

ALAMEDA DRIVE - AMENDMENT SUMMARY

VISION: ALAMEDA DRIVE SEAMLESSLY BLENDS DYNAMIC GROUND FLOOR RETAIL WITH INNOVATIVE ARCHITECTURE, CREATING AN INVITING PEDESTRIAN-FRIENDLY ENVIRONMENT. THE URBAN AMENITY ZONE IS DESIGNED TO ENHANCE THE STREETScape, ENCOURAGING LIVELY INTERACTIONS AND FOSTER A SENSE OF COMMUNITY. BY HARMONIZING BUILDING FACADES WITH PUBLIC AREAS, ALAMEDA DRIVE BECOMES THE SIGNATURE ENTRY POINT FOR METRO CENTER BY CELEBRATING CONNECTIVITY, ENGAGING THE SENSES, AND INSPIRING A BUSTLING ATMOSPHERE WHERE PEOPLE GATHER, SHOP, AND EXPLORE.

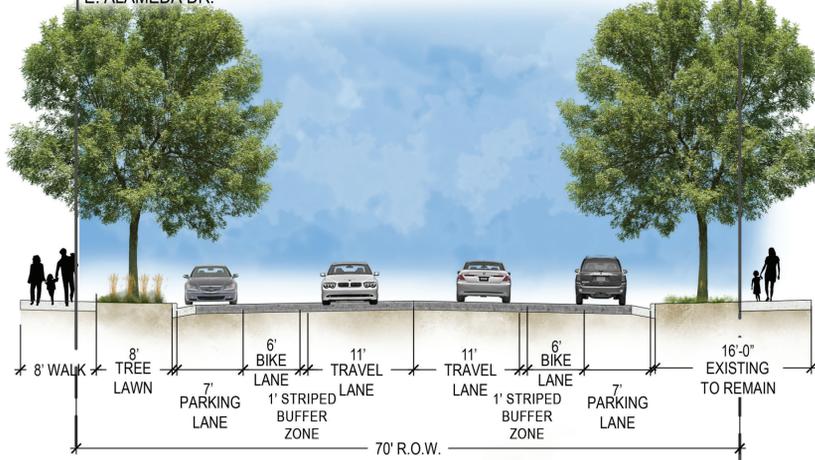
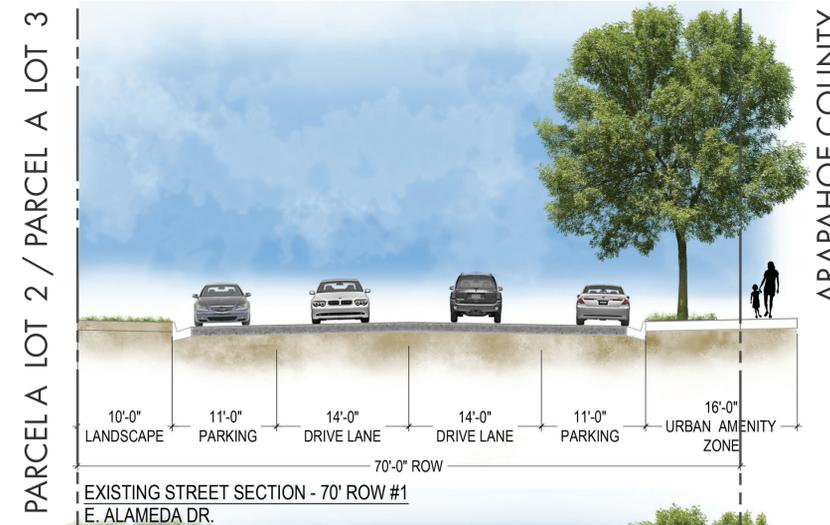
KEY CHARACTERISTICS - AMENDMENT

1. E. Alameda Dr. Characterized as **Primary Street** within Metro Center
2. Existing tree canopy and streetscape on east side will be preserved
3. 8' min sidewalk width
4. Limited Curb Cuts
5. On Street Parking
6. Urban Amenity Zone (between back of curb and ROW, on the west side **and shall include the additional ~ 8' of public realm as shown in the street section**) All furnishings to be Tier 2. See Section 3.4. Minimum 6' through way must be maintained.
7. Bike racks - 4 per block street frontage
8. Trash Receptacles - 2 per block street frontage
9. Benches - 2 per block street frontage
10. Trees - Shade trees 30-40' o.c. min in 5x15' planting zones.
11. In PA-A2, 80% of the **Alameda Dr.** property line will consist of the primary building envelope(s), of which 80% of the primary building envelope(s) will consist of storefronts/building transparency setback no further than the western edge of the Alameda Drive Urban Amenity Zone. Applies to the western side of Alameda Dr. only.
12. In PA-A2 a minimum of 80% of the frontage of developable land area along **Alameda Drive** that is not allocated for storm water drainage/ water quality facilities in Planning Area A-2 will consist of building frontage storefronts/ building transparency. Building location will be no further back than the maximum front setback of 10 feet." This percentage will be provided where functionally appropriate, i.e. exclusive of Fire rooms, ingress/egress, etc. essential to meet building code requirements. **The setback location along Alameda Dr. shall start at the edge of the additional public realm shown in section 3.2.7. Note there may be a need for setback exceptions where there are additional main street enhancements along Alameda Dr. These exceptions will be determined at time of site plan.**
13. Building frontages shall "wrap the corners" of PA-A2 either through architecture or as an extension of the public realm from the building façade to the street, no less than 60' from the corner of the building.
14. Windows or non-opaque materials shall be provided to satisfy the transparency requirement, except where a transparency alternative is permitted.
15. The long- side of buildings should be generally parallel with the primary street.
16. Building entry plazas are encouraged and should enhance the public realm design.

KEY CHARACTERISTICS - ORIGINAL MASTER PLAN

1. E. Alameda Dr. Characterized as Secondary Street within Metro Center
2. Existing tree canopy and streetscape on east side will be preserved
3. 8' min sidewalk width
4. Limited Curb Cuts
5. On Street Parking
6. Urban Amenity Zone (between back of curb and ROW, on the west side). All furnishings to be Tier 2. See Section 3.4. Minimum 6' through way must be maintained.
7. Bike racks - 4 per block street frontage
8. Trash Receptacles - 2 per block street frontage
9. Benches - 2 per block street frontage
10. Trees - Shade trees 30-40' o.c. min in 5x15' planting zones.
11. In PA-A2, 80% of the Dawson Street property line will consist of the primary building envelope(s), of which 80% of the primary building envelope(s) will consist of storefronts/building transparency setback no further than the western edge of the Alameda Drive Urban Amenity Zone.
12. In PA-A2 a minimum of 80% of the frontage of developable land area along Dawson Street that is not allocated for storm water drainage/ water quality facilities in Planning Area A-2 will consist of building frontage storefronts/ building transparency. The building frontage percentage is defined as the habitable buildable area frontage not including code required code required components for example, not limited to, fire control rooms, exit stair towers, structural lateral systems, water or utility entry rooms essential to meet building code requirements. Building location will be no further back than the maximum front setback of 10 feet.
13. Building frontages shall "wrap the corners" of PA-A2 and PA-A3, either through architecture or as an extension of the public realm from the building facade to the street, no less than 60' from the corner of the building.
14. Windows or non-opaque materials shall be provided to satisfy the transparency requirement, except where a transparency alternative is permitted.
15. The long- side of buildings should be generally parallel with the primary street.
16. Building entry plazas are encouraged and should enhance the public realm design.

1 PROPOSED 70' ROW



DAWSON PROMENADE - AMENDMENT SUMMARY

VISION: DAWSON PEDESTRIAN PROMENADE IS A VIBRANT AND INTERCONNECTED CORRIDOR THAT ENHANCES THE PEDESTRIAN AND BICYCLES JOURNEYS FROM THE ALAMEDA PARKWAY TUNNEL TO KEY DESTINATIONS, INCLUDING THE RTD'S AURORA METRO CENTER STATION, CITY OF AURORA GOVERNMENT CAMPUS, AND METRO CENTER. THIS PROMENADE WILL EMBODY A UNIQUE SENSE OF PLACE, THOUGHTFULLY DESIGNED TO INTEGRATE WITH ADJACENT PLAZAS AND PARKS, FOSTERING A COHESIVE AND INVITING ENVIRONMENT. DIVERSE SITE FURNISHINGS, AMPLE SEATING, AND ENHANCED LIGHTING TRANSFORM THE SPACE INTO A DYNAMIC HUB FOR COMMUNITY GATHERINGS, FESTIVALS, FOOD TRUCK EVENTS, AND MORE. WHICH ENCOURAGES PEDESTRIAN AND BIKE ACTIVITY WHILE CELEBRATING THE SPIRIT OF CONNECTION AND COLLABORATION.

KEY CHARACTERISTICS - AMENDMENT

1. Proposed Conceptual Amenities

- Multi-Modal Pedestrian Transportation with **Designated, Painted Bike Lane**
- Enhanced Hardscape to include **drivable softscape where applicable for fire access.**
- Enhanced Site Furnishings
- Enhanced Pedestrian Lighting
- Bike Racks, **Repair Stations**, and Pet Pickup Stations
- Streetscape Character shall be designed to create unique sense of place and tie into adjacent plaza and park spaces for a cohesive connection between the thoroughfare and larger gathering areas.
- **Festival Street**
- **Public Art**
- **Varied Seating Options**
- Trees: Deciduous shade trees 30-40' o.c. min. planted in 5' x 15' minimum planting zones
- Landscape: Urban landscape that meets or exceeds the City's urban streetscape standards
- Tier 2 pedestrian lighting

Dawson Pedestrian Promenade is 66 feet wide to allow for flexibility of future development opportunities.

KEY CHARACTERISTICS - ORIGINAL MASTER PLAN

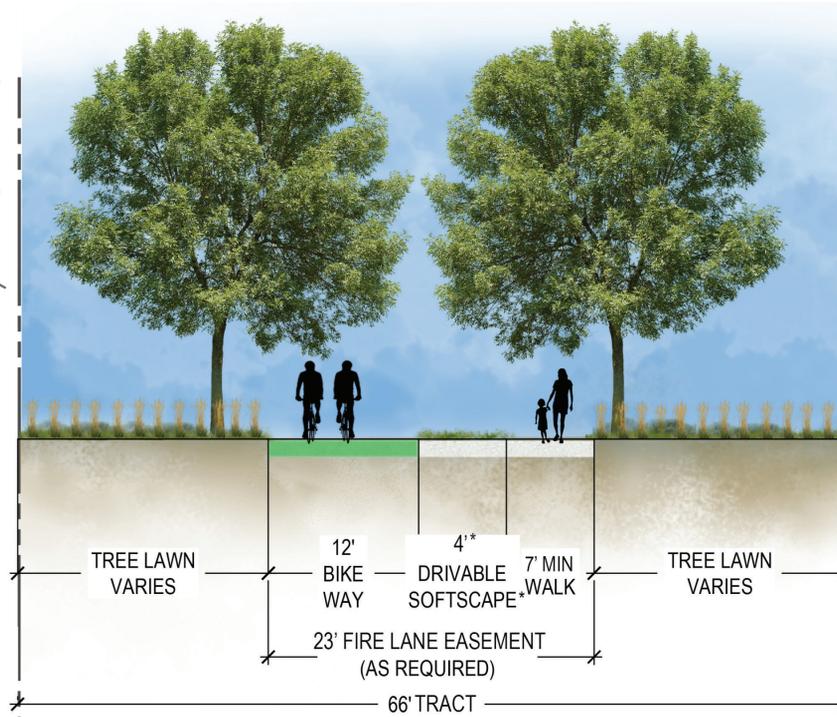
1. Proposed Conceptual Amenities

- Multi-Modal Pedestrian Transportation between main park
- Bike Racks and Pet Pickup Stations
- Enhanced Streetscape Character (landscape and hardscape) that ties into adjacent plaza and park spaces.
- Enhanced Pedestrian lighting
- Enhanced Site Furnishings

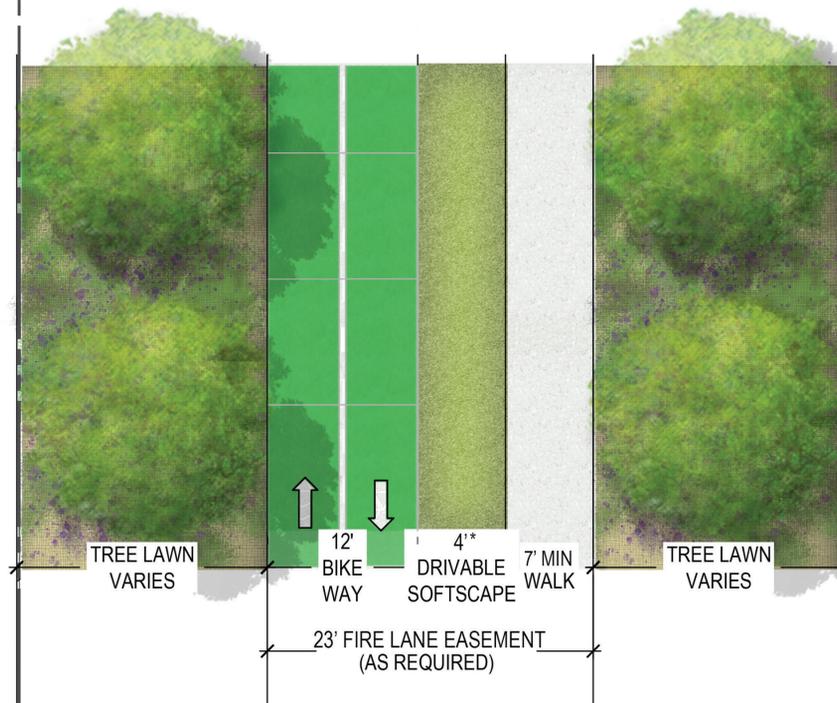


① 66' TRACT

RTD / PARCELA LOT 1



PARCELA LOT 3 / PARCELA LOT 2



PROPOSED PLAN VIEW - 66' TRACT
DAWSON PEDESTRIAN PROMENADE

*DRIVABLE SOFTSCAPE REFERS TO GRASSPAVE OR SIMILAR PRODUCT SO LONG AS IT MEETS APPLICABLE REQUIREMENTS FOR FIRE APPARATUS AS DEFINED IN THE CITY OF AURORA'S ROADWAY DESIGN AND CONSTRUCTION SPECIFICATIONS MANUAL. TO BE APPROVED AT TIME OF SITE PLAN.



DAWSON PLAZA AND METRO CENTER PLAZA WEST SUPS - AMENDMENT SUMMARY

VISION: DAWSON AND METRO CENTER WEST PLAZAS HELP CREATE AND ENHANCE VIBRANT, INTERCONNECTED SPACES THAT FOSTER COMMUNITY CONNECTIVITY AND ENCOURAGE PEDESTRIAN ACTIVITY. THESE PLAZAS WILL SERVE AS ESSENTIAL HUBS, SEAMLESSLY LINKING KEY TRAILS AND ENHANCING THE SENSE OF PLACE. WITH FEATURES SUCH AS GATHERING AREAS, PATIOS, EVENT LAWNS, AND URBAN PLAY AMENITIES, THE PLAZAS WILL CREATE INVITING ENVIRONMENTS THAT INSPIRE SOCIAL INTERACTION AND CREATIVITY. THOUGHTFULLY INTEGRATED BIKE AMENITIES, PET STATIONS, SHADE STRUCTURES, AND PUBLIC ART WILL ENRICH THE EXPERIENCE, WHILE OUTDOOR GAMING AREAS, LAST MILE TRANSIT OPTIONS, AND FOOD TRUCK PARKING WILL ACTIVATE THE SPACE. ENHANCED PAVING, LIGHTING, AND LANDSCAPING WILL CREATE A WELCOMING ATMOSPHERE AND BECOME A CATALYST FOR COMMUNITY ENGAGEMENT AND CELEBRATION.

KEY CHARACTERISTICS - AMENDMENT

1. Proposed Conceptual Amenities

- Mixed use Plaza and Gathering areas
- Patios
- Event Lawns
- Water Feature **(note- no longer allowed)**
- Urban Play Amenity
- Bike Racks and Pet Stations
- Shade Structures
- Public Art
- Outdoor Gaming Areas
- Last Mile Transit and Uber/Lyft Stations
- **(Festival Street moved to Dawson Promenade)**
- Food Truck Parking
- Enhanced Paving and Lighting
- Enhanced Landscaping
- Varied Seating Options

KEY CHARACTERISTICS - ORIGINAL MASTER PLAN

1. Proposed Conceptual Amenities

- Mixed use Plaza and Gathering areas - 70' average width
- Restaurant Patios
- Event Lawns
- Water Feature
- Urban Play Amenity
- Bike Racks and Pet Stations
- Shade Structures
- Public Art
- Outdoor Gaming Areas
- Last Mile Transit and Uber/Lyft Stations
- Festival Street
- Food Truck Parking
- Enhanced Paving and Lighting
- Enhanced Landscaping
- Varied Seating Options



PA-A1 PARKING BUFFER - AMENDMENT SUMMARY

VISION: THE PARCEL A1 PARKING BUFFER WILL BE A LUSH, ENGAGING SPACE THAT BUFFERS PARKING FROM THE ADJACENT TRAIL AND GREENWAY. BY EXCEEDING CODE REQUIREMENTS WITH A 20% INCREASE IN LANDSCAPING WITHIN THE 25-FOOT BUFFER, WE WILL CREATE A VIBRANT GREEN CORRIDOR THAT PROMOTES ECOLOGICAL HEALTH AND VISUAL APPEAL. A 4-FOOT SOFT SURFACE TRAIL WITHIN THE BUFFER WILL PROVIDE ACCESS FOR THE PARKING, WHILE THOUGHTFUL BREAKS IN THE BUFFER WILL PROVIDE CONNECTIONS TO THE TRAIL AND GREENWAY AND WILL FEATURE SEATING AREAS THAT ALLOW USERS TO OVERLOOK INTO THE ADJACENT PARK AND PLAZA SPACES. THE GOAL IS TO FOSTER A HARMONIOUS RELATIONSHIP BETWEEN THE PARKING AREA AND THE TRAIL THAT ENHANCES THE OVERALL EXPERIENCE METRO CENTER'S GREEN SPACES.

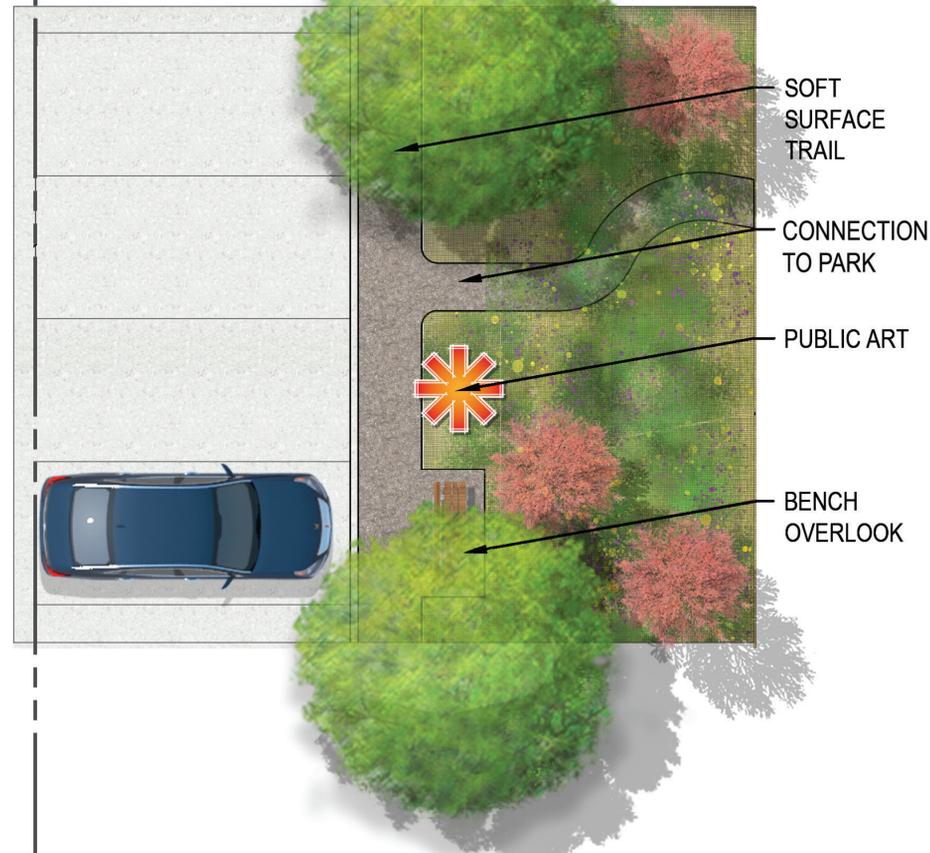
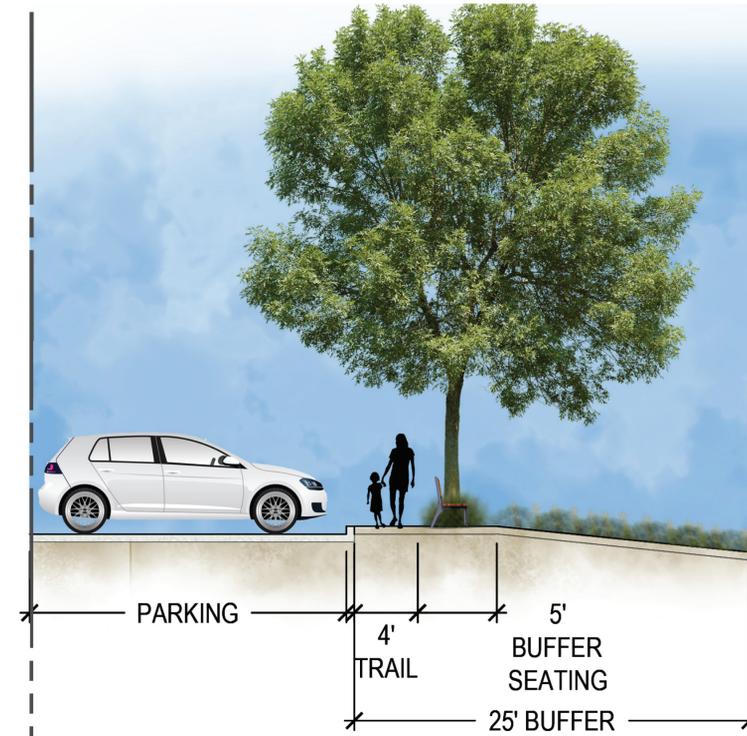
MINIMUM REQUIREMENT:

- 25' required buffer width
- 1 tree and 10 shrubs per 30 linear feet

SUMMARY OF MITIGATION FOR SURFACE PARKING

PROPOSED LANDSCAPE BUFFER ENHANCEMENTS ALONG BUFFER BETWEEN GREENWAY PARK AND PARCEL PA-A1.

- Maintain 25' required buffer width
- Increase plant requirements by 20%
- Provide 4' soft surface trail within buffer
- Provide breaks in buffer with seating to connect to the park space visually and physically where appropriate



PA-A2 PARKING - AMENDMENT SUMMARY

VISION: THE PARCEL A2 PARKING BUFFER WILL REDEFINE THE CONCEPT OF A BUFFER INTO AN ENGAGING SPACE THAT ENHANCES THE ENTRY EXPERIENCE TO METRO CENTER. THIS 10-FOOT-WIDE AREA WILL FEATURE A 3-4-FOOT MASONRY WALL ADORNED WITH CAPTIVATING PUBLIC ART, GOING ABOVE AND BEYOND MINIMUM REQUIREMENTS TO CREATE A BOLD, ICONIC ENTRY FEATURE. COMPLEMENTED BY LUSH LANDSCAPING, THIS DESIGN WILL NOT ONLY SOFTEN THE TRANSITION TO ALAMEDA PARKWAY BUT ALSO SERVE AS A DISTINCTIVE LANDMARK THAT REINFORCES METRO CENTER'S IDENTITY AND SENSE OF PLACE. BY INTEGRATING ART AND NATURE, WE WILL CULTIVATE AN INVITING ATMOSPHERE THAT CELEBRATES CREATIVITY AND COMMUNITY WHILE ENHANCING THE OVERALL AESTHETIC ALONG ALAMEDA PARKWAY.

MINIMUM REQUIREMENT:

- 10' minimum buffer from Alameda Ave.
- 3-4' masonry wall

SUMMARY OF MITIGATION FOR SURFACE PARKING:

- Limit the amount of surface parking to 4/1000 SF of retail/commercial development
- Masonry wall to integrate public art. Public art provided will be above and beyond that required for PA-A2
- Parking curb cut on Alameda Dr. no closer than 125' from Alameda Ave./ Parkway

A 25' sidewalk zone fronting the parking will be required if retail develops to allow for patio and outdoor dining space.

