Create easily identifiable connections between Village Flats and the rest of the Aurora One community.
5. Balance high quality design and construction methods and materials with economic feasibility.

COMMUNITY-WIDE AND COMMERCIAL DESIGN STANDARDS

STREETS AND ACCESS

PRIMARY ACCESS POINTS (SIGNALLED AND NON-SIGNALLED)

Intent: Primary access points are located along the arterial street (Stephen D. Hogan Parkway) to encourage vehicular and pedestrian movement into Aurora One. In many instances, these access points are also associated with special corners and act to create significant and clearly defined entrances into the district.

DESIGN STANDARDS

1. The signalized and non-signalized primary access points identified are required and shall be designed in accordance with the Aurora One Traffic Impact Study.

MID-BLOCK ACCESS POINT

Intent: Mid-block access points are required to reduce the scale of long blocks. The location of mid-block access point(s) is flexible and should be considered in the overall urban design. A mid-block access point should help reinforce the street as a vehicular and friendly pedestrian environment.

DESIGN STANDARDS

1. Mid-block access points are required to reduce the scale of long blocks but shall be minimized as much as possible.
2. Mid-block access points shall occur generally as shown on the Mid-block Access Point Diagram but at a minimum of 200' from the intersection of adjacent primary access points, measured from the centerline of the street.
3. Mid-block access points shall be designed in accordance with the Aurora One Traffic Impact Study.
4. The location of the mid-block access point is flexible but should generally provide access to multiple properties and uses.

Mid-block access point diagram.



SITE PLANNING AND DESIGN - HOGAN CROSSINGS AND HOGAN LANDINGS

Intent: An integrated approach to site planning and design within Aurora One, especially within Hogan Crossings and Hogan Landings, will promote an active and lively community that is easily accessible to both pedestrians and vehicles, aesthetically pleasing, cohesive and a destination for convenient neighborhood and regional retail, restaurants and services. Thoughtful site planning will foster a memorable experience, convenient access and a destination that people want to visit repeatedly.

BUILDING SITING AND CONFIGURATION

Intent: To enhance the activity and function of the district, a strong relationship between buildings and streets must be established. In Hogan Crossings and Hogan Landings, provide vehicular ease through drive-thru and carry-out improvements and safe, separated pedestrian access that allows the neighborhood to frequent the provided uses.

DESIGN STANDARDS

1. All buildings shall be oriented towards the streets, plazas, outdoor patio areas and/or parks and open spaces.
2. No more than two parking rows are permitted between the front of a building and the street. Parking under fueling canopies is excluded.
3. Each building shall have a clearly defined primary entrance facing a street, public space or parking.
4. To maintain visual continuity, buildings shall be placed on the site with respect to adjacent buildings and structures in order.
5. Large format buildings (+35,000 SF) shall align with adjacent buildings, unless the exposed corner/side elevation contains one of the following:
 - Storefront windows with a minimum 35% glass to building ratio
 - Enhanced architectural treatment or material change
6. Large format buildings shall face Stephen D. Hogan Parkway, E-470 or Picadilly Road.
7. Vehicular services within Hogan Landings (i.e. gas stations) shall use the building to provide physical separation between diesel and gasoline fueling areas for safety.

DESIGN GUIDELINES

1. Buildings with ground floor retail are permitted to provide multiple primary entrances for each retail tenant.
2. Buildings may develop freestanding, single tenant and/or multi-tenant small shop buildings with drive-thru, short term parking or carry-out improvements.

OUTDOOR AMENITIES

Intent: Buildings within Hogan Crossings and Hogan Landings will be freestanding, facing each sites primary entrance to ensure the success of each user. Hogan Crossings and Hogan Landings, the buildings and areas around buildings should be planned to provide additional amenities such as drive-thru, short term and carry-out parking, seating areas, café seating and gathering spaces. Innovative design ideas are encouraged to create a community where people can shop, work and play.

DESIGN STANDARDS

1. Buildings should be setback from the right-of-way and provide at least one of the following outdoor amenities:
 - Patio seating
 - Drive-thru, short term parking or carry-out facilities
 - Landscaped areas
 - Cross Access
 - Non-exclusive parking. Exclusive parking should be limited.

DESIGN GUIDELINES

1. Amenity spaces should be located adjacent to the building, in a reasonable and convenient location when possible, or to the side or back of buildings.



Example of patio seating



Example of a landscaped area

STRUCTURED PARKING DESIGN

Intent: Structure parking may be incorporated to provide convenient access to the shops, services, restaurants and residential units. The more compact the district, the better the pedestrian quality for residents and visitors alike. Structured parking can assist with keeping the walkable mainstreet area compact and very urban, while still providing the parking required. Moreover, all structured parking within pedestrian oriented areas or that can be seen from public or private streets will be designed to be screened or to blend in with the surrounding architecture in order to create a cohesive and pedestrian friendly area. Structured parking, while desirable, is not required.

DESIGN STANDARDS

1. Parking structures that face a public street shall conform to the UDO requirements or code in effect at the time of development and architectural elements defined in this document with the following additions:
 - Architectural expressions of stair towers, canopies and screening shall be used to reduce the overall mass of the structure.
 - No blank walls shall face public streets or open spaces.
 - Structures shall be designed to conceal the view of parked cars, internal ramps and to minimize light glare and pollution for the whole height of the structure.

DESIGN GUIDELINES

1. Structure facades should be considered as a surface for public art installation and living walls.
2. Façade openings facing a public street or open space should be vertically and horizontally aligned.
3. Parking structures should relate in form, materials and scale to the adjacent buildings along the street.



Structured parking example

RESIDENTIAL PARKING

Intent: Adequate and convenient parking should be provided for all residents. The high density nature of the proposed residential neighborhoods should provide private and street parking.

DESIGN STANDARDS

1. Residential parking shall comply with UDO requirements.

DESIGN GUIDELINES

1. To minimize the need for surface or structure parking, street parking should be the primary location for required guest spaces.



Residential parking example

BICYCLE PARKING

Intent: Bicycle parking shall be provided throughout the neighborhood to encourage multi-modal transportation.

ALTERNATIVE VEHICLE PRIORITY

Intent: As a new community along the Front Range, Aurora One wants to promote sustainable development and environmental consciousness whenever possible. Developments may provide priority parking to motorists that choose to carpool or drive alternative vehicles.

DESIGN STANDARDS

1. Each parcel shall provide preferred parking for hybrid cars, carpools, vanpools, etc. for a minimum of 2% of the total parking stalls when parking log exceeds 100 stalls on an individual parcel.

DESIGN GUIDELINES

1. Priority parking stalls should be located second in priority to handicap parking spaces.
2. Stalls may be located in a common area to serve multiple parcels.



Example of electric vehicle parking spot/charging station

SPECIAL PAVING DESIGN

Intent: Special paving design is intended to further the place-making of each neighborhood. Both pedestrians and travelers will have a visual cue that the intersection leads to a neighborhood. The special paving will be utilized in conjunction with Neighborhood Entry Identification.

DESIGN STANDARDS

1. Special paving design as shown shall be used at all intersections noted.
2. Special paving shall extend no less than 40 feet from the flow line of the intersection and no more than 100 feet.
3. Special paving shall be used in all directions at each intersection.
4. Special paving design shall be applied to the sidewalk at a minimum. Where paving area is larger (i.e. plaza areas or within Hogan Village), special paving design shall be used on all paving within the described limits.
5. Special paving shall use the following integral concrete colors:
 - Davis Color Graphite (mix 2 lbs of 8084)
 - Davis Color Willow Green (mix 3 lbs of 5376)
6. Special paving shall use the following percentage of each color:
 - Davis Color Graphite a minimum of 60% the total color
 - Davis Color Willow Green a minimum of 40% of the total color

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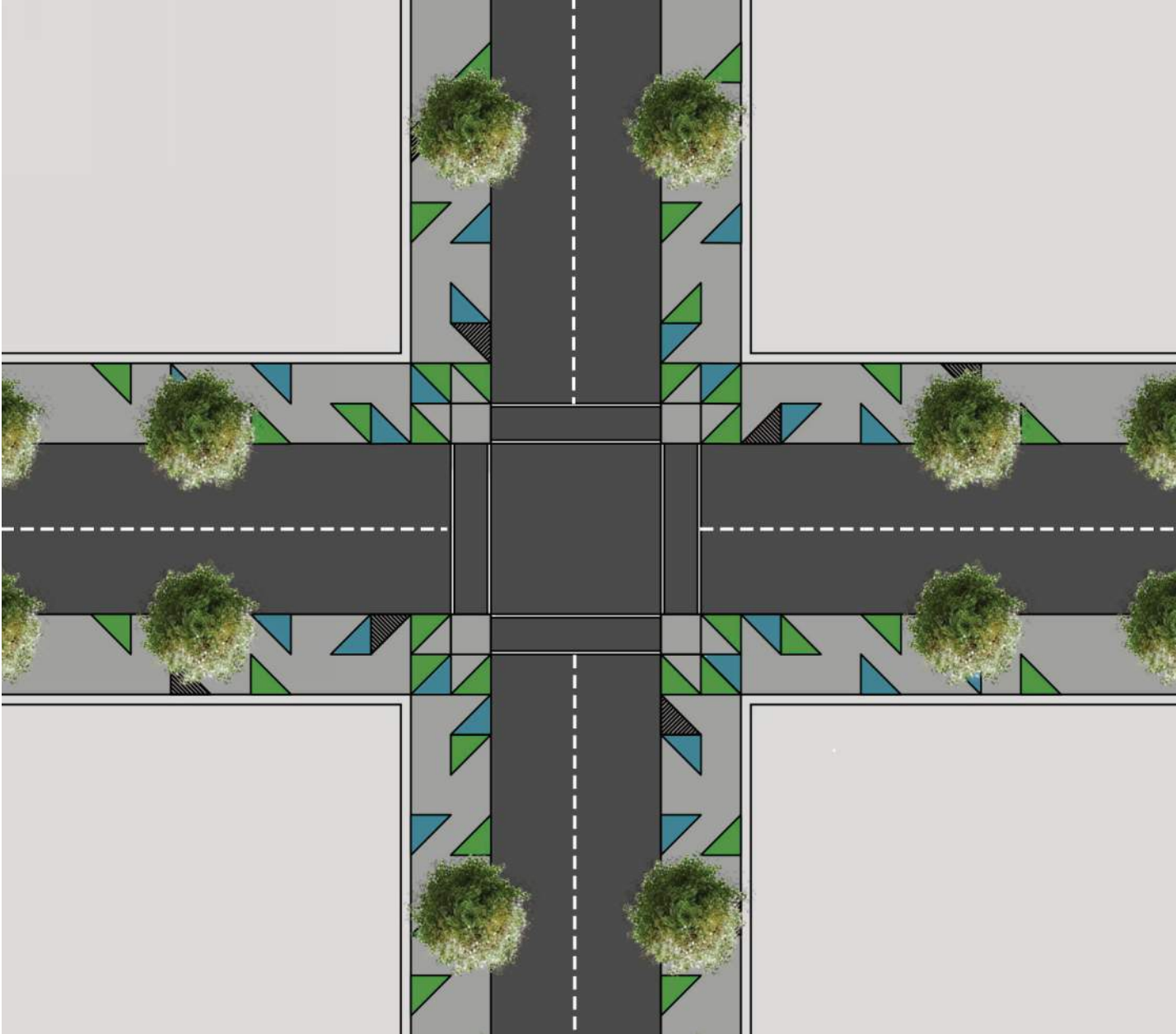
1. Special paving design may use concrete texture in addition to required colors for additional interest.
2. Special paving design may be incorporated into plaza areas and Hogan Village if desired.

Special Paving Design Map - shows locations where special paving design will occur within Aurora One



SPECIAL PAVING
LOCATIONS

Special Paving Design - Plan view of special paving design. Design shall be incorporated at key intersections as noted to provide identity to Aurora One.



SIGNAGE

Intent: To provide proper directional, informational and commercial signage, it is an important element to the uses and occupants of Aurora One. Aurora One will have a cohesive signage theme throughout the development, but allow for the retailers, restaurants and service providers to promote their trade in a professional and quality manner. In order to avoid visual clutter and maximize the clarity and impact of individual tenants, signage will be consolidated.

UNIVERSAL TENANT DESIGN STANDARDS

Intent: Tenant signage is a critical part of the character of Aurora One. Signs should be expressive, appropriately scaled and constant with the building architecture, add detail, color and interest to the street.

DESIGN STANDARDS

1. All ground signs shall be at least 10' back from the property line and 21' back from the flow line.
2. Signage shall create organized and interrelated systems of signs, sign structure, lighting and graphics.
3. Primary signage shall be limited to trade names, company logos or gas pricing.
4. Signage shall be of high-quality sign and graphic design, constructed of high quality and durable materials appropriate within Aurora One.
5. Signage and graphic elements shall be expressive of the use and identity of Aurora One. Utilize color, typography, pattern texture and materials to create a dynamic interface with the streetscape.
6. Signage and graphic elements shall be related to and/or respect the architecture of the building they serve.
7. Signage shall encourage a variety of sign and graphic elements that are compatible with and enhance the character of Aurora One.
8. The minimum signage allowance for any use by right shall be 100 SF
9. Signage which simply maximize size and volume in rectangular form are not acceptable.
10. Box signs are not permitted on walls.

DESIGN GUIDELINES

1. Signage shall consider the following:
 - Location – what is the relationship to other signage and does the spacing create a sense of rhythm?
 - Placement – Is the sign placed in a manner that creates a visual balance and harmony with its surroundings?
 - Scale – Is it proportional to its adjacencies and considers the type and occupants of adjacent uses?
 - Materiality – Does it complement its surroundings or stand out tastefully?

Signage Map - Map is intended to locate Aurora One signage, and may or may not include all individual tenant signage.



SIGN SIZE AND QUANTITY

Intent: Tenant signage needs to communicate the location and identity of individual tenants without overwhelming the quality of the streetscape and surrounding area.

DESIGN STANDARDS

- 1. The maximum area of tenant signage shall be calculated according to the following:

BUILDING SIGNAGE

Intent: Building signage in Aurora One will ensure that the signs of individual buildings and businesses can express a unique identity, while also creating public spaces that are welcoming and inviting. Care shall be taken to reduce the visual impacts to surrounding tenants. Signage will encourage creative sign design that expresses each tenant’s unique identity but is also consistent with the rest of the development.

DESIGN STANDARDS

- 1. All building signage shall conform to the City of Aurora’s sign standards.
- 2. Building signage shall be placed within architectural features, shall be visually appealing and create a sense of balance.
- 3. All signs shall be measured in conformance with City of Aurora standards.
- 4. All building signs shall be constructed of durable materials suited to the environment and climate of Aurora One.
- 5. All conduits, junction boxes and other functional elements shall be completely hidden from view and safely concealed once the sign is installed.
- 6. No flashing signs shall be permitted in any instance in Aurora One.
- 7. Advertising signage shall be presented in fixed installations and use high-quality materials and craftsmanship.

DESIGN GUIDELINES

- 1. Building signs should not be mounted in locations that may adversely impact adjacent uses. Wall signs are permitted to be placed vertically or horizontally on the building fascia above the first-floor glazing and up to the top of the parapet, provided the parapet encloses a minimum of 3 sides of the building.
- 2. Signs should be compatible with the architectural features of the façade and complement the building’s architecture. In no instance shall signs be placed above the top of a parapet wall.
- 3. Projecting signs may be used as long as they conform to section 146-4.10.5 of City of Aurora UCD.

Table 1: Sign Size and Quantity Standards

Wall and Ground Signs	A total of five (5) development signs with a total of up to a maximum of 100 square feet per sign.
	Along Arterial Streets: Two (2) square feet of sign area for each linear foot of building frontage
	Along Non Arterial Streets: One (1) square feet of sign areas for each linear foot of building
	Maximum sign area may not exceed 600 square feet. No single sign may be larger than 200 square feet
	May be illuminated from a concealed light source that does not blink, flash or fluctuate.
	Animation is not permitted
	Addresses, hours of operation and drive-thru menu boards are not considered signs. Addresses, hours of operation and emergency messages are required to use a graphic standard. Drive-thru signage shall meet the design standards in this document.
	Special consideration will be given to tenant spaces with less than 25 LF of street frontage. A maximum of 25 SF of total sign area shall be permitted and no single sign may be larger than 25 SF.

SIGN MATERIALS AND FABRICATION

Intent: Signs shall be constructed of high quality and durable materials selected for longevity. Tenants and building owners are highly encouraged to utilize sustainable materials. Signage must utilize high quality fabrication and installation methods.

DESIGN STANDARDS

- 1. All signs fabricated and installed shall comply with all applicable sign, building and electrical codes.
- 2. All connections must be in compliance with the requirements of the NEC and all other applicable governing code requirements. All necessary electrical components and assemblies are to be UL listed or approved by a nationally recognized testing lab.
- 3. All signs must be compatible with the City of Aurora Sign Code including code pertaining to wind load, materials and sight triangles.
- 4. Unless specifically designed otherwise as a feature element, all exposed fasteners shall be tamper-proof, resistant to oxidation and other corrosion and of a finish to match adjacent surfaces. To prevent staining of other finishes, concealed fasteners must be resistant to oxidation and corrosion.
- 5. All materials used on an exterior application shall be rated for exterior use.
- 6. All transformer and electrical hardware including electronic kill switches shall be mounted out of sight, but easily accessible for maintenance and servicing.
- 7. All installed elements shall be warranted against manufacturer defects for a minimum of one year and all installed elements shall be warranted against defect in installation or workmanship for a minimum of three years.
- 8. Painted materials shall be used sparingly or located at a height less susceptible to abuse. To provide the highest level of ultraviolet light resistance, weather ability and overall longevity for both the materials indicated and the environmental conditions of the final installation locations, all pre-treats, primers, coating and finishes shall be applied in strict accordance with the manufacturer’s recommendations. Paints and finishes shall be warranted against fading, UV damage, cracking, peeling, blistering and other defects in materials or workmanship.
- 9. Metals shall be of the best commercial quality and free of defects impairing strength, durability and appearance. All visible seams are to be continuously welded, filled and ground smooth. All sheet metal shall have break formed edges with radii not greater than sheet thickness. All metals must be treated to prevent corrosion and staining of other finishes.
- 10. Vinyl materials shall be used sparingly or located at a height less susceptible to abuse. To provide the highest level of ultraviolet light resistance, weather ability and overall longevity, all vinyl shall be applied in strict accordance with the manufacturer’s recommendations. Vinyl

shall be warranted against color fading, UV damage, peeling, delamination and other defects in materials or workmanship.

11. Hand painted letters, logos and/or graphics on any signage or storefront glazing is permitted. Digital printing is permitted and must provide the highest level of ultraviolet light resistance, weatherability and overall longevity. Unless specifically designed otherwise as a feature element, digital prints shall have a minimum resolution of 200 dpi. Printed products shall be warranted against color fading, UV damage, delamination and peeling.
12. The following materials and fabrication methods are not permitted:
- Unpainted steel or other unfinished metals
 - Signage with cast letters in plaster or paper mâché, plexiglass or vacuum formed, any paper or cardboard fabrication, styrofoam, rubber or carpet fabrication.
 - Any fabrication with exposed fasteners, unless architecturally integral to the building or signage design.

DESIGN GUIDELINES

1. Interior of all illuminated enclosures shall be painted bright white to increase reflectivity.

COLORS

Intent: Ensure that the colors can communicate their identity, while ensuring the overall Aurora One develop is not visually cluttered.

DESIGN STANDARDS

1. Any colors that are integral to the tenant logo or logotype and are limited to use within the graphic sign field are permitted.
2. All colors that are not integral to the tenant logo or logotype should be complimentary to the building colors.
3. Colors that are indigenous to the sign material, such as finished metals, are permitted (i.e., bronze, stainless steel).
4. Day-Glo or reflective paints are not permitted.

LIGHTING

Intent: In order to sufficiently illuminate the tenant signage, lighting should be used sparingly without overwhelming the adjacent spaces or uses.

DESIGN STANDARDS

1. Custom armature with integrated light fixture(s) shall be cohesive with the canopy design.
2. Wattage for signage must be noted on all shop drawings, construction drawings, etc.
3. Light fixture(s) finish shall reflect the material palette of the building.
4. Exposed neon with in-channel type letters or logos are permitted.
5. A dimmer switch shall be located inside the sign cabinet or other accessible location near the sign and allow for adjustments in illumination of such signs.
6. A timer shall be installed to allow for automatic shut off.
7. Spot lighting from opposing structures is not permitted.
8. Strobe lighting is not permitted.
9. Animated lighting is not permitted.
10. Projected images or messages onto sidewalks are not permitted.
11. Flashing or fluctuating holiday décor is not permitted.



Lighting is sufficient to light sign and entry but not overwhelming



Lighting is used to specifically light the projecting sign

SIGN TYPES AND LOCATION

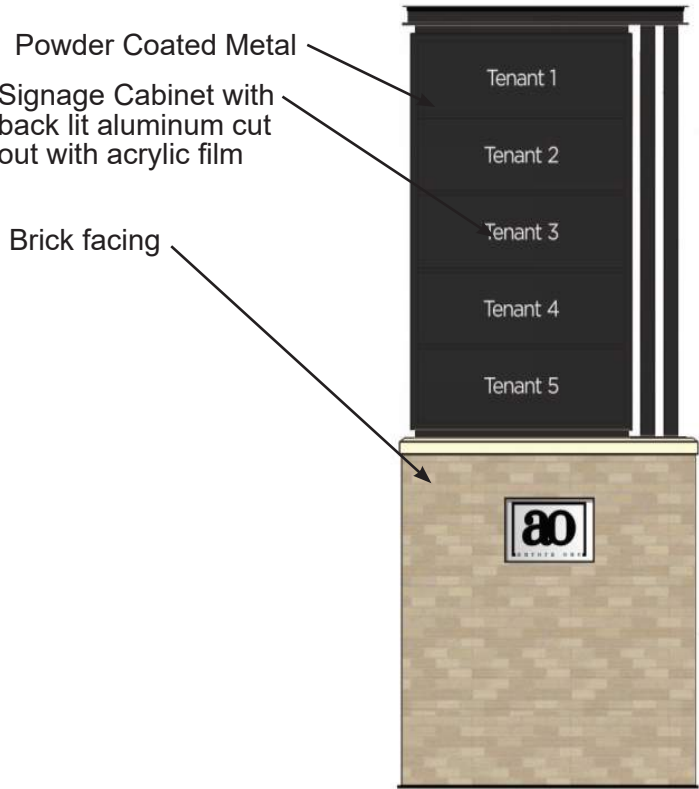
Intent: Several types of tenant signs types may be used in Aurora One. Permitted sign types include ground signs (joint tenant ID, monument, drive-thru, directional), wall signs, projecting signs, canopy signs, awning signs and window signs.

GROUND SIGNS – JOINT TENANT

Intent: The Joint Tenant signs are permitted for the purpose of providing the project name and a display of primary tenants. Joint Tenant signs are allowed to be constructed by the developer of Aurora One only. The location of Tenant Ground Signs may fluctuate with the phased nature of the project.

DESIGN STANDARDS

1. Joint Tenant Ground Signs shall be considered in addition to any other allowed signage.
2. This sign type shall not reduce the overall sign allowance for the main tenant panels.
3. Joint Tenant signs must adhere to the design intent set forth in this document.



Overall development logo is clearly displayed and tenant IDs are legible

GROUND SIGNS - MONUMENTS

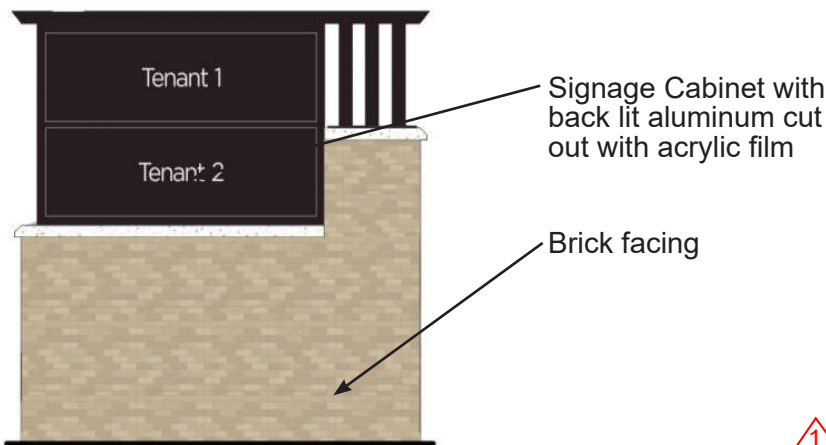
Intent: Ground signs are for the purpose of identifying a tenant(s) with a business name, slogan, color and/or logo.

DESIGN STANDARDS

- 1. All monument signs shall adhere to the design parameters shown on this page for consistency across Aurora One. Fuel stations may utilize an allotted portion of the sign panel to advertise fuel pricing.
- 2. All monument signs shall be set in a location at least 10' from every boundary line of the lot.
- 3. Monument signs shall be internally lit from a LED light source. No external light sources shall be permitted.
- 4. Ground signs must adhere to the design set forth in this document.

DESIGN GUIDELINES

- 1. Consistent spacing is highly encouraged.
- 2. Individual tenant ground signs may choose to utilize the design presented here or utilize a different design.



GROUND SIGNS – DRIVE-THRU

Intent: Drive-thru signs are ground signs intended for the use of drive-thru functions and are considered a necessary piece of the drive-thru experience.

DESIGN STANDARDS

- 1. Tenants are permitted to use their standard equipment but shall make the design visually appealing and the placement shall be integrated into a landscape area.
- 2. Drive-thru structures and sign cabinets shall be painted black.
- 3. Any and all mechanical elements on the back side of the panel shall be concealed to present a quality appearance.
- 4. Drive-thru signs shall be internally lit from a LED light source. No external light sources shall be permitted.
- 5. Monument signs shall be internally lit from a LED light source. No external light sources shall be permitted.
- 6. Menu signs are exempt from other signage calculations and may fluctuate to appropriately convey information.



Drive-thru signage is integrated into the landscape island



Drive-thru signage is visually appealing

GROUND SIGNS – DIRECTIONAL

Intent: Direction signs are used where it is important to orient visitors to the site and direct the flow of traffic efficiently. Directional signs must be located within the tenant's property line. They shall in no way impede pedestrian travel within the public right-of-way.

DESIGN STANDARDS

- 1. Directional signs shall have sculptural or artistic details.
- 2. Any exposed structure shall be painted black.
- 3. Directional signs may be illuminated from a concealed light source which does not flash, blink or fluctuate. Animation is not permitted.

GROUND SIGNS – NEIGHBORHOOD

Intent: Neighborhood Signs are used in locations where neighborhood identification helps provide a sense of place. Neighborhood signs must be located within the development's property line. They shall in no way impede pedestrian travel within the public right-of-way.

DESIGN STANDARDS

- 1. Neighborhood Signs shall be considered in addition to any other allowed signage.
- 2. Neighborhood Signs must adhere to the design intent set forth in this document.

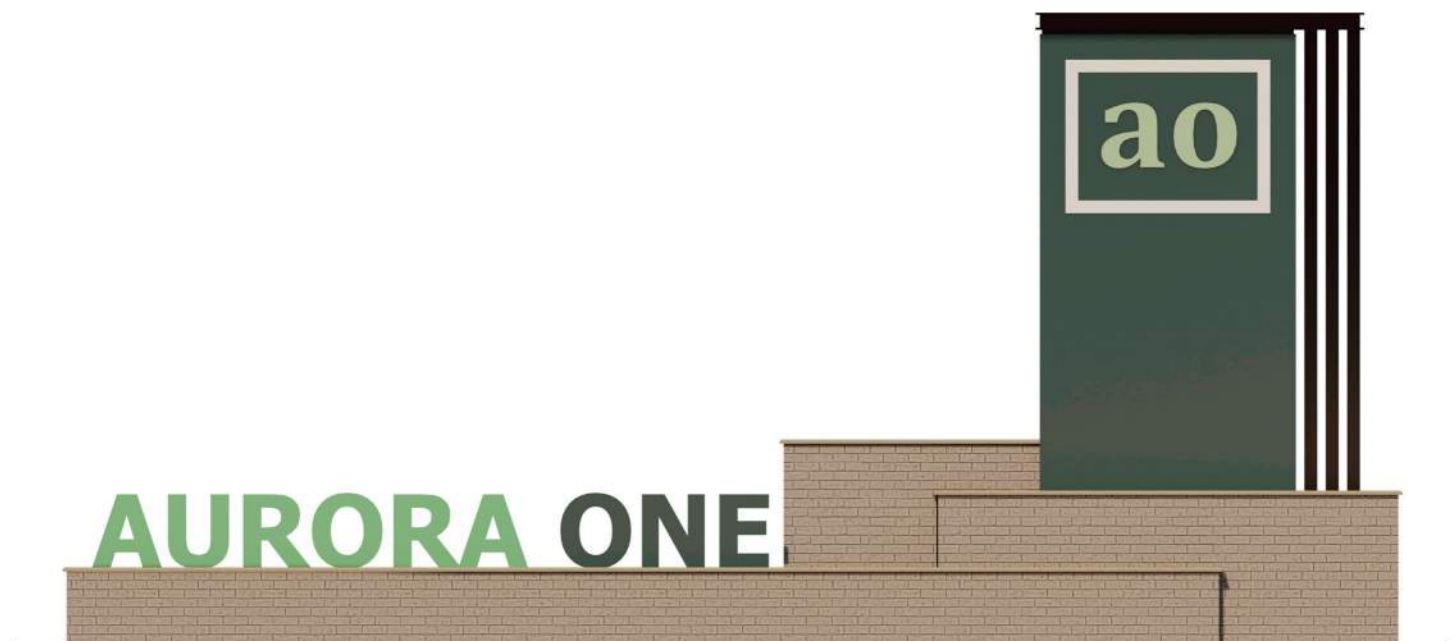
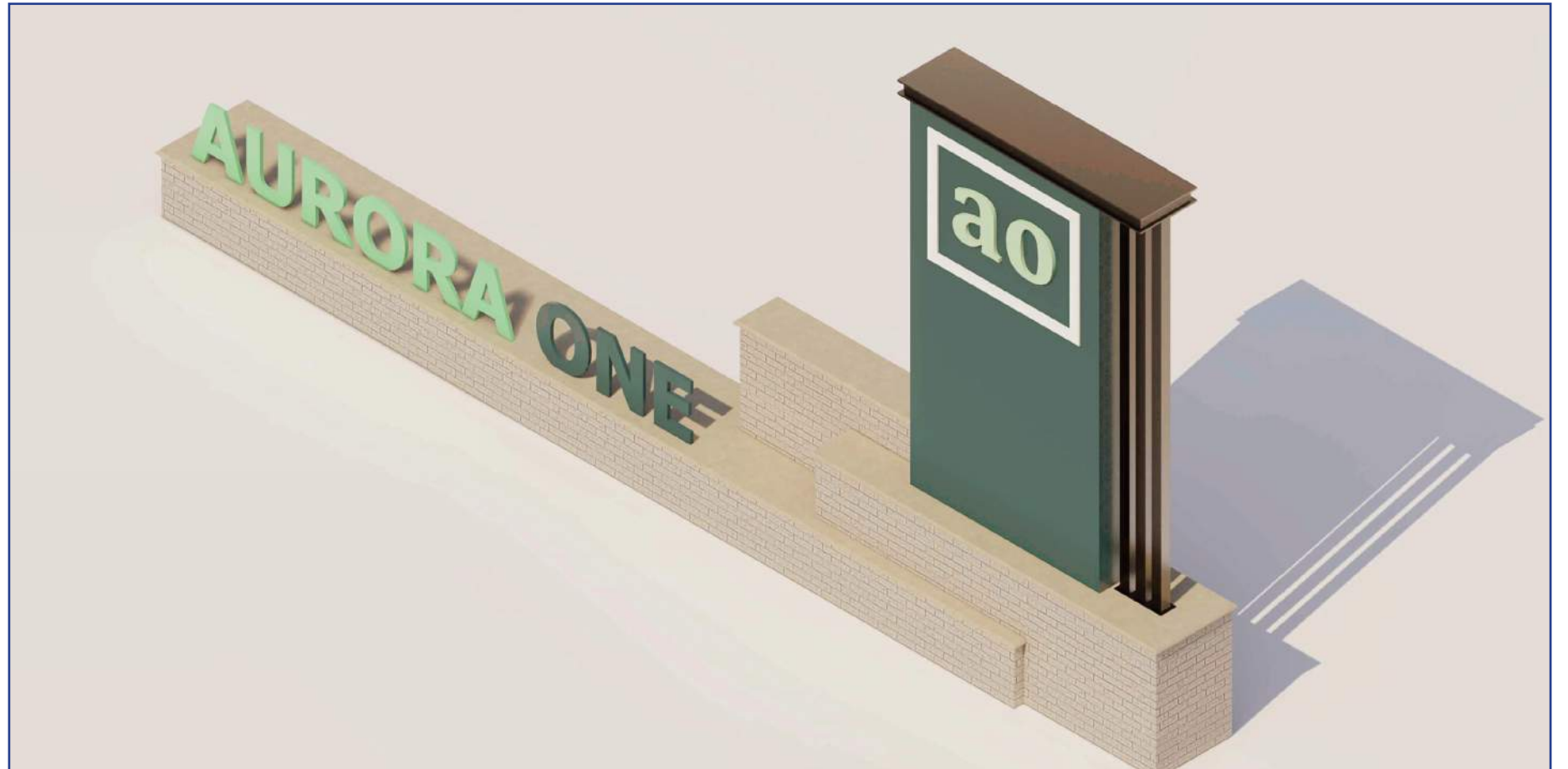


GROUND SIGNS – COMMUNITY

Intent: Community Signs are used in locations where development identification helps provide a sense of place. Community signs must be located within the development's property line. They shall in no way impede pedestrian travel within the public right-of-way.

DESIGN STANDARDS

1. Community Signs shall be considered in addition to any other allowed signage.
2. Community Signs must adhere to the aesthetic design intent set forth in this document.



WALL SIGNS – MAJOR TENANT IDENTIFICATION

Intent: Major tenant building signs identify the major/anchor tenants within a single building or complex of buildings. Major tenant identification signage may only be utilized on single tenant buildings. Buildings with over 50,000 SF are considered major tenants.

DESIGN STANDARDS

1. Two (2) square feet per lineal feet of building frontage to maximum sign area of 800 square feet.
2. Wall signs shall be permitted to be mounted to the maximum height of the wall structure.
3. Wall signs shall be permitted to be mounted to the top of the parapet wall provided the parapet encloses the entire roof structure.
4. Structures with peaked roofs shall have wall signs no higher than the height of the lowest point of the roof structure.
5. Wall signs are permitted to be placed horizontally or vertically on the building fascia above the first-floor glazing.
6. Wall signs are not permitted to project into the public right-of-way. Projecting signs are permitted only along the walkable main street. See Projecting Sign for additional information.
7. The permitted sign area shall be calculated according to the following:
 - One square foot of sign area for each linear foot of the portion of the building frontage occupied by a firsts floor use for the first 200’ of the building frontage; then one-half square foot of sign area for each linear foot of building frontage thereafter, or
 - 100 SF minimum sign area.
8. Wall signs shall carry the tenant’s logo or major tenant’s name. Letter style and logo shall be unique per tenant.
9. Directional signs shall be illuminated from a concealed light source which does not flash, blink or fluctuate or from external, point source, bracket mounted light fixtures that accentuate the form of the letter and logo forms. Lamps shall have a warm color temperature between 2,500 and 3,00 degrees Kelvin.
10. Letter or logo shall stand a no more than 1” off from the façade.

DESIGN GUIDELINES

1. Wall signs should be architecturally respectful to the building.
2. The following of fabrication and mounting approaches are encouraged:
 - Halo illuminated pan channel letters
 - Paint finish, with finished returns
 - Dye cast metal face with pushed acrylic
 - Stud mount directly to building façade
 - Single channel letter affixed to the façade
 - No visible attachments
 - No exposed racetrack
 - No visible electric
3. Wall signs are encouraged to have a visual interest and a three-dimensional quality.



Architecture and signage work together to clearly identify major tenant



Letter style and logo are unique to the individual business

WALL SIGNS –TENANT IDENTIFICATION

Intent: Tenant identification signs identify tenants within a multi-tenant building or complex of buildings. Tenant identification signs are only permitted for ground floor users within a multi-tenant building.

DESIGN STANDARDS

1. A maximum of three (3) signs are permitted per tenant on the building and one (1) additional sign per street frontage.
2. The tenant identification sign area shall be calculated according to the following:
 - Two square foot of sign area for each linear foot of building frontage of that portion of the building occupied by a first-floor use for the first 100' of the building frontage; then one-half square foot of sign area for each lineal foot of building frontage thereafter.
3. Letter height shall be restricted to a maximum of 36 inches.
4. Any sign configuration by multi-storefront tenants shall not exceed the allowance for total square foot area.
5. Tenant storefront signage shall be integrated with the building facades or above main entrances of tenant lease spaces.
6. Tenant storefront signage shall be mounted directly to the wall or parapet wall of the building. No part of the sign shall project above the highest point of the roof or parapet.
7. Connecting hardware shall not be visible unless it is an integral part of the sign design.
8. Wall signs shall carry the tenant's logo or major tenant's name. Letter style and logo shall be unique per tenant.
9. Tenant signage shall be illuminated from a concealed light source which does not flash, blink or fluctuate or from external, point source, bracket mounted light fixtures that accentuate the form of the letter and logo forms. Lamps shall have a warm color temperature between 2,500 and 3,00 degrees Kelvin. No back-lit sign boxes will be allowed. Goodseneck fixtures are acceptable.

DESIGN GUIDELINES

1. Wall signs should be architecturally respectful to the building.
2. The following of fabrication and mounting approaches are encouraged:
 - Tenant logo should not fill the entire designated sign zone.
 - Paint and metal finishes that connect to the building façade should reflect the overall architectural color palette.
3. Wall signs are encouraged to have a visual interest and a three-dimensional quality.

PROJECTING SIGNS (PEDESTRIAN)

Intent: Projecting signs are to identify a retail tenant within a multi-tenant building. Projecting signs consist of letter and logo forms individually attached to the building via mount or bracket. Projecting signs shall be utilized along the walkable mainstreet.

DESIGN STANDARDS

1. Projecting signs shall be located above the storefront display windows and/or entry doors.
2. Projecting signs shall be perpendicular to the building façade, projecting no more than thirty-six (36").
3. Projecting signs shall be double-sided. All connecting hardware should not be visible unless it is an integral part of the sign design.
4. Projecting signs shall have a maximum sign area of 16 square feet (8 square feet per side) with a maximum logo area of 12 square feet (6 square feet per side).
5. Projecting signs may also be placed under awnings or affixed to the underside of a structural awning.
6. The bottom of the sign shall be a minimum of 8' above finished grade.
7. The sign shall be set at least 5' from every boundary line unless located on a 0' setback building.
8. Wall or projecting sign may project into the required setback space or public right-of-way.
9. Projecting signs shall have either external or internal illumination. External lighting should be integrated into the armature. External, point source, or bracket mounted light fixtures shall accentuate the form of the letter and logo forms. Lamps shall have a warm color temperature between 2,500 and 3,00 degrees Kelvin. Light source shall not flash, blink or fluctuate.



Architecture provides a frame for signage



Signage has been integrated into building facade



Signage is clearly visible above main entry



Signage lettering may be stacked

DESIGN GUIDELINES

- 1. Projecting signs are encouraged along the walkable mainstreet and under arcades. Projecting signs should be architecturally respectful to the building.
- 2. The following of fabrication and mounting approaches are encouraged:
 - Iconographic or sculptural elements
 - Metal frame / armature to reflect architectural materials and color palettes.
 - Architectural metals and painted metals are encouraged.
- 3. Projecting signs are encouraged to have a visual interest and a three-dimensional quality.
- 4. Neon lights are permitted, though alternate signage design and lighting are encouraged.



Projecting sign mounted at the parapet



Projecting sign mounted 8' above the walk



A series of projecting signs inform the character of the streetscape



Example of projecting sign

CANOPY SIGNS

Intent: Structural canopy signs are to identify a retail tenant within a multi-tenant building. Structural canopy signs are defined by their association with architectural entry canopies, window canopies or fueling station canopies.

DESIGN STANDARDS

- 1. Colors, finishes and materials used for structural canopy signs shall be complementary to the tenant façade and an integral part of the canopy or architectural element.
- 2. Signs shall be mounted above, below or on the face of the canopy structure.
- 3. Signs on canopies or awnings located over public right-of-way or into any required front setback space shall be limited in content to name of building, business and or address on premises. All structural canopies over public right-of-way are subject to approval by the City of Aurora Public Works.
- 4. Canopies shall provide a minimum clearance of 10' above the sidewalks.
- 5. Canopies shall provide a minimum of 6' minimum continuous open sidewalk to be maintained underneath said canopy.
- 6. No sign shall exceed 10 square feet per awning / canopy face.
- 7. Structural canopy shall be illuminated from a concealed light. Light source shall not flash, blink or fluctuate.
- 8. Fueling stations shall be allowed to use their prototypical sign type provided the colors and materials complement the canopy it is attached to.

DESIGN GUIDELINES

- 1. Incandescent or neon lights are permitted though LED lighting are encouraged.
- 2. Utilize matte finish on any acrylic face to avoid reflections.
- 3. Architectural details such as soffits, columns and arches shall be consistent with the architecture of the building.
- 4. Columns, if needed, should be spaced a minimum of 12' apart and not block building entrances.



Canopy is illuminated from concealed light



Sign is complementary to building facade



Canopy is 10' above sidewalks



Signage has been integrated with canopy

AWNING SIGNS

Intent: Awning signs add to the overall identity of the tenant’s façade. Awnings may stretch the entire length of the storefront and are often provided just above entry ways and windows.

DESIGN STANDARDS

- 1. Logos, letters, patterns and graphics are to be integral to the awning material, not fastened onto the material. Graphics may be digitally printed, silk screened, masked and painted onto the awning.
- 2. Only the portion of the awning, whether on the primary sloped or vertical faces (or both), containing logos, products or pricing, shall be used in calculating total sign area. Graphic elements that are integral to the design of the canopy or that are intended to add visual interest will not count as signage.
- 3. Maximum sign area on each awning is not to exceed 16 square feet.
- 4. Back-lit or internally illuminated awnings are not permitted. External lighting of awning with lamps or other unobtrusive light fixtures are permitted.

DESIGN GUIDELINES

- 1. Awning structure should be simple and clean and should weather the Colorado climate.
- 2. Arcade signs are permitted to be hung below structural awnings as long as the bottom of such sign is 8’ above grade.



Awning signage is used in combination with traditional signage



Awning is utilized to promote different goods offered at the establishment



Awning signage is centered above main entry

WINDOW SIGNS

Intent: Tenants are encouraged to add more interest and identity to their façade with signs placed directly onto the inside surface of glass of windows and/or doors. In addition, window signs shall be used to identify the entrance and hours of operation.

DESIGN STANDARDS

- 1. Window signs cannot exceed fifteen percent (15%) of their total ground level storefront window area.
- 2. Entrance and hours of operation shall only be located in one location with a maximum graphic area of 6 square feet.
- 3. All words or pictures located on a window or door shall be considered a sign and shall meet all of the criteria of the City of Aurora.
- 4. Screen printing, gilding and cut vinyl are permitted. These materials shall be applied to the inside surface of the glass.
- 5. Logos, letter forms and other supplemental graphics that contribute to the tenant’s identity may be displayed.

DESIGN GUIDELINES

- 1. Digitally printed graphics on opaque, translucent or transparent materials are permitted.



Example of a logo on window signage



Window signage is limited to 15% of total area



Lettering tailors to the tenants identity



Screen printed, gilding and vinyl signage

OUTDOOR AMENITY AREAS – LARGE FORMAT BUILDINGS

Intent: Large format buildings need special attention to create a public “street” condition along the primary façade. Much like streetscapes, the zone between the front of the building and the main drive aisle can provide quality space for outdoor amenities to encourage gathering, shopping and people watching.

DESIGN STANDARDS

1. There shall be a minimum 16’ wide ‘streetscape’ zone along the building frontages facing the main drive aisle. The minimum width shall be measured from the part of the façade closest to the drive aisle.
2. Amenities shall call attention to the front entrance by providing a visual cue. Amenities shall not impede direct access to the entrance.
3. Street trees are required and should be spaced at an average of 35’ on-center along the entire building frontage with the exception of building entry areas
4. The ‘streetscape’ zone shall include at least two of the following amenities:
 - Raised planters, potted plants or bollards to define the edge of the pedestrian area.
 - Pedestrian plaza with seating, outdoor seating, patio or café seating
 - Specialty paving
 - Landscape areas with in-ground plantings

DESIGN GUIDELINES:

1. Amenities areas may be used to develop grade separation for handicap ramps.



Planters provide interest



Specialty paving creates a sense of place

EXTERIOR LIGHTING

Intent: Exterior lighting provides attractive and convenient pedestrian environments while promoting a sense of safety. Lighting can be used to enforce the overall identity of Aurora One’s districts, streetscapes and amenities, highlight landscape features and architectural details and provide wayfinding to main entrances. Exterior lighting should promote dark-skies and be energy efficient.

DESIGN GUIDELINES

1. All light sources that distribute illumination above 90-degree horizontal plane shall be considered up-lighting and shall not be permitted.
2. A minimum of one of the following strategies shall be employed unless there is a safety concern to prevent light spill and unnecessary glare:
 - Full cut-off luminaries
 - Low-reflectance surfaces
 - Low-angle spotlights
 - Focused toward the ground
 - Designed and installed to prevent light trespass
 - Flashing, colored or obtrusive lighting shall not be permitted.
3. Temporary holiday lighting shall be permitted between November and January (3 month maximum).
4. Lighting between buildings and along pedestrian pathways shall provide sufficient illumination to provide safe passage.
5. Special and accent building lighting is permitted but shall be focused towards the ground and prevent light trespass and unnecessary glare.



Lighting and amenities between buildings provide safe passage and active spaces

6. Externally lit buildings and aesthetic lighting should be shielded to prevent direct glare and/or light spill and should be placed as close as physically possible and at the minimum height necessary to achieve their purpose.
7. Private sidewalks, internal pedestrian paths and bicycle paths shall be lit with a consistent illumination of at least 1 foot-candle on the walking surface.

DESIGN GUIDELINES

1. Café type lighting is encouraged in public areas to provide lighting and create visual corridors.
2. External building accent lighting should be used to provide definition to building mass and highlight entries and architectural elements.
3. Timers, dimmers, sensors or photocell controllers should be considered to turn the lights off during daylight hours or when lighting is not needed.
4. Lighting should be placed as close as possible to the target lighting area.
5. Exterior lighting within 100’ of residential uses should be no higher than 15’ above grade and should be shielded in a manner.

SERVICE AREAS

Intent: Convenient and accessible service areas are important to the overall function of Aurora One. Reducing the negative impact of service areas, mechanical equipment, trash and recycling containers and other similar uses with accessibility for service providers and users lends to the pedestrian oriented feel.

DESIGN STANDARDS

1. Service and outdoor storage areas, utility vaults, mechanical equipment and waste receptacles shall be located behind buildings, in the backs of properties or away from high visibility areas including Stephen D. Hogan Parkway, 6th Avenue E-470 to minimize visual, auditory and/or physical impacts on the site, street environment and adjacent properties.
2. Placement of service areas shall incorporate a thoughtfulness to locate food service areas away from walk path from vehicles to restaurants to minimize smells and/or unsightly service facilities.
3. Waste receptacles shall be located in areas convenient for on-site use and accessible for collection.
4. When service elements are within the site line of the sidewalk or adjacent properties, the elements shall be screened on all sides by enclosures with materials consistent with both that of the primary structure and landscaping.
5. Rooftop mechanical equipment shall be screened from view from the surrounding, adjacent arterials by roof walls, parapets, etc. from the adjacent arterials
6. Drives and accesses for service areas shall minimize visual, auditory and /or physical impacts on the site, street environment, customer experience and adjacent properties.

DESIGN GUIDELINES

1. Landscaping and materials should be selected to ensure sufficient size, quantity and height to effectively screen service elements and to make them compatible with associated buildings.
2. Where appropriate, mechanical equipment and utilities should be located underground.
3. Commercial or retail buildings adjacent to residential developments should limit exposure of loading docks, service areas or similar operations toward the adjacent residential developments.

DESIGN STANDARDS IN HOGAN VILLAGE ALONG WALKABLE MAINSTREET

Intent: The design standards along walkable mainstreet are intended to clearly define and activate the commercial areas by locating buildings near property lines to form street edges and corners and by locating entrances and ground floor uses to activate the street level. A strong mix of active uses should create a pedestrian friendly environment and encourage movement into the urban core.

The walkable mainstreet character is more urban, with tighter spacing, buildings fronting the street and a generous pedestrian zone that will provide comfortable seating and gathering areas for pedestrians to encourage shopping, gathering and eating. The walkable backbone should create a sense of community, vibrancy and excitement.

SETBACKS

DESIGN STANDARDS

1. Buildings within 150’ of an intersections shall place building facades on or within 10 ‘ of the right-of-way.
2. Buildings within 150 ‘ of an intersection shall be no more than 30’ apart.
3. A minimum of 60% of the building façade shall be located at or within 5’ of the right-of-way line. The remaining 40% of the building shall not exceed 30’ away from the right-of-way line.
4. Mid-block access shall be provided by spacing buildings a minimum of 20’ and a maximum of 50’.
5. Parking shall be located to the rear or side of the building (except permitted street parking).

DESIGN GUIDELINES

1. Buildings outside of 150’ of an intersection are encouraged to place building facades on or within 10’ of the right-of-way.

DESIGN STANDARDS IN HOGAN CROSSINGS AND HOGAN LANDINGS

Intent: The design standards are intended to clearly define and activate the commercial areas by locating buildings with visible front floors, parking areas and incorporating drive-thrus and short-term parking to conveniently position each building and user.

SETBACKS

DESIGN STANDARDS

- 1. Buildings within 50' of a signalized intersection shall be no more than 60' apart.
- 2. Parking may be located to the front, rear or side of the building.
- 3. Parking may include up to two rows of parking between the building and street. Parking at the fueling pumps is excluded from this calculation.
- 4. Drive-thru windows shall not face Stephen D. Hogan Parkway and shall meet the minimum landscape requirements for screening per the UDO.
- 5. Gas Stations within Hogan Landings are excluded from setback requirements listed in this section but must comply with City of Aurora UDO.



Parking and drive-thru are designed to provide safe access for the user

DESIGN STANDARDS ALONG STEPHEN D. HOGAN PARKWAY

Intent: The design standards along Stephen D. Hogan Parkway are intended to allow visibility to the local and regional commercial opportunities. A strong mix of uses should create a destination for users and encourage movement into the urban core.

The character along Stephen D. Hogan Parkway is more traditional commercial layout. Parking and access should be clearly visible for vehicular traffic so that users may easily access the businesses.

SETBACKS

DESIGN STANDARDS

- 1. Buildings within 150' of a signalized intersection shall place building facades within 50' of the Stephen D. Hogan right-of-way.
- 2. Full movement mid-block access shall be provided at a minimum.
- 3. Parking shall be located to the front, rear or side of the building as described per each neighborhood.
- 4. Residential uses shall be setback as far as possible to allow space for adequate buffering.
- 5. Gas Stations within Hogan Landings are excluded from setback requirements listed in this section.



Gas stations must meet UDO setbacks and provide for landscape.

MU-R DESIGN STANDARDS

Intent: The MU-R zone district is intended to serve as an “image making” area within the City of Aurora. The MU-R design standards promote a highly visible and distinguishable development. The MU-R district will require a high-quality pedestrian, urban design and street network.

FOCAL POINT

Intent: The focal point in Aurora One will be located directly adjacent to the walkable mainstreet area and serve as a beacon for visitors and travelers alike. The highest density and highest activity uses will be concentrated around the focal point area. The focal point will also become a long range visual cue and landmark to travelers along E-470 for the Aurora One development.

DESIGN STANDARDS

1. Focal point shall be directly connected to and/or adjacent to the walkable mainstreet area.
2. Focal point shall include all area within 750’ of the proposed feature.
3. No vehicular-related operations shall be permitted within the focal point area.
4. Drive-up and drive-thru uses shall not be permitted within the focal point area.

DESIGN GUIDELINES

1. Focal point may be either a public art feature or an architectural feature.
2. Focal point may be included in public plaza areas.

SKYLINE

Intent: Aurora one is intended to have a distinctive skyline that helps to visually navigate users to the core of the development. Because it is a large scale development, building massing and density should be used to define the skyline. The urban center and focal point will include the tallest buildings with the allowable height of adjacent development stepping down. Single-family residential areas will have the lowest buildings.

DESIGN STANDARDS

1. Within Hogan Village, walkable mainstreet and area around the focal point shall have the tallest buildings in the development, but shall not exceed 100’ tall or six stories.
2. Outside of Hogan Village, the walkable mainstreet and area around the focal point shall have moderately tall buildings but shall not exceed 85’ tall or five stories.
3. Village Park and Village Hills shall have low buildings and shall not exceed 65’ tall or 4 stories.

INTERSECTION PLAZAS

Intent: Aurora One promotes walkability and community gatherings. Plaza areas located at intersections should provide amenities that encourage use.

DESIGN STANDARDS

1. Plazas shall be incorporated at the following intersections:
 - Stephen D. Hogan Parkway and Crossroads Boulevard/Valdai Street
 - Stephen D. Hogan Parkway and Picadilly Road
 - Stephen D. Hogan Parkway and Rome Street
2. Plaza areas shall at a minimum include decorative paving and one bench.
3. Plaza areas shall be a minimum of at least 650 square feet.

DESIGN GUIDELINES

1. Additional site furnishings and urban design elements are encouraged.
2. Site lighting is encouraged at intersection plazas.



The focal point is located adjacent to the walkable mainstreet and Village Gardens.