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October 24, 2023

Ms. Sarah Wile
City of Aurora, Planning Division
15151 E. Alameda Parkway, Ste. 2300Aurora, 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 August 10, 2023. Comment responses are shown in *red*. 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".

Julie Gamec
THK Associates, Inc. | Principal

Initial Submission Review

SUMMARY OF KEY COMMENTS FROM ALL DEPARTMENTS

- Verify that the unit and population calculations are accurate in Tab 8 (see Item 1) *Updated.*
- Reduce the height of the monument signs from 18’ to 14’ so an adjustment is not required (see Item 1) *Heights have been removed.*
- Review inconsistencies in setbacks, lot widths, and lot sizes in Tab 12 with the UDO (see Item 1) *Updated – specific information removed and Master Plan will comply with the UDO.*
- Provide additional ROW and improvements to Picadilly Road for the full frontage of the site (see Item 3) *Updated.*
- Address all comments in the PIP and ensure consistency between text and exhibits (see Item 3) *Updated.*
- Address inconsistencies between the number of units / square footages in Tab 8 versus the MTIS (see Item 4) *Number of units and square footages have been updated to reflect current site plans. These are all lower than shown in the MTIS. No change to MTIS, but it is noted that numbers are different.*
- Update the MUS based on planning area acreage changes and utility layout changes in the PIP (see Item 5)
- Comply with current land dedication requirements for PROS (see Item 6) *Land dedication updated to meet PROS.*
- Update all graphics, notes, and standards in Tab 9 to comply with PROS standards (see Item 6) *TAB 9 updated based on coordination with PROS.*
- Submit an updated Public Art Plan given the residential and commercial acreage changes (see Item 7) *Updated.*

1. Planning

1A. All proposed changes to all tabs must be noted in the “Proposed Changes” document for staff to properly review the Master Plan Amendment, including the PIP. For the PIP, the document only states that there were “updates throughout to reflect drainage needs and the entire document has been changed out.” Please include a bullet point list like the other tabs to identify all changes that were made. Additional comments may be provided in the PIP with the next submittal given that a comprehensive review was not possible due to the lack of information. *Additional information provided.*

1B. Tab 3 (Context Map) and Tab 7 (Public Art Plan) must be updated as part of this amendment due to the scope of the proposed changes. See redline comments for additional information. *Tab 3 and 7 have been updated.*

1C. Show the required street continuing through PA-10 as was identified in the previous PIP and update all conceptual graphics accordingly in all tabs. Regardless of if that street is public or private, it should be designed like a typical public street. *Updated.*

1D. Make minor updates to Tab 1 for consistency and ensure that all changes are bubbled for consistency with other tabs. *TAB 1 updated.*

1E. In Tab 6, please change all references from “FDP” to “Master Plan” and “waiver” to “adjustment” to be consistent with the UDO. *Updated.*

1F. Please note that if any adjustments are requested from the UDO, they must be noted and justified in Tabs 1, 6, and 8. The application currently does not comply with PROS requirements for parks and open space dedication, and the updated monument signs exceed the maximum permitted height by 4’ (14’ maximum permitted and 18’ proposed). A Planning and Zoning Commission public hearing for the entire Master Plan Amendment will be required if these are not addressed. *No adjustments will be requested. PROS dedication will be met and this submittal reflects that. The dimensions on the monument signs have been removed. Adjustments to the monument sign heights will be requested as a part of a sign package or as part of the site plan drawings.*

1G. Verify that the proposed improvements for PA-5 have been updated to reflect what is shown in the conditionally approved PA-5 (Phase 1) Infrastructure Site Plan. *Updated.*

1H. Note the total number of residential units proposed in the requested box in Tab 8. *Updated.*

1I. The unit and population calculations are incorrect in Tab 8. Please review redline comments and provide clarification with the next submittal. *Updated.*

1J. The total “Commercial Mixed-Use” acreage in Tab 8 should be 12.31 acres as that is what is identified for PA-5. It is currently shown as 2.9 acres and the calculations do not add up correctly. *Updated.*

1K. Please clarify if any small residential lots are proposed. Based on the lot sizes identified in Tab 12, it appears that there will be small residential lots, so this should be noted in the appropriate row in Tab 8. *No small residential lots are proposed. The units will be townhouses and duplex.*

1L. Change the open space in the Land Use Map to a dark green instead of the mustard yellow to be consistent with standard land use designations. *Updated.*

1M. Address all PROS comments in Tab 9 and ensure that tables and graphics are correct. Ensure consistency

between Tab 8 and Tab 9 when documents are resubmitted. *Updated.*

1N. Please clarify why one of the mid-block access points was removed from Tab 10. *New pond layout removed perpendicular pedestrian access point. The mid-block access no longer connects to anything more than the sidewalk.*

1O. As noted above, monument signs cannot be taller than 14' without requesting an adjustment. The previous sign heights were 12' and they are now shown at 18'. Please update these details to comply with the UDO and avoid an adjustment request. *Sign heights have been removed.*

1P. There are inconsistencies in setbacks, lot widths, and lot sizes in Tab 12 with the UDO. Please review redline comments and ensure consistency with the next submittal. *Updated.*

1Q. There are additional parking standards that conflict with the UDO in Tab 12 that should be updated and/or removed.

1R. Please clarify why there are landscape standards proposed at the end of Tab 12 as they are not related architecture. *Landscape standards have been removed.*

1S. An invoice in the amount of \$19,397.00 is due prior to making the second submittal. If the Master Plan is updated to comply with all UDO requirements so there are no adjustment requests, please contact your Case Manager to receive a revised invoice before paying. *Updated invoice requested. Invoice will be paid.*

1T. Review and miscellaneous redline comments on all tabs. *Updated.*

2. Landscaping

2A. Fix the text that is cut off in Tab 11. *Updated.*

3. Civil Engineering

3A. In the comment response, please clarify what the Regional Public Improvement Project is. The Rule and Order indicated that Aurora One was still responsible for sidewalks, traffic signals, and acceleration/deceleration lanes. The obligation for the sidewalk and landscaping is accurately shown on Sheet 14. *As noted above and on Sheet 14, the regional improvements are limited to the roadway improvements as identified in the Rule and Order document. The City is responsible for the roadway improvements (asphalt and median) while the developer is responsible for sidewalk, streetlights, and sidewalk-adjacent landscaping.*

3B. Clarify the language for Picadilly Road improvements. *Picadilly Road is currently under coordination with the City of Aurora regarding potential changes to the future section. As of now, the Piccadilly improvements are identified as 4 lane section in accordance with previous coordination with the Eagle Ridge and Horizon Uptown Developments. Half-section improvements to Piccadilly are required along the entire frontage area for the property, including overlap with the out-parcel that separates PA-11 and PA-13.*

3C. Include the sidewalk for Stephen D. Hogan Parkway along the planning area frontage for A-1. 3D. Include the sidewalk for Stephen D. Hogan Parkway along the planning area frontage for PA-2. *The PIP has been revised to specifically include the sidewalk for Stephen D. Hogan Parkway along each planning area as it develops, including PA-1.*

3E. The exhibit for PA-2 shows the 2-lane collector as a requirement for this planning area. Please also include it in the text. *The 2 Lane Collector has been added to the PA-2 exhibit.*

3F. Clarify the limit for the 2-lane collector along PA-4 as the exhibit shows it going out to Stephen D. Hogan Parkway. *Language has been revised to indicate that the limits of the Two Lane Collector extend from Valdai Street to Stephen D. Hogan Parkway*

3G. Clarify the limit of the 6th Avenue improvements for PA-5 as the exhibit shows the limit is between Picadilly Road and the eastern boundary of PA-5. *The exhibits have been revised to identify the limits of 6th Avenue Improvements from piccadilly to the eastern boundary of PA-5, consistent with the PA-5 ISP Submittal.*

3H. Clarify the limit of the local street along PA-5 as the exhibit shows the limit between 6th Avenue and the 3-lane collector. *Updated.*

3I. Include the sidewalk for Stephen D. Hogan Parkway along the planning area frontage for PA-8. *The PIP has been revised to specifically include the sidewalk for Stephen D. Hogan Parkway along each planning area as it develops, including PA-8.*

3J. The Valdai Street improvements do not match the exhibit for PA-8. *The report and text have been revised for consistency.*

3K. The exhibit for PA-9 shows the local type 3 street on the northwest side of the PA as a requirement for this planning area. *The proposed Local Type 3 on the northwest side of PA-9 is located entirely within PA-8 and/or PA-10 and is not needed to provide access for this parcel. PA-9 will have access from Stephen D. Hogan Parkway and Valdai Street with any appropriate turnarounds as needed for fire and life safety.*

3L. Include the sidewalk for Stephen D. Hogan Parkway along the planning area frontage for PA-9. *The PIP has been revised to specifically include the sidewalk for Stephen D. Hogan Parkway along each planning area as it develops, including PA-9.*

3M. Clarify the limits for Picadilly Road improvements in PA-11 as the exhibit shows it going up to 6th Avenue. *The construction of the eastern half of Piccadilly is required from the south-western boundary of the property to 6th Avenue as a part of the development within PA-11, if not already constructed. The exhibit has been revised accordingly to match.*

3N. Per NEATS, Picadilly Road is 6-lanes north of Stephen D. Hogan Parkway/6th Avenue and 4-lanes south of Stephen D. Hogan Parkway/6th Avenue. Please show two sections, one for north of Stephen D. Hogan Parkway and one for south of Stephen D. Hogan Parkway. The section south of Stephen D. Hogan Parkway should match the Eagle Ridge Master Plan section including 114' of ROW, 14' detached walk, 10' landscape, 14' & 12' travel lanes, and a 14' raised median. The section north of Stephen D. Hogan Parkway should be the same as the previously approved Master Plan and the Horizon Uptown Master Plan. *Please refer to the revised Piccadilly cross sections on Sheet 2 for the 2 requested sections. These sections are in accordance with the Eagle Ridge and Horizon Uptown Master Plans, though we understand the City is currently reviewing the ultimate planned section for this area and may make changes to the regional system in the future.*

3O. Additional ROW and improvements to Picadilly Road are required along the full frontage of the property. *The construction of the eastern half of Piccadilly is required from the south-western boundary of the property to 6th Avenue as a part of the development within any of the adjacent planning areas, if not already constructed. The exhibit has been revised accordingly to match.*

3P. Show the sidewalk and landscape as an obligation for the frontage along SDH on each exhibit where it is required. *The proposed sidewalk on the north side of SDH has been added, as required, for the adjacent planning areas as a dashed golden line. The development is responsible for the proposed sidewalk and landscaping within the north side of the ROW, while the city is responsible for the roadway section and construction of the center median, as appropriate.*

3Q. Picadilly Road is still required along the frontage per redline comments. Tapers are required from both edges of the frontage. Tapers will likely overlap in front of the unincorporated parcel. *The construction of the eastern half of Piccadilly is required from the south-western boundary of the property to 6th Avenue as a part of the development within any of the adjacent planning areas, if not already constructed. The exhibit has been revised accordingly to match. We understand that there will be overlap within the unincorporated parcel and we are working with the City on potential interim options to be identified at the Construction Document stage.*

3R. Remove the street for PA-13 and the local type 2 section. Local type 2 sections are not permitted to connect to collectors or arterials. The alignment and street section will be reviewed/approved with the Site Plan. *The proposed street section within PA-13 has been removed as requested. Any future alignments of roadways will be reviewed at the Site Plan stage.*

3S. Review redline comments in Tab 8 regarding the notes. *Please refer to the Master Utility Conformance Letters provided with this submittal for verification that the proposed units/densities and utility alignments are in accordance with the originally approved master plan.*

1. Traffic Engineering

4A. Delete any labels that are not included in the PIP. *Updated.*

4B. Address inconsistencies between the number of units / square footages in Tab 8 versus the approved MTIS. *There are changes to the number of units and to the square footages in TAB 8. However, all of the changes are for LESS of each and so should not have a negative impact on traffic volumes or counts.*

4C. Show the roadway connection through PA-10. *Shown.*

2. Aurora Water (Daniel Pershing / 303-739-7646 / ddpershi@auroragov.org / Comments in red)

5A. Updates to planning area acreage will require updates to the Loading and Demand Criteria for the MUS. A conformance letter will be required verifying the updates will not affect the infrastructure approved in the MUS. *Please refer to the Master Utility Conformance Letters provided with this submittal for verification that the proposed units/densities and utility alignments are in accordance with the originally approved master plan.*

5B. Routing, sizing, and utility layout shown in the updated PIP need to match the approved MUS, or a MUS Amendment will be required. *Please refer to the Master Utility Conformance Letters provided with this submittal for verification that the proposed units/densities and utility alignments are in accordance with the originally approved master plan.*

3. PROS

General

6A. See all redline comments within Tabs 8, 9, 10 and 11. *Updated.*

6B. This project is required to comply with current land dedication standards per Section 146-4.3.18.B of the UDO. Please update all forms to put back the additional park and open space on site as designated in the original Master Plan. *Updated.*

Tab 8

6C. Update the population counts to reflect accurate calculations. *Updated.*

6D. Remove all notes referencing the annexation agreement public land dedication and replace with the UDO required PROS land dedication requirements. *Updated.*

Tab 9

6E. Update the graphics to create consistency for where the detention ponds are proposed. Currently the park graphic does not reflect the detention area. *Updated.*

6F. Please identify if the detention area is intended to meet the open turf requirement for all neighborhood parks. If not, where will this element be located as it is not identified in the rendering. *Note added.*

6G. Update Form J to accurately reflect all parks and open space parcels intended for dedication credit. *Updated.*

6H. Verify that the neighborhood park amenities listed are consistent with what was approved in the park master plan by the Parks and Recreation Advisory Board. *Updated.*

6I. Add a note that the median will be constructed by the developer. Medians are required to have a 3-year maintenance and warranty period prior to final acceptable and turnover to the city. *No change. Per the Stephen D Hogan Parkway Rule and Order the median is not the responsibility of the developer/*

6J. Detention ponds are not permitted within the 25' special landscape buffer. Please shift this pond back on all graphics for consistency with requirements. *Updated.*

6K. Water quality ponds are not permitted for park or open space purposes. Update description. *Updated.*

6L. Update the design standards to reflect the number of parks and open space accurately *Updated.*

6M. Update design guidelines to identify "sports field at 2% max" as potential use if detention is intended to meet the field requirement. *Updated.*

6N. Planning areas in Table 1 are no longer consistent with the map and areas requested for credit. Update. *Updated.*

6O. Playgrounds need to reflect ages 2-5 and 5-12. Please update as the age range is current inaccurate. *Updated.*

Tab 10

6P. Updates graphics to reflect comments in Tab 9. *Updated.*

Tab 11

6Q. Item #8 is confusing as detention ponds aren't allowed within buffers adjacent to parks and open space. Remove as #7 already provides design standards for detention ponds. *Updated.*

6R. Update landscape design standards for parks to exclude multi-purpose play fields in the xeric requirement. *Updated.*

6S. Update graphic to reflect comments in Tab 9. *Updated.*

6T. Security lighting is required in parks. Update lighting standard. *Updated.*

6U. As the park is coming to PROS, remove items in design guidelines and note compliance with PROS standards. *Updated.*

4. Public Art (Roberta Bloom / 303-739-6747 / rbloom@auroragov.org)

7A. The changes in the residential and commercial acreage will impact the budget for the Public Art Plan. Please make the adjustments in the Public Art Plan (Tab 7) and submit it with the next submittal. *TAB 7 has been updated.*

5. Aurora Public Schools (Josh Hensley / 303-365-7812 / jdhensley@aurorak12.org)

8A. The student yield and school land dedication for the amended Master Plan is attached based on the residential land use update. The final size of the dedication requirement will be based on the number and types of residential units approved. APS will accept cash-in-lieu of land for this obligation valued at market value of zoned land with infrastructure in place. Cash-in-lieu will be determined as Site Plans are approved and is due prior to Plat recording. *Noted.*





LETTER OF INTRODUCTION

AMENDMENTS:

⚠ 06-28-23 - Revised term "Village Towers" to term "Village Flats", updated current zoning.

TAB 1



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

June 30, 2023

Ms. Sarah Wile, Planning Case Manager
City of Aurora
15151 E. Alameda Parkway
Aurora, CO 80012

Changes should be bubbled to be consistent with other tabs
Noted

RE: Aurora One MASTER PLAN – Letter of Introduction

Dear Ms. Wile:

GB Capital, LLC (GBC) is proposing to develop this 142+/- acre parcel of land generally located at the northwest corner of E-470 and 6th Avenue in Aurora, Colorado. This parcel is bisected by the newly constructed Stephen D. Hogan Parkway. GBC intends to develop this parcel into high density attached single-family homes, high density multi-family, commercial and mixed use developments and sees the project as a needed commercial hub. The current zoning district is MU-R.

In today’s changing environment, the vision for Aurora one is to provide an equitable vision to develop a sensible and vibrant variety of development, regional nodes and neighborhood oriented uses.

The ownership and design team are comprised of the following members:

Owner:
GBB Capital, LLC.
2993 S. Peoria Street, Suite 105
Aurora, CO 80014
303-901-1414
Attn: Geoff Babbitt

Surveyor:
Ware Malcomb
1600 Champa Street, Ste 350
Denver, CO 80202
3030-561-3333
Attn: Justin Scheitler, P.E.

Engineer:
Ware Malcomb
1600 Champa Street, Ste 350
Denver, CO 80202
3030-561-3333
Attn: Tom Jansen, P.E.

Planner/Landscape Architect:
THK Associates, Inc.
2953 South Peoria Street, Suite 101
Aurora, CO 80014
303-770-7201
Attn: Julie Gamec

Per City of Aurora Code, Section 146-5.4.1.E.3 – Criteria of Approval the project is justified as proposed in the following ways:

1. The proposed project is consistent with the Comprehensive Plan. The property sits within the existing Aurora boundary and does not require annexation. The proposed project meets City Codes that apply to the area.

2. The proposed project will allow future development of the property to comply with all applicable standards in the Unified Development Ordinance (UDO).
3. The proposed project will result in a coordinated system of streets, transit spaces and infrastructure that tie into and complement existing and planned in the area and do not create significant adverse impacts on the surrounding area. If adverse impacts exist, such as noise impacts from the Airport Influence Area, they will be mitigated to the greatest degree practicable. The proposed development will minimize nuisance impacts by providing appropriate buffering and screening, use of site lighting and providing water quality for the development in the public spaces.

The current proposal does not comply with Section 146-4.3.18.B.1, so this statement is not accurate.

Updated language.

4. The proposed development will expand on multi-modal connections with the adjacent Horizon New Town development and promote the creation of a regional commercial node. The proposed development is ADA accessible and will provide ADA accessibility along sidewalks and transit connectivity. The proposed development incorporates all street standards for public streets within the development.

Uptown Updated

Aurora One is located on the east side of the City of Aurora, approximately 1.5 miles south of I-70, 7.5 miles south of Denver International Airport (DIA) and 5 miles east of the City of Aurora Municipal Building. Surrounding this new development are other plans including Aurora Highlands and Horizon Uptown. In combination, these new developments will support the growth in the City of Aurora and the infrastructure of DIA.

Aurora One is likely to take years to be fully implemented but will create retail and commercial opportunities for local and regional needs, address high density housing in the area, provide a connected, regional node close to major transit hubs and routes, including E-470 and will provide a collaborative live/work environment.

This community is being planned to incorporate an innovative mix of real estate product types to support the rapidly changing environment, provide a safe community for pedestrians and vehicular travelers to promote conveniences and reduce the number and length of trips and provide active urban corridors and amenity spaces to gather and develop the community.

Aurora One is divided into seven distinct neighborhoods, each catering to a different user and each forming an independent, but cohesive identity.

- Hogan Village – Defined by urban plazas, gathering spaces, patios and walkable mainstreets, Hogan Village is the urban center alive with pedestrians and vehicular-friendly commerce.
- Hogan Crossings – Defined by the convenience oriented nature, this hub is intended to serve regional users who are accessing Aurora One from Picadilly Road.
- Hogan Landings – Defined by the vehicular oriented focus due to its proximity to E-470. Hogan Landings focuses on travel and destination related activities.
- Village Gardens – Defined by its central location and recreational opportunities, Village Gardens is the heart of Aurora One and will contain the focal point for the community.
- Village Park – Defined by high density housing, Village Park will adhere to a traditional gridded street network and will provide high density, attached housing.

- Village Hills – Defined by its physical separation from the commercial areas due to Stephen D. Hogan Parkway and its proximity to Triple Creek, Village hills will provide an attached, duplex housing product to blend the urban and suburban housing desires.
- Village Flats – Defined as the highest density housing within Aurora One, Village Flats will provide multiple, multi-story residential buildings. Located directly adjacent to Village Garden and Hogan Village, Village Flats will be able to provide residents with a broad spectrum of amenities.

Aurora One will meet the land dedication requirements set forth by the City of Aurora. At this time, no neighborhood park or school site is proposed or anticipated.

The design team has successfully completed many projects within the City of Aurora including:

- Kings Point South
- Sorrel Ranch
- The Vistas at Beacon Point
- Gateway Park (select projects)
- Majestic Commerce Center
- Stafford
- Porteos (various sites)
- Airways Business Center, Phase One

???

Updated

GBC and the design team look forward to working with the City of Aurora on this exciting project. Please do not hesitate to contact me should you have any questions.

Regards,



Julie Gamec
THK Associates, Inc.



NARRATIVE

AMENDMENTS:
△ 06-28-23. Updated zoning,
changed "Village Towers" to
"Village Flats".

TAB 6

FORM B: MASTER PLAN NARRATIVE

Change all references from FDP to Master Plan

Updated

1. General Description of the FDP:

Briefly describe the general character of your proposed FDP. What will be the predominant land uses? What market segment is the proposed development designed to serve?

The general character of the FDP is of an urban community core. The predominant land uses are commercial and high density residential. The community is intended to serve both the immediate community as well as act as a regional hub for services.

2. Defining Character of the FDP:

Describe how your proposed FDP will create a unique community with a definable character and special "sense of place". What facilities, amenities and special design features will set it apart in the marketplace from similar developments in your area?

The FDP creates a community that integrates the commercial, residential and park components. By utilizing the park elements to create a linear connection across the site, the park becomes a buffer, focal point and serves as a view corridor for residents and visitors. The FDP also utilizes the existing Stephen D. Hogan Parkway to form a commercial backbone to serve local and regional commercial needs without interrupting high density residential pedestrian or traffic patterns.

3. Zoning Conformance:

Does the FDP accurately reflect adopted E-470 or Northeast Plains Zoning District Subarea boundaries?

The UDO adoption removes both the E-470 and Northeast Plains Zoning District. The FDP currently sits within MU-R zoning. A change from AD to MU-R zoning was completed for a portion of the site under Case Number 2005-2041-02 and approved on June 27, 2022.

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4. Potential Regulatory Conflicts:

Are there any existing or potential conflicts between FDP design ordinance requirements and the terms of any existing annexation agreements or agreements with other jurisdictions or interest groups? If so, what are they and how do you propose to resolve them?

At this time, no potential regulatory conflicts are known.

5. Waivers:

Does your current design require any ordinance waivers in order to be approved, and answer the following questions for each. (If no FDP waivers are identified, always interpret the final FDP document to mean that all city code requirements are met.)

At this time no waivers are anticipated.

6. Required City Facilities:

What additional city facilities or services will the City of Aurora have to provide or be implemented? What police, fire, and recreation facilities are required and where (inside or outside of your FDP boundary). To what extent will your development plan help to meet these facilities?

Please see the Public Improvement Plan Narrative for information. No fire facilities are required in Aurora as a new fire station is a part of the approved Master Plan for Horizon Uptown.

Change from waiver to adjustment. Please note that not meeting the parks and open space dedication requirements is considered an adjustment and if the Master Plan is not updated to meet this, the adjustment will need to be noted and justified here.

"Waiver" changed to "Adjustment". Park Dedication will be met as shown in this amendment.

7. Vehicular Circulation:

Do your proposed arterial and collector roadways align with the arterials and collectors of adjacent properties? Do your roadway cross sections match adjacent cross sections? If not, explain why.

The arterial road on the site is Stephen D. Hogan Parkway. Half of the roadway has already been constructed and the ROW is in place. Collectors and local roads align as much as possible with Horizon New Town road network to the north. Several streets in and adjacent to the site including Rome Street, E. 6th Avenue, Crossroads Blvd./Valdi Street and Piccadilly Road are existing and will remain in use or will be realigned. Street cross sections have been determined based on traffic requirements and adjacent sections.

8. Pedestrian Circulation:

Do off-street trails on your site connect with those on adjacent properties? Do your cross sections match adjacent cross sections? If not, explain why.

Trails throughout Aurora One connect within the community, to Horizon Uptown to the north, to the planned trails along Triple Creek and to High Plains Trail adjacent to E-470. In addition, roadways have sidewalks and bike lanes on larger road sections. Moreover, a walkable mainstreet element is incorporated and links the commercial corridor to the linear park.

9. Protection of Natural Features, Resources and Sensitive Areas:

Describe how the development will be designated to protect, use or enhance natural resources and features. In particular, describe how the design of the development will respond to:

- Water features, such as floodplains, streams and arroyos: Views to adjacent Coal Creek are preserved. The residential community will be able to access the Triple Creek open space via trail connections in the Aurora One development.
- Adjacent parks and open space: The community will be able to access adjacent parks and open space via trails. In addition, parks have boundaries that directly abut a street allowing for easy vehicular access and on-street parking.
- Historic or archaeological sites: None known on the site.
- Significant views of the Front Range and views from public parks and I-70 and E-470 and other collector and arterial streets: Views will be preserved to the front range. High visibility sites are located adjacent to E-470.
- Riparian wildlife habitat: Habitat will be created in the parks and open spaces.
- The approximate topographic form of major ridgelines and swales: The Aurora One site is relatively flat. Small ridgelines and swales (if any) will not be specifically preserved.
- Natural or geologic hazard areas, including unstable slopes and expansive soils: Unstable slopes exist along Triple Creek, directly south of the site. A proposed 25' special landscape buffer will help to protect banks and steep slopes. Expansive soils will be appropriately mitigated as needed and on a case by case basis during construction.
- Other natural features such as bluffs, ridges, steep slopes, stands of mature trees, rock outcroppings or wetlands: No other natural features exist on the site.

10. Neighborhood Concept:

Briefly describe the location of your individual neighborhoods. How have you defined the boundaries for each neighborhood? How are the architectural styles and other design features distributed among the neighborhoods? Are there any styles or other design standards that are restricted to specific areas? Also fill out Urban Design Form F-2 to more fully describe the special standards and character of each.

Aurora One is divided into seven (7) neighborhoods. Neighborhoods are described as follows:

Hogan Crossings: 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 Piccadilly Road. This area will provide options for daily needs for the immediate community such as full service restaurants, carry-out 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. Additional drive-thru needs such as banks or pharmacies are allowed. Architecture will be four-sided, eliminating undesirable spaces and utilizing the entire site to create a comfortable, safe and convenient vehicular and pedestrian environment.

Hogan Landings: Hogan Landings is a super-regional/regional, auto orientated destination hub. This vehicular 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, drive-thru and carry-out restaurants, regional retail, full 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. Drive-thru windows are not permitted to face Stephen D. Hogan Parkway.

Hogan Village: 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 vehicular-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.

Village Gardens: Village Gardens is located in the heart of the community and is characterized by its identity as the central green space and use of community gathering features. Village Gardens will incorporate plaza opportunities that overlook and interact with the green space and contain a focal point. The trails provide community circulation. Village Gardens includes more than 20 acres of park and open space lands including a 'creek'. Tucked close to adjacent Village Flats residential, a neighborhood park including play equipment links the two neighborhoods together. Village Gardens also provides a buffer between residential and commercial uses. Natural features abound to provide an oasis in the urban surroundings. Detention areas for water collection and water quality are creatively integrated with site design. These areas provide space for recreation, enhanced plantings, buffering and view corridors. Architecture will be four-sided, eliminating undesirable spaces and utilizing the entire site to create a comfortable, pedestrian scale environment. Architecture shall utilize its primary façade and pedestrian spaces oriented toward the focal point, park and open space.

Village Hills: Overlooking Triple Creek, Village Hills enjoys long range views to the west and south west. As a high-density, attached residential neighborhood, Village Hills promotes a balance between an urban lifestyle and an outdoor recreational passion. Village Hills looks to Triple Creek and provides connection to Village Gardens and other areas of the site through pedestrian connections along designated pedestrian connections. Architectural styles within Village Hills shall use the architectural vocabulary of Shingle, Victorian, Prairie, Craftsman and Modern styles. A modern take on architectural elements such as lighting and detailing as well as color pallets shall provide an updated, contemporary feel. A minimum of three different architecturally styled

facades shall be utilized.

Village Park: Village Park is located on the north boundary of the site. With cross connection to Horizon Uptown and direct access to major roadways, Village Park will contain high density townhouses. Tree lined streets and strong pedestrian connections to promote a sense of urban fabric. Proximity to community and neighborhood parks and Hogan Village encourage urban living. The frontages along E-470, Crossroads Blvd. and buffer to Horizon Uptown create opportunity to develop a consistent, high quality streetscape and landscape setting. Adjacency to Village Gardens and easy access to parks and open spaces promote outdoor activities. Architectural styles within Village Park shall use the architectural vocabulary of Greek revival, Colonial Revival, Neoclassical, Beaux Arts and Modern styles. A modern take on architectural elements such as lighting and detailing as well as color pallets shall provide an updated, contemporary feel. A minimum of three different architecturally styled facades shall be used.

Village Flats: Village Flats is intended to be a high density, multi-family area with multiple story residential buildings. 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 enjoy long range views to the west and south.



Form F-2 has been completed and is included in the Master Plan documents.

11. Black Forest Ordinance:

Is the Black Forest Ordinance applicable to your site? If so, where do the impacted areas show on your exhibits, and how with the requirements of the ordinance be carried out?

The Black Forest Ordinance is not applicable to our site.

12. Steep Slope Standards:

Does your development plan include building on areas with an existing slope of 6% or greater? If so, what standards and design strategies have you adopted to deal with drainage and aesthetic issues? Have you reviewed and considered our recommended steep slope design guidelines? If not, why?

Aurora One is not impacted by steep slopes. In the limited areas where slopes steeper than 6% exist, no consideration has been given as slope feature is limited. It is anticipated that site grading will remove these areas.

13. Consultations with Outside Jurisdictions and Agencies:

Have you consulted with representatives of your local school district, the Colorado Division of Wildlife, the Colorado Department of Public Health and Environment, or other applicable local, state or federal agencies? If so, list the dates, contact person, and results of your discussions. Include any letter you've received from these agencies as an appendix to your application.

The Design Team has attempted to contact CDPHE and Tri-County Health regarding any available environmental records for the site. At the time of this application we have not received a response. Aurora Public Schools were contacted as part of the Pre-Application meeting and we received preliminary feedback in the Pre-Application notes dated September 20, 2019. No other jurisdictions or agencies have been contacted.



LAND USE MAP
LAND USE MATRIX
STANDARD NOTES

AMENDMENTS:

⚠️ 07-14-23 - Removed PA-3 and PA-12. Revised PA-11 and PA-13. Updated Form D for new acreage, updated DU for PA-10, updated units and residents for PA4, 5, 10 and 13, removed requirement for rezoning and added approved rezoning information, updated neighborhood boundary, added updated detention pond locations, updated "Village Towers" to "Village Flats".
PARK DEDICATION NUMBERS ARE IN PROCESS.

TAB 8

LAND USE MAP, MATRIX AND STANDARD NOTES

The attached Land Use Map delineates the following items:

- Locations of all planning areas, labeled with planning area number and land use code
- Ten acre reference grid
- Indications of all proposed detention/retention ponds
- Locations of planning areas that indicate all open space and park areas to be counted toward fulfillment of Parks and Open Space Department's requirements

The City Standard Master Plan notes are included in this TAB. The following notes have been modified to more accurately reflect the Aurora One project:

- Modification to standard note 1
- Modification to standard note 2
- Modification to standard note 8
- Modification to standard note 10 (UDO code sections)
- Modification to standard note 14
- Deletion of standard note 15
- Addition of note 15
- Addition of note 16

All notes have been updated to use the following terms:

- "FDP" replaced with "Master Plan"
- "CSP" replaced with "Site Plan"
- "Waivers" replaced with "Adjustments"

ADJUSTMENTS

At the time this Master Plan was developed, no adjustments were anticipated. However, due to the potential for an extended development timeline, the Applicant reserves the right to request adjustments at the time of Site Plan or Preliminary Plat submittal that do not require additional Master Plan amendments.



Not complying with current parks and open space requirements would be an adjustment.

Proposal updated to comply with parks and open space requirements

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 (in DUs or SF)
1. Flood Plain Areas	NA						
DEDICATED LAND							
2. Required Land Dedication Areas for Parks, Schools, Fire Stations, Libraries	PA-6	OS-D	3.44	7.8 ac per 1,000 residents	N/A	N/A	Per UDO Section 15.02
	PA-7	NEIGHBORHOOD PK-D	11.26	3.0 ac per 1,000 residents	N/A	N/A	Per UDO Section 15.02
MIXED COMMERCIAL							
3. Development Areas	PA-1	COMMERCIAL	5.90	N/A	N/A	20,898	
	PA-2	COMMERCIAL	6.36	N/A	N/A	22,527	
	PA-8	COMMERCIAL	10.15	N/A	N/A	35,951	
	PA-9	COMMERCIAL	8.19	N/A	N/A	29,064	
	PA-11	COMMERCIAL	11.78	N/A	N/A	41,725	
	PA-14	COMMERCIAL	3.43	N/A	N/A	12,149	
MIXED-USE							
	PA-5	MIXED COMM	12.31	N/A	N/A	43,602	Mixed Comm may also contain mixed-use
SINGLE FAMILY ATTACHED RESIDENTIAL							
	PA-4	SFA	28.96	N/A	N/A	12 DU/ac. 350 Units	No residential dens
	PA-13	SFA	28.85	N/A	N/A	12 DU/ac. 250 Units	No residential dens
MULTI-FAMILY RESIDENTIAL							
	PA-10	MFA	12.31	N/A	N/A	40 500 Units	Multi-family residential may also contain commercial
			142.94				2 are intentionally excluded**
Summary Rows							
9. Total SFD planning areas		NA		2.65 persons per unit	NA	0	Estimated 0 residents
10. Total SFA planning areas		57.81		2.65 persons per unit	NA	12 DU/Ac 30 Units	Estimated 1,400 residents PA-4 AND PA-13
11. Total MFA planning areas		22.30		2.5 persons per unit	NA	500 units	Estimated 1,188 residents PA-10 (for 475 units)
12. Total residential		80.11			NA		2,840 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							
16. Total Retail		45.81					
17. Total Office Mixed Use		NA					
18. Total Industrial		NA					
19. Total Commercial Mixed Use		2.9					Includes PA-5 (23% for 20,000 SF)
*commercial mixed use may include office and retail uses							
20. Total Neighborhood Park Land		11.75					Required Land Dedication = 8.52 Ac. Required Land Dedication = 22.15 Ac. Per annexation agreement = 5.16 Ac. Provided Land Dedication = 2.77 Ac. *Land Dedications per annexation agreement = 2% of commercial and 6% of residential*
22. Total Open Space Land		3.44					
23. Total Park and Open Space Land		14.7					

Units updated to 400 per current site plan.

Comments below, or update residents based on 500 units

38,200 sf shown in M...

Noted. Current demand is less and is reflected as such.

For 600 single family units the population count is 1590.

Noted. Current demand is less and is reflected as such.

Are no small lots proposed? SFA can be considered small lots. Lot sizes would need to be larger if this is listed as N/A

No small lots are proposed.

Noted. Current demand is less and is reflected as such.

1144 total MF dus shown

Change from 500 to 475 if you only intend to build 475 as that's how you are calculating residents (or update number of residents to 1,200 are proposing)

This should be 1,590 residents based on 600 units

Updated.

Updated.

For 500 multifamily units total population is 1,250

Updated.

Put 1,100 units in this box (or total number of units combined)

Updated.

Based on the total units proposed, the following would be the land dedication required:
8.52 neighborhood park
2.13 community park
22.15 open space.

Updated.

Required Land Dedication = 8.52 Ac.
Required Land Dedication = 22.15 Ac.
Per annexation agreement = 5.16 Ac.
Provided Land Dedication = 2.77 Ac.
Land Dedications per annexation agreement = 2% of commercial and 6% of residential

12.31 acres is what's identified in PA-5? Numbers don't add up correctly.

Updated.

not applicable, this project is required to comply with current land dedication standards.

Updated.

Update per PROS comments

Updated.



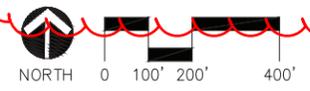
A. Land Use Item	B. Planning Area Map Number	C. Map Area Code	D. Gross Land Area in Acres	E. Land Use Formula	F. Maximum Potential Density by Code (in Dens or SF)	G. Actual Proposed Maximum Density (in Dens or SF)	H. Planning Details and Comments (include phase number or triggering event)
DEDICATED LAND							
1. Flood Plain Areas	NA						
2. Dedication Areas for Parks, Schools, Fire Stations, Libraries	PA-6	OS-D	3.46	7.8 car per 1,000 residents	N/A	N/A	Per UDO Section 146-4.3.3B.8
	PA-7	NEIGHBORHOOD PK-D	11.26	3.0 car per 1,000 residents	N/A	N/A	Per UDO Section 146-4.3.3B.8
MIXED COMMERCIAL							
3. Development Areas	PA-1	COMMERCIAL	5.90	N/A	N/A	30,000	
	PA-2	COMMERCIAL	6.36	N/A	N/A	23,127	
	PA-3	COMMERCIAL	33.15	N/A	N/A	25,000	
	PA-8	COMMERCIAL	8.19	N/A	N/A	45,729	
	PA-11	COMMERCIAL	11.78	N/A	N/A	33,147	
	PA-14	COMMERCIAL	3.43	N/A	N/A	45,000	
MIXED USE							
	PA-5	MIXED COMM	12.31	N/A	N/A	45,000	Mixed Comm may also contain mixed use
SINGLE FAMILY ATTACHED RESIDENTIAL							
	PA-4	SFA	28.96	N/A	N/A	11 DU/AC	No residential density stated in UDO Table 4.2.3
	PA-10	SFA	28.95	N/A	N/A	11 DU/AC	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	Multi-family residential may also contain commercial
	PA-10	MFA	12.31	N/A	N/A	50 DU/AC	**PA numbers 3 and 12 are intentionally excluded**
4. Total Map Average (total figures above)			142.96				
5. Less: 1/3 of perimeter streets (not owned by applicant)			(only 1/3 included)				
6. Applicants Average (total in application (line 4, minus line 5))			142.96				
7. Total Flood Plain Average			0				
8. Total Adjusted Area for Average (line 4, minus line 7)			142.96				

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. Planning Details and Comments (include phase number or triggering event)
9. Total SFZ planning area	NA	2.45 persons per unit	NA	0	Estimated 2 residents
10. Total SFA planning area	12.81	2.45 persons per unit	NA	11 DU/AC	Estimated 1,084 residents (NA 4.4AA) PA-11
11. Total MFA planning area	12.30	2.5 persons per unit	NA	100 units	Estimated 1,100 residents (NA 3.3) (475 units) 2,840 estimated residents
12. Total residential	80.11		NA		
13. Check for average residential density in each subzone		2.5 persons per unit	NA		
14. Small lot data	NA		NA		
15. Check for maximum allowable number of multifamily units in each subzone			NA		
16. Total Retail	45.85	NA	NA		
17. Total Office/Mixed Use	NA	NA	NA		
18. Total Industrial	NA	NA	NA		
19. Total Commercial Mixed Use	2.9		100,000		Includes PA-5 (20% for 23,000 SF)
20. Total Neighborhood Park Land	11.26				Required Land Dedication = 8.12 AC. Required Land Dedication = 23.11 AC. Per dedication agreement = 5.28 AC. Provided Land Dedication = 2.37 AC. *Land Dedication Agreement and dedication agreement = 2.37 acres and 2.37 acres of residential*
21. Total Open Space Land	5.46				
22. Total Park and Open Space Land	16.7				

ANNEXATION AREA 13 FUTURE NOTE: LANDS DEDICATED FOR OPEN SPACE AND TWO PERCENT OF LAND ZONED REZONED RESIDENTIAL. **Removed**

DEVELOPMENT AREA 13 NO RESIDENTIAL DEVELOPMENT WILL BE PERMITTED WITHIN THE ADJACENT ZONING AREA OF PLANNING AREA 13 UNTIL A ZONING CHANGE HAS BEEN APPROVED BY THE CITY OF AURORA. CURRENT ZONING LIMITS HAVE BEEN DEPICTED ON THIS PLAN.

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



- LEGEND**
- Mixed Use (Employment / Retail / Residential)
 - Mixed Commercial (Employment / Retail)
 - Single-Family Attached Residential
 - Multi-Family Residential
 - Neighborhood Park
 - Open Space
 - Visibility Sites
 - Neighborhood Park Area (11.26 Ac)
 - Detention
 - Walkable Main Street
 - Local Street Boundary

- 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 THE MASTER PLAN, SUBMITTAL OF A PRELIMINARY PLAT, WITH A PLAT OR WITH SITE PLAN RENEWAL. THESE REQUIREMENTS ARE APPLICABLE TO INDIVIDUALS AND BUSINESSES LOCATED WITHIN THE CITY OF AURORA AND EMERGENCY NOTIFICATION IN A MANNER THAT IS IN A COST EFFECTIVE MANNER EQUALLY THROUGHOUT THE CITY.
- OPEN SPACE MAY BE REQUIRED IN DEVELOPMENTS AND/OR ANNEXED AREAS THIS SITE WILL NOT REQUIRE A PERMANENT OR TEMPORARY FIRE STATION REQUIREMENT DUE TO THE HORIZONTAL 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,

Open space should generally identified with a darker green color, not yellow

Changed to green

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 GUAGE POPULATION DENSITY. IT IS REASONABLE TO ASSUME THAT SOME FUTURE SITES 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.

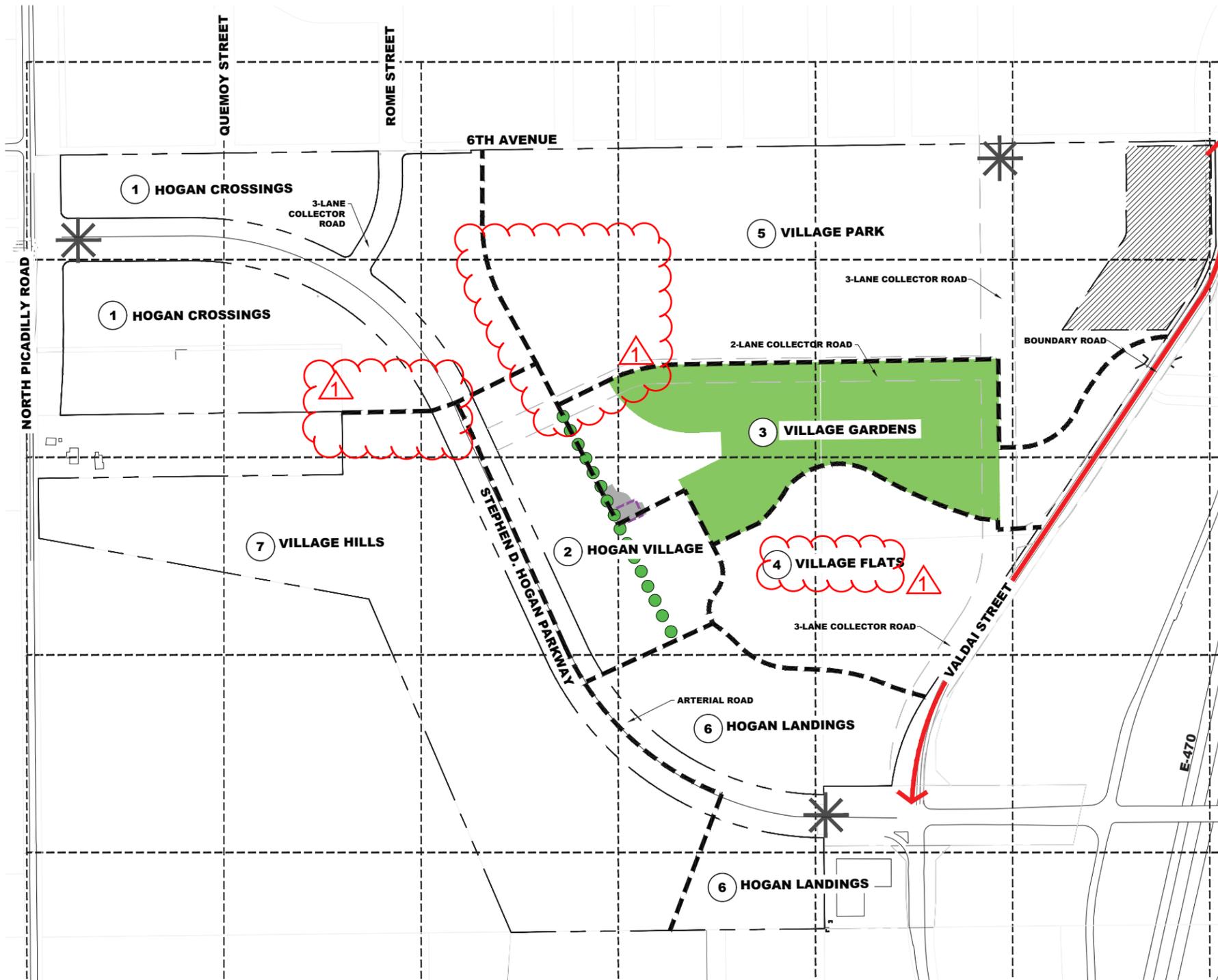
- SITE SELECTION CAN BE DETERMINED BY SEVERAL DIFFERENT METHODS. IN THE PAS, THE POPULATION DENSITY OF THE CORE OR AURORA DICTATED SITE SELECTION TO INSURE OVERLAPPING OR EDGE TO EDGE COVERAGE. NEW DEVELOPMENTS AND FUTURE ANNEXATIONS INTO THE CITY REQUIRES A DIFFERENT METHOD OF DETERMINING SIREN SITES 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.

WARE MALCOMB

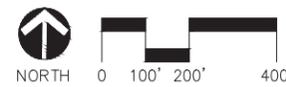
associates inc.
2953 South Peoria Street, Ste 101
Aurora, Colorado 80014
303-770-7201 FAX 770-7132

AURORA ONE
MASTER PLAN
LAND USE PLAN
TAB #8



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 Preliminary Plat 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
- Property Line
 - High Visibility Sites
 - Boundary Road
 - Walkable Main Street
 - Primary Project Entrance
 - Plaza Space
 - Park
 - Focal Point
 - Neighborhoods



WARE MALCOMB

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

AURORA ONE
 MASTER PLAN
 MU-R
 COMPLIANCE
 MAP
 TAB #8

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.	See Aurora One Design Standards and Guidelines in Tab 11, page 313 for detailed information.
3. Fence and privacy walls	Fence not to exceed 30" 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 split-face concrete masonry.	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).	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		

Add: Walls over 30 inches are required to have pedestrian railings

Added

Type: standards

Fixed

Add: License agreements are required for special paving in ROW

Added

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 intended to illustrate the level of design quality required by this Master Plan. Final designs to be submitted at the same or higher level of design quality, extent and detail.

Site Plan

Changed

STANDARD MASTER PLAN NOTES

5.5 Standard Master Plan Notes

Change all CSP references to Site Plan as CSPs do not exist anymore.

Updated

Include these standard notes on the cover sheet of your final Master Plan drawing mylars:

1. Traffic Signal Costs. Owner and/or developers are responsible for 100 percent of signal costs for interior intersections. The cost of signals at perimeter intersections will be prorated. Signal locations and cost sharing will be determined at Contextual Site Plan.
2. Street Lights. Streetlights must be constructed along all public streets as required by City Code Section 126-236.
3. Archaeological Finds. The owner, developer and/or contractors will notify the City if archaeological artifacts are uncovered during construction.
4. Parks. Neighborhood park sites shall not exceed 3 percent maximum finished grades.
5. Residential Density Reductions. The developers have the right to build at a lower residential density in any map area provided the City has determined that the use is permitted and compatible with surrounding land uses. A finding of compatibility will be determined at the time of CSP review. The reduction shall be considered an administrative Master Plan amendment.
6. Master Drainage Plan. No subdivision shall be approved prior to the City's approval of the Master Drainage Plan. In the event of any plan conflicts with the Master Plan, including but not limited to, the size, location and regional detention ponds and/or drainage way locations, cross sections and widths, the Master Drainage Plan, as approved by the City, shall govern. Drainage ponds drop structures and other facilities are subject to CSP review.
7. 404 Permit. The developer is responsible to comply with any requirements of the Army Corps of Engineers (if any) with regards to 404 permitting and wetlands mitigation.
8. Emergency Access. The developer shall provide two points of paved emergency access and a looped water supply to each phase of the development as approved by the City. The developer shall provide emergency crossing that meet all city standards. The developer/applicant is required to provide all offsite roadways necessary to provide the two distinct points of access to the overall site.
9. The Master Utility Study, Master Drainage Study and Master Transportation Study are incorporated as a part of the Master Plan. Final approval of these documents is required before acceptance of an application for the first CSP within the project.
10. Landscaping Standards. Unless otherwise noted herein in an adjustment, the landscaping standards outline in the Unified Development Code or the code in effect at the time of site plan submittal apply to this Master Plan. Where the standards outlined in the Unified Development Code conflict with the Master Plan, the more restrictive shall apply.
11. Future Amendments. Any future amendments to architecture, landscape architecture and other urban design standards and related drawings must demonstrate an equal or better quality than the approved Master Plan standards.
12. Master Plan Adjustments. Except for adjustments listed below, this Master Plan will be interpreted to mean that all standards contained in the Master Plan will meet or exceed all city code requirements.
13. Design Standards. A Master Plan adjustment as per the requirements of the Unified Development Code will be required to be submitted either with the application or as an adjustment to the Master Plan to be submitted with the application for the first CSP in the development.
14. Major arterial medians to be publicly maintained shall be designed and constructed in accordance with Public Median Standards. (These policies are pending completion.)
15. Major arterial medians to be privately maintained shall be designed and constructed in accordance with Private Median Standards. (These policies are pending completion.)

Ordinance

Updated

PROS

Updated

PROS



OPEN SPACE, CIRCULATION, & NEIGHBORHOOD PLAN

AMENDMENTS:

▲ 06-28-23 - Removed PA-6 and PA-12. Updated Form J for new acreage, updated detention pond locations, updated illustrative graphic, updated programming matrix.

TAB 9

FORM J AND FORM J NOTES

1. All community park will be paid in cash in lieu.
2. Detention which does not drain within 24 hours is not eligible for land dedication credit.
3. Floodplain is not eligible for land dedication, there is no anticipated floodplain designation.

Why is the trigger based on PA-4 when PA-6 isn't adjacent to them?

No longer true, so please remove note altogether. **Removed**

Updated

FORM J: PARKS AND OPEN SPACE LAND DEDICATION

A. Planning Area Designation (or feature in an area)	B. Description and Inventory of Facilities	C. Total Acreage	D. Parks Dept. Credited Acreage	E. Final Ownership and Facility Funding	F. Trigger to Each Phase
PA-6	Open Space: benches, trails and connectivity, dog waste stations, landscaping, solar lighting at key locations.	3.44	3.44	Private	Completion prior to 50% CO of adjacent Planning Area 4. Park and trail amenities to be constructed with drainage facilities
PA-7	Food Park: pickleball courts with seating, restroom, site furnishings, picnic shelter and shade structure, inclusive playgrounds with shade, open play area/field, solar security lighting, internal park paths, regional concrete trail, outdoor fitness stations.	11.26	11.26	City of Aurora PROS ownership	Constructed by the developer as infrastructure in the first phase
Hogan Pkwy Median (by City)	Lighting, landscaping, Xeric, PROS Standard	3,800 LF	N/A		Constructed as infrastructure in the first phase

Verify this is consistent with the approved parks master plan **Verified**

Stray lines removed

No change per Rule and Order for Stephen D. Hogan Pkwy
 have a 3 year maintenance and warranty period prior to turnover.

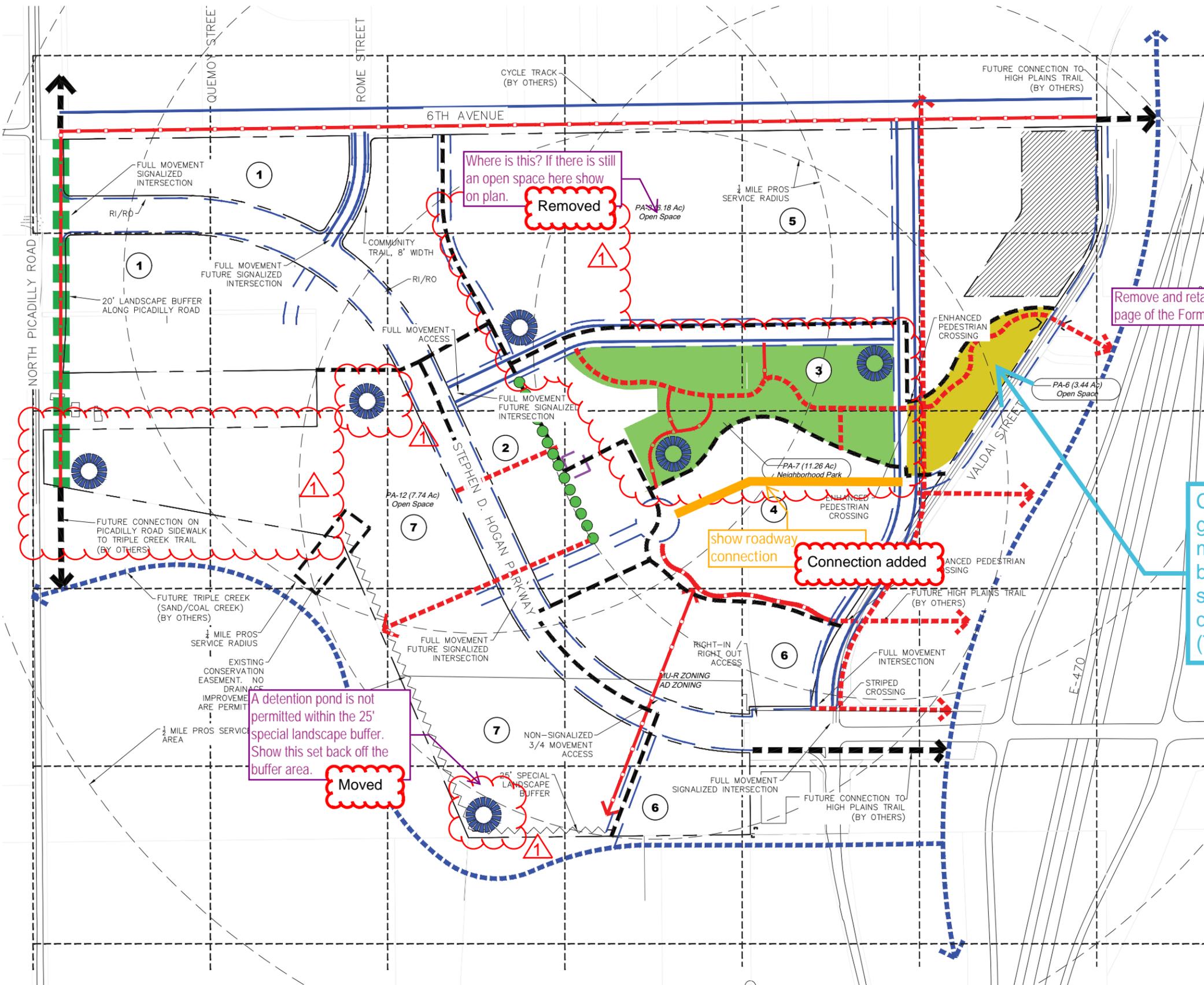
Total Parks and Open Space Dedicated (acres)	14.7
Total Parks and Open Space Required (acres)	UNDER REVIEW
Land Dedication required per Annexation Agreement	5.16
6% of residential/mixed use land	4.25 ac.
2% of non-residential	0.91 ac.

Remove. Design and construction is the responsibility of the development. PROS to take maintenance after the 3 year maintenance and warranty period.

Director of Parks, Recreation and Open Space
 This is not applicable. This project is required to meet current land dedication standards. **Removed**

Date
 Remains per Rule and Order for Stephen D. Hogan Pkwy





- 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
 - Neighborhood Park - Public
 - Open Space - Public
 - Detention
 - Contours - Major
 - Contours - Minor
 - Focal Point Site Boundary

- NEIGHBORHOODS**
- Hogan Crossings
 - Hogan Village
 - Village Gardens
 - Village Flats
 - Village Park
 - Hogan Landings
 - Village Hills

Where is this? If there is still an open space here show on plan.
Removed

Remove and retain just one page of the Form J.
removed

A detention pond is not permitted within the 25' special landscape buffer. Show this set back off the buffer area.
Moved

show roadway connection
Connection added

Change to dark green instead of mustard yellow to be consistent with standard land use designations (TYP)
Changed

Not applicable, project required to meet current land dedication requirements.
Removed. See previous page

FORM J: PARKS AND OPEN SPACE LAND DEDICATION

A. Planning Area Designation (or feature in an area)	B. Description and Inventory of Facilities	C. Total Acreage	D. Parks Dept. Credited Acreage	E. Final Ownership and Facility Funding	F. Trigger to Each Phase
	Open Space: benches, trails and bike stations, dog at key	3.44	3.44	Private	Completion prior to 50% CD of adjacent Planning Area 4. Park and trail amenities to be constructed with drainage facilities.
	Recreation: ball courts, picnic shelter, playground, shade, open space, lighting, trail stations.	11.26	11.26	City of Aurora PROS ownership	Constructed by the developer as infrastructure in the first phase
	Recreation: soccer field, PROS	3,800 LF	N/A	City of Aurora ownership	Constructed as infrastructure in the first phase
Total Parks and Open Space (acres)		14.7			
Total Parks and Open Space Required (acres)		UNDER REVIEW			
Land dedication required per Annexation Agreement		5.36			
6% of residential/mixed use land		4.25 ac.			
2% of non-residential		0.91 ac.			

Director of Parks, Recreation and Open Space _____ Date _____



**AURORA ONE MASTER PLAN
OPEN SPACE AND CIRCULATION MAP**

COMMUNITY-WIDE DESIGN STANDARDS

PARKS AND OPEN SPACES

Intent: The parks and open spaces within Aurora One are considered community-wide assets. The parks will demonstrate water conservation, the use of color and texture and a vibrant pedestrian friendly greenbelt creating connection throughout the neighborhood. Open spaces will incorporate natural drainage features and water quality opportunities. Parks will promote active and passive outdoor activities for all users.

LOCATION AND SIZE

Intent: Lively small urban parks and plaza's act as a common outdoor gathering places. Parks are a part of the larger, community wide park and open space system and integral to the fabric of the Aurora One neighborhood. Parks and open spaces have been placed throughout the neighborhood to provide access to all users, provide integrated uses with neighboring commercial and high density residential and as a backbone for recreational opportunities.

DESIGN STANDARDS

1. As shown on the Aurora One Master Plan Open Space and Circulation Plan, one linear park and one large open space shall be located within Aurora One. Update based on comments. Updated
2. All parks and open spaces shall be inter-connected by trails with a minimum width of 6'.
3. Trail locations shall provide connectivity from residential to commercial areas as well as to regional trail connections.
4. A minimum of 150' of the perimeter of each park shall be bordered by a public or private street.
5. A minimum of 50% of the perimeter along a public or private street shall provide direct, unobstructed access to the park.
6. Building frontages along urban parks shall have active ground floor uses, such as retail, services or residences.
7. Parks shall respect views to the Rocky Mountains to the west and the plains to the east.
8. ~~Water quality feature adjacent to Sand Creek will be designed naturally through a mix of landscaping techniques. Hardscape elements shall be used sparingly. A concrete trickle channel may be used to provide a dry bottom condition due to proximity to airports.~~
9. All City of Aurora Parks will comply with PROS standards. Remove, not applicable. Removed
10. 25' special landscape buffer is required adjacent to Sand Creek. See Open Space and Circulation Map. required next to all parks and open space per the UDO. Updated

DESIGN GUIDELINES

1. Parks should be oriented to provide adequate shade throughout the year, sun in the winter and protection from the wind throughout the year. Identify this as 'sports field' if intent is to have a gentle slope down to a 2% max field. Changed to sports field
2. ~~Parks may include detention areas, but to be usable space all detention facilities must drain in a maximum of 24 hours.~~ Removed
3. Trail design should offer users a variety of "loops" to provide differing experiences and walk lengths.
4. Intent of detention areas within parks is to be usable space (i.e., sledding hill, natural area). Detention areas will be programed at the time of Site Plans.

Note that water quality ponds are not permitted for open space purposes. Removed



Key map of park and open space areas.



Open play, playgrounds, trails, drainage features and development should be integrated

ORIENTATION AND ACCESS

ACCESS AND ORIENTATION

Intent: The parks and open spaces will be the featured public places within the community. It is important that they are in prominent locations that are easily accessible to residents and visitors. It is also important that surrounding buildings face and activate the parks and open spaces.

DESIGN STANDARDS

1. Development adjacent to public parks and open spaces shall face the park.
2. All public parks shall be directly accessible from a street.
3. Adjacent street parking for parks and open spaces is encouraged.

VIEWS

Intent: Views into the park and down open space corridors provide a connection from the urban fabric to a natural element. When looking from the park, building architecture and streetscapes shall meet the standards set forth in other sections of this document.

DESIGN STANDARDS

1. Where streets terminate into a park, the view corridor shall be terminated with a landscape feature or be allowed to view to the west for a long-range

PROGRAM AND CHARACTER

Intent: In addition to an accessible location, the facilities provided in each park will determine the users. In order to encourage use that is sustainable, Aurora One strives to create a series of parks that contain different amenities, facilities and character. Facilities should incorporate a mix of active and passive uses in each park.

DESIGN STANDARDS

1. All public parks shall meet the program requirements in table 1.

Planning Area Designation	Internal Circulation Network	Landscape	Site Furniture	Bike Racks	Special Pavement	Lighting	Signage	Restrooms	Open Turf Areas	Shade Structures	Play equipment, traditional playground, environmental play	Regional trail	Pickleball Ball Courts	Picnic Shelter	Outdoor Fitness Areas	Dog Park
PA-3	X	X	X			D	X									
PA-6	X	X	X			D	X					X				
PA-7	X	X	X	X	X	X	X	X	X	X	X	X	D	D	D	D
PA-12	X	X	X			D	X									

REQUIRED PARK ELEMENTS TO MEET PROS STANDARDS
- 300' x 225' Open Field
- Clear Connectivity to Adjacent Residential
- Lighting
- Benches
- Landscaping
- Internal Trails/Walks
- Dog Waste Stations
- Picnic Shelter and Tables

Table 1: Program and Character Requirements

X = Required Elements

D = Desired Elements

PA-3 and PA-12 have been removed?

Chart updated to reflect this

These are no longer consistent with the map and areas requested for credit.

Chart updated to reflect this

2-5 and 5-12.

Updated



URBAN DESIGN STANDARDS

AMENDMENTS:

△ 07-06-23 - 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.

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:

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.

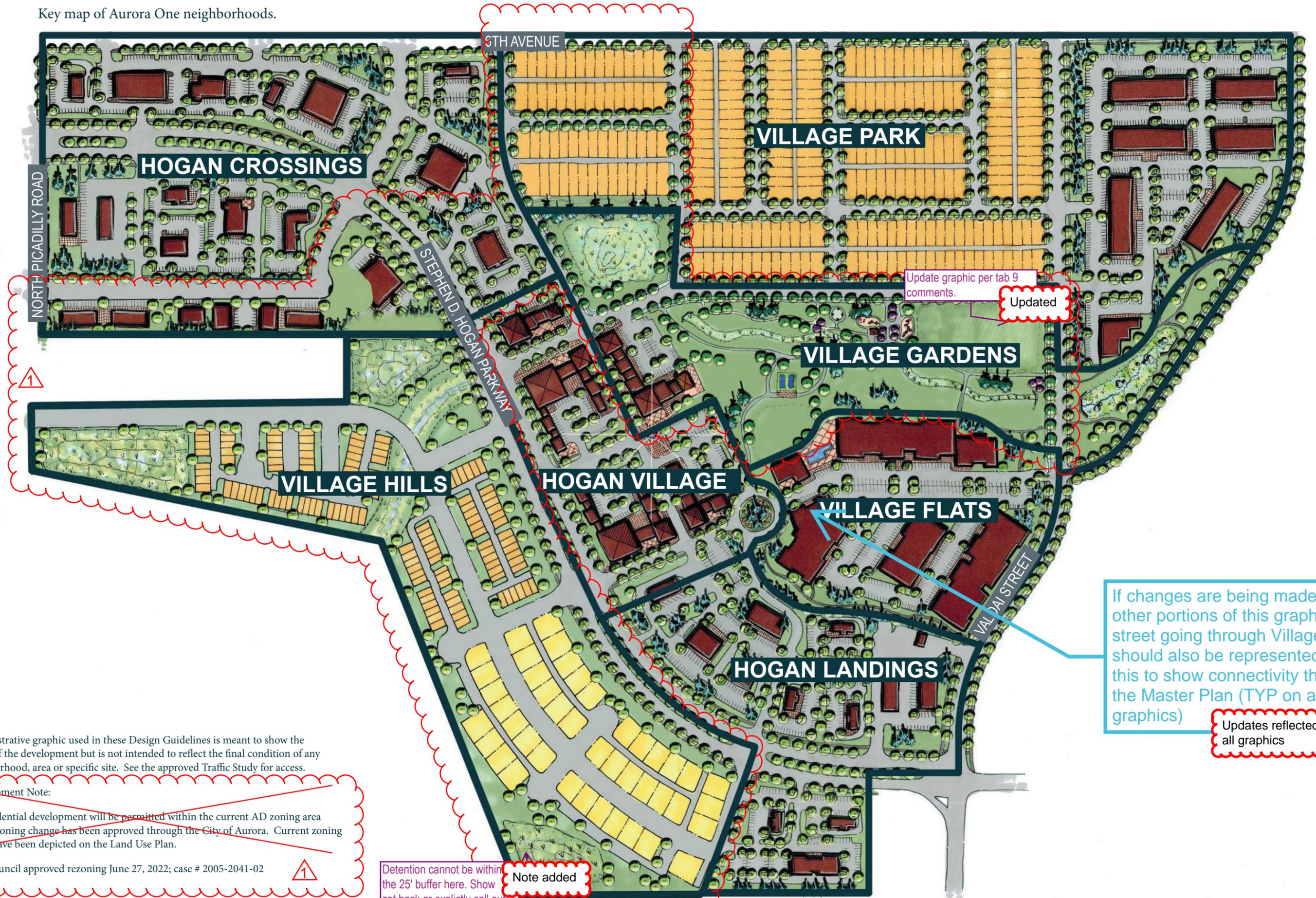
Design Standards: These are requirements of Aurora One. In order to receive approval from the City of Aurora these standards must be met.

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.

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.

Key map of Aurora One neighborhoods.



Update graphic per tab 9 comments.
Updated

If changes are being made to other portions of this graphic, the street going through Village Flats should also be represented in this to show connectivity through the Master Plan (TYP on all graphics)
Updates reflected on all graphics

Detention cannot be within the 25' buffer here. Show set back or explicitly call out 25' on this edge.
Note added

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.

Development Note:
No residential development will be permitted within the current AD zoning area until a zoning change has been approved through the City of Aurora. Current zoning limits have been depicted on the Land Use Plan.

City Council approved rezoning June 27, 2022; case # 2005-2041-02

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.

Update all graphics per comments on this and other tabs (TYP)

Updates reflected on all graphics

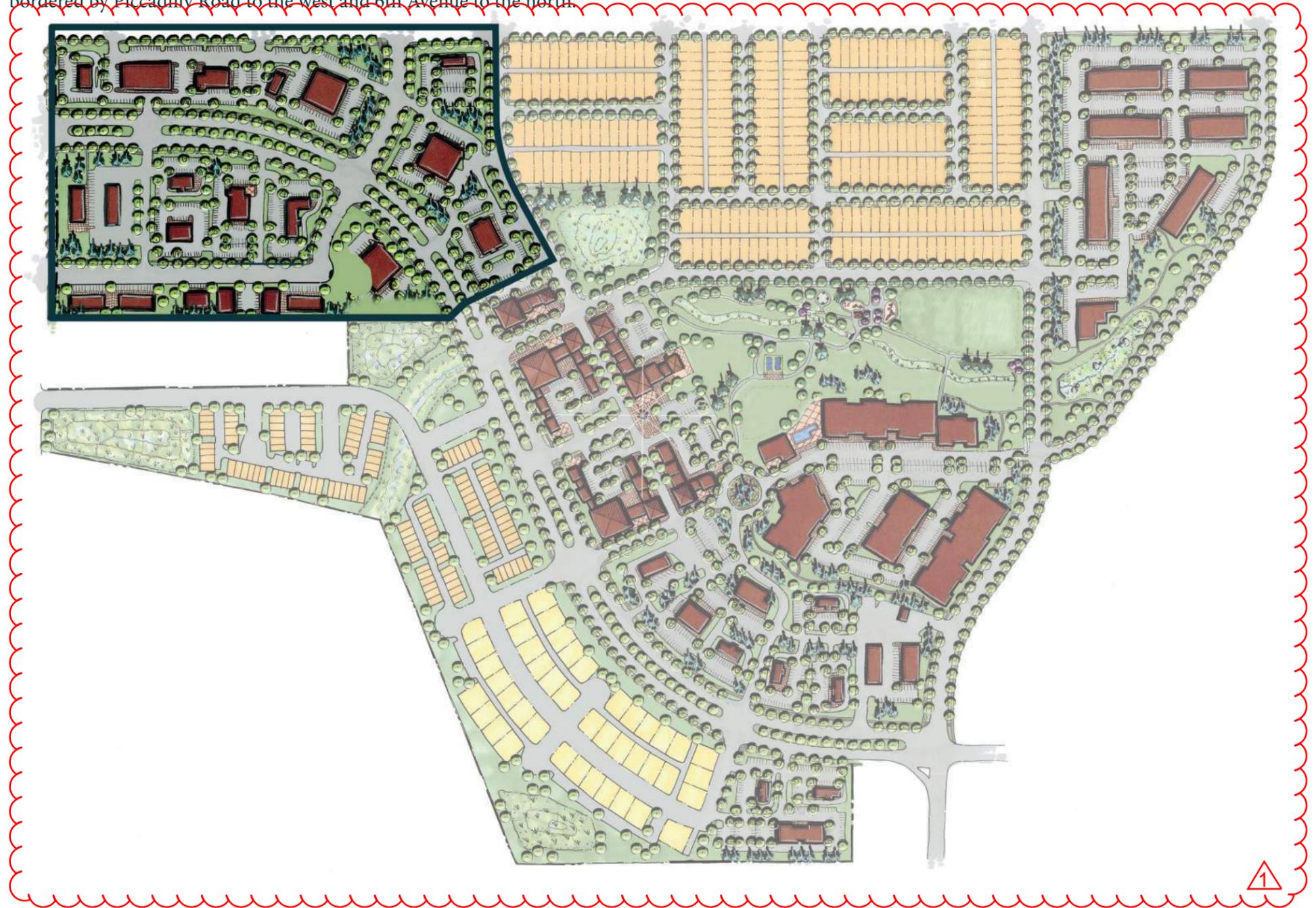
HOGAN CROSSINGS

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 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 Piccadilly Road to the west and 6th Avenue to the north.



Update all graphics per comments on this and other tabs (TYP)

Updates reflected on all graphics

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 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.



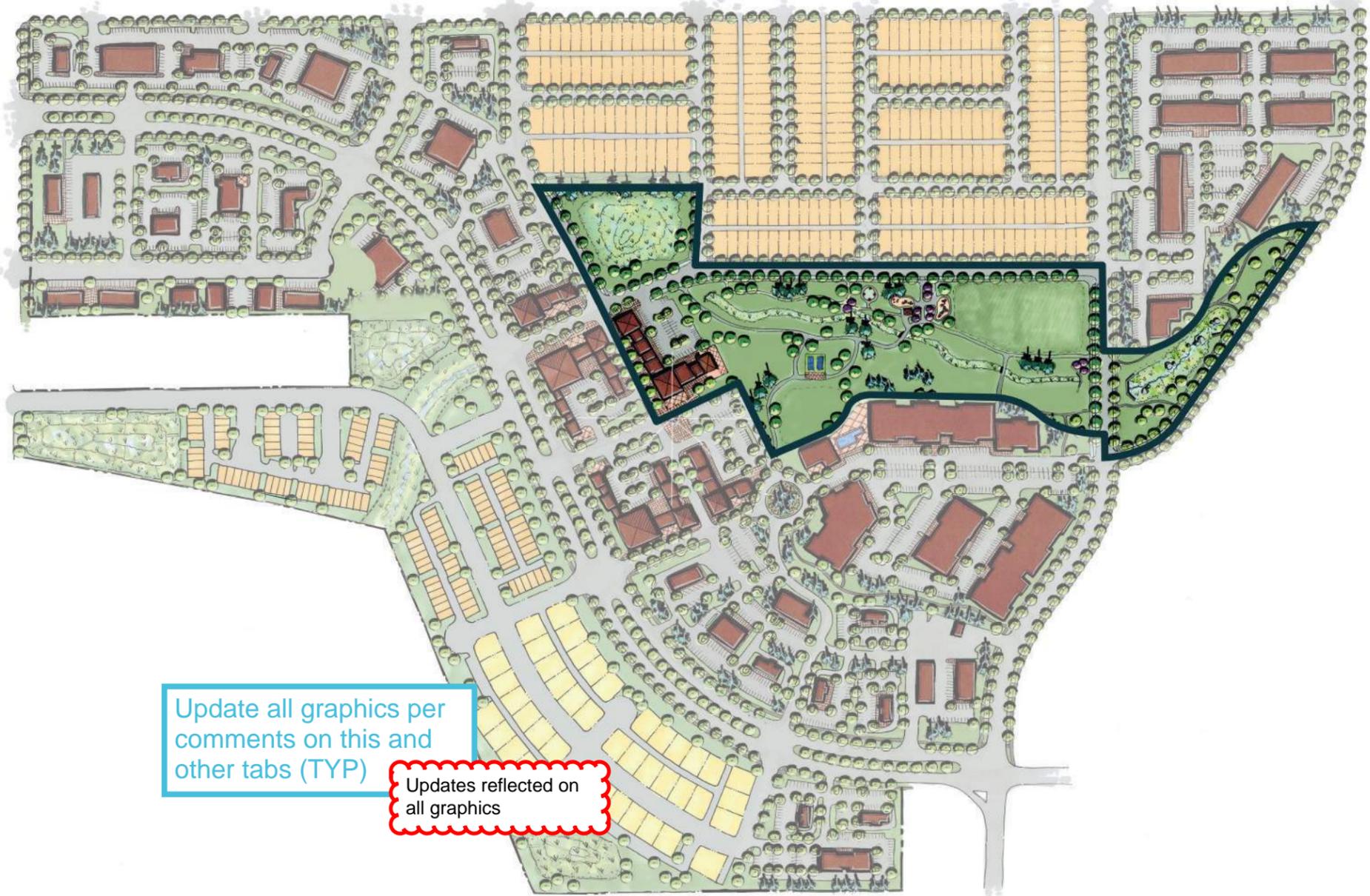
*and?
Fixed

Update all graphics per comments on this and other tabs (TYP)
Updates reflected on all graphics

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 neighborhood park Updated

VILLAGE GARDENS



Update all graphics per comments on this and other tabs (TYP)

Updates reflected on all graphics

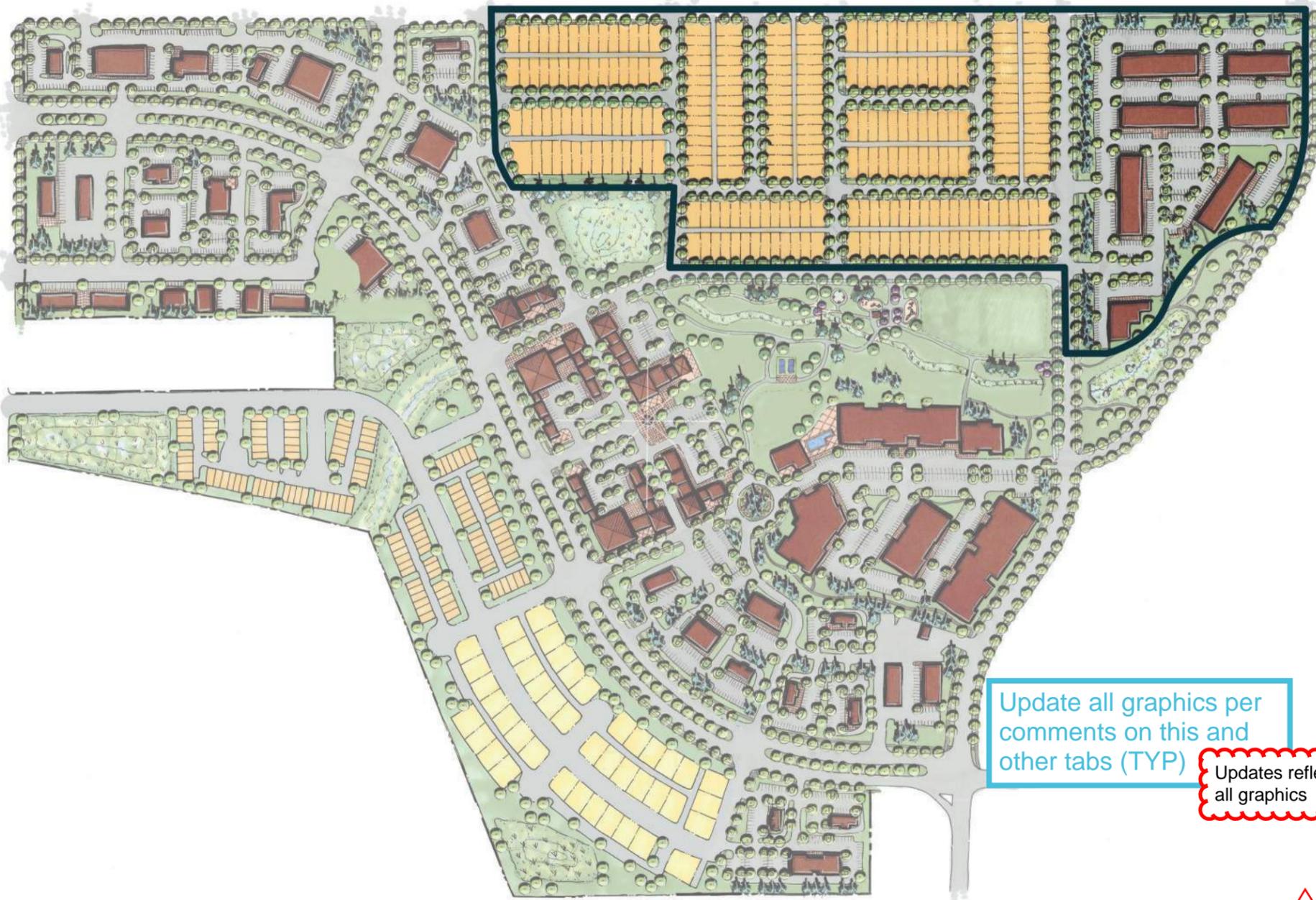
Intent: Village Gardens is the heart of the community holding the Community Park and is the central node for all trails and open spaces. It will also house the focal point of the Aurora One community. Village Gardens is planned to provide recreational opportunities and to provide a place of rest and 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.



Updates reflected on all graphics

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.
6. No residential development will be permitted within the current AD zoning area until a zoning change has been approved through the City of Aurora. Current zoning limits have been depicted on the Land Use Plan.

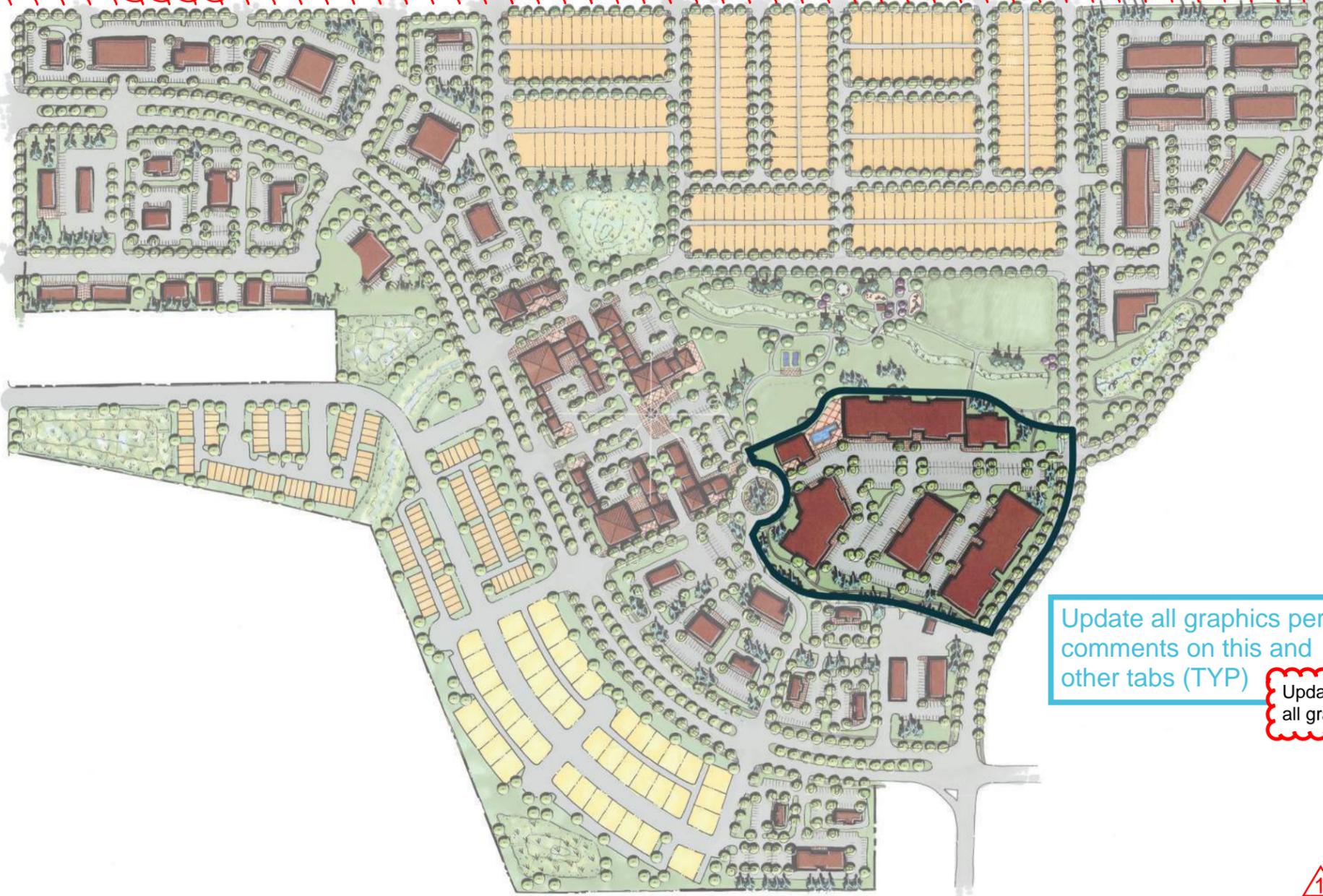
Remove this note

Removed

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.



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.



Update all graphics per comments on this and other tabs (TYP)

Updates reflected on all graphics

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.

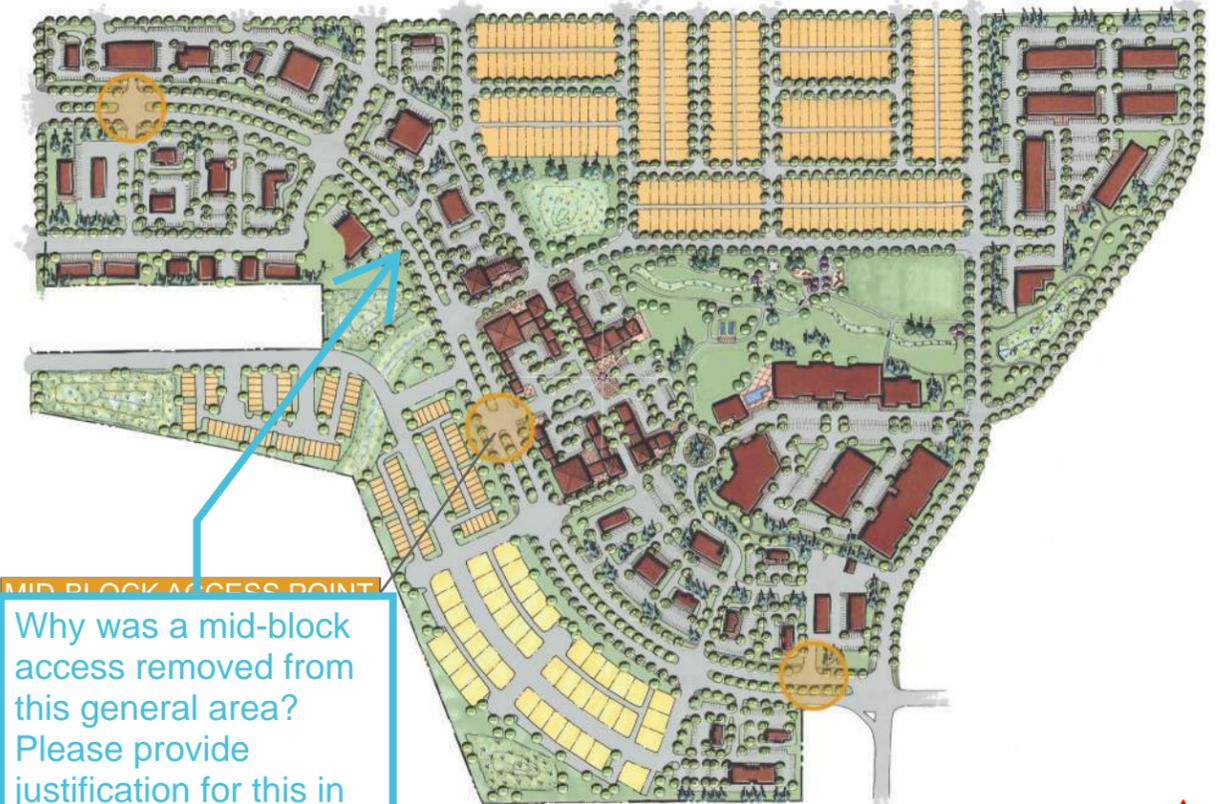
MID-BLOCK ACCESS POINT

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.



MID-BLOCK ACCESS POINT
Why was a mid-block access removed from this general area? Please provide justification for this in the "proposed changes" document.

Justification provided

Update all graphics per comments on this and other tabs (TYP)

Updates reflected on all graphics

1

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. Multi-family residential units shall provide parking spaces as follows:
 - Studio: 1 space/unit
 - One-Bedroom: 1.5
 - Two-Bedroom: 2 s
 - Three-Bedroom or
2. Bicycle parking shall be of 10% of the total required parking.
3. A minimum of one parking site parking shall be calculated on-site. Off-site parking shall be calculated per City of Aurora UDO.
4. Additional parking spaces equaling 1 space per 5 units shall be provided as guest parking. Guest parking may be accounted for on or off-site.
5. Ramps and garage doors are not permitted to be accessed from the street.

Instead of removing entirely, state that residential parking shall comply with UDO requirements

Updated

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

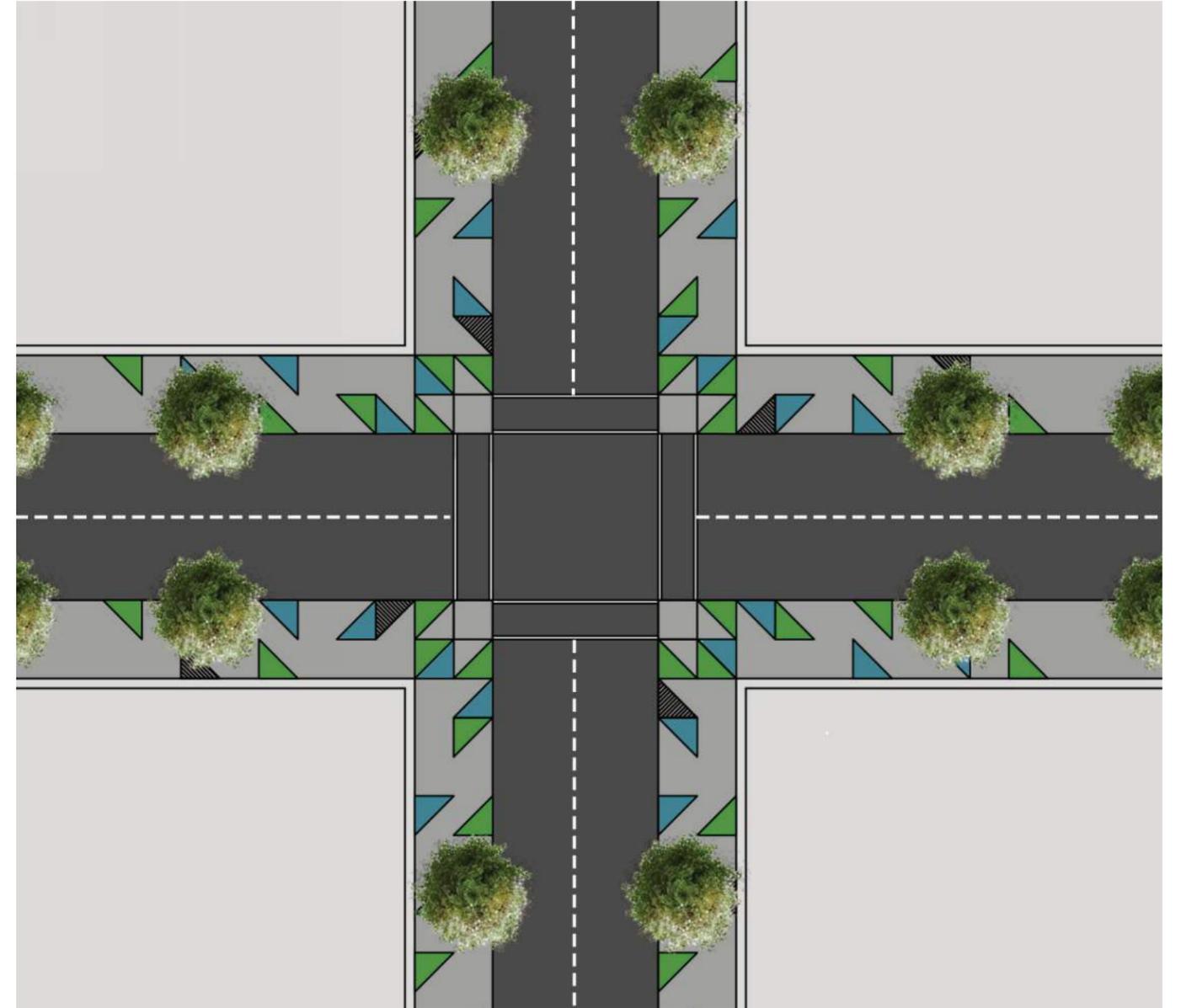
DESIGN GUIDELINES

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 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 of Paris 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

Monument signs cannot be taller than 14' without requesting an adjustment at Planning Commission. Previous sign height was 12'.

Sign heights removed from master plan. Sign heights shall be discussed at the Site Plan level.

SIGN TYPES AND LOCATION

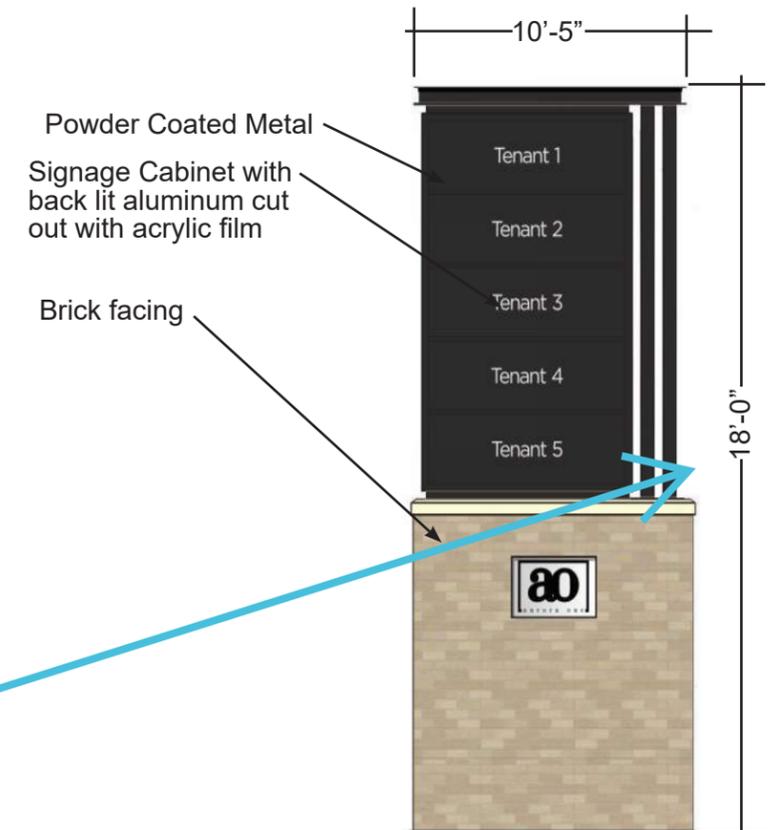
Intent: Several types of tenant signs types may be used in Aurora One. Permitted sign types include ground signs (joint tenant ID, monument, drive-thru, directional), wall signs, projecting signs, canopy signs, awning signs and window signs.

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. In no instance shall the "Aurora One" identification sign be larger than 17 square feet.
3. Joint Tenant signs shall not exceed 18' in height.
4. 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

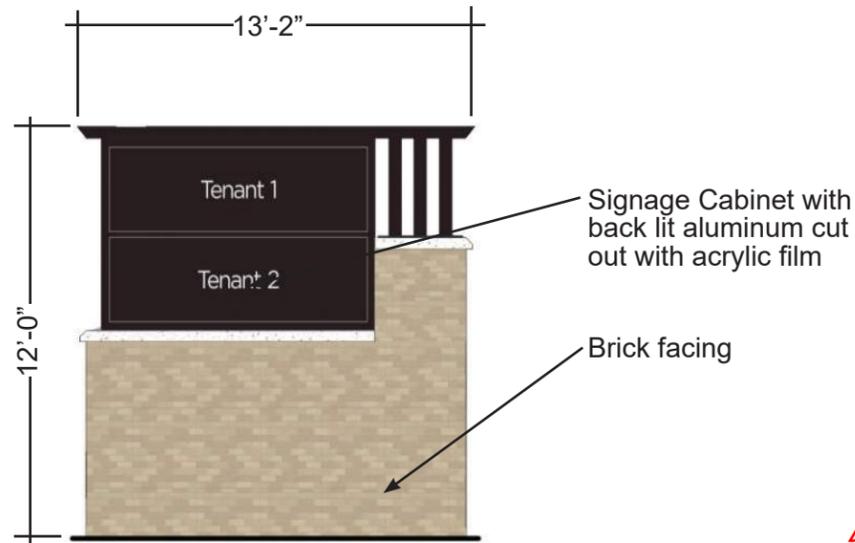
Intent: Ground signs are for the purpose of identifying a tenant(s) with a business name, slogan, color and/or logo.

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. Drive-thru signs shall not exceed 12' in height.
4. Any and all mechanical elements on the back side of the panel shall be concealed to present a quality appearance.
5. Drive-thru signs shall be internally lit from a LED light source. No external light sources shall be permitted.
6. Monument signs shall be internally lit from a LED light source. No external light sources shall be permitted.
7. Menu signs are exempt from other signage calculations and may fluctuate to appropriately convey information.



Drive-thru signage is integrated into the landscape island



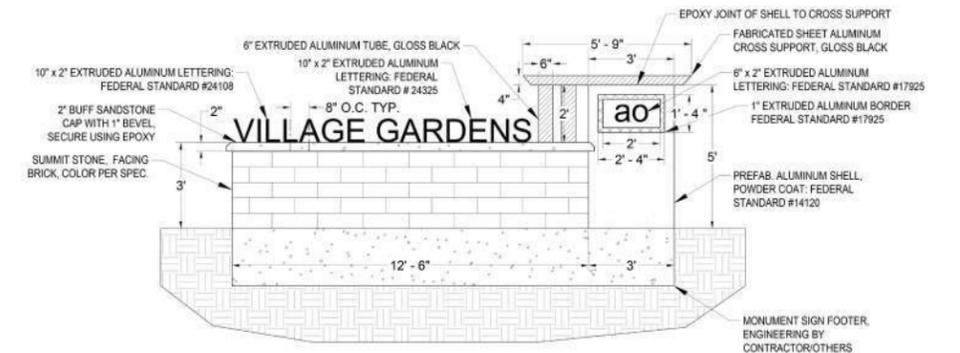
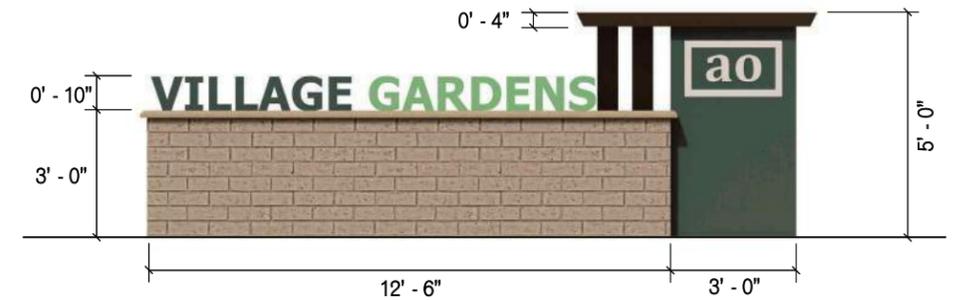
Drive-thru signage is visually appealing

GROUND SIGNS – 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 shall not exceed 5' in height.
3. Neighborhood Signs must adhere to the design intent set forth in this document.



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 – COMMUNITY

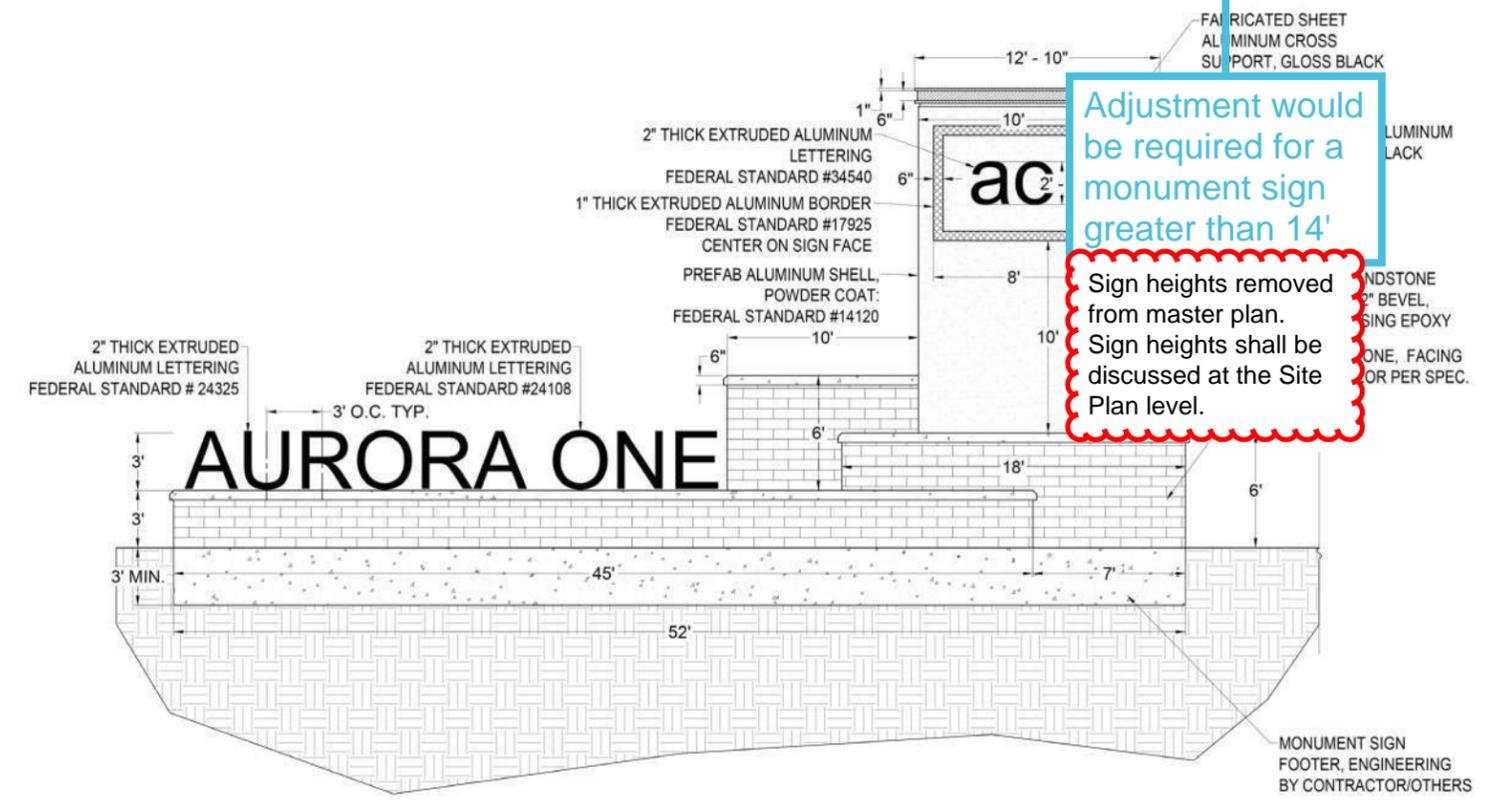
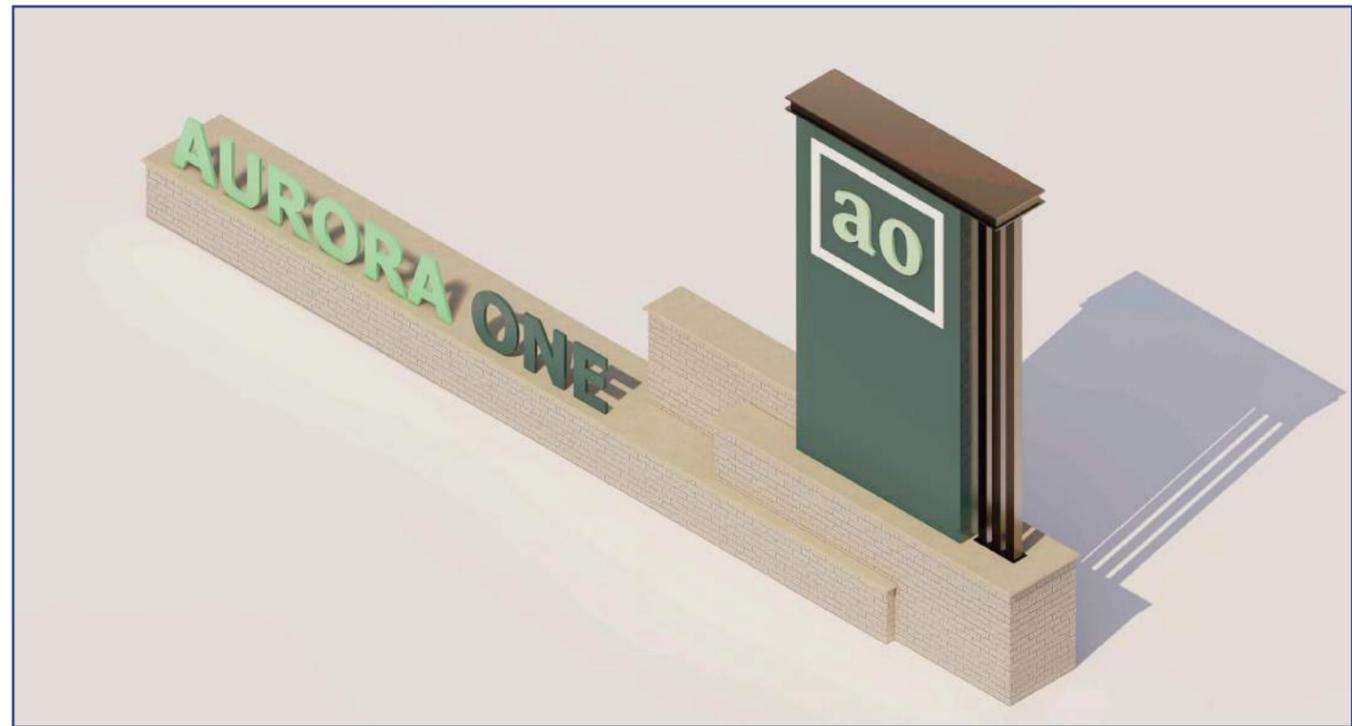
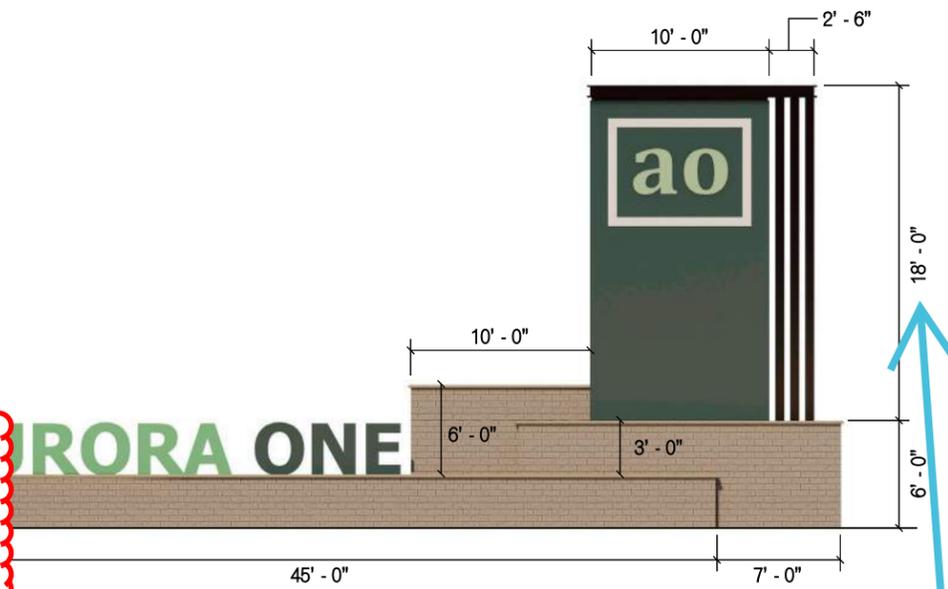
Intent: Community Signs are used in locations where development identification helps provide a sense of place. Community signs must be located within the development's property line. They shall in no way impede pedestrian travel within the public right-of-way.

DESIGN STANDARDS

1. Community Signs shall be considered in addition to any other allowed signage.
2. Community Signs shall not exceed 18' in height.
3. Community Signs must adhere to the design intent set forth in this document.

Maximum 14' tall permitted

Sign heights removed from master plan. Sign heights shall be discussed at the Site Plan level.



Adjustment would be required for a monument sign greater than 14'

Sign heights removed from master plan. Sign heights shall be discussed at the Site Plan level.



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 first 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 3,000 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 3,000 degrees Kelvin. No back-lit sign boxes will be allowed. Goodsneck 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 3,000 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

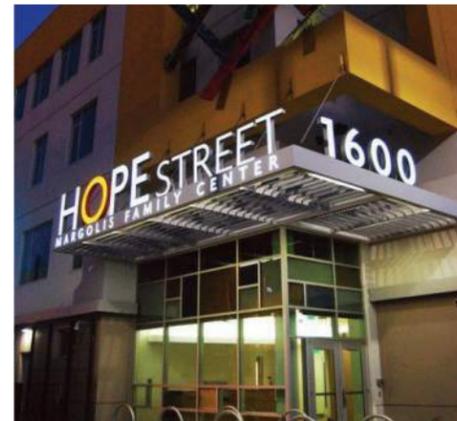
Intent: Structural canopy signs are to identify a retail tenant within a multi-tenant building. Structural canopy signs are defined by their association with architectural entry canopies, window canopies or fueling station canopies.

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

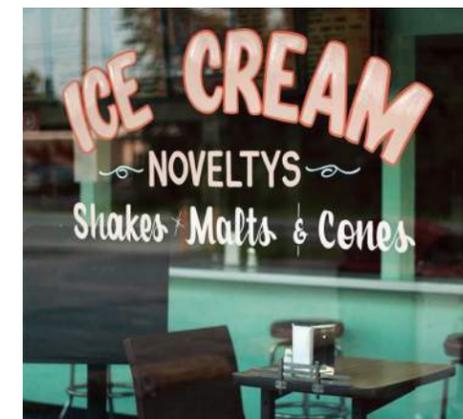
1. Digitally printed graphics on opaque, translucent or transparent materials are permitted.



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 luminaires
 - 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.



LANDSCAPE STANDARDS

TAB 11

AMENDMENTS:
△ 06-28-23 - Updated
illustrative graphic throughout.

FORM G: LANDSCAPE STANDARDS MATRIX

Landscape Item	Brief Description of the Feature	Locations of the Standards in the Application Package
<p>1. Overall landscape concept and palette of plant materials used to carry it out.</p>	<p>The landscaping at Aurora One will demonstrate a commitment to water conservation and use of native and adapted plant materials. To provide visual interest to the development, plant materials will be selected to utilize year around color and texture.</p>	<p>Detailed standards are included on page 309.</p>
<p>2. Landscape design at entry monumentation and key entry points.</p>	<p>The landscaping at entry monuments and key entry points. To create cohesion in the development landscape palettes at entry points will be similar.</p>	<p>Not applicable.</p>
<p>3. Landscape standards along E-470 or I-70 (if applicable).</p>	<p>To blend the development edge with the adjacent native prairie, the landscaping along E-470 will utilize drought tolerant native shortgrass prairie grass. Landscape shall account for views to and from the E-470 corridor and high visibility sites along the eastern perimeter.</p>	<p>Detailed standards are included on page 311.</p>
<p>4. Landscape standards along arterial and collector roads.</p>	<p>No less than 75% of all plant materials utilized in local roadways shall be xeric as listed in the City of Aurora Plant list, the City of Aurora Recommended Xeriscape Plant List, the Colorado State University Cooperative Extension Fact Sheets on Xeriscaping or other approved water wise resources or xeriscape plant material references.</p>	<p>Detailed standards are included on pages 312-316, 321.</p>
<p>5. Landscape standards along local roadways.</p>	<p>No less than 60% of all plant materials utilized in local roadways shall be xeric as listed in the City of Aurora Plant list, the City of Aurora Recommended Xeriscape Plant List, the Colorado State University Cooperative Extension Fact Sheets on Xeriscaping or other approved water wise resources or xeriscape plant material references.</p> <p>Curbside landscape options shall follow the Unified Development Ordinance or the ordinance in effect at the time of site plan submission.</p>	<p>Detailed standards are included on pages 312, 317-320, 321.</p>
<p>6. Landscape standards in commercial and public gathering areas. (Tree grates and protectors, planters, flower beds, screening at parking lots, etc.)</p>	<p>No less than 60% of all plant materials utilized in local roadways shall be xeric as listed in the City of Aurora Plant list, the City of Aurora Recommended Xeriscape Plant List, the Colorado State University Cooperative Extension Fact Sheets on Xeriscaping or other approved water wise resources or xeriscape plant material references.</p> <p>Tree grates, pots and raised planters are encouraged to promote walkability.</p>	<p>Detailed standards are included on page 322-324.</p>

HOW TO USE THIS DOCUMENT

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

- 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.

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 the most restrictive shall apply.

COMMUNITY-WIDE DESIGN STANDARDS

PARKS AND OPEN SPACES

Intent: The parks and open spaces within Aurora One are considered community-wide assets. The parks will demonstrate water conservation, the use of color and texture and a vibrant pedestrian friendly greenbelt creating connection throughout the neighborhood. Open spaces will incorporate natural drainage features and water quality opportunities. Parks will promote active and passive outdoor activities for all users.

LANDSCAPE AND SITE AMENITIES

LANDSCAPE

Intent: The parks and open spaces will utilize water conscientious approaches and design. They will use native (or adapted), drought tolerant, plant species to create a memorable, aesthetically pleasing experience.

DESIGN STANDARDS

1. No less than 70% of all plant materials utilized in parks and open spaces shall be as listed in the City of Aurora Plant List, or other approved water wise resources or xeriscape plant references.
2. Use of Kentucky Bluegrass shall be limited in areas that are not intended for active or athletic uses.

excluding multi-purpose play fields.
Language added

Key map of park and open space areas.



Security lighting is required in parks
Language added

As the park is coming to PROS, please remove these items and comply with PROS requirements.
Removed



Update graphic per comments on Tab 9. This is shown as a detention pond on the map and the graphic should reflect such.
Updated

Playground area, trails and integrated detention can be utilized in parks.

LIGHTING

Intent: Landscape and pedestrian lighting is key to providing a safe and well used park and open spaces. Park and open spaces shall minimize lighting, reducing light pollution and conserving electricity.

DESIGN STANDARDS

1. All landscape and pedestrian lights shall have Light-Emitting Diode (LED) fixtures.
2. All lighting in public parks shall meet the requirements set forth as public lighting in the Draft Lighting Standards.

FURNITURE

Intent: Furniture is an important element of a lively park system. The character and placement of benches, chairs, trash receptacles and other items influence the experience and character of Aurora One. The intent of these standards is to ensure that the furniture supports the overall goals and aesthetics of the development, supports the uses and enhances the experience of the community.

DESIGN STANDARDS

1. City of Aurora Parks will comply with PROS standards.
1. All street furniture shall contain a minimum of 10% recycled content.
2. All wood shall be FSC certified.

DESIGN GUIDELINES

1. All benches should be a minimum of 6' long.
2. Moveable chairs and tables are encouraged in all public parks.

FURNISHINGS

All furnishing used in City of Aurora Parks or spaces maintained by PROS will comply with PROS standards as outlined in the Parks, Recreation and Open Space Dedication and Development Criteria Manual. Furnishings shall comply with the standard elements required by PROS at the time of development.

Examples of standard elements at the time of these Design Guidelines include:

- Bench—
Supplier: Keystone Ridge D
Model: RE26 (Reading Series)
Color: Bronze
- Trash/Recycling Receptacle—
Supplier: Keystone Ridge Designs, Inc.
Model: CRE3D-32
Color: Bronze

Remove all as these will be included in the site plan.
Removed

Embedded (or whatever it is)

- Bike Rack—
Supplier: DuMor Inc.
Model: 83-Series
Color: Bronze

- Table—
Supplier: Iron Mountain Forge
Model: 264-4NN Painted
Color: Bronze



Update with next submittal if changes are made to parks and open space to comply with PROS requirements.

Updated

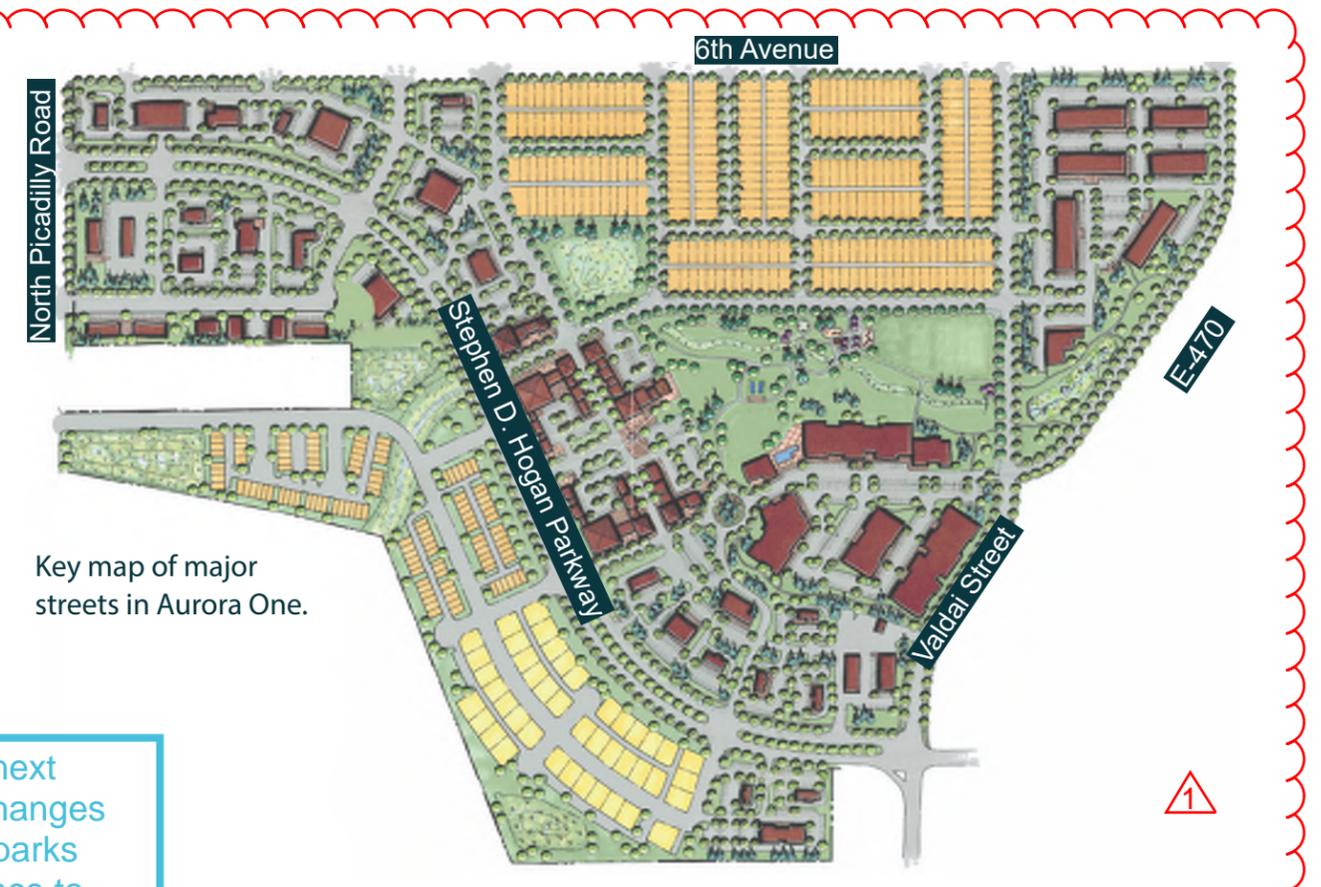
Examples of PROS standard elements

STREETSCAPES

Intent: The streetscapes at Aurora One will demonstrate the commitment to water conservation and use of native or adapted plant materials. All streetscapes will use drought tolerant species to create a memorable public realm relying on color and texture for year around interest.

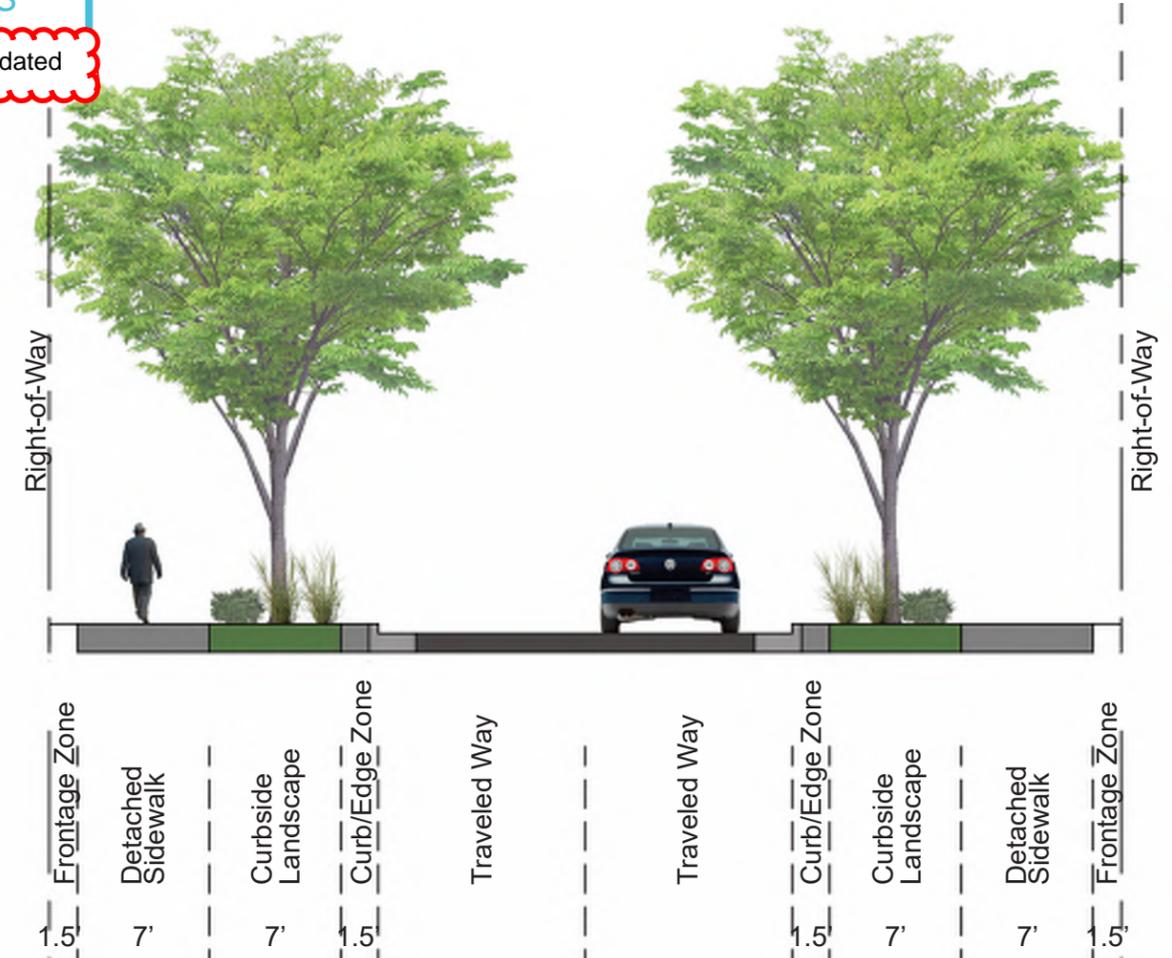
Street sections have been divided into five (5) zones per the City of Aurora Urban Street Standards. The roadside consists of the following zones:

- Curb/Edge Zone – occurs between curbside landscape and the traveled way. Curb/Edge Zone shall be a minimum of 1.5' wide and include no furniture.
- Curbside Landscape – occurs between the detached sidewalk and the curb/edge zone and the traveled way. Curbside landscape shall be a minimum of 7' wide and may include street trees, plantings, furniture, bollards, signs, bike racks, signals, etc.
- Detached Sidewalk – Is for pedestrian traffic only and shall be a minimum of 7' wide. No furniture is permitted.
- Frontage Zone – Area adjacent to the property line and may be defined by the building façade, landscape, parking stalls, drive aisles, drive-thru lane, fence, outdoor seating, etc. and shall be a minimum of 1.5' wide.
- Traveled Way – occurs between the outside curbs and is for vehicular traffic.



Key map of major streets in Aurora One.

A: Urban Street Standards roadside zones. Graphic does not show any specific street section.



UNIVERSAL DESIGN STANDARDS

1. Street sections shall conform to the City of Aurora’s Roadway Design and Construction Specifications.

INTERSECTION DESIGN

Intent: Street crossings often present a barrier to pedestrian circulation. Intersection design in Aurora One requires that pedestrians are encouraged to make crossing as safe and comfortable as possible.

DESIGN STANDARDS

1. All crosswalks shall align with adjacent sidewalks to create a continuous pedestrian route.
2. All crosswalks shall include painted pattern.
3. The pedestrian route shall be continuous and free of obstacles, such as traffic signals, switch boxes, etc.
4. Handicap ramps at street corners shall be aligned with, and all ramp returns shall be outside of, pedestrian routes.
5. All intersections shall allow for handicap accessible features including push button locations and median refuge areas.
6. Crosswalks shall not be interrupted by medians, unless to create a minimum 6’ wide pedestrian refuge.



Specialty paving calls attention to the crosswalk zone.

LANDSCAPE

Intent: While utilizing water conscientious approaches and design, the streetscapes within Aurora One will provide pedestrian circulation and connectivity. They will use native (or adapted), drought tolerant, xeric plant species to create a memorable, aesthetically pleasing experience.

DESIGN STANDARDS

1. No less than 70% of all plant materials utilized in public streetscapes shall be xeric as listed in the City of Aurora Plant List, the City of Aurora Recommended Xeriscape Plant List, the Colorado State University Cooperative Extension Fact Sheets on Xeriscaping or other approved water wise resources or xeriscape plant references.
2. Turf shall be minimized.

DESIGN GUIDELINES

1. Native seeding is encouraged adjacent to ROW of Stephen D. Hogan Parkway and Crossroads Blvd/ Valdai Street and incorporated into a water conscious landscape design.

LIGHTING

Intent: Street and pedestrian lighting is key to creating a safe, pedestrian friendly neighborhood. The goal of these standards is to ensure that the streetscapes are illuminated with the appropriate light levels, while being energy efficient.

DESIGN STANDARDS

1. All street and pedestrian lighting shall have light emitting diode (LED) fixtures.
2. All public street lights shall meet the City of Aurora’s Unified Development Ordinance, Section 146-4.9 Exterior Lighting.
3. All public street lights may be fitted for 5G connections
4. All exterior lighting shall not exceed 80% of the lighting power densities for exterior areas and 50% for building facades and landscape features as defined in ASRAE/IESNA Standard 90.1-2004, Exterior Lighting.
5. All public street lighting shall meet the City of Aurora standards.
6. Private sidewalks, internal pedestrian paths and bicycle paths should be lit with full cutoff, shielded fixtures no more than 16’ tall and providing consistent illumination of at least 1 foot-candle on the walking surface.

DESIGN GUIDELINES

1. Street lights should be located in the center of the Furnishings Zone, in alignment with street trees.

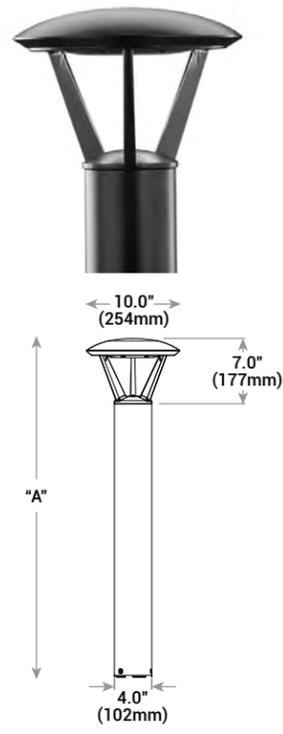
Table 1: Streetscape Lighting Standards

LIGHTING STANDARDS		
Lighting Zone / Aurora One	Maximum Initial Illuminance Value	Total Initial Fixture lumens emitted at an angle of 90 degrees or higher, measured from NADIR (straight down)
LZ1 (low) Village Hills, Village Towers and Village Park	0.01 horizontal and vertical footcandles at and 10’ beyond the site boundary.	2%
LZ2 (medium) Hogan Village and Village Garden	0.02 horizontal and vertical footcandles at site boundary and 0.01 horizontal and vertical footcandles 15’ beyond site boundary	5%
LZ3 (high) Hogan Landings, Hogan Crossings	0.06 horizontal and vertical footcandles at site boundary and 0.01 horizontal and vertical footcandles 15’ beyond site boundary	10%



TYPE 'PL1' GARDCO
Gullwing decorative luminaire

TYPE 'SL2' CREE
Street Lighting



THE EDGE Series LED Pathway
Luminaire

FURNITURE

Intent: Street furniture is an important element within a pedestrian oriented community. The character and placement of benches, chairs and other items influences the character and experience of the streets. The furniture should enhance the experience of the community.

DESIGN STANDARDS

1. All transit facilities shall be covered or at least partially enclosed with at least one bench, lighting and signage providing local transit information.
2. Furniture with recycled content or wood certified by the Forest Stewardship Council is encouraged.
3. All streets within Aurora One shall have the same pedestrian and street lights, furniture, bicycle racks, etc.
4. Furniture shall meet the aesthetic intent as shown in the following images.

DESIGN GUIDELINES

1. All benches should be a minimum of 6' long.
2. Benches and chairs with wood seating or synthetic materials that don't get hot are encouraged.
3. Long-term maintenance and aesthetics should be considered.

FURNISHINGS

- Streetscape Bench—
Supplier: Vestre
Model: BLOC seat
Size: L 68.5" x W 18.5" x H 18"
Color: RAL 5020 – Ocean Blue or RAL 6001 – Emerald Green
Surface Mount
- Trash/Recycling Receptacle—
Supplier: Vestre
Model: CITY litter bin
Size: L 15.5" x W 15.5" x H 35.5"
Color: RAL 5020 – Ocean Blue or RAL 6001 – Emerald Green
Embedded
- Bike Rack—
Supplier: Vestre
Model: FOLK bicycle post
Size: Large, embedded
Color: RAL 5020 – Ocean Blue or RAL 6001 – Emerald Green
Quantity: Site total must meet City of Aurora UDO
- Table—
Supplier: Vestre
Model: April GO Rectangular Table
Size: L 59.5" x W 27" x H 29"
Color: RAL 5020 – Ocean Blue or RAL 6001 – Emerald Green
Freestanding
- Planters—
Supplier: Vestre
Model: April GO planter
Size: Various sizes
Color: RAL 5020 – Ocean Blue or RAL 6001 – Emerald Green
Freestanding



Bench



Trash Receptacle



Bicycle Rack



Tables



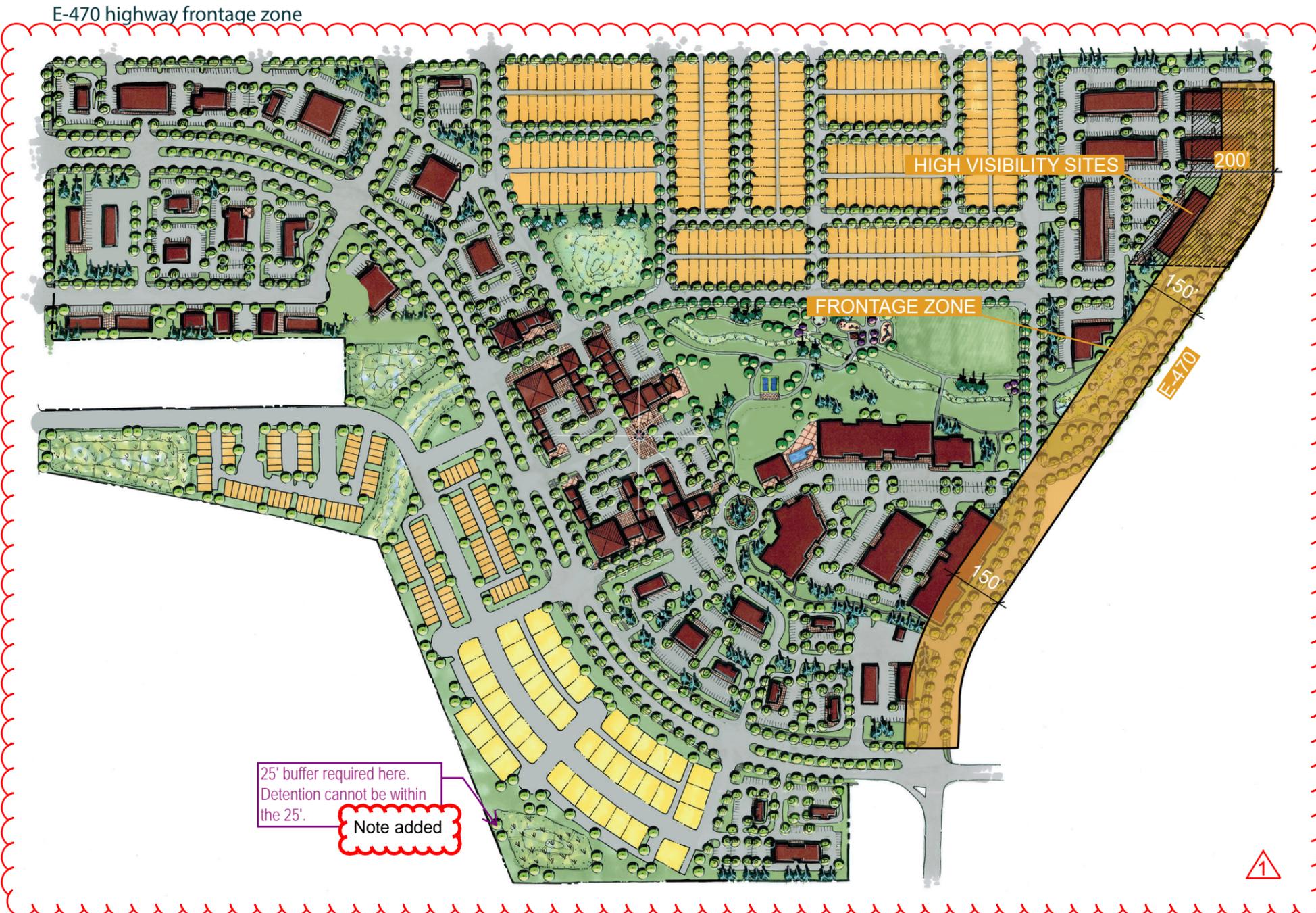
Planters

HIGHWAY FRONTAGE ZONE ALONG E-470

Intent: To promote a visually pleasing and coordinated edge to the development, the highway frontage zone along E-470 includes additional landscape requirements. This area also includes the high visibility sites required by the City of Aurora's UDO.

DESIGN STANDARDS

1. All types of development permitted under the UDO are allowed. This zone requires additional landscaping along the E-470 frontage.
2. The highway frontage zone along E-470 shall be a minimum of 150' wide, measured from the property line. The high visibility sites shall be a minimum of 200' wide.
3. The highway frontage zone shall only occur where Aurora One abuts Valdai Street (Boundary Road).
4. No construction is permitted within the E-470 Mixed-Use Easement without the express approval of the E-470 Highway Authority.
5. The following standards apply to all landscape areas within this zone, with the exception of project entries, parking lots and outdoor amenity areas, as provided within individual parcels.
 - Landscape buffer width shall be a minimum of 15' wide and a maximum of 30' wide and measured from the property line in towards the site. Buffer shall contain all required plant material.
 - A minimum of one (1) tree and ten (10) shrubs shall be provided for every 30 linear feet of frontage along E-470. Ground cover shall be native and xeric grasses.
 - A minimum of 20% of the required trees shall be evergreens.
 - Turf grass is not permitted in the highway frontage zone.
 - Landscape clustering may be utilized for signage visibility.
 - Landscape plantings shall occur with the development of each property.



DESIGN GUIDELINES

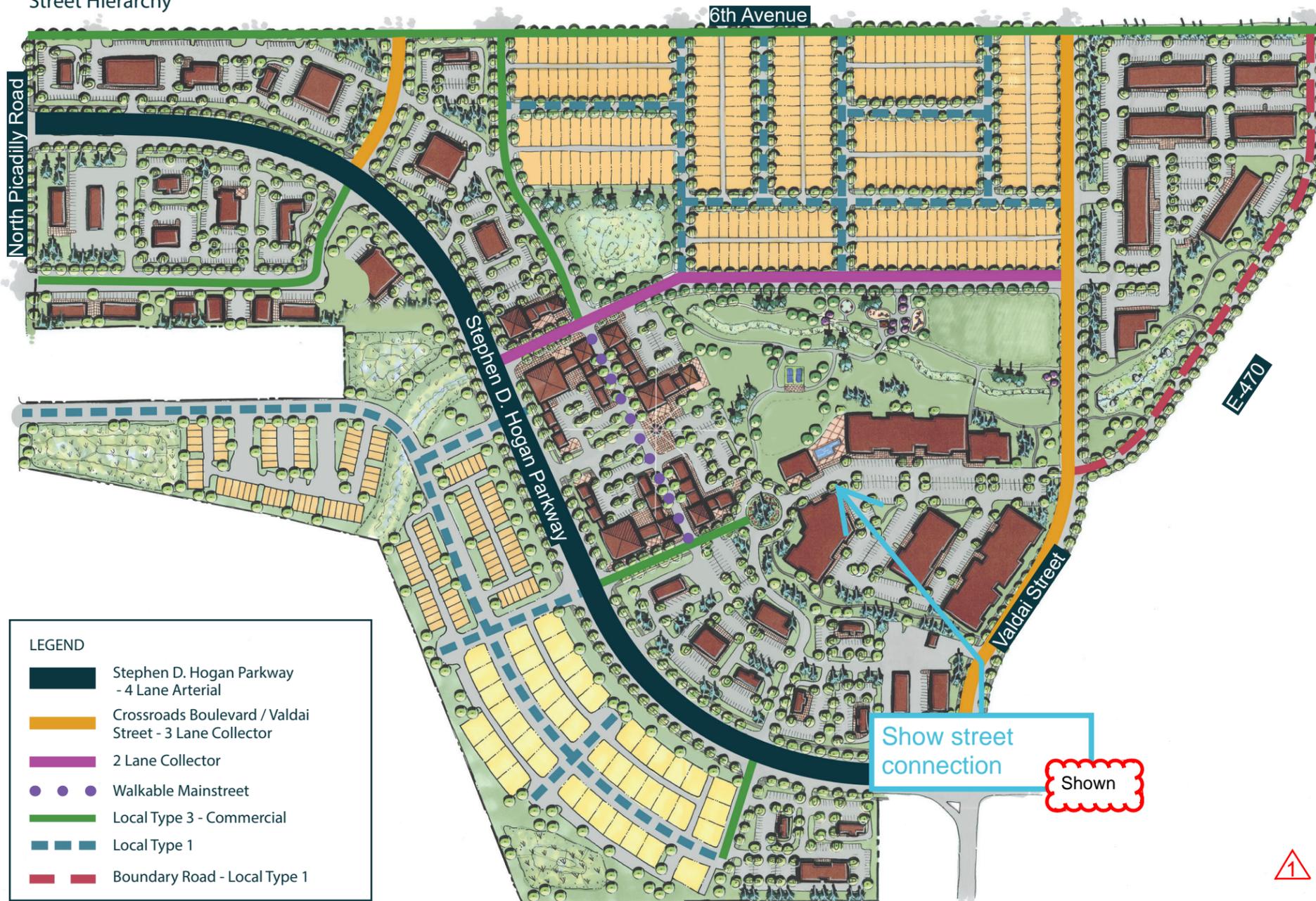
1. Similar tree and shrub species should be grouped together in large masses.
2. Landscape design in the highway frontage zone should be considered as a single landscape for the length of the frontage. Planting, landforms, etc. should be continuous. Site specific design should complement the overall design.
3. Freestanding walls are not encouraged within the highway frontage zone unless to screen undesirable views such as service areas, serve as sound barriers or used as a buffer reduction feature in accordance with the UDO and must be installed at the inward edge of the buffer.
4. Shrub equivalents may be used for tree substitutions if the site is encumbered. Encumbrances include things such as utilities or floodplain, etc. Shrubs used as equivalents must reach a minimum mature height of 6' tall.

STREETSCAPE DESIGN

Intent: The quality of streets is essential to the aesthetic quality of Aurora One. A hierarchy of streets have been established throughout the development. By establishing a hierarchy of streets, corresponding design elements may be used to provide users visual cues. The following list organizes the streets in order of importance and describes the standards and treatments to reinforce the significance.

- Stephen D. Hogan Parkway - 4 Lane Arterial
- Crossroads Boulevard / Valdai Street and Rome Street- 3 Lane Collector
- Walkable Mainstreet
- Commercial Local Streets
- Local Streets
- Boundary Road

Street Hierarchy



LEGEND	
	Stephen D. Hogan Parkway - 4 Lane Arterial
	Crossroads Boulevard / Valdai Street - 3 Lane Collector
	2 Lane Collector
	Walkable Mainstreet
	Local Type 3 - Commercial
	Local Type 1
	Boundary Road - Local Type 1

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.

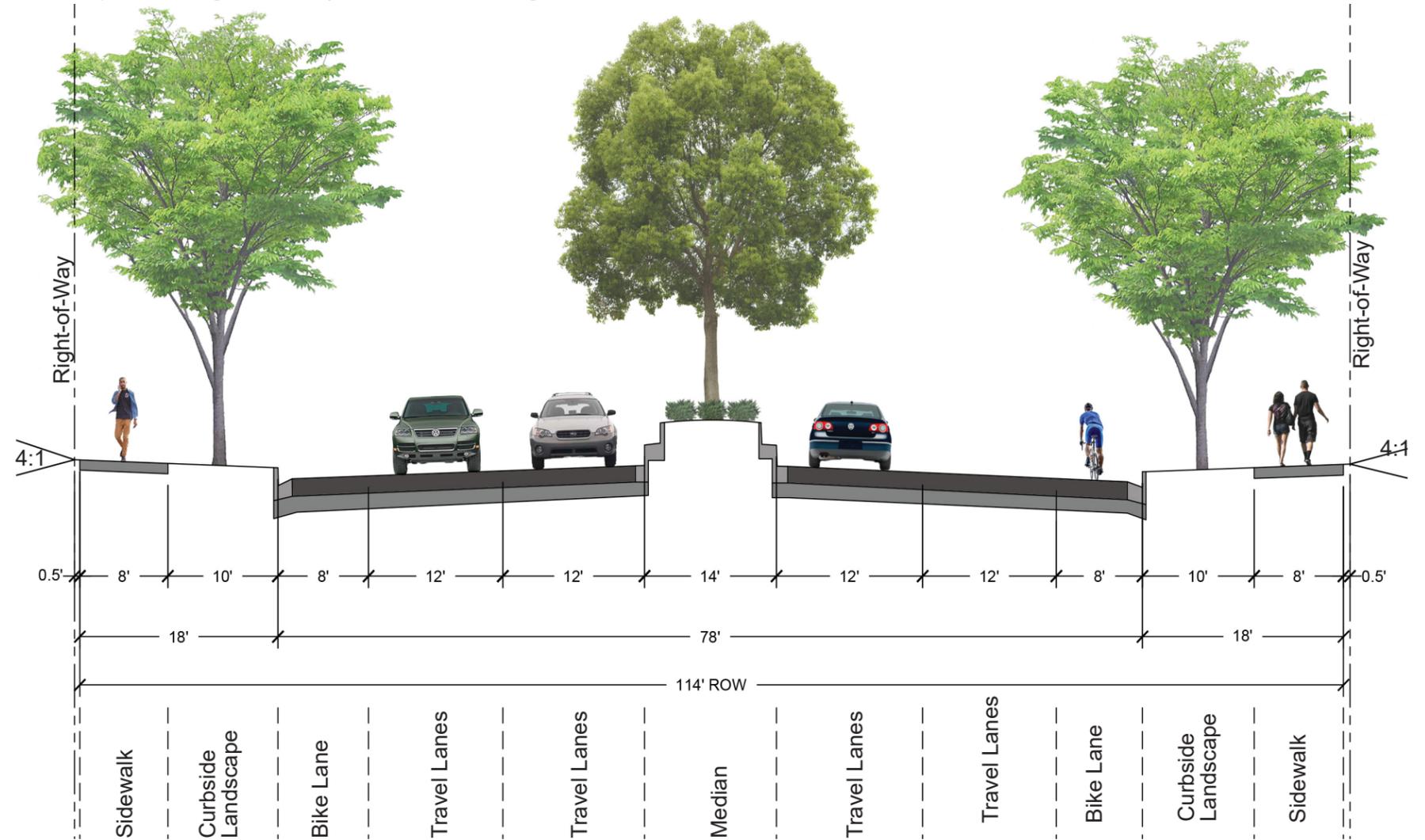


Table 2: Stephen D Hogan Dimensional Standards

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

Table 3: Stephen D Hogan Landscape Standards

Item	Curbside Landscape	Median
PAVING MATERIALS		
CIP Concrete	Not Permitted	Not Permitted
Concrete Unit Pavers	Not Permitted	Not Permitted
Stone Pavers	A maximum of 10% of the Curbside Landscape area, measured by block.	A maximum of 10% of the total landscape area.
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.	A maximum of 10% of the total landscape area.
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.

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

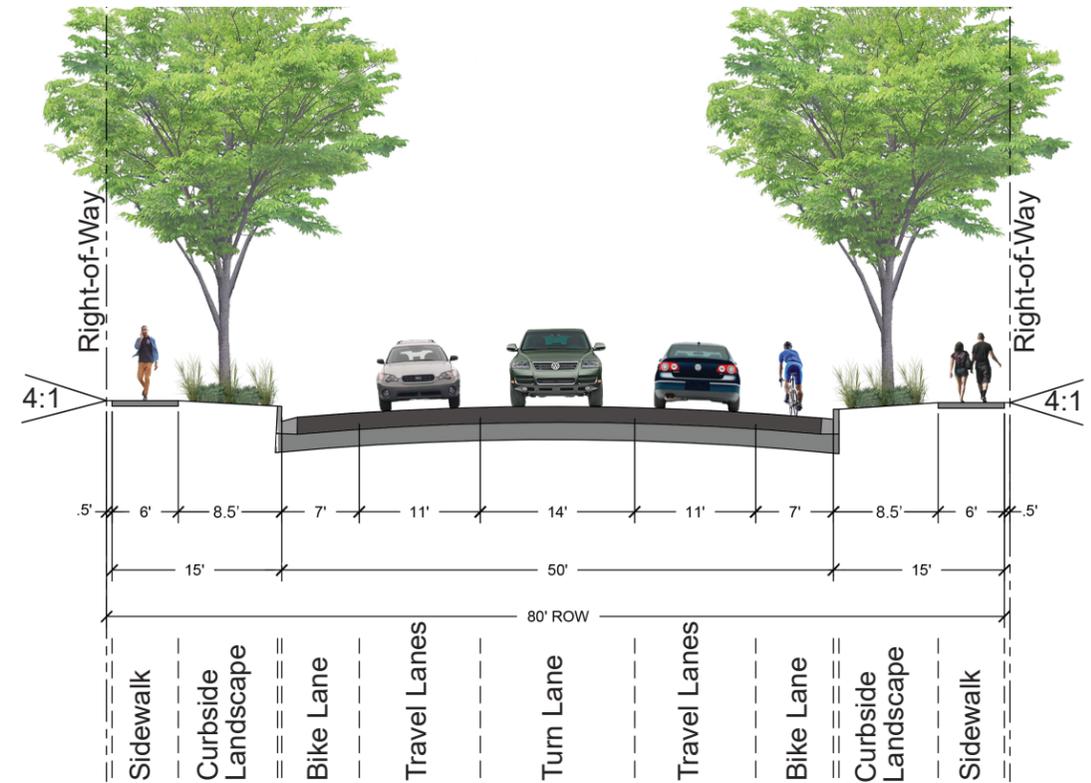


Table 4: Crossroads Boulevard/Valdai and Rome Street Dimensional Standards

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

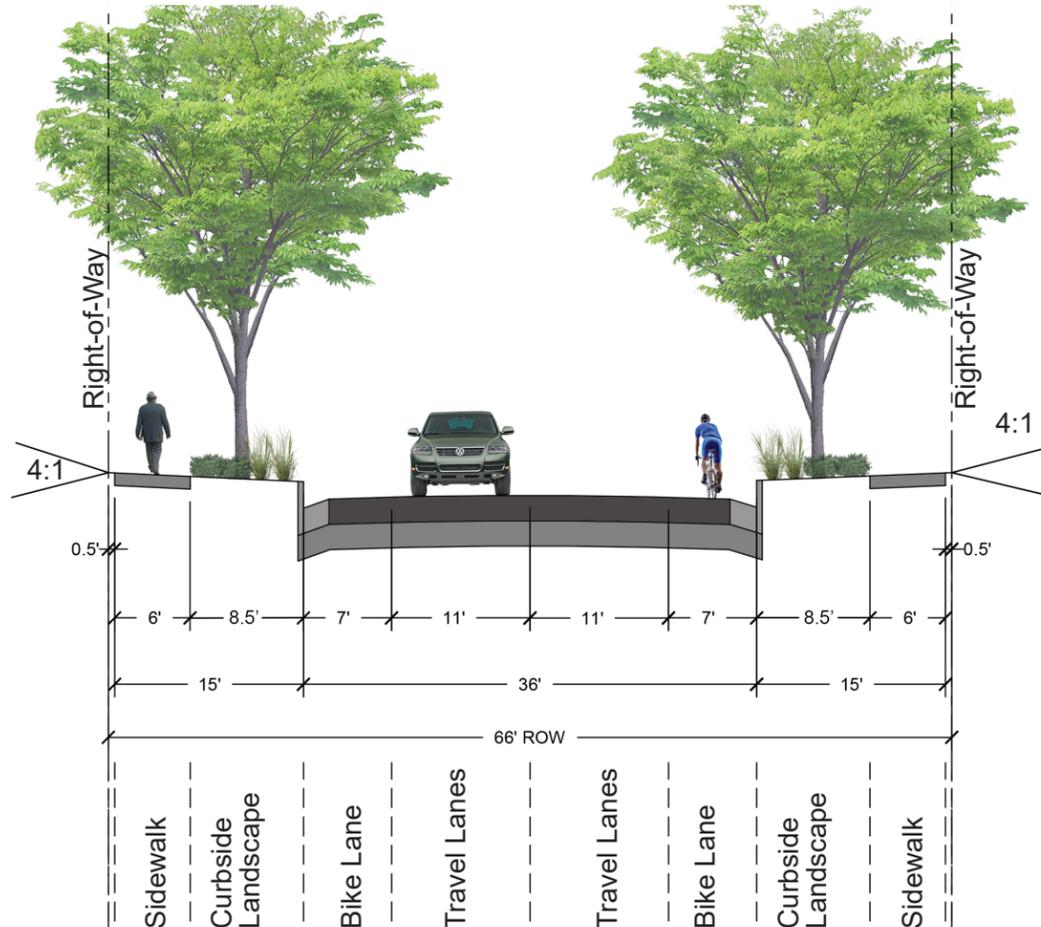


Table 6: 2-Lane Collector Dimensional Standards

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.

WALKABLE MAINSTREET

Intent: To encourage pedestrian use, the walkable mainstreet provides wide, plaza like areas, sidewalks and additional outdoor space. Parking should be limited and interrupted often by plaza and landscape areas. Use of gathering spaces is encouraged. Site furnishings shall be used to create community assembly areas that are comfortable for users of all ages and interests. Shade should be a priority in design concepts. Walkable mainstreet shall only exist in the Hogan Village neighborhood.

DESIGN STANDARDS

1. Walkable mainstreet (Section E) shall be constructed in accordance with the City of Aurora Local Urban - 2 lanes typical cross section.
2. The streetscape is divided into zones in accordance with the City of Aurora Urban Street Standards (Section E). The streetscape and each zone shall meet the standards in table 9.
3. Street trees in the Furnishings Zone shall be placed in a clearly repeating pattern and shall incorporate a minimum of three (3) tree species. Tree grates or a minimum opening of 5' x 15' are required. When feasible, a suspended pavement system shall be provided to provide for ample tree root area.
4. Permanent and mobile retail and food service kiosks, as well as café seating are encouraged.
5. Vehicular and/or service access points shall not occur along the length of the walkable mainstreet.
6. Walkable mainstreet sites shall be required to provide a minimum of 18% of total site area (property acreage) to common outdoor areas. Plaza areas may be included in the calculation.
7. An open plaza area of at least 2,700 SF shall be provided with public seating within or immediately adjacent to the walkable mainstreet.

DESIGN GUIDELINES

1. To create a consistent character and experience in Aurora One, walkable mainstreet should be coordinated with the connecting local and regional streets.
2. Paving design along walkable mainstreet should be coordinated throughout the area and include both public and private sidewalks and patio spaces.
3. Maximize the tree canopy and shade. Ornamental trees are only encouraged at intersections with collector or arterial streets.
4. Pedestrian crossings shall provide visibility for both vehicular and pedestrian traffic.
5. Buildings shall use height and massing to emphasize important corners, designate points of entry, and create a visible skyline to differentiate the MU-R zone districts as more significant activity nodes than surrounding areas.
6. Where property is located within 500 feet of the E-470 right-of-way, sites shall be designed to preserve views from the MU-R zone district to E-470 and views from E-470 into the MU-R zone district.
7. Taller buildings shall be located near Focal Points to maximum extent practicable to reinforce the importance of the MU-R intersections when viewed from a distance along I-70, I-225, or E-470.
8. MU-R also prohibits any more than 15% of site frontage on main street to be surface parking.

Table 8: Walkable Mainstreet Dimensional Standards

STREET SECTION		
FEATURE	WIDTH	COMMENTS
Right-of-Way	66'	
Travel Lanes	10'	
Left-Hand Turn Lanes	N/A	
Parking	7'	Limited
Bike Lane	N/A	
Sidewalk	16'	Add 0.5' behind back of walk.
Landscape	N/A	Landscape may be included as part of furnishing zone.
ROADSIDE ZONE		
Curb/Edge Zone	1.5'	
Furnishing Zone	5' min.	
Throughway Zone	6.5' min.	
Frontage Zone	4.5'	

Section E: Walkable Mainstreet/Local Urban - 2 Lanes

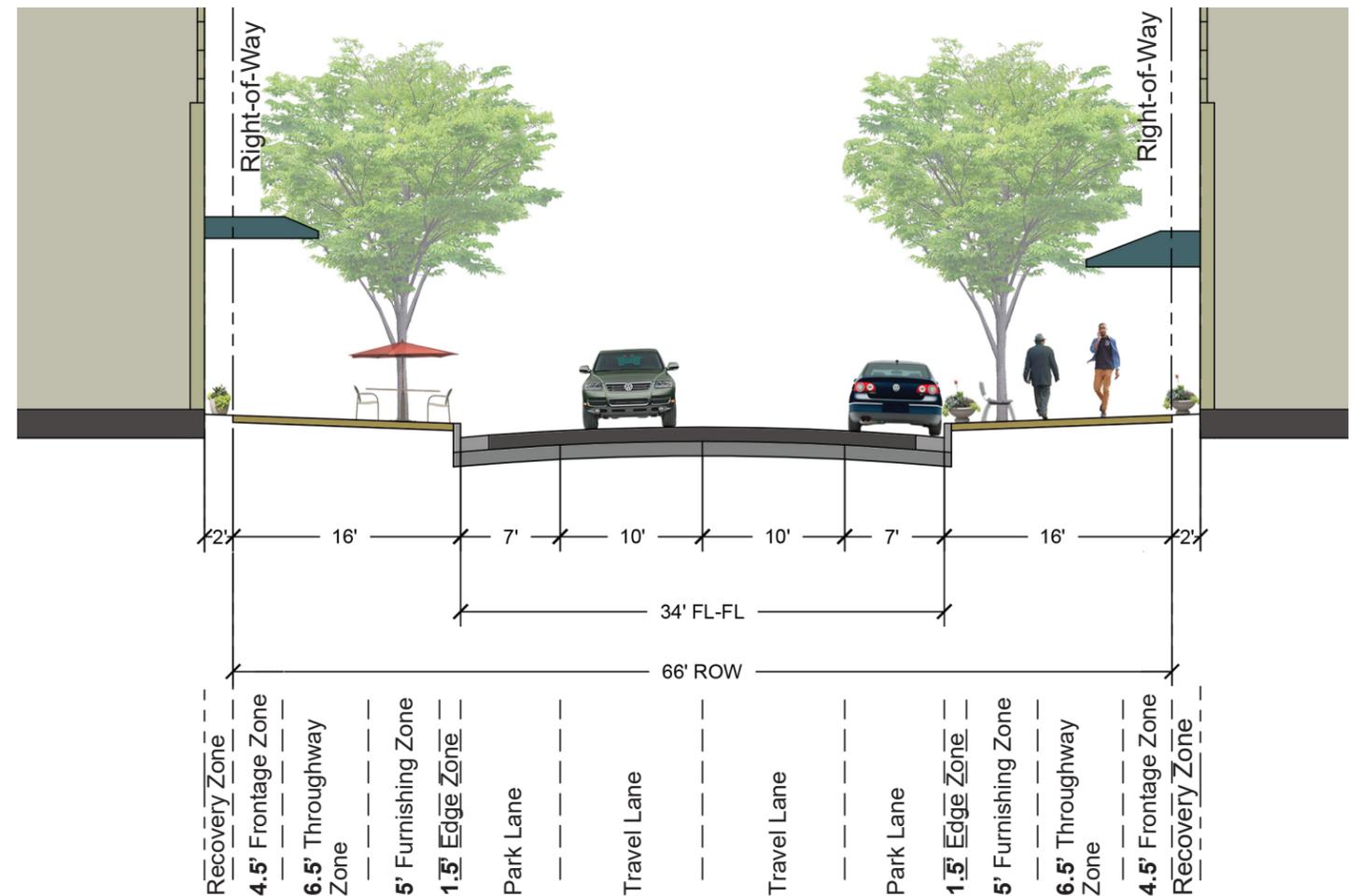


Table 9: Walkable Mainstreet Landscape Standards

Item	Furnishings Zone	Throughway Zone – Pedestrian way
PAVING MATERIALS		
CIP Concrete	Permitted	Not Permitted
Concrete unit pavers	Permitted	Not Permitted
Stone Pavers	Permitted	Not 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

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

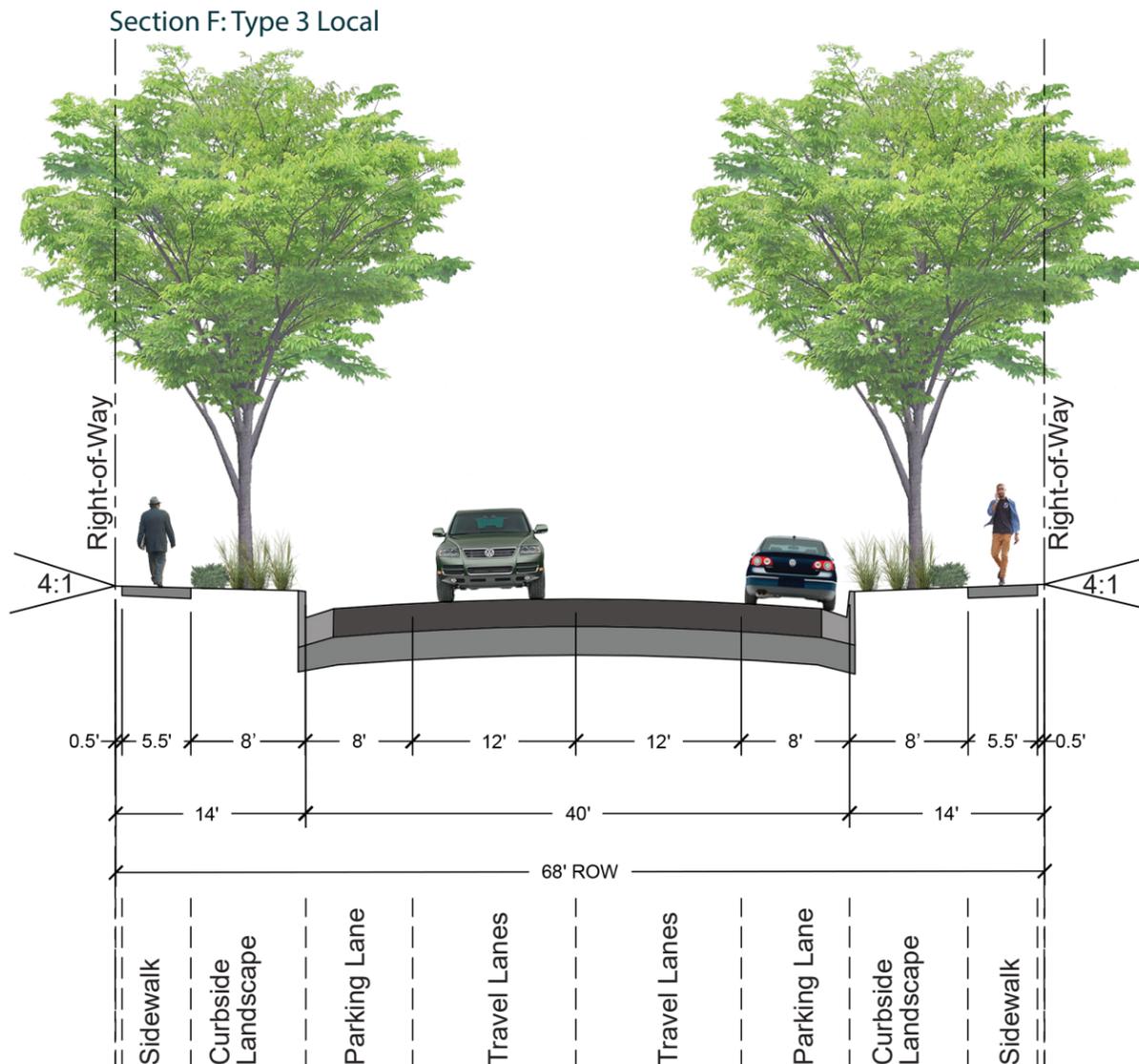
1. Commercial local streets should be coordinated with the connecting local and regional streets to create a consistent character and experience in Aurora One.
2. Maximize the tree canopy and shade. Ornamental trees are only encouraged at intersections with collector or arterial streets.

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.



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.

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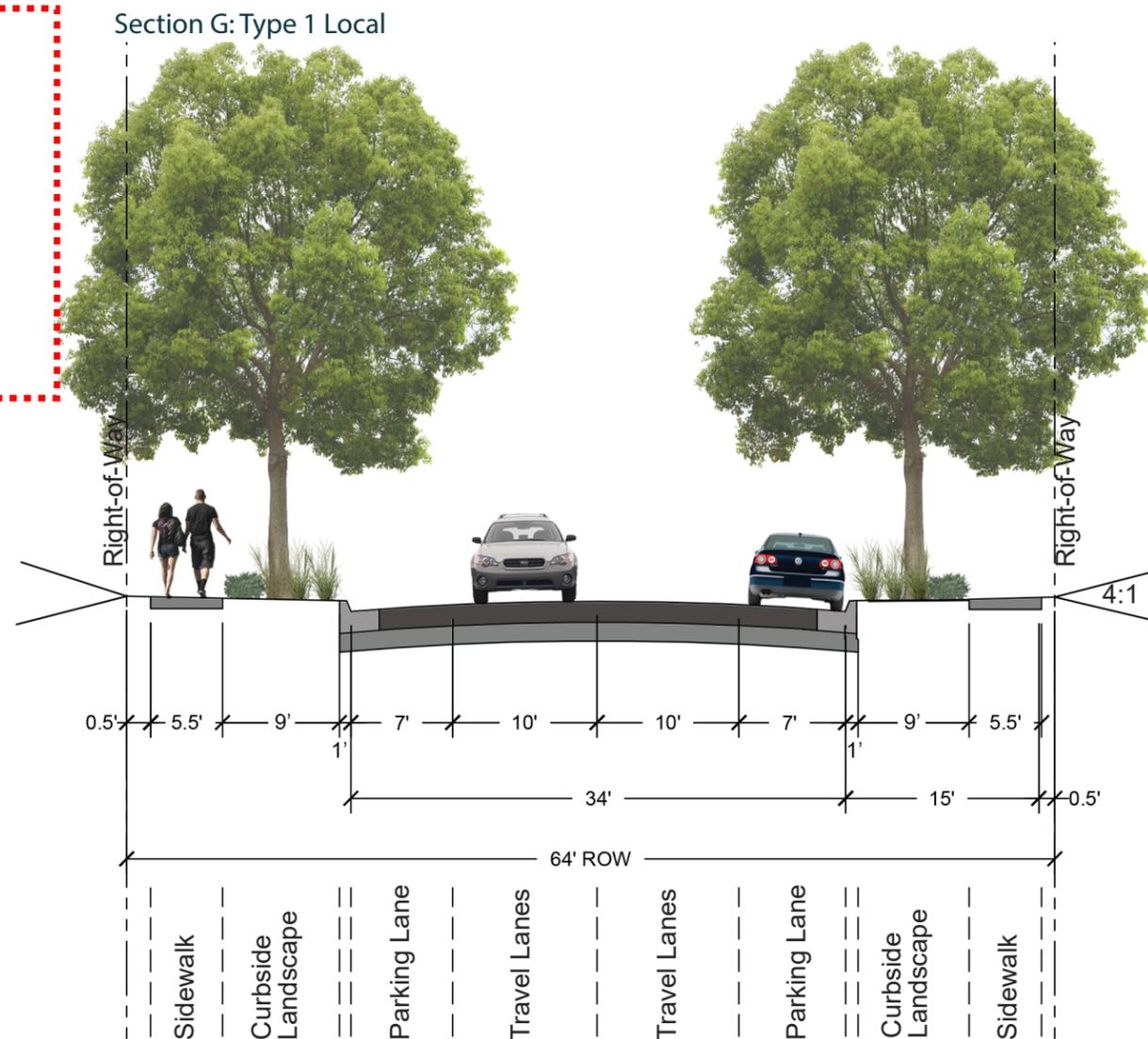


Table 12: Local Streets Dimensional Standards

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 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	Not Permitted
Raised Planters	Not Permitted
Potted Plants	Not Permitted
Tree Grates	Not Permitted
Mulch	Rock or wood mulch. Crusher fines are not permitted.

BOUNDARY ROAD

Intent: The boundary road is intended to parallel the alignment of E-470 and serve as a frontage road. This will provide a secondary access to 6th Avenue and E-470.

DESIGN STANDARDS

1. Boundary road shall be constructed in accordance with the City of Aurora Local Type 3 typical cross section.
1. Boundary road shall meet the parking lot perimeter landscape requirements of City of Aurora's UDO section 146-4.7.5.K.5
2. Boundary road must occur within 300 feet of E-470.
3. Sites adjacent to the boundary road shall not include drive-thru uses.
4. Commercial buildings adjacent to a boundary road shall provide one primary entrance facing the boundary road.
5. As shown on the Circulation Map, pedestrian circulation across the boundary road shall be limited to connections to the E-470 trail.
6. Landscape requirements shall be in accordance with the City of Aurora UDO.

DESIGN GUIDELINES

1. Boundary road may be pulled internal to the site the depth of one commercial pad site, but no more than 300'.

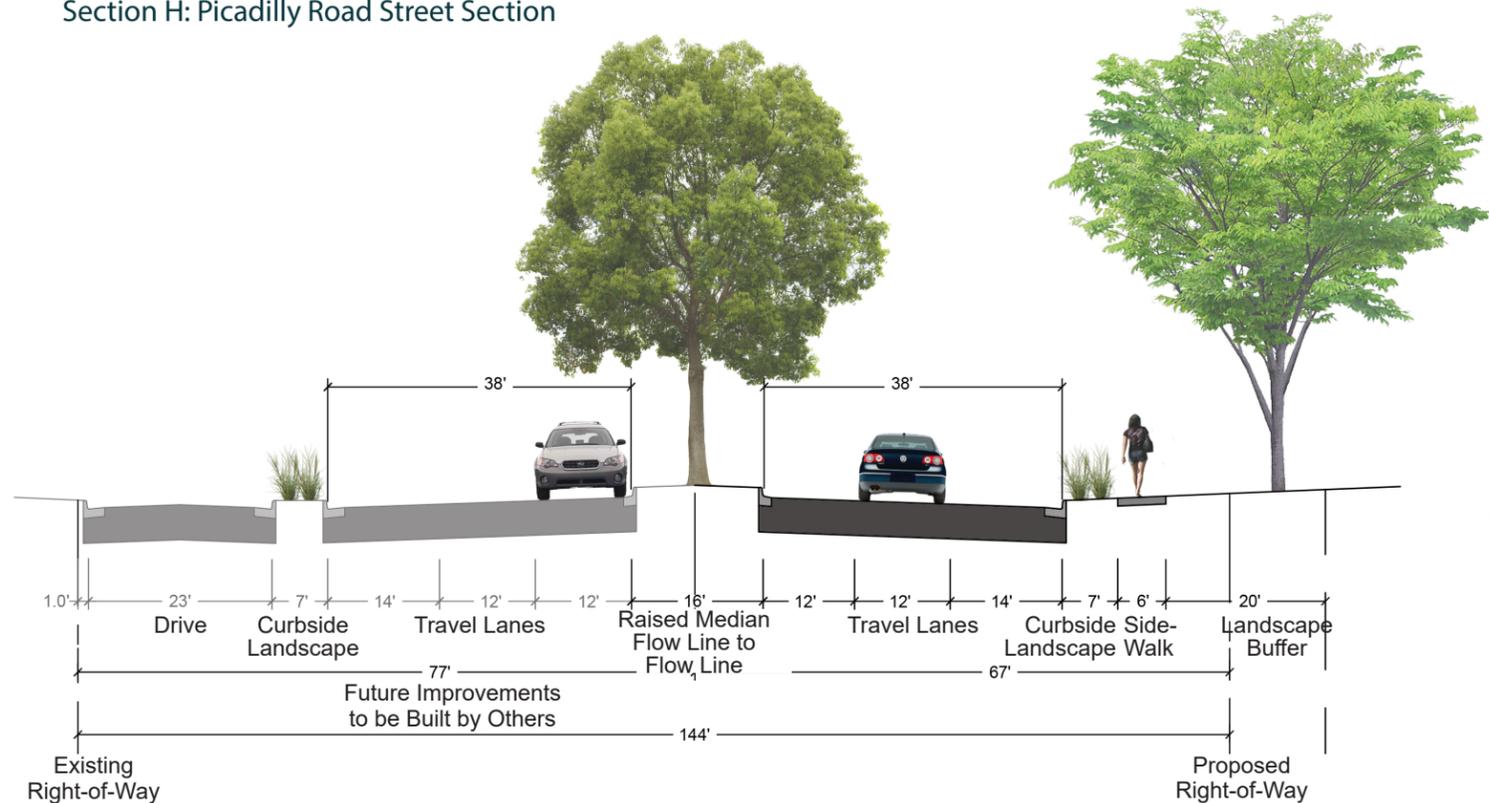
PICADILLY ROAD

Intent: Picadilly Road is a partially existing, major north/south road that defines the western boundary of Aurora One and provides regional access from the west. To promote safe and reliable access to the site, Aurora One will continue the eastern section of Picadilly Road.

DESIGN STANDARDS

1. Picadilly Road shall be constructed to align with Horizon Uptown improvements to the north and to meet the preferred section of Aurora. Updated
2. Pedestrian connections along Picadilly Road shall promote access to the Triple Creek Trail system.
3. Landscape requirements shall be in accordance with the City of Aurora UDO.

Section H: Picadilly Road Street Section



6TH AVENUE

Intent: 6th Ave is a partially existing, east/west road that defines the northern boundary of Aurora One and provides a secondary access across the site.

DESIGN STANDARDS

1. Local streets serving commercial uses (Section E) shall be constructed in accordance with the City of Aurora Local Type 3 typical cross section.
2. Landscape requirements shall be in accordance with the City of Aurora UDO.

SITE PLANNING AND DESIGN - HOGAN CROSSINGS AND HOGAN LANDINGS

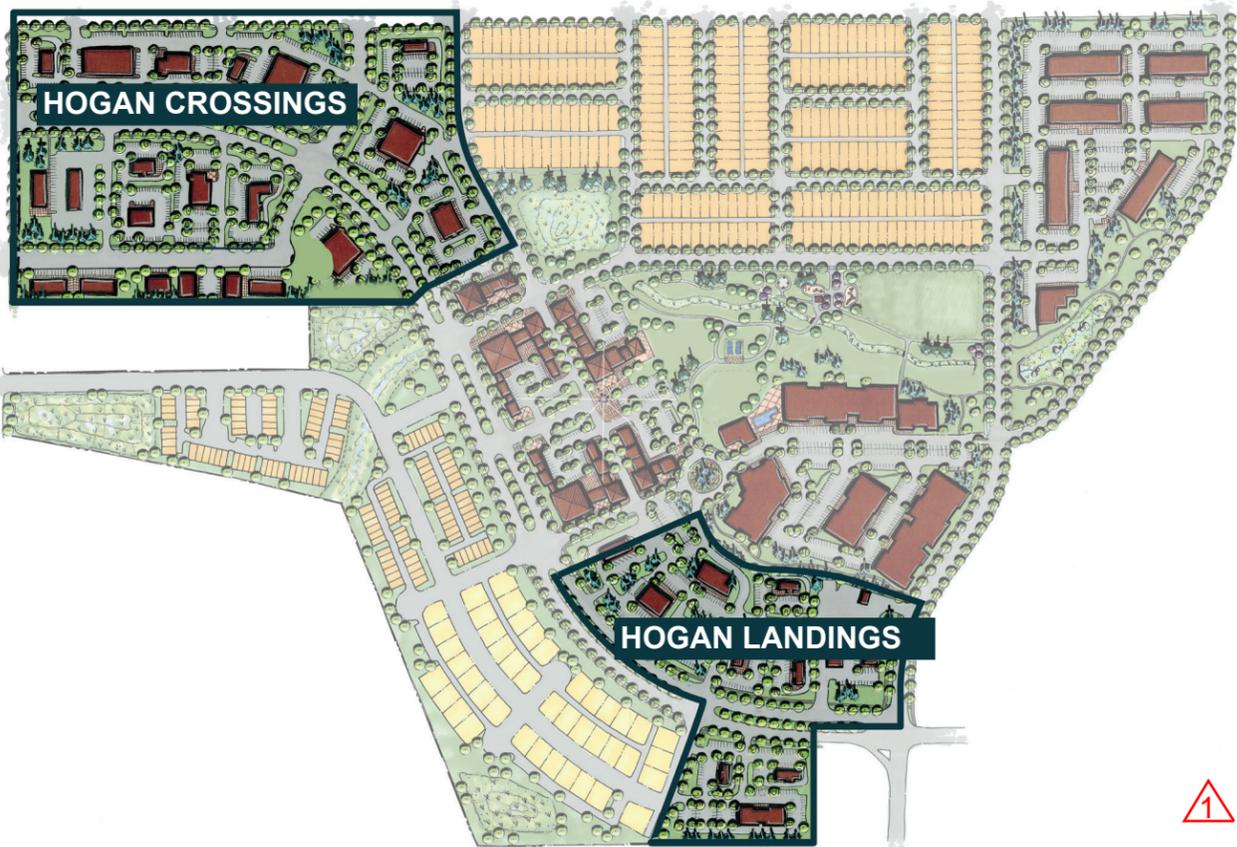
Intent: An integrated approach to site planning and design within Aurora One, especially within Hogan Crossings and Hogan Landings, will promote an active and lively community that is easily accessible to both pedestrians and vehicles, aesthetically pleasing, cohesive and a destination for convenient 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.

LANDSCAPE BUFFERS

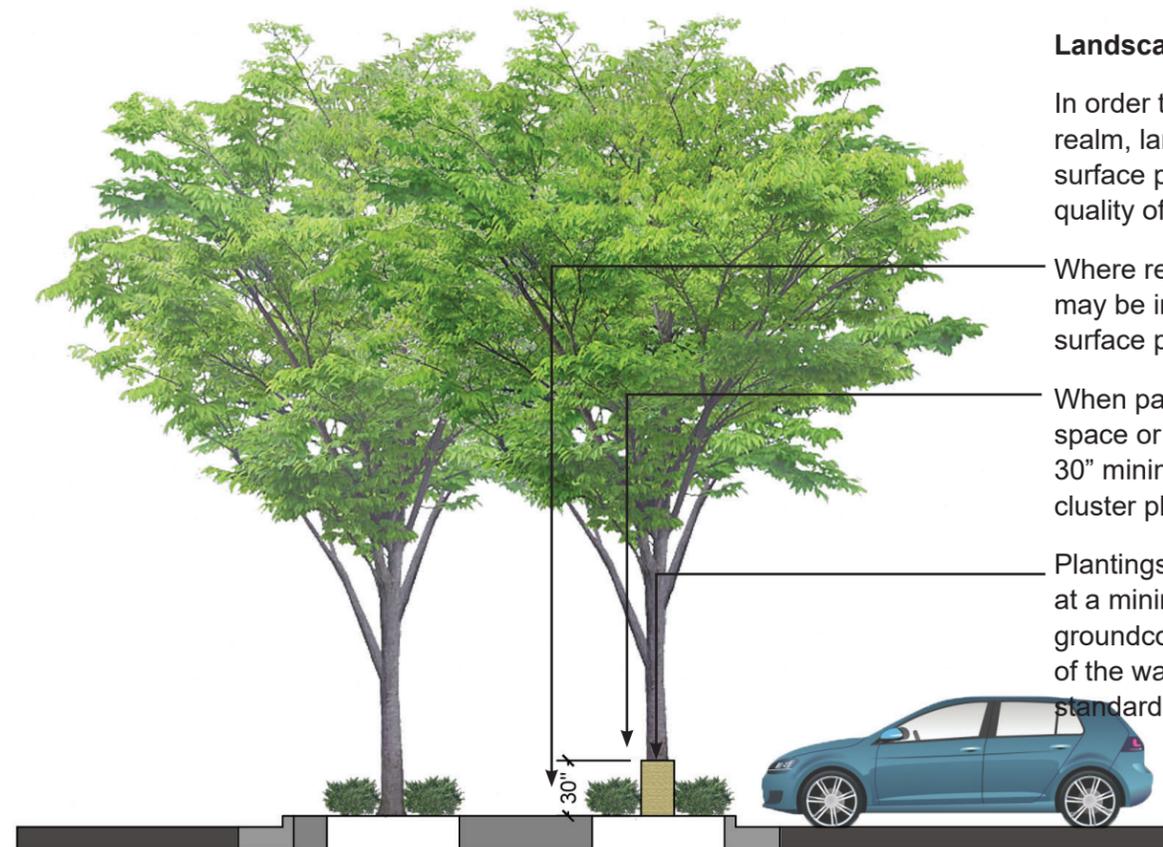
Intent: Hogan Crossings and Hogan Landings each seek to promote a quality, regional and neighborhood retail destination to encourage the “best in class” for food, retail and service categories. As a result, landscape buffers are clustered throughout the districts and screening is encouraged to minimize the view of areas that are less distinct or serve as utilitarian spaces (service areas). Landscape buffers should be used to enhance the continuity and quality of the pedestrian or vehicular experience.

DESIGN STANDARDS

1. Street and non-street buffers are required in accordance with the UDO. Landscape buffers are required in the following instances:
 - Per these guidelines, drive-thru windows shall not face Stephen D. Hogan Parkway. Drive-thru windows next to a secondary street, open space, trail or adjacent residential property shall provide a buffer a minimum of 5' high. Hedges are not encouraged.
 - Screening of drive-thru's shall meet the minimum standards as specified in the City of Aurora Landscape Standards and shall include low walls.
2. Plant material requirements for street buffers, common areas and parking lots shall be in accordance with the City of Aurora Landscape standards.
3. Buffers shall contain a minimum of clustered plantings, with a minimum height of 5'.
4. Low walls are encouraged on non drive-thru sites. A base of board formed concrete may be used but may not exceed 10% of the total wall face area. Wood and metal materials shall match the architecture of the proposed buildings.
5. Landscape buffers between different uses (i.e., commercial/residential, street/non-street) shall adhere to the City of Aurora Landscape Standards but shall not be narrower than 20'.
6. Surface parking areas adjacent to other surface parking areas (in the same or different property) shall not require a landscape buffer.



Landscape Buffers



Landscape Buffers

In order to enhance the quality of the public realm, landscape buffers are required along surface parking areas. In order to enhance the quality of the public realm.

Where required, the curbside landscape may be included within landscape buffers at surface parking areas.

When parking occurs next to a street, open space or adjacent residential property, a wall 30" minimum height shall be provided or cluster plantings to screen the parking area.

Plantings shall occur outside of the wall at a minimum. Additional shrub and/or groundcovers may be provided on either side of the wall or hedge. See landscape design standards for plant material requirements.

PARKING AREAS

Intent: Multiple parking approaches will be required to meet the parking needs and aesthetic desires of Hogan Landings and Hogan Crossings. Convenient and efficient parking strategies will reinforce the uses and character of the areas in which the parking occurs. Parking areas should not interrupt vehicular or pedestrian movement throughout the area. Shared, non-exclusive parking is encouraged. Short term or carry-out parking may be designated. To the extent possible, parking should be located behind or to the side of the buildings.

SHARED PARKING

Intent: Shared parking strategies should be employed to provide alternatives to meeting the parking requirements and to minimize the overall number of paved surfaces. To reduce the overall parking required on each parcel, parking should be shared, non-exclusive and located among different buildings and users. The mix of compatible and complementary uses based on peak use times and other factors should be encouraged to reduce the number of car trips and encourage users to park and then walk to multiple destinations. Shared parking will be especially important adjacent to the walkable mainstreet.

DESIGN STANDARDS

1. On-street parking along a parcel's street frontage(s) shall be considered shared parking and shall be counted towards the parcel's overall parking requirement.
2. Shared parking reduction information may be found in the City of Aurora Unified Development Ordinance Section 146-4.6.4, Table 4.6-3.

DESIGN GUIDELINES

1. Each parcel should examine the possibility of minimizing exclusive parking lots by incorporating shared parking spaces with other buildings and properties, especially in the commercial areas along Stephen D. Hogan Parkway.

SURFACE PARKING DESIGN

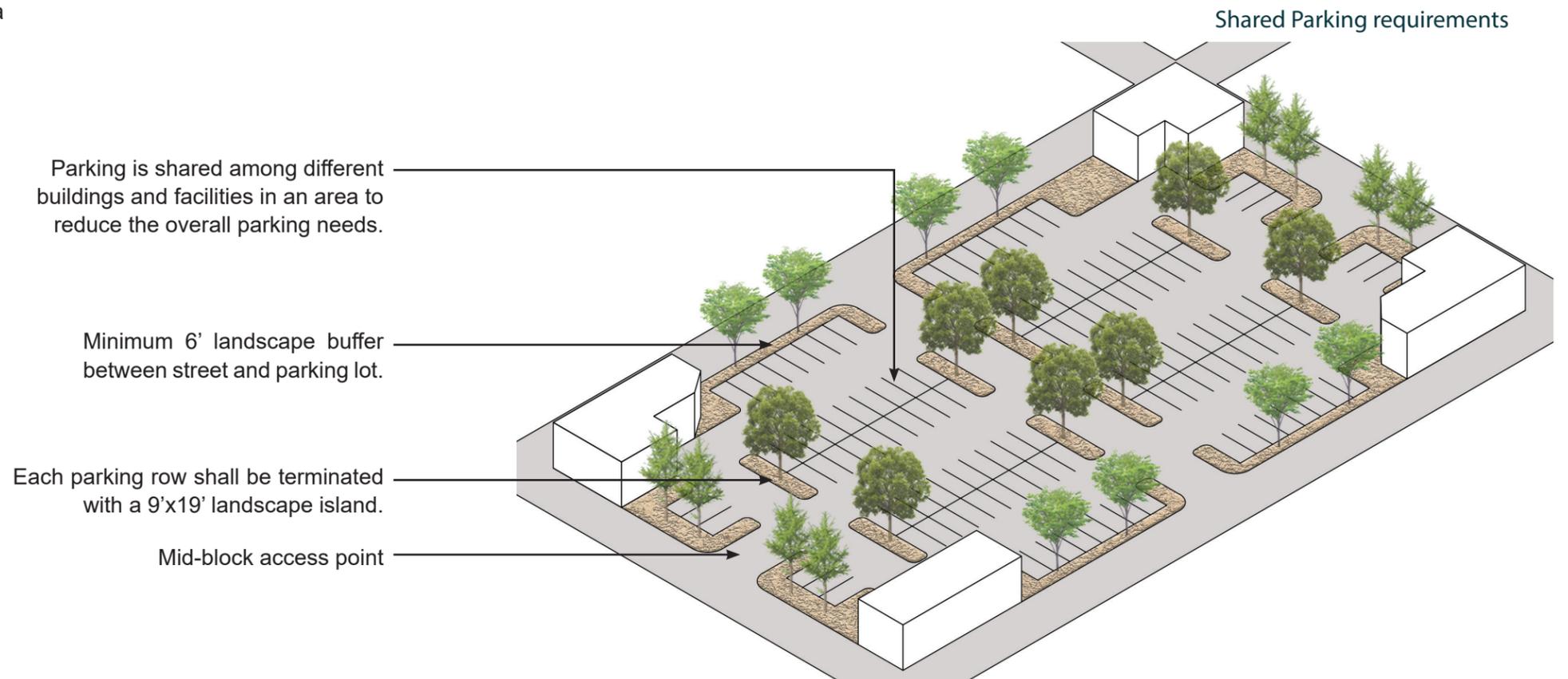
Intent: Where possible, surface parking should be minimized. Surface parking will be located in close proximity to the front door, but spread reasonably around each building. Small surface parking lots (less than 100 spaces) are intended to have ample landscaping to provide shade and screening. Larger surface parking lots (larger than 101 spaces) will be integrated into the site through landscaping and siting.

DESIGN STANDARDS

1. All parking lot landscaping and dimensional requirements shall meet the Unified Development Ordinance standards for parking stalls and aisles Section 146-4.6.4, Table 4.6-4.
2. Parking areas larger than 150 spaces must provide 6' wide pedestrian pathways in islands from the rear of the lot to the building.
3. Parking areas in which pedestrian flow is required to cross more than 2 parking aisles (double sided) shall provide a clear pedestrian walkway.
4. Parking areas larger than 120 spaces will be divided into parking blocks. Parking blocks may be separated by a 20' wide landscape bed. The maximum size of a parking block shall be 120 spaces.
5. Each parking block shall provide one additional raised landscape median. The raised landscape median shall be a minimum width of 8' wide. Adjacent parking blocks may share the required landscape median without adding additional width.
6. Each parking block shall contain a least one continuous grade separated walkway within a landscaped median 20 feet in width. The walkway shall be 6' wide minimum with at least one shade tree per 30 linear feet of median length and one or more understory treatments that may include mulch, shrub beds, or decorative rock mulch. The walkway shall be parallel to the parking rows and oriented toward the primary building entry.
7. Each parking row shall be terminated by a landscape island. The island shall be protected by concrete curbs and shall be at a minimum equal to the size of one parking space.



Example of a grade separated walkway serving the whole parking area.



- No parking row shall exceed 15 continuous parking spaces without an intervening landscaped island, median, or landscaped peninsula.
- Parking entrances/exits shall be a minimum of 50' away from any intersecting right-of-way and a minimum of 10' away from property lines unless shared access drives, centered on the property line are being utilized.

DESIGN GUIDELINES

- Where parking stalls overhang landscaping, landscape design should accommodate for a 2' deep overhang. Ultimate landscape width will take into account the required overhang in addition to the required plant materials.
- Plant materials shall be selected for hardiness, including drought resistance, salt tolerance and resistance to compacted soils.
- Landscape island design and tree placement should consider the effects and mitigation of heat island effect.

BICYCLE PARKING

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

Surface Parking



Each parking block shall contain a least one continuous grade-separated walkway. The walkway shall be 6' wide minimum with at least one shade tree per 30 linear feet of length, and one or more undestory treatments. The walkway shall be parallel to the parking rows and oriented toward the primary building entry.

Each parking block shall be separated from other parking blocks by a driving aisle with a centered landscaped swale, median, or area at least 20 feet in width. Adjacent parking blocks may share the required landscaping median without adding additional width.

PARKING LANDSCAPE

Intent: Along with other landscape required within the community, landscape within and surrounding parking areas completes the aesthetics of the community and takes what may have otherwise been considered an eye sore and integrates it into the greater landscape. Create drought tolerant, bold landscapes and use clustering/massing. Planting designs that integrate rain gardens where safe, water quality and other storm drainage functions are encouraged.

DESIGN STANDARDS

- Plant material requirements for parking areas, parking islands and parking area buffers shall be in accordance with the City of Aurora Landscape Standards found in the Unified Development Ordinance, Section 146-4.7.3.
- All landscape areas shall utilize native and adapted plant material with an emphasis on xeriscape plants.
- Planting design for parking and buffer areas shall be coordinated and consistent with adjacent properties.
- Freestanding walls above 36" shall only be permitted as required to screen service, utility and/or less desirable areas.
- Retaining walls and/or screen walls around parking lots are encouraged. If required, they shall be a minimum of 3' tall.

DESIGN GUIDELINES

- Landscape areas within and around parking lots should be designed to accommodate bioswales and/or other water quality treatment and detention facilities.
- Large masses of similar shrubs and ground covers should be used to create a cohesive look.
- Site furnishings should be coordinated to create a consistent and cohesive look.



Example of parking lot designed to accommodate a bioswale

STORMWATER MANAGEMENT

Intent: Though Aurora One will provide regional detention, water quality treatment areas should be considered and incorporated into landscape areas when practical. These areas can be integrated into the site design to provide Best Management Practices. These areas will also provide additional storage and infiltration value during storm events.

DESIGN GUIDELINES

1. Areas used for water quality purposes should be fully landscaped with appropriate plant material.
2. The use of creative combinations of water quality strategies and technologies is encouraged.

SITE PLANNING AND DESIGN - HOGAN VILLAGE

Intent: An integrated yet differentiated approach to site planning and design within Aurora One, especially within Hogan Village, will promote an active and vibrant community that is easily accessible, aesthetically pleasing, cohesive and a destination for convenient neighborhood and regional vehicles and pedestrians. Thoughtful site planning will foster a memorable experience, create a community that people want to live in and a destination with goods and services that people want to revisit.

BUILDING SITING AND CONFIGURATION

Intent: To enhance the activity and function of Hogan Village, a strong relationship between buildings and streets must be established. The use of building form and configuration creates a better pedestrian environment and opportunities for public and private outdoor spaces. Building height and higher density and intensity make Hogan Village a vibrant place to live and play.

DESIGN STANDARDS

1. All buildings shall be oriented towards the streets, plazas, outdoor patio areas and/or parks and open spaces.
2. Encourage design that promotes the ability to mix uses vertically.
3. Parking areas shall be located to the rear of the building and where possible, semi-enclosed by adjacent buildings.
4. Views to larger parking areas from Stephen D. Hogan Parkway and walkable mainstreet shall be minimized.
5. Each building shall have a clearly defined primary entrance facing a street, outdoor patio area, public space or parking.
6. In order to maintain visual continuity, buildings shall be placed on the site with respect to adjacent buildings and structures.
7. Large format buildings (+35,000 SF) shall align with adjacent buildings, unless the exposed corner/side elevation contains one of the following:
 - A primary entry for each user on the ground level. If multi-story, the second and higher stories shall have an entrance location that does not diminish the parking for the ground floor retail.
 - Enhanced architectural treatment or material change.
8. Large format buildings shall face Stephen D. Hogan Parkway.

DESIGN GUIDELINES

1. Buildings with ground floor retail are permitted to provide multiple primary entrances for each retail tenant.

OUTDOOR AMENITIES

Intent: To create a vibrant, interactive and public domain, buildings within Hogan Village will be concentrated along the streets. Streetscape and areas around buildings should be planned to provide additional amenities such as seating areas, kiosks, cafe seating and gathering spaces. Vehicular access and minimizing pedestrian and vehicular traffic conflicts should be considered in the design. Innovative design ideas are encouraged to create a community where people can live, work and play. If multi-family development are included in Hogan Village, the requirements for usable outdoor space shall be met in accordance with current City requirements.

DESIGN STANDARDS

- Where buildings are setback from the right-of-way, at least one of the following outdoor amenities shall be provided:
 - Cafe seating
 - Landscaped areas with publicly accessible seating
 - Space and infrastructure/services for mobile retail units or kiosks
 - Public Art
- The required outdoor amenity shall be provided in the setback area between the building and sidewalk and may extend into the right-of-way.
- The character and materials used in the outdoor amenity shall be consistent with the adjacent streetscape.
- Building perimeter landscaping is required for all multi-family buildings unless the building is adjacent to an urban sidewalk condition (16' wide hardscape area).
- If multi-family development is included in Hogan Village, the requirements for outdoor usable space shall be met in accordance with current City requirements.

DESIGN GUIDELINES

- When possible, amenity spaces should be located adjacent to the primary street in the build-to zone or to the side or back of buildings.

RETAINING WALLS

Intent: Retaining walls should be low and linear in form and blend into the overall landscape aesthetic.

DESIGN STANDARDS

- Retaining walls abutting a public right-of-way shall not exceed 30" in height.
- Retaining walls shall include a cap.



Example of public art



Example of landscaped area with publicly accessible seating



Example of cafe seating



Example of retaining wall

- Materials used in retaining walls shall be limited to:
 - Natural Stone
 - Brick
 - Split-face concrete masonry
- Retaining walls shall be buff in color.



ARCHITECTURAL STANDARDS

AMENDMENTS:

⚠ 06-28-23 - Updated setbacks for Duplex and Townhouses to meet UDO. Updated townhouse graphic. Updated illustrative graphic throughout.

TAB 12

FORM H: ARCHITECTURAL DESIGN STANDARDS MATRIX

Architectural Design Standard	Brief Description of the Feature	Locations of the Standards in the Application Package
Residential Design		
Residential Materials Palette	Stone, brick, stucco, painted or stained wood siding, non-textured hardboard or cement-based sidings, stained cedar shingles, architectural precast concrete, cast stone, split face concrete block, brick panels, architectural metals.	Detailed standards are included in the Aurora One Design Standards and Guidelines.
Residential Color Palette	Significant variation in the ranges of colors on a block face is required. The same color scheme shall not be used more than three times on a block.	Detailed standards are included in the Aurora One Design Standards and Guidelines.
Residential Architectural Styles	Architecture in neighborhoods will be eclectic.	Detailed standards are included in the Aurora One Design Standards and Guidelines. Architectural styles shall be utilized as described in Form F-2: Neighborhood Character Matrix.
Residential Architectural Features	All residences shall have a primary entrance that includes a porch or covered entry that is visible from the street, green court, open space or other public way.	Detailed standards are included in the Aurora One Design Standards and Guidelines.
Commercial Design		
Retail Materials Palette	<p>At least 60% 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, decorative tile, stone, precast concrete panels with architectural feature (designed form liner, exposed aggregate, etc.) or architectural metals.</p> <p>The remaining facade area may use stucco, integrally colored decorative concrete, integrally colored, split-face concrete block, cement board or siding in addition to all the materials listed above.</p>	Detailed standards are included in the Aurora One Design Standards and Guidelines.
Retail Color Palette	<p>Bright and intense color shall be permitted for no more than 10% of the total elevation of any façade facing the street.</p> <p>Wall murals are subject to the 10% maximum</p>	Detailed standards are included in the Aurora One Design Standards and Guidelines.
Retail Architectural Styles	Architectural style shall be timeless with no particular style intended to create a theme.	Detailed standards are included in the Aurora One Design Standards and Guidelines.

Retail Architectural Features	<p>The retail buildings will create visually pleasing character and differentiate one street/neighborhood from the next. Architectural scaling elements such as banding, belt courses, sills, lintels, mullions and changes in materials, textures, module and patterns can be used to establish the identity of each block/ neighborhood</p> <p>Punctuate special locations and provide human-scale details.</p> <p>Prevent large areas of undifferentiated or blank building facades and ensure diversity of appearance.</p>	<p>Detailed standards are included in the Aurora One Design Standards and Guidelines.</p>
Mixed Use Design		
Mixed Use Materials Palette	<p>At least 60% 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, decorative tile, stone, precast concrete panels with architectural feature (designed form liner, exposed aggregate, etc.) or architectural metals.</p> <p>The remaining facade area may use stucco, integrally colored decorative concrete or integrally colored, split-face concrete block, in addition to all the materials listed above.</p>	<p>Detailed standards are included in the Aurora One Design Standards and Guidelines.</p>
Mixed Use Color Palette	<p>Bright and intense color shall be permitted for no more than 10% of the total elevation of any façade facing the street.</p> <p>Wall murals are subject to the 10% maximum.</p>	<p>Detailed standards are included in the Aurora One Design Standards and Guidelines.</p>
Mixed Use Architectural Styles	<p>Architectural style shall be timeless with no particular style intended to create a theme.</p>	<p>Detailed standards are included in the Aurora One Design Standards and Guidelines.</p>
Mixed Use Architectural Features	<p>Mixed use features shall conform to retail or residential feature requirements as listed above.</p>	<p>Detailed standards are included in the Aurora One Design Standards and Guidelines.</p>

NOTES:

1. The design standards listed in this matrix implement the design themes of the Master Plan and are intended to complement ordinance standards. If a conflict should exist between any specific provisions of this matrix and any other ordinance standards, these standards shall govern.
2. All the photos and illustrations in the Design Standards and Guidelines are illustrative of the level of design quality required by this FDP. Final designs to be submitted at the Preliminary Plat level will not necessarily duplicate the illustrations, but will contain the same themes as shown and will be at the same or higher level of design quality, extent and detail.

Change FDP to Master Plan and Preliminary Plat to Site Plan

Updated

HOW TO USE THIS DOCUMENT

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

Community-Wide and Commercial Design Standards

Single Family Residential Design Standards

Multi-Family Residential Design Standards

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.

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 Aurora One Design Guidelines shall apply.

COMMUNITY-WIDE AND COMMERCIAL DESIGN STANDARDS

ARCHITECTURE

Architectural design should utilize the following principles to guide the design process:

- Simplicity
- Hierarchy
- Sustainability

Simplicity: The design of the architecture can be bold, creative and compelling without being overly intricate or complex. A single concept, executed well, can create an iconic building that will stand the test of time.



Architectural corner is clearly defined by additional detailing



Parapet is broken into multiple levels to create interest



Building facade has multiple planes both horizontally and vertically



Building facade is setback in various locations to create a stronger visual appeal

Hierarchy: Architecture can support the community goals and provide visual cues to the users about use and intent. Create a clear hierarchy of facades to establish clear public and private spaces and to focus activity out to public spaces.

Sustainability: All of the architectural goals can be enhanced while conserving resources, energy and water.

ARCHITECTURAL SCALE AND SCALING ELEMENTS

Intent: The buildings along the streets of the Aurora One district will create the urban character for the district and differentiate the urban center from adjacent neighborhood(s). Architectural scaling elements such as changes in texture, materials, fenestration and pattern as well as detailing elements such as banding, belt courses, sills, lintels and mullions establish the identity of the urban core and differentiate individual blocks. Moreover, it can be used to punctuate special locations and provide human scale details. Coordination of the scaling elements between buildings and 360-degree architecture will prevent large areas of undifferentiated or blank building facades and ensure diversity of appearance.

DESIGN STANDARDS

The standards of this section apply to all commercial and retail buildings.

1. Architectural elements shall remain in the same family, but shall create urban character that allows each street to be differentiated.
2. Each primary building taller than 35' in height shall be designed so that the massing and/or façade articulation presents a clear base, middle and top. The base shall be appropriately articulated to provide human scale.
3. All building facades facing public streets, private roads or parks and open spaces shall incorporate two or more of the following scaling elements, no less than every 75' to avoid long, unbroken flat walls:

- Horizontal structural elements such as floors expressed with banding, belt courses, material changes, no less than 1 inch deep and 4 inches wide.
 - Vertical structural elements such as columns, pilasters, peers, etc., no less than 4 inches deep and 12 inches wide.
 - The use of sills, lintels, mullions, muntins at all windows.
 - Arcades, pergolas or s
 - Change in material
 - Change in color
 - Change in material module or pattern
4. A buildings architectural features and treatments shall not be restricted to a single façade. All sides of a building open to view from a public or private street or open space shall display a similar level of quality and architectural interest.
 5. Required scaling elements for buildings should be integral with the building form and construction and not a thinly applied veneer.

LARGE FORMAT RETAIL

Intent: The size and prominence of large retail (+35,000 SF) has a significant impact on the aesthetics and feel of the commercial districts within Aurora One. Large format retail should pay special attention to the articulation of facades, expression of entries, quality of materials and direct pedestrian routes. The intent is not to create the look of multiple buildings, but to encourage creative design with a pedestrian scale while remaining vehicular friendly.

DESIGN STANDARDS

1. Buildings and walls over 100' in length shall incorporate significant wall plane projections or recesses having a depth of at least 2% of the length of the façade and a minimum of three distinct wall plane changes.
2. Each building shall include at least three instances of one of the following:
 - Storefront windows with awnings

- Color change
- Texture change
- Material change
- Entry areas
- Arcades

3. Variations in the façade shall occur along the length and height of the building with a interval of 75' maximum between architectural elements listed above.

DESIGN GUIDELINES

1. Variations in building massing and details should relate to the scale and function of the building and the scale of adjacent buildings.
2. Required scaling elements for buildings should be integrated into the building and not a thinly applied veneer.



Building using stone facade



Example of brick, stucco and colored metal



Building featuring architectural wood panels



Texture and form is highlighted by lighting.



Retail include architectural differing facade intervals



Buildings include texture and material changes



Commercial buildings may be stand alone



Stand alone buildings shall have a pronounced front entry.

BUILDING MATERIALS AND COLOR

Intent: The architectural characteristics of the commercial districts within Aurora One will utilize high quality materials. Materials will be selected, in part, to contribute to the community's commitment to sustainable development. Lasting and durable materials will be prioritized from local and regional sources and will reflect the materials, colors and textures naturally found along the Front Range. As appropriate, smaller scale materials will be utilized to provide human scale in the architecture.

DESIGN STANDARDS

1. Building materials shall be selected with the objectives of quality and durability appropriate to the context of their use.
2. At least 60% 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
 - Cementitious stone panels
 - Fiber Cement Board
 - Architectural metal
 - Glass block
3. 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
4. Bright and intense color shall be permitted for no more than 10% of the total elevation of any façade facing the street.

DESIGN GUIDELINES

1. Building materials on lower floors at pedestrian intensive areas should respond to the character of the pedestrian environment through elements such as scale, texture, color and detail.
2. Building materials on the lower floors and at pedestrian areas shall utilize scale, texture, color and detail to clearly identify the pedestrian environment.
3. Material modules may be used in building facades. Units, if used, shall be appropriate material type and manufactured to industry standards. Modules shall not exceed 5' by 10' without the clear expression of a joint.

4. The use of synthetic material to imitate natural materials shall be avoided, unless to better wood or weathered materials.

BUILDING FENESTRATION

Intent: The pattern of windows and doors, or fenestration, of a building creates a rhythm for architectural detailing that contributes to the character of the street and each individual district. A high degree of transparency at the street level enhances pedestrian activity and high window to wall ratios on the upper stories provides day-lighting for offices and residential units.

DESIGN STANDARDS

1. When buildings are placed at primary intersections or gateways to Aurora One, the architecture, massing and height shall reflect the special nature of the corner by utilizing distinctive architectural form, detail and materials. Intersections include:
 - Stephen D. Hogan Parkway and Piccadilly Street
 - Stephen D. Hogan Parkway and Rome Street
 - Stephen D. Hogan Parkway and Hogan Village Collector Street
 - Stephen D. Hogan Parkway and Primary Commercial Street
 - Stephen D. Hogan Parkway and Crossroads Boulevard / Valdi Street
2. On the ground floor, all glazing shall have a minimum of 60% light transmittance factor.
3. No highly reflective glazing shall be permitted. All glazing maximum reflectance factor of 0.20. No first surface reflection shall be permitted.
4. A minimum of 30% of glass to wall ratio shall be provided for the ground to floor on all building facades facing a public or private street or open space.
5. A minimum of 35% glass to wall ratio shall be provided on floors above the first floor on building facades facing a public or private street or open space.

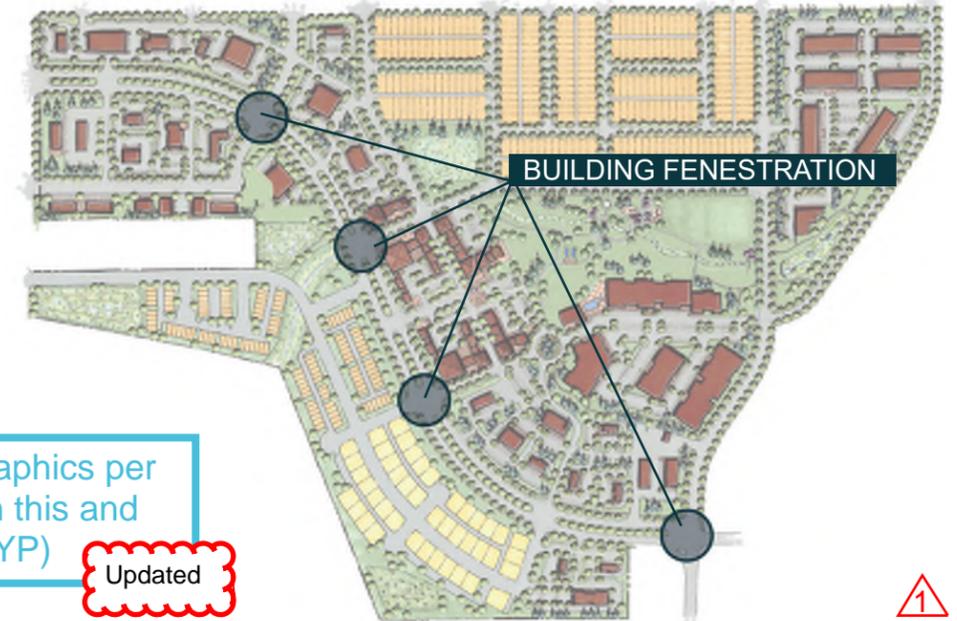
DESIGN GUIDELINES

1. The location and patterns of glazing should enhance building function and scale. Variations in fenestration patterns may be used to emphasize building features such as entries, shifts in building functions and uses.
2. Areas of buildings that are functionally restricted from providing 'vision glass' may be exempted from glass requirements providing other architectural scaling techniques are employed. Use of opaque or spandrel glass is permitted.
3. Recessed glazing and substantial glass framing and mullion patterns may be used to provide depth and visual character to building facades and should consider the play of sunlight across the façade.
4. All south and west facing windows above the second floor should be

shaded in the summer and receive direct sunlight in the winter.

5. Mixed-use buildings should utilize glass to wall ratios that reflect the different uses within the building.
6. Clear, low-e and/or slightly tinted glazing should be used on the ground floor to ensure the visibility of pedestrian-oriented commercial uses and to limit glare off of glazed surfaces.
7. When possible, windows shall be placed in locations to take advantage of the long range views to the Rocky Mountains to the west and the plains to the east.

Building Fenestration Locations



Variation of building fenestration

ENTRIES

Intent: Clearly defined and articulated entries to ground floor uses enhance the scale and function along public streets. Building entries that are convenient and directly related to pedestrian circulation and amenities will reinforce the street as a “place” and will help create an active pedestrian environment.

DESIGN STANDARDS

1. All buildings shall provide at least one primary building entry oriented to the public street, primary parking area and customer access (both vehicular and pedestrian).
2. Primary building entrances shall be emphasized by signage and changes in wall plane or building massing, awnings or differentiation in material or color or greater level of detail.
3. The entries in large format buildings shall be significant and scaled appropriately to encourage pedestrian activity and may include outdoor patios, integrated planters or wing walls that incorporate landscape areas and/or special paving for the entire width of the entry area.
4. Primary entrances in large format buildings shall be emphasized by recessing the door a minimum of 6’ and including an architectural tower or arcade.

DESIGN GUIDELINES

1. Entries to ground floor uses in all vehicular and pedestrian oriented areas should be direct and at street level to encourage active pedestrian uses.
2. Commercial and residential uses in mixed-use buildings should orient entries, services access and other outside activities (i.e., café seating) in a manner that will minimize impacts on residential uses.



Clearly defined and articulated entrance on commercial and residential

ARCADES

Intent: Arcades can add to the architectural style of building and provide shade and shelter for pedestrians.

DESIGN STANDARDS

1. Arcades, if used, shall occur in the front of the property and extend for a minimum of 6’, measured from the face of the building to the back of the support column. A 6’ minimum continuous open sidewalk shall be maintained for circulation.
2. Arcades, if used, shall provide a minimum height of 12’ measured from the sidewalk to the bottom of the structure.
3. To the greatest extent possible, spacing between columns shall be a minimum of 12’ and shall not block any building entrances.

DESIGN GUIDELINES

1. The height and proportions of the arcade should correspond to the façade and architectural style.
2. Soffits, columns and arches should be treated consistently with the architecture of the building.



Example of commercial arcade

AWNINGS

Intent: Awnings add to the overall identity of the façade which often stretch the entire length of the storefront and are provided above entry ways and windows.

DESIGN STANDARDS

1. Awnings may be fabric or rigid, fixed or operable.
2. Awning structures shall be painted or coated black and integrated into the architecture which they are mounted.
3. Fabric or shorter life-span materials shall be refreshed and/or replaced on a regular basis to maintain a high-quality product.
4. Awning materials shall adhere to the following:
 - Stretched high-quality canvas fabric or matte-finish vinyl over a metal frame. Surfaces should be taut and crisp. Assemblies may be limited to one vertical/sloping surface or may include a vertical valance at the forward edge.
 - Rigid glass, metal or composite material panels secured by a metal frame. Panels can be vertical or sloped.
 - High-quality operable rigid or fabric assemblies that are able to extend away from and contract back to the building façade.
5. Awning shall not project more than 5’ from the building face to the end of the awning, unless incorporated into a patio cover.
6. Bottom edge of awning (sloping or vertical) shall be a minimum of 10’ above finished grade.
7. Awnings shall be broken into segments that reflect the window and door openings and shall not extend across multiple buildings.



Awnings help to define the building facade

DESIGN GUIDELINES

1. Awning structure should be simple and clean and should weather the Colorado climate.

RESIDENTIAL STOOPS IN APARTMENT/MIXED-USE/CONDO

DESIGN GUIDELINES

1. Residential stoop shall be used for ground floor residential uses only.
2. Stoops should occur at the building face and shall not extend into the frontage zone.
3. Stoops shall be a minimum of 3' in depth and 6' in width.
4. Stoops shall be a maximum of 30" tall.
5. Stoops shall correspond directly with the building entry(s).

BALCONIES

Intent: Balconies are a crucial element for urban living, as they provide outdoor space and a connection to nature. Balconies on building facades should be integrated into the overall architecture of the building.

DESIGN GUIDELINES

1. Recessed or projecting balconies are permitted.
2. Balconies shall have a minimum depth of 4'.
3. Balconies may encroach into the public right-of-way for a maximum depth of 6' measured from the right-of-way line with prior written approval issued by the City of Aurora.
4. Covered or open air balconies are permitted.
5. When balcony roofs occur, the height shall be coordinated with the floor height of the building interior but shall in no instance be less than 8' from floor to bottom of roof.



Example of residential stoops



Balconies can overhang sidewalk with appropriate clearance



Balconies provide visual interest at the street level

DESIGN STANDARDS

1. The proportions of balconies should correspond with the façade and be architecturally consistent with the building.
2. Balconies should be designed for everyday use.

SERVICE AREAS

Intent: Convenient and accessible service areas are important to the overall function of commercial areas. It is important to balance the needs and impacts of service areas, mechanical equipment, trash and recycling collection areas and other similar uses with aesthetics and livability of the surrounding areas.

DESIGN STANDARDS:

1. Where possible, service and outdoor storage areas, utility vaults, mechanical equipment, trash and recycling collection areas shall be located in areas with limited visibility and/or pedestrian connectivity to minimize visual, auditory and odor impacts on-site and to adjacent entrances, patios, cafes and street environments.
2. Trash and recycling collection areas shall be located in areas that provide convenient access for users and accessible for collection.
3. Service areas shall be screened from the sidewalk and adjacent properties. The service areas shall be screened with a permanent enclosure matching in materials and colors on the primary structures(s) on the site or landscaping.
4. Rooftop mechanical equipment shall be screened from view by such methods as parapets or RTU screens.

DESIGN GUIDELINES:

1. Where appropriate, mechanical equipment and utility equipment should be located underground.
2. Commercial or retail buildings should orient loading docks, doors or service areas away from residential areas as much as possible. Landscape screening should be utilized.



Example of commercial service area

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.

PARKING

1. Surface parking shall be located behind or to the side of buildings for the entire length of the walkable mainstreet, except for permitted street parking.
2. When parking cannot be accommodated behind the building, surface parking lots shall be screened from the street.

3. Surface parking is not permitted within 100' of any intersection with walkable mainstreet.
4. Structured parking along Stephen D. Hogan Parkway is permitted with the following conditions:
 - The maximum length of any parking structure facing Stephen D. Hogan Parkway shall be 180'.
 - Parking structures shall be architecturally compatible.
5. Ample bicycle parking shall be provided throughout Hogan Village. See Streetscape standards for locations and quantities.
6. Structured parking (See Structured Parking Design section) along the walkable mainstreet is permitted with the following conditions:
 - The maximum length of any parking structure facing the walkable mainstreet shall be 180'.
 - A minimum of 75% of the ground floor shall be an active use. The remaining 25% shall be used for garage entrances and/or pedestrian access.
 - Parking structures shall be architecturally compatible.

3. All buildings facing the walkable mainstreet shall be a minimum of 1 story.
4. The ground floor of all buildings facing the walkable mainstreet with non-residential uses shall be 16' minimum measured floor to parapet or horizontal banding.
5. The ground floor of all buildings facing the walkable mainstreet with residential uses shall be 14' minimum measured floor to parapet or horizontal banding.
6. There shall be no step-backs greater than 4' in the building façade for the first four floors.
7. Above the fourth floor (as applicable), a minimum of 70% building façade facing the street shall step-back a minimum of 12' from the adjacent right-of-way.
8. Buildings facing north and east should use extended steps to maximize sun exposure to adjacent streets and pedestrian ways.

BUILDING HEIGHT AND MASSING

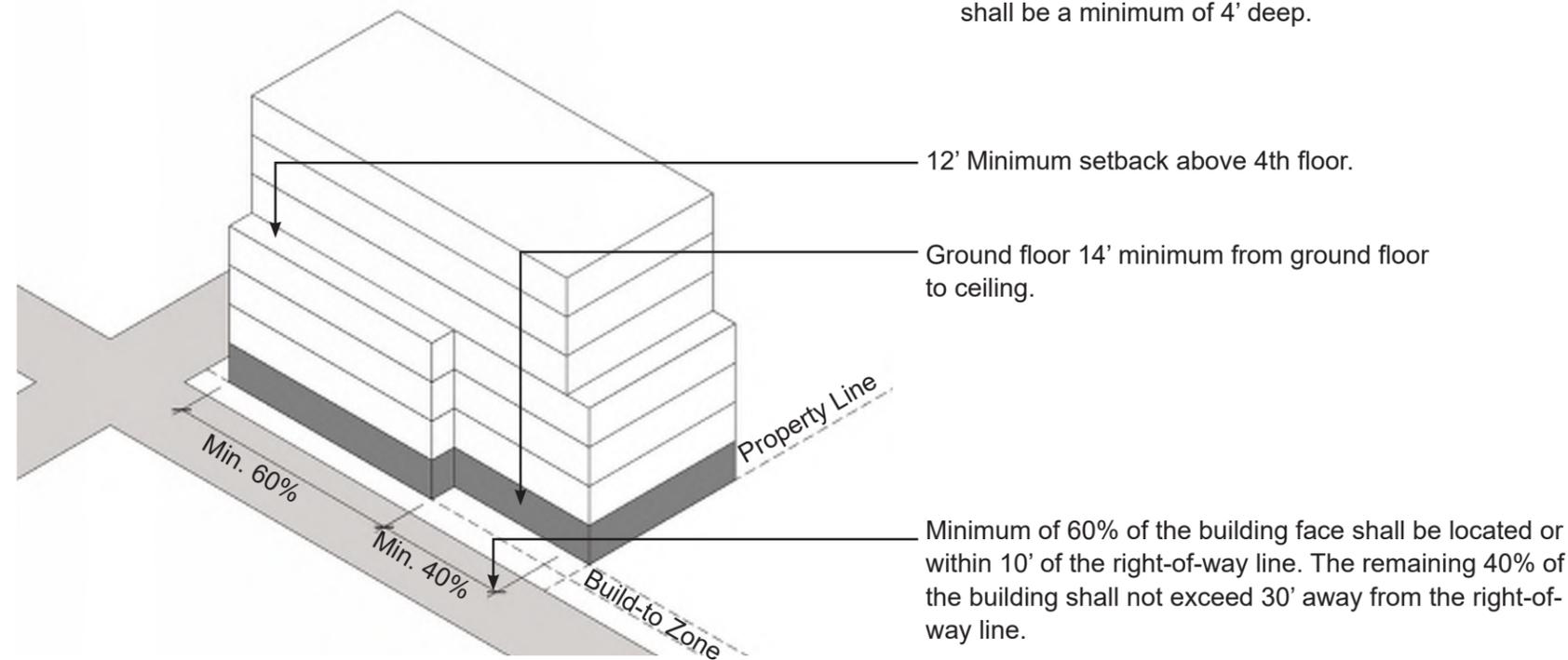
DESIGN STANDARDS

1. The ground floor of all buildings facing Stephen D. Hogan Parkway shall have a parapet wall or horizontal banding a minimum of 14' high when measured from finished grade.
2. There shall be a minimum of one step-back in each façade. Step-backs shall be a minimum of 4' deep.

ACTIVE USES / GROUND FLOOR RELATIONSHIP

DESIGN STANDARDS

1. Retail, service, office, restaurant, residential and other active uses are permitted along Stephen D. Hogan Parkway.
2. Merchandising Retail, service, office, restaurant and other active uses are permitted along the length of the walkable mainstreet.
3. For non-residential uses, a minimum of 50% of the ground floor building façade facing Stephen D. Hogan Parkway shall be constructed of transparent materials to allow for pedestrians to view the interior of the building.
4. For non-residential uses, a minimum of 40% of the ground floor building façade facing the walkable mainstreet shall be constructed of transparent materials to allow for pedestrians to view the interior of the building.
5. The façade and interaction zone with the pedestrian way shall be used to create complementary activity areas related to the adjacent ground floor uses. Materials used in the Building Related Zone shall be consistent with the adjacent streetscape. The following uses are permitted:
 - Sidewalk seating
 - Café seating
 - Space and infrastructure/services for mobile retail units and/or kiosks
 - Public art exhibits
 - Removeable signage and displays



Building Height and Massing

DESIGN GUIDELINES

1. A minimum of 40% of the second-floor façade and above shall be constructed of transparent materials.

PLAZA AREAS

Intent: Plaza areas contribute to the overall feel and interaction of pedestrians within Aurora One. In order to help define the high priority pedestrian street provided by the walkable mainstreet, open plaza areas should be incorporated.

DESIGN STANDARDS

1. A minimum of one open plaza space of 2,500 square feet shall be incorporated into the walkable mainstreet.
2. Site furniture to encourage use shall be incorporated.

DESIGN GUIDELINES

1. Site furniture, when possible, shall be moveable.

DESIGN STANDARDS IN HOGAN CROSSINGS AND HOGAN LANDINGS

Intent: The design standards within Hogan Crossings and Hogan Landings are intended to clearly define and provide safe access for vehicles and pedestrians in commercial areas.

PARKING

1. Surface parking shall be located in front of, to the side of and behind the buildings.
 - A maximum of 2 rows of parking are allowed between the building and Stephen D. Hogan Parkway.
 - Drive-thru and short-term or carry out parking shall not face Stephen D. Hogan Parkway.
2. Structured parking (See Structured Parking Design section) is permitted with the following conditions:
 - The maximum length of any parking structure facing a street shall be 180'.
 - A minimum of 75% of the ground floor shall be an active use. The remaining 25% shall be used for garage entrances and/or pedestrian access.
 - Parking structures shall be architecturally compatible.

BUILDING HEIGHT AND MASSING

DESIGN STANDARDS

1. The ground floor of all buildings with residential uses shall be 15' minimum measured floor to ceiling.
2. There shall be no step-backs greater than 4' in the building façade for the first four floors.
3. Above the fourth floor (as applicable), a minimum of 70% building façade facing the street shall step-back a minimum of 12' from the adjacent right-of-way.
4. Buildings facing north and east should use extended step-backs to maximize sun exposure to adjacent streets and pedestrian ways.

ACTIVE USES / GROUND FLOOR RELATIONSHIP

DESIGN STANDARDS

1. Retail, service, office, restaurant and other active uses are permitted.
2. Entries and lobbies for upper story uses are permitted along the ground floor.
3. The façade and interaction zone with the pedestrian way shall be used to create complementary activity areas related to the adjacent ground floor uses. Materials used in the Building Related Zone shall be consistent with the adjacent streetscape. The following uses are permitted:
 - Patio Seating
 - Public art exhibits
 - Removable signage and displays
 - Merchandising

DESIGN GUIDELINES

1. A minimum of 40% of the second-floor façade and above shall be constructed of transparent materials (as applicable).

PLAZA AREAS

Intent: Plaza areas contribute to the overall feel and interaction of pedestrians within Aurora One. In order to help define the high priority pedestrian street provided by the walkable mainstreet, open plaza areas should be incorporated.

DESIGN STANDARDS

1. Site furniture to encourage use shall be incorporated.

DESIGN GUIDELINES

1. Site furniture, when possible, shall be moveable.

HIGHWAY FRONTAGE ZONE ALONG E-470

Intent: To promote a visually pleasing and coordinated edge to the development, the highway frontage zone along E-470 includes additional landscape requirements. This area also includes the high visibility sites required by the City of Aurora's UDO.

FREEWAY VIEWS AND RELATIONSHIPS

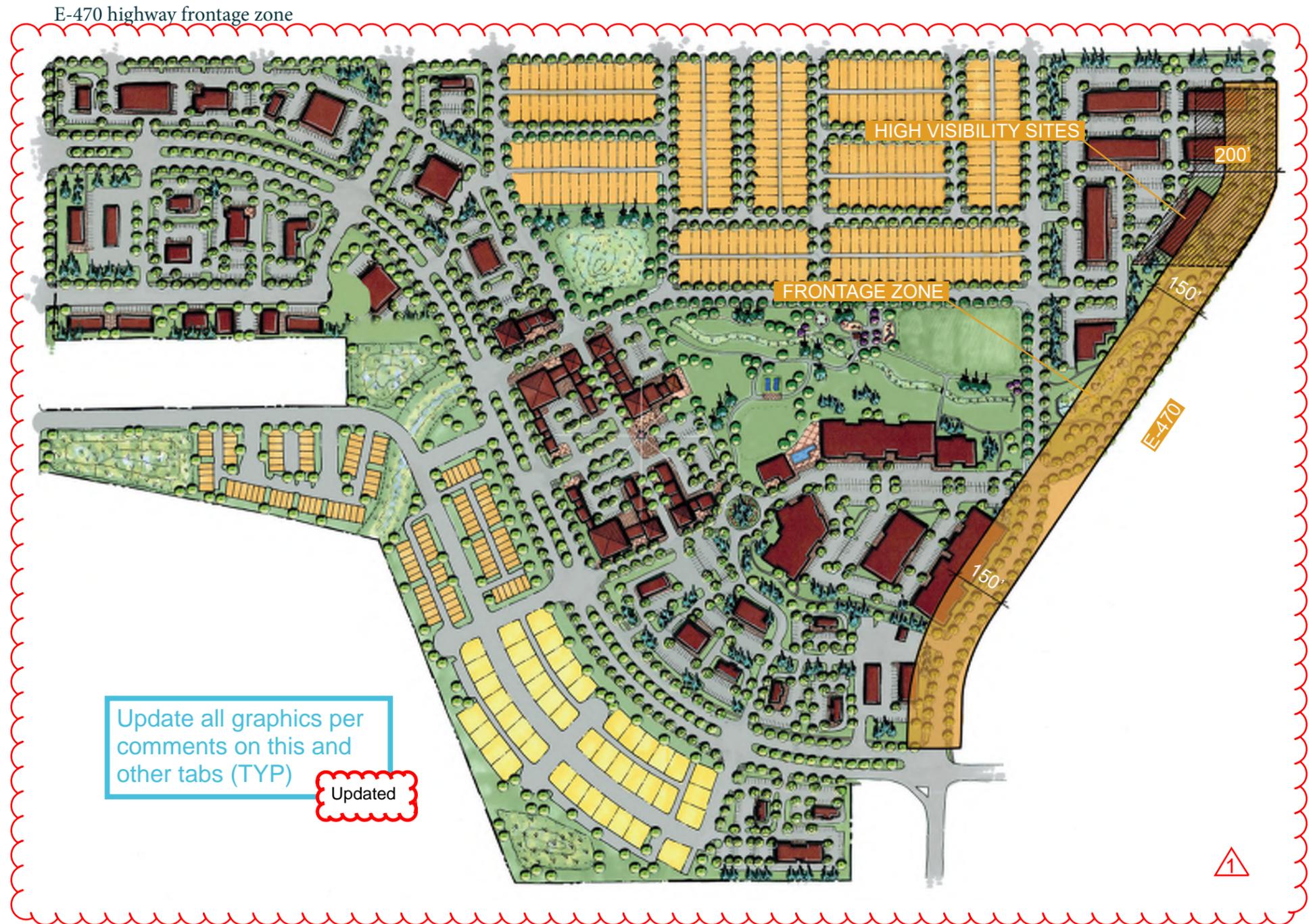
Intent: Aurora One will rely, to some extent, on E-470 for access and use. Aurora One is partially defined by the high visibility from E-470. Development will focus on creating views into Aurora One from the highway and surround areas and preserving existing views from within the site. The retail portion of the development may present itself in a visibly pleasing manner to regional traffic.

DESIGN STANDARDS

1. Where possible, buildings will have 360 degree architecture. The highway façade shall receive a similar level of quality and details as the main façade.
2. On parcels adjacent to Valdai Street, buildings shall not be located farther than 150' from the right-of-way.

DESIGN GUIDELINES

1. Service entrances and associated activities should be hidden from view of E-470 through orientation of the building, screening or buffering.



SINGLE-FAMILY RESIDENTIAL DESIGN STANDARDS

UNIVERSAL DESIGN STANDARDS

ACCESS AND CONNECTIVITY

Intent: Smaller, local streets should create an interconnected network through all of the neighborhoods and provide easy access to local and collector streets. Neighborhoods should be connected to the surrounding community, while shielding them from unnecessary impacts. Residents should be able to easily access all that Aurora One has to offer, either in a car, on a bicycle, or on foot, while enjoying the comforts of home.

DESIGN STANDARDS

1. All primary access points shall be provided as described in the Community Wayfinding Plan and the Aurora One Traffic Study.
2. A secondary access point shall be provided.
3. Subsequent access points are optional. If provided, they shall be provided in the approximate location shown on the below graphic for each neighborhood.
4. Access points shall align with adjoining streets.
5. The maximum distance between intersections shall be 500'.
6. All streets should be available for public use. Gated streets are not permitted.
7. All streets shall consider the pedestrian and bicycle experience.



BLOCK SIZE AND ORIENTATION

Intent: To enhance the connections between neighborhoods, commercial areas and community amenities, block sizes will promote walkability and distribute traffic. Small block sizes are encouraged.

DESIGN STANDARDS

1. No block face shall be longer than 600' without being interrupted by a public street, park or green court.

DESIGN GUIDELINES

1. Block orientation should consider solar exposure to minimize the amount of icing in the winter.

NOISE REDUCTION

Intent: Aurora One is within the Buckley Air Force Base Airport Influence Area and the western third of the development is impacted by the 55 to 60 noise contour. Special consideration should be given to proposed uses. When residential development falls within these areas, it will be important to provide design and construction methods that mitigate the potential noise impacts.

DESIGN STANDARDS

1. New residential uses or structures shall achieve an interior noise level reduction of 28 decibels in A-weighted levels as determined or calculated in accordance with Chapter 22 of the Aurora City Code.

DESIGN GUIDELINES

1. All residential uses or structures should consider the use of central air conditioning to create the desired noise reduction.
2. Design creativity is encouraged to mitigate potential impacts due to aircraft noise, vibrations, fumes, smoke and particles that may be present from aircraft operations.

PRIMARY FRONTAGES

Intent: Frontages should be developed in a manner that enhances the community as a whole. Orientation should consider the primary use of either residential or commercial use.

DESIGN STANDARDS

1. All homes shall be alley loaded, with their primary entry facing the street, park or open space.
2. A minimum of a 20' setback shall be provided between arterial streets and any homes (either front or rear).

DESIGN GUIDELINES

1. In order to increase activity and blend the uses, higher density development is encouraged along Village Gardens and along Triple Creek Open Space.
2. Commercial development is encouraged along larger arterial streets such as Stephen D. Hogan Parkway and Picadilly Road and at their main intersections.

CORNER UNITS

Intent: Corner units are especially important to continue the visual presence of a neighborhood. Articulation along the side of a building provides a continuation of the streetscape and the experience in the neighborhood. Attention should be given to what models are being selected for corners. Additional design such as larger porches or additional building articulation may be needed.

DESIGN STANDARDS

1. Buildings on corner lots shall address both streets. Corner lots shall be 6' wider to accommodate additional porches or building articulation.

DESIGN GUIDELINES

1. All buildings with side elevations facing a street can include appropriate articulations such as a wrap-around porch, bay window or side porch.
2. Similar architectural treatments and level of detail employed on the front elevation should also be used on the side elevation.

MINIMUM NUMBER OF MODELS

Intent: Aurora One encourages a mix of housing models be used to create a visually interesting streetscape. Builders should provide a mix of models along each block face.

DESIGN STANDARDS

1. Each block face shall contain at least three models. Where blocks are longer than 12 houses, a fourth model shall be added.
2. The term 'different models' is defined as having significant floor plan variation, a significant change in massing or a variation in the number, size and location of bedrooms. Changes in exterior materials or exterior trim options shall not be counted as a 'different model'.
3. Models with similar elevations shall not be placed next to one another.

DESIGN STANDARDS

1. Each of the models required on a block face should have at least two elevations and three color schemes.
2. No more than two of the same model with the same elevation should be on the same block.

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

DUPLIX

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 table below:

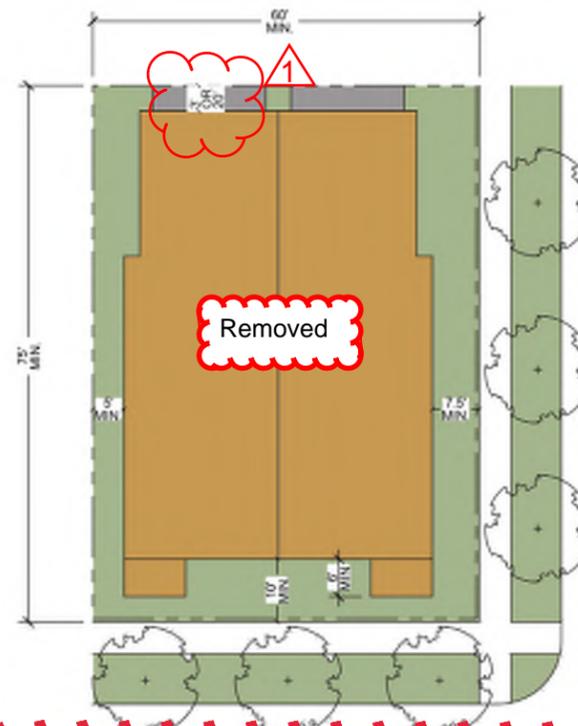
Table 1: Duplex Dimensional Standards

Lot Size	
Depth	75' minimum
Width	60' minimum
Setbacks	
Front: Building at Arterial Street	20'
Front: Building at Collector or Local Street	10'
Rear: Garage at Alley	Removed 3' or 20'*
Side: Building at Street	7.5'
Side: Building at Tract or Open Space	5'
Building Height	
Principal Building	2-stories maximum
Porch / Covered Entry	
Required	6' deep min.

2. Building sizes shall be from a minimum of 1,000 square feet to a maximum of 4,000 square feet.
3. 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.

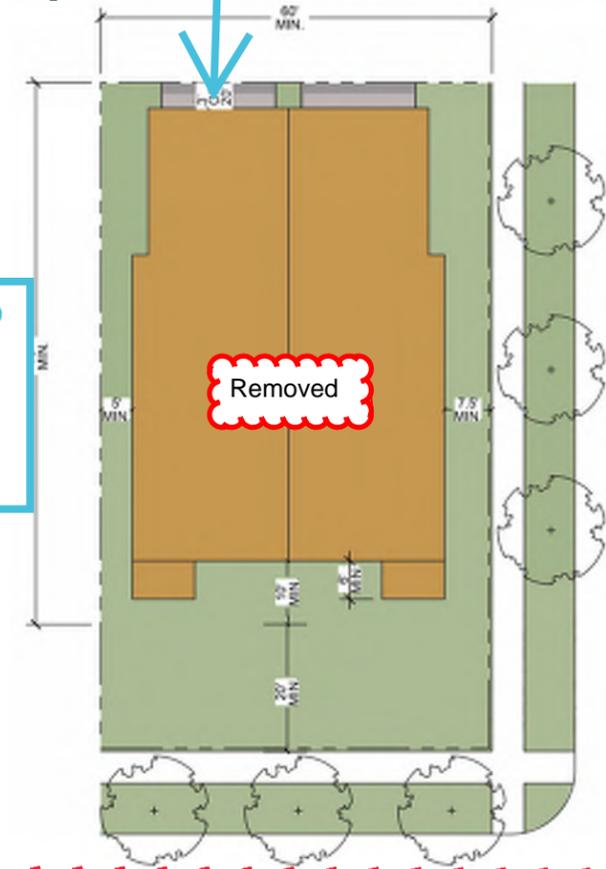
DESIGN GUIDELINES:

1. Footprint and building siting shall be designed to provide for functional outdoor space that provides privacy and security.
2. Building orientation shall be designed to provide a pleasant environment and include a covered entrance for pedestrian use.



Duplex with 10' Setback for Street

Duplex with additional 20' Setback for Arterial Street



UDO is being revised to just be 3' minimum setbacks for alleys, please revise for consistency

Minimum lot area is 1,250 sq. ft. if utilizing small lot standards

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 table below:
2. Building sizes shall be a minimum of 1,000 square feet to a maximum of 4,000 Removed.
3. 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.
4. Townhouses shall have a zero lot line with the common wall serving as the property wall.

Table 2: Townhouse Dimensional Standards

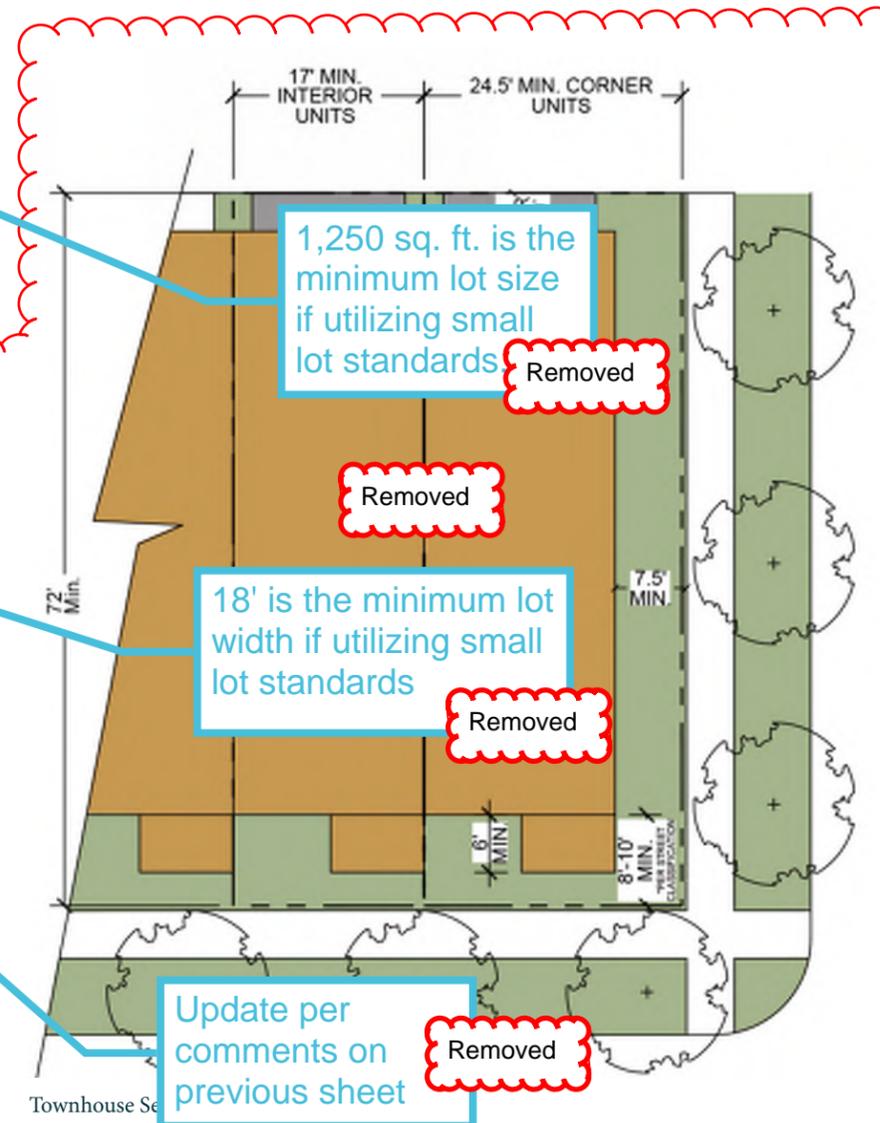
Lot Size	
Depth	72' minimum
Width	17' to 24'
Max. Number of Units Per Group	8
Setbacks	
Front: Building at Arterial or Collector Street	10'
Front: Building at Local Street	10' Removed
Rear: Garage at Alley	3' OR 20' ¹
Side: Building at Street	7.5'
Side: Building at Tract or Open Space	5'
Building Height	
Principal Building	3-stories maximum
Porch / Covered Entry	
Required	6' deep min. Porch may encroach into front setback. ²

¹ 20' rear setback would allow for a driveway with parking.

² Porch/covered entry can not interfere with required easements.

Depending upon the open space, a 25' special landscape buffer would be required in this scenario for townhomes, not 5'

Removed



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.

Table 3: Façade Masonry Percentage Points

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

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 4: Design Features Point Allocation

FEATURES	POTENTIAL POINTS	POINTS EARNED
Neighborhood Design Features		
Alley loaded garage	1	
At least 3 different models on one block face	5	
At least 4 different models on one block face	6	
Architectural Features		
Front porch with a:		
• Minimum depth of 5' and an area of 50 SF	2	
• Minimum depth of 8' and an area of 80 SF	4	
• Minimum depth of 10' and an area of 100 SF	6	
Side porch with a minimum depth of 5' and an area of 50 SF	2	
Wrap-around porch with a minimum depth of 5' and extending 8'	6	
Second story front or side porch of at least 25 SF	1	
Rear or side deck of at least 50 SF	1	
One or more real or simulated chimneys	1	
Install at least one bay window	1	
Slate, concrete tile or ceramic roof	1	
Identifiable window mullion pattern on at least 75% of the windows	1	
Primary structure roof is greater than 6:12 pitch	3	
Install at least one roof window dormer	3	
Provide at least 16" overhang on the front elevation, plus a second elevation with decorative brackets, beams or exposed rafter ends	2	
Change in siding type between roof gable and main body of structure on all elevations with gable ends	3	
Decorative material treatment on at least one gable end	2	
Front or side porch with at least 2 columns with a minimum cross section of 8" x 8"	2	
Column bases covering a minimum of 60% of the column with masonry material	1	
Standing seam metal roof	3	
Decorative window headers or sills on street facing elevations	3	
At least two clearstory windows, or windows with transoms excluding front door	2	
Front door with sidelight, transom or double doors	2	
Decorative shutters on at least 4 street facing windows	3	
At least 100 SF of decorative paving on the property	2	
Enhanced color scheme including a fourth accent color	2	
TOTAL		

ARCHITECTURAL VOCABULARY

Intent: Architectural vocabulary defines the character of a neighborhood and how a building speaks to the street. The architectural vocabulary of each building should express enough detailing to clearly speak to its architectural style. The goal of these guidelines is to establish a signature of quality that will be visible to residents and visitors. Architectural vocabulary will allow designers' creativity, while also balancing the quality and affordability. This creates a cohesive vision that avoids monotony, while still promoting individual design and character.

ARCHITECTURAL CHARACTER

Intent: Aurora One promotes the use of several architectural characters to achieve a cohesive yet interesting neighborhood. Architectural character and detailing varies from neighborhood to neighborhood to provide distinct character and placemaking. Character elements should be used in a deliberate way to provide character to the building without over-ornamenting or confusing the architectural style. Design elements and materials that face the street should be selected with special care to enhance the streetscape experience. Remaining facades, while still important, may have less architectural detailing.

DESIGN STANDARDS

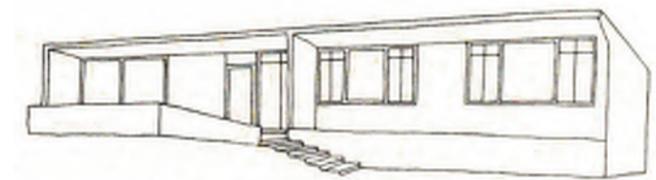
1. Individual buildings shall employ design elements and details appropriate to a single architectural style.
2. Building articulation shall create interesting compositions. Unless common for the architectural style, elements without a specific function shall be avoided.
3. Key design elements and details should be applied in a consistent manner on all elevations of an individual building.
4. Elevations of buildings that face a public park or street shall receive the most attention with architectural character elements. Secondary elevations may have less architectural detailing.



Victorian style vernacular may be used in Village Hills



Prairie style vernacular may be used in Village Hills



Modern style vernacular may be used in Village Park and Village Hills

DESIGN GUIDELINES

1. Architectural character in Village Hills shall use elements of the Shingle, Victorian, Prairie, Craftsman and Modern styles.
2. Architectural character in Village Park shall use Greek Revival, Colonial Revival, Neoclassical, Beaux Arts and Modern styles.

ROOF FORMS AND MASSING

Intent: Attached single-family homes (duplex) within Aurora One will generally employ traditional roof forms using pitched roofs. However, modern architectural styles will also allow for flat roofs – these should be limited to encourage overall neighborhood consistency. Variety in roof type and orientation will help create visual interest along the street, encourage an interesting skyline and contribute to the overall character. Roof massing should be broken up with the use of smaller roof planes and architecturally appropriate features such as dormers. Massing should provide interest, while considering construction and maintenance costs.

Townhouses within Aurora One are more likely to employ flat and parapet roof forms. The architectural styles may also see use of mansard roofs. While it is less likely that a variety of roof lines are developed, visual interest using different heights along the street and interest of the skyline can contribute to the neighborhood character.

Porches on either single-family homes (duplex) or Townhouses should employ a roof line that is compatible with the architectural style of the building. Where possible, porch roofs should be integrated into the roof of the building.

Patio roofs on either single-family homes (duplex) or Townhouses should employ a roof line that is compatible with the architectural style of the building. Where possible, porch roofs should be integrated into the roof of the building.

DESIGN STANDARDS

1. The following types of principal roofs are permitted for attached single-family units:
 - Gable
 - Hip
 - Shed (single direction pitch)
 - Flat with a parapet and/or cornice
2. The following types of principal roofs are permitted for townhouses:
 - Shed (single direction pitch)
 - Flat with a parapet and/or cornice
 - Mansard or Gambrel
3. Roof pitches, overhangs and eave details shall be between 4:12 and 12:12 pitch and appropriate to the architectural character of the individual building. Secondary roof pitches may be as shallow as 3:12 pitch.
4. Roof penetrations shall be grouped together and located to minimize their visual impact on the street.

DESIGN GUIDELINES

1. Attached single-family units are encouraged to present one primary roof form and to utilize secondary roof forms such as porches, dormers, bays, cross gables and hips to emphasize the architectural character.
2. Dormers are encouraged to be habitable space or “open to below” to provide light into habitable spaces.
3. Dormers should have a symmetrical roof form that accents the architectural style of the building. Dormers may not be appropriate on all styles.
4. Dormers shall be placed a minimum of 36” away from any exterior wall.
5. Deeper eaves are encouraged for shading.



Diagram of Hipped roof



Diagram of Gabled roof

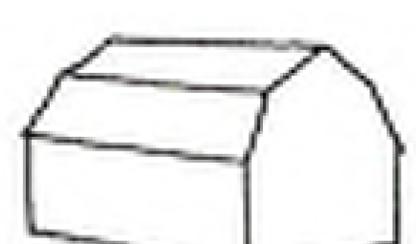


Diagram of Gambrel roof



DORMER STYLES

Hipped Dormer



Gable Domer



Shed Dormer



Wall Dormer



Eyebrow Dormer

EXTERIOR DOORS

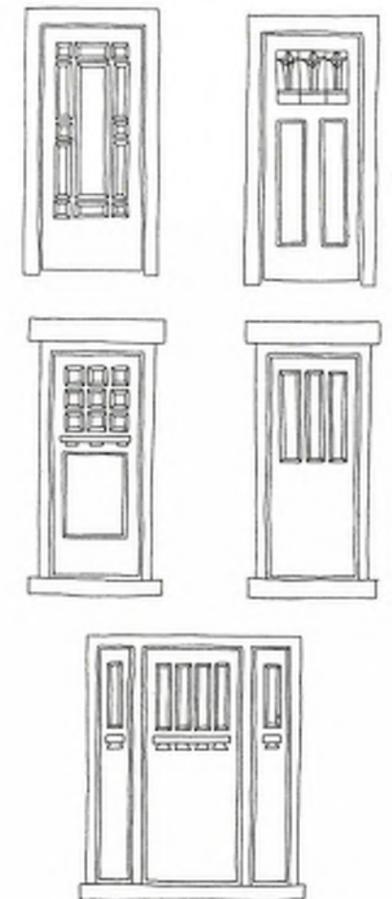
Intent: Properly proportioned and detailed entry doors create a welcoming experience from the street and invite visitors to approach. Exterior doors help define the architectural character of each building.

DESIGN STANDARDS

1. Sliding glass doors shall be used only on the first floor and only on the rear or side elevation.
2. French doors shall be permitted on any elevation, but shall not be the primary entry door.
3. Door materials shall consist of painted or stained wood, hardboard, fiberglass or metal.

DESIGN GUIDELINES

1. Door selection should help define the architectural style.
2. Glazing is encouraged at entry doors and includes windows, transoms and sidelights.
3. Double front doors are permitted only when it speaks to the architectural style but use shall be limited.



Examples of Craftsman style doors. Entry door style helps define the architectural character.

WINDOWS

Intent: Window type, composition and proportion are key character elements of the architectural style of a building.

DESIGN STANDARDS

1. The following window types are permitted:

- Double-hung
- Single-hung
- Casement
- Awning

2. The following materials are permitted:

- Wood
- Metal-clad or vinyl-clad
- Wood
- Vinyl
- Enameled metal or anodized aluminum

3. Mirrored or highly reflected glazing shall not be used.

4. Each elevation shall contain a minimum of two windows.

DESIGN GUIDELINES

1. For all architectural styles but modern, individual window proportions should not be less than 1x wide by 1.6x high (i.e., a window that is 30" wide should not be less than 48" tall). Proportions fitting the architectural style of the building are preferred.

2. Square windows are permitted.

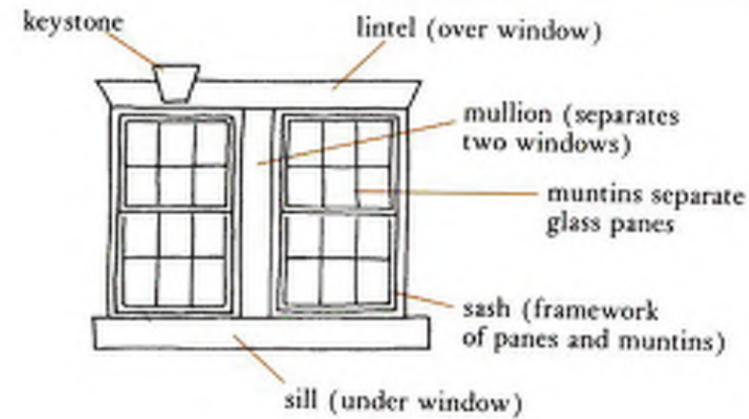
3. Windows in modern buildings are not regulated but elevations should present a balanced composition with window proportions meeting aesthetic and functional needs.

4. For all architectural styles but modern, divided light windows are encouraged. When used, they should have properly proportioned muntin bars and have either muntins applied to the outside of the window or sculpted simulated muntin bars between the panes of glass.

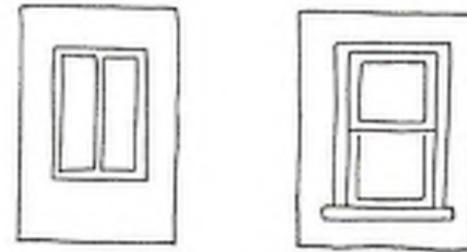
5. Exterior shutters, if used, should be made of wood or composite material and should be sized in proportion to the window opening. Shutter width and style shall complement the architectural style of the building.

6. Specialty windows such as arches, half rounds, quarter circles, diamonds, squares and rounds should be generally limited to one per elevation. Specialty windows should provide an accent to the overall style of the building.

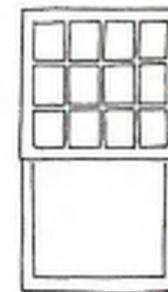
7. When windows are mulled together, they shall not exceed 50% of the building elevation width.



Use and mixing of window components create an architectural style and provide additional detail to the facade.



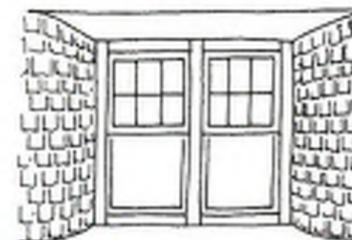
Example of aesthetic difference between contemporary window (left) and traditional window (right).



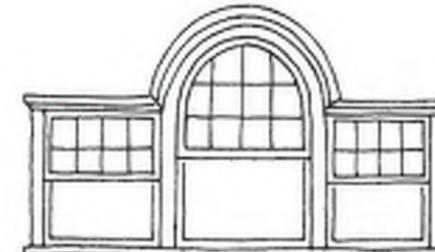
Double Hung window: nine over one configuration



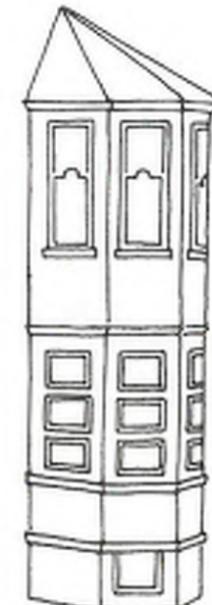
Example of window banks in different architectural styles



Windows can be recessed



Example of a Palladian window



Bay windows may be one or two story to add to the architectural character

Window types and combinations define the architectural character of a building.

PORCH AND ENTRY CHARACTER

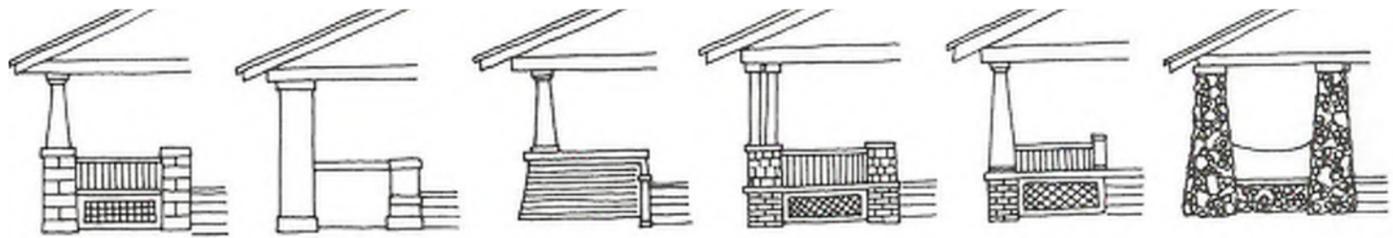
Intent: Porches and entry features provide a transition space between the public and private realms. They also make a strong statement about the architectural style of the building. For the occupants, porches provide shelter from the elements, protect the front door, encourage neighbor interaction and allow for outdoor living opportunities. Porch and entry elements should be integrated into the overall design of the building.

DESIGN STANDARDS

1. All residential buildings shall have a primary entrance that includes a porch or covered entry feature that is visible from the public street, park or open space.
2. All porches or covered entries shall be built to the minimum sizes specified per lot type in the neighborhood design section.
3. Double height entrances are not permitted.
4. Finished floor elevations shall be 18" to 24" above grade. Porches shall be level and continuous with the finish floor level of the home.
5. Porch steps shall be constructed of wood, concrete or masonry to create a solid appearance. Open stair risers are not permitted.

DESIGN GUIDELINES

1. A variety of porch sizes and details are encouraged. Porch design should complement the architectural style of the building.
2. Each porch element should be articulated clearly including:
 - Deck platform
 - Railing
 - Column and column base
 - Header trim
 - Porch ceiling
 - Soffit
 - Fascia
 - Gutter
 - Roof
3. The area underneath the porch (if any) should be enclosed with skirting material consisting of masonry, wood or lattice. Skirting material shall contribute to the overall architectural style.
4. Porch columns may be exposed wood or metal posts or have wood, siding, fiber cement board, stone or brick finish column bases applied over structural elements.
5. Plywood is permitted for porch ceilings, but not preferred. Visible butt joints must be covered with a batten.



Slight variations in porch details and materials create a wide range of aesthetic options.



Porch shape, scale and relationship to main building help define the entryway and architectural vocabulary.

EXTERIOR MATERIALS

Intent: The selection of materials will help support the aesthetics and architectural styles of the neighborhoods. A simple palette of materials is preferred so that the architectural vocabulary and details can stand out.

DESIGN STANDARDS

1. The number of different materials on each elevation shall be limited based on the architectural style, but shall not exceed four different materials.
2. Materials shall be applied in a consistent manner on all building elevations.
3. Material changes shall only occur on a horizontal plane and should include detailing where materials abut.

WALL MATERIALS

Intent: Wall materials will be the single largest color and texture on a building. Wall materials should support the architectural style of the building while considering cost, constructability, longevity and maintainability.

DESIGN STANDARDS

1. Appropriate exterior wall materials shall include:
 - Stone
 - Brick
 - Painted or stained wood siding
 - Non-textured hardboard or cement-based siding
 - Stained cedar shingles
2. Wood or cement-based siding patterns shall include:
 - Clapboard with a maximum of a 6" spacing
 - Drop siding
 - Board and batten
3. Plywood simulating any material or used as a finish material is not permitted
4. Vinyl or aluminum siding is not permitted
5. Exposed foundation walls shall not exceed 18" above grade. When more than 8" of the foundation is visible, walls shall be covered with integral-colored stucco or cement wash and painted.
6. Where brick is utilized it shall adhere to the following:
 - When brick covers 100% of the front façade, it shall have a minimum 6' deep return along the side elevations.
 - When brick is utilized as a wainscot, it shall be applied on all for elevations.
 - When brick is utilized and intended as more than a wainscot, but not 100% of the front façade, it shall be installed up to the height of the first story eave or second story floor (as applicable).
 - Vertical transitions between brick and other materials shall occur at inside corners only.

DESIGN GUIDELINES

1. The number of wall materials used on an elevation should be limited to a maximum of two and be selected in accordance with the architectural style of the building
2. Material changes should occur along a horizontal line, typically at floor or gable ends.
3. Material changes at a vertical line are generally discouraged unless used on a modern architectural styled building.
4. Place materials with lighter visual weight above those with a heavier visual weight.
5. When brick is utilized, window sills, lintels and banding should be expressed with coursing work such as rowlock, soldier, sailor or similar decorative treatment.

ROOF MATERIALS

Intent: Roof materials, color and pattern are key character elements of the architectural style of a building.

DESIGN STANDARDS

1. Primary pitched roof materials shall include:
 - Asphalt/fiberglass
 - Slate
 - Concrete tile
 - Ceramic tile
 - Standing seam metal roofing
2. Primary flat roof shall include:
 - Commercial grade roofing materials
3. Roof penetrations, including vent stacks, shall match the color of the surrounding roof. Group penetrations together when possible. Place on rear of side of the primary roof as much as possible to minimize visibility from the street.
4. Flues, HVAC equipment, swamp coolers, satellite dishes, etc. shall be placed on the rear or side of the primary roof to minimize visibility from the street.
5. Skylights shall be flat panel only.
6. Gutters and downspouts shall be constructed of painted galvanized metal, color coated aluminum or copper.

DESIGN GUIDELINES

1. Solar panels are permitted but shall occupy no more than 50% of the roof area and panels should be coplanar with the roof. When possible, panels should be placed on the rear or side of the primary roof to minimize visibility from the street.
2. Operable skylights are preferred to increase natural ventilation within the home.

EXTERIOR TRIM

Intent: Exterior trim provides proportion to the building exterior and another color element to the aesthetic of the building. Trim provides accents to doors and windows, highlights material changes and can be used as decoration on some architectural styles. Exterior trim should be designed as an integral part of the building aesthetic.

DESIGN STANDARDS

1. Exterior trim materials shall include:
 - Painted or stained wood
 - Cellular PVC
 - Smooth-face cement boards
 - Exterior medium density fiber board (MDF)
2. Doors and windows shall be trimmed with a minimum of 2" brick mold or 1"x4" material.

DESIGN GUIDELINES

1. Exterior trim should not be used to link windows between the first and second floor.
2. Exterior trim used to provide detailing shall be integrated into the elevation and help to convey the architectural style of the building.

COLOR

Intent: Color selection and placement lends itself to the overall feel of architectural styles. The overall composition of the colors creates diversity throughout the neighborhood, while strengthening the architectural styles. Color preferences are often trendy and come in and out of style. Aurora One strives to create a timeless neighborhood and so suggests a color palate that is a mix of current trends and historically accurate palettes for the individual architectural styles desired. This section is primarily Design Guidelines accompanied by suggested color schemes.

DESIGN STANDARDS

1. Significant color scheme variation shall be utilized. The same color scheme shall not be used more than twice on any block.
2. Buildings shall express three main colors: roof, primary exterior wall and exterior trim.
3. Attached single-family (duplex) units should be treated as one composition with one color scheme on both units. Accent colors on exterior door, porch trim or shutters may be used to create individuality.

DESIGN GUIDELINES

1. Vertical color changes should occur at an inside corner. Horizontal color changes should occur at massing articulations, a change in material or a significant trim band.
2. Wall and roof colors should be coordinated and provide a cohesive overall look.
3. Roof colors should be limited to warm grays and earth tones. Bright, primary colors are discouraged.
4. A fourth color in a color scheme can be used as an accent to provide greater visual interest but should be limited to accent locations.



Single-family building color palette examples

RESIDENTIAL FENCES AND WALLS

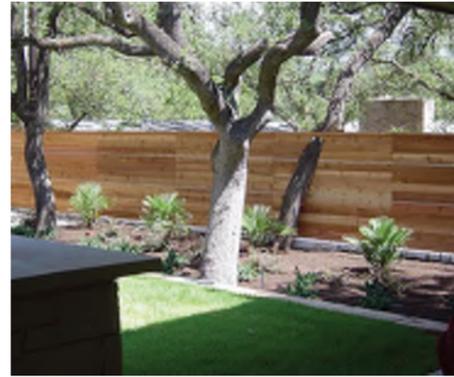
Intent: Fences and walls play an important role in providing public and private space, both from the street and from adjacent uses. Generally low fences are appropriate in front yards, while higher fences are appropriate in side and rear yards.

DESIGN STANDARDS

1. Fences and walls shall meet all of the regulations contained in the City of Aurora Unified Development Ordinance section 146-4.7.9, as well as these guidelines. When there is conflict between the two, the standards and guidelines in this document shall control.
2. Front yard fences and walls shall not exceed 36" in height.
3. Fences and walls along the front 50% of the lot are also not permitted to exceed 36" in height.
4. Rear yard fences or walls shall be a maximum of 6' in height
5. Front and rear yard fences may be open or closed design.
6. Fences dividing the front and rear yards may not occur closer to the street than 10' behind the primary face of the building.
7. Front and rear yard fences shall be made of the following materials:
 - Painted or stained/sealed wood pickets
 - Masonry walls faced with brick or stone
 - Steel/iron fence
8. Gates shall be made of stained or painted wood or metal.
9. Vinyl, chain link and split rail fencing is not permitted.
10. Fences for all residential units siding arterial streets shall have a consistent design and shall be coordinated by the home builder.

DESIGN GUIDELINES

1. Walls and fences should be constructed of compatible materials with the principal structure.
2. Walls should be constructed of brick or stone.
3. Transition walls and fences with steps to transition between varying wall and fence heights.

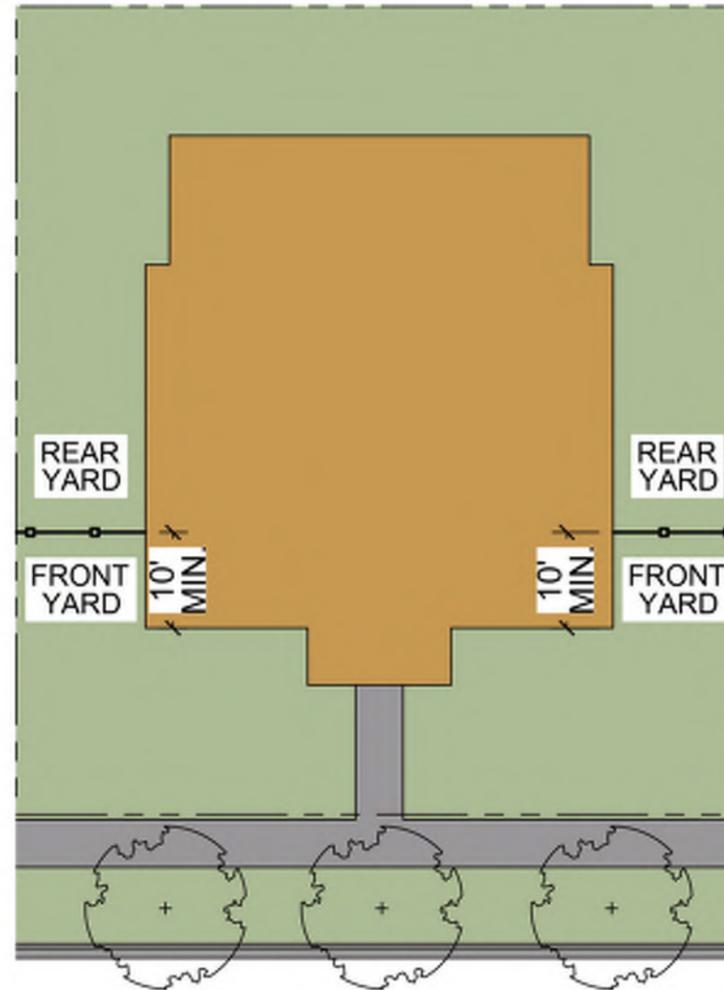


An example of residential fencing with variations in wood color that creates interest



Metal fencing suitable for pets

Fence setback 10' from primary face of building.



EXTERIOR LIGHTING

Intent: Exterior lighting shall provide adequate light for safety and way finding without disrupting dark skies or causing undue glare or light pollution to neighboring properties.

DESIGN STANDARDS

1. All single-family homes shall provide an entry light fixture. Photocell and timers are encouraged.
2. Alley loaded garages shall include shielded lighting at the rear of the building. Photocell and timers are encouraged.
3. Exterior lights shall be shielded to avoid creating undue glare. Suitable fixtures shall include down light cans mounted in porch ceilings, wall down light cans with the light source fully concealed and low-level path and or landscape lighting.
4. Flood lighting of any area is not permitted.

DESIGN GUIDELINES

1. The use of landscape lighting is encouraged.



Example of exterior down cast lighting for residential buildings



Example of modern path lighting

LANDSCAPE STANDARDS

Intent: The landscape should be a consistently high-quality, sustainable landscape. Xeriscape principles and in particular water conservation should be utilized as much as possible.

DESIGN STANDARDS

1. All planting shall conform to the City of Aurora’s Landscape Ordinance unless addressed in the standards below. In cases where these guidelines conflict or are redundant, the Aurora One Design Guidelines shall apply.
2. All plantings shall conform to the City of Aurora Xeriscape design standards.
3. Minimum plant requirements shall be installed as follows:

Table 5: Single-Family Residential Landscape Standards

AREA	MAX. TURF AREA (SF)	TREES	MINIMUM COVERAGE	SHRUBS MINIMUM # OF SPECIES	PERENNIAL/ GRASSES MINIMUM TYPES	MULCH	MAX. HARDSAPE
Front Yard	35% sod/ turf	1 per unit (2 per duplex lot)	90%	2	2	Organic: Planting beds shall be 100% covered by a min. 3” mulch Inorganic: Max. 50% outside of turf/ planting bed areas	20% max.
Side Yard (Corner Lot)	Native seeding is preferred.	1 per lot	90%	2	2		
Rear Yard		1 per unit (2 per duplex lot)	N/A	N/A	N/A		

PLANT MATERIAL REQUIREMENTS

Intent: All proposed landscapes should use native or xeric plant species as much as possible. Each residential lot should have sufficient landscape to create a quality landscape.

DESIGN STANDARDS

1. No less than 75% of the plant materials used shall be selected from the low water use zone found in the City of Aurora Plant List, the City of Aurora Recommended Plant List, the Colorado State University Cooperative Extension Fact Sheets on Xeriscaping or other approved xeriscape plant material references.
2. Plant materials shall be installed at the minimum sizes per the table below:

Table 6: Single-Family Residential Plant Material Size Standards

TYPE	SIZE
Deciduous Shade Tree	2.5” caliper
Ornamental Tree (Single Stem)	2” caliper
Ornamental Tree (Clump/multi-stem)	6’ clump
Evergreen Tree	6’ tall
Shrubs	5 gallon
Groundcovers	4” pots
Ornamental Grasses	1 gallon

3. Planting beds shall be a minimum of 6’ wide.

DESIGN GUIDELINES

1. Front yards should clearly delineate individual residences.

DESIGN QUALITY

Intent: Landscape design quality should consider horizontal and vertical layering, seasonal interest and texture. Design should contribute to the overall feel and experience of all outdoor spaces.

DESIGN STANDARDS

1. In order to define space and add character, planting plans should consider vertical and horizontal layering of overhead, eye-level and ground plane (trees, shrubs, grasses and perennials).
2. In order to create interest throughout the year, planting schemes should consider seasonal changes in foliage, color and texture.



Planting that uses seasonal interest and varying heights to create interest

IRRIGATION

Intent: Use of high efficiency equipment and monitoring technology to significantly reduce water use and water loss, while providing plants sufficient moisture to keep the landscapes healthy.

DESIGN STANDARDS

1. Permanent, automatic irrigation systems are required for all planting areas, including raised planter areas and containers.
2. All irrigation systems shall be designed to minimize water use. Use of high efficiency, fully adjustable heads are preferred. Drip irrigation shall be used to the maximum extent possible.
3. Irrigation systems shall be zoned to appropriately water different hydrozones to conserve water.
4. Irrigation systems shall include a rain sensor.
5. All irrigation systems shall include one of the following system controls:
 - Evapotranspiration (ET) controllers that allow flexible programming to adjust watering schedules to the historical needs of plant types.
 - Evapotranspiration (ET) device featuring a data connection ‘real time’ weather data.

OTHER RESIDENTIAL CONSIDERATIONS

Intent: This section is used to discuss items that are covered within these Design Guidelines but that may not fit into one of the specific categories already defined.

DESIGN GUIDELINES

1. Trash receptacles, if placed outside, shall be located at the rear of the lot behind a fence enclosure that screens them from view of the alley. The enclosure shall match the design of the other fences on the property and be a minimum of 12" taller than the trash receptacles.
2. Vertical curbs are permitted where the entire block is alley loaded.
3. Play structures, hot tubs, etc. shall be placed on the rear of the lot to minimize their visibility from the street.

MULTI-FAMILY RESIDENTIAL DESIGN STANDARDS

APPROPRIATE AND DIVERSE SCALES

Intent: Higher density buildings and urban areas present challenges in creating a sense of place and compatibility with lower density areas. Additional need for parking, taller building heights and lack of outdoor spaces are challenges that must be accommodated, while still providing a pedestrian oriented street and neighborhood feel.

DESIGN STANDARDS

1. Multi-family blocks shall contain a minimum number of building types or organizations as follows:
 - For blocks up to 8 acres: a minimum of 1 type required
 - For blocks between 8 and 15 acres: a minimum of 2 types required
 - For blocks over 15 acres: a minimum of 3 types required

VARIATION IN BUILDING HEIGHT

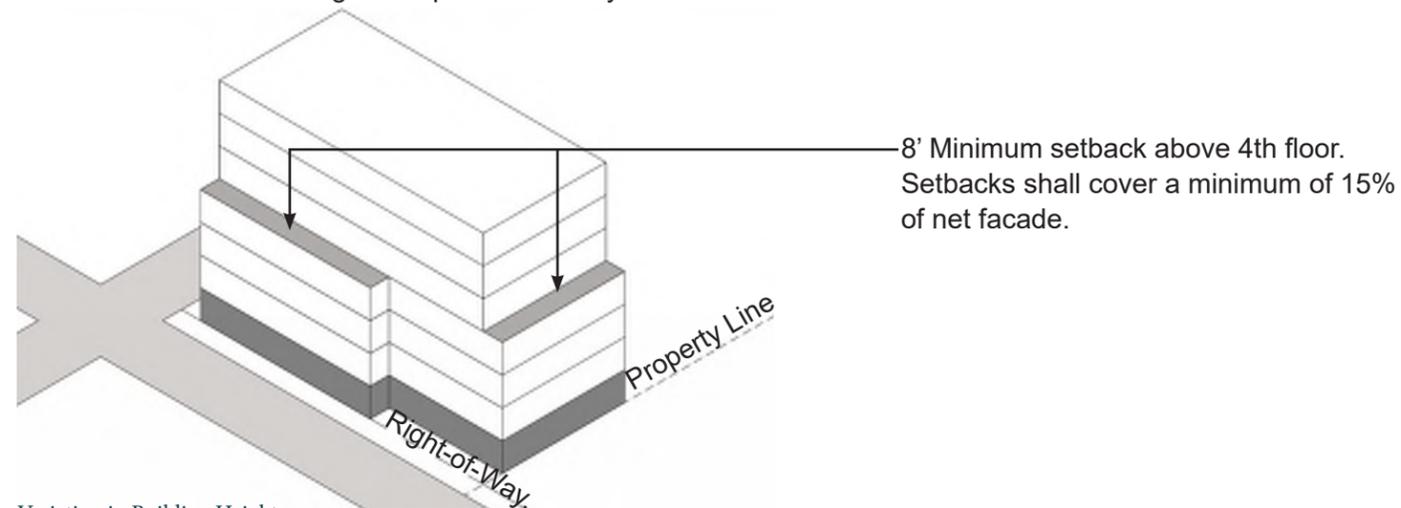
Intent: Multi-family buildings benefit by variation in building height by breaking up the overall mass. In addition to providing more light on the ground plane and opportunities for outdoor spaces on different levels of the multi-family building, stepping buildings towards adjacent properties with less mass and lower height provides a better overall blending of uses.

DESIGN STANDARDS

1. Multi-family buildings shall have a minimum of a 8' setback on the 4th floor (as applicable). Setback shall cover a minimum of 15% of the net façade.
2. Multi-family buildings shall have a minimum of a ½ story variation in building height for every 250' in elevation length.

DESIGN GUIDELINES

1. Variation in building height should be employed to reduce overall height and mass to break up long, continuous elevations along block faces.
2. Buildings on the south side of important public streets, plazas, parks or open spaces should consider significant upper story setback to reduce shading of adjacent public areas.
3. Adjacent to narrow pedestrian passages, consider stepping down the building height to provide a humanly scaled relationship between buildings, as well as reduce shading of the pedestrian way.



Variation in Building Height

SENSITIVE DENSITY TRANSITIONS

Intent: When multi-family buildings are adjacent to blocks comprised of two to three story buildings, compatible transitions can be achieved by reducing the building height along the street frontage. Individually ground floor entries, covered porches, low walls and raised planters can be utilized to help shape the street space along the sidewalk.

DESIGN STANDARDS

1. When a multi-family block is adjacent to or across the street from a lower density residential block or public space, the multi-family block shall not exceed three stories. A fourth story is allowed, if placed a minimum of 25' from the right-of-way line at the street.

DESIGN GUIDELINES

1. Design elements like individual porches, one-story covered entries, low walls and raised planters should be used to create human scale and transitions to adjacent developments.

NOISE REDUCTION

Intent: Aurora One is within the Buckley Air Force Base Airport Influence Area and the western third of the development is impacted by the 55 to 60 noise contour. Special consideration should be given to proposed uses. When residential development falls within these areas, it will be important to provide design and construction methods that mitigate the potential noise impacts.

DESIGN STANDARDS

1. New residential uses or structures shall achieve an interior noise level reduction of 28 decibels in A-weighted levels as determined or calculated in accordance with Chapter 22 of the Aurora City Code.

DESIGN GUIDELINES

1. All residential uses or structures should consider the use of central air conditioning to create the desired noise reduction.

Design creativity is encouraged to mitigate potential impacts due to aircraft noise, vibrations, fumes, smoke and particles that may be present from aircraft operations.

BUILDING ORIENTATION

Intent: Fronts of buildings should face a public area whether it is the street, plaza, park or open space. The back of the building should be oriented toward the alley or parking areas. Service functions such as individual garages, utilities, exterior trash, service entrances, etc. should be oriented toward the alley or located in a place that is not visible from a public area. Building fronts should face other building fronts to create a dual sided public area.

DESIGN STANDARDS

1. Building fronts should be oriented towards a street, park or pedestrian connection.
2. The fronts of buildings shall face the fronts of other buildings.
3. All building elevations that face a public or private street, at a street intersection, park or open space shall display a similar level of quality and architectural interest.

DESIGN GUIDELINES

1. Utility installations, including individual air-conditioning units, should not be placed along the front of buildings.
2. Mid-block pedestrian connections should be provided where possible.

GROUND FLOORS, BUILDING PLACEMENT AND HEIGHT

Intent: Multi-family buildings should aid in creating a well-scaled environment adjacent to the sidewalk. Shaping the street space using livable ground floors, avoiding long building elevations and repetitive building elements are issues often faced by multi-family buildings. Ground floor designs, building placement and building heights can help mitigate these issues.

DESIGN STANDARDS

1. For a minimum of 50% of the property frontage, the build-to line to the front building wall shall be no closer than 6' or further than 12' from the right-of-way line at the street. The frontage shall be measured along the property lines adjoining the street.
2. Buildings that are placed to form courtyards perpendicular to and accessible from the street or buildings that are located within the interior of the block and front on a common open space are not required to be placed at the build-to line.
3. Covered porches and open balconies at all levels of the building may encroach up to 2' into the area between the street right-of-way line and the build-to line.
4. Buildings three stories in height shall step-back on the third story a minimum of 15' from the right-of-way line at the street along a minimum of 50% of the street frontage.
5. For buildings four stories or more, all stories above the fourth floor shall step-back a minimum of 20' from the right-of-way line at the street along a minimum of 50% of the street frontage.

DESIGN GUIDELINES

1. At the ground floor, buildings are encouraged to vary the placement of the exterior front wall.
2. In order to provide a greater separation and privacy for ground floor residential uses, raised planters and low walls adjacent to the sidewalk are encouraged.
3. Two-story units with living spaces on the ground floor and bedrooms upstairs are encouraged along the street frontage.

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 help 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 well as to the street.
3. Changes in building height are encouraged to emphasize important building elements, particularly at courtyard entries and street corners.



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

1. Key site design and building elements should respect the human scale.
2. Provide a sufficient massing complexity and variety of wall plans to create architectural interest.
3. Porches and other at grade elements should be provided where possible.



A porch provides a semi-private outdoor space



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.

DESIGN GUIDELINES

1. Solar panels are permitted but should be located in areas that are shielded from the public view if possible.
2. Authentic materials are encouraged.
3. Exterior materials should be durable and easy to maintain.
4. Material changes should occur along a horizontal line such as floor line, cornice or gable end. Material changes at vertical lines should be limited to inside corners.
5. Specialty elements such as projecting window shades or bays should be integrated into the overall architecture.
6. Sun control devices such as awnings are encouraged.

DOORS AND WINDOWS

Intent: The type and proportion of doors and windows have a significant impact on the overall architectural feel of multi-family buildings. These elements should be considered just as important as any other defining architectural feature or element.

DESIGN STANDARDS

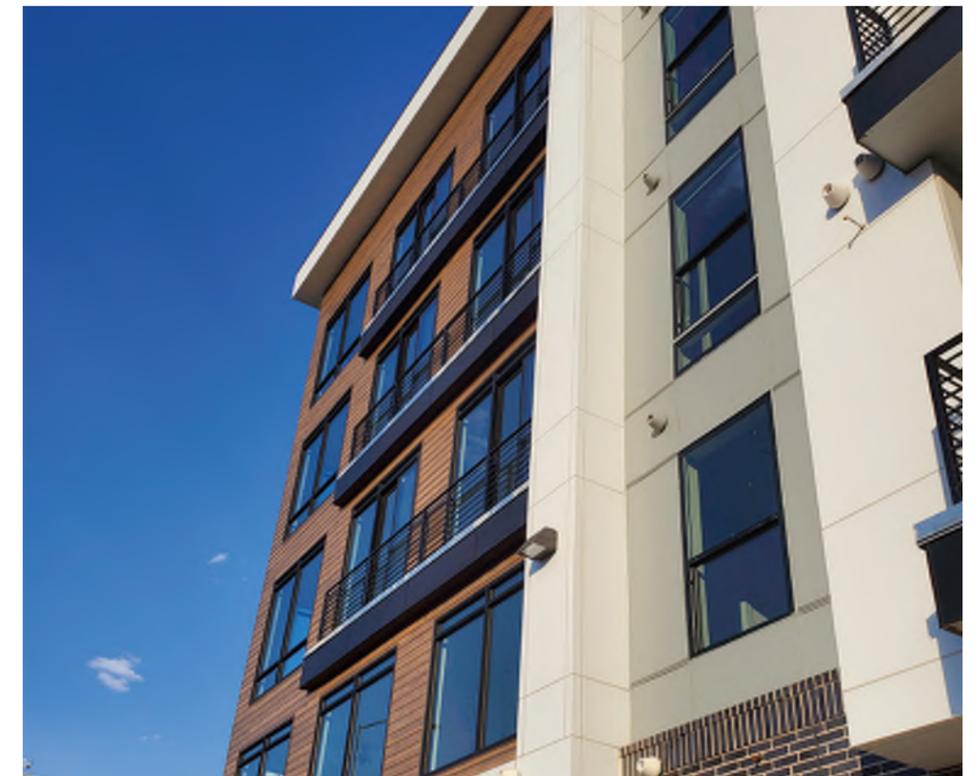
1. The following window types are permitted:
 - Double-hung
 - Single-hung
 - Casement
 - Awning
2. The following materials are permitted:
 - Wood
 - Metal-clad or vinyl-clad
 - Wood
 - Vinyl
 - Enameled metal or anodized aluminum
3. Sliding glass doors are only permitted on side and rear elevations.
4. French doors are permitted on all elevations but shall not be used at the principal entrance.
5. Double front doors are not permitted as an individual unit's principle entry.
6. Mirrored or highly reflected glazing shall not be used.

DESIGN GUIDELINES

1. Window proportions fitting the architectural style of the building are preferred.
2. Elevations should present a balanced composition with window proportions meeting aesthetic and functional needs, while supporting the architectural style of the building.
3. For all architectural styles but modern, divided light windows are encouraged. When used, they should have properly proportioned muntin bars and have either muntins applied to the outside of the window or sculpted simulated muntin bars between the panes of glass.
4. Exterior shutters, if used, should be made of wood or composite material and should be sized in proportion to the window opening. Shutter width and style shall complement the architectural style of the building.
5. Specialty windows such as arches, half rounds, quarter circles, diamonds, squares and rounds should be generally limited to one per elevation/ articulated face and used sparingly. Specialty windows should provide an accent to the overall style of the building.
6. Large window walls should be broken up into compositions of smaller segments. No individual section should exceed 25 SF.



Windows create rhythm on building facade



Example of upper-story sliding glass doors

COLOR

Intent: The use of color can help break up monolithic scale of larger multi-family buildings, create human scale and call attention to important elements such as individual units, entries, architectural features and add visual interest to the building as a whole.

Colors need to be selected and applied in a thoughtful manner. Where building forms or architectural styles are similar on adjacent buildings, distinctive and contrasting colors can help differentiate buildings.

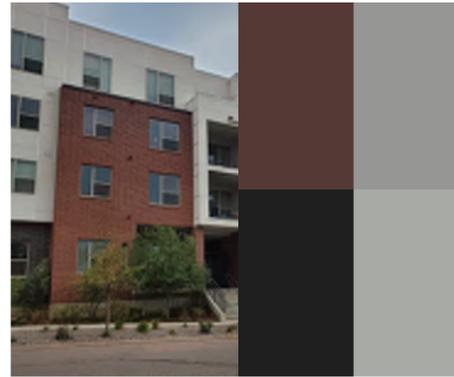
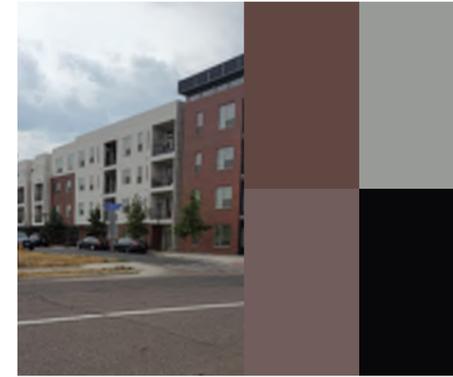
Color diversity is encouraged.

DESIGN STANDARDS

1. Color selection for building surfaces shall be chosen from a diverse palette that include “earth tones”. Colors may vary from being saturated to being very cool and monochrome. Color selection shall compliment the architecture.

DESIGN GUIDELINES

1. Color selection for individual surfaces should be coordinated with and a complement to the other building materials.
2. Color selection should be used to help differentiate repeated elements.
3. Bright colors should generally be reserved for accent colors on specific building elements or to provide a specific visual cue.
4. Darker colors are encouraged to further define building articulation.



Multi-family building color palette examples

ENTRY EXPRESSION

Intent: Multi-family blocks must develop a strong orientation to the public street. Entries to buildings placed along the public street ensures a strong connection between residents and the community. The addition of entries also assists in breaking up the large masses of multi-family buildings.

DESIGN STANDARDS

1. Private unit entries shall directly access a street, park, courtyard or pedestrian connection.
2. The primary common entrance to a building shall be visible from the street.
3. The primary common entrance shall provide protection from the elements by being recessed into the building façade, covered by a projecting roof or a combination of the two.
4. Building fronts shall not contain open stairs.
5. Building addresses shall be easily identifiable and design shall be compatible with the overall architecture.

DESIGN GUIDELINES

1. The primary entrance should reflect the architectural character of the building.
2. Residential units located on the ground floor should create an appropriate transition from the public sidewalk by raising the entry, porch or patio 18" to 36" above the sidewalk
3. Residential units located on the ground floor should be provided some private space created by additional amenities such as:
 - Porch
 - Low wall or landscape
 - Low fence
4. Individual entrances shall be secondary in scale and character to primary common entrances.
5. Adequate but shielded lighting should be provided at all entries to ensure the safety and comfort of residents. Photocell and timers are encouraged.
6. Special detailing at private unit entries is encourage. Details may include:
 - Decorative paving treatments
 - Awnings
 - Trellises, pergolas or canopies
 - Colonnades
 - Pediments and moldings



Building entrance emphasized by different material



Prominent entrance with flair can help add interest to building facade



Private unit entrances with direct access to street



Private unit entrance with direct access to green space

SMALL PARKS , COURTYARDS AND GREEN AREAS

Intent: Smaller green areas within and around multi-family buildings are particularly important for the quality of life of the residents. These spaces serve as more intimate gathering spaces with special amenities specifically designed for resident uses. Careful attention should be paid to how these areas are enfolded by the building and project as a whole. This can be done through the ratio of the height and width of the space, landscape and provided amenities. There should be places that encourage residents to gather and linger within the space.

DESIGN STANDARDS

1. A minimum of 20% of the site area of the multi-family block shall be devoted green areas that are not covered by buildings or parking. The following amenities shall be counted toward the green areas:
 - Pedestrian plazas and walkways
 - Porches
 - Covered public entries
 - Courtyards
 - Landscaped areas
 - Pool decks
 - Parking islands are excluded from the calculation.
2. Blank walls adjacent to courtyards and small parks shall be avoided whenever possible.
3. Where blank walls are unavoidable, landscaping and architectural elements such as raised planters, artwork (murals or mosaics), recesses or variation in the wall surface and materials with visual interest shall be provided.
4. A minimum of 70% of the perimeter of all green spaces shall be bordered by the fronts of buildings and/or streets.
5. Private exterior space shall be provided for each unit and may include a porch, patio, balcony or roof garden.

DESIGN GUIDELINES

1. Open surface areas should be shaped into outdoor rooms providing a sense of enclosure and defensible space. Left-over and residual open space areas should be avoided.
2. Private exterior spaces should be designed to take advantage of the exposure to encourage year-around use.

PARKING

Intent: Adequate and convenient parking should be provided for all residents. This is especially important in multi-family development so that parking does not migrate into less dense areas. Different types of parking should be considered to allow options for residents and visitors alike. Street parking often provides the best parking for visitors. Parking for residents should be located in project surface parking, tandem parking, individual garages or other under the building, parking garages or underground. Parking may be assigned for an individual unit's exclusive use. Parking should be shielded from public view either through site layout or landscape improvements. Common parking facilities should be considered. Underground and structured parking can be a useful strategy.

DESIGN STANDARDS

1. Multi-family residential units shall provide parking spaces as follows:

- Studio: 1 space/unit
- One-bedroom: 1.5 spaces/unit
- Two-bedroom: 1.75 spaces/unit
- Three-bedroom and larger: 2 spaces/unit

2. Bicycle parking shall be provided at a rate of 15% of the total off-street parking. At least 10% of required bicycle parking spaces shall be located within 100' of primary building entrance.
3. A minimum of 1 parking space per residential unit shall be provided on-site. No more than 50% of the required additional parking may be provided off-site. Off-site parking shall be provided on contiguous block faces.
4. Parking spaces under the control of an individual unit (i.e., garage, car-port, tandem parking, assigned parking) may be counted towards parking requirements.
5. Additional parking spaces equal to 1 space per 5 units shall be provided as guest parking. No more than 50% of the required visitor parking may be provided off-site. Off-site parking shall be provided on contiguous block faces.
6. Ramps and garage doors shall not be accessed from the street unless there are no feasible alternatives.
7. Surface parking areas when visible from a street, park or open space shall be shielded from view with low walls or landscape with a minimum height of 42".
8. Surface or structured parking shall be setback a minimum of 25' from any adjacent street right-of-way.
9. Where more than one use is contained within a building, parking for each use shall be provided.

DESIGN GUIDELINES

1. Tandem parking solutions should only be considered to utilize the area most efficiently. It is not a preferred site layout method.
2. When possible, large parking lots should be divided up into smaller parking "blocks". Blocks may be divided through the use of free-standing garages, roofed trash structures and/or masses of solid landscaping.

Is the intent to leave these parking requirements in here?

Removed

SERVICE FACILITIES

Intent: Special attention should be given to the placement of service facilities so they do not detract from the overall aesthetics or experience of the building. This includes limiting conflicts between vehicles accessing service facilities and pedestrians. Service facilities including exterior trash storage, recycling containers, utility installations (gas and electric meters, transformers, etc.), building mechanical equipment and garage doors should be located at the rear of the building and accessed from the interior of the site. Service facilities should be screened from public view.

DESIGN STANDARDS

1. Service facilities shall be placed at the rear of the building.
2. Service facilities shall be screened from public view by walls and landscaping. Materials used for screens should be durable and complement the building architecture. Screening shall include low walls or landscape with a minimum height of 42"

DESIGN GUIDELINES

1. Placement of service facilities should consider visual impacts, noise, pedestrian conflicts and room screening options.



Shared Parking requirements

LANDSCAPE STANDARDS

Intent: The landscape should be a consistently high-quality, sustainable landscape. Xeriscape principles and in particular water conservation should be utilized as much as possible.

DESIGN STANDARDS

1. All planting shall conform to the City of Aurora's Landscape Ordinance unless addressed in the standards below. In cases where these guidelines conflict or are redundant, the Aurora One Design Guidelines shall apply.
2. All plantings shall conform to the City of Aurora Xeriscape design standards.
3. Minimum plant requirements shall be installed as follows:

Table 7: Multi-Family Residential Landscape Standards

AREA	MAX. TURF AREA (SF)	TREES	MINIMUM COVERAGE	SHRUBS MINIMUM # OF SPECIES	PERENNIAL/ GRASSES MINIMUM TYPES	MULCH	MAX. HARDSAPE
Common Area	35% sod/turf Native seeding is preferred.	1 per 2,500 SF	80%	2	2	Organic: Planting beds shall be 100% covered by a min. 3" mulch Inorganic: Max. 50% outside of turf/ planting bed areas	20% max.
Private Outdoor Spaces	Not permitted	Not require	Not required	N/A	N/A		

Why are there landscape standards in the architecture section?

Removed

PLANT MATERIAL REQUIREMENTS

Intent: All proposed landscapes should use native or xeric plan species as much as possible. Each residential project or lot has sufficient landscape to create a quality landscape.

DESIGN STANDARDS

1. No less than 75% of the plant materials used on site shall be selected from the low water use zone found in the City of Aurora Plant List, the City of Aurora Recommended Plant List, the Colorado State University Cooperative Extension Fact Sheets on Xeriscaping or other approved xeriscape plant material references.
2. Plant materials shall be installed at the minimum sizes per the table below:

Table 8: Multi-Family Residential Plant Material Size Standards

TYPE	SIZE
Deciduous Shade Tree	2.5" caliper
Ornamental Tree (Single Stem)	2" caliper
Ornamental Tree (Clump/multi-stem)	8' clump
Evergreen Tree	50% 6' tall 35% 8' tall 15% 10' tall
Shrubs	5 gallon
Groundcovers	4" pots
Ornamental Grasses	1 gallon

3. Plant coverage shall be calculated per the table below:

Table 9: Plant Coverage

TYPE	SPREAD	COVERAGE
Deciduous Shade Tree	30' wide at maturity	700 SF
Ornamental Trees	12' wide minimum at maturity	110 SF
Evergreen Trees	12' wide minimum at maturity	110 SF
Shrubs	Small < 4'	16 SF
	Medium 4'-6'	32 SF
	Large > 6'	64 SF
Perennials	12" wide minimum	3 SF

4. At installation, living plant materials shall cover a minimum of 50% of all plant beds and raised planters.
5. Planting beds shall be a minimum of 8' wide.

DESIGN GUIDELINES

1. Front yards (if provided) should clearly delineate individual residences.

DESIGN QUALITY

Intent: Landscape design quality should consider horizontal and vertical layering, seasonal interest and texture. Design should contribute to the overall feel and experience of all outdoor spaces.

DESIGN STANDARDS

1. In order to define space and add character, planting plans should consider vertical and horizontal layering of overhead, eye-level and ground plane (trees, shrubs, grasses and perennials).
2. Trees, shrubs and groundcovers should be planted in masses in order to define outdoor spaces and reinforce entries and building design.
3. In order to create interest throughout the year, planting schemes should consider seasonal changes in foliage, color and texture.



Planting with fall seasonal interest

4.PRIVATE OUTDOOR SPACE

Intent: Private outdoor space, when provided, create spaces for residents and also create activity along the street. Landscape can greatly add to the experience for the user.

DESIGN GUIDELINES

1. Private outdoor spaces are encouraged.
2. Private outdoor spaces should be defined by low wall, fence or hedge. When they are accessible from a public walk, a gate should be provided.

IRRIGATION

Intent: Use of high efficiency equipment and monitoring technology to significantly reduce water use and water loss while providing plants sufficient moisture to keep the landscapes healthy.

DESIGN STANDARDS

1. Permanent, automatic irrigation systems are required for all planting areas, including raised planter areas and containers.
2. All irrigation systems shall be designed to minimize water use. Use of high efficiency, fully adjustable heads are preferred. Drip irrigation shall be used to the maximum extent possible.
3. To conserve water, irrigation systems shall be zoned to appropriately water different hydrozones.
4. Irrigation systems shall include a rain sensor.
5. All irrigation systems shall include one of the following system controls:
 - Evapotranspiration (ET) controllers that allow flexible programming to adjust watering schedules to the historical needs of plant types.
 - Evapotranspiration (ET) device featuring a data connection 'real time' weather data.

Why are there landscape standards in the architecture section?

Removed

CITATIONS

McAlester, Virginia and Lee. A Field Guide to American Houses. New York. Alfred A. Knopf, Inc. 2005.



PUBLIC IMPROVEMENTS PLAN

Updates to planning area acreage will require updates to the Loading and Demand Criteria for the MUS. A conformance letter will be required verifying the updates will not affect the infrastructure approved in the MUS.

Routing, sizing, and Utility layout show in in this PIP update need to match the approved MUS or a MUS amendment will be required.

WM Response: Please refer to the included MUS Conformance Letter .The utility alignments are in conformance with the approved Utility Plan and the updated demands and densities fall within the original parameters of the Master Report

AMENDMENTS:

▲ 06-28-23 - Updated throughout - replace entire section.

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

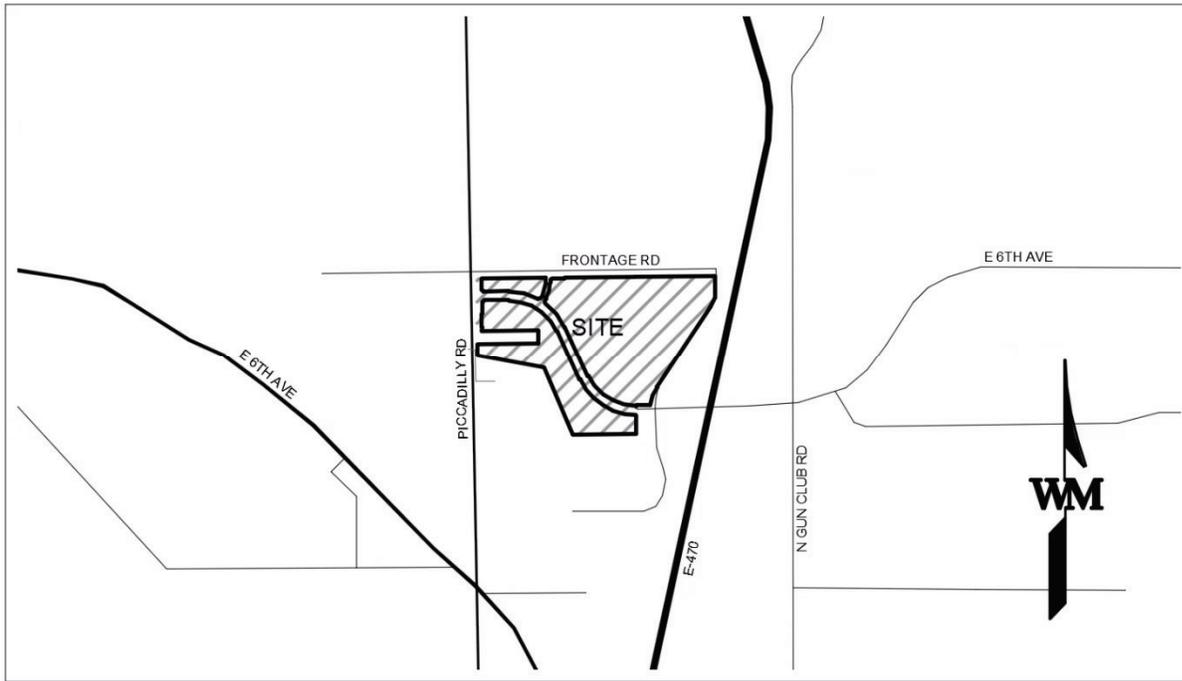
WM: DCS19-4081

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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, Val dai 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 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 acreages 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 improvements required for the development of the Aurora One development include:

- Perimeter roadway improvements to construct the eastside (ultimate northbound lanes) of Picadilly Road across the western limits of the property and associated acceleration and deceleration lanes at the 6th Avenue and Stephen D. Hogan Parkway intersections. Intersection improvements, when warranted.
- Perimeter roadway improvements to construct the south side (ultimate eastbound lanes) of 6th Avenue across the northern limits of the property and associated acceleration and deceleration lanes 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 at the northwest corner of the overall Aurora One development with associated acceleration and deceleration lanes when warranted. This is a secondary point of entry and exiting which is on the west side of planning area #1.
- A full movement public access at the southeast corner of the overall Aurora One development with associated acceleration and deceleration lanes when warranted. This is a primary point of entry and exiting which is on the east side of planning area #9.
- All future traffic signal location funding shall be according to the City's Traffic Signal Escrow Ordinance.

The internal roadway improvements to service the development of the Aurora One project include:

- Two collector streets, 80' ROW will be installed to service the proposed planning areas from 6th Avenue and Stephen D. Hogan Parkway.
- Three Local Type III 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.
- Four 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. Stephen D. Hogan Parkway public roadway improvements including intersection improvements, ~~walks, landscaping, and streetlights~~ will be funded and

In the comment response, please clarify what this Regional Public Improvement Project is. The Rule and Order indicated that Aurora One was still responsible for sidewalks, traffic signals, accel/decel lanes. The obligation for the sidewalk/LS is accurately shown on sheet 14.

constructed entirely as a Regional Public Improvement Project. Improvements which will be co development as a result of the Regional Public Improvement Project include:

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

WM Response: Text has been updated to clarify the responsibilities per the Rule and Order. As noted, the city is responsible for the roadway and median while the developer is responsible for the sidewalk, landscaping, and streetlights.

The proposed roadway improvements shall be consistent with the approved Aurora One Transportation Group, LLC prepared for the Aurora One development.

Mobility Improvements

A walkable Main Street will be provided within the overall Aurora One development connecting the commercial planning area 8 to the proposed two-lane collector. A regional multi-use trail, on-street bike lanes, and on-street pedestrian connections will be installed to provide access to the various planning areas within the Aurora One development as well as adjacent trails and land uses.

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. A 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. The detention basins that will serve PA-5, Frontage Road, and a portion of Valdai Street will be constructed with the first phase. The remainder of the detention basins 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 main within Picadilly Road that will be installed 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 area.

WM Response: Exhibit and report has been updated to reflect the need for half-section improvements along the entire western frontage of the property

Specific Planning Area Improvement Descriptions

The initial work in the development will include the stormwater drainage and grading before the following planning areas are developed:

Please clarify this limit since the exhibit shows improvements past the planning area frontage.

Planning Area 1 (5.90 Acres) Commercial:

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

- 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.
- Picadilly Road Public Roadway improvements along the property frontage.
- 6th Avenue Public Roadway improvements along the property frontage.
- Multi-use trail improvements along the 6th Avenue and Picadilly Road property frontages.
- Private access drives to service the commercial development.
- PA-1 and public utilities within Rome Street connecting 6th Avenue and Stephen D. Hogan Parkway.
- Domestic water connection will be provided from the proposed watermain to service PA-1.
- Sanitary sewer extension within PA-1 to the 18" main within Picadilly Road.
- The detention pond 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.

Include the sidewalk for SDH along the planning area frontage for PA-1.

WM Response: Sidewalk on the north side of SDH has been added

WM Response: Sidewalk on the north side of SDH has been added

Planning Area 2 (6.36 Acres) Commercial:

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

- 6th Avenue Public Roadway improvements along the property frontage to Picadilly Road.
- Local Type III roadway improvements along the eastern limits of the planning area.
- The intersection of Stephen D. Hogan Parkway and Rome Street will be improved, when warranted.
- The signal at the intersection of Stephen D. Hogan Parkway and Rome Street will be funded by the City of Ware pursuant to the Traffic Signal Escrow Ordinance.
- Multi-use trail improvements along Rome Street and 6th Avenue.
- Private access drives to service the commercial development.
- Watermain to service this planning area from proposed west to east 2-lane collector and the proposed watermain extension along Rome Street.
- Sanitary sewer to service this planning area.
- The detention pond 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 to the east.

Include the sidewalk for SDH along the planning area frontage for PA-2.

The exhibit shows the 2-lane collector as a requirement for this planning area. Please also include it in the text.

WM Response: Please refer to the included MUS Conformance Letter

Clarify this limit since the 2-lane collector is shown on the exhibit as going out to SDH.

Planning Area 4 (28.96 Acres) Single Family Attached Residential:

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

- Valdai Street three-lane collector improvements along the eastern extent of the planning area to be installed within this right of way.
- Public two-lane collector improvements along the southern extent of PA 4 to be installed within this right of way.
- 6th Avenue improvements between the proposed 3-lane collector to Picadilly Road.
- Local Type III street improvements along the western limits of the planning area to be installed west to east two-lane collector street.
- ~~Local Type I street improvements adjacent to the proposed development.~~
- The potential Local Type I street improvements within the planning area, when warrants are met.
- Multi-Use Trail improvements along 6th Avenue and Valdai Street with connections to the regional multi-use trail adjacent to E-470.
- Watermain to service this planning area.
- Sanitary sewer to service this planning area.
- The detention pond 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 to the east.

Acreeage increase loading and demand in this area need to be

WM Response: 2 Lane collector verbiage has been revised to refer to collector going from Valdai to SDH

This appears to be an outdated requirement.

WM Response: Removed

Clarify this limit. The exhibit shows the limit is between Picadilly and the eastern boundary of PA-5

Verify that this list is consistent with the PA-5 (Phase 1) ISP.

s) Mixed-Commercial:

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

- Sidewalk improvements along the planning area frontage.
- Collector improvements along the western extent of the planning area.
- Watermain improvements along the eastern extents of Planning Area 5.
- Multi-Use Trail improvements along 6th Avenue and Valdai Street with connections to the regional multi-use trail along E-470.
- Sanitary sewer to service the Mixed-Commercial development.

WM Response: Corrected based on the latest submittal of the PA-5 Site Plans

WM Response: Corrected based on the latest submittal of the PA-5 Site Plans

Clarify this limit. The limit appears to be between 6th and the 3-lane collector.

- The inclusion of enhanced pedestrian crossings within this planning area will be determined at the time of construction documents.
- Watermain to service this planning area.
- Sanitary sewer to service this planning area.
- The detention pond 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 6 (2.77 Acres) Open Space:

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

- Regional trail improvements.
- Watermain to service this planning area.
- Sanitary sewer to service this planning area.
- The detention pond and drainage channel will be constructed with this planning area if not previously constructed.

Planning Area 7 (11.26 Acres) Neighborhood Park:

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

- Regional trail improvements.
- Watermain to service this planning area.
- Sanitary sewer to service this planning area.
- The detention pond and drainage channel will be constructed with this planning area if not previously constructed.

Planning Area 8 (10.15 Acres) Commercial:

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

- Local Urban walkable main street improvements to service the planning area.
- Local Type III street improvements to service the planning area.
- Intersection improvements at the intersection of Stephen D. Hogan Parkway and the Local Type III street, when warrants are met.
- The signal at the intersection of Stephen D. Hogan Parkway and the Local Type III street will be funded according to the City's Traffic Signal Escrow Ordinance.
- Watermain to service this planning area.
- Sanitary sewer to service this planning area.
- Two-lane collector improvements at the northern extents of the planning area with Stephen D. Hogan Parkway.
- Valdai Street three-lane collector improvements connecting the proposed two-lane collector and Local Type III streets to Stephen D. Hogan Parkway.
- 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.
- The detention pond 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.

WM Response: Sidewalk on the north side of SDH has been added across this planning area

Include the sidewalk for SDH along the planning area frontage for PA-8.

This does not match the exhibit.

WM Response: Removed from narrative. no longer required

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:

- Intersection improvements, including auxiliary lanes at the intersection of Valdai Street, when warrants are met.
- The signal at the intersection of Valdai Street and Stephen D. Hogan Parkway shall be funded according to the City's Traffic Signal Escrow Ordinance.
- Watermain to service this planning area.
- Sanitary sewer to service this planning area from the proposed sanitary sewer extension within the proposed local type III.
- Valdai Street three-lane collector improvements along the eastern extent of the planning area back to Stephen D. Hogan Parkway.
- Multi-Use trail improvements within and adjacent to the planning area and the regional multi-use trail along E-470.
- Private access drives to service the commercial planning area.
- The detention pond 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.

WM Response: Local Type 3 is no longer needed

The exhibit shows the local type 3 on the northwest side of the PA as a requirement for this planning area.

Include the sidewalk for SDH along the planning area frontage for PA-9.

WM Response: Sidewalk on the north side of SDH has been added

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:

- Sanitary sewer to service the planning area.
- Watermain to service this planning area.
- Valdai Street three-lane collector street improvements from Stephen D. Hogan Parkway to the proposed two-lane collector street within the development.
- Two-lane collector improvements between the proposed Valdai Street three-lane collector and Stephen D. Hogan Parkway.
- Local Type III street improvements to service the planning area.
- Intersection improvements at the intersection of Stephen D. Hogan Parkway and the proposed Local Type III street, when warrants are met.
- The signal at the intersection of Stephen D. Hogan Parkway and the Local Type III 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.
- The detention pond 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

Clarify the limits since the exhibit shows the extents going up to 6th.

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 adjacent to the Planning Area Parkway.
- The intersection improvements at Picadilly Road and Stephen D. Hogan Parkway.
- The traffic signal at the intersection of Picadilly Road and Stephen D. Hogan Parkway shall be funded according to the City's Traffic Signal Escrow ordinance.

WM Response: Exhibit and report has been updated to reflect the need for half-section improvements along the entire western frontage of the property

- Local Type III street improvements adjacent to the Planning Area, including the intersection with Stephen D. Hogan Parkway and Picadilly Road.
- Intersection improvements at the proposed Local Type III 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 III street will be funded according to the City's Traffic Signal Escrow Ordinance.
- Optional intersection improvements at the proposed Local Type III street connection to Picadilly Road, when warrants are met.
- Multi-use trail improvements along Picadilly Road.
- Sanitary sewer service to the proposed planning area from the 18" sanitary main within Picadilly Road.
- Watermain service to this planning area.
- The detention pond 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 (28.85 Acres) Single Family Attached Reside

Prior to the development of PA 13 the following public improv

Ensure this is represented on the exhibit.

pproved for construction:

- Picadilly Road improvements adjacent to the Stephen D. Hogan Parkway.
- The intersection improvements at Picadilly Road.
- 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 III street improvements adjacent to the Planning Area, including the intersections with Stephen D. Hogan Parkway.
- The Local Types I, II, III street improvement within the planning area along with intersection improvements at Picadilly Road.
- Intersection improvements at the proposed Local Type III street connections to Stephen D. Hogan Parkway and Picadilly Road, when warrants are met.
- The signal at the intersection of Stephen D. Hogan Parkway and the proposed northwestern Local Type I street will be funded according to the City's Traffic Signal Escrow Ordinance.
- The proposed Local Type I connection within the planning area to Stephen D. Hogan parkway, including intersection improvements, when warranted.
- The signal at the intersection of Stephen D. Hogan Parkway and the proposed Local Type I street will be funded according to the City's Traffic Signal Escrow Ordinance.
- Multi-Use Trail improvements within the planning area with connections to Stephen D. Hogan Parkway and the parks and open space regional multi-use trail network.
- Multi-Use trail improvements along Picadilly Road.
- The detention ponds 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.
- Watermain service to the planning area by the proposed 12" main extension within Stephen D. Hogan Parkway.

WM Response: Piccadilly improvements are reflected along the entire western frontage

WARE MALCOMB

ARCHITECTURE | PLANNING | INTERIORS
BRANDING | CIVIL ENGINEERING

Planning Area 14 (3.43 Acres) Commercial:

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

- The proposed Local Type I connection within the planning area to Stephen D. Hogan parkway, including intersection improvements, when warranted.
- The detention pond 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.
- Watermain service to the planning area by the proposed 12" main extension within Stephen D. Hogan Parkway.

OVERALL DEVELOPMENT AND PLANNING AREA EXHIBITS

AURORA ONE PUBLIC IMPROVEMENT PLAN (PIP)

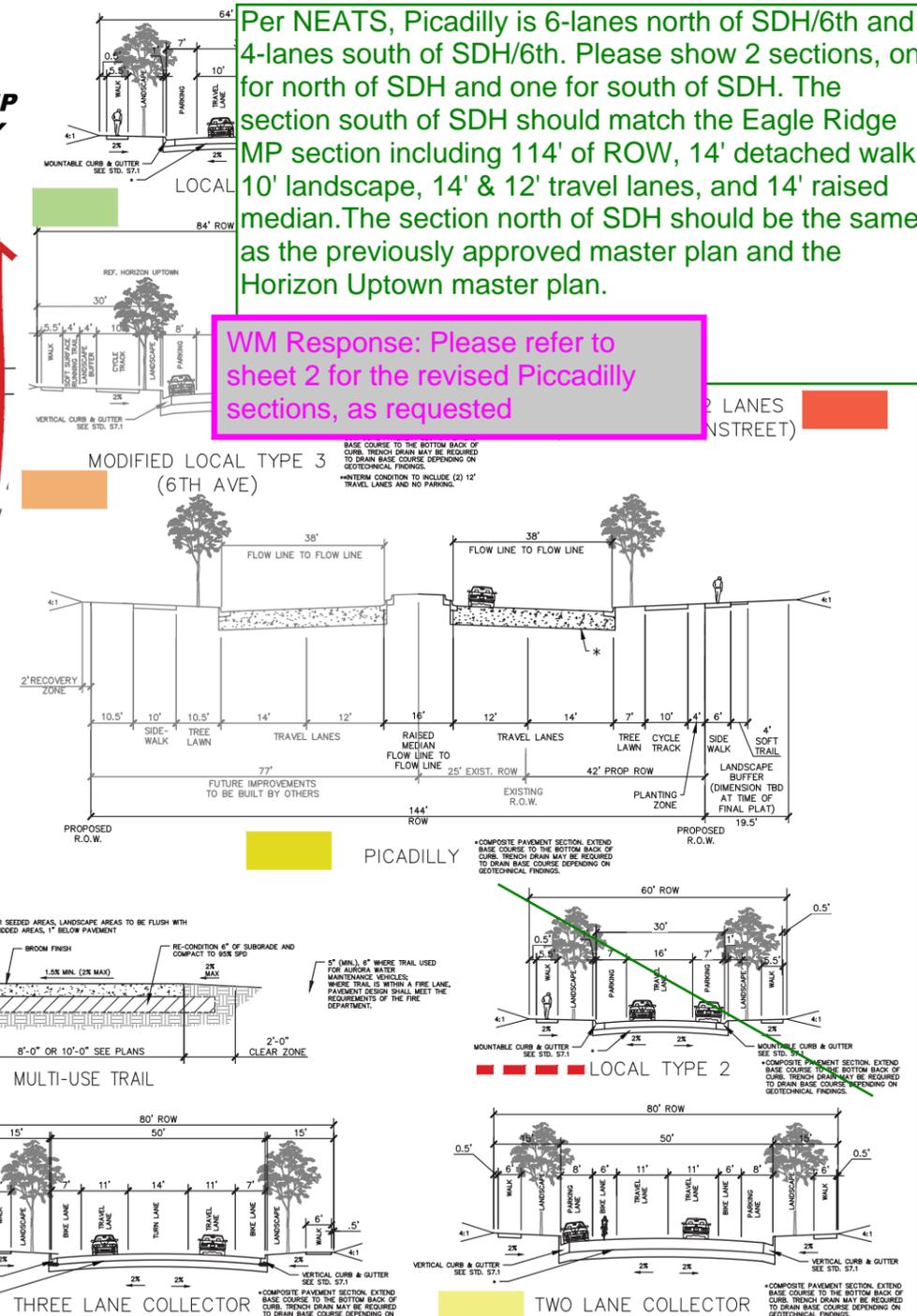
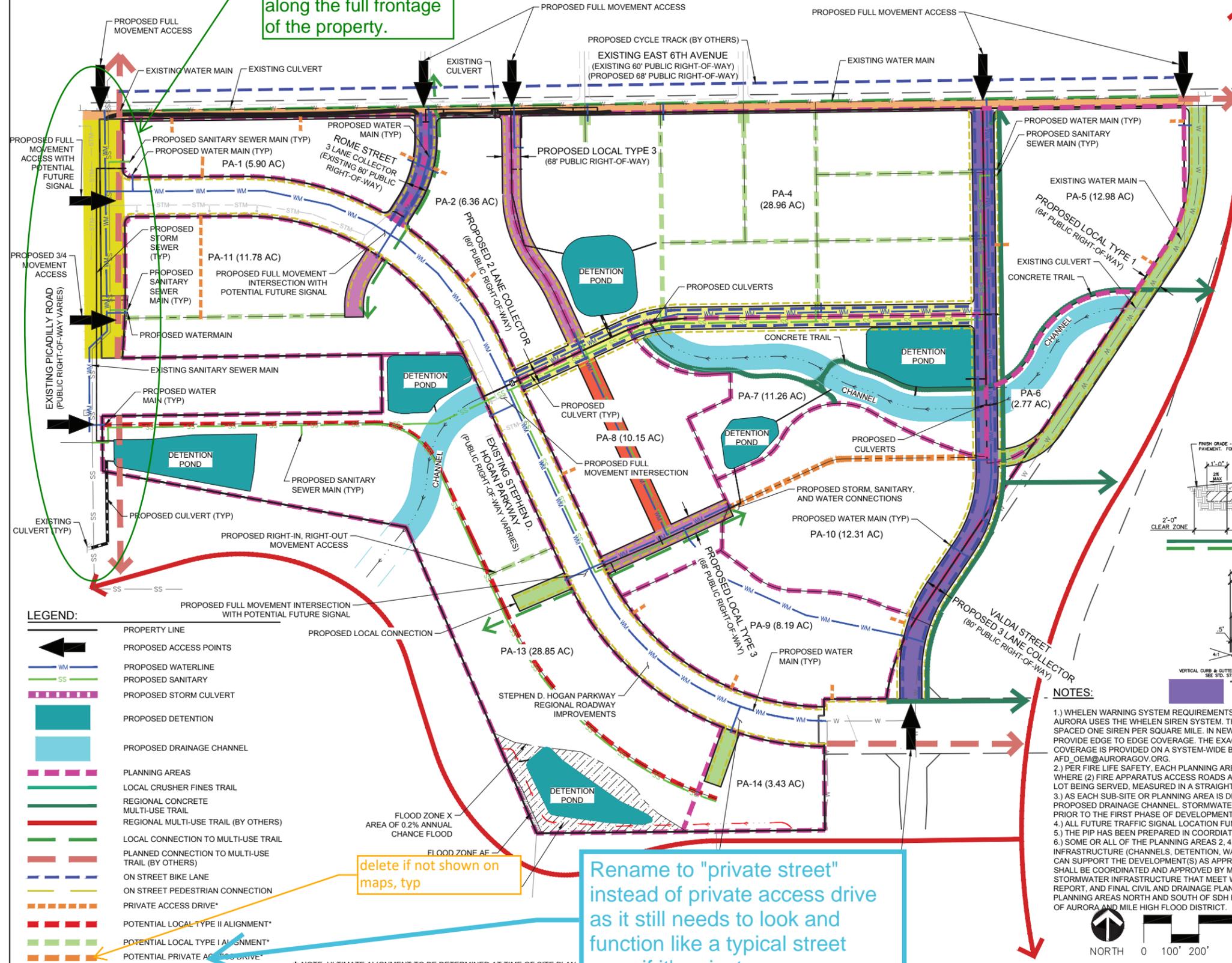
A PORTION OF THE NORTH HALF QUARTER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

WM Response: Revised throughout the set to reflect improvements along the entire western frontage

Additional ROW and improvements to Picadilly are required along the full frontage of the property.

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.

WM Response: Please refer to sheet 2 for the revised Picadilly sections, as requested



LEGEND:

- PROPERTY LINE
- PROPOSED ACCESS POINTS
- PROPOSED WATERLINE
- PROPOSED SANITARY
- PROPOSED STORM CULVERT
- PROPOSED DETENTION
- PROPOSED DRAINAGE CHANNEL
- PLANNING AREAS
- LOCAL CRUSHER FINES TRAIL
- REGIONAL CONCRETE MULTI-USE TRAIL
- REGIONAL MULTI-USE TRAIL (BY OTHERS)
- LOCAL CONNECTION TO MULTI-USE TRAIL
- PLANNED CONNECTION TO MULTI-USE TRAIL (BY OTHERS)
- ON STREET BIKE LANE
- ON STREET PEDESTRIAN CONNECTION
- PRIVATE ACCESS DRIVE*
- POTENTIAL LOCAL TYPE II ALIGNMENT*
- POTENTIAL LOCAL TYPE I ALIGNMENT*
- POTENTIAL PRIVATE ACCESS DRIVE*

- NOTES:**
- 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.
 - 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 (2) 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 LOT BEING SERVED, MEASURED IN A STRAIGHT LINE BETWEEN ACCESSES.
 - 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.
 - 4.) ALL FUTURE TRAFFIC SIGNAL LOCATION FUNDING SHALL BE ACCORDING TO THE CITY OF AURORA'S TRAFFIC SIGNAL ESCROW ORDINANCE.
 - 5.) THE PIP HAS BEEN PREPARED IN COORDINATION WITH THE TRAFFIC IMPACT STUDY PREPARED BY FOX TUTTLE TRANSPORTATION GROUP PREPARED FOR THE AURORA ONE DEVELOPMENT.
 - 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, 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.

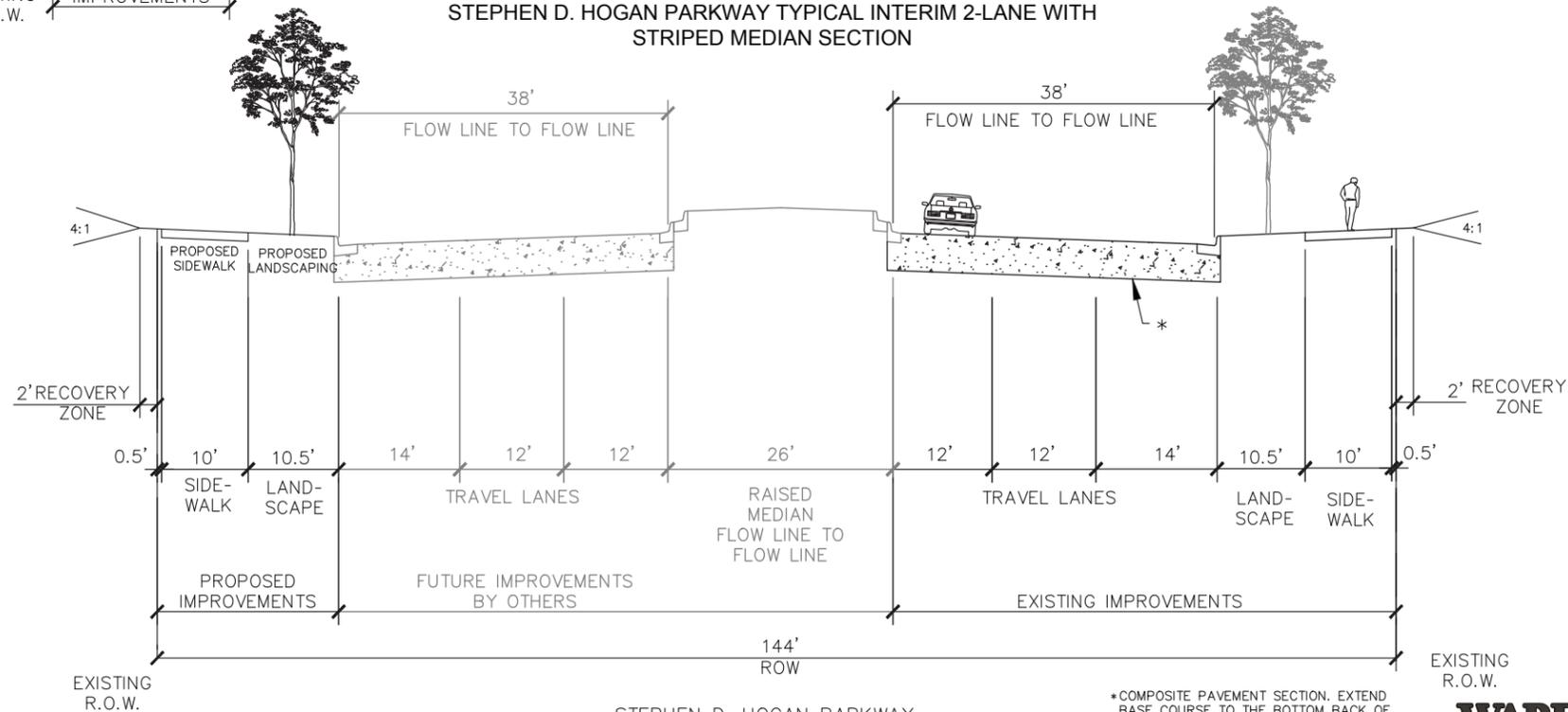
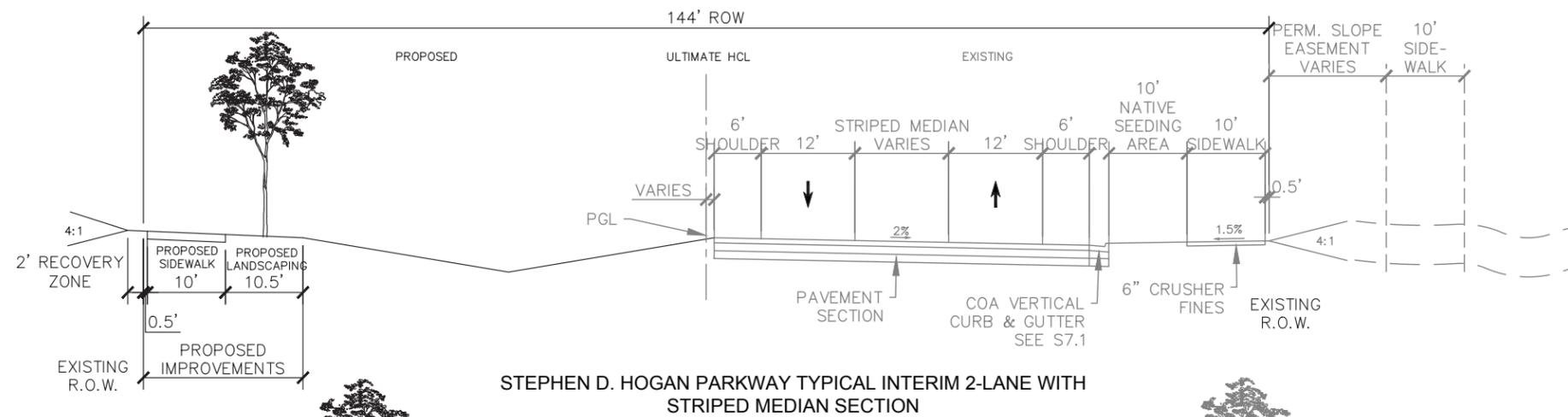
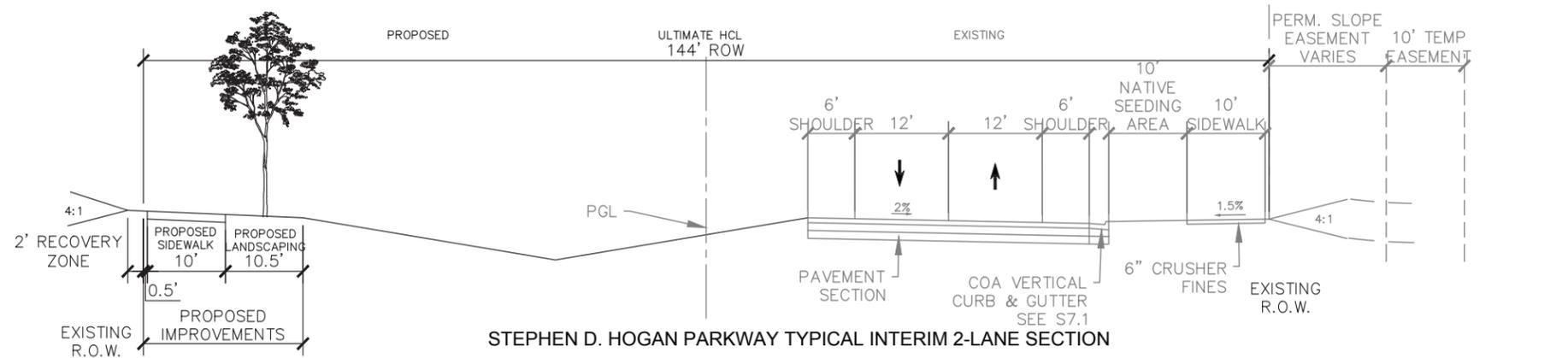
delete if not shown on maps, typ

Rename to "private street" instead of private access drive as it still needs to look and function like a typical street even if it's private

WM Response: Revised to refer to this as a "Private Street"

* NOTE: ULTIMATE ALIGNMENT TO BE DETERMINED AT TIME OF SITE PLAN.

AURORA ONE PUBLIC IMPROVEMENT PLAN (PIP) STEPHEN D. HOGAN PARKWAY ROADWAY SECTIONS



LEGEND

PROPOSED	—
EXISTING	—

*COMPOSITE PAVEMENT SECTION. EXTEND BASE COURSE TO THE BOTTOM BACK OF CURB. TRENCH DRAIN MAY BE REQUIRED TO DRAIN BASE COURSE DEPENDING ON GEOTECHNICAL FINDINGS.

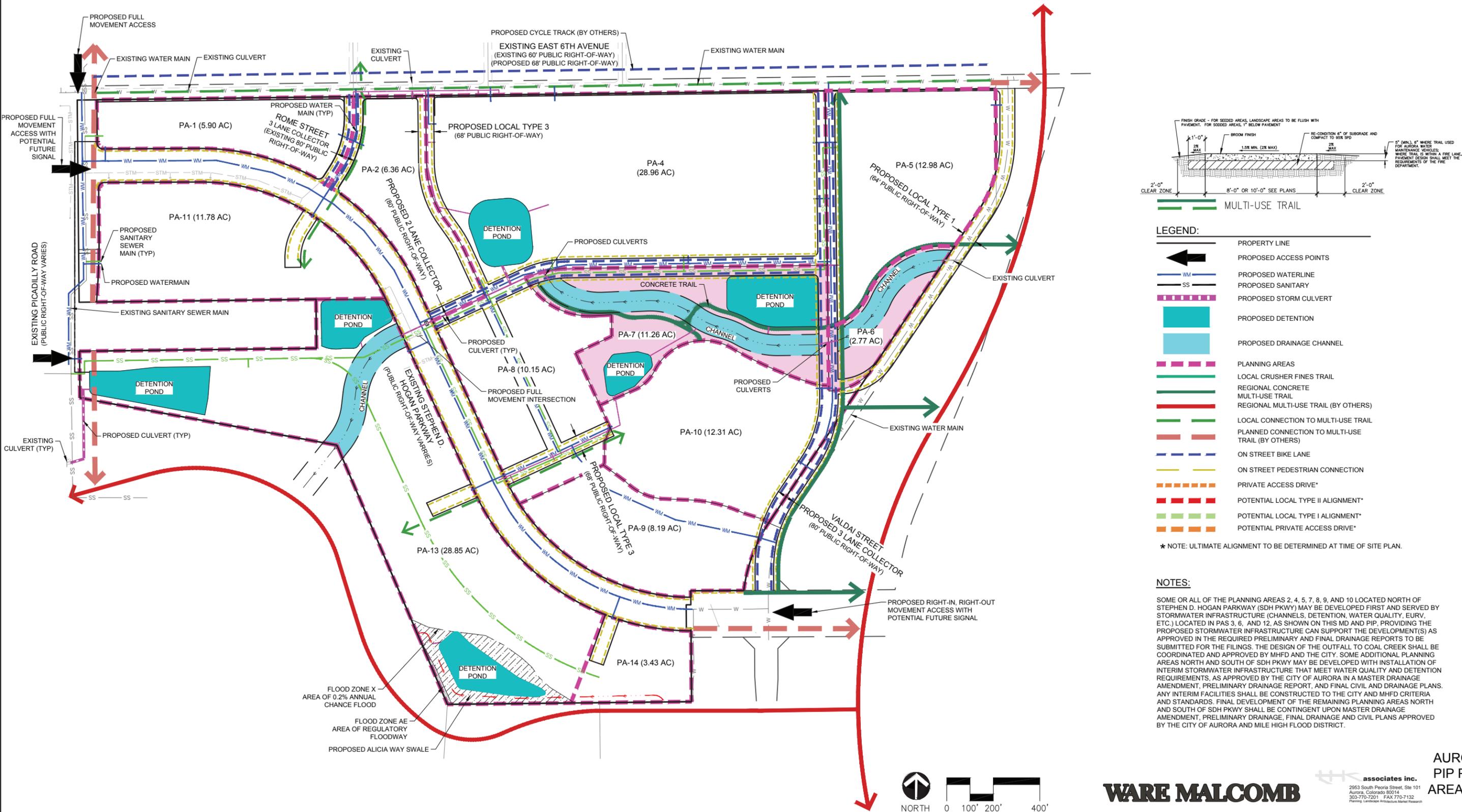
EXISTING R.O.W.

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**AURORA ONE
PIP**

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



AURORA ONE
PIP PLANNING
AREA EXHIBITS

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NORTH 0 100' 200' 400'

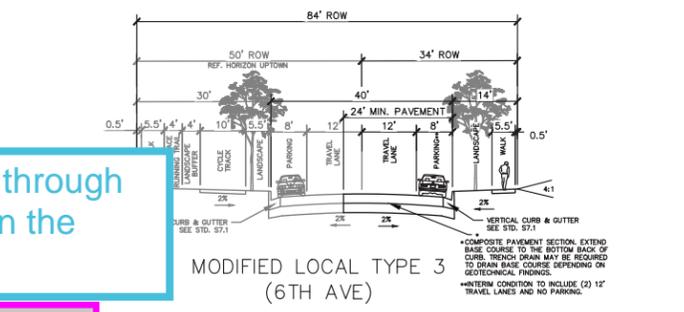
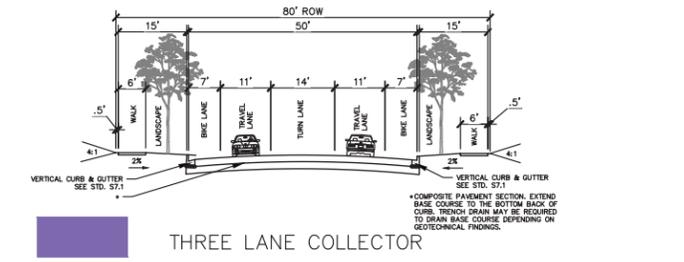
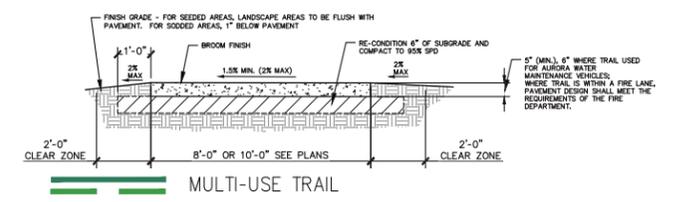
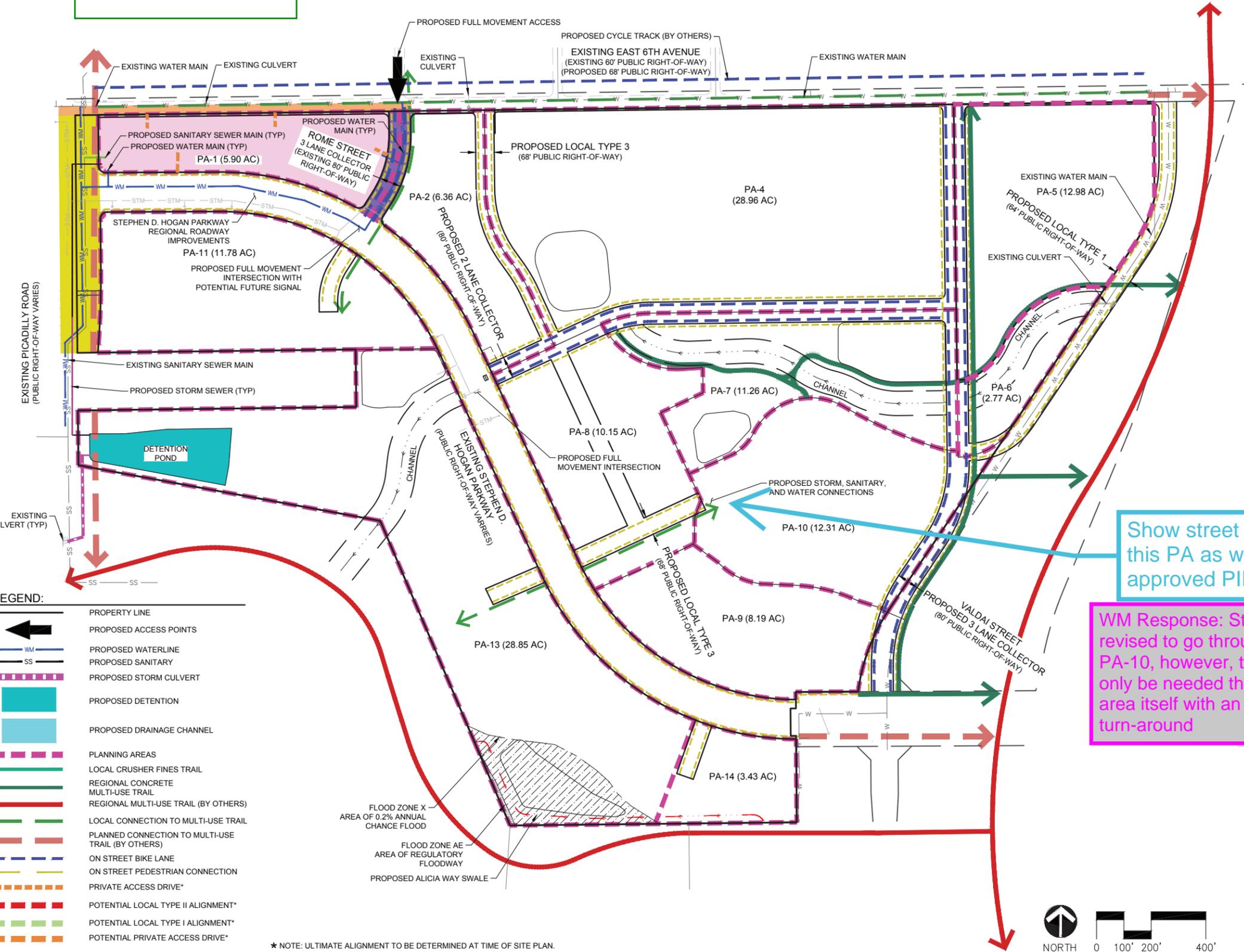
AURORA ONE PUBLIC IMPROVEMENT PLAN (PIP) PLANNING AREAS PA-1 EXHIBIT

Show the sidewalk and landscape as an obligation for the frontage along SDH on each exhibit where it is required.

WM Response: Exhibits have been revised to show the sidewalk on the north side of SDH for each PA as needed

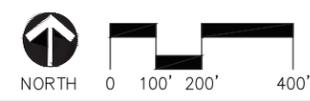
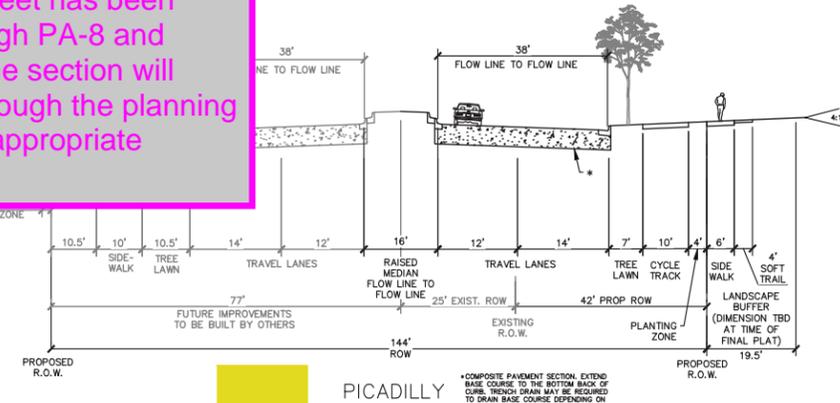
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Show street continuing through this PA as was shown in the approved PIP (TYP)

WM Response: Street has been revised to go through PA-8 and PA-10, however, the section will only be needed through the planning area itself with an appropriate turn-around

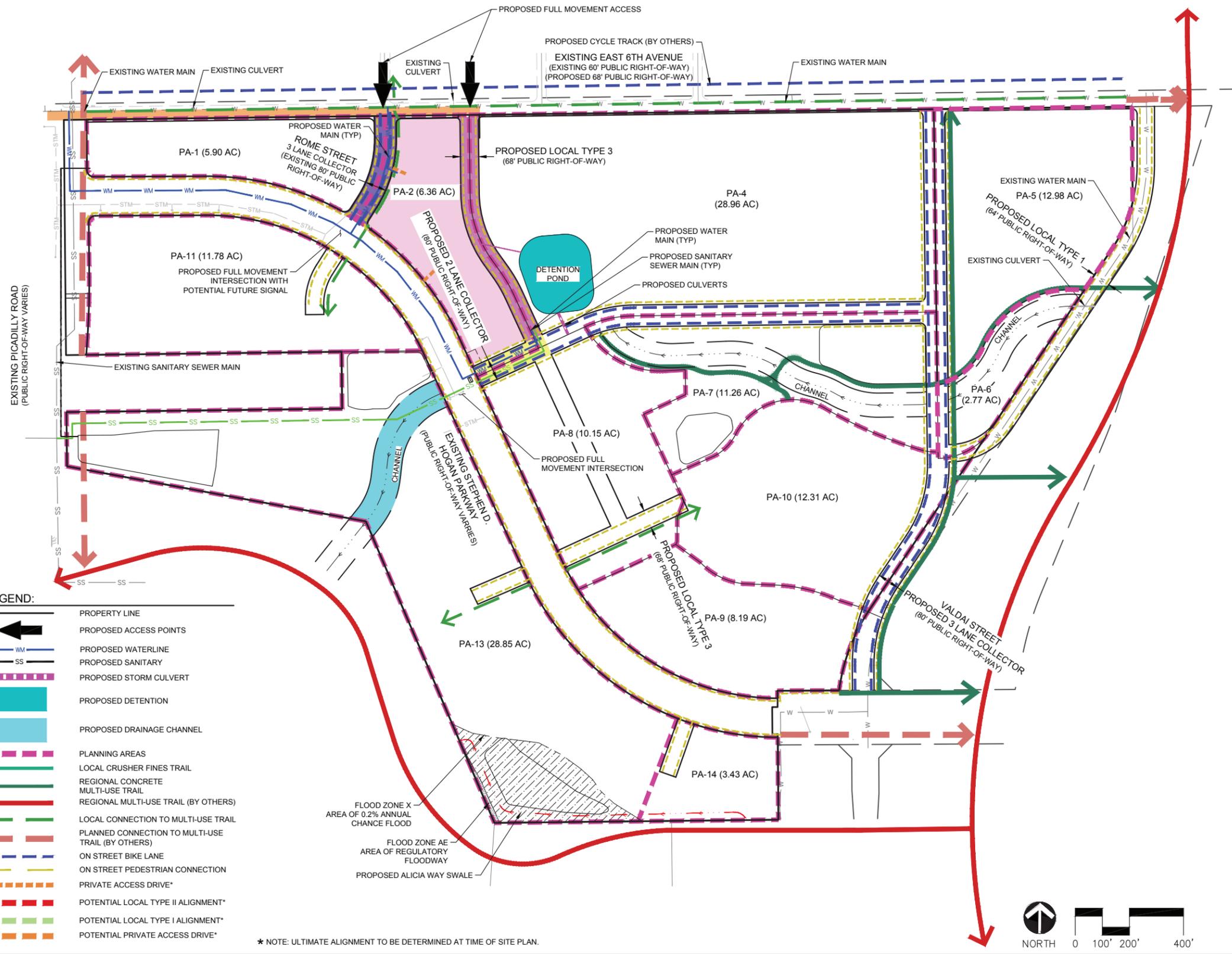
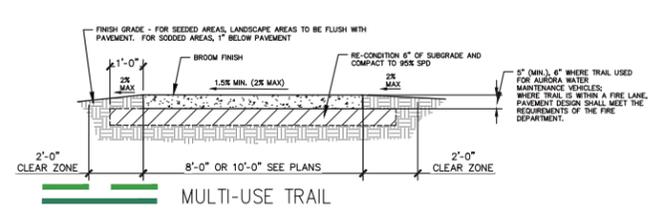
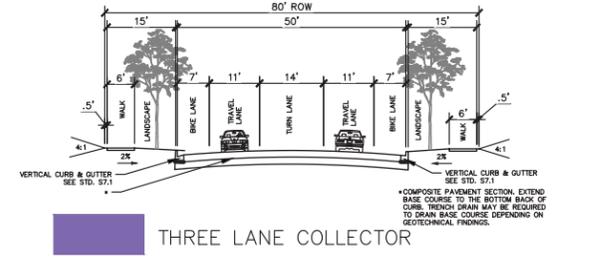
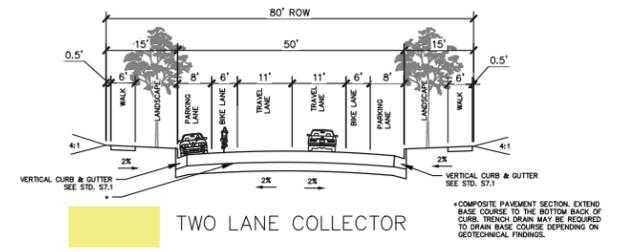
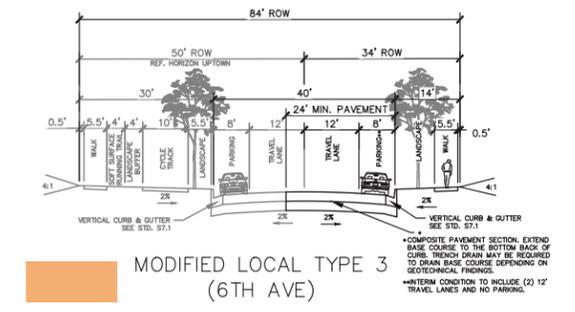
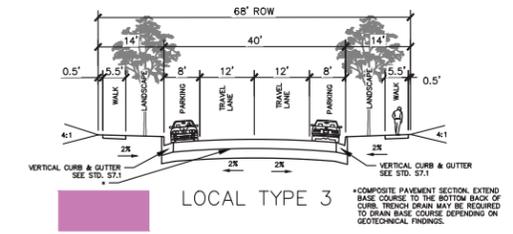


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AURORA ONE
PIP PLANNING
AREA EXHIBITS

* NOTE: ULTIMATE ALIGNMENT TO BE DETERMINED AT TIME OF SITE PLAN.

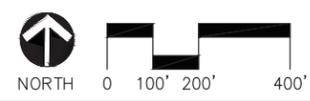
AURORA ONE PUBLIC IMPROVEMENT PLAN (PIP) PLANNING AREAS PA-2 EXHIBIT



- LEGEND:**
- ← PROPERTY LINE
 - ← PROPOSED ACCESS POINTS
 - WM PROPOSED WATERLINE
 - SS PROPOSED SANITARY
 - PROPOSED STORM CULVERT
 - PROPOSED DETENTION
 - PROPOSED DRAINAGE CHANNEL
 - PLANNING AREAS
 - LOCAL CRUSHER FINES TRAIL
 - REGIONAL CONCRETE MULTI-USE TRAIL
 - REGIONAL MULTI-USE TRAIL (BY OTHERS)
 - LOCAL CONNECTION TO MULTI-USE TRAIL
 - PLANNED CONNECTION TO MULTI-USE TRAIL (BY OTHERS)
 - ON STREET BIKE LANE
 - ON STREET PEDESTRIAN CONNECTION
 - PRIVATE ACCESS DRIVE*
 - POTENTIAL LOCAL TYPE II ALIGNMENT*
 - POTENTIAL LOCAL TYPE I ALIGNMENT*
 - POTENTIAL PRIVATE ACCESS DRIVE*
- * NOTE: ULTIMATE ALIGNMENT TO BE DETERMINED AT TIME OF SITE PLAN.

NOTES:

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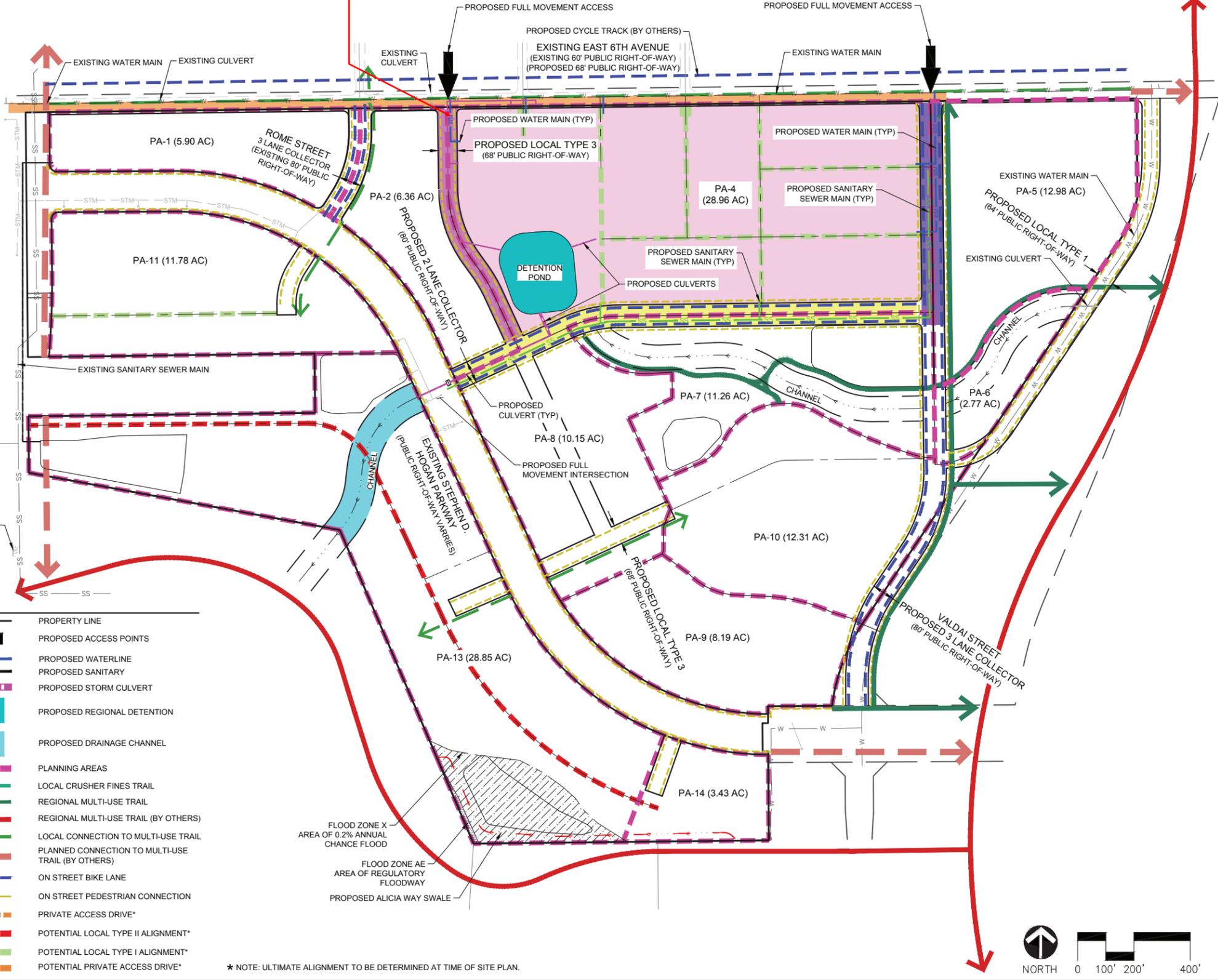
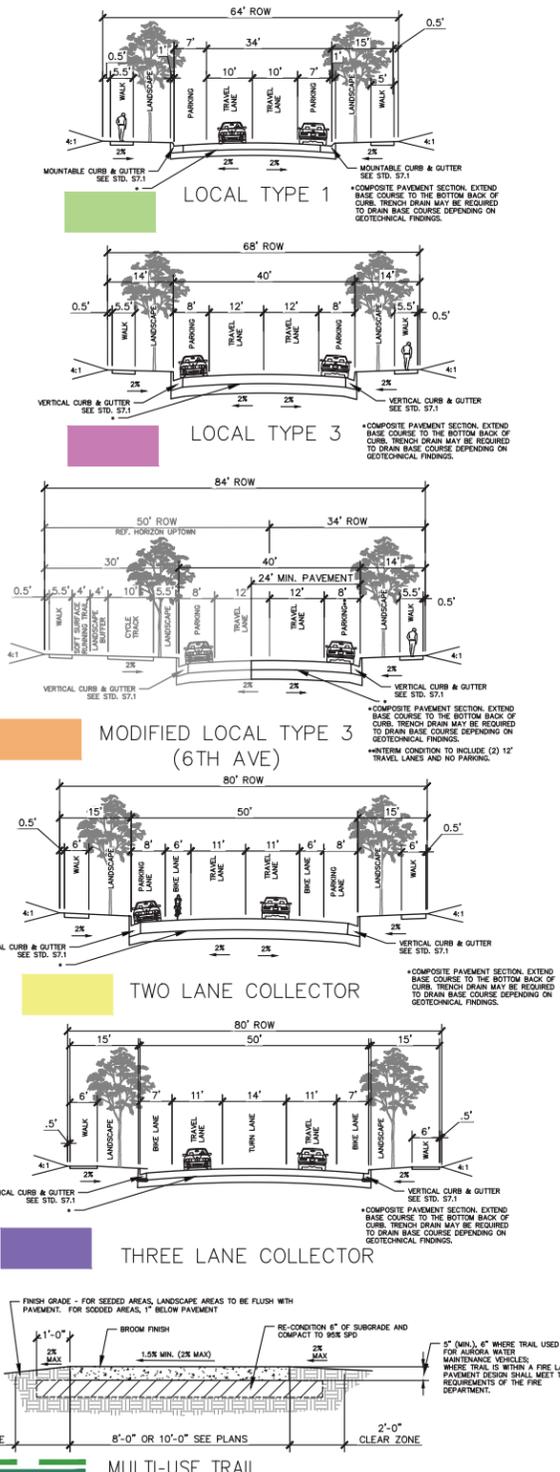
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**AURORA ONE
PIP PLANNING
AREA EXHIBITS**

WM Response: Utility alignments have been revised to ensure compliance with the approved MUS

This WM routing does not match the approved MUS. This will require and update to the MUS

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



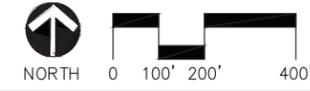
LEGEND:

- PROPERTY LINE
- PROPOSED ACCESS POINTS
- WM PROPOSED WATERLINE
- SS PROPOSED SANITARY
- PROPOSED STORM CULVERT
- PROPOSED REGIONAL DETENTION
- PROPOSED DRAINAGE CHANNEL
- PLANNING AREAS
- LOCAL CRUSHER FINES TRAIL
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- ON STREET BIKE LANE
- ON STREET PEDESTRIAN CONNECTION
- PRIVATE ACCESS DRIVE*
- POTENTIAL LOCAL TYPE II ALIGNMENT*
- POTENTIAL LOCAL TYPE I ALIGNMENT*
- POTENTIAL PRIVATE ACCESS DRIVE*

* NOTE: ULTIMATE ALIGNMENT TO BE DETERMINED AT TIME OF SITE PLAN.

NOTES:

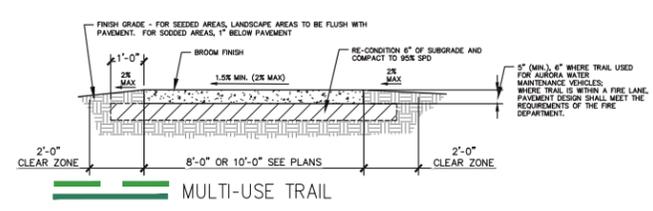
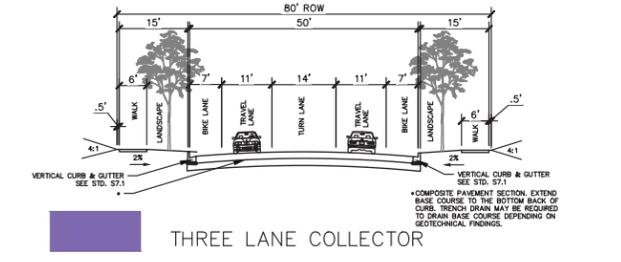
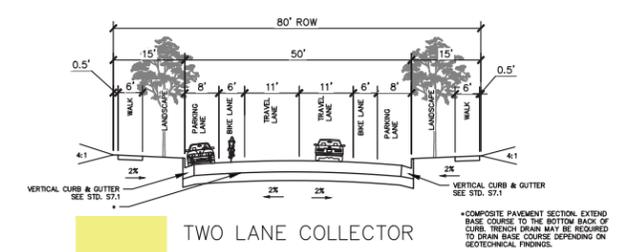
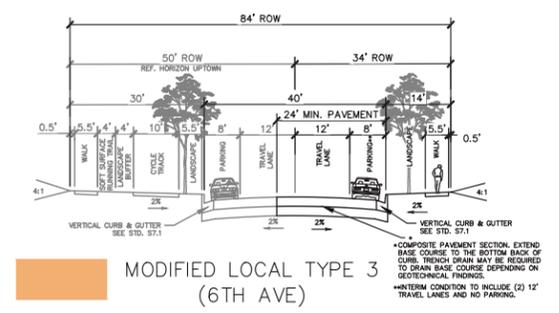
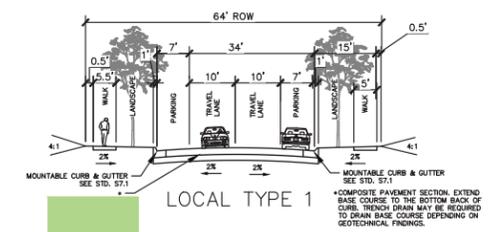
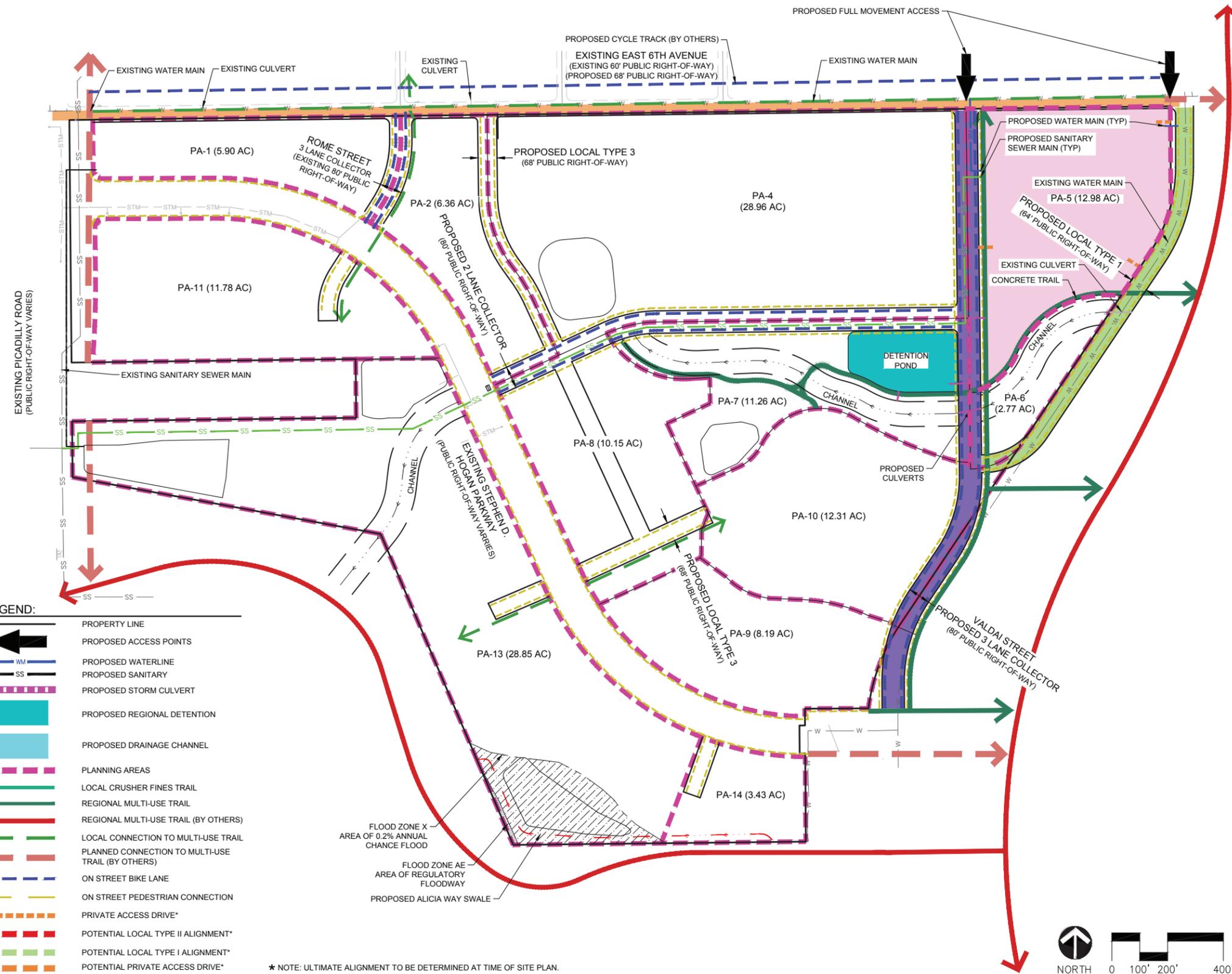
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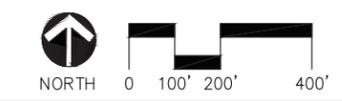
**AURORA ONE
PIP PLANNING
AREA EXHIBITS**

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



NOTES:

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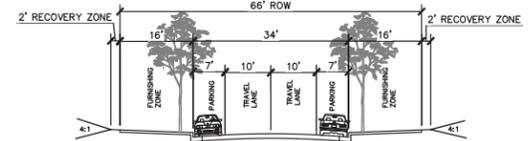
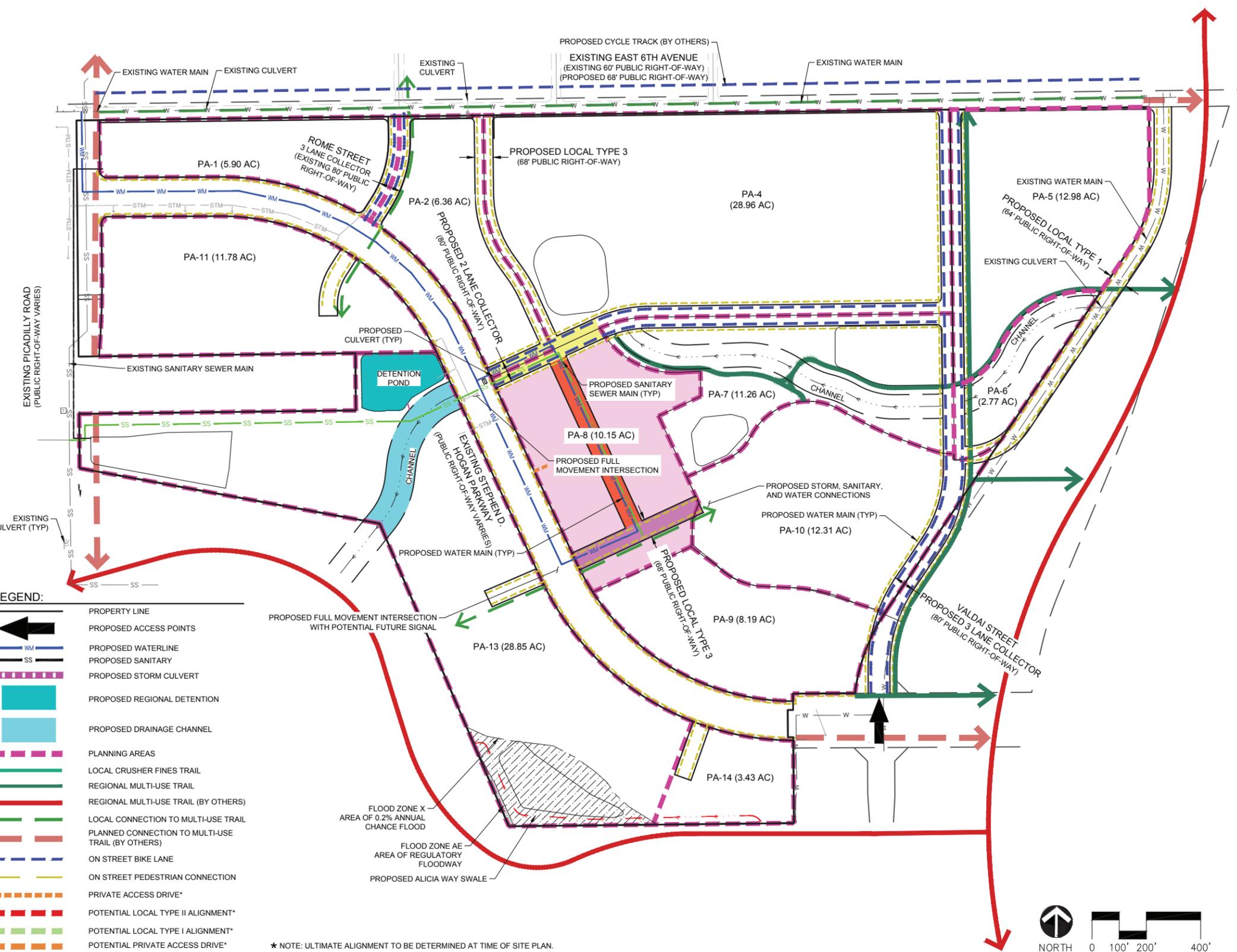


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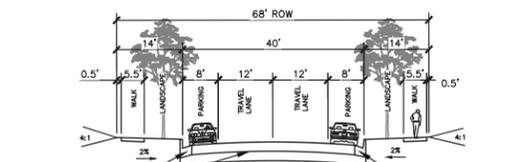
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**AURORA ONE
PIP PLANNING
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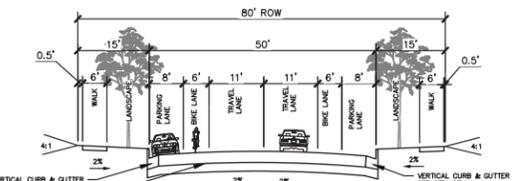
AURORA ONE PUBLIC IMPROVEMENT PLAN (PIP) PLANNING AREAS PA-8 EXHIBIT



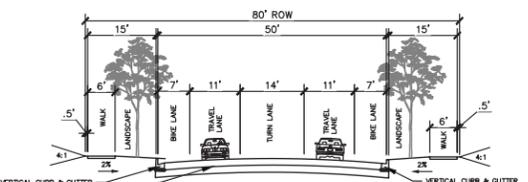
LOCAL URBAN-2 LANES (WALKABLE MAINSTREET)



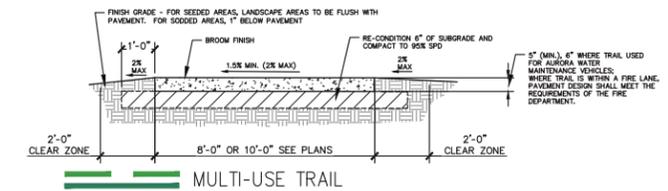
LOCAL TYPE 3



TWO LANE COLLECTOR



THREE LANE COLLECTOR



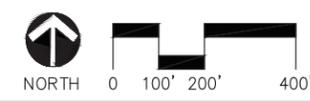
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**AURORA ONE
PIP PLANNING
AREA EXHIBITS**

- LEGEND:**
- PROPERTY LINE
 - PROPOSED ACCESS POINTS
 - PROPOSED WATERLINE
 - PROPOSED SANITARY
 - PROPOSED STORM CULVERT
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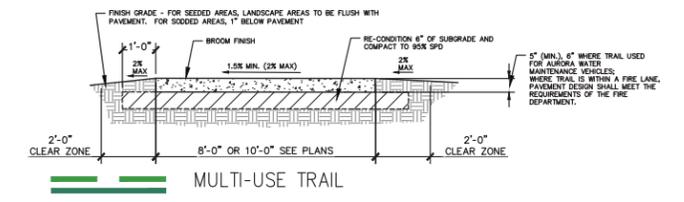
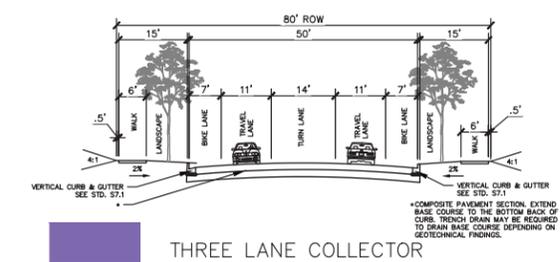
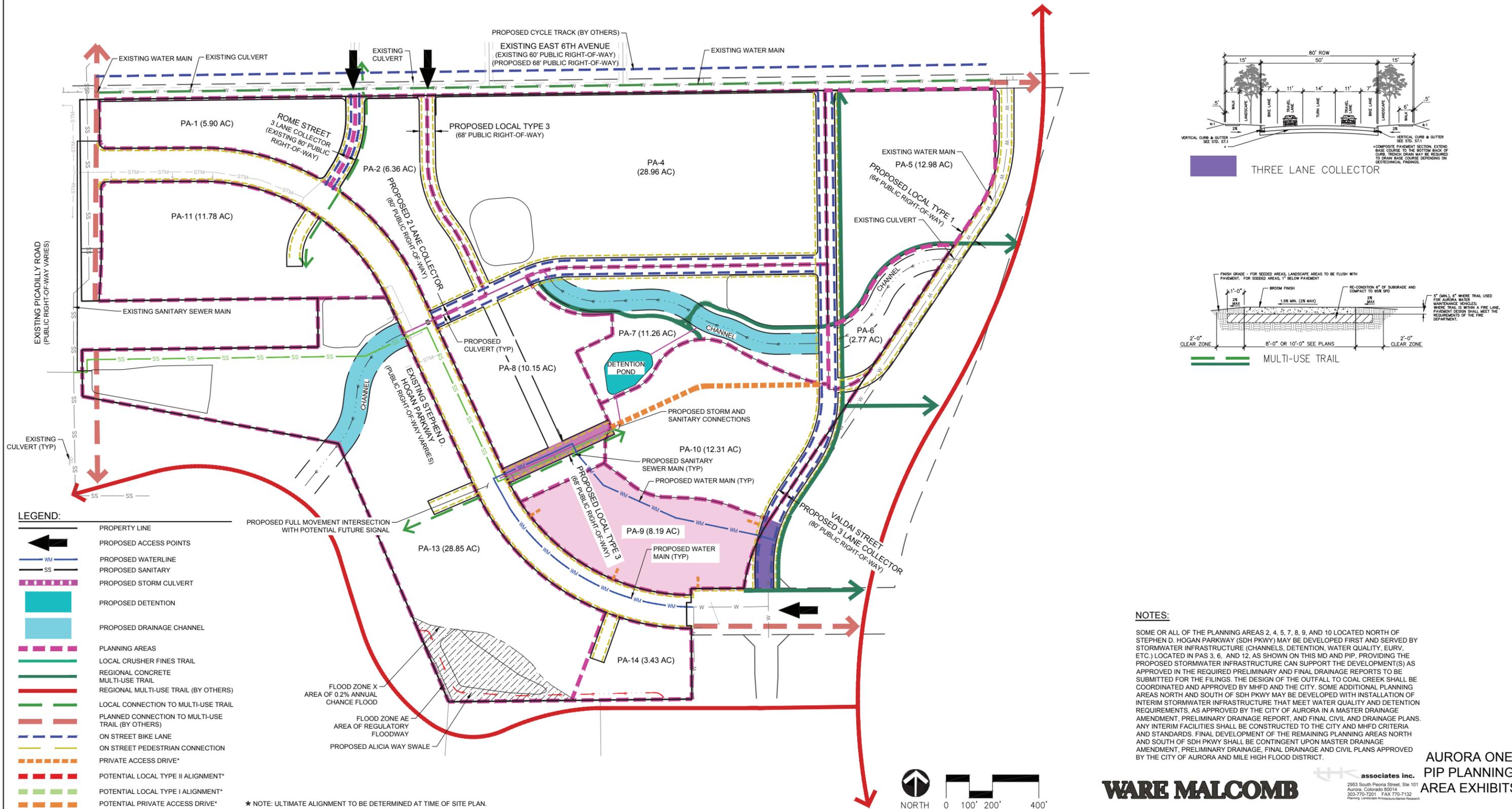
* NOTE: ULTIMATE ALIGNMENT TO BE DETERMINED AT TIME OF SITE PLAN.



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

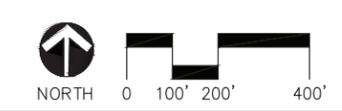


NOTES:

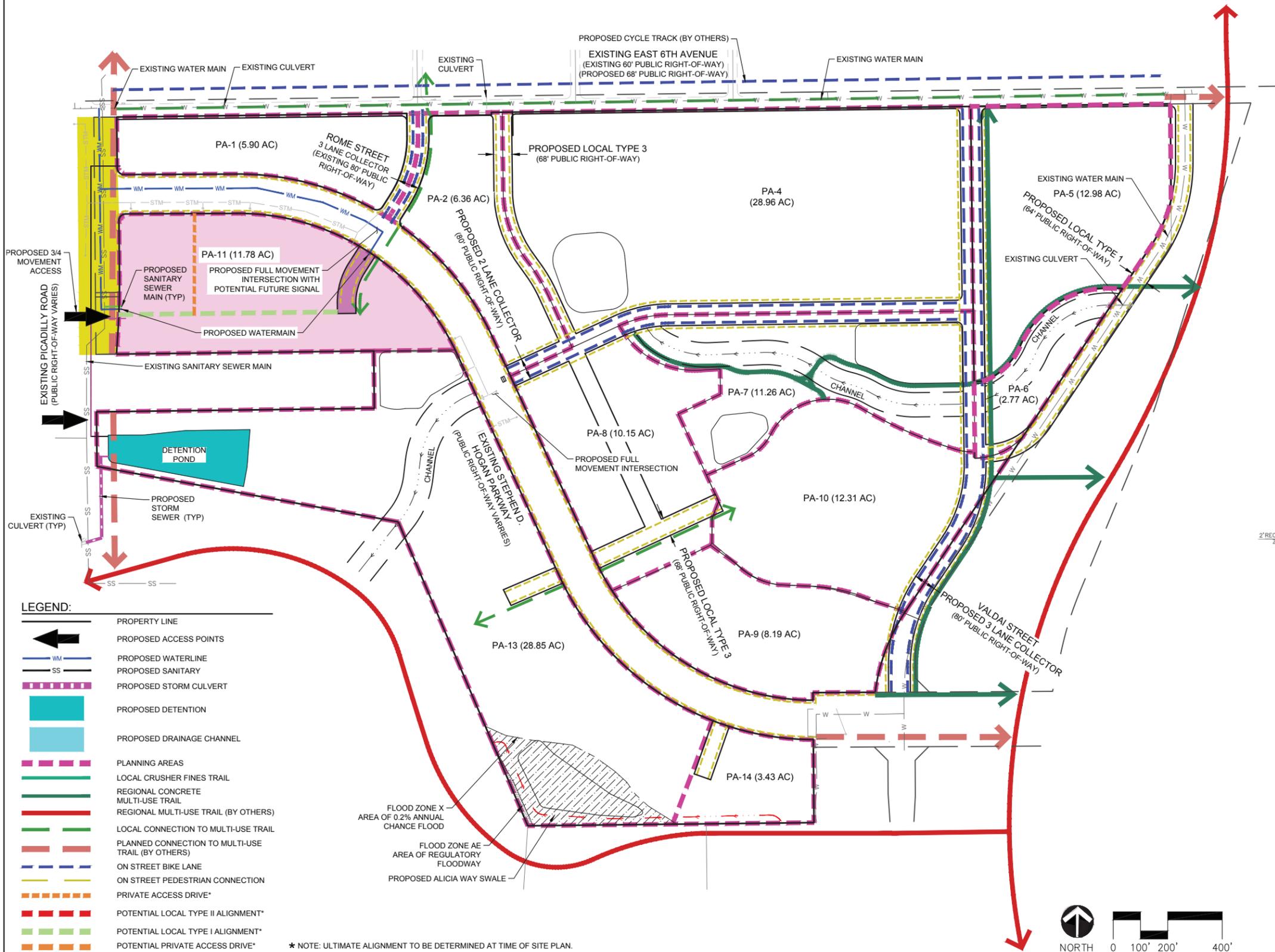
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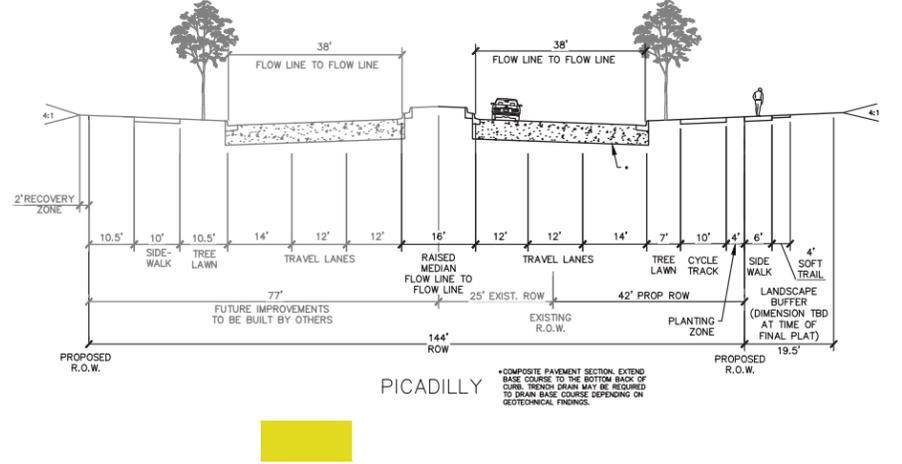
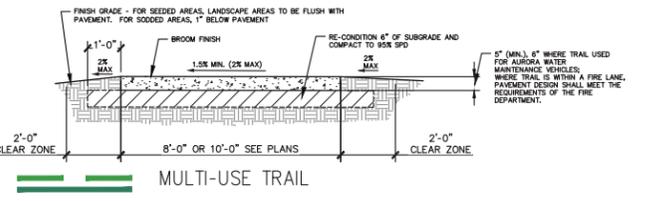
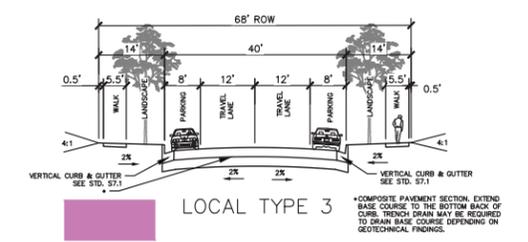
**AURORA ONE
PIP PLANNING
AREA EXHIBITS**



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

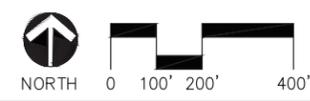


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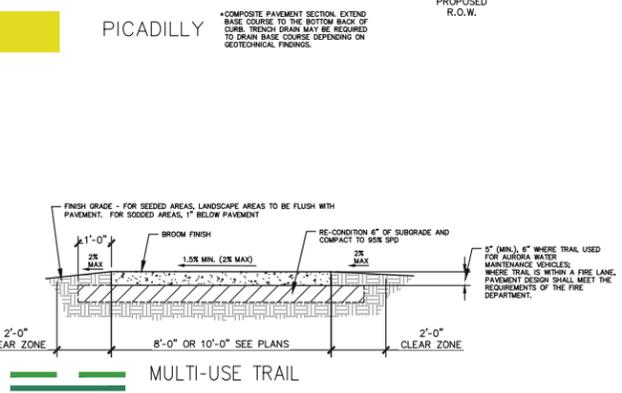
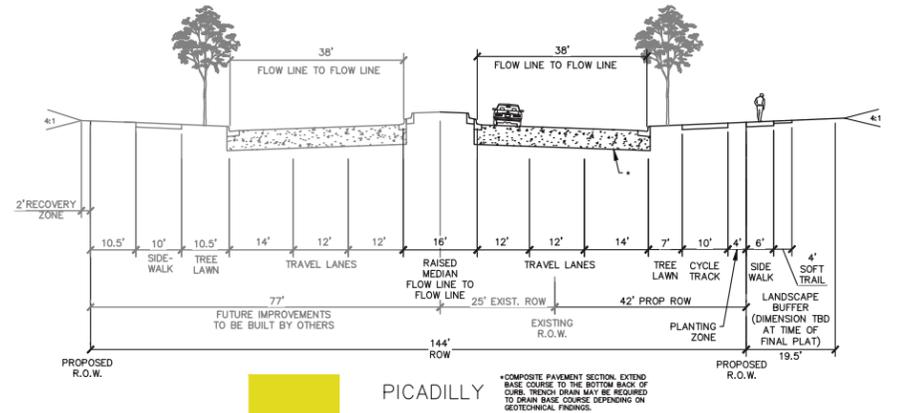
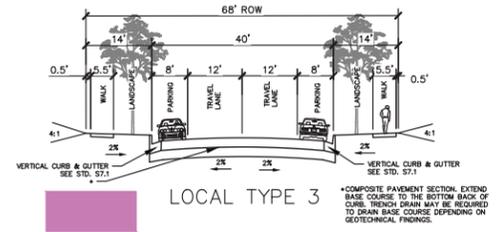
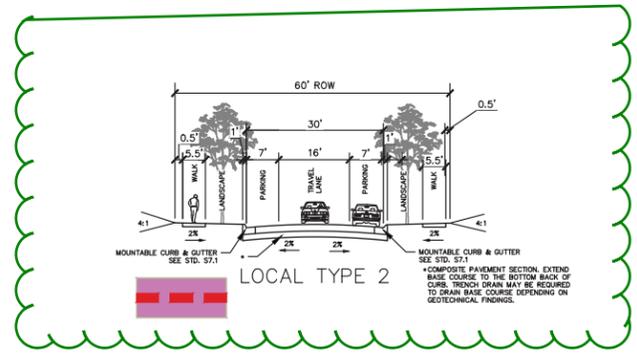
AURORA ONE PUBLIC IMPROVEMENT PLAN (PIP) PLANNING AREAS PA-13 EXHIBIT

Picadilly is still required along this frontage. Tapers are required from both edges of the frontage. Tapers will likely overlap in front of the unincorporated parcel.

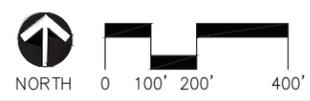
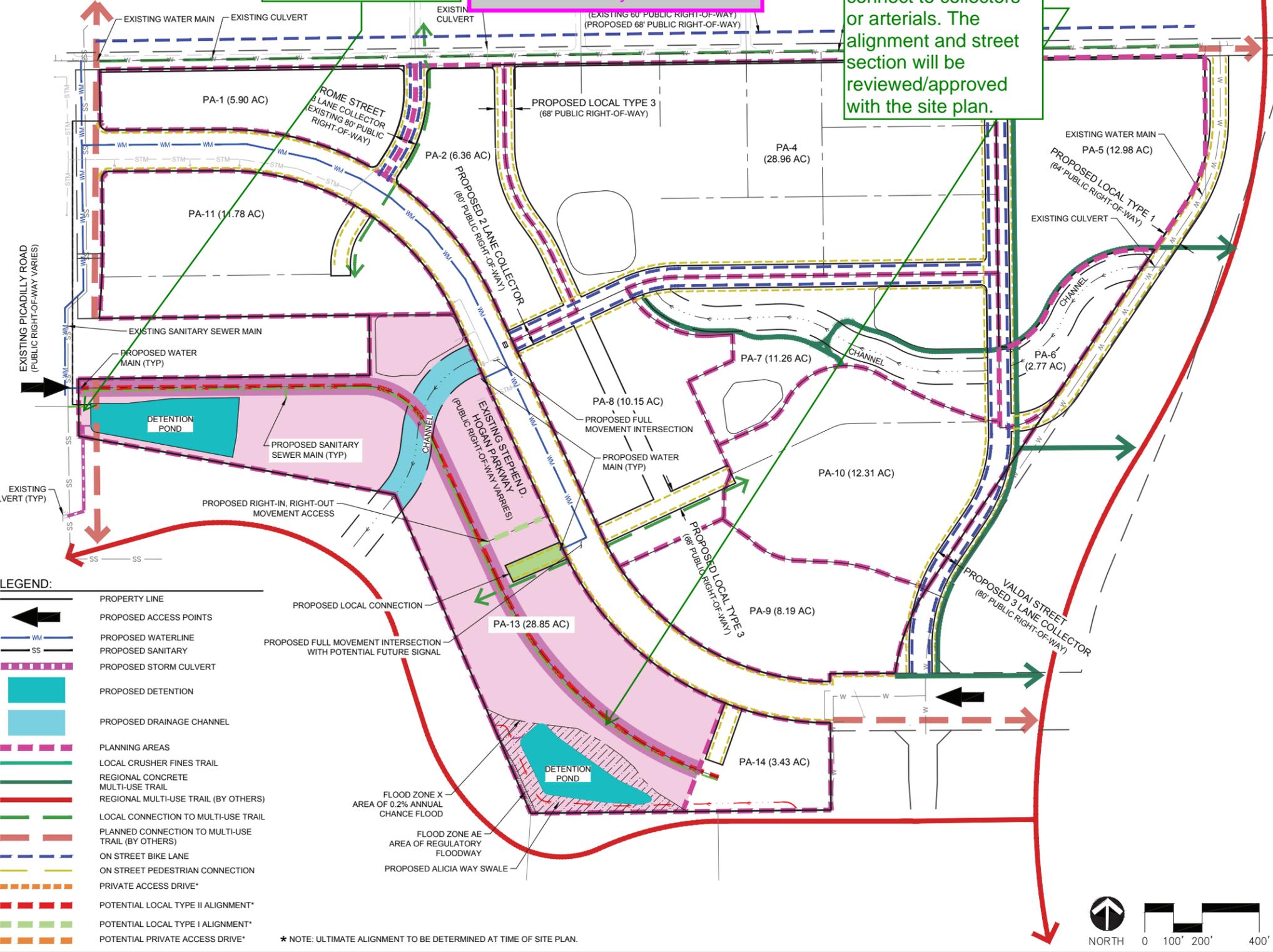
WM Response: The Piccadilly improvements have been included on all of the planning areas that front the western boundary of the property. Improvements are shown extending the full length of that western boundary.

Remove this street and the local type 2 section. Local type 2's are not permitted to connect to collectors or arterials. The alignment and street section will be reviewed/approved with the site plan.

WM Response: Removed



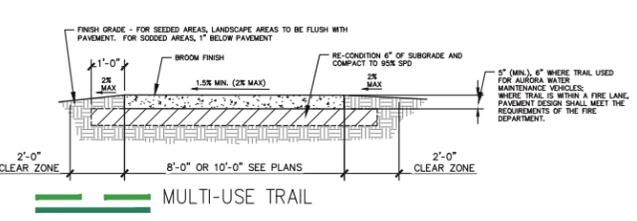
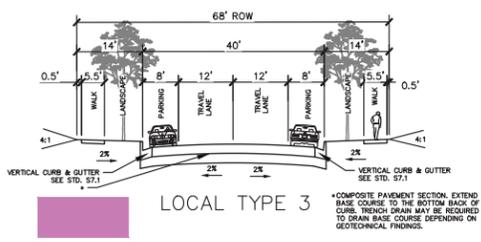
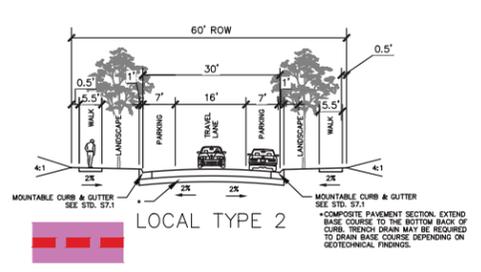
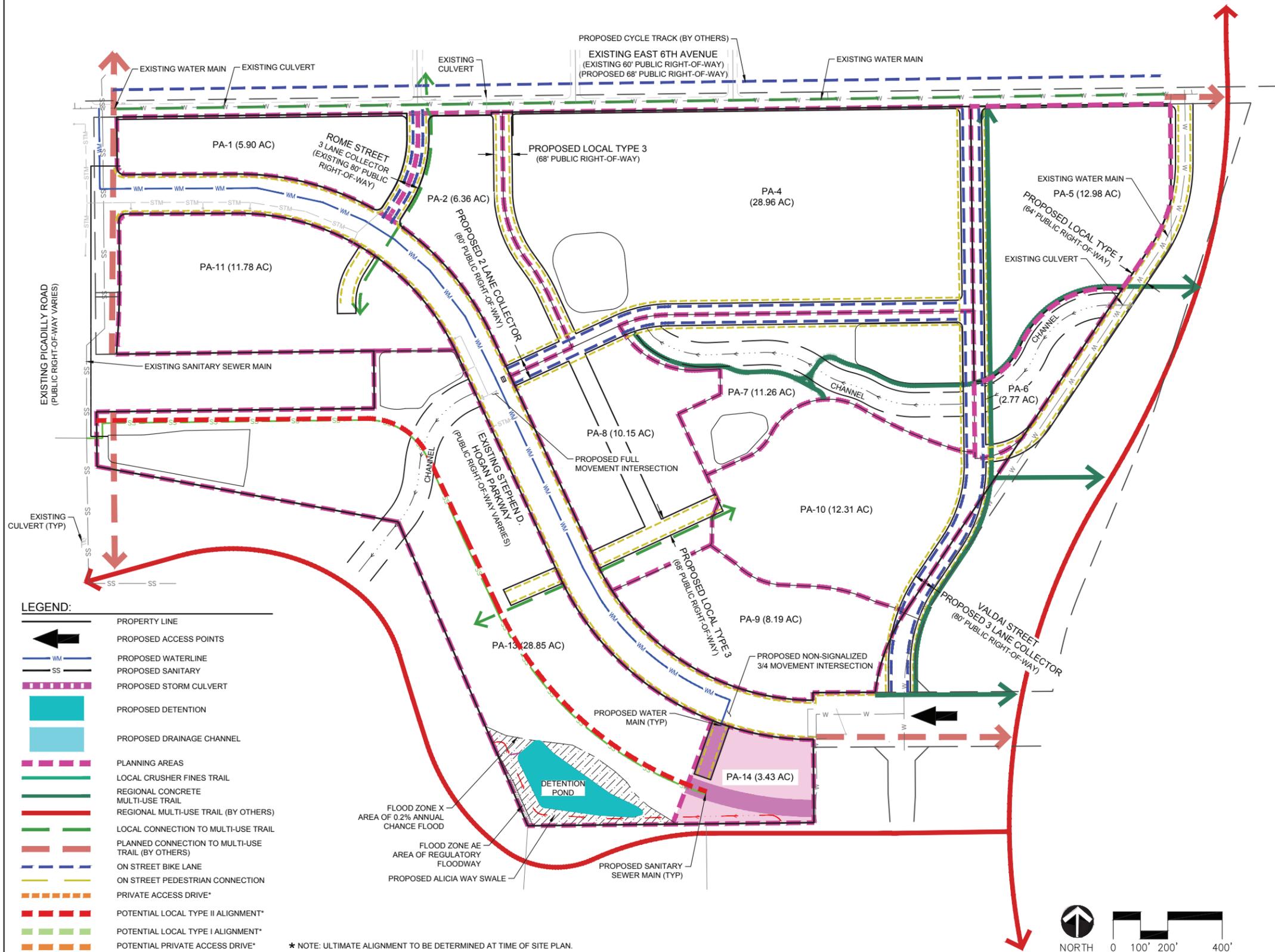
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AURORA ONE PUBLIC IMPROVEMENT PLAN (PIP) PLANNING AREAS PA-14 EXHIBIT

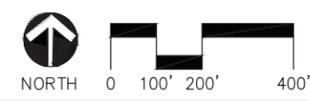


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