



LANDSCAPE STANDARDS

AMENDMENTS:

△ Updated illustrative graphic throughout, updated planning terms, updated to PROS standards, updated adjacent neighborhood name, removed street lighting requirements throughout, updated all street sections to match PIP.

TAB 11

FORM G: LANDSCAPE STANDARDS MATRIX

Landscape Item	Brief Description of the Feature	Locations of the Standards in the Application Package
1. Overall landscape concept and palette of plant materials used to carry it out.	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.	Detailed standards are included on page 11-7.
2. Landscape design at entry monumentation and key entry points.	The landscaping at entry monuments and key entry points. To create cohesion in the development landscape palettes at entry points will be similar.	Not applicable.
3. Landscape standards along E-470 or I-70 (if applicable).	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.	Detailed standards are included on page 11-9.
4. Landscape standards along arterial and collector roads.	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.	Detailed standards are included on pages 11-11 to 11-14.
5. Landscape standards along local roadways.	<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>	Detailed standards are included on pages 11-15 to 11-18.
6. Landscape standards in commercial and public gathering areas. (Tree grates and protectors, planters, flower beds, screening at parking lots, etc.)	<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>	Detailed standards are included on page 11-20 to 11-22.

7. Landscape standards at detention / retention ponds and water features.	No less than 75% of all plant species utilized in landscapes at detention/retention ponds 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.	Detailed standards are included on page 11-23.
8. Landscape buffers at parks, open space and drainages.	Consideration shall be taken to preserve long range views and to screen service features (i.e., loading docks, trash facilities, etc.).	Detailed standards are included on page 11-23 to 11-24 ¹
9. Special Standards at residential lots (if residential backyards border open space or parks, indicate special standards).	Not applicable	Not applicable.
10. Landscape integration at retaining walls.	Landscape shall be utilized to blur the ends of all retaining walls.	Detailed standards are included on page 11-24.
11. Landscape standards at special facilities.	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.	Not applicable.
12. Buffer and setback exemptions for traditional street frontages.	Private outdoor spaces are permitted and encouraged in front yard setback areas in all single family attached and multi-family lot types.	Not applicable.

NOTES:

- 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 City ordinance standards, the most restrictive standards shall govern.
- All the photos and illustrations in the Design Standards and Guidelines are illustrative of the level of design quality required by this Master Plan. Final designs to be submitted at the Site Plan level will not necessarily duplicate the illustrations, but will contain the same themes as shown and will be at the same or higher level of design quality, extent and detail.

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 (excluding multi-purpose play fields) shall be as listed in the City of Aurora Plant List, 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.

Key map of park and open space areas.



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, except for required security 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.
- 2. All street furniture shall contain a minimum of 10% recycled content.
- 3. All wood shall be FSC certified.

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.



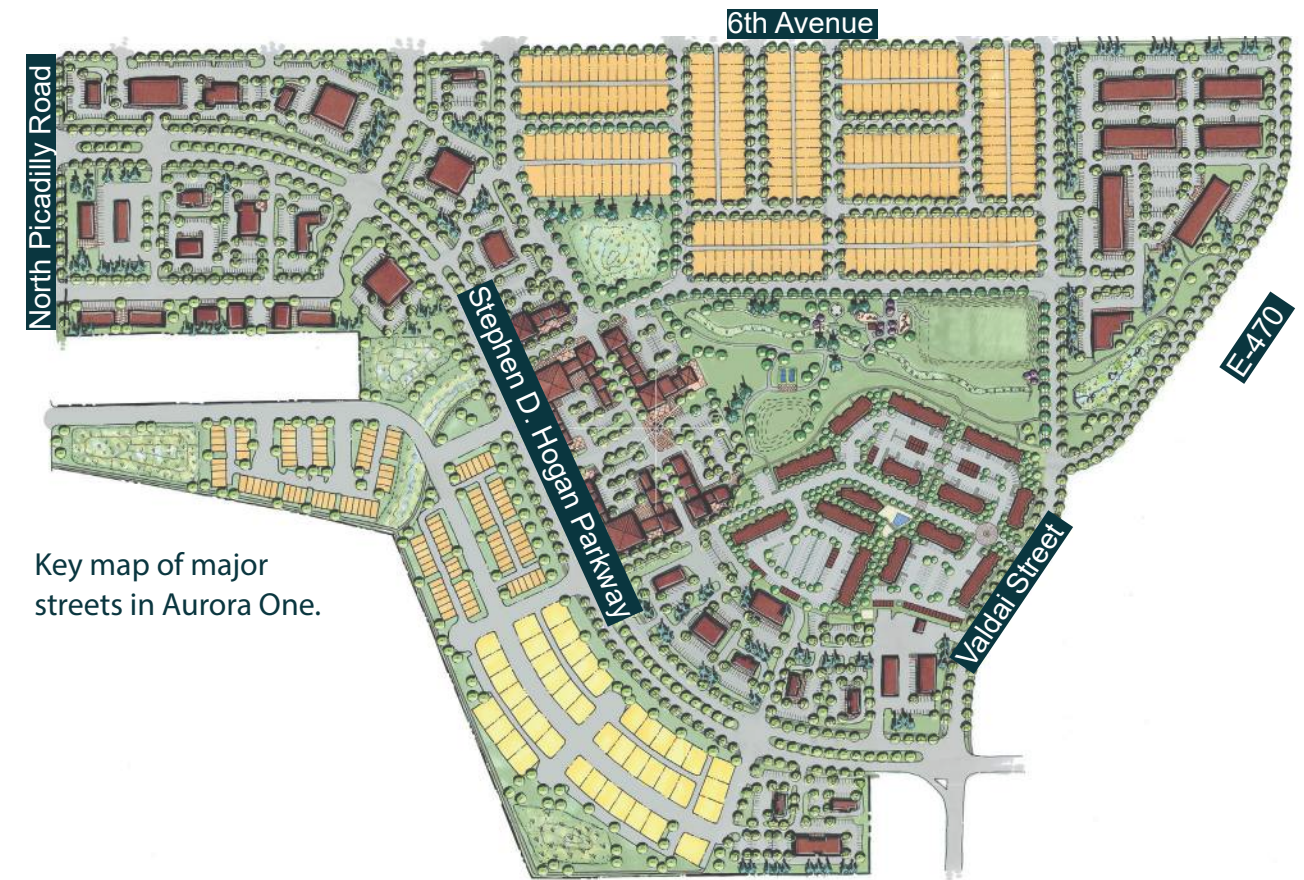
Examples of PROS standard elements

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.

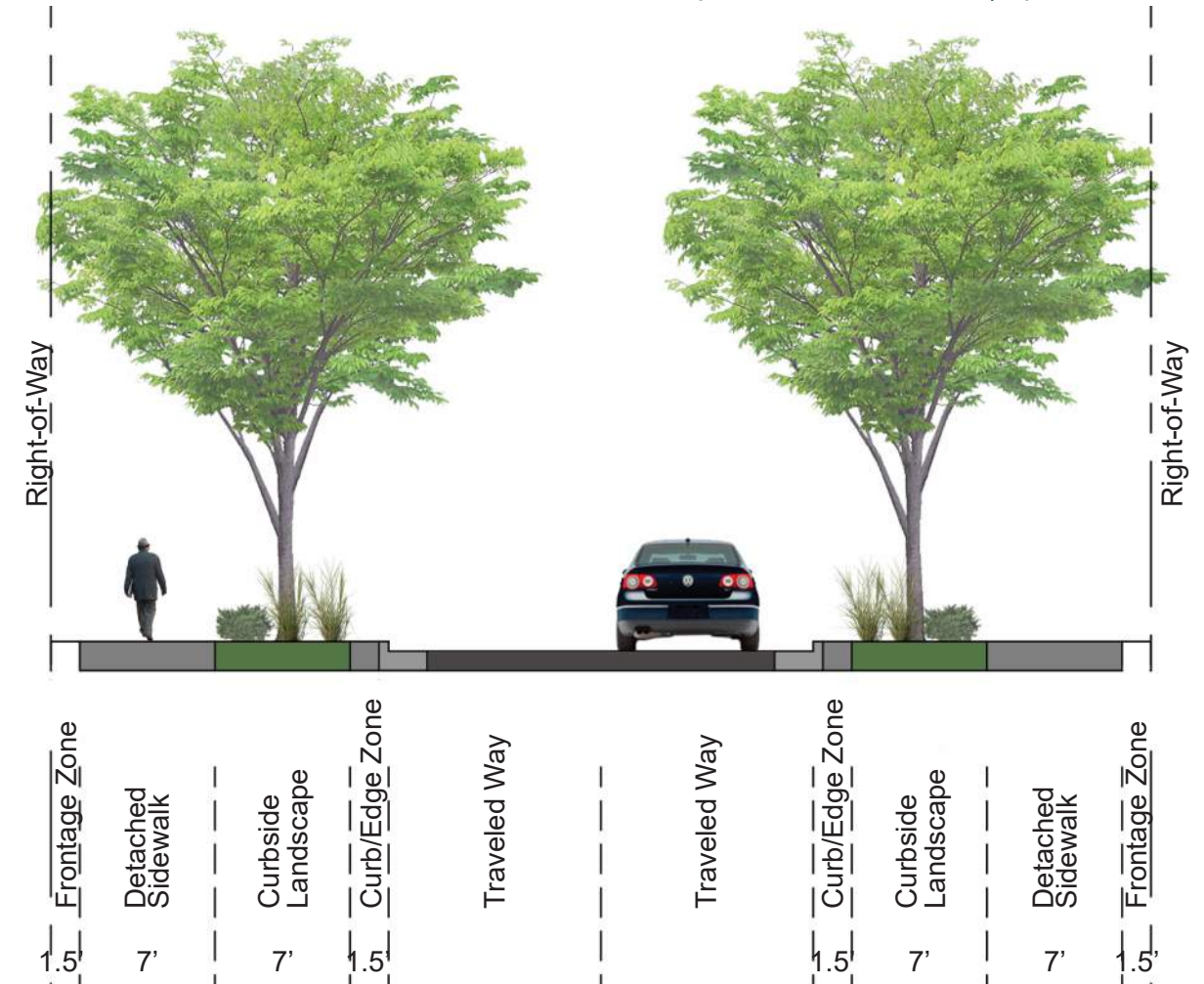
Street sections have been divided into five (5) zones per the City of Aurora Urban Street Standards. The roadside consists of the following zones:

- 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.

Section 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.

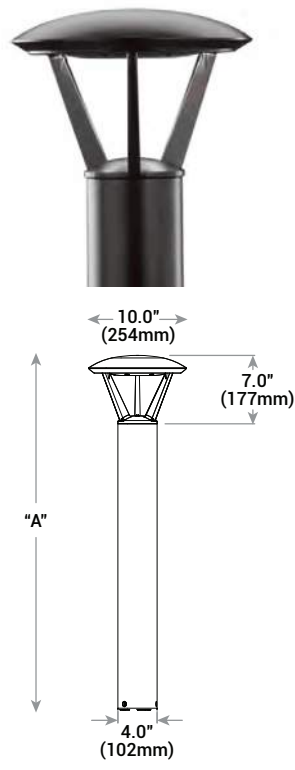
Table 1: Streetscape Lighting Standards

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



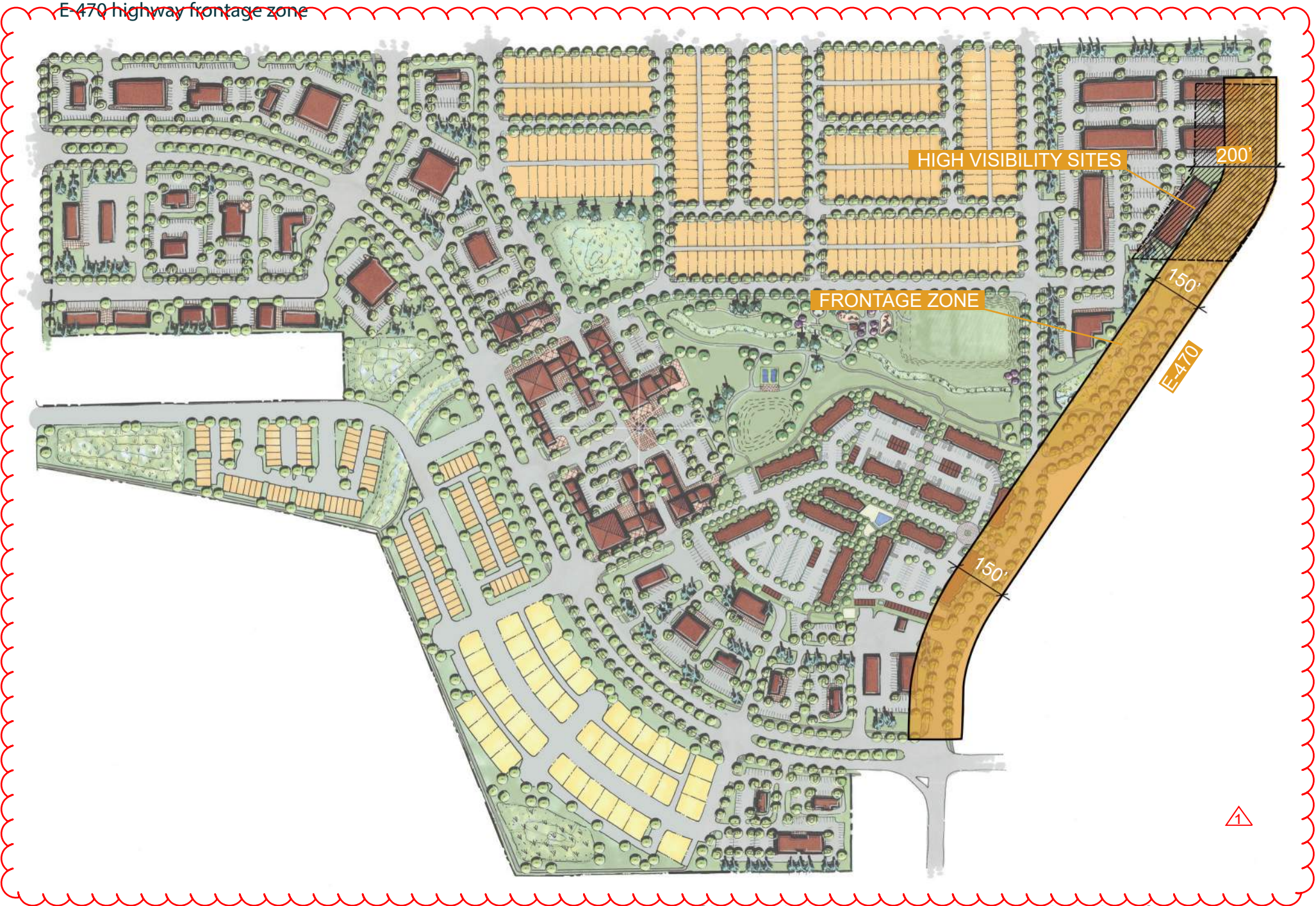
Planters

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 Val dai 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



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.

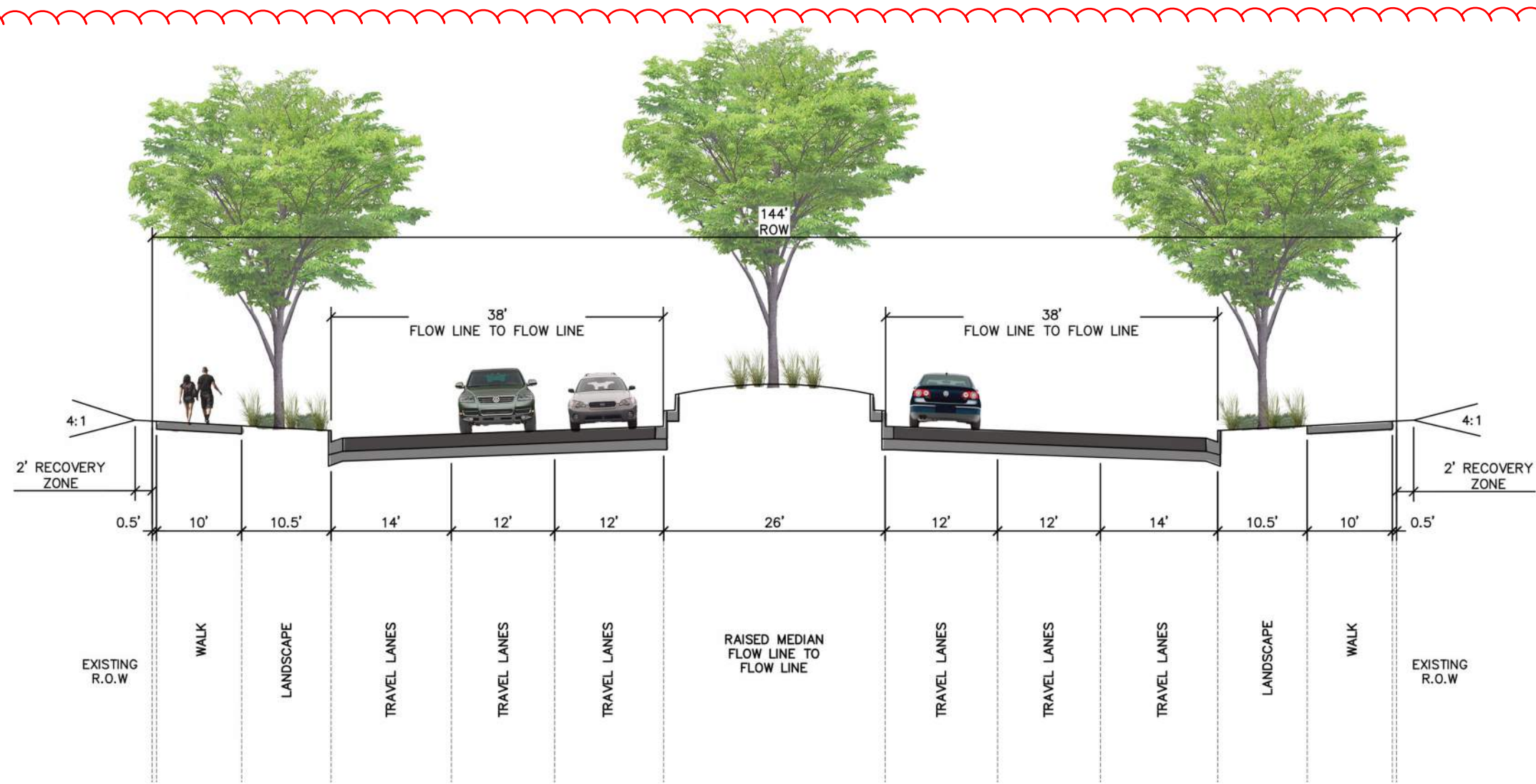


Table 2: Stephen D Hogan Dimensional Standards

STREET SECTION		
FEATURE	WIDTH	COMMENTS
Right-of-Way	144'	
Travel Lanes	12'	
Left-Hand Turn Lanes	N/A	
Parking	Not Permitted	
Sidewalk	10'	Add 0.5' behind back of walk.
Curbside Landscape	10.5'	
Median	26'	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	To be defined at the civil plan level	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	To be defined at the civil plan level
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	<div style="border: 2px solid red; border-radius: 50%; padding: 10px; display: inline-block;"> Shade tree spacing: 40' O.C. Ornamental tree spacing: </div> 25' O.C. with a maximum of 25% of total street trees. <div style="color: red; font-weight: bold; font-size: 1.5em; margin-left: 10px;">1</div>
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

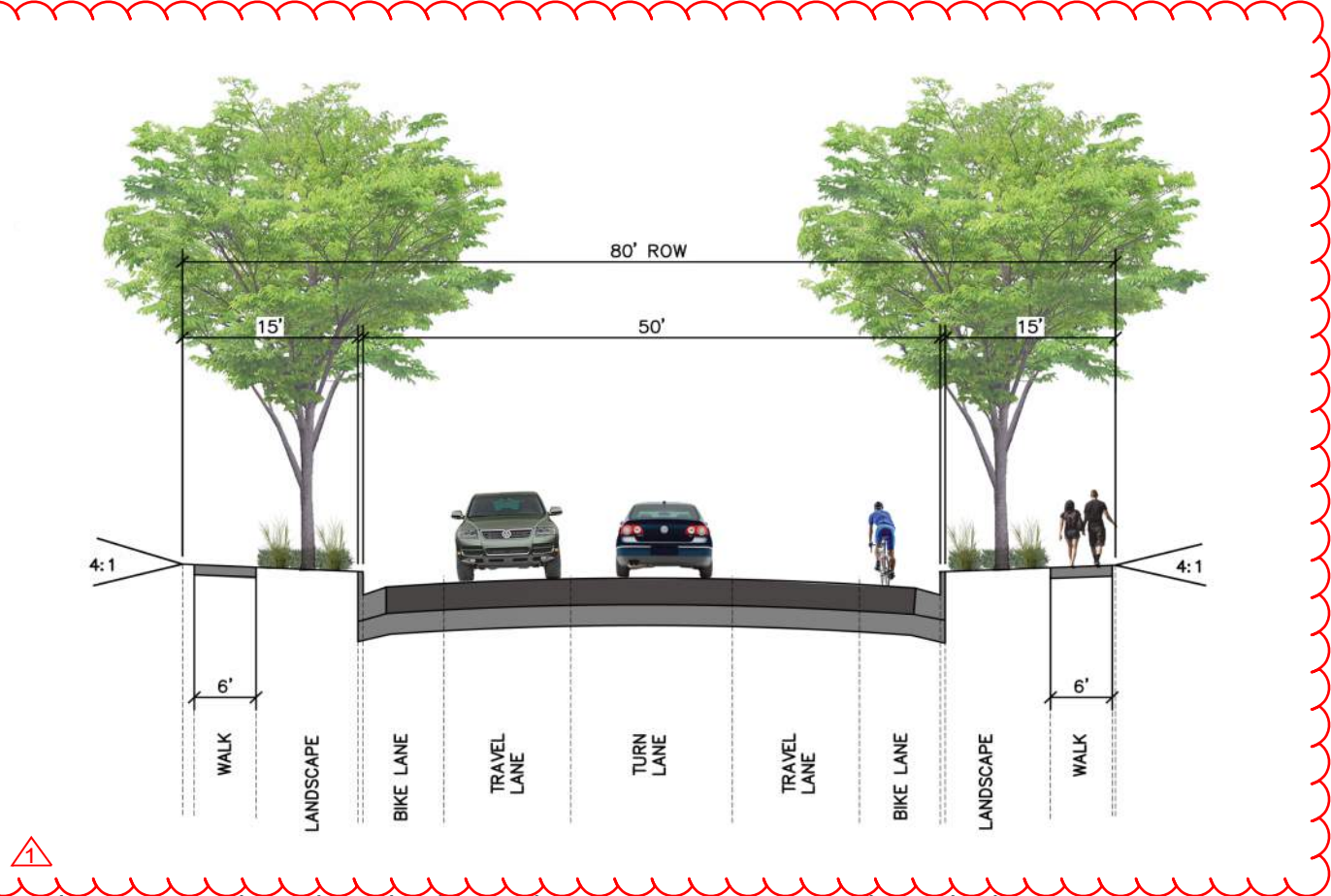


Table 4: Crossroads Boulevard/Valdai and Rome Street Dimensional Standards

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	15'	Includes sidewalk

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

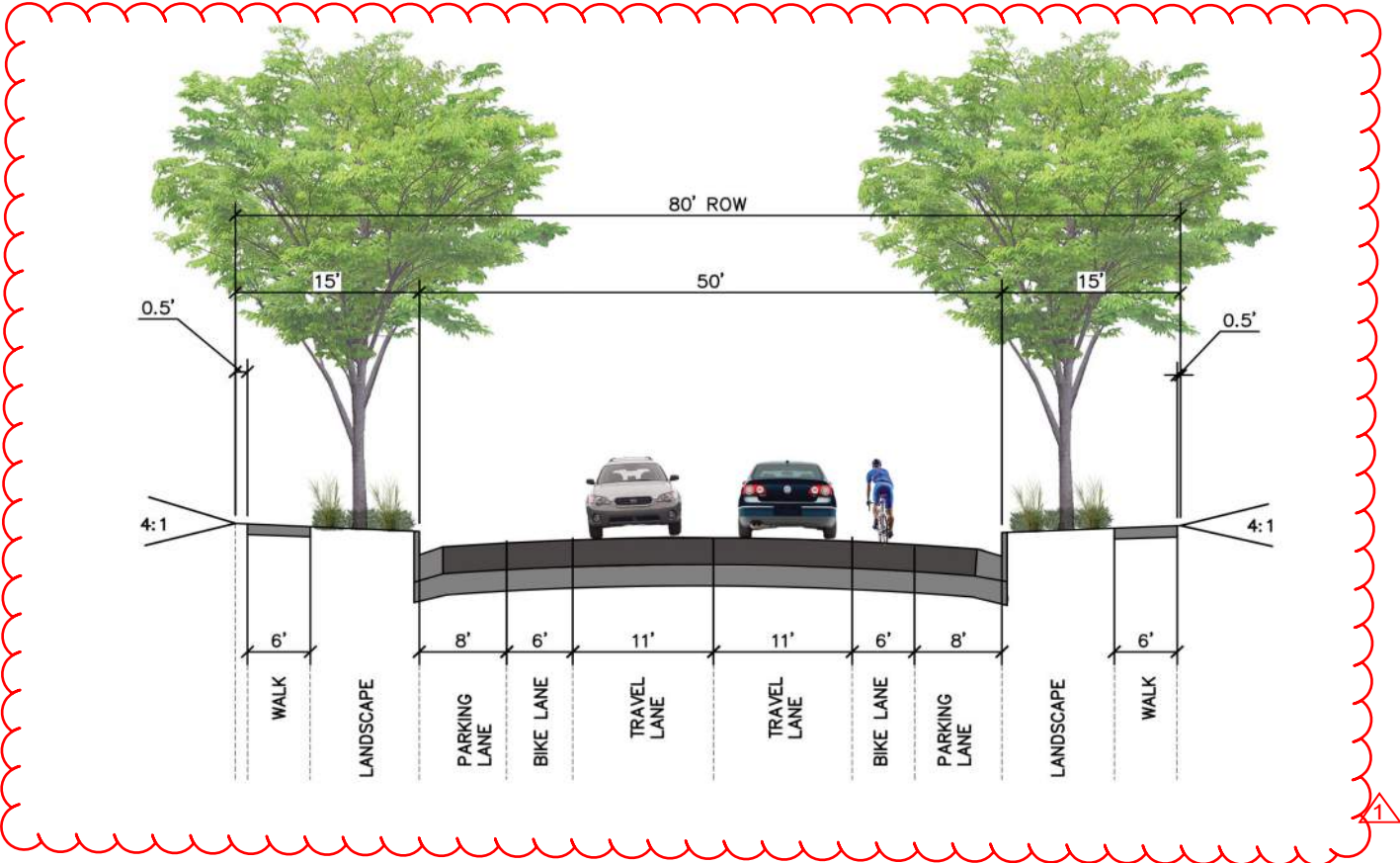


Table 6: 2-Lane Collector Dimensional Standards

STREET SECTION		
FEATURE	WIDTH	COMMENTS
Right-of-Way	80'	
Travel Lanes	11'	
Left-Hand Turn Lanes	N/A	
Parking	8'	
Bike Lane	6'	
Sidewalk	6'	Add 0.5' behind back of walk.
Curbside Landscape	15'	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	To be defined at the civil plan level
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

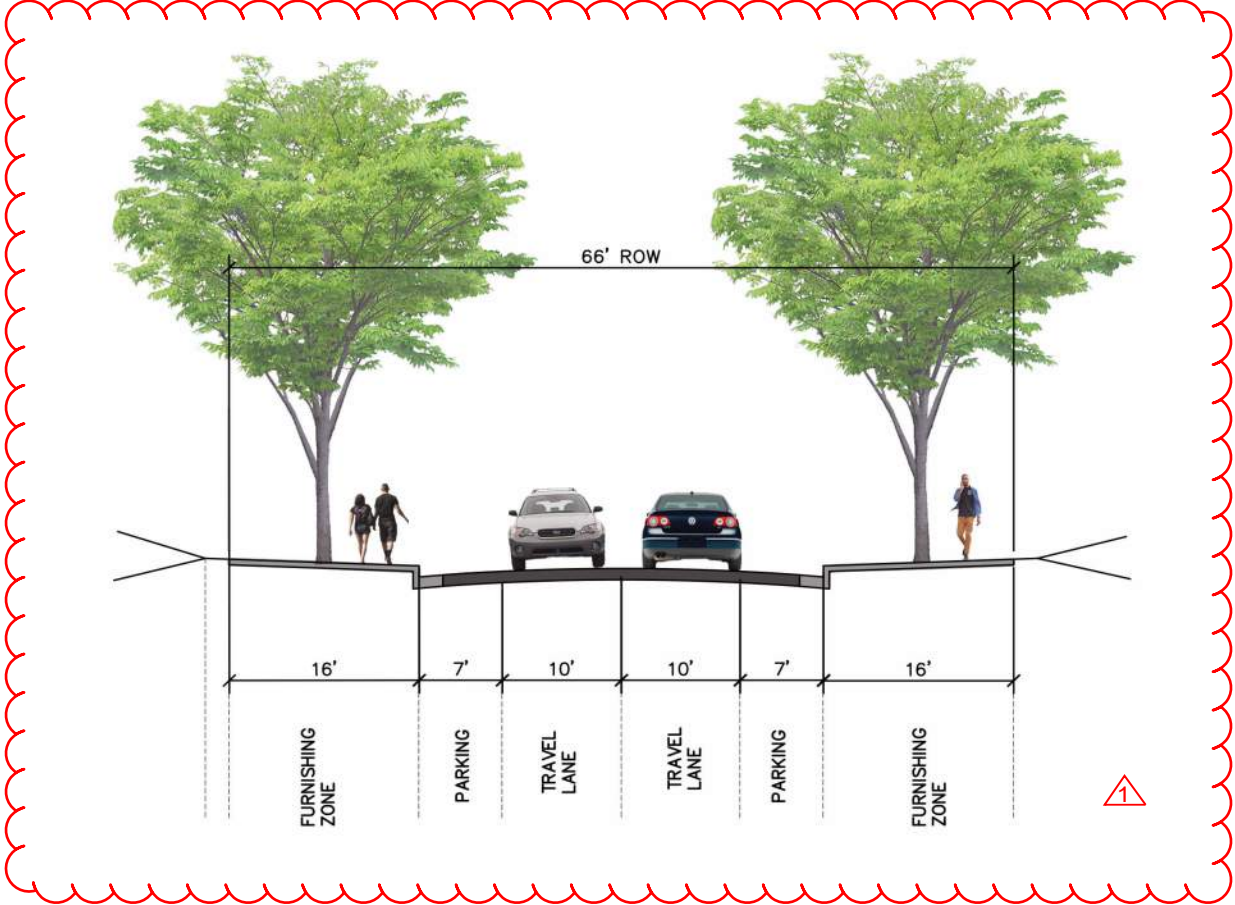


Table 9: Walkable Mainstreet Landscape Standards

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	To be defined at the civil plan level	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.
- 3. Pedestrian crossings shall provide visibility for both vehicular and pedestrian traffic.

Section F: Type 3 Local

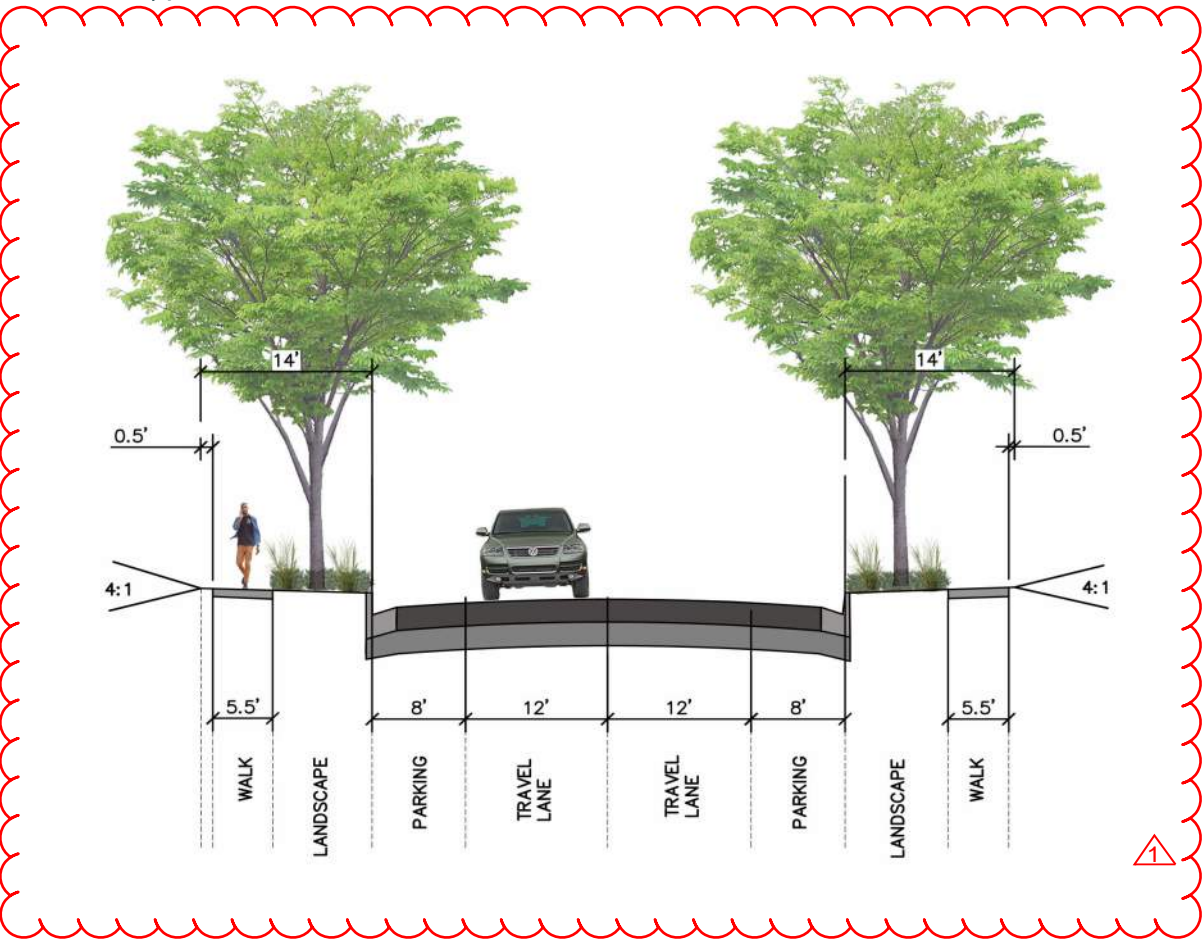


Table 10: Commercial Local Streets Dimensional Standards

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	To be defined at the civil plan level
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.

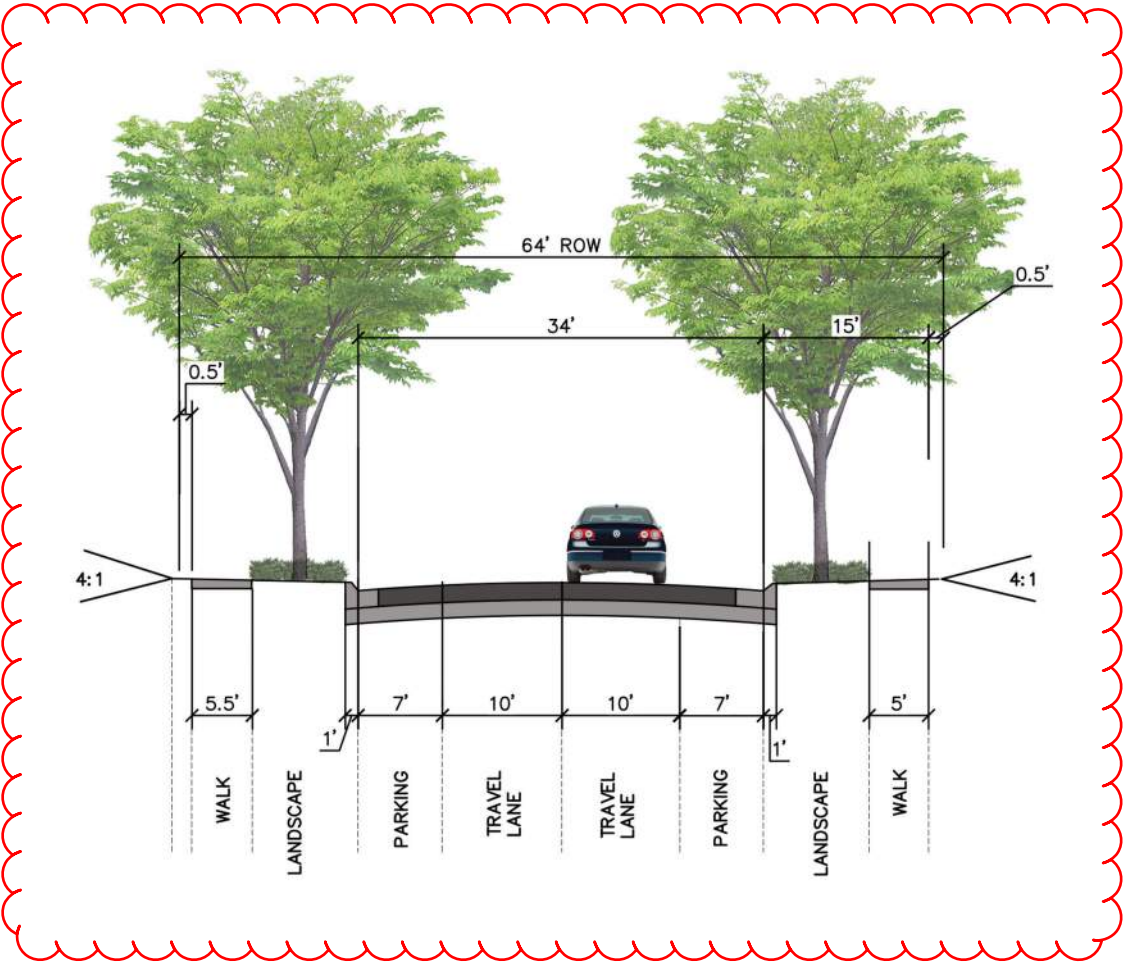
Table 12: Local Streets Dimensional Standards

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	To be defined at the civil plan level
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.

Section G: Type 1 Local



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 the City of Aurora.
- 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.

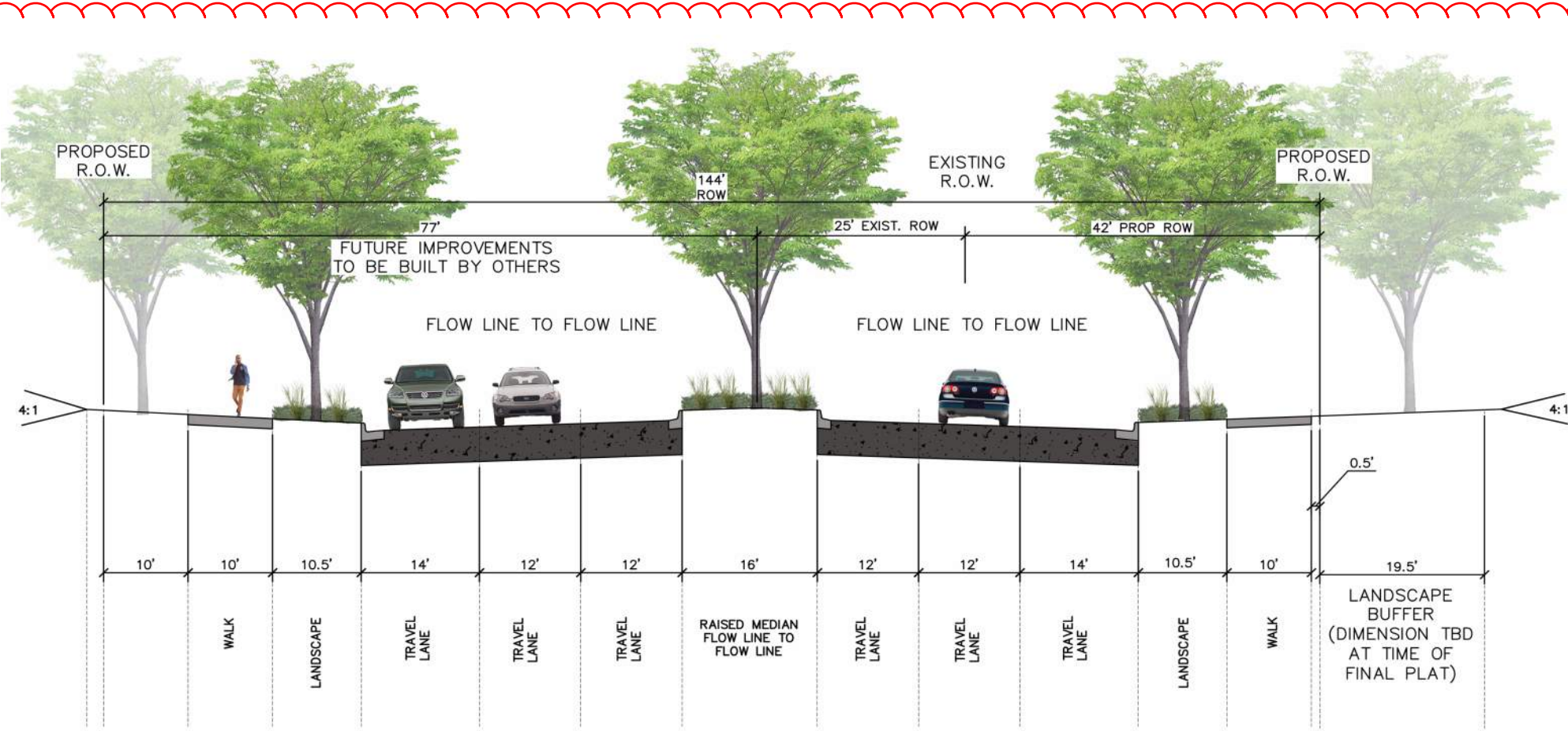
6TH AVENUE

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.

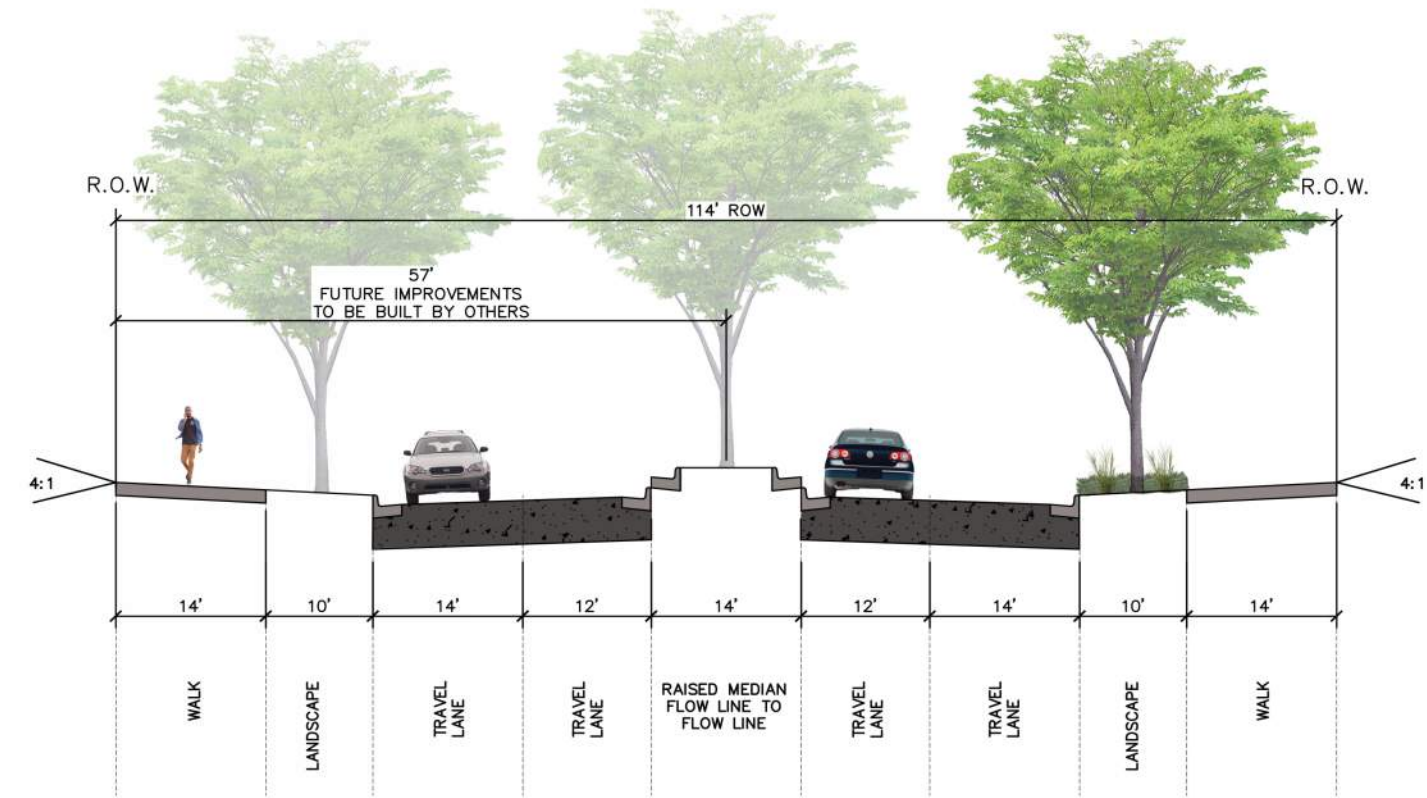
DESIGN STANDARDS

- 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.

Section H: Picadilly Road Street Section - North of Stephen D. Hogan Parkway



Section H: Picadilly Road Street Section - South of Stephen D. Hogan Parkway



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

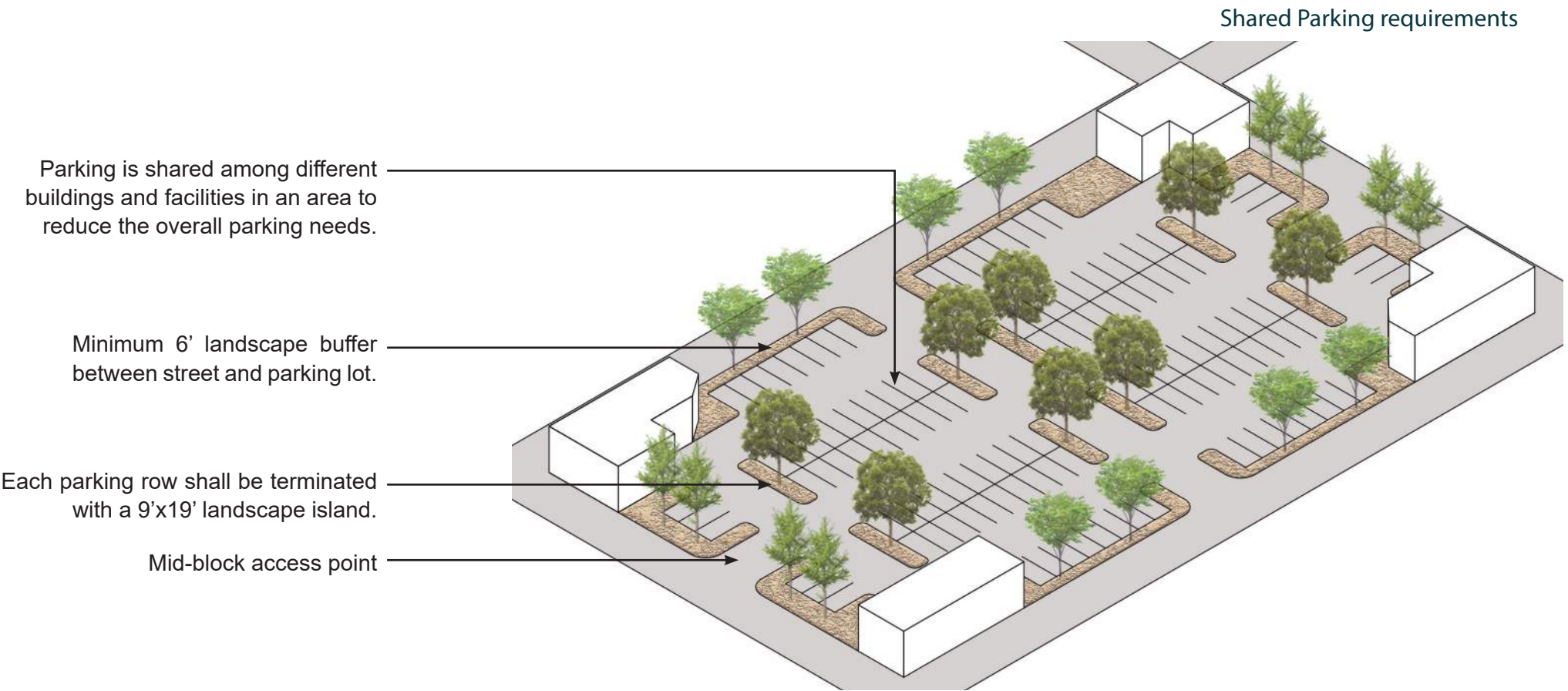
Intent: Where possible, surface parking should be minimized. Surface parking will be located in close proximity to the front door, but spread reasonably around each building. Small surface parking lots (less than 100 spaces) are intended to have ample landscaping to provide shade and screening. Larger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