

METRO CENTER

The art of living.

DESIGN STANDARDS AND GUIDELINES

May 29, 2024 | Amendment 2



CONTENTS

1 Vision	05
2 Site	17
3 Public Realm	27
4 Architecture	85
5 Signage	109
6 Art	113
7 DRC Process	135





VISION

1.1 Introduction

1.2 Guiding Principles

1.3 City Building

1.4 Purpose of Design Guidelines

1.5 Applicability

VISION



*ARTIST RENDERING IS CONCEPTUAL. DESIGN IS SUBJECT TO CHANGE. ALL SITE PLAN SUBMITTALS MUST COMPLY WITH APPLICABLE STATION AREA PLAN, UNIFIED DEVELOPMENT ORDINANCE AND DESIGN GUIDELINE REQUIREMENTS.

1.1 Introduction

Metro Center is a mixed-use transit-oriented development along Aurora’s R Line light rail, that will combine urban living with suburban benefits. It will feature a dynamic mix of modern residential, office, restaurant, hospitality and retail spaces. Metro Center’s pedestrian friendly planning will encourage safe and energetic interactions throughout the public realm to make it a signature destination in Aurora.

Metro Center is positioned to fit into the neighborhood context surrounded by regional retail on the west, neighborhood service retail on the east, civic facilities on the north, and residential on the south. In response, Metro Center will develop a mixed-use project to stitch together the neighborhood by combining elements of each of these adjacent land use types into a mixed-use master plan.

Metro Center will redefine traditional expectations with the promise of urban living in an unexpected suburban place. The combination of the master plan, architectural design guidelines and focus on public realm will guide the project to the successful identity that will be recognized throughout the city.

1.2 Guiding Principles

Metro Center is undertaking the design of its Master Plan as a pro-active vision to the changes that are coming rather than a reaction to crisis that has happened.

1.2.1 Flight to the Suburbs

Millennials are now forming families at a greater rate since the Baby Boomer generation even though at a slightly older age. Affordability of housing and availability of schools were prompting a shift to the suburbs over the last 4 years. Metro Center is planned in the image of a walkable mixed-use

transit community the city centers such as downtown Denver embodies, while providing the affordability and safety of suburban real estate values.

1.2.2 Technology

Business and commerce have produced a need for flexibility that will allow employees to work, shop, and play at hours that are tailored for each individual. **Metro Center will respond by providing a Total Workplace Ecosystem that allows different building types and spaces to support convenience, function and well-being. All buildings withing the Metro Center project will provide access to work and technology.**

1.2.3 Workplace Flexibility

Flexibility, cost efficiencies and reduced commute times are all forcing business to re-think the traditional single central core office location. Hub and spoke business strategies will drive office “nodes” in suburban locations while maintaining a presence in downtown. Metro Center will create high-quality office as part of the Total Workplace Ecosystem that integrates the entire mixed-use Master Plan. Office buildings may trade density for workplace safety that result in lower density single tenant buildings in the first generation of development.

1.2.4 Online Retail vs. Brick & Mortar Retail

Retail is undergoing dramatic changes as the move towards online shopping accelerates. At the same time retail delivery has increased, changing how brick and mortar stores find market share. Meanwhile, as suburbs undergo an evolution to urbanized nodes, many of the amenities that Millennials grew to enjoy in downtown will need to occur in the suburbs. **Metro Center will combine a boutique grocery with right-sized experiential retail to create a sustainable retail asset base.**

VISION



LOOKING EAST FROM GREENWAY TRAIL TO PA-A2

*ARTIST RENDERING IS CONCEPTUAL. DESIGN IS SUBJECT TO CHANGE. ALL SITE PLAN SUBMITTALS MUST COMPLY WITH APPLICABLE STATION AREA PLAN, UNIFIED DEVELOPMENT ORDINANCE AND DESIGN GUIDELINE REQUIREMENTS.

1.2.5 Mobility

Metro Center can be influential to increase the ridership on the R Line by providing a destination for living and working that encourage easy access to nearby destinations such as Fitzsimons. In addition, the plan will accommodate last-mile transit with ride share locations located in the main plaza to encourage access to the surrounding neighborhood.

1.2.6 Diversity

The City of Aurora is defined by its diversity that bridges economic and racial boundaries. Metro Center will embrace this diversity by creating a range of economic options for the built assets to create opportunities for all income ranges and age groups. **The public realm will be designed as the egalitarian gathering places to promote social interaction from all walks of life.**

1.3 City-Building

1.3.1 First Generation & Second Generation City-building

Cities and neighborhoods evolve over time responding to changing market conditions, population increases and demographic shifts. Metro Center will grow organically, in two distinct periods called First Generation and Second Generation development. The master plan for Metro Center is designed to create the public realm and infrastructure to allow the community to grow over multiple generations. Site plans should be required to anticipate and document how first generation layouts can transform into second generation density and design.

1.3.2 First Generation City-building

The 1st Generation for this project is defined as any initial greenfield development activity that will occur on the property. This development will

take place in multiple phases on the various planning areas in the total land assemblage. The 1st Generation will probably extend over two successive real estate market cycles (7-10 years each). 1st Generation development will build the infrastructure and public realm necessary to support successive generational development.

1.3.3 Second Generation City Building

The 2nd Generation for this project is defined as the increase in density through additional development that expand on the assets already located there. This can be accomplished with multiple strategies including adding structured parking and additional buildings, adaptive re-use and additions to existing structures. As the community’s needs change over long periods of time, Metro Center will have the flexibility to accommodate new assets that fit into the overall established framework.

1.3.4 Phasing

Phasing is not to be confused with generational development and re-development. Phasing is the successive development of various assets within each generation. The primary reason for phasing is to deploy each project strategically to enhance the image and economic sustainability. Further phasing within each asset class (e.g. multi-family) will prevent internal lease-up competition which, in turn, forces lease rate reduction.

1.3.5 Land Planning Overview

The total property is currently 60 acres of vacant land subdivided into three Planning Areas (A, B, & C) that are separated by the existing Centrepont Drive and the Arapahoe County property. The master planned development, called Metro Center to coincide with the name of the RTD light rail station and also indicative the project’s place within the City of Aurora.

VISION

2



STRING-OF-PEARLS PARK VIEW

*ARTIST RENDERING IS CONCEPTUAL. DESIGN IS SUBJECT TO CHANGE. ALL SITE PLAN SUBMITTALS MUST COMPLY WITH APPLICABLE STATION AREA PLAN, UNIFIED DEVELOPMENT ORDINANCE AND DESIGN GUIDELINE REQUIREMENTS.

Metro Center’s master plan will subdivide the larger planning areas into smaller lots using streets and public spaces. Each of these smaller lots will respond to its respective design factors relative to both the internal connections and the bordering neighborhood context. Metro Center will develop the greater density immediately adjacent to the RTD light rail stop and stratify into lower densities further from the rail stop. The mixed-use project will include retail, commercial office, and diverse range of multi-family residential properties.

1.3.6 Public Realm “String of Pearls”

As the signature planning tool, Metro Center will utilize a variety of public realm techniques for placemaking, and to also stitch together the various planning areas and disparate land uses. **Metro Center will create a series of plazas, parks and gathering areas located throughout the development that are connected by landscaped pedestrian pathways, much like a string of pearls.**

The primary “string” is along the Dawson Pedestrian Promenade the main corridor of Metro Center. Enhanced streetscapes will provide comfortable pedestrian paths that will connect all of the planning areas within the Core Subdistrict. Secondary streets will branch out in smaller “strings” to connect the “pearls” of the plazas and parks. These “pearls” will range from active parks in residential lots to hardscaped plazas that enhance commercial uses to small surprise pocket parks and found spaces.

The feature Metro Center Plaza will exist on Planning Area A (PA-A) to serve both developed property and the RTD station area to activate the entire project with day-to-day uses as well as host events such as farmer’s markets, etc. This public space will serve as the focal point for the mobility hub for last mile transit from the RTD station to outlying neighborhoods and the project itself.

2

The primary park on Planning Area B (PA-B), Grand Vista Park will combine active play uses and passive features such as fountains with passive landscape areas that combine shade trees with open lawns. This signature park will provide passive spaces that will serve the surrounding office uses.

Small parks and plazas are a crucial element to the urban feel of the development. These provide the surprise of discovery and help break down the scale and mass of surrounding buildings. These parks will include curated art and, if planned correctly, can have more options for passive recreation opportunities.

1.3.7 Density & Height

An important component of Metro Center is balancing the appropriate density during the 1st Generation development with the ultimate build-out during the subsequent 2nd Generation development. Varying the density for different projects within Metro Center allows for multiple products with different rental rates which, in turn, promotes economic diversity. Building heights want to respond to the surrounding context without overwhelming the scale of the public realm.

1.3.8 Street Layout and Lot Size

The Metro Center master plan provides streets that subdivide the larger planning areas in smaller lots. The street layout matches the concept outlined in the 2015 City Center Zoning Overlay. They allude to smaller lots during individual site planning.

1.3.9 Parking

Metro Center will be strategic in how parking is deployed to meet the current 1st Generation development while creating the area and vision for 2nd Generation increases in density and assets. Mobility issues such as ride-share, driverless cars, and light rail transit will feature in the strategies that inform parking densities. Metro Center will consider peak hour/off hour parking uses to determine reduced and shared parking counts.

VISION

2



PLAZA CHARACTER IMAGERY

*ARTIST RENDERING IS CONCEPTUAL. DESIGN IS SUBJECT TO CHANGE. ALL SITE PLAN SUBMITTALS MUST COMPLY WITH APPLICABLE STATION AREA PLAN, UNIFIED DEVELOPMENT ORDINANCE AND DESIGN GUIDELINE REQUIREMENTS.

1.4 Purpose of Design Guidelines

Metro Center will utilize the Design Guidelines to help navigate the architectural vocabulary of the development. Art and architecture will be the dominate driver for the design language of the buildings. Unlike many design guidelines, Metro Center intends to provide overview concepts and materials, but avoid detailed design rules (i.e. percentage of masonry, etc.). However, this does not mean lower design expectations, but higher expectations while allowing architects more freedom to express.

These Design Guidelines are intended to guide builders, design professionals, property owners and other community members as they develop within Metro Center. As a reference document, these guidelines express the district’s desired vision and expectation regarding the design of future development. These guidelines do not promote or require adherence to a specific architectural style; rather to the general qualities that give Metro Center its unique appeal. Images are used to portray general character and quality of development. The guidelines and the design review process are not intended to stifle architectural creativity, nor to decrease or limit one’s use of property, nor is it intended to impose undue economic hardship on any property owner. The purpose is to strike a balance between providing flexibility in building design and to promote and assure a consistent design quality that embodies the Metro Center character.

1.5 Applicability

All construction, exterior renovation, site impacts, signage, and new or expanded outdoor use areas proposed within Metro Center are subject to these Standards and Guidelines. Each application is subject to design review by the Design Review Committee (DRC) and the City of Aurora.

1.5.1 Approval Criteria

All plans proposed within Metro Center must demonstrate consistency with the Aurora Comprehensive Plan, the purpose statement for the zone district(s) where the property is located, the use regulations in Article 146-3 for the zone district(s), the adopted Aurora City Center Urban Renewal Plan and all other adopted plans and policies of the City Council.

Metro Center (as well as the Town Center at Aurora, Aurora City Plan, and the Aurora Municipal Complex) is located in an Urban District Placetype. Urban Districts are critical to the economic and fiscal health of the city because they are centers of employment, culture, and activity. The Urban District Placetype calls for a mix of uses in an urban fabric which has a pedestrian- and bicycle-friendly environment. Primary land uses include multi-family residential development, restaurants, commercial retail, commercial service, office, and entertainment and arts districts. Through the City’s Aurora Places adoption, it was clearly determined by the community that this site should serve as the primary location within Aurora’s Downtown.

The Metro Center Master Plan is a mixed-use, urban, walkable TOD community that will be a hub for entertainment, retail, multi-family housing, hospitality, and commercial uses. The Metro Center Master Plan is consistent with the intent of the comprehensive plan, the City Code, and plans and policies adopted by City Council that apply to the site.

The Metro Center Master Plan and Design Guidelines provide a cohesive, connected and coordinated system of streets, trails, sidewalks, open spaces and infrastructure that are integrated into the surrounding area and does not create significant adverse impacts on the surrounding areas. The Metro Center Master Plan provides enhanced connectivity compared to what is currently existing on site, for both vehicles and pedestrians.

VISION

2



PLAZA CHARACTER IMAGERY

The Metro Center Master Plan improves and expands multi-modal transportation throughout the site. Bikeways and enhanced pedestrian areas are proposed, including a vibrant public realm that includes art, and a series of urban parks and plazas. Metro Center will be an urban, walkable community that brings urban energy to the suburbs.

*ARTIST RENDERING IS CONCEPTUAL. DESIGN IS SUBJECT TO CHANGE. ALL SITE PLAN SUBMITTALS MUST COMPLY WITH APPLICABLE STATION AREA PLAN, UNIFIED DEVELOPMENT ORDINANCE AND DESIGN GUIDELINE REQUIREMENTS.



S I T E

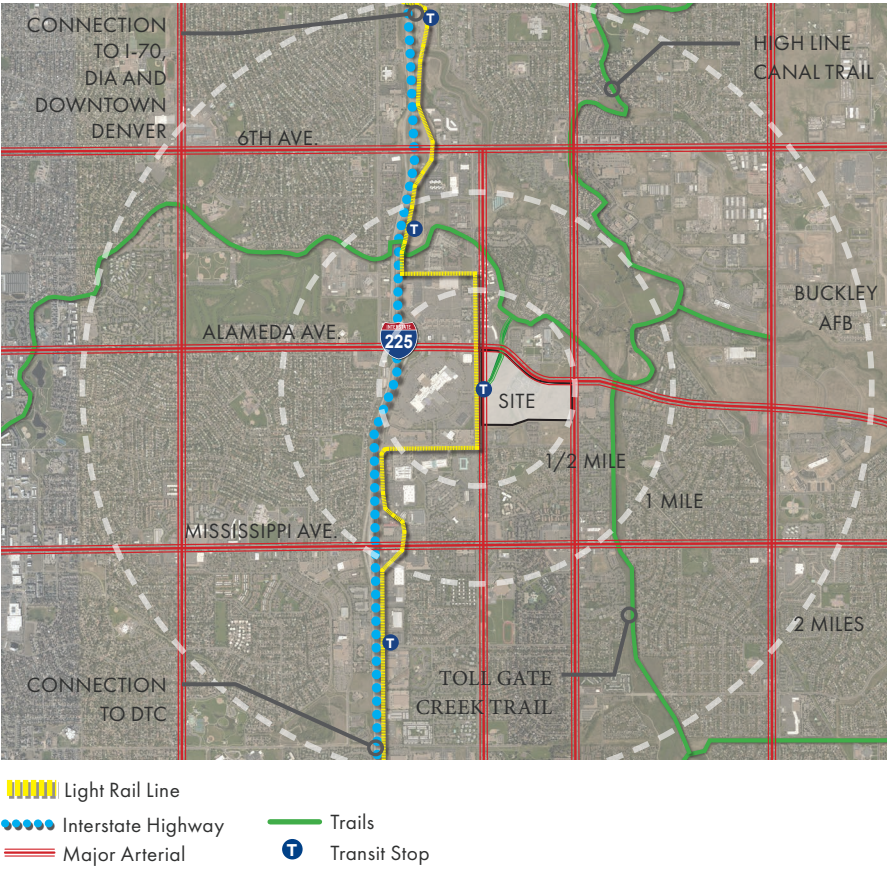
2.1 Site Context

2.2 Urban Design Framework

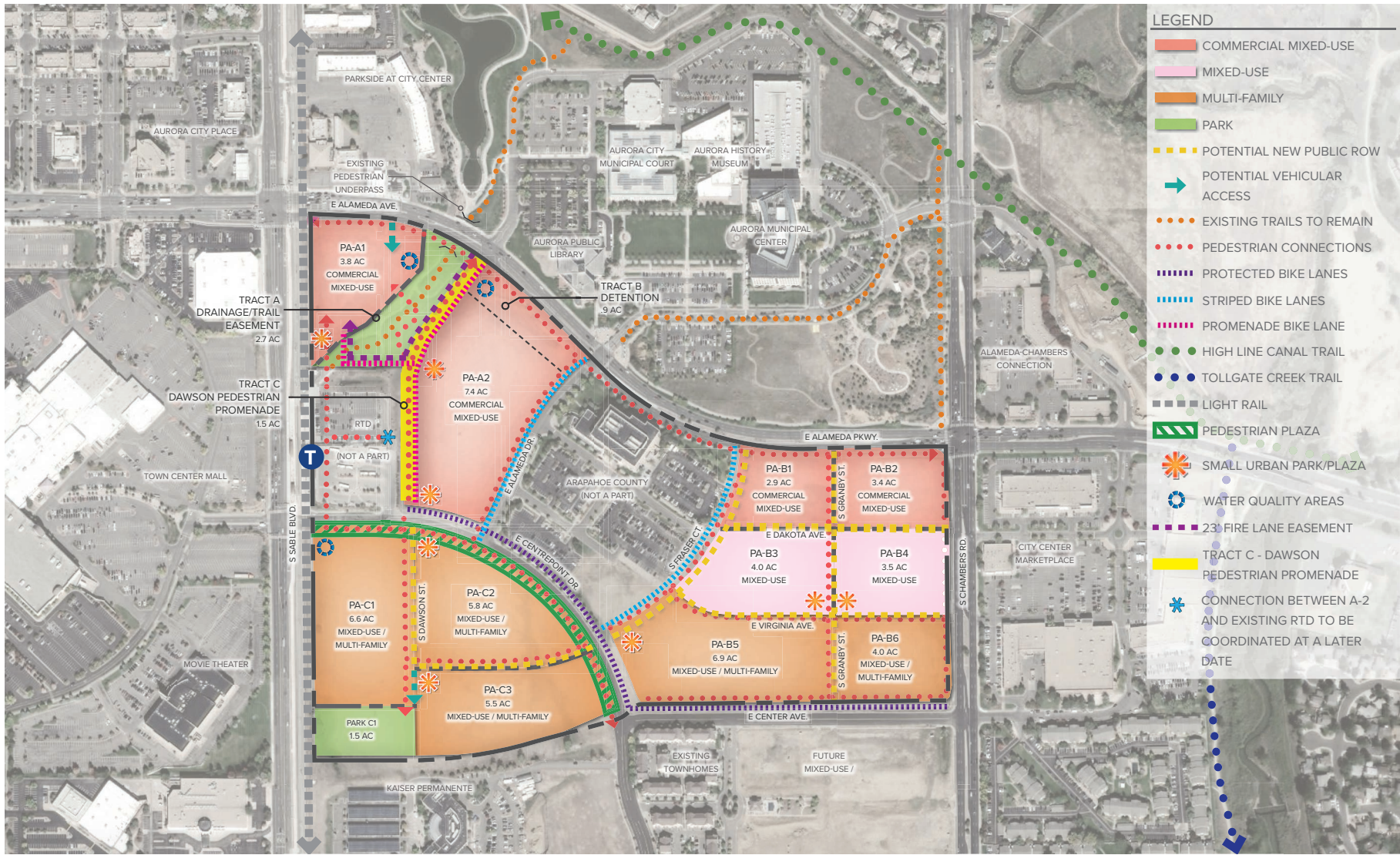
SITE

2.1 Site Context

Metro Center will be an urban mixed-use TOD that connects people to the urban lifestyle they love in a place connected to all of Aurora. The existing RTD R-Line Stop and Bus Transit Station connect Metro Center directly to the Fitzsimons Campus, Downtown Denver, Denver International Airport and numerous other destinations within Metro Denver.



The site is bordered by Alameda Ave./Pkwy. and the Aurora City Hall Campus to the north, the Aurora Town Center and S. Sable Blvd. to the west, S. Chambers Rd. and neighborhood retail to the east, and office and residential uses to the south. An existing Arapahoe County Municipal Building will also remain in the Northern Central portion of the site. The Metro Center land plan is mindful of this context when planning future land uses and urban design strategies to create a porous, safe, inviting public realm that connects adjacent neighborhoods as well as the extended community that is connected by the TOD station.



*Permitted land uses within the Master Plan parcels may change without amendment to this Master Plan so long as they adhere to the requirements of the Permitted Use Table within the UDO.

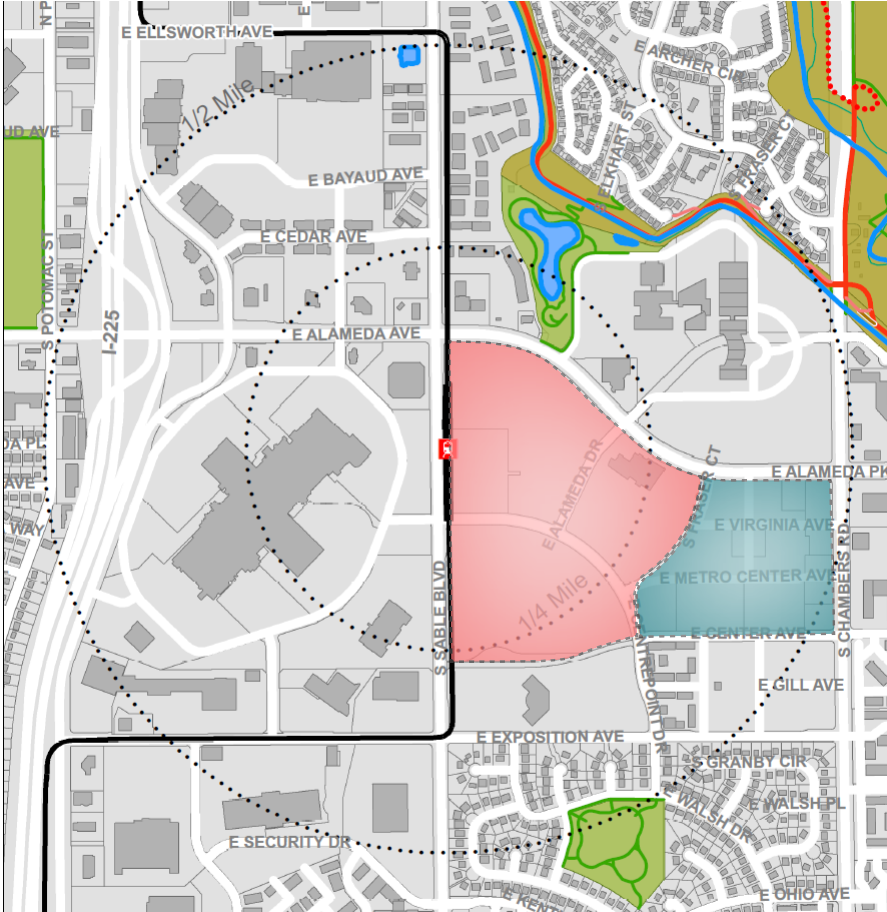
CONCEPTUAL MASTER PLAN

SITE

The site is zoned Mixed-Use Transit Oriented Development (MU-TOD) and has two subdistricts Core and Edge. According to the Aurora Unified Development Code the:

Core Subdistrict is “adjacent to the rail station or other high capacity transit service station, and generally extends no more than one-quarter mile from the station. It includes high intensity businesses and high density residential uses. The variety of uses is greater than the other subdistricts, and may include civic and entertainment uses.”

Edge Subdistrict “lies between, and creates a transition in building height, development density, and range of uses between the Core subdistrict and the adjacent non-TOD developments and neighborhoods. This subdistrict contains mixed-use development, but is primarily characterized by residential uses.”

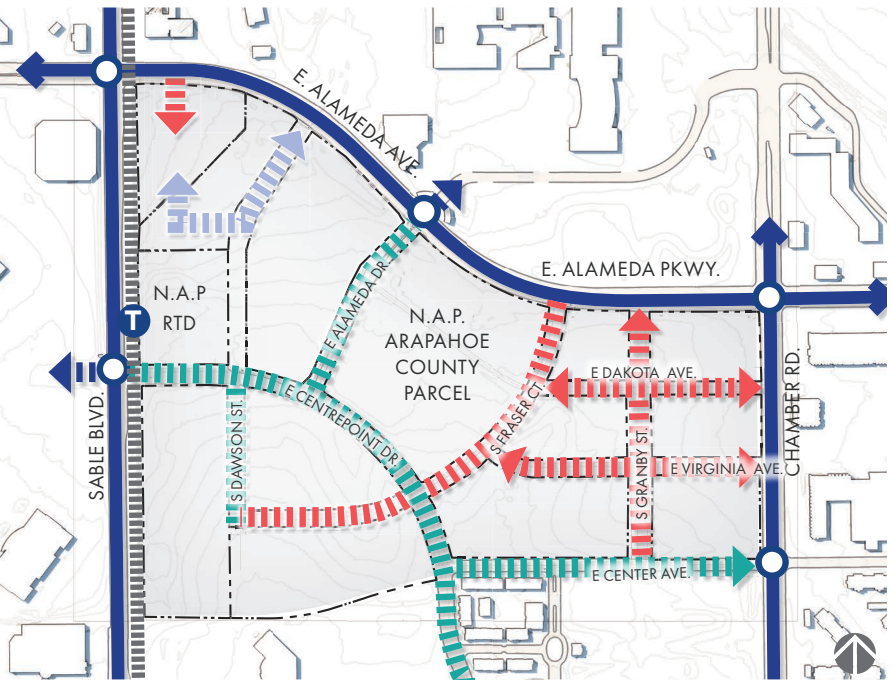


Core Subdistrict
Edge Subdistrict

2.2 Urban Design Framework

2.2.1 STREET CONNECTIVITY

An interconnected grid of streets and blocks distributes vehicular, bicycle and pedestrian circulation throughout the development, providing safe and convenient movement and an urban character. Informed by existing infrastructure near the Arapahoe County Parcel and the existing arching road through the site, the Metro Center street grid was designed as an urban street grid that connects through to existing neighborhoods and adjacent major destinations.

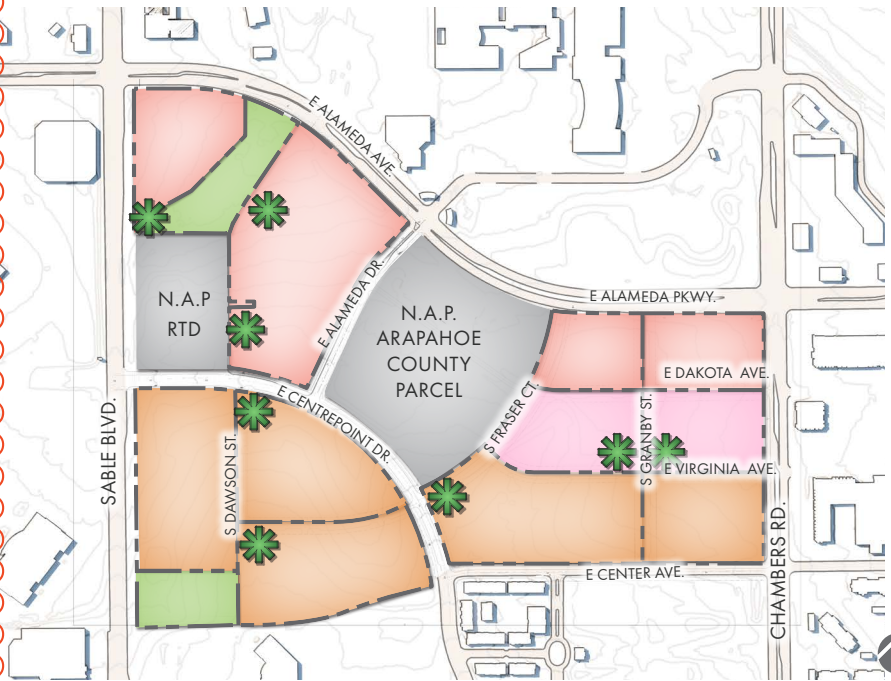


*Future Local Streets are conceptual in location and subject to change at Site Plan.

- Signalized Intersection
- Light Rail Transit Stop
- Perimeter Streets
- Primary Streets
- Local Street Connections
- RTD R Line
- Fire Access Road

2.2.2 MIXED-USE BLOCKS

Metro Center will create a mixed-use, walkable, bike-able, transit-oriented urban neighborhood. The vision is to create a mixed-use neighborhood that combines commercial, residential, retail and hospitality into an integrated and connected environment that enlivens public spaces. Blocks lengths will comply with Aurora TOD zoning guidelines at time of Site Plan. To meet the TOD block standards, blocks may be broken up by: public streets, private streets, alleys or private drives, breaks in the building facade, or outdoor rooms.



Multi-Family Residential
Commercial Mixed Use
Parks / Open Space
Mixed Use

*Permitted land uses within the Master Plan parcels may change without amendment to this Master Plan so long as they adhere to the requirements of the Permitted Use Table within the UDO.

SITE

2.2.3 URBAN FORM

Metro Center is designed as an urban community where buildings front streets, with supportive parking located behind buildings or in parking structures. Generous public realm areas count towards build-to zones, defining a lively, urban street edge. Mass reductions for buildings are allowed and encouraged to create visual interest. Quality facade treatments, upper story building step-backs, and entry features should be used to create an interesting street edge.

Ground floor transparency should be maximized to create pedestrian level interest and visual connection between the street and interior spaces, enabling a strong sense of community and increasing informal oversight of public areas. Public entrances and lobbies shall orient towards streets, parks and plazas making them an extension of the open space network.

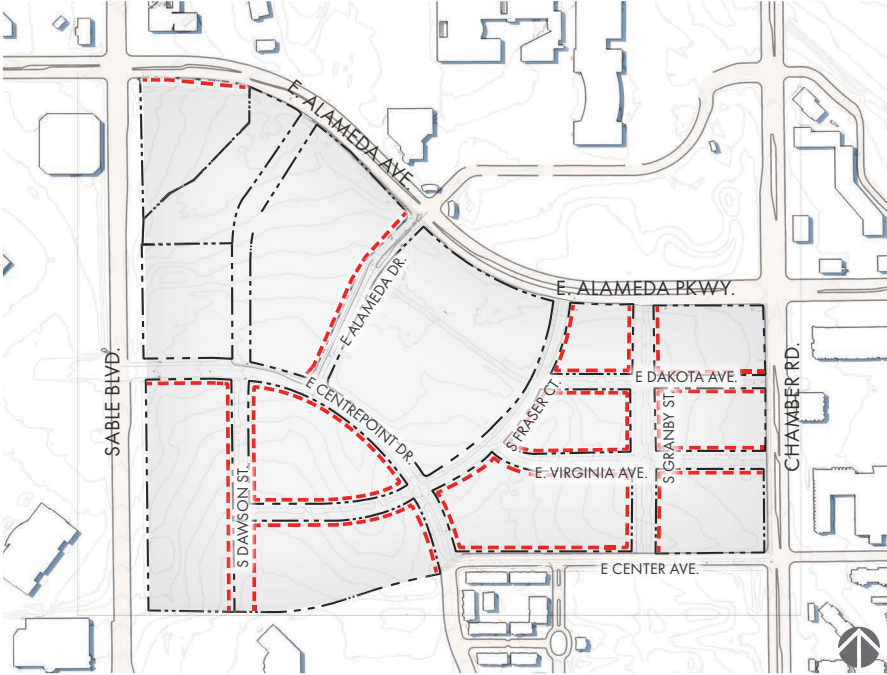
The tallest buildings should be located at along significant corridors to provide neighborhood identity.



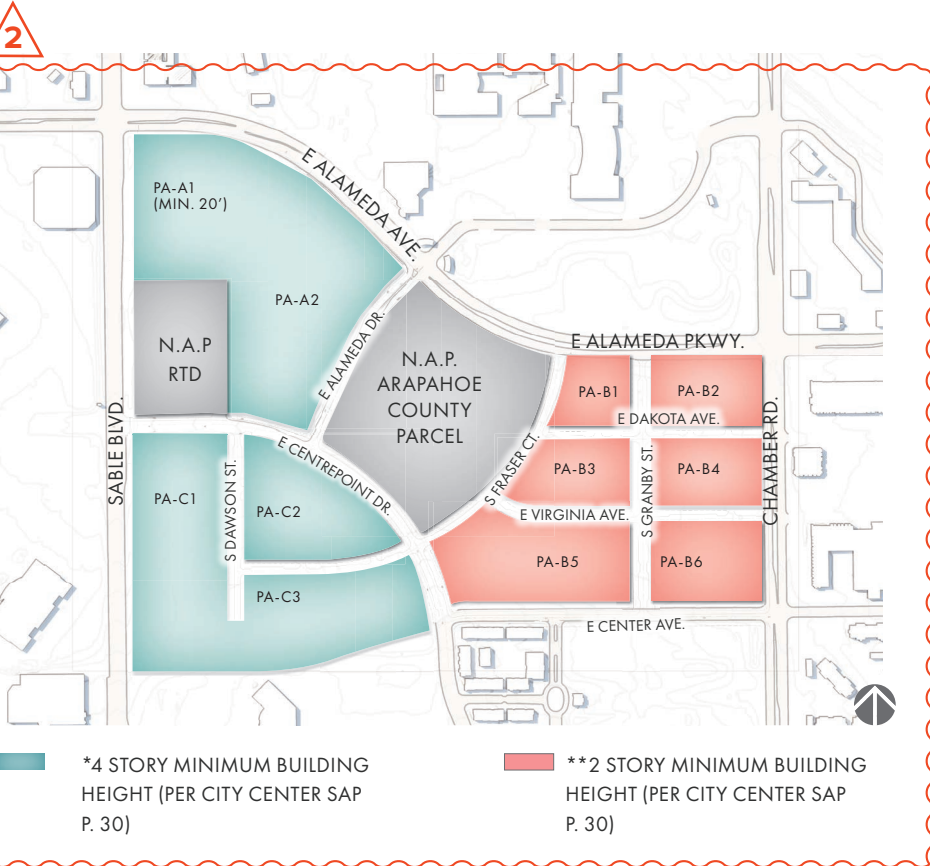
*ARTIST RENDERING IS CONCEPTUAL. DESIGN IS SUBJECT TO CHANGE. ALL SITE PLAN SUBMITTALS MUST COMPLY WITH APPLICABLE STATION AREA PLAN, UNIFIED DEVELOPMENT ORDINANCE AND DESIGN GUIDELINE REQUIREMENTS.

2.2.4 BUILD-TO REQUIREMENTS AND BLOCK LENGTHS

- All build-to requirements shall comply with Aurora UDO and/or the City Center Station Area Plan TOD Zoning Guidelines at time of Site Plan.
- Block lengths to follow Aurora TOD Zoning Guidelines at time of Site Plan. To meet the TOD block length requirements, blocks may be broken up by alleys, private drives, breaks in the building facade or outdoor rooms.
- PA- B5 is exempt from the block length requirement, should PA-B5 develop as affordable or senior housing.
- PA-A2 shall have a variable build-to requirement at the Dawson Pedestrian Promenade R.O.W. to allow the plaza to develop with outdoor rooms and found spaces that coordinate with the building at time of site plan.



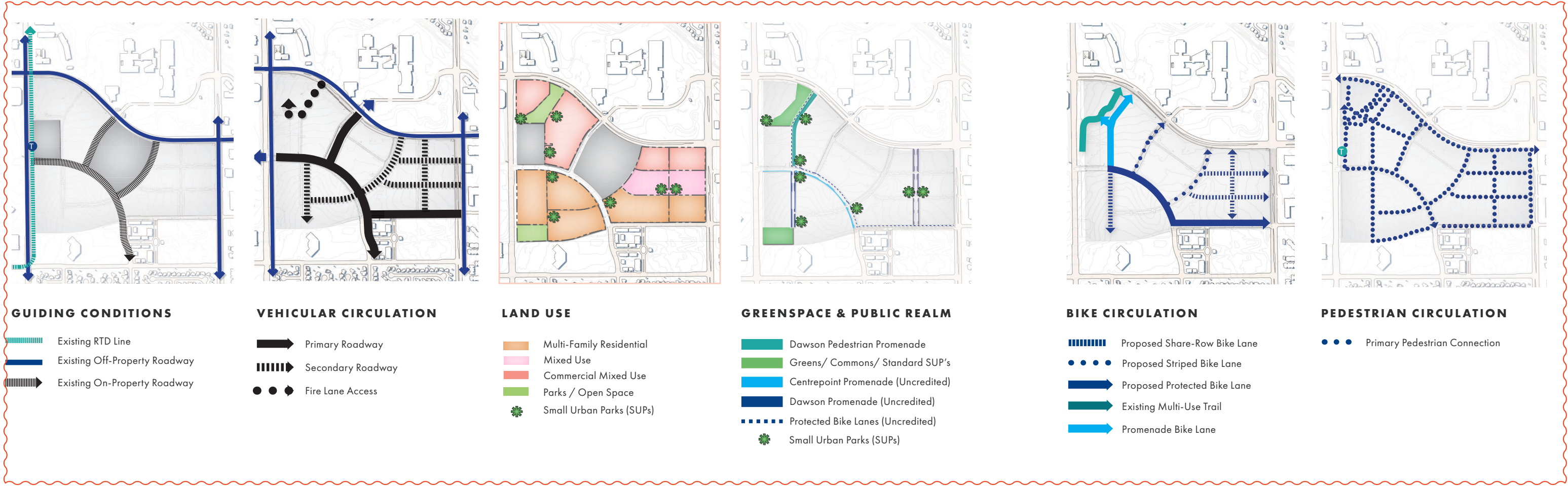
--- Property Line - - - - - Build- To Line



- NOTES:
1. For the Core Sub-District there is a minimum height of 4-stories required for residential development and no max. height. Buildings at the SE corner of Alameda Ave. and Sable Blvd. (PA-A1) shall have a min. height of 20 feet per the Station Area Plan p.30 .
 2. For Edge Sub-District there is a minimum height of 2-stories with an allowance for single-story uses along the Chambers Street frontage. The minimum height for all buildings is 20-feet per the Station Area Plan p.30.

SITE DESIGN

2.2.5 SITE ORGANIZATION AND PROGRAM



The organization and program of the Metro Center Master Plan is rooted in providing a high quality public realm. The creation of multi-modal circulation options and connected, active public spaces is the plan's primary goal. Diagrams to the left demonstrate the overall design organization within the community. More detail on each of these highlighted topics can be found in the following chapters.



PUBLIC REALM

3.1 Circulation

3.2 Streets

3.3 Enhanced Paving and Crosswalks

3.4 Furnishings

3.5 Lighting

3.6 Open Space, Parks and Plazas

3.7 Landscape

3.8 Fencing and Screening

3.9 Parking Lot Design

3.10 Drop-off Zones/ Ride-Share Locations

PUBLIC REALM

ILLUSTRATIVE MASTER PLAN

2



*ARTIST RENDERING IS CONCEPTUAL. DESIGN IS SUBJECT TO CHANGE. ALL SITE PLAN SUBMITTALS MUST COMPLY WITH APPLICABLE STATION AREA PLAN, UNIFIED DEVELOPMENT ORDINANCE AND DESIGN GUIDELINE REQUIREMENTS.

3.1 Circulation

DESIGN INTENT

Metro Center’s design contributes to its urban feel by creating connections, establishing human scale, and encouraging pedestrian activity.

Metro Center’s pedestrian access and circulation patterns bring the site to life. People are Metro Center’s lifeblood and designs should encourage them to walk and gather throughout the development day and night. Metro Center should feel safe, convenient, and lively with a pedestrian-centric design inspired by the urban environment.

DESIGN STANDARDS

- New streets and connections into and through the community shall create a walkable urban block pattern that has an appropriate size and scale to Metro Center and surrounding neighborhoods.
- Developments within Metro Center shall be in compliance with Urban Landscape Zone regulations and Urban Streetscape Standard of 16’ as outlined in the City of Aurora code, except where otherwise approved in the Master Plan.
- Create connections to existing neighborhoods and adjacent uses.
- Position primary building facades towards the street to create outdoor rooms and promote an urban feel.
- Create “found spaces” in the public realm that can include seating or art.
- Buildings should frame the public realm; while parking areas should be screened by architectural and landscape treatments, or integrated along non-street facing side(s) of a building.

DESIGN GUIDELINES

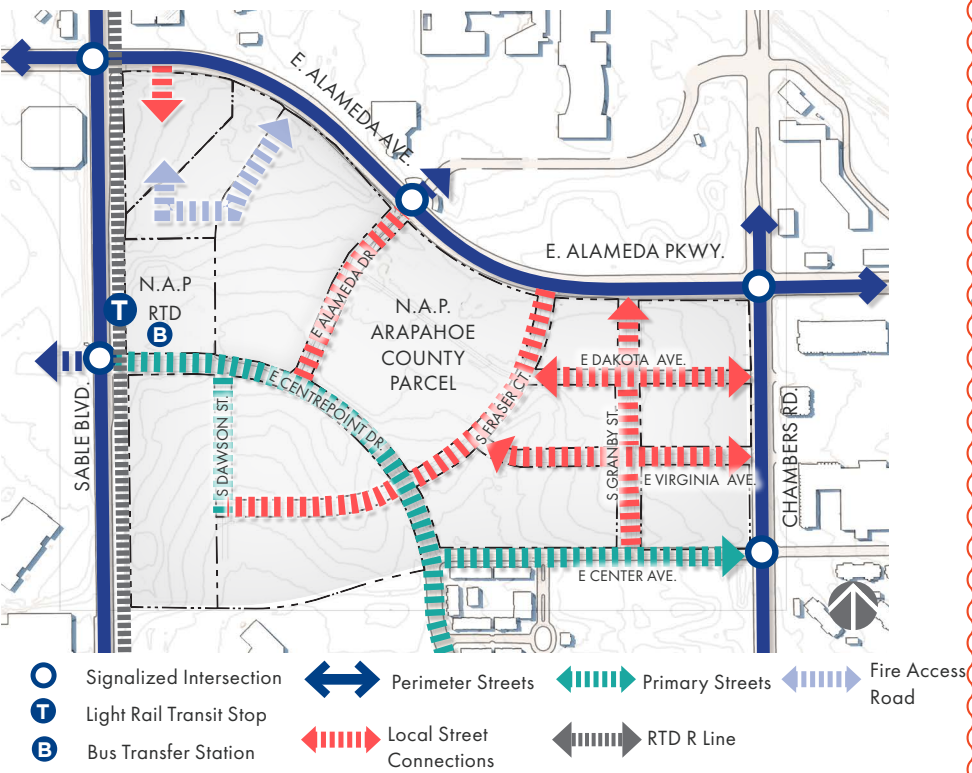
- Block faces bounded by public streets should be developed with activated uses to create a pedestrian-friendly, urban environment.

PUBLIC REALM

3.1.1 VEHICULAR CIRCULATION

Vehicular access shall be designed to minimize any conflicts between primary pedestrian or bicycle access to Metro Center and with pedestrian and bicyclist circulation within the community.

- The vehicular street network is designed as an extension of the urban street grid that connects to existing streets.
- On-street parallel parking throughout the site will slow traffic.
- The design of dedicated ride-sharing pick/up and drop-off is strongly encouraged. Please see Section 3.10 in these Design Guidelines for more details.



3.1.2 PEDESTRIAN CIRCULATION

- The First and Last Mile (FLM) is a transportation strategy to make transit safe, accessible and viable for all who live, work and visit Metro Center. A network of connected streets and easy access to the RTD station, ride-share pick-up/drop-off locations, streets, sidewalks, trails and bikeways at Metro Center provides people with a diversity of accessible transportation options.
- The street network within Metro Center is intended to function as a part of the open space system with an emphasis on bringing people through the site and its parks and plazas.
- In areas within Metro Center where the pedestrian walkway system crosses a parking area or internal street, the walkway shall be clearly differentiated through a change in color or material, or use of the City's Traffic Calming Toolbox.
- Pedestrian walkways shall provide not less than five (5') feet clear walking area. In areas where the walkway abuts a parking area, an additional two (2') feet of width shall be added to accommodate vehicular overhangs.
- An on-site network of pedestrian sidewalks and walkways shall be provided and designed to provide direct access and convenient connections to and between the following:
 1. Primary entrances to each primary building, including pad site buildings.
 2. All surface parking areas or parking structures.
 3. All site amenities or publicly accessible open spaces and plazas.
 4. Public and private sidewalks on adjacent properties that extend to adjoining land uses, developments, and public facilities such as parks, green-ways, schools, recreational facilities and public office buildings.

- Where walkways occur along a building facade, the required walkway must be clear of door swings, exterior display areas, shopping cart storage, and similar impediments.
- Pedestrian scale should be taken into consideration when sidewalks run directly alongside building facades.
- Make effective connections with clear orientation to off-site pedestrian paths and regional trails.
- Provide direct and comfortable pedestrian connections between primary uses and publicly accessible open space and plazas within Metro Center.



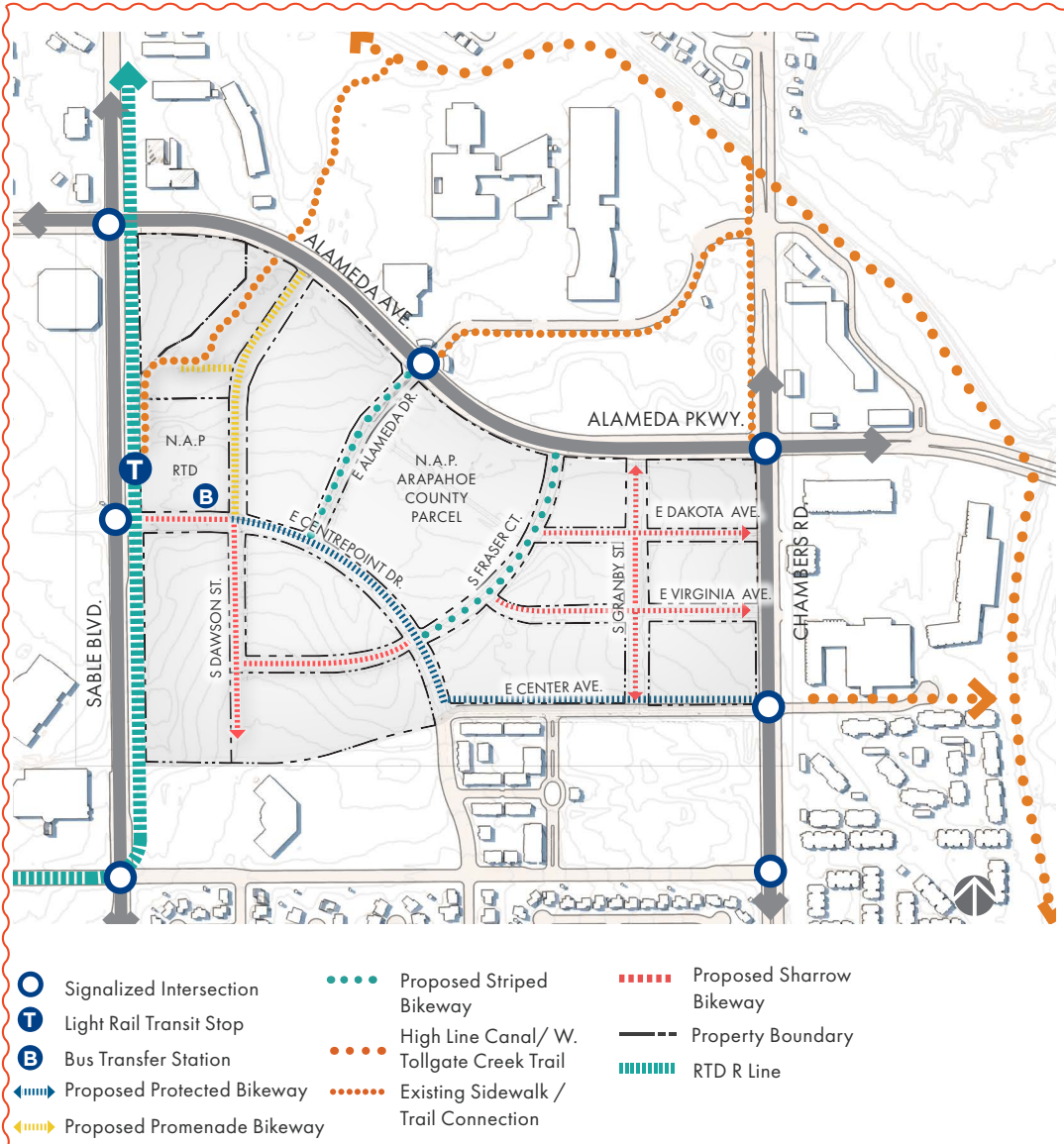
VIEW OF POTENTIAL ALAMEDA DRIVE FRONTAGE

*ARTIST RENDERING IS CONCEPTUAL. DESIGN IS SUBJECT TO CHANGE. ALL SITE PLAN SUBMITTALS MUST COMPLY WITH APPLICABLE STATION AREA PLAN, UNIFIED DEVELOPMENT ORDINANCE AND DESIGN GUIDELINE REQUIREMENTS.

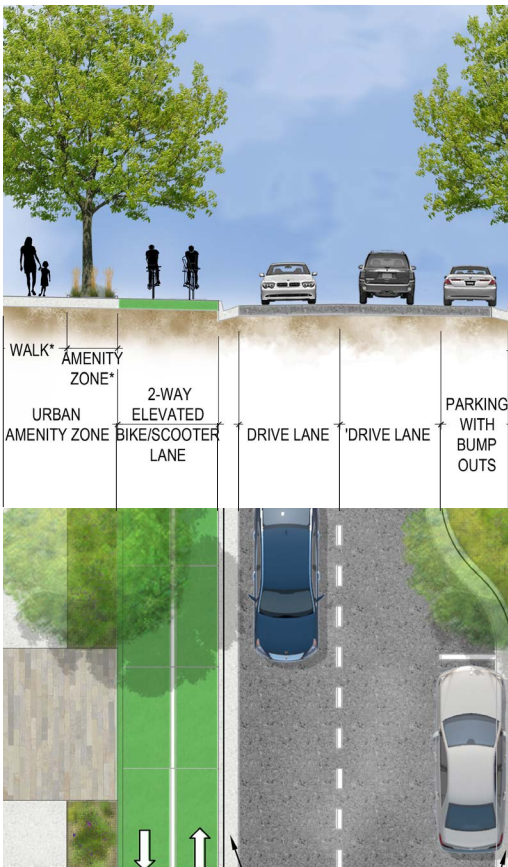
PUBLIC REALM

3.1.3 BIKEWAYS

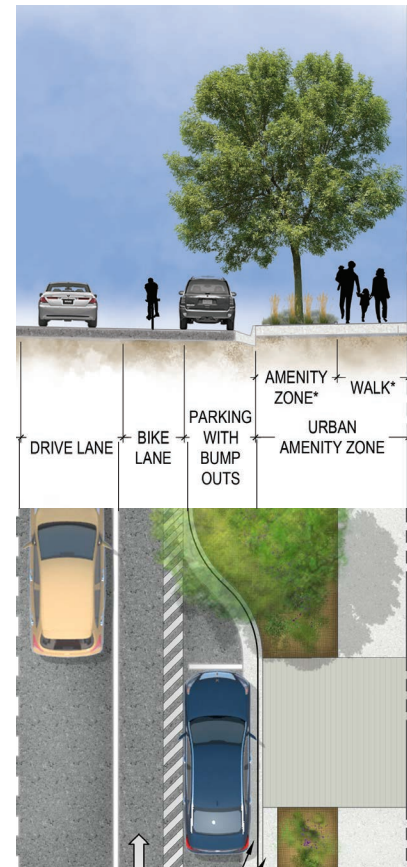
- Bicyclists are a priority at Metro Center. Close proximity to the RTD Light Rail Stop and High Line Canal Trail provides numerous opportunities for bike commuters within Metro Center. Shared streets and bikeways are designed to connect to these major transportation networks.
- Bikeways are encouraged for future local streets and will be designed at time of Site Plan.
- Protected bikeways are planned along E. Center Ave, E. Centrepont Drive and the Dawson Pedestrian Promenade. Protected bikeways are bicycle facilities that are separated from motor vehicle traffic either through vertical separation or by being located in pedestrian-only zones, such as the Dawson Pedestrian Promenade. Vertical separation is achieved by elevating the bike lane above the street elevation to the same level as the sidewalk with a curb. Protected bikeways provide protected, dedicated spaces for bicyclists in order to improve comfort and safety. These bike lanes shall be painted to indicate lanes and boundaries. Painting shall match industry standards.
- Protected bike lanes also connect to the Greenway Trail, which links to the Highline Canal Trail across Alameda Ave./Pkwy. and Chambers Rd., extending Metro Center’s access to a larger regional pedestrian network.
- Designated striped bike lanes are located on Fraser Ct. and E. Alameda Dr. and are intended to provide a direct bike connection from the protected bike lane on Centrepont to the mixed use areas in the Northeast corner of the site.
- All other roadways will be designated as sharrow conditions where bikes and vehicles share the road. These will be indicated with pavement markings and signage along the routes.



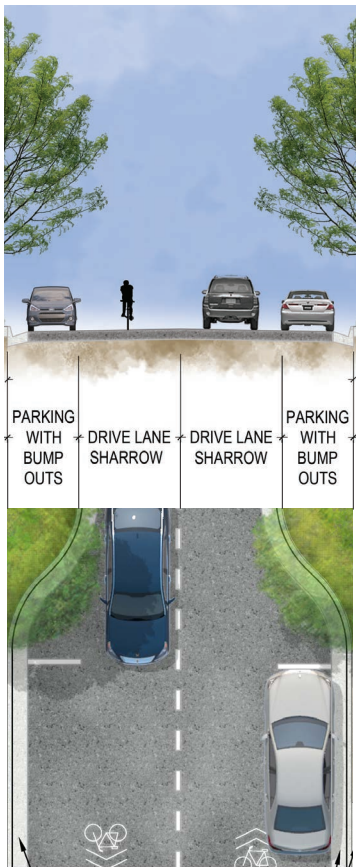
2-WAY PROTECTED BIKE LANE



STRIPED BIKE LANE

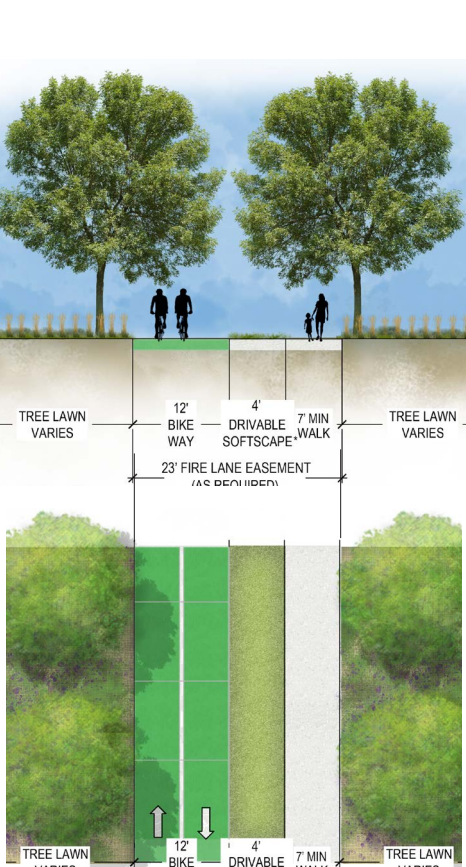


SHARROWS



2

DAWSON PEDESTRIAN PROMENADE (PROMENADE BIKE LANE)



* REFER TO MASTER PLAN SECTIONS FOR DIMENSIONS AND FINAL CONFIGURATION

PUBLIC REALM

3.2 Streets

DESIGN INTENT

Metro Center’s streets are where urban energy flows. A gridded street network accommodates multi-modal transportation and enhances the public realm with sidewalks, bikeways and cohesive streetscapes to promote public life and transfer energy from one end of Metro Center to the other.

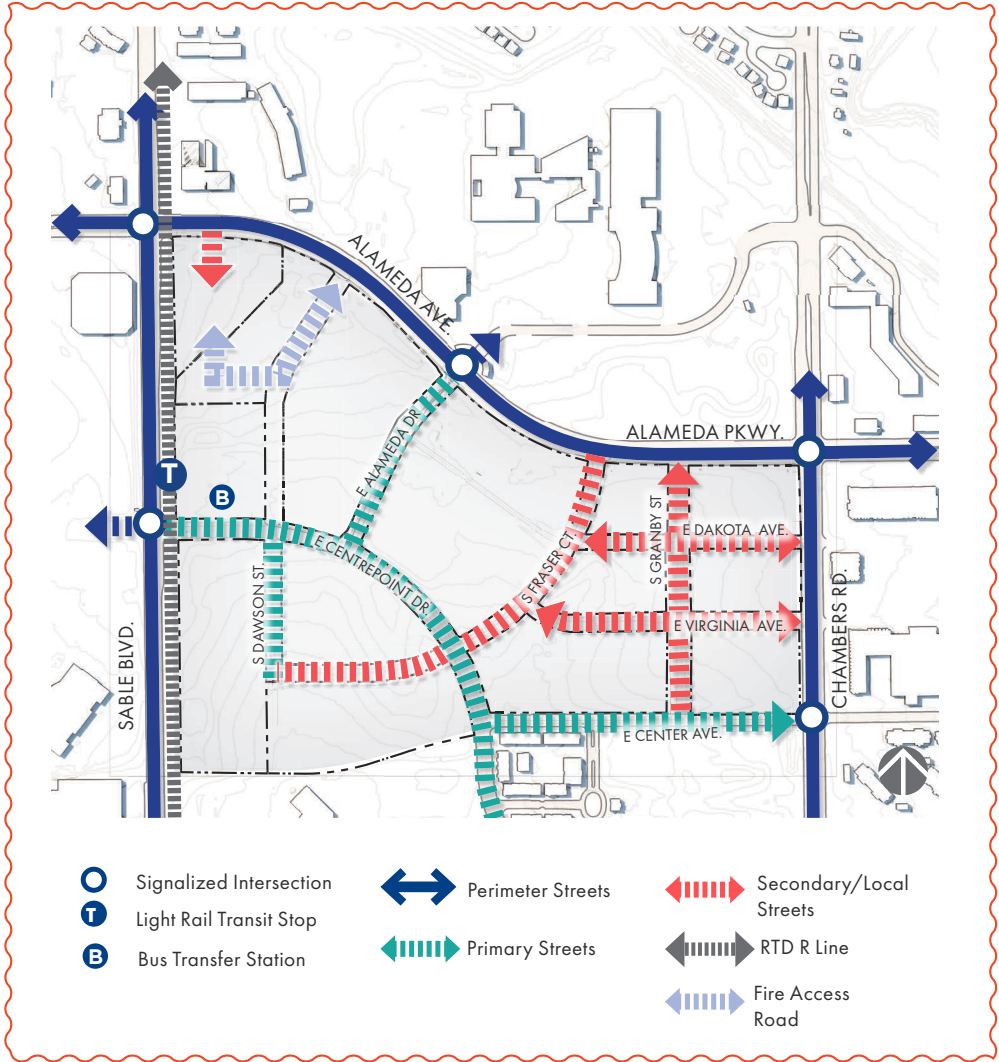
3.2.1 STREET HIERARCHY AND STREETSCAPES

Designing an urban TOD that promotes a healthy lifestyle and the use of alternative modes of transportation requires a connected, pedestrian and bicycle-friendly grid of streets where people can easily and safely move around without a car. A fundamental step in achieving this vision is to create an urban framework that encourages a more human scale, walkable and bikeable development pattern. The proposed street network is intended to perform as part of the public realm with an emphasis on bringing people through the site, on foot and bike, connecting Metro Center and existing neighborhoods to the Light Rail Station.

Wide sidewalks, pedestrian and street lighting, generous landscape and/or amenity zones, and shade trees create safe, comfortable pedestrian connections.

Curb extensions should be incorporated where feasible to minimize pedestrian crossing distances.

A hierarchy of streets identified in the Street Hierarchy digram to the right establishes the overall character of the public realm. The following is a list of streets and street types within Metro Center:



2

Perimeter Streets (existing)

- E. Alameda Avenue/Parkway
- S. Chambers Road
- S. Sable Boulevard

Perimeter Streets are the “front door” to Metro Center and to anyone arriving via light rail. Buildings should front along E. Sable Boulevard, E. Alameda Avenue and S. Chambers Road to create a shared identity.

Primary Streets

- E. Centrepoint Drive 80’ ROW
- E. Alameda Drive 70’ ROW
- E. Center Avenue 70’ ROW

2

Primary Streets are designed as multi-modal streets balancing the needs of pedestrians, bicycles and automobiles. This streetscape is characterized by well-designed, durable pedestrian zones with wide sidewalks and amenity zones, shade trees, bike lanes and on-street parking. Quality detailing, finishes and materials create a special identity. Special care should be taken to design intersections that minimize potential conflicts between pedestrians, automobiles and bicycles.

Secondary Streets

- S. Fraser Court 68’ ROW
- S. Dawson Street 66’ ROW (South of Centrepoint)
- E. Virginia Ave 66’ ROW
- E. Dakota Ave. 66’ ROW
- S. Granby Street 86’ ROW
- Future Local Urban 66’ ROW (Future Local Streets)

Secondary streets break up super-blocks, providing increased connectivity and access to parking areas. They are characterized by well-designed pedestrian zones with sidewalks, amenity zones, street trees, and on street parking. If a development parcel does not have frontage along an Primary Street, buildings should front Secondary Streets with primary façades and primary pedestrian entries. Surface parking should be located behind or to the side of the buildings.

Tertiary Ways

Tertiary Ways are any roadway that functions as a commercial and residential access drive. These are typically private drives providing access to internal parking lots, parking structures or building service areas and are intended to emphasize connectivity between parcels. Tertiary Ways should be located and designed in a manner that will allow them to transition to streets in the future as necessary.

2

Fire Access Road

A fire access road is a paved connection provided for Fire Department or Emergency Vehicular Access within the Dawson Pedestrian Promenade. This segment of roadway will meet all Fire Department requirements for width, material and turning radii and access will include a gating or bollard system to prevent any non-emergency vehicles from accessing the roadway. This fire access road will be designed in a way that is seamlessly integrated into the Pedestrian Promenade and adjacent plaza.



*ARTIST RENDERING IS CONCEPTUAL. DESIGN IS SUBJECT TO CHANGE. ALL SITE PLAN SUBMITTALS MUST COMPLY WITH APPLICABLE STATION AREA PLAN, UNIFIED DEVELOPMENT ORDINANCE AND DESIGN GUIDELINE REQUIREMENTS.

3.2.2 PERIMETER STREETS (S. SABLE BOULEVARD, E. ALAMEDA AVENUE/PARKWAY AND S. CHAMBERS RD)

DESIGN INTENT

Perimeter Streets are the “front door” to Metro Center and to anyone arriving via light rail. Buildings should front along E. Sable Boulevard, E. Alameda Avenue and S. Chambers Road to create a shared identity.

SABLE BOULEVARD

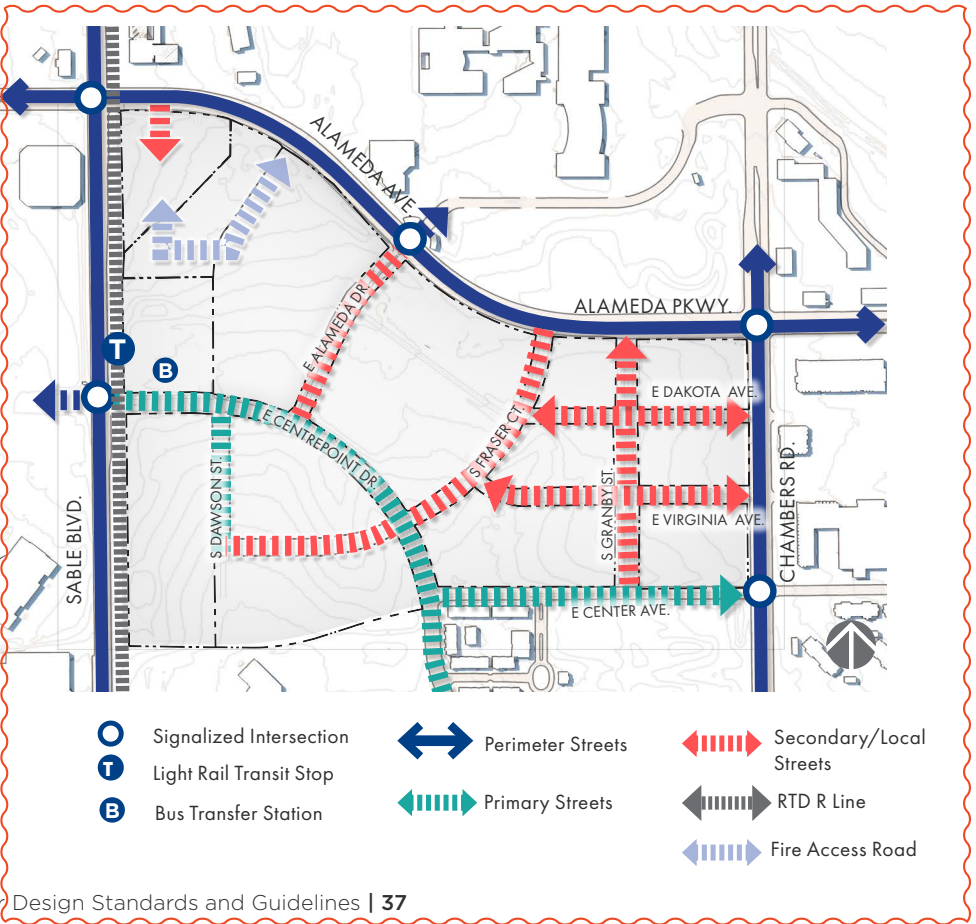
- Curb-cuts and access points into the site are limited to Centrepoint Dr. due to Light Rail barrier. This point of entry should be enhanced with a gateway type design treatment.
- R.O.W. landscape may be enhanced as necessary to create an attractive site perimeter.
- Existing sidewalk to remain.
- Provide safe access to pedestrian and bicycle crossings.

E. ALAMEDA AVENUE/PARKWAY

- Curb-cuts are limited
- R.O.W. landscape may be enhanced as necessary to create an attractive site perimeter.
- Existing sidewalk to be updated to minimum 10’ width cast in place concrete to meet city of Aurora standards.
- Provide safe access to pedestrian and bicycle crossings.
- Explore opportunities for water quality treatment within the landscape areas.

CHAMBERS ROAD

- Curb-cuts are limited
- R.O.W. landscape may be enhanced as necessary to create an attractive site perimeter.
- Existing attached sidewalk to be updated to minimum 10’ width detached cast in place concrete to meet city of Aurora standards.
- Provide safe access to pedestrian and bicycle crossings.
- Explore opportunities for water quality treatment within the landscape areas.



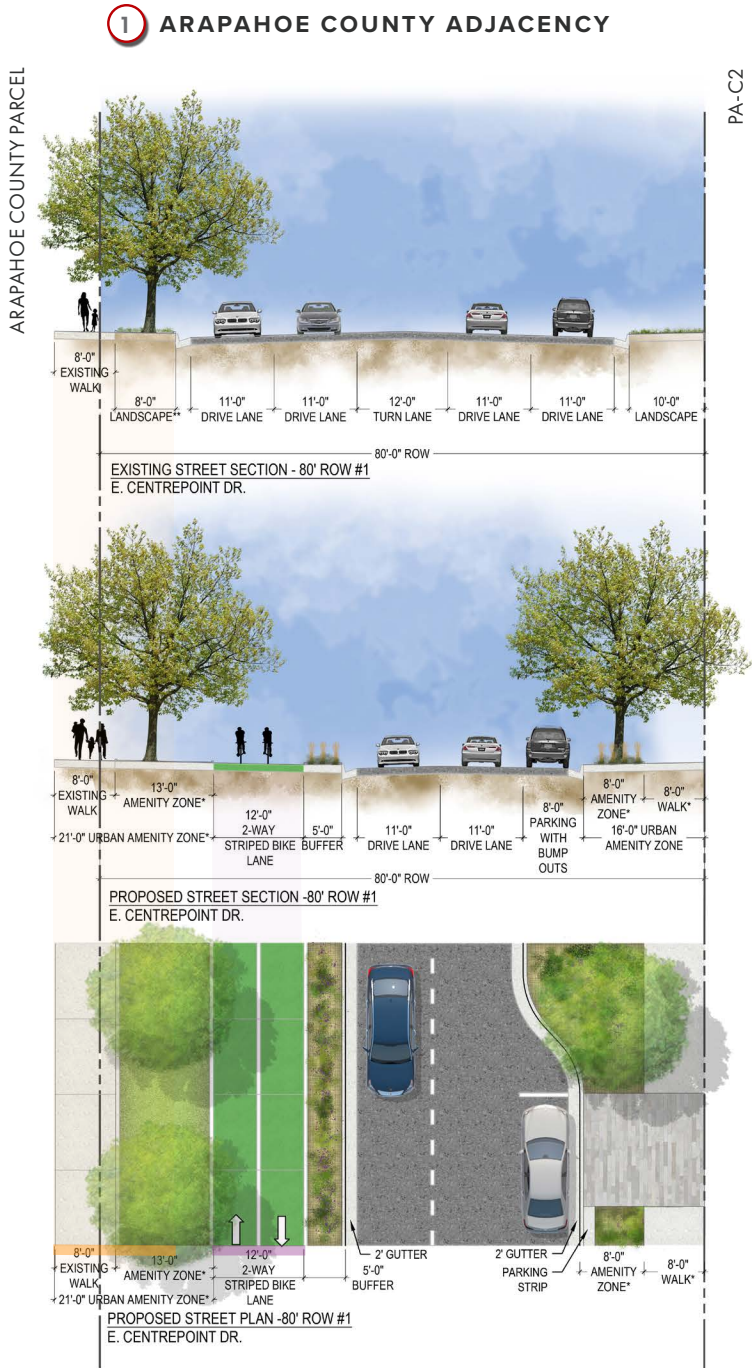
PUBLIC REALM

3.2.5 E. CENTREPOINT DRIVE (80' ROW)

E. Centrepoint Drive is a primary street within Metro Center. E. Centrepoint Drive connects the RTD light rail station to the south and east of the site. Generous urban amenity zones and two-way protected bike lanes aid in enhancing the pedestrian experience and local urban character. Along with the protected bike lane a linear park will exist along the south side of the roadway to provide an enhanced amenity and connection between the park spaces throughout Metro Center.

DESIGN GUIDELINES

- Existing street utility improvements between the curbs shall remain.
- Sidewalk: Cast in place concrete. Broom finish minimum. A consistent pattern of accent paving cutting through the amenity zone/curbside landscape is recommended to provide access to on street parking areas and provide areas for site furnishings and bike amenities. These accent paving areas may consist, of but are not limited to, enhanced colored concrete, pavers, permeable paving.
- Curb cuts are limited



EXISTING VIEW ALONG E. CENTREPOINT DRIVE LOOKING WEST



FUTURE VIEW ALONG E. CENTREPOINT DRIVE LOOKING WEST



EXISTING STREET-LEVEL VIEW ALONG E. CENTREPOINT DRIVE



FUTURE STREET-LEVEL VIEW ALONG E. CENTREPOINT DRIVE

*ARTIST RENDERING IS CONCEPTUAL. DESIGN IS SUBJECT TO CHANGE. ALL SITE PLAN SUBMITTALS MUST COMPLY WITH APPLICABLE STATION AREA PLAN, UNIFIED DEVELOPMENT ORDINANCE AND DESIGN GUIDELINE REQUIREMENTS.

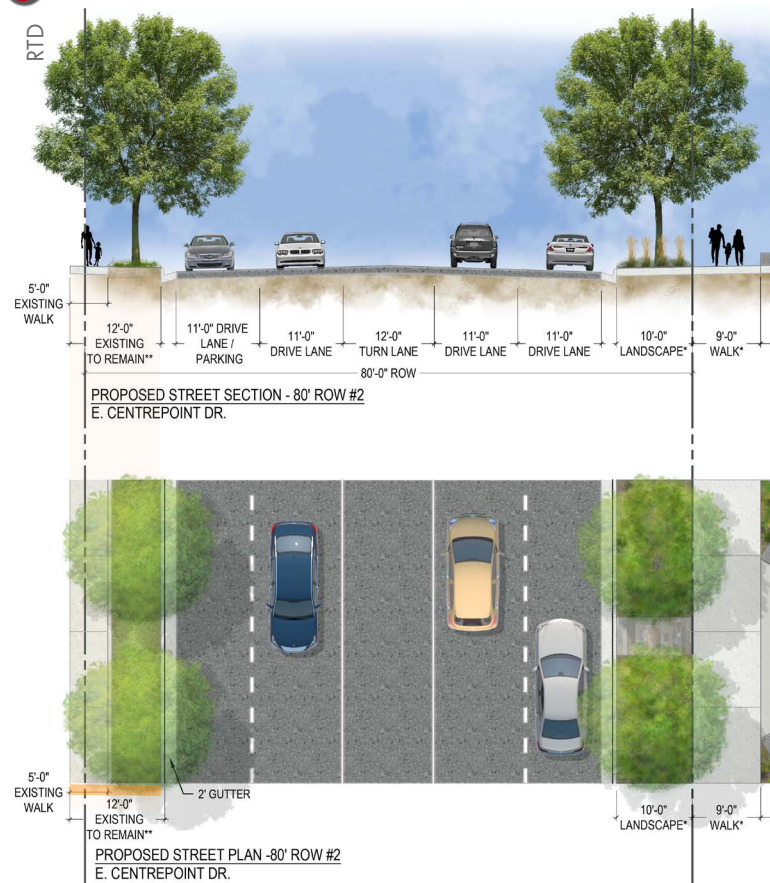
PUBLIC REALM

CENTREPOINT DR. DESIGN GUIDELINES CONT'D

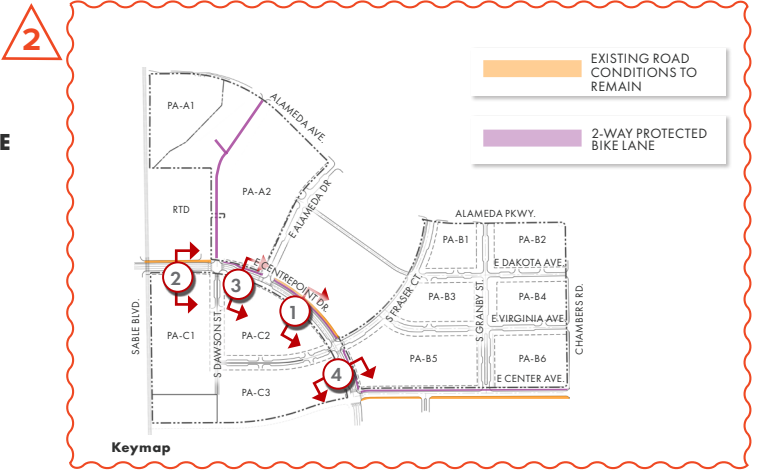
- A 12' protected two-way bicycle lane shall be provided as identified in the following Sections.
 - Urban Amenity Zone (between back of curb and ROW)
All furnishings to be Tier 2. See Section 3.4.
Minimum 6' through way must be maintained.
- Bike Racks: Embedded, centered in scoring pattern, 4 per block street frontage minimum (non residential only)
 - Trash Receptacle: Surface Mount. 2 per block street frontage minimum (non-residential only)
 - Benches: Surface Mount. 2 per block street frontage minimum. (non residential only)
 - Trees: Deciduous shade trees 30-40'o.c. min. planted in 5'x15' planting zones minimum. Enhanced larger planting areas are encouraged
 - Landscape: Urban landscape that meets or exceeds the City's urban streetscape standards.
 - Buffering between bike lane and pedestrian/vehicular zone is required by either landscape buffer (preferred) or other hardscape buffering means.

3.2.5.1 E. CENTREPOINT DRIVE SECTIONS (80' ROW)

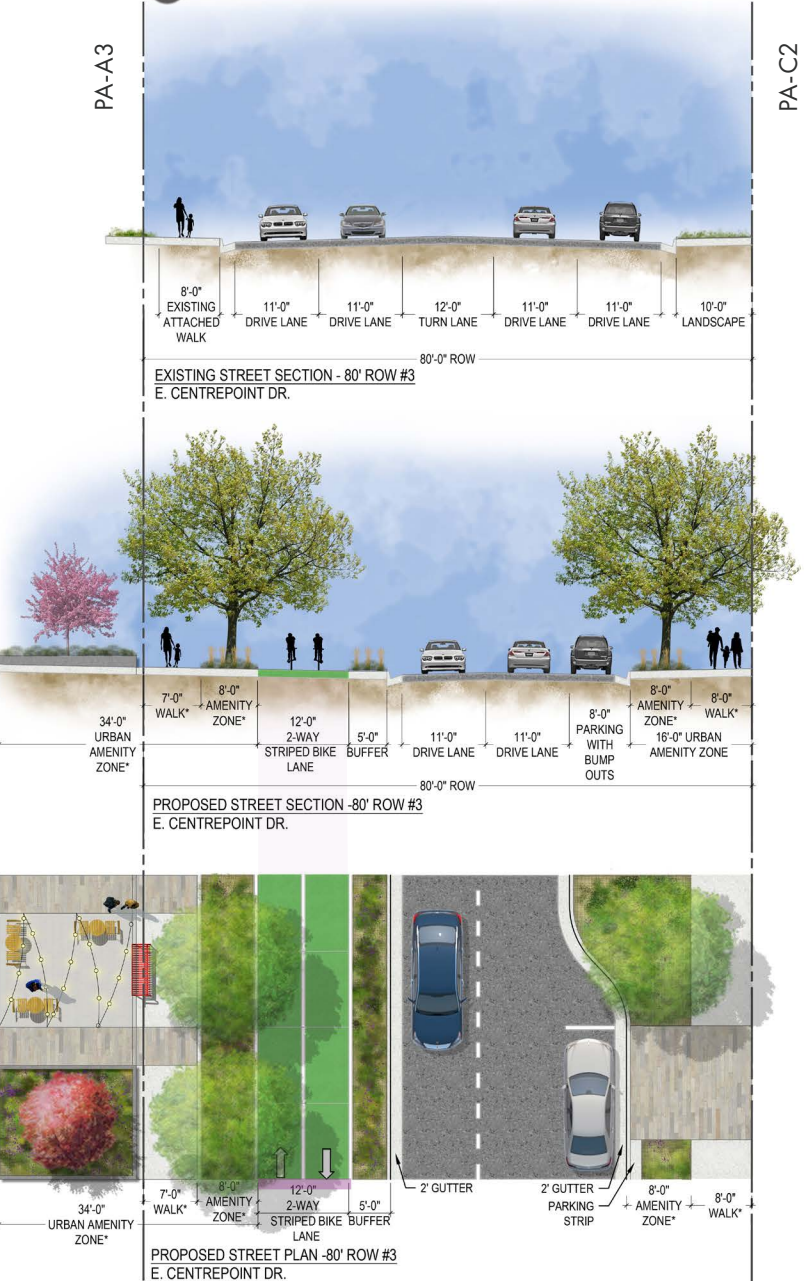
2 PROPOSED 80' ROW



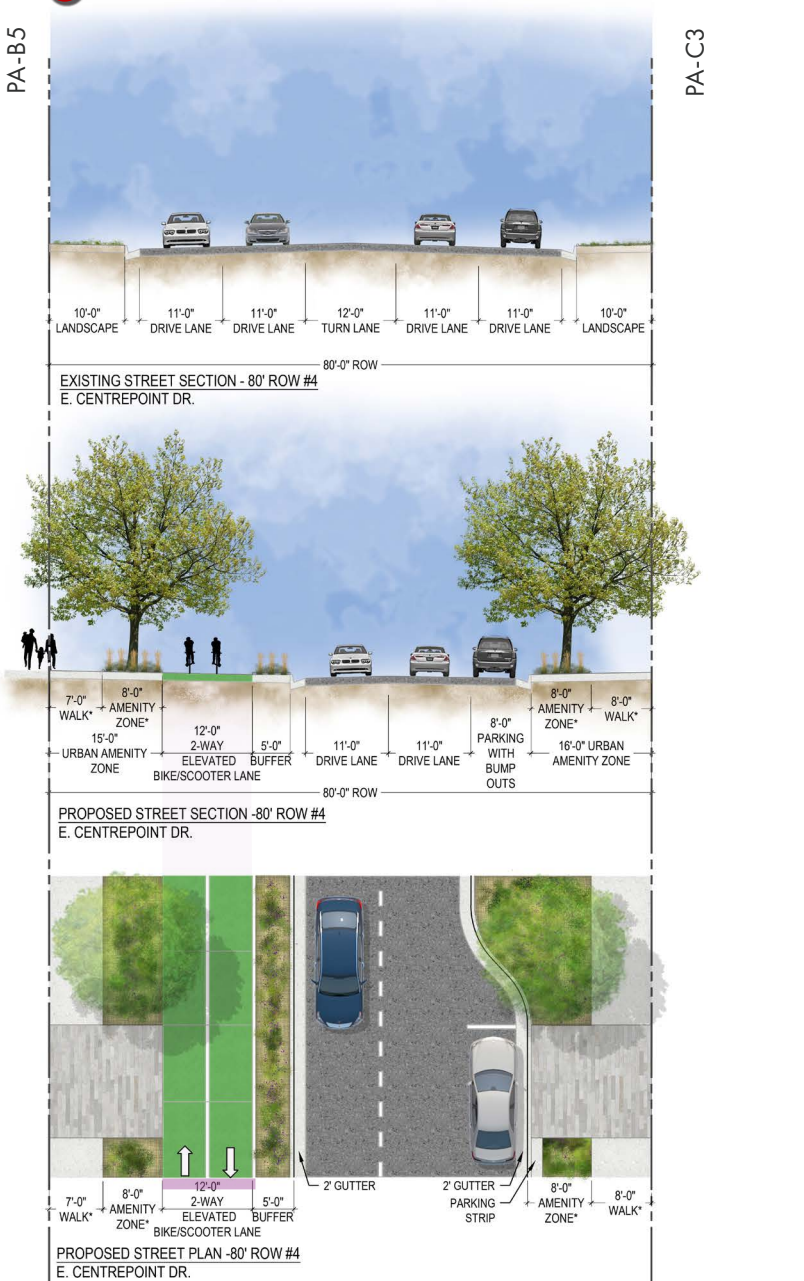
*FINAL DIMENSIONS ARE SUBJECT TO CHANGE AT TIME OF SITE PLAN



3 PROPOSED 80' ROW



4 PROPOSED 80' ROW

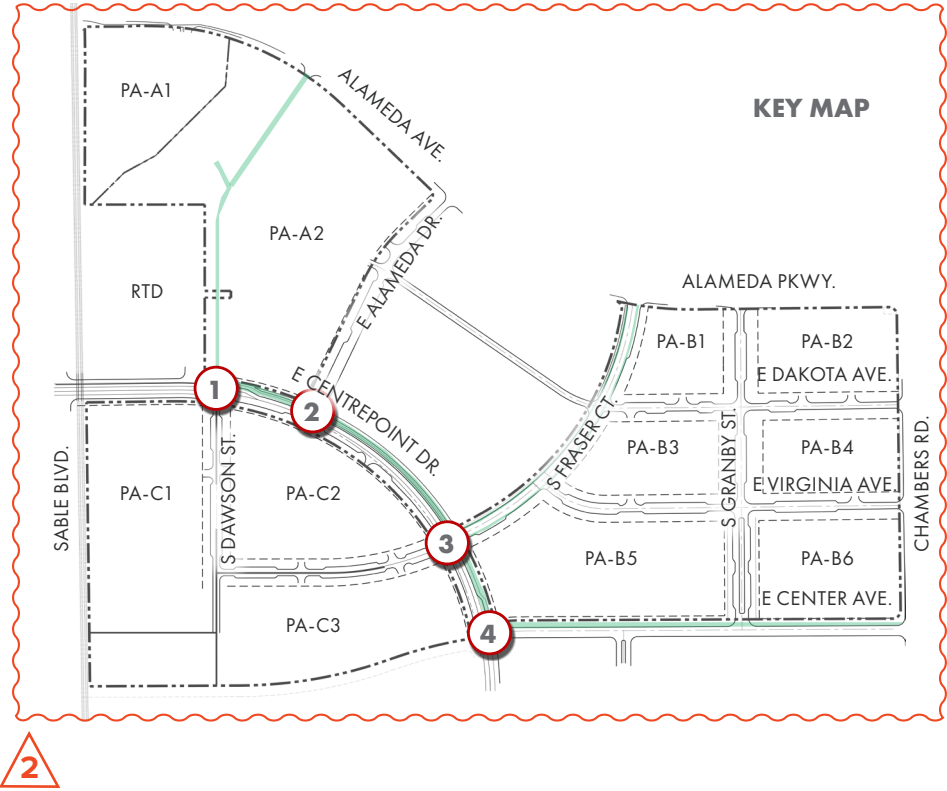


PUBLIC REALM

3.2.5.2 CENTREPOINT INTERSECTION DETAILS

A number of intersections within Metro Center have a variety of intersecting transportation modes which require special design consideration. Intersections must be carefully designed to create a highly walkable urban pattern that balances the need of pedestrians, bicyclist and automobiles. Crosswalks and bicycle facilities will be located and designed to alert drivers and increase pedestrian and cyclist safety when crossing streets and driveways.

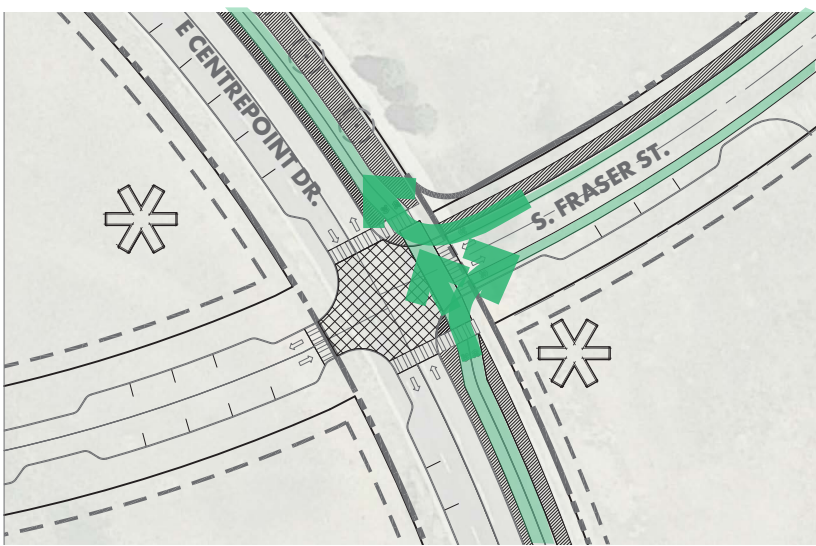
Special care should be taken to design intersections to minimize potential conflicts between pedestrians, automobiles and bicycles. The following conceptual intersection details are provided to demonstrate design intent. Final design to be provided at time of Site Plan, and shall comply with all NATCO and City of Aurora standards.



Proposed intersections are conceptual and subject to change. Final design to be provided at time of Site Plan, and shall comply with all NATCO and City of Aurora standards.



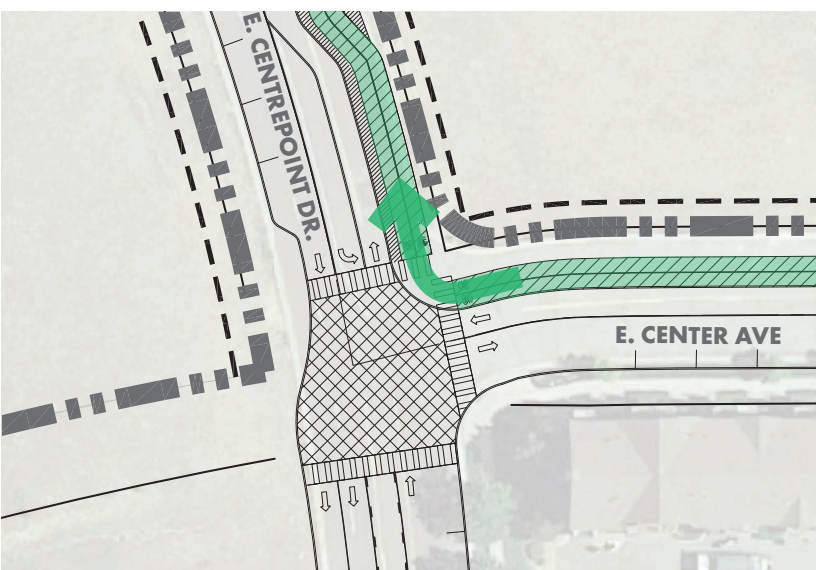
1 DAWSON PEDESTRIAN PROMENADE & E. CENTREPOINT DR.



3 S. FRASER ST. & E. CENTREPOINT DR.



2 E. ALAMEDA DR. & E. CENTREPOINT DR.



4 E. CENTER AVE & E. CENTREPOINT DR.

BIKE LANE CIRCULATION

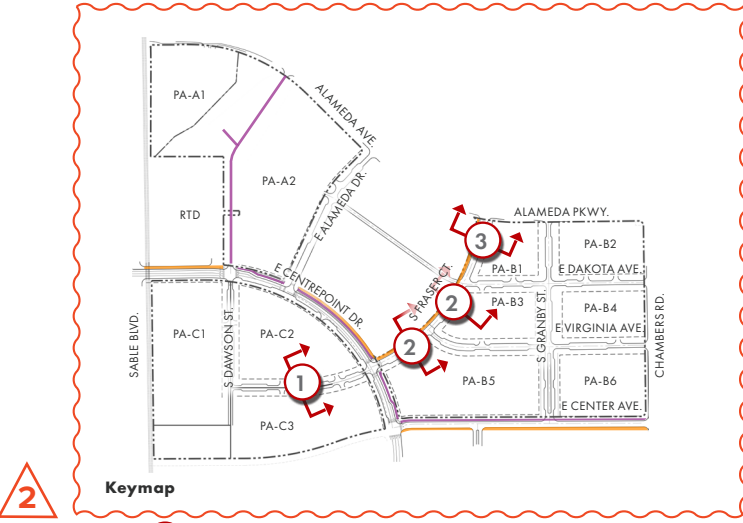
PUBLIC REALM

3.2.6 S FRASER COURT (68' ROW)

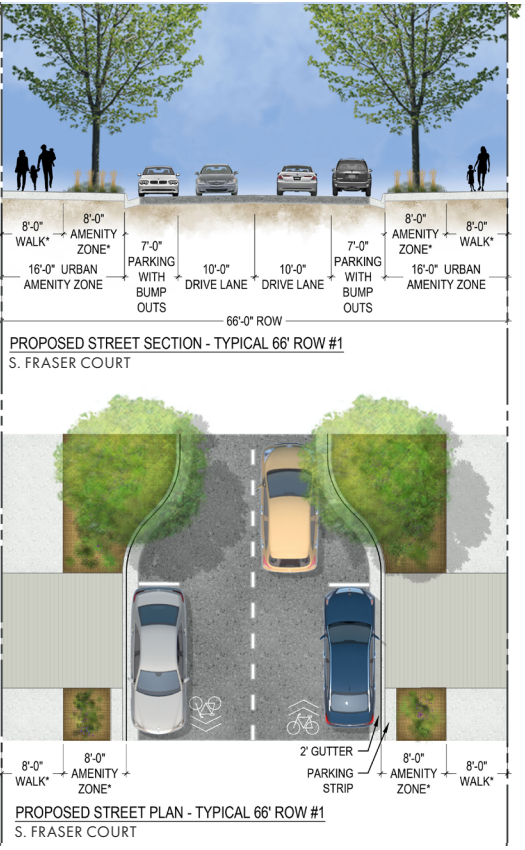
S. Fraser Court provides secondary access to the Metro Center and is a main entry for the Arapahoe County site. This roadway also acts as an important bicycle circulation leg, connecting the northeast parcels and park areas to Centrepont and the rest of the bicycle circulation network.

DESIGN GUIDELINES

- Existing improvements between the curbs, and on the west half of the ROW to remain.
- Sidewalk: Cast in place concrete. Minimum 8' clear width. Broom finish minimum
- On-street parking
- On-street striped bicycle lanes shall be provided as identified in the following section
- Urban Amenity Zone (between back of curb and ROW) All furnishings to be Tier 2. See Section 3.4 Minimum 6' through way must be maintained.
 - Bike Racks: Embedded, centered in scoring pattern, 4 per block street frontage minimum (non residential only)
 - Trash Receptacle: Surface Mount. 2 per block street frontage minimum (non-residential only)
 - Benches: Surface Mount. 2 per block street frontage minimum. (non residential only)
 - Trees: Deciduous shade trees 30-40'o.c. min. planted in 5'x15' minimum planting zones.
 - Landscape: Urban landscape that meets or exceeds the City's urban streetscape standards.
 - Minimum 6' through way must be maintained.



1 TYPICAL 66' ROW



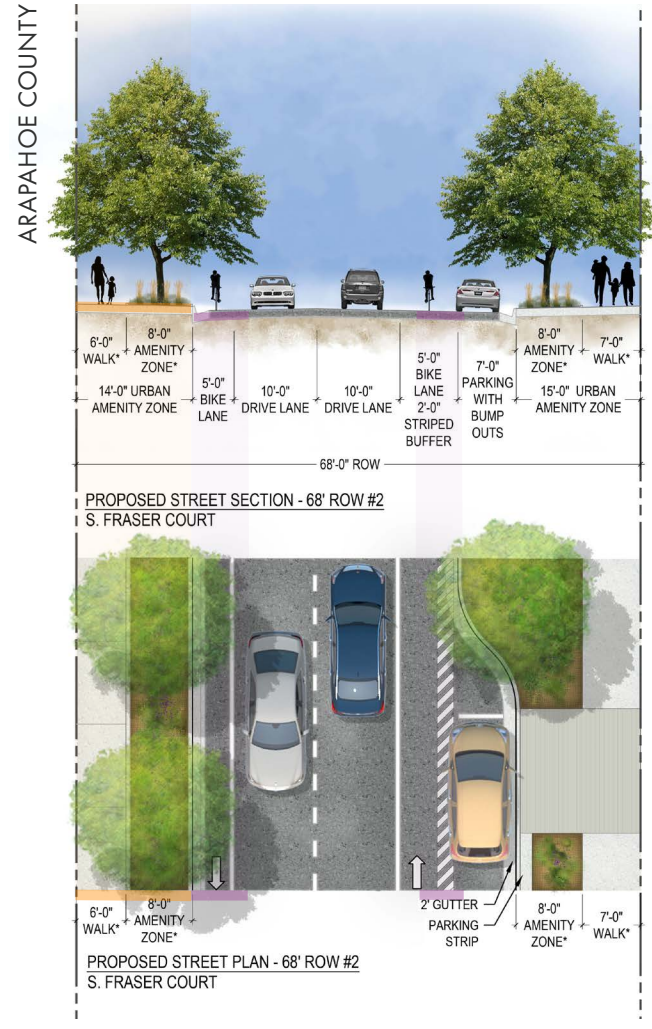
3.2.6.1 S FRASER COURT SECTIONS

(69' ROW)

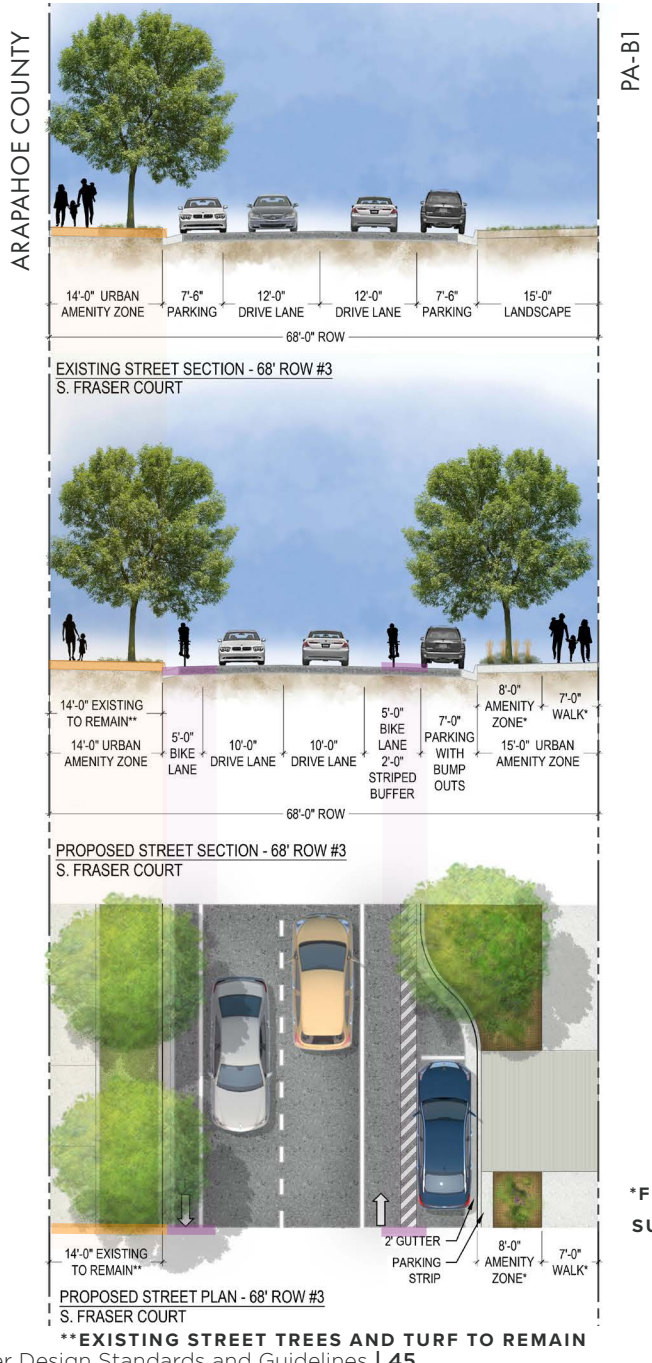
EXISTING ROAD CONDITIONS TO REMAIN

BIKE LANE

2 PROPOSED 69' ROW



3 PROPOSED 69' ROW



*FINAL DIMENSIONS ARE SUBJECT TO CHANGE AT TIME OF SITE PLAN

PUBLIC REALM

3.2.7 E. ALAMEDA DRIVE (70' ROW)

E. Alameda Dr. is a primary street within Metro center and provides an entry into the community as well as a direct connection to the City of Aurora Municipal Campus. E. Alameda Dr. will also serve as a primary bus route into the site. The proposed streetscape will preserve existing tree canopy on the east side of the street and provide a safe and inviting first impression of the site.

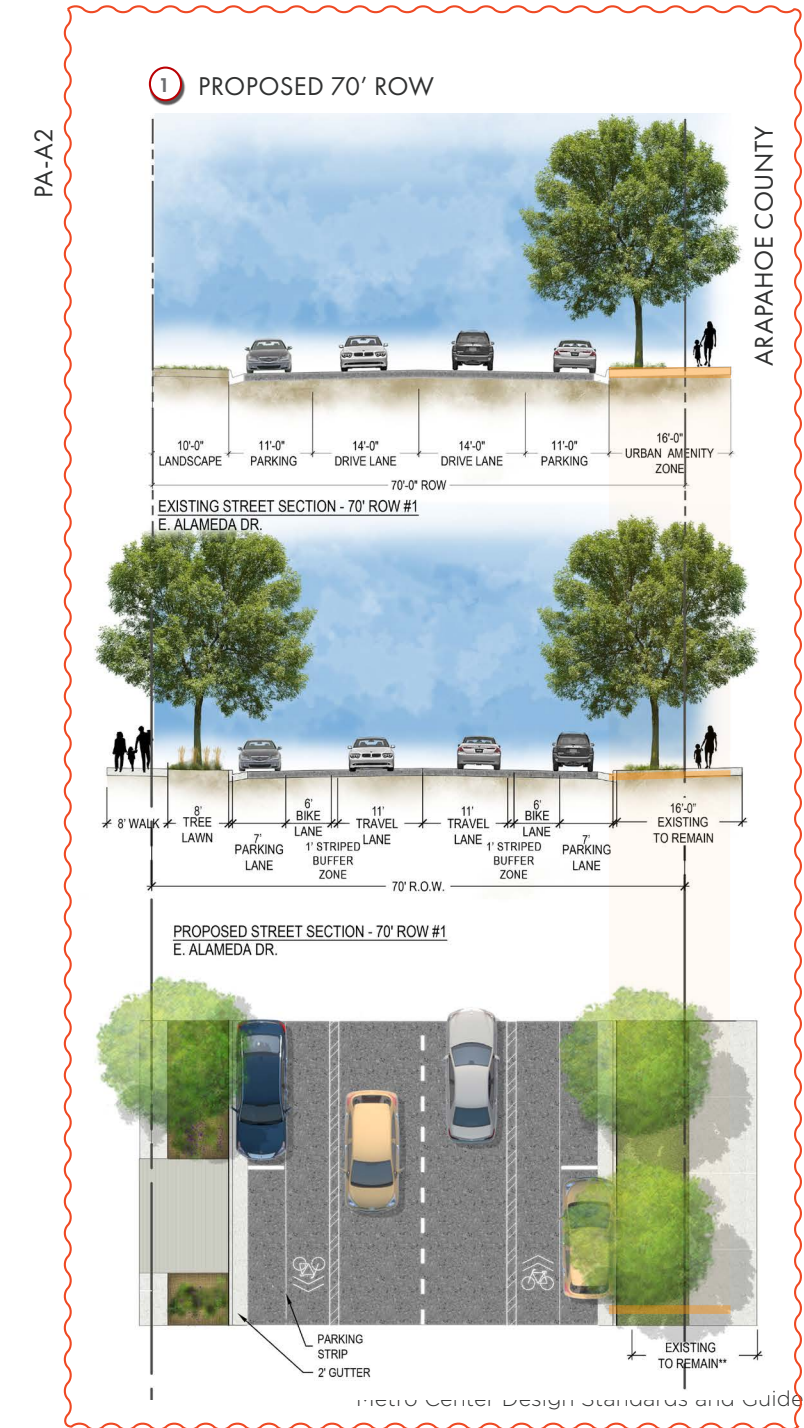
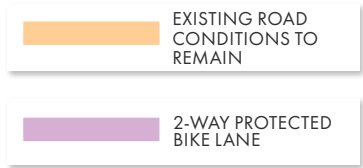
DESIGN GUIDELINES

- Existing street improvements between the curbs shall remain. With the addition of bump outs to provide traffic calming and soften streetscape.
 - Sidewalk: Cast in place concrete. Minimum 8' clear width. Broom finish minimum.
 - Curb Cuts are limited
 - On-Street Parking
 - 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.
- Bike Racks: Embedded, centered in scoring pattern, 4 per block street frontage minimum (non residential only)
 - Trash Receptacle: Surface Mount. 2 per block street frontage minimum (non-residential only)
 - Benches: Surface Mount. 2 per block street frontage minimum. (non residential only)
 - Trees: Deciduous shade trees 30-40'o.c. min. planted in 5'x15' min. planting zones.



Keymap

3.2.7.1 E. ALAMEDA DRIVE SECTIONS (70' ROW)



****NOTE: BUILDING SETBACKS ALONG ALAMEDA DR. SHALL BEGIN AT THE WESTERN EDGE OF ADDITIONAL URBAN AMENITY ZONE/ PUBLIC REALM. AN EXCEPTION MAY BE REQUIRED IF THERE ARE ANY ADDITIONAL MAIN STREET ENHANCEMENTS ALONG ALAMEDA DR. THAT WOULD AFFECT BUILDING SETBACKS. THESE EXCEPTIONS SHALL BE REQUESTED AT TIME OF SITE PLAN.**

***FINAL DIMENSIONS ARE SUBJECT TO CHANGE AT TIME OF SITE PLAN**

PUBLIC REALM

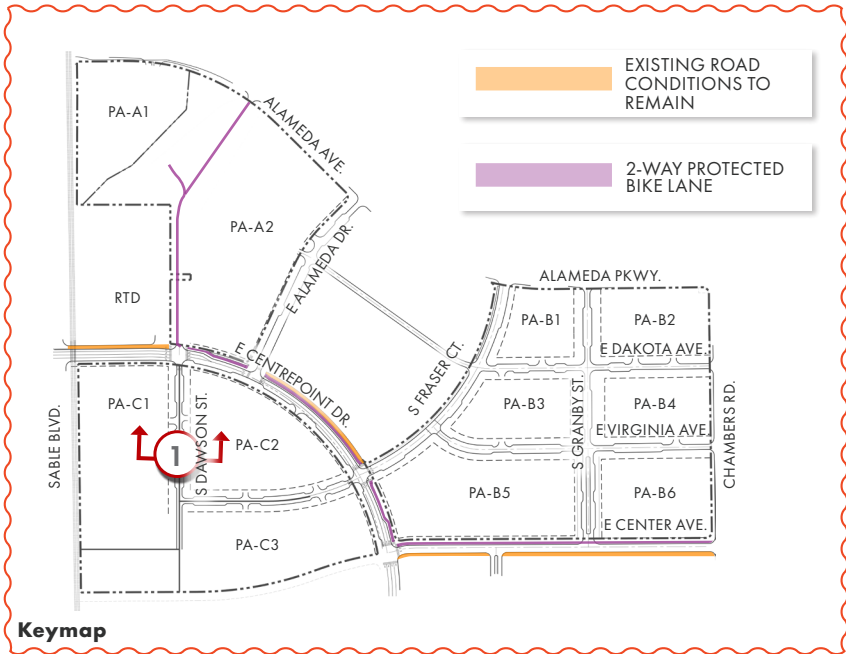
3.2.8A DAWSON STREET (66' ROW)

The Dawson Street ROW along with the Dawson Pedestrian Promenade serve as the primary north-south pedestrian corridor within Metro Center, providing a crucial connection between the RTD station, walking trails, urban plazas, the mixed-use hub and the Small Urban Parks within Parcel C. This southern leg of Dawson provides access to PA-C in a more typical streetscape character than the north leg as it is surrounded by residential uses.

DESIGN GUIDELINES

- Sidewalk: Cast in place concrete. Min 8' clear width. Broom finish minimum.
 - Curb Cuts are limited
 - On-Street Parking with Bump-Outs.
 - Urban Amenity Zone (between back of curb and ROW)
All furnishings to be Tier 2. See Section 3.4. Minimum 6' through way must be maintained.
1. Bike Racks: Embedded, centered in scoring pattern, 4 per block street frontage minimum (non residential only)
 2. Trash Receptacle: Surface Mount. 2 per block street frontage minimum (non-residential only)
 3. Benches: Surface Mount. 2 per block street frontage minimum. (non residential only)
 4. Trees: Deciduous shade trees 30-40'o.c. min. planted in 5'x15' minimum planting zones.
 5. Landscape: Urban landscape that meets or exceeds the City's urban streetscape standards.

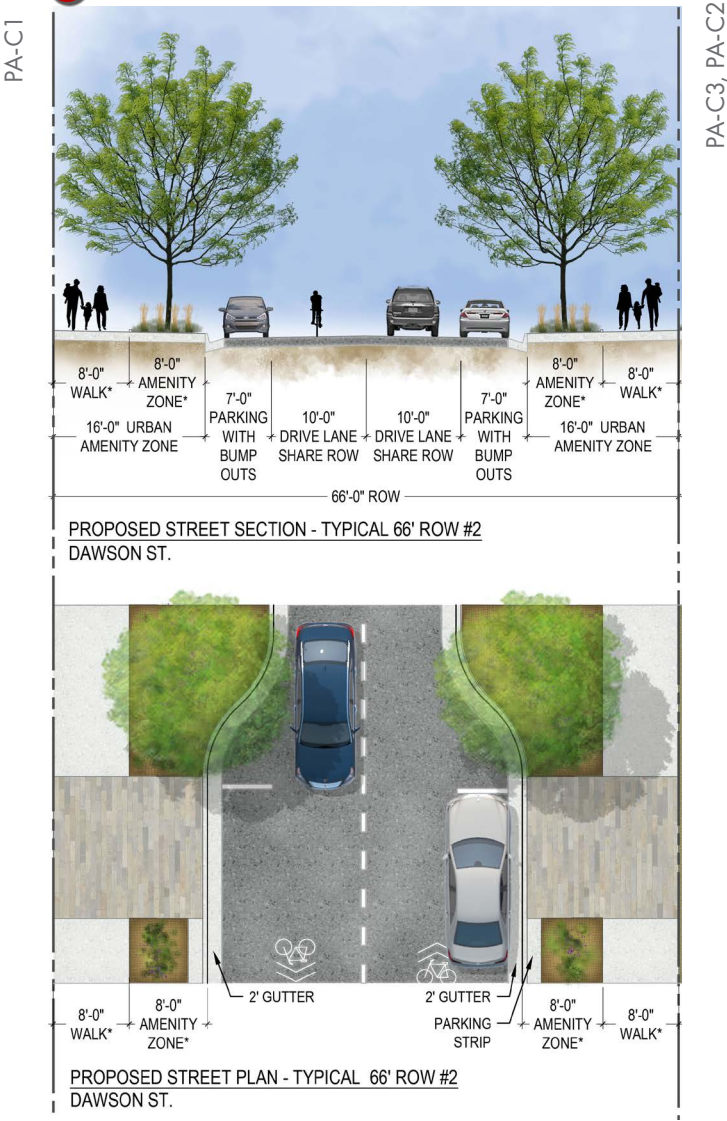
2



*FINAL DIMENSIONS ARE SUBJECT TO
CHANGE AT TIME OF SITE PLAN.

3.2.8A.2 DAWSON STREET SECTION (66' ROW)

1 PROPOSED 66' ROW



PUBLIC REALM

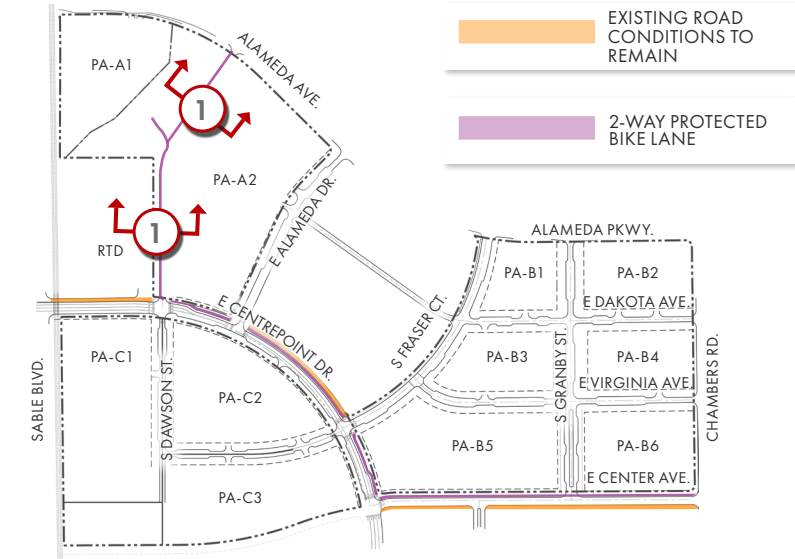
3.2.8B DAWSON PEDESTRIAN PROMENADE (66' TRACT)

The Dawson Pedestrian Promenade serves as the primary north-south pedestrian corridor within Metro Center, providing a crucial connection between the RTD station, walking trails, urban plazas, and the mixed-use hub. Metro Center's Pedestrian Promenade weaves together the RTD transit hub, Greenway Park and trail system and Metro Center Plaza (refer to Section 3.6.2) The design of this pedestrian thoroughfare should utilize elements that help blend the plaza and park spaces and encourage safe pedestrian and bicycle connections between and through the spaces, all while creating an iconic sense of place within Metro Center. Dawson Pedestrian Promenade is 66 feet wide to allow for flexibility of future development opportunities.

Refer to Section 4.1 for Building Frontage and Transparency requirements.

DESIGN GUIDELINES

- Paving: Cast in place concrete.
 - Paving should be enhanced and act as an extension of the adjacent plaza and park spaces within parcel A.
 - Paving options may include (but not limited to): integrally colored concrete, concrete with decorative scoring, or enhanced textural finishes(i.e. sandscape). At least two different enhancements should be used along this pedestrian promenade.
- Promenade Bike Lane shall be 12' in width and will be painted to indicate lanes and boundaries. Painting shall match industry standard and connect to the protected bike lanes within Centrepoint Dr.
- Minimum 7' paved through way must be provide for pedestrian



Keymap

circulation.

- Where applicable fire access lane exists, a 23' wide, unobstructed, drivable surface must be maintained. In order to break up large masses of hardscape, this 23' width may also contain drivable softscape such as Grasspave or similar so long as it meets applicable requirements for fire apparatus.
- Uber/Lyft drop-off areas to be located at the south end of the Promenade near Centrepoint Dr.
- Areas Identified as tree lawns are intended to provide an enhanced urban tree canopy as well as providing areas for seating and additional amenities. All furnishings to be Tier 1. See Section 3.4.

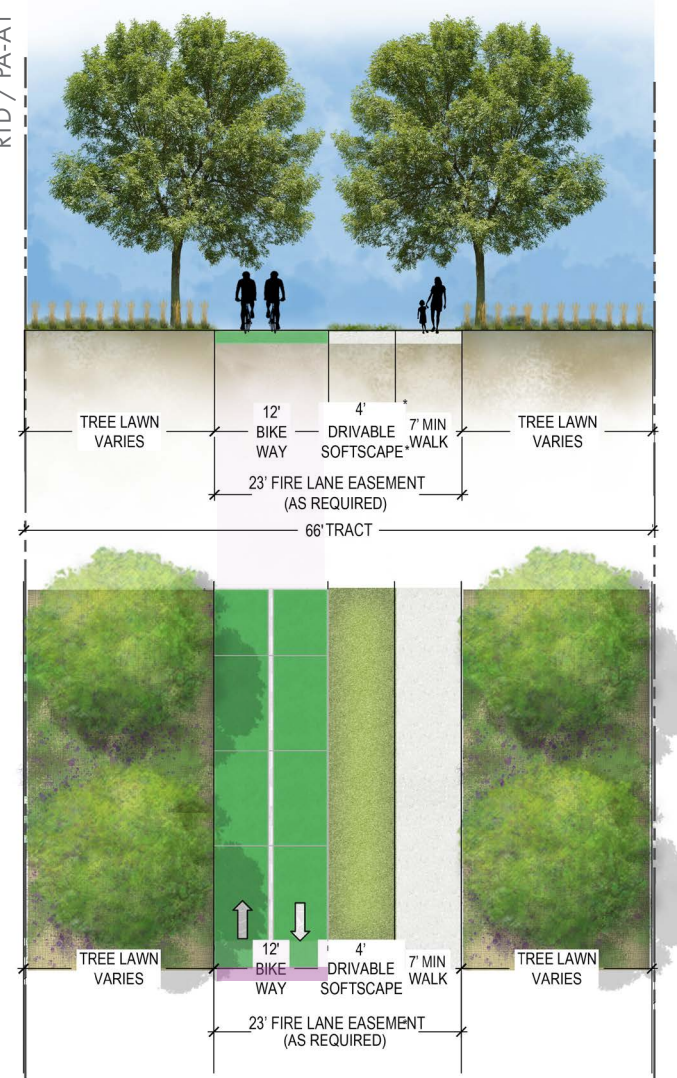
*FINAL DIMENSIONS ARE SUBJECT TO
CHANGE AT TIME OF SITE PLAN.

2

- Bike Racks: Embedded, centered in scoring pattern, a minimum of 10 required within the promenade.
- Bike repair station. 1 minimum
- Trash Receptacle: Surface Mount. 3 minimum
- Benches: Surface Mount. qty 6 minimum.
- Pet waste stations. 1 per 500 lf minimum
- Trees: Deciduous shade trees 30-40'o.c. min. planted in 5'x15' minimum planting zones.
- Landscape: Urban landscape that meets or exceeds the City's urban streetscape standards.
- Public Art shall be included within the Promenade.
- Tier 2 pedestrian lighting shall be provided. See Section 3.5

3.2.8B.1 DAWSON PEDESTRIAN PROMENADE SECTION (66' TRACT)

1 66' TRACT



PROPOSED PLAN VIEW - 66' TRACT
DAWSON PEDESTRIAN PROMENADE

*GRASSPAVE OR SIMILAR PRODUCT

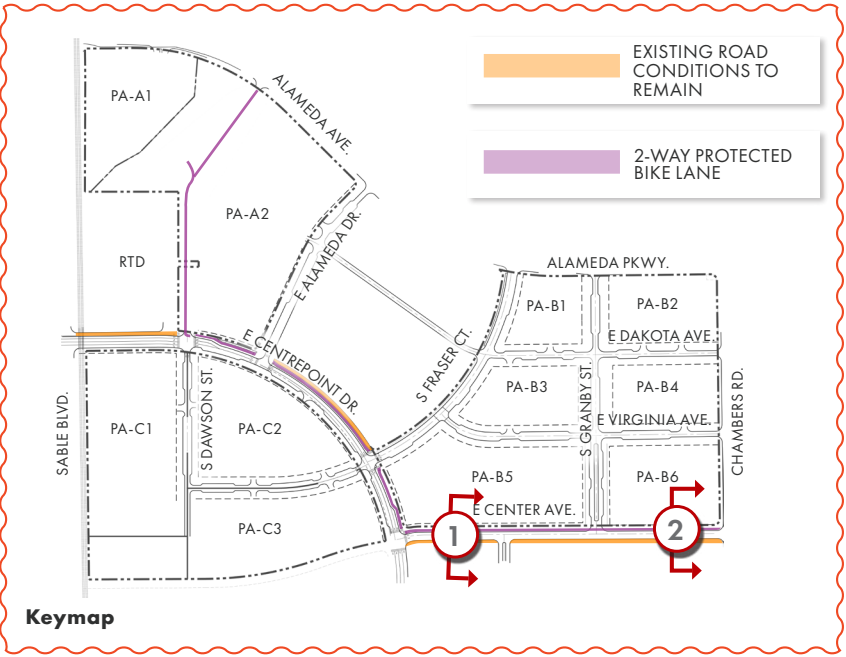
PUBLIC REALM

3.2.9 E. CENTER AVENUE (70' ROW)

E. Center Avenue provides a southern entry to Metro Center as well as a primary bike connection across Chambers to the Highline Canal Trail. With this, a wider ROW will provide a safe and inviting first impression of the site.

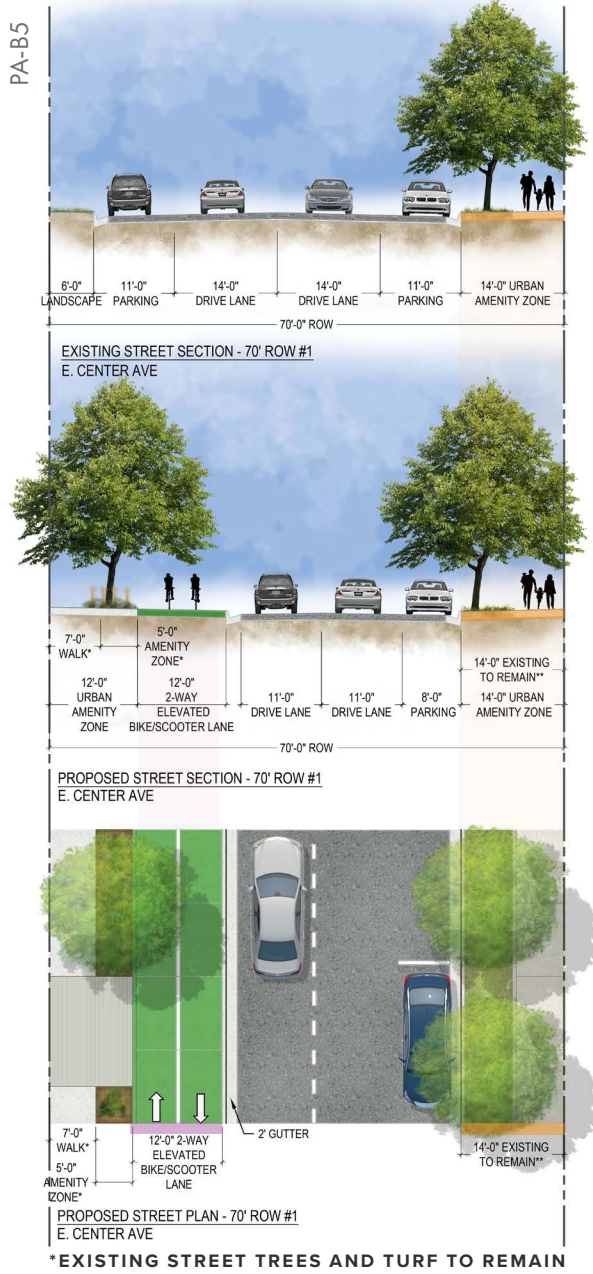
DESIGN GUIDELINES

- Existing improvements between the curbs, and on the south half of the ROW to remain.
- Sidewalk: Cast in place concrete. Min 8' clear width. Broom finish minimum.
- Curb Cuts are limited
- In-Street Parking
- A 12' protected two-way bicycle lanes shall be provided as identified in the following Sections.
 - Urban Amenity Zone (between back of curb and ROW)
All furnishings to be Tier 2. See Section 3.4. Minimum 6' through way must be maintained.
 - Bike Racks: Embedded, centered in scoring pattern, 4 per block street frontage minimum (non residential only)
 - Trash Receptacle: Surface Mount. 2 per block street frontage minimum (non-residential only)
 - Benches: Surface Mount. 2 per block street frontage minimum. (non residential only)
 - Trees: Deciduous shade trees 30-40'o.c. min. planted in 5'x15' min. planting zones.
 - Landscape: Urban landscape that meets or exceeds the City's urban streetscape standards.

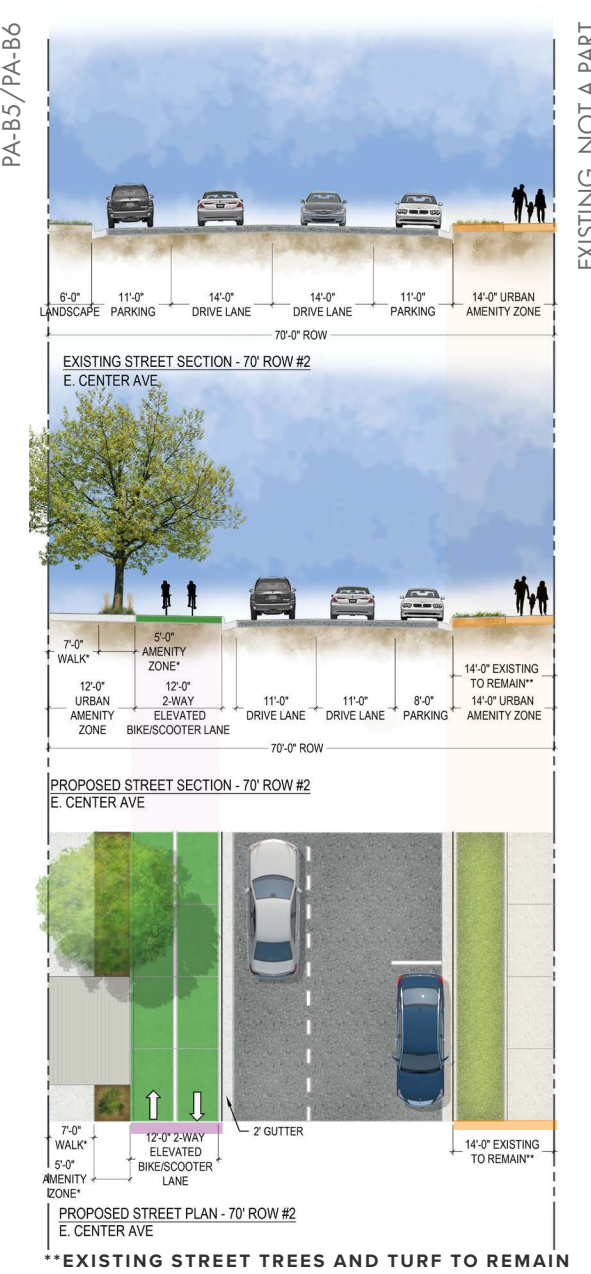


3.2.9.1 E. CENTER AVENUE SECTIONS (70' ROW)

1 PROPOSED 70' ROW



2 PROPOSED 70' ROW



*FINAL DIMENSIONS ARE SUBJECT TO CHANGE AT TIME OF SITE PLAN

*EXISTING STREET TREES AND TURF TO REMAIN

**EXISTING STREET TREES AND TURF TO REMAIN

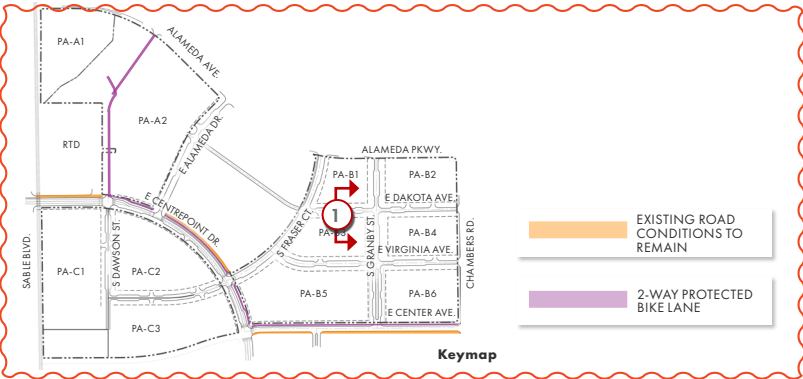
PUBLIC REALM

3.2.10 E. DAKOTA AVE (66’ ROW)

E. Dakota Avenue is a local East-West street within Metro Center, providing a connection between S. Chambers Road and E. Fraser Court.

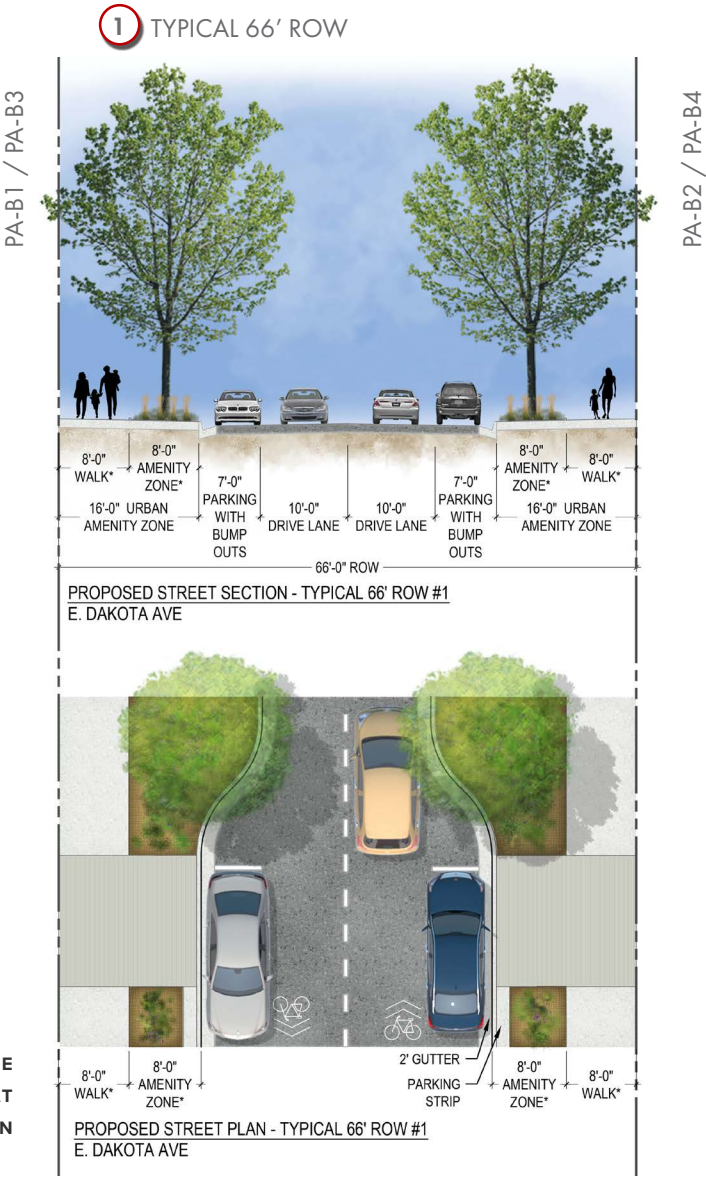
DESIGN GUIDELINES

- Sidewalk: Cast in place concrete. Min 8’ clear width. Broom finish minimum.
 - On-Street Parking
 - Urban Amenity Zone (between back of curb and ROW)
All furnishings to be Tier 2. See Section 3.4. Minimum 6’ through way must be maintained.
1. Bike Racks: Embedded, centered in scoring pattern, 4 per block street frontage minimum (non residential only)
 2. Trash Receptacle: Surface Mount. 1 per block street frontage minimum (non-residential only)
 3. Benches: Surface Mount. 1 per block street frontage minimum. (non residential only)
 4. Trees: Deciduous shade trees 30-40’o.c. min. planted in 5’x15’ min planting zone or in turf
 5. Landscape: Urban landscape character that meets or exceeds the City’s urban streetscape standards.



*FINAL DIMENSIONS ARE
SUBJECT TO CHANGE AT
TIME OF SITE PLAN

3.2.10.1 E. DAKOTA AVE. SECTION (66’ ROW)

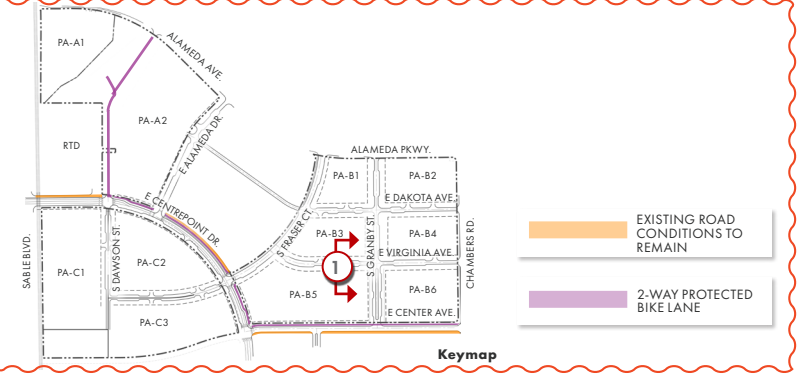


3.2.11 E. VIRGINIA AVE. SECTION (66’ ROW)

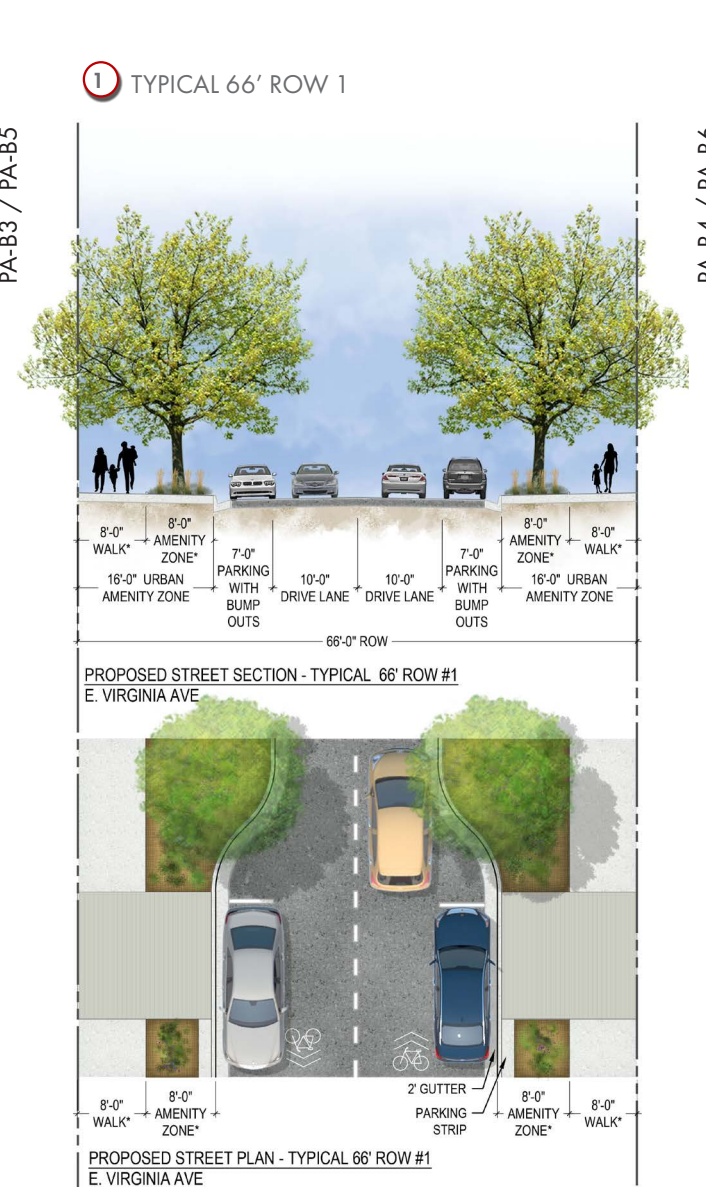
E Virginia Avenue is a local street within Metro Center that bisects PA-B. This street provides a key East-West connection to the future small urban park and to Fraser Court and S. Chambers Road.

DESIGN GUIDELINES

- Sidewalk: Cast in place concrete. Min 8’ clear width. Broom finish minimum.
 - On-Street Parking
 - Urban Amenity Zone (between back of curb and ROW)
All furnishings to be Tier 2. See Section 3.4. Minimum 6’ through way must be maintained.
1. Bike Racks: Embedded, centered in scoring pattern, 4 per block street frontage minimum (non residential only)
 2. Trash Receptacle: Surface Mount. 1 per block street frontage minimum (non-residential only)
 3. Benches: Surface Mount. 1 per block street frontage minimum. (non residential only)
 4. Trees: Deciduous shade trees 30-40’o.c. min. planted in 5’x15’ min planting zone or in turf
 5. Landscape: Urban landscape character that meets or exceeds the City’s urban streetscape standards.



3.2.11.1 E. VIRGINIA AVE. SECTION (66’ ROW)



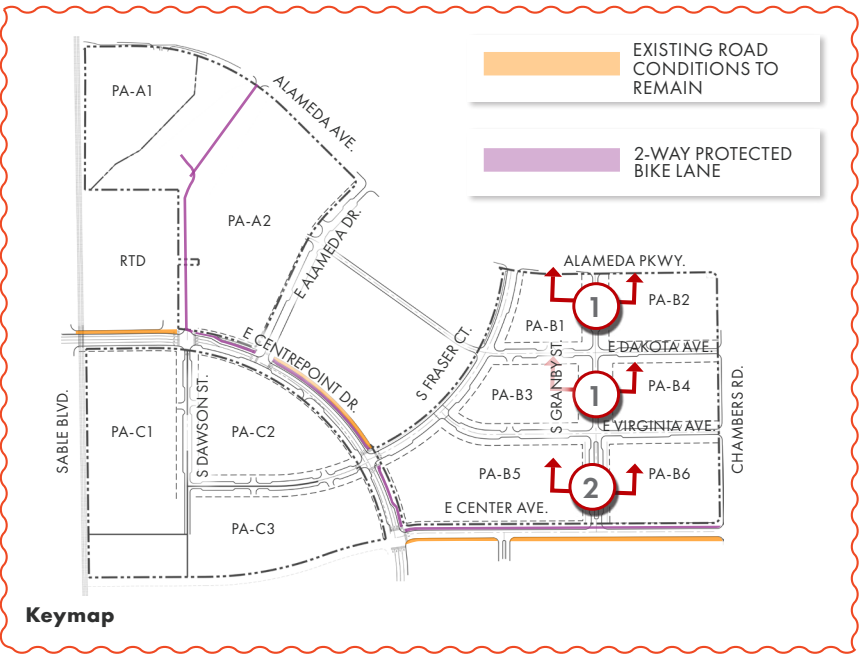
PUBLIC REALM

3.2.12 S. GRANBY STREET WITH MEDIAN (66' /86' ROW)

S. Granby Street is a primary north-south connection within Metro Center that bisects PA-B. This street provides access to the future small urban park and to E. Alameda Parkway and E. Center Avenue.

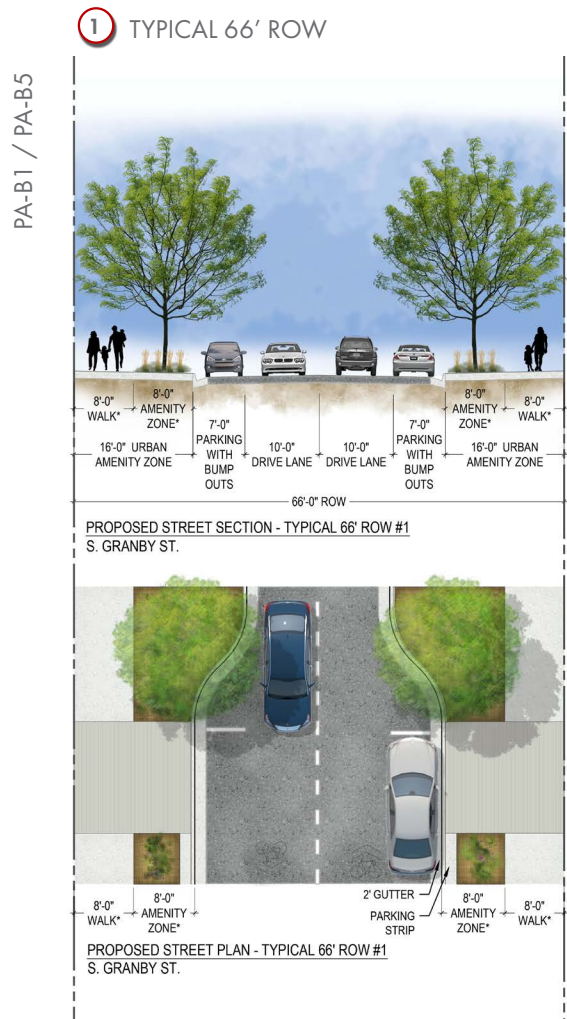
DESIGN GUIDELINES

- Sidewalk: Cast in place concrete. Min 8’ clear width. Broom finish minimum.
 - On-Street Parking
 - Urban Amenity Zone (between back of curb and ROW)
All furnishings to be Tier 2. See Section 3.4. Minimum 6’ through way must be maintained.
1. Bike Racks: Embedded, centered in scoring pattern, 4 per block street frontage minimum (non residential only)
 2. Trash Receptacle: Surface Mount. 1 per block street frontage minimum (non-residential only)
 3. Benches: Surface Mount. 1 per block street frontage minimum. (non residential only)
 4. Trees: Deciduous shade trees 30-40’o.c. min. planted in 5’x15’ min planting zone or in turf
 5. Landscape: Urban landscape character that meets or exceeds the City’s urban streetscape standards.

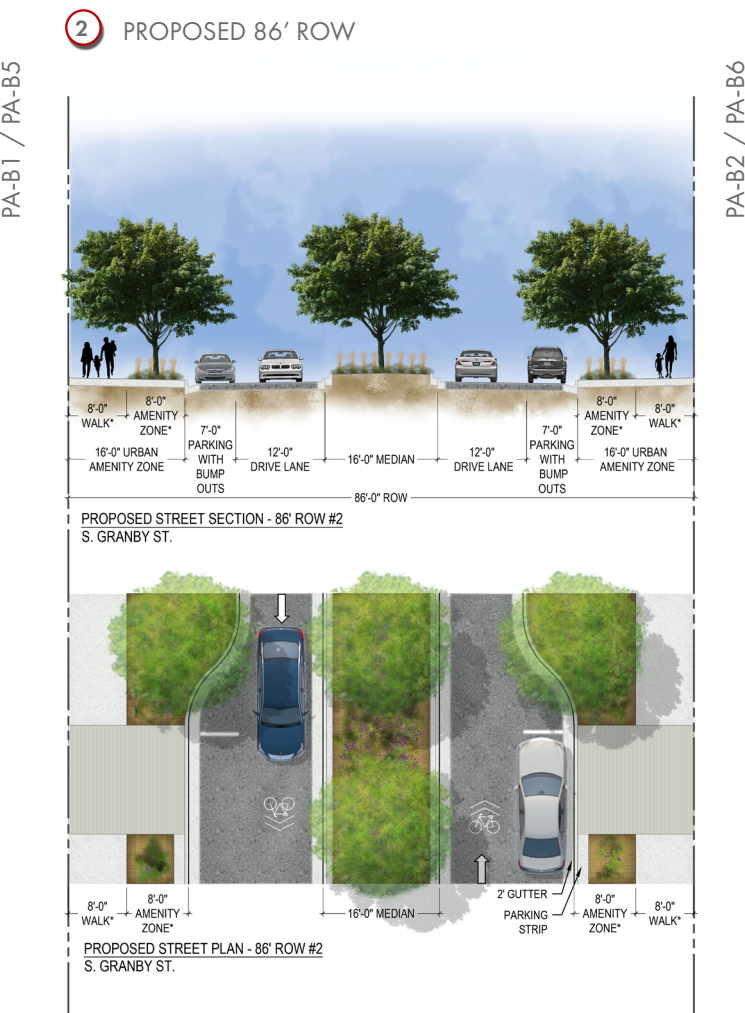


*FINAL DIMENSIONS ARE
SUBJECT TO CHANGE AT
TIME OF SITE PLAN

3.2.12.1 S. GRANBY STREET SECTION (66' ROW)



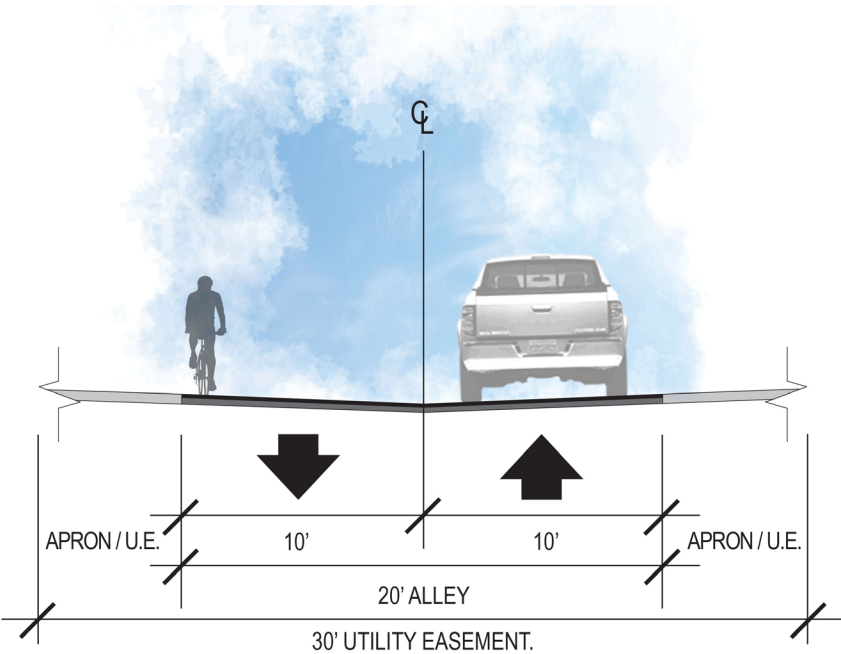
3.2.12.2 S. GRANBY STREET WITH MEDIAN (86' ROW)



PUBLIC REALM

3.2.13 ALLEY (NOT FIRE SERVICE)

The use of alleys help create urban blocks, by accommodating rear-loaded buildings that face the street. The following non-fire service alley street section meets the City's standards and requirements.



3.2.14 FIRE SERVICE ALLEY

The use of alleys help create urban blocks, by accommodating rear-loaded buildings that face the street. Any required fire service alley street section will meet the City's standards and requirements and be designed on a case by case basis.



3.3 Enhanced Pavement and Crosswalks

DESIGN INTENT

Metro Center's pedestrian circulation network consists of a series of sidewalks, trails and pedestrian crossings. Enhanced pavement and crosswalk markings are to be included along main public realm routes including: Centrepont Dr., Dawson St. and intersections along Centrepont Dr., Dawson St. and Granby St.

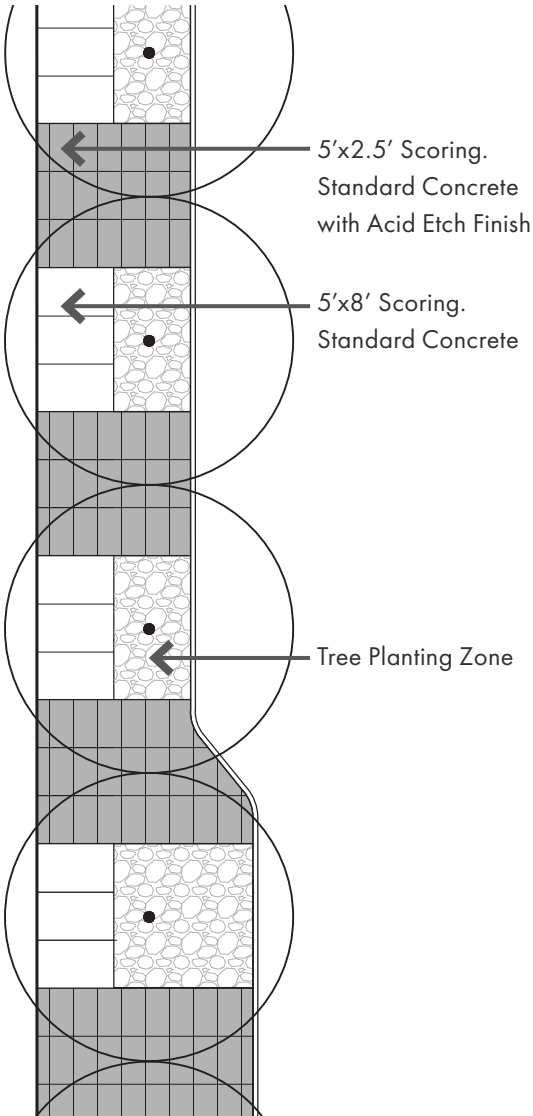
DESIGN GUIDELINES

Sidewalks

- Standard sidewalks within Metro Center are defined within each street section summary. The minimum standard for pedestrian sidewalks is a 5'x8' saw cut scoring pattern. Medium broom finish concrete.
- Enhanced concrete within the R.O.W. may occur within the approximately 15' space between tree planting zones as highlighted to the right.
- Enhanced paving within the ROW will consist of standard grey concrete with a 2.5'x5' saw cut scoring pattern and acid etch finish.
- Enhanced pavement band will extend from back of curb to back of sidewalk.
- Sidewalk improvements on Chambers may vary due to existing easements. At time of site plan the developer will use best efforts to maintain the same or similar aesthetic to the extent practicable.

Intersection Crosswalks

- Standard intersection crosswalks within Metro Center shall comply with City of Aurora Standards and be identified with ladder striping.
- Enhanced Crosswalks within Metro Center shall be either dark concrete paving or other appropriate color within the crosswalk or a thermoplastic applied color and pattern within the crosswalk. Final patterning and color of crosswalks will be determined at time of Site plan.



TYPICAL ENHANCED STREETScape TREATMENT

PUBLIC REALM

3.4 Street Furnishings

DESIGN INTENT

Metro Center’s street furnishing should provide visual continuity and authenticity throughout the site with design and placement that complements the brand’s identity, urban vibe, and artistic personality.

DESIGN STANDARDS

- Sidewalk benches shall be located out of the main pedestrian walkways.
- A consistent standard for site furniture shall be developed and maintained throughout the community.
- Street furnishings shall not obstruct the sidewalk.
- Seating shall be placed to serve bus stops, parks and plazas.
- Include space for bicycle and scooter parking utilizing consistent bicycle parking fixtures.

DESIGN GUIDELINES

- Maintenance, safety and comfort should be a primary consideration in the type, design and placement of street furniture.
- Street furniture should be placed in public open spaces and plazas that have heavy pedestrian use.
- High quality site furniture should be used throughout the development in all public areas. Unique site furnishings are encouraged in main park and plaza locations.
- Adequate quantities of street furniture should be evaluated and used in all public areas, including benches, bicycle racks, and trash receptacles.
- Activating the streetscape is encouraged. Seating for sidewalk cafés is encouraged.
- Bike repair stations and bike racks are encouraged.
- Reference Streetscape Design sheets for location of Tier 1 vs. Tier 2 furnishings. Tier 2 furnishings are the standard for the majority of the site furnishings within Metro Center. Tier 1 furnishings may be used near Metro Center Plaza and Dawson Pedestrian Promenade where appropriate.

*SUBSTITUTIONS FOR FURNISHINGS OF
EQUAL QUALITY MAY BE APPROVED BY
THE DRC AT TIME OF SITE PLAN

TIER 1 SITE FURNISHINGS*



STREETSCAPE BENCH

Supplier: Streetlife
Model: Heavy-Heavy Bench (backless, backed or chairs)
Material: Hot dipped galvanized steel base
Surface Mount



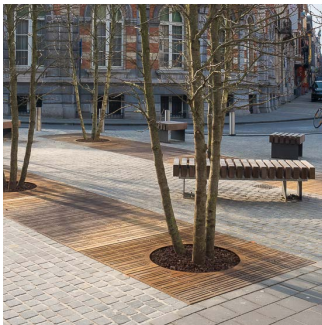
TRASH RECEPTACLE

Supplier: Site Pieces
Model: Monoline Litter Bin
Color: Slate Grey
or approved equal
Surface Mount



BIKE RACK

Supplier: Site Pieces
Model: Duo Bike Rack
Color: Mint
or approved equal
Surface Mount



TREE GRATE

Supplier: Streetlife
Model: Tree Grill Strips
Color: Corten Steel

TIER 2 SITE FURNISHINGS



STREETSCAPE BENCH

Supplier: Site Pieces
Model: Monoline 6’ Bench
Frame Color: Campfire Embers
or approved equal
Surface Mount



TRASH RECEPTACLE

Supplier: Site Pieces
Model: Monoline Litter Bin
Color: Slate Grey
or approved equal
Surface Mount



BIKE RACK

Supplier: Site Pieces
Model: Duo Bike Rack
Color: Mint
or approved equal
Surface Mount



TREE GRATE

Supplier: Urban Accessories
Model: Cascade Tree Grate
Finish: Rust Conditioner - Iron

PUBLIC REALM

3.5 Lighting

DESIGN INTENT

Metro Center’s lighting is one of its signature urban characteristics. Designs should enhance the neighborhood experience, create an authentic air of electricity, and serve as beacons for its hot spots and points of interest.

DESIGN STANDARDS

- Light poles shall be aligned with street trees.
- All R.O.W. Lighting shall meet COA standards.
- Street lighting shall be zero or partial cutoff type and no taller than (30) ft. in height.
- Pedestrian lighting shall be a minimum of one (1) foot candle along internal pedestrian sidewalks and walkways and shall be a maximum of 2,500 lumens for individual landscape elements in publicly accessible open space and plazas.
- Pedestrian lighting fixtures shall be a maximum of 16 feet tall.
- General illumination of entire open spaces and plazas from remotely mounted fixtures are prohibited.
- Security lighting shall be downcast and shielded.
- Wiring, transformers, and related equipment shall be below ground or screened from public view.
- Building-mounted lighting fixtures shall not project above the fascia or roof line of the building.
- Outdoor lighting shall be designed to eliminate glare or light spillage onto adjacent properties.
- Fixtures shall be consistent with the fixtures specified in the master plan.

- Festoon lighting is permitted in plazas, parks and cafe areas.
- Enhance security of the street while minimizing negative impacts on private properties.
- Create a comfortable and safe nighttime ambiance in publicly accessible open spaces, plazas and expanded streetscapes.
- Enhance the aesthetic qualities of the streetscape.
- Create a uniform approach to lighting throughout Metro Center.
- Use outdoor and building lighting to create an exciting, vibrant entertaining urban environment.
- Use outdoor lighting to illuminate pedestrian pathways, streets, entrances, service areas, signage, landscaping and other areas and elements where appropriate
- Street lighting shall comply with City Center Station Area Plan lighting types.

DESIGN GUIDELINES

- Consideration should be given to adjustments in street light placement to account for existing mature trees while still maintaining a uniform spacing along the roadway.
- Pedestrian lights along internal streets should consist of only one fixture type.
- Pedestrian lighting should be spaced evenly and align with each other along the length of the pedestrian walkway or corridor.
- Light pollution should be reduced where practical. LED lighting should be used where practical.
- Building mounted lighting is encouraged to enhance the adjacent sidewalks as well as the architecture itself.
- Lighting may be used to enhance important architectural features of the building it serves as long as it does not adversely impact surrounding properties.

TIER 1 LIGHTING OPTIONS



PEDESTRIAN LIGHTING

Supplier: Louis Pusen
Model: RSA-4.5/14ft/Nat Paint Alu
(Or similar approved by Planning Director)

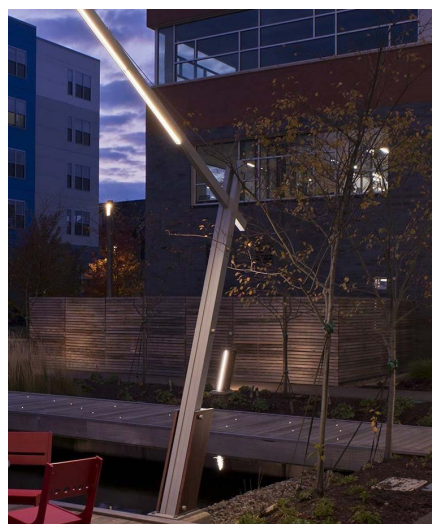


LIGHT BOLLARD

Supplier: Gardco
Model: Pureform Gen2-PBL Bollard
(Or similar approved by Planning Director)

2

TIER 2 LIGHTING OPTIONS*



PEDESTRIAN LIGHTING

Supplier: Structura
Model: Reverse Tilt
Color: C5 Slate with Accoya Wood Accent
(Or approved equal)



LIGHT BOLLARD

Supplier: Structura
Model: Lineal Bollard
Color: C5 Slate with Accoya Wood Accent
(Or approved equal)

2



CITY OF AURORA - STREET LIGHTS

Street Light (Local Street): McGraw- Edison GALN Galleon II
Street Light (Collector Street): Streetworks Archeon Medium

*SUBSTITUTIONS FOR TIER 2 LIGHTING OF
EQUAL QUALITY MAY BE APPROVED BY
THE DRC AT TIME OF SITE PLAN

PUBLIC REALM

3.6 Open Space, Parks and Plazas

DESIGN INTENT

Metro Center’s open spaces, parks and plazas are its heartbeat. They are where people gather, engage, and connect. Designs should allow for culture, art, commerce, food, festivals, and community to bring these spaces to life, creating an energy that powers the entire neighborhood.

As the signature planning tool, Metro Center will utilize a variety of public realm techniques for placemaking, and to also stitch together the various planning areas and disparate land uses. Metro Center will create a series of plazas, parks and gathering areas located throughout the development that are connected by landscaped pedestrian pathways, much like a string of pearls.

The primary “string” is Metro Center’s Dawson Pedestrian Plaza. This north-south corridor connects a series of parks, plazas and “found spaces” reaching from the Metro Center Greenway to Grand View Park. Enhanced streetscape and pedestrian plaza space along Dawson creates pedestrian friendly paths connecting all planning areas with the Core Subdistrict. Secondary streets will branch out in smaller “strings” to connect the “pearls” of the plazas and parks. These “pearls” will range from active parks in residential lots to hardscaped plazas that enhance commercial uses to small surprise pocket parks.

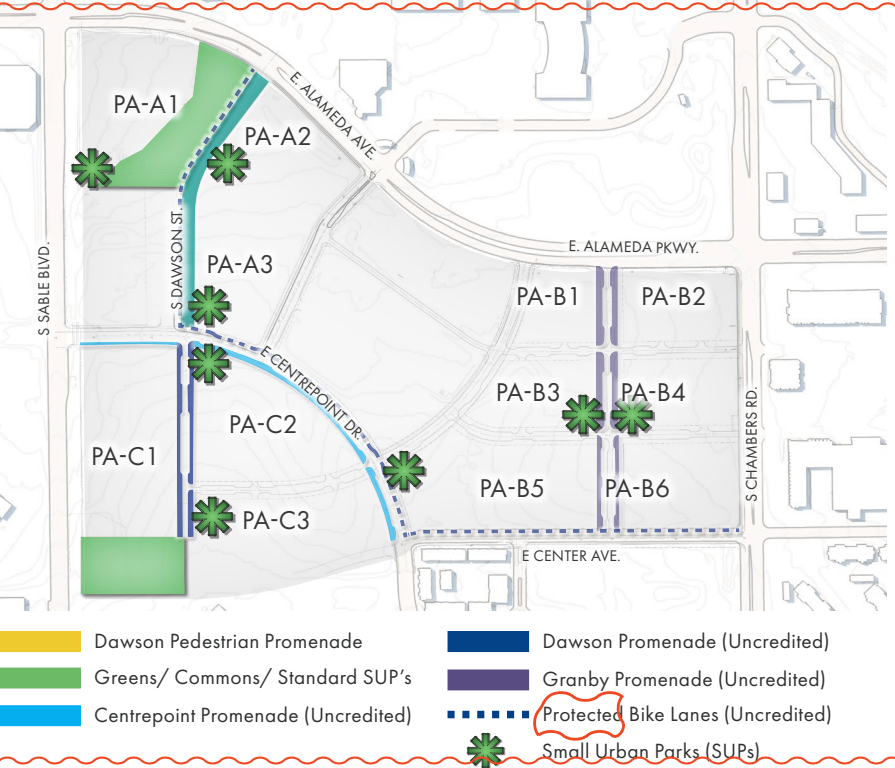
The feature plaza will exist on Planning Area A (PA-A2) to serve both developed property and the RTD station area to activate the entire project with day-to-day uses as well as host events such as farmer’s markets, etc. Mixed-use spaces and outdoor dining will be placed along this plaza to activate its use. This public space will also serve as the focal point for the mobility hub for last mile transit from the RTD station to outlying neighborhoods and the project itself.

The primary park on Planning Area B (PA-B3 and B4) will combine active

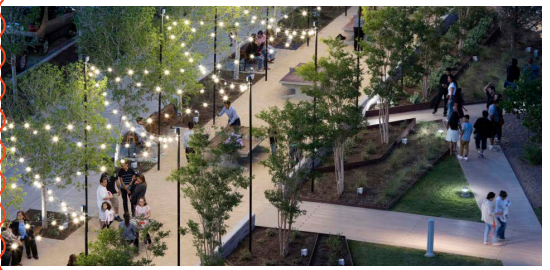
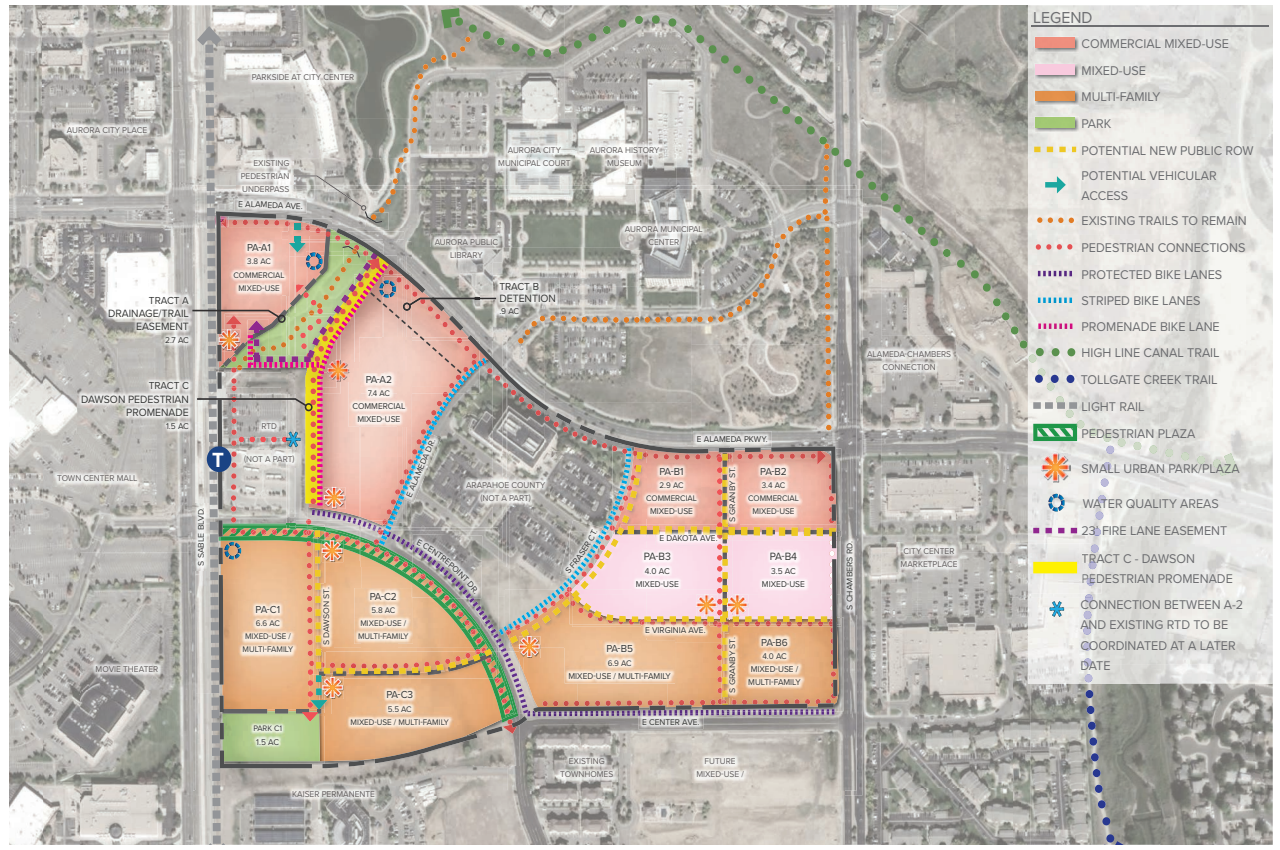
uses and features such as fountains with passive landscape areas that combine shade trees with open lawns. This signature park will provide open spaces and active uses such as play equipment that will serve the surrounding residential and office uses.

Small Urban Parks and Plazas are a crucial element to the urban feel of the development. These provide the surprise of discovery and help break down the scale and mass of surrounding buildings. These parks will include curated art and, if planned correctly, can have far greater impact that larger parks, sized merely to gain PLD credit.

The diagram below shows the network of Small Urban Park spaces that are currently planned within Metro Center. The shape and final location of these parks may shift through the design development process but represent the intended park space requirements that will be provided throughout the site.



2



*Permitted land uses within the Master Plan parcels may change without amendment to this Master Plan so long as they adhere to the requirements of the Permitted Use Table within the UDO.

PUBLIC REALM

3.6.1 GENERAL SMALL URBAN PARK DESIGN GUIDELINES

Small Urban Parks shall provide a variety of features and experiences to the residents and visitors of Metro Center. All park spaces within Metro Center shall follow these basic guidelines unless greater standards are given for special parks within this document.

DESIGN STANDARDS

- Small Urban Parks (SUP) shall be no less than 10,000sf in size.
- Basic elements that should be included in each SUP include:
 - Internal circulation network
 - Seating (benches, tables, planters, walls etc.)
 - Attractive landscaping that consists of plant specimens having a high degree of visual interest during all seasons.”
 - Site furniture (trash receptacles, tables, bike racks etc)
 - Pedestrian level lighting for safety and night time interest.
 - Wayfinding signage where applicable
- Each SUP should include a minimum of 2 of the following recreation features:
 - Open turf area
 - Shelter or shade structure
 - Play sculptures or play equipment with safety surface
 - Sprayground / interactive fountain
 - Trail corridor or connection
 - Amphitheater
 - Interpretive Display

- Each SUP should include a minimum of 1 of the following special features: geared to enhance the urban environments where people work, shop and live.
 - Public Art
 - Water Features
 - Gardens with special designs or theme
 - Ornamental fencing and gates
- Open Space areas shall be unenclosed and open to the sky (except shelters/shade structures). Areas may be decorated with ornamental lights, seasonal decorations and shading devices that may be installed and hung across the width of the space.
- In buildings that abut public open spaces, ground floor uses shall work to activate the open space/plaza throughout the day through glazing or openings.
- Deciduous shade trees shall be provided near seating areas.
- Provide spaces that are open and inviting to the public, which serve as areas for relaxation and community interaction, and create variety and interest in the public realm.
- Introduce elements of nature into the urban environment.
- Design spaces that can accommodate high levels of pedestrian use.
- Parks should be oriented to take advantage of views and sunshine.
- Trash receptacles should not be placed immediately adjacent to benches or other seating areas.

3.6.2 METRO CENTER “HEARTBEAT” (DAWSON STREET AND PEDESTRIAN PROMENADE)

The Heartbeat of Metro Center is located within parcel A2 and will be focused along Alameda Dr. and along the enhanced public realm within the proposed Dawson St. R.O.W. and Dawson Pedestrian Promenade. The center of activity is concentrated along the western edge of Parcel A2 because of its connection to transit, trails, parks and found spaces. The overall area encompassing the enhanced public realm is broken down into 4 zones: the Greenway Park, Metro Center West Plaza, Dawson Pedestrian Promenade and the Streetscapes. Each of these zones contributes to the energization of the main street-like heartbeat and provides an array of amenities and opportunities for residents and visitors alike.

Refer to section 3.2.7 and 3.2.8 for Dawson and Alameda Dr. Streetscape standards and Sections 3.6.2.1 and 4.1 for Building Transparency and Frontage requirements.



PUBLIC REALM

3.6.2.1 PRIMARY STREET (ALAMEDA DRIVE AND DAWSON STREET) BUILDING ORIENTATION AND TRANSPARENCY

Buildings should be sited and designed to reinforce the public realm by fronting the Primary Street, parks and plazas with entries and ground level active uses. Human-scaled facade articulation, architectural detailing, handsome materials, and variations in the wall depth create a pedestrian scale and inviting street edge. Transparent glass at the ground level encourages a feeling of openness and provides ‘eyes on the street’. Special emphasis should be given to distinctive articulation of individual building entrances and street corner elements.

The use of glass is encouraged to provide transparency and a sense of openness to the buildings, particularly in the base of buildings that may contain ancillary retail uses. The use of expansive areas of glass at street level will help to animate the streets, sidewalks and open spaces for the pedestrian. All glazing at street level should be highly transparent. The use of translucent areas of glass may be considered in locations where interior function dictates.

DESIGN STANDARDS

- 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. The building frontage percentage is defined as the habitable building area frontage not including 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 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.

3.6.2.2 DAWSON PEDESTRIAN PROMENADE

DESIGN INTENT

The Dawson Pedestrian Promenade acts as the pedestrian and bicycle spine within the heartbeat of Metro Center. This linear parkway exists as a non-vehicular extension of Dawson St. north of Centrepont Dr. and connects the protected bike lane along Centrepont to the Greenway Park trail system and RTD station. This pedestrian promenade also functions as an extension of the Metro Center Plaza and provides an iconic thoroughfare with opportunities to use this space as a festival space for larger events.

DESIGN GUIDELINES

- Paving within this promenade should be enhanced as an extension of the Metro Center Plaza. The exception to this is where the bike lane is delineated for safety.
- Tier 2 pedestrian lighting or approved equal should be utilized within the plaza to create an enhanced sense of place. Keep lighting fixtures at a pedestrian scale. Light bollards, step, and walkway lights are encouraged. The use of festoon lighting to highlight important areas is encouraged.
- Generous bicycle parking should be provided within the plaza and bike repair stations are encouraged.
- Fire Access Lane routing through this promenade will be located along the northern half of the promenade, routing toward parcel A. Refer to Master Plan.
- See Dawson Pedestrian Promenade section 3.2.8B.1 for more detailed information on required design elements.

2

3.6.2.3 METRO CENTER PLAZA

DESIGN INTENT

The Metro Center Plaza located near the RTD station, serves as the heartbeat of the district with lively mixed-use and dense residential uses and connects commuters, visitors and residents from the station to the Aurora Municipal Center and the rest of the site. Park and open space credit shall be considered for well-designed and amenitized outdoor spaces.

DESIGN GUIDELINES

- An urban play feature shall be included within the plaza area that fits with the overall character of the site. Non-traditional play structures or equipment are encouraged.
- A minimum of one shade structure shall be provided within the plaza. This may be attached to the building so long as it protrudes far enough into the space to be utilized by the general public. (600sf minimum)
- Areas of open turf to help soften the large plaza space and provide passive recreation or seating opportunities in encouraged.
- Provide a minimum of 4 trash receptacles. These should not be placed immediately adjacent to seating areas.
- Tier 2 pedestrian lighting or approved equal should be utilized within the plaza to create an enhanced sense of place. Keep lighting fixtures at a pedestrian scale. Light bollards, step, and walkway lights are encouraged. The use of festoon lighting to highlight important areas is encouraged.
- Generous bicycle parking should be provided within the plaza and bike repair stations are encouraged.
- Other amenities, such as water features, splash pads, public art, game areas, stage and event areas, power outlets, and drinking fountains, should be incorporated into a plaza.

- A variety of seating options should be provided within the plaza.
- Edges of the Metro Center Plaza may be used as seating areas for private use (e.g. restaurants, retail, etc.)
- Design of plazas should take into consideration ease of maintenance and snow removal.
- Paving/hardscape should be considered as the primary surface treatment, with landscaping and or turf as secondary surface treatments.



METRO CENTER PLAZA - LOOKING NORTH

*ARTIST RENDERING IS CONCEPTUAL. DESIGN IS SUBJECT TO CHANGE. ALL SITE PLAN SUBMITTALS MUST COMPLY WITH APPLICABLE STATION AREA PLAN, UNIFIED DEVELOPMENT ORDINANCE AND DESIGN GUIDELINE REQUIREMENTS.

PUBLIC REALM

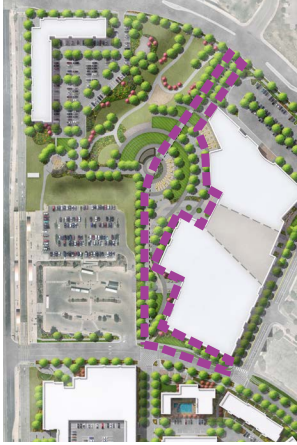
- Specialty or accent paving is encouraged to enhance the plaza's sense of place.
- Where possible, permeable paving or landscaping should be used to reduce water run-off on site.
- Plazas should be oriented to take advantage of views and sunshine.
- Plazas should feature entrances to retail spaces along their perimeter to activate the space.



METRO CENTER PLAZA - LOOKING SOUTH

*ARTIST RENDERING IS CONCEPTUAL. DESIGN IS SUBJECT TO CHANGE. ALL SITE PLAN SUBMITTALS MUST COMPLY WITH APPLICABLE STATION AREA PLAN, UNIFIED DEVELOPMENT ORDINANCE AND DESIGN GUIDELINE REQUIREMENTS.

2



Keymap

3.6.2.4 GREENWAY PARK

DESIGN INTENT

Located along the western edge of the Dawson Pedestrian Promenade and Metro Center Plaza, Greenway Park is envisioned as a social hub for Metro Center. As the largest open space at Metro Center it is envisioned as a gathering place for the community. It should be designed to reinforce the sense of community by being open and welcoming to all and able to accommodate a variety of public events including movie nights, farmers markets, craft fairs, and passive recreation. The park should function as an extension of the heartbeat at Metro Center Plaza and be a urban, flexible open space that is open and inviting for residents, adjacent neighborhoods, employees and visitors.

The park shall include a wide, multi-use path, flanked by shade trees, pedestrian amenities and pedestrian scale lighting. The regional trail located within the park connects Metro Center to the Aurora.

DESIGN GUIDELINES

- Provide space for informal recreation.
- Park amenities should include but are not limited or restricted to: shelters, open recreation lawn, small rentable gathering areas, picnic areas, bike repair stations, pet waste stations.
- Tier 1 pedestrian lighting or approved equal shall be utilized within the park to provide safe use of the space in the evening. Keep lighting fixtures at a pedestrian scale. Light bollards, step, and walkway lights are encouraged as well as unique fixtures at main gathering areas.
- Provide at least 1 Shelter within the park at a minimum of 300 sf.

2

- Provide a variety of seating options within the park. A minimum of 8 benches should be provided throughout the park.
- Provide a minimum of 3 trash receptacles. These should not be placed immediately adjacent to seating areas.
- Provide ample bike parking within the park site.
- Landscape and turf should be considered the primary surface treatment and plaza/hardscape as secondary surface treatment.
- Public art is encouraged within the park.
- Passive play features including nature play amenities are encouraged.

2

2



Keymap

PUBLIC REALM



GREENWAY PARK - LOOKING EAST
*ARTIST RENDERING IS CONCEPTUAL. DESIGN IS SUBJECT TO CHANGE. ALL SITE PLAN SUBMITTALS MUST COMPLY WITH APPLICABLE STATION AREA PLAN, UNIFIED DEVELOPMENT ORDINANCE AND DESIGN GUIDELINE REQUIREMENTS.

3.6.3 OFFICE/RESIDENTIAL PUBLIC REALM

Public realms within commercial/mixed-use areas are encouraged to be a mix of hardscaped/plaza and flexible open space type areas for visitors of the district to gather outdoors in a smaller scale/passive setting. Park and open space credit shall be considered for well-designed and amenitized outdoor spaces.

DESIGN GUIDELINES

- Design of plazas should take into consideration ease of maintenance and snow removal.
- A combination of hardscape seating and gathering areas and softscape (open turf) should be used as surface treatments
- An urban play feature may be included within the plaza area that fits with the overall character of the site. Non-traditional play structures or equipment are encouraged.
- A variety of seating options should be provided within the plaza.
- Where possible, permeable paving or landscaping should be used to reduce water run-off on site.
- Other amenities, such as public art, small game areas, small gathering areas, power outlets, and drinking fountains, bike repair stations, and pet waste stations, should be incorporated into the design.
- Plazas should be oriented to take advantage of views and sunshine.



PLANNING AREA B: LOOKING SOUTH ALONG GRANBY ST.
*ARTIST RENDERING IS CONCEPTUAL. DESIGN IS SUBJECT TO CHANGE. ALL SITE PLAN SUBMITTALS MUST COMPLY WITH APPLICABLE STATION AREA PLAN, UNIFIED DEVELOPMENT ORDINANCE AND DESIGN GUIDELINE REQUIREMENTS.

PUBLIC REALM

- Plazas should feature entrances to ground-level spaces along their perimeter to activate the space.
- Provide at least 1 shelter within the park at a minimum of 300 sf
- Provide a minimum of 1 trash receptacle per 600 sf. These should not be placed immediately adjacent to seating areas.
- Provide ample bike parking within the site.
- Tier 1 pedestrian lighting or approved equal shall be utilized within the park to provide safe use of the space in the evening. Keep lighting fixtures at a pedestrian scale. Light bollards, step, and walkway lights are encouraged. The use of festoon lighting to highlight important areas is encouraged.



PLANNING AREA B: LOOKING NORTH ALONG GRANBY ST.
*ARTIST RENDERING IS CONCEPTUAL. DESIGN IS SUBJECT TO CHANGE. ALL SITE PLAN SUBMITTALS MUST COMPLY WITH APPLICABLE STATION AREA PLAN, UNIFIED DEVELOPMENT ORDINANCE AND DESIGN GUIDELINE REQUIREMENTS.

3.6.4 PUBLICLY ACCESSIBLE PRIVATE OPEN SPACE / FOUND SPACES

Publicly accessible, privately maintained open spaces such as plazas, courtyards or outdoor rooms are an important part of the overall open space network within Metro Center. Each block is encouraged to include some form of outdoor space that is connected to the public realm either directly, or by a publicly accessible walkway.

Semi-public spaces within Metro Center are by design smaller, more intimate public use parks, typically located between buildings.

Semi-public spaces should be designed to encourage use by both residents, employees, tenants and the public. This should include walkways, smaller lawn areas, linear planting beds, and trees to provide shade and promote small gathering areas for users to enjoy an outdoor lunch or conduct a small meeting with their co-workers. These spaces are intended to be designed using authentic materials that reflect the brand of Metro Center and the interior and exterior design of the surrounding structures and should be areas that spark a sense of intrigue when passing by the space.

Outdoor rooms/ found spaces within Metro Center, such as courtyards, alcoves or similar design features may be counted towards SUP credit, if the space is at least 10,000 SF and when connected along enhanced streetscapes or promenades if approved by PROS at time of site plan.



PUBLIC REALM

3.7 Landscape

DESIGN INTENT

Metro Center’s landscape design should connect the spaces between buildings and bring the urban environment to life. A mixture of landscape, hardscape, and embedded art should convey a vibrant energy that embodies the brand’s unique identity and makes residents and visitors feel like they are somewhere special.

DESIGN STANDARDS

- Metro Center shall meet or exceed the City of Aurora’s current Landscape Standards and the Metro Center Master Plan.
- Select trees and other plant material that are drought tolerant and suitable to the climate and or native to the region. Consider the use of low maintenance plant material as well.
- Provide healthy growing conditions for all plant materials within an urban street environment.
- Reduce impervious conditions within Metro Center.
- Improve the appearance of and reduce the visibility of surface parking areas.
- Development must meet or exceed the City’s Landscape Standards.
- Ensure all areas of the site receive landscape/hardscape treatment.
- Provide a reduction of heat island effect, glare, dust and noise.
- Provide seasonal interest and visual enhancement of Metro Center.
- Ensure that specified plant materials are healthy, meet industry standards, and are suited to an urban environment

- Where trees are located in hard surface, well drained and aerated tree wells or trenches shall be provided. The minimum tree opening area shall be 75 square feet (5ft. by 15ft.) and be planted with shrubs, grasses and perennials or grates where needed for pedestrian circulation. Prior to the planting, the tree opening shall be excavated 3’-0” in depth, soil amended and backfilled to promote optimum root growth.
- Plant sizes shall be as follows and will meet landscape regulations with the Aurora UDO.
 1. Deciduous Trees: 2.5-inch caliper
 2. Ornamental Trees: 2-inch caliper
 3. Evergreen and coniferous trees: 6ft
 4. Shrubs: 5-gallon
 5. Vines, perennials, and ornamental grasses 1-gallon
 6. Mass Ground Covers: 21/4” with a minimum planting spacing of 6-9”.

DESIGN GUIDELINES

- Metro Center shall utilize the concepts of water-wise and xeriscape as a means to manage the water conservation in a semi-arid climate.
- Landscape and irrigation design shall reduce the impact of drought on landscape, and provide for efficiency in the use of water.
- Existing vegetation shall be preserved or transplanted where possible and only when vegetation is deemed to be of good health and value to the project.

*Note: This plant palette is not intended to be all inclusive. It is a sampling of the plant material to be used within the development and demonstrates the character of plant material to be used. Final plant selection shall be compliant with the city of Aurora Code and is subject to review by the DRC.

3.7.1 PLANTING PALETTE

DECIDUOUS TREES

Name	Species
Accolade Elm	Ulmus ‘Morton Accolade”
Autumn Brilliance Serviceberry	Amelanchier x grandiflora
Amur Maple	Acer ginalla
Bur Oak	Quercus macrocarpa
Western Catalpa	Catalpa speciosa
Chanticleer Pear	Pyrus Calleryana
Western Hackberry	Celtis Occidentalis
Imperial Locust	Gleditsia triacanthos inermis ‘imperial’
Japanese Tree Lilac	Syringa reticulata
Kentucky Coffeetree	Gymnocladus dioicus
Ohio Buckeye	Aesculus glabra
Prospector Elm	Ulmus japonica ‘prospector’
Prairie Stature Oak	Quercus x bimundorum ‘midwest’
Radiant Crabapple	Malus x radiant’
Skyline Locust	Gleditsia triacanthos inermis ‘skyline’
Spring Snow Crabapple	Malus x ‘spring snow’
Swamp White Oak	Quercus bicolor
Thornless Cockspur Hawthorn	Crataegus crus-galli ‘ inermis’
Austrian Pine	Pinus nigra
Pinon Pin	Pinus Edulis
Ponderosa Pine	Pinus Ponderosa

ORNAMENTAL GRASSES

Name	Species
Hardy Fountain Grass	Pennisetum alopecuroides ‘Hameln’
Feather Reed Grass	Calamagrostis acutiflora ‘karl foerster’
Variegated Maiden Grass	Miscanthus sinensis variegatus
Little Bluestem	Schizachyrium scoparium
Blonde Ambition Grama Grass	Bouteloua gracilis ‘blonde ambition’

SHRUBS

Name	Species
Alpine Currant	Ribes alpinum
Blue Mist Spirea	Caryopteris x clandonensis ‘blue mist’
Dwarf Burning Bush	Euonymus alatus ‘compactus’
Emerald Carousel Barberry	Berberis ‘tara’
Gro-Low Sumac	Rhus aromatica ‘grow-low’
Miss Kim Lilac	Syringa patula ‘miss kim’
Ivory Halo Dogwood	Cornus alba ‘bail halo’
Summer Wine Ninebark	Physocarpus opulifolius ‘seward’
Pawnee Buttes Sand Cherry	Prunus besseyi ‘pawnee buttes’
Russian Sage	Perovskia atriplicifolia
Coral Flower Carpet Rose	Rosa x ‘Noala’
Kelsey Dogwood	Cornus sericea ‘kelseyi’
Knockout Rose	Rosa ‘radrazz’
Limemound Spirea	Spirea x ‘limemound’
McKay’s White Potentilla	Potentilla fruticosa ‘Mckays White’
Red Twig Dogwood	Cornus stolonifera ‘Bailey’
White Bud Mugo Pine	Pinus mugo ‘white bud’
Buffalo Juniper	Juniperus sabina ‘buffalo’
Spartan Juniper	Juniperus chinensis ‘spartan’
Globe Spruce	Picea pungens ‘globosa’
Bright Edge Yucca	Yucca flaccida ‘bright edge’
Red Yucca	Hesperaloe Parviflora

PERENNIALS

Name	Species
Black Eyed Susan	Rudbeckia fulgida ‘Goldsturm’
Rocky Mountain Penstemon	Penstemon strictus
Rozanne Geranium	Geranium ‘rozanne’
Moonshine Yarrow	Achillea ‘moonshine’
May Night Salvia	Salvia sylvestris x ‘Mainacht’
Walkers Low Catmint	Nepeta faassenii ‘walkers low’
Husker Red Penstemon	Penstemon digitalis ‘Husker Red’
Blanket Flower	Gaillardia grandiflora

PUBLIC REALM

3.7.2 STREET TREES

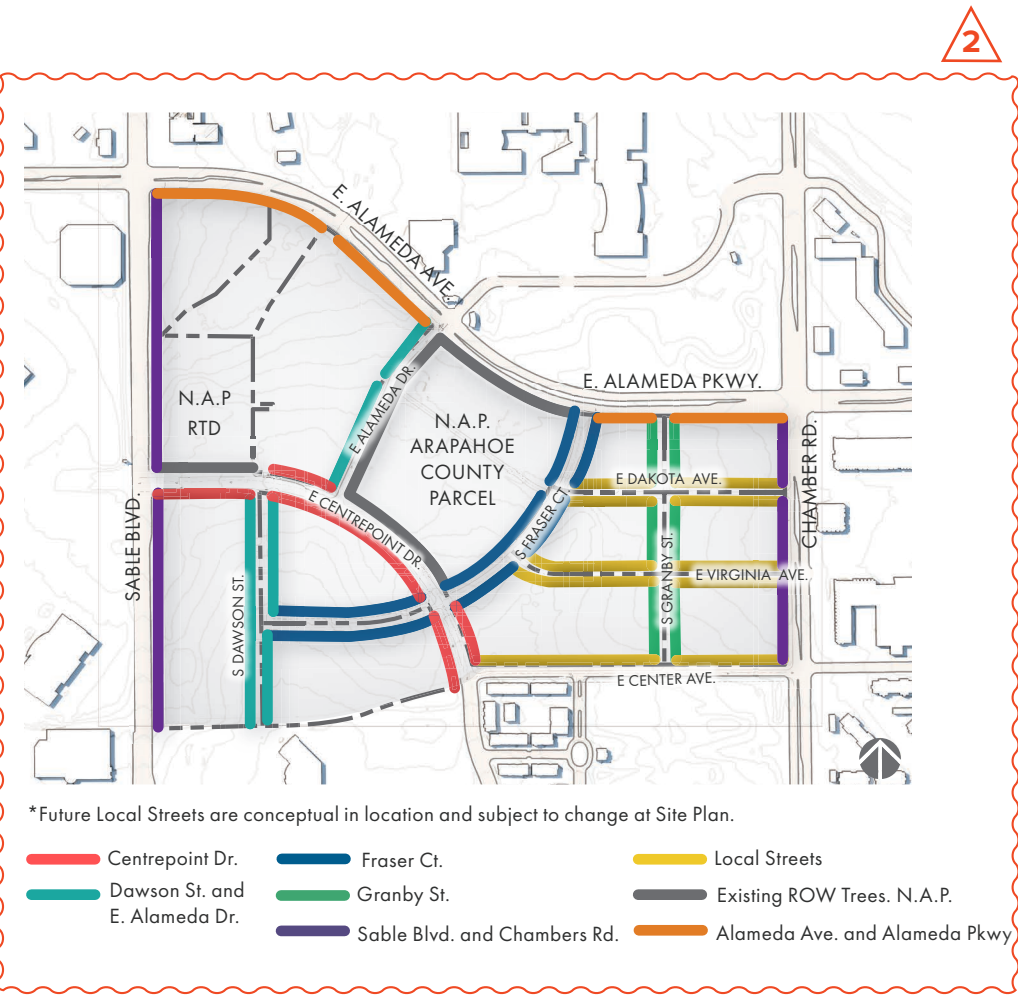
DESIGN INTENT

To create a streetscape that is safe and comfortable, it is imperative to implement a comprehensive street tree plan. Trees help to soften the hard urban edges while creating a shaded pedestrian path. Street tree species for Metro Center have been chosen based on form, height, spread texture, urban sustainability, drought tolerance and other regional factors.

Tree species should vary from street to street to help form a visual identity of each street and to highlight points of interest within Metro Center. They will also provide a sense of pedestrian scale and visual interest. The layout is intended to create diversity throughout the site and seamless transitions between properties within and surrounding the site.

TREE SPACING

All streets within Metro Center will include 2.5" minimum caliper street trees spaced 30'-40' on center depending upon street tree design and tree species. The spacing may vary in certain locations due to building entries, service areas, and intersections. Limbs will be no lower than 8' above grade as measured from the base of the trunk or tree grate surface to ensure pedestrian safety and maintain proper visibility within the streetscape for both pedestrian and vehicular traffic.



*Note: This tree palette is not intended to be all inclusive. It is a sampling of the plant material to be used within the development and demonstrates the character of plant material to be used. Final plant selection shall be compliant with the city of Aurora Code and is subject to review by the DRC.

CENTREPOINT DR.

Deciduous Tree Species Recommendations
(Alternate species in groups of at least 3)

- Swamp White Oak
- Lacebark Elm
- Accolade Elm
- Maple Plane Tree
- Bur Oak

DAWSON ST. AND E. ALAMEDA DR.

Deciduous Tree Species Recommendations
(Alternate species in groups of at least 3)

- Shademaster Honeylocust
- Lacebark Elm
- Maple Plane Tree

Ornamental Tree Species Recommendations
(Alternate species in groups of at least 2 at key nodes or intersections)

- Japanese Tree Lilac
- Chanticleer Pear
- Spring Snow Crabapple
- Thornless Cockspur Hawthorn

FRASER CT.

Deciduous Tree Species Recommendations
(Alternate species in groups of at least 3)

- Bur Oak
- Swamp White Oak
- Western Catapla
- Hackberry
- Maple Plane Tree

SABLE BLVD. AND CHAMBERS RD.

Deciduous Tree Species Recommendations
(Alternate species in groups of at least 3)

- Swamp White Oak
- Bur Oak
- Skyline Honeylocust
- Hackberry
- Kentucky Coffeetree
- Ohio Buckeye

ALAMEDA PKWY AND ALAMEDA AV.

Deciduous Tree Species Recommendations
(Alternate species in groups of at least 3)

- Swamp White Oak
- Bur Oak
- Western Catalpa
- Hackberry
- Ohio Buckeye

GRANBY ST.

Deciduous Tree Species Recommendations
(Alternate species in groups of at least 3)

- Shademaster Honeylocust
- Skyline Honeylocust
- Lacebark Elm
- Kentucky Coffeetree

LOCAL STREETS

Deciduous Tree Species Recommendations
(Alternate species in groups of at least 3)

- Greenspire Linden
- Skyline Honeylocust
- Shademaster Honeylocust
- Hackberry
- Lacebark Elm
- Accolade Elm
- Swamp White Oak

PUBLIC REALM

3.8 Fencing and Screening

DESIGN INTENT

Metro Center’s fencing and screening should act as a buffer that provides privacy and security. Designs should reflect the unique identity of Metro Center and feel at home in a modern urban environment with a creative and artistic personality.

DESIGN STANDARDS

- Service and delivery facilities and utility appurtenances such as gas meters, transformers, and switch gear shall be separated from the primary public building entries and shall be screened by landscape and or screen fencing.
- All fencing must exhibit a high quality design and construction reflecting the architectural character, color and material of the building or buildings it is attached or directly related to.
- Screening enclosures for refuse container and service areas shall be incorporated into the building architecture and shall utilize similar materials as the principal building.
- Screen walls and fences shall be a minimum of one foot higher than the object being screened, but not more than eight feet high on all sides where access is not needed.
- An opaque metal gate shall be included where required for complete screening.
- The height of any fence shall be a maximum of 72” except where a greater height is required to screen larger equipment, or service/delivery areas, and what is allowed in the UDO.
- Fencing may consist of a variety of materials including masonry, wood, painted steel or iron. Prohibited materials include: vinyl, chain link.

- Must be compatible with all other site furnishings.
- Minimize the visual presence of off-street service functions, such as deliveries and refuse pick up, by locating service areas away from primary public points.
- Screen or buffer service areas, refuse containers and mechanical/utility equipment from views from streets, open spaces and adjacent properties by landscape and or screen fencing means.
- Provide security for private and common spaces not open to the general public.
- Privacy fences placed along a side or rear yard of a residential lot allow for greater personal use and enjoyment of the back yard.
- A transition fence is intended to help make a smoother connection between privacy and front yard fences.

DESIGN GUIDELINES

- Where topography or building forms create special conditions, screen wall height, and /or location requirements may be modified.
- Where building form or architecture suggests that ancillary structures or walls contrast with the primary building, fences and screen walls may differ in design and materials from the primary building.
- In certain circumstances, street loading from designated on-street loading zones may be allowed.
- Trash service and loading areas should not be located along street frontage and will be screened from view from public streets, open areas, and pedestrian corridors.
- When possible, equipment screens should be placed back from building edges so as to not negatively affect building mass and scale.

- Fencing and walls in the commercial, retail and high density residential areas of Metro Center should be as minimal as possible.
- Transitional fences should be utilized along public streets.
- Where practical, above-ground utilities or services, including but not limited to utility boxes, gas meters, or commercial dumpsters should be avoided within publicly accessible open spaces and plazas. If this is not possible, special consideration should be given to screening from the public view, subject to the requirements and limitations imposed by public utility providers.



PUBLIC REALM

3.9 Parking Lot Design

DESIGN INTENT

Metro Center’s parking lot design is intended to preserve the urban atmosphere and make the public realm more attractive. Designs should hide and/or creatively enhance the aesthetics of parking areas and connect them to pedestrian-friendly paths throughout the community.

DESIGN STANDARDS

- Metro Center shall comply with the City Code, as well as the requirements listed below. An effort will be made to minimize the visibility of parking from the street and to encourage the sharing of spaces between users whenever possible. As defined by the city’s current parking standards for parking blocks, large areas of surface parking are to be divided by landscaped medians. The use of perimeter walls, berming, landscaping, or placement of buildings may be used to reduce the visual impact of parking areas. Improve the appearance of and reduce the visibility of surface parking areas.
- Clearly designate signage for parking areas for orientation and accessibility.
- Improve the appearance of and reduce the visibility of surface parking areas.
- Clearly designate parking areas for orientation and accessibility.
- Parking structures are encouraged where appropriate and cost effective within the development to help promote a greater density.
- Position off-street parking away from right-of-way and pedestrian circulation except where retail is present. (See mitigation requirements below.)
- Promote a walkable, pedestrian-friendly site with minimum visual impacts on the pedestrian experience and streetscape environment from parking.

- Provide adequate lighting levels to create a safe, secure environment while limiting the negative effect on adjacent properties.

- Surface parking is not permitted between the building and public street facing facade in Planning Areas A and C (TOD Core-Subdistrict) unless retail is present. (see mitigation requirements below)

2

DESIGN GUIDELINES

- Parking area lighting fixtures should match light sources and utilize compatibly designed fixtures and those used to illuminate pedestrian walkways or corridors and publicly accessible open spaces and plazas.
- Shared parking between adjacent properties is encouraged to promote local access between use areas, per the City Center Station Area Plan.
- Drives are to be designed to organize site circulation and vehicular traffic as well as section off parking lots.
- Lighting should be designed to provide even and uniform light distribution without hot spots or dark spots.

- Retail Surface Parking Mitigation. When retail is present, parking lot must be screened from R.O.W. by a 3-4’ decorative screen wall with planting on both sides. Art is also encouraged to be included in the enhanced parking lot screening.

2

3.10 Drop-off Zones/ Ride-Share Locations

DESIGN INTENT

Designated drop-off zones/ ride-share locations should be thoughtfully designed. People should be at the center of every access design decision. By prioritizing human activity, site planning designated drop-off zones/ ride share locations should strive to minimize conflicts between different modes of transportation. Access routes should be direct and place people where they want to be; designated ride share areas should be easy to navigate to and from both from a vehicular and pedestrian standpoint.

DESIGN STANDARDS

- Pick-up and drop-off zones, shall not be closer than 20’ from the approach to a crosswalk.
- Ride share locations should be sited close to building entrances, but in a separately designated length of curb either off street or interior to the site. This will provide convenient access for all dropped-off passengers while minimizing conflicts between vehicles and passenger pick-up/drop-off activities.
- Clearly designate signage for ride share areas for orientation and accessibility.
- Improve the appearance of and reduce the visibility of surface parking areas.
- Provide adequate lighting levels to create a safe, secure environment while limiting the negative effect on adjacent properties.

DESIGN GUIDELINES

- Drop-off Zones/ Ride-Share locations are to be designed to organize site circulation and vehicular traffic and minimize potential conflicts between vehicles and pedestrians.
- Lighting should be designed to provide even and uniform light distribution without hot spots or dark spots.





ARCHITECTURE

- 4.1 Massing and Scale
- 4.2 Active Edges and Building Frontage
- 4.3 Exterior Materials
- 4.4 Fenestration
- 4.5 Building Composition
- 4.6 Scaling Elements
- 4.7 Building Entries and Access
- 4.8 Vehicular Entries
- 4.9 Accessibility and Universal Design
- 4.10 Porches, Patios and Stoops
- 4.11 Canopies, Shading, Trellises
- 4.12 Balconies and Railings
- 4.13 Solar or Wind Power Equipment
- 4.14 Satellite Dishes and Antennas
- 4.15 Service Areas
- 4.16 Utility Spaces and Mechanical Equipment
- 4.17 Parking Structure Facades
- 4.18 Sustainability

ARCHITECTURE

4.1 Building Orientation and Transparency

Buildings should be sited and designed to reinforce the public realm by fronting primary streets, parks and plazas with entries and ground level active uses. Human-scaled facade articulation, architectural detailing, handsome materials, and variations in the wall depth create a pedestrian scale and inviting street edge. Transparent glass at the ground level encourages a feeling of openness and provides ‘eyes on the street’. Special emphasis should be given to distinctive articulation of individual building entrances and street corner elements.

The use of glass is encouraged to provide transparency and a sense of openness to the buildings, particularly in the base of buildings that may contain ancillary retail uses. The use of expansive areas of glass at street level will help to animate the streets, sidewalks and open spaces for the pedestrian. All glazing at street level should be highly transparent. The use of translucent areas of glass may be considered in locations where interior function dictates.

DESIGN INTENT

- To spatially define the street or public open space to create a sense-of-place
- To give importance and priority to the public realm
- To visually emphasize the primary entry or entries to a building or ground floor use.
- To locate as many active entries as possible along the street.

DESIGN STANDARDS

- In PA-A2 a minimum of 80% of the frontage of developable land area along Alameda Dr. 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.
- Windows or non-opaque materials shall be provided to satisfy the transparency requirement, except where a transparency alternative is permitted.
- Building frontages shall “wrap the corners” of PA-A2, no less than 60’ from the corner of the building.
- The long-side of buildings should be generally parallel with the primary street.
- Building entry plazas are encouraged and should enhance the public realm design.

2

Transparency Alternative Requirements:

Where permitted, the following alternatives may be used singularly or in combination as alternatives to a transparency requirement when reviewed and approved by the City’s Planning Director at time of site plan:

- The total cumulative impact of building transparency alternatives shall not exceed 10% of the total building frontage.
- Display cases shall be permanently recessed, integrated into, or installed on the building wall. They shall be a minimum of 3 feet in height within the zone of transparency.
- Display cases are measured as the total linear width (in feet) of display cases provided within the Zone of Transparency, divided by the total length of that same street-facing building façade (including any open parking structure entrances).
- Wall design elements shall be combined into a unified wall design that provides visual interest, pedestrian scale, and integrates into the architecture of the building.
- The unified wall design shall incorporate a minimum of 3 of the following elements, which shall occur at intervals no greater than 25 feet horizontally:
- An offset or other horizontal change in wall plane not less than 3 inches in depth

- A vertical scaling element, such as a pilaster, not less than 4 feet in height and 1 inch in width/depth.
- A horizontal scaling element, such as a belt course, string course, or cornice, occurring at an interval no greater than 10 feet vertically.
- A green screen or planter wall.
- A variation in material, pattern, and/or color (shall not also count as translucent, fritted, patterned or colored windows). Translucent, fritted, patterned or colored windows (shall not also count as a variation in material, pattern, and/or color).
- Wall design elements are measured as the linear width (in feet, measured to the outside design elements) of the unified wall design, divided by the total length of that same street-facing building façade (including any open parking structure entrances)
- Permanent art shall comply with all of the following standards:
- Shall be a minimum of 3 feet in vertical dimension within the zone of transparency (permanent art may extend outside the Zone of Transparency)
- Shall not be a sign
- Shall be rendered in materials or media that are durable in an exterior, urban environment; and shall be permanently integrated into, or installed on, the building wall.
- Permanent art is measured as the total linear width (in feet) of rectangles enclosing distinct artworks provided within the Zone of Transparency, divided by the total length of that same street-facing building façade (including any open parking structure entrances). Where more than one piece of art is used, the linear width (in feet) of each piece of art is measured separately and combined to determine the total linear width of permanent art.

ARCHITECTURE

4.2 Massing and Scale

DESIGN INTENT

Metro Center’s massing and scale makes it feel energetic and inspired. Our intent is to:

- Encourage a human-scaled urban environment that includes a varied and changing visual experience for pedestrians.
- Encourage building forms that promote sun and sky exposure to streets and open spaces.
- Encourage buildings that relate to adjacent structures and forms.

DESIGN GUIDELINES

- Step-backs and reduction in bulk massing is encouraged for buildings on the east and south side of the street and open space to allow for greater light penetrations into these spaces.
- The building forms are encouraged to reflect the location of entrances.
- The building forms are encouraged to reflect significant differences in building occupancy or use.
- The building forms are encouraged to respond to the adjacency of lower or taller buildings and the articulation of adjacent buildings.



Figure 4.1: Step-backs and reduction in bulk are encouraged for buildings on the east and south side of the street and open space to allow for greater light penetrations into these spaces.



Figure 4.2: The building form is encouraged to reflect the location of entrances.

4.3 Active Edges and Building Frontage

DESIGN INTENT

Metro Center’s active edges and building frontages should create urban energy at the street level. Our intent is to:

- Promote building edges that encourage pedestrian activity along Metro Center Plaza.
- Promote active edges at street intersections and the central plaza.
- Promote building frontages to define the street edge other than at intersections and the central plaza.

DESIGN STANDARDS

- Generous ground floor to ceiling heights shall match the Aurora MU-TOD standards to promote visual prominence.

DESIGN GUIDELINES

Active edges should:

- Provide extensive ground floor glazing and frequent entrances.
- Be composed of articulated, human-scaled facades.
- Incorporate 20-ft high non-residential ground floor-to-floor heights where possible.
- Include canopies and trellises to emphasize entrances. The design of awnings or canopies from one building to the next should be diverse, but also compatible with the architecture and streetscape design.
- Awnings should be sized and located so as to minimize right-of-way tree impact.
- Awnings should be self-supported without columns projecting into the sidewalk.

- Include stoops, raised porches, terraces and small quasi-public open spaces.
- Be articulated and humanly scaled at the ground floor.

Building frontage should:

- Include building edges brought to the sidewalk with minimal setbacks, per zoning.
- Include scaling elements to break up the mass of buildings.
- Be articulated and humanly scaled at the ground floor.
- Include scaling elements to break up the mass of buildings.
- Be articulated and humanly scaled at the ground floor.



Figure 4.4: Active Edge

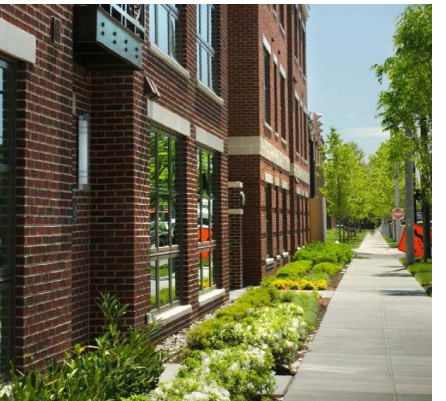


Figure 4.5: Building Frontage Edge

ARCHITECTURE

4.4 Exterior Materials

DESIGN INTENT

Metro Center’s exterior materials help create its lasting urban character. Our intent is to:

- Enrich the building façade with materials and finishes that are durable and sustainable.
- Encourage the use of durable materials.
- Encourage the use of low maintenance materials.

DESIGN STANDARDS

The building shall be clad in, but not limited to, the following materials:

- Brick, stone, clay tile or terracotta.
- Architectural precast or cast-in-place concrete.
- Hard-coat stucco above the first floor.
- Architectural metal, corrugated metal, corten, and cladding systems.
- Glass or glass block.
- Concrete masonry with an architectural finish.
- Durable synthetic materials such as cement board or composite cladding above the first floor as approved by the Metro Center Design Review Committee.

The following materials shall not be permitted:

- Vinyl lap siding
- Painted wood siding
- EIFS

DESIGN GUIDELINES

- The compatibility of material combinations should be considered.
- The incorporation of sustainable materials should be considered.
- The use of highly reflective metal materials which cause glare is not permitted.
- The use of highly durable materials on the first-floor façade is encouraged.



Figure 4.6: Enrich the building façade with materials and finishes that are durable and sustainable.



Figure 4.7: The use of highly durable materials on the first-floor façade is encouraged.

4.5 Fenestration

DESIGN INTENT

Metro Center’s fenestration should activate the public realm at ground level. Our intent is to:

- Provide adequate light and ventilation for commercial and residential users.
- Promote a healthier internal environment with adequate natural light.
- Contribute to façade scaling and composition.
- Limit glare from highly reflective glazing.
- Encourage a recognizable, visible link between interior functions and street activity.

DESIGN STANDARDS

- Ground floor transparency shall be per Aurora Zoning Code.
- The minimum non-residential window/wall area above the first floor shall be 40%.
- The minimum residential window/wall area above the first floor shall be 25%.
- Windows above the first floor shall have a maximum visible light reflectance of 25%.
- Windows above the first floor shall have a minimum visible light transmittance factor of 0.6.
- It is permitted to treat the glazing with fritting or translucence.

DESIGN GUIDELINES

- The use of operable windows in both residential and commercial applications is encouraged.



Figure 4.8: To encourage transparency to activate the public realm at ground level.



Figure 4.9: Glazed openings above the first floor greater than 40 sf should be subdivided by mullions, joints, or scaling elements.

ARCHITECTURE

4.6 Building Composition

DESIGN INTENT

Metro Center’s building composition work to create a sense of place that feels dynamic and inspired. Our intent is to:

- Promote harmonious and compatible building facades.
- Encourage building forms that respond to their context.
- Encourage buildings that are responsive to sun and sky exposure.
- Avoid large expanses of undifferentiated façade.

DESIGN STANDARDS

- Wall surface planes larger than 15,000 square feet shall be provided with facets, recesses or projections that break the flat façade, and shall be of sufficient dimension to create depth and variation of light and shadow.

DESIGN GUIDELINES

- Buildings should be designed using varied upper story step back heights and tower locations.
- Through-block gaps and passageways in building mass above the podium levels should be used where they would provide visual interest and/or maximize views.
- Step-backs are encouraged on buildings on the south and east street frontage to promote sun exposure.
- Large wall surface planes are discouraged.



Figure 4.10: To encourage building forms that respond to their context.



Figure 4.11: Through-block gaps and passageways in building mass above the podium levels should be used where they would provide visual interest and/or maximize views.

4.7 Scaling Elements

DESIGN INTENT

Metro Center’s scaling elements should ground and stimulate the community. Our intent is to:

- Encourage a human-scaled urban environment that creates a varied and changing visual experience for pedestrians.
- Create human-scale through changes in plane, texture, and detail.
- Discourage large expanses of undifferentiated facades, especially at ground level.

DESIGN STANDARDS

- Scaling elements shall occur both vertically and horizontally as part of a coherent façade composition Ground floor transparency shall be per Aurora Zoning Code.
- Each primary structure or portion of primary structure with a height of 30 feet or more and more than two stories shall use vertical articulation to present a clear base, middle and cap to the building on each façade facing a street or a Residential zone district. Per UDO Code 146-4.8.5.C
- Building facades facing the street, shall include at least three elements, such as:
 1. A change in material.
 2. A change in color.
 3. A system of horizontal and vertical scaling elements.
 4. Significant changes in plane.
 5. A repeating pattern or ornament or graphic art.
 6. An expression of the building structure.

DESIGN GUIDELINES

- Scaling elements should support the emphasis of entries and corners.
- Building horizontal and vertical structural elements should be reflected in the façade design.
- The use of sills, lintels, mullions, column covers, and plane changes may be used to scale the building façade.



Figure 4.12: To create human-scaled elements through changes in plane, texture, and detail.



Figure 4.13: Scaling elements shall occur both vertically and horizontally as part of a coherent façade composition.

ARCHITECTURE

4.8 Building Entries and Access

DESIGN INTENT

Metro Center’s primary pedestrian entries should promote energy, anticipation, and arrival. Our intent is to:

- Provide clear and well-defined access to buildings that activates the streetscape.
- Emphasize primary building entrances.

DESIGN STANDARDS

- Primary building entries shall face the street.
- Service entries shall be visually differentiated from primary and secondary entries

DESIGN GUIDELINES

- Primary entries should be incorporated into the building form.
- Primary entries may be emphasized with canopies, façade treatments, signage, and massing to provide clear way-finding for users and visitors.



Figure 4.14: Primary entries may be emphasized with canopies, façade treatments, signage, and massing to provide clear way-finding for users and visitors.

4.8.1 Tenant Pedestrian Entries

DESIGN INTENT

Metro Center’s tenant pedestrian entries should create secondary points of emphasis that promote a clear distinction between primary access points and establish a hierarchy of entries to clarify way-finding.

DESIGN STANDARDS

- Direct tenant and private residential access points shall be treated as secondary entries, as they relate to the primary building entry.
- Service access points shall appear distinct and less emphasized than secondary entries.
- Ground floor residences fronting the street shall have an entrance on the street when grading allows and doesn’t conflict with build-to and setback requirements

DESIGN GUIDELINES

- Direct tenant and private residential entries should be integrated into the façade design.
- Service entries should be de-emphasized.



Figure 4.15: Direct tenant and private residential access points shall be treated as secondary entries, as they relate to the primary building entry.



Figure 4.16: Service entries should be de-emphasized.

ARCHITECTURE

4.9 Vehicular Entries

DESIGN INTENT

Metro Center’s vehicular entries should minimize the disruption of the neighborhoods pedestrian-centric streetscape. Our intent is to:

- Provide readily identifiable parking and service access.
- Promote safe pedestrian encounters with entering and exiting vehicles.

DESIGN STANDARDS

- Pedestrian and vehicular entries shall not be combined.

DESIGN GUIDELINES

- Non-service pedestrian entries should be separated.
- Driveways that support single tenants or individual residences should be avoided.
- Driveways and vehicle access points should be limited to avoid vehicle-pedestrian conflicts.
- Recessed vehicle entries are encouraged.



Figure 4.17: To provide readily identifiable parking and service access.

4.10 Accessibility and Universal Design

DESIGN INTENT

Metro Center’s accessibility and universal design promotes and enables the neighborhoods diverse population. Our intent is to:

- Make all buildings usable to the broadest range of residents and visitors as possible, regardless of age and ability.

DESIGN STANDARDS

- Accessible features shall be integrated into the building and façade design.

DESIGN GUIDELINES

- Incorporate accessible features seamlessly into all aspects of the building design.



Figure 4.18: Incorporate accessible features seamlessly into all aspects of the building design.

ARCHITECTURE

4.11 Porches, Patios and Stoops

DESIGN INTENT

Metro Center’s porches, patios, and stoops bring energy to the neighborhood streetscape activating residential frontages. Our intent is to:

- Integrate residential uses with the active public realm while maintaining a sense of privacy.
- Ensure that patios, porches, and stoops are usable spaces.

DESIGN STANDARDS

- Steps shall not extend into the public right of way.
- Porches and patios shall be a minimum of 7-ft in width and 5-ft in depth.

DESIGN GUIDELINES

- Porches and patios should create a sense of defensible space while being visibly open to the streetscape.
- To the extent practicable, street-facing residences should have ground floors a minimum of 24” above adjacent sidewalk.
- Rooftop amenities, such as decks, pools, gardens, etc. should be designed and oriented in a direction that does not create noise disturbance to adjacent neighborhoods in excess of noise ordinance limits.



Figure 4.19: Porches and patios should create a sense of defensible space while being visibly open to the streetscape.



Figure 4.20: To the extent practicable, street-facing residences should have ground floors a minimum of 24” above adjacent sidewalk.

4.12 Canopies, Shading, Trellises

DESIGN INTENT

Metro Center’s canopy, shade device, and trellis designs should integrate with the building façades to create a consistent urban aesthetic.

DESIGN STANDARDS

- Canopies/shading devices shall be permitted to be fabricated from the following materials:
- Metal or metal panel systems.
- Glass
- Fabric

Trellises shall be permitted to be fabricated from the following materials:

- Wood.
- Metal shapes and metal fabrications.
- Masonry columns and posts.
- Columns or posts for trellises or canopies shall not be permitted in the public right of way.
- Shading devices shall be integrated into the façade design.

DESIGN GUIDELINES

- Canopies and trellises should be used as shading devices to reduce glare and shade pedestrians.
- Canopies may be used to define entries and a hierarchy of building access.
- Shading devices should be integrated with building’s façade design.
- Canopies should be used to supplement tenant identity, not as primary signage.

- The design of awnings or canopies from one building to the next should be diverse, but also compatible with the architecture and streetscape design. Awnings should be sized and located to minimize right-of-way tree impact. Awnings should be self-supported without columns projecting into the sidewalk.



Figure 4.21: Canopies and trellises should be used as shading devices to reduce glare and shade.



Figure 4.21: Canopies and trellises should be used as shading devices to reduce glare and shade pedestrians.

ARCHITECTURE

4.13 Balconies and Railings

DESIGN INTENT

Metro Center’s balconies and railings should encourage active use and provide “eyes on the street” that are integrated into the building design.

DESIGN STANDARDS

- Balconies may be recessed, projecting, or rooftop.
- “Juliette” balconies that are not sufficiently deep to stand on are acceptable. “Juliette” balconies must extend between 1½-ft and 2-ft from the façade of the building.
- Balcony railing materials above ground floor shall be permitted to be:
 1. Metal shapes or fabrications.
 2. Glass

DESIGN GUIDELINES

- Balconies should be a functional size to encourage regular use.
- Railings should be integrated into the overall façade design.
- Design consideration should be given to balcony soffits to encourage an attractive façade when viewed up from the street.



Figure 4.22: Balconies shall be recessed, projecting, or rooftop.

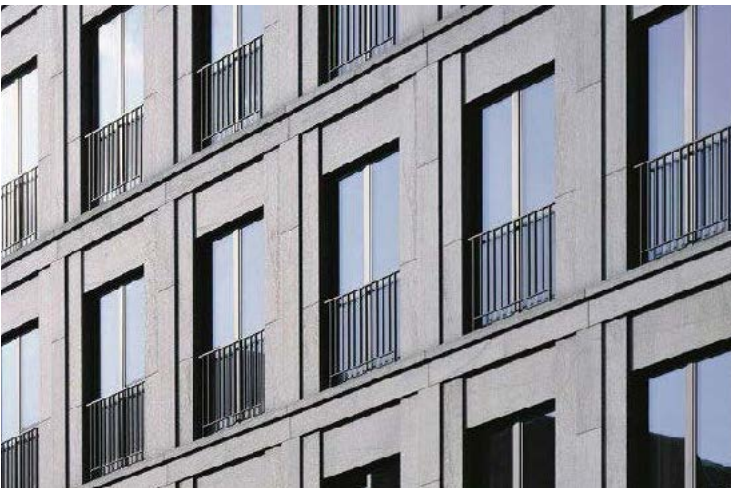


Figure 4.23: “Juliette” balconies that are not sufficiently deep to stand on are acceptable.

4.14 Solar or Wind Power Equipment

DESIGN INTENT

Metro Center’s solar or wind power equipment should be designed and integrated in a way that limits their negative visual impact.

- To limit the negative visual impact of solar and wind-power equipment.

DESIGN STANDARDS

- Façade-mounted solar panels shall be integrated into the building design and comply with the requirements for composition, materials, and scaling.

DESIGN GUIDELINES

- Rooftop solar panels should be screened from view from the street.
- Wind power equipment should be located to minimize impact to adjacent property.



Figure 4.24: Rooftop solar panels should be screened from view from the street.

ARCHITECTURE

4.15 Satellite Dishes and Antennas

DESIGN INTENT

Metro Center’s satellite dishes and antennas should be designed and integrated in a way that limits their negative visual impact.

DESIGN STANDARDS

- Antennas and other appurtenances shall be integrated in the architectural design.

DESIGN GUIDELINES

- Antennas and satellite dishes should be located on roofs and not visible from the public street.
- Antennas and satellite dishes should be screened from view or located within penthouses on the roof.



Figure 4.25: Antennas and satellite dishes should be located on roofs and not visible from the public street.

4.16 Service Areas

DESIGN INTENT

Metro Center’s service areas for loading trash and recycling should be designed and integrated in a way that limits their negative visual impact. Our intent is to:

- Minimize the aesthetic and auditory impact of service areas on the public way.
- Create durable and easily maintained areas.

DESIGN STANDARDS

- Exterior service areas shall not face streets or public open spaces unless screened.
- Outdoor service areas shall be screened by masonry or metal solid enclosures no less than 6-ft tall.
- Outdoor service area screens shall be masonry or an approved alternate.
- Wood gates or enclosures are not permitted

DESIGN GUIDELINES

- Service areas should be enclosed within the building to the extent possible.
- Service areas should be screened from adjacent residential buildings.
- Screening for outdoor trash enclosures should be integrated into the building design.
- Trash receptacles, loading docks and service areas should be combined and shared between tenants when possible.



Figure 4.26: Outdoor service area screens shall be masonry or an approved alternate.



Figure 4.27: Screening for outdoor trash enclosures should be integrated into the building design.

ARCHITECTURE

4.17 Utility Spaces and Mechanical Equipment

DESIGN INTENT

Metro Center’s utility spaces and mechanical equipment should be designed and integrated in a way that limits their negative visual impact. Our intent is to:

- Minimize the visual impact of utility equipment.
- Integrate equipment screening into the building design.

DESIGN STANDARDS

- Exterior meters and electrical equipment shall be architecturally screened or located out of view of public streets or plazas.
- Rooftop mechanical equipment shall be screened from view from the street.
- Mechanical equipment screens shall incorporate the same materials and design as the building façade.

DESIGN GUIDELINES

- Locate utility equipment to facilitate access to multiple properties where possible.
- Utility equipment should not be visible from the street.
- Mechanical louvers and vents shall be of consistent materials and design with fenestration.

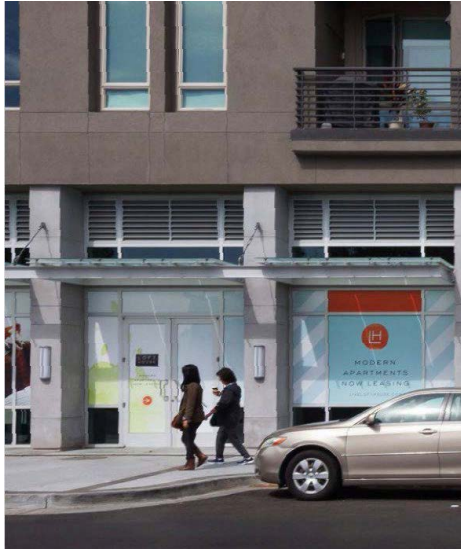


Figure 4.28: Mechanical louvers and vents shall be of consistent materials and design with fenestration.



Figure 4.29: Rooftop mechanical equipment shall be screened from view from the street.

4.18 Parking Structure Facades

DESIGN INTENT

Metro Center’s parking structure façade should add to rather than detract from Metro Center’s architectural character and brand personality. Our intent is to:

- Minimize the visual impact of structured parking on the public street.
- Integrate the parking structure façade into buildings to minimize negative impacts to the public realm.
- Discourage large undifferentiated expanses in the façade.

DESIGN STANDARDS

- Parking structure street façade elements shall be vertical and horizontal in composition and not express ramps.
- Façade visible from the public right of way, shall be opaque for a minimum of 36” above the garage deck to restrict the passage of light from vehicle headlamps.
- Façade screening shall limit light trespass from the garage interior lighting source.
- Façades visible from signature and primary streets shall comply with the standards for building character fenestration, composition, and scaling elements.

DESIGN GUIDELINES

- Scaling elements on the parking structure should be compatible with the primary building.
- Exterior facades should be compatible with the window pattern and architectural elements of adjacent buildings.

- Decorative screening of the view to interior on the garage façade is encouraged if facing a signature or primary street.
- Mechanical garage ventilation grills should not be located at the street façade.
- Screening or cutoff fixtures should be used with internal garage lighting along the perimeter to limit glare on the public spaces.
- The facade should be treated with the same care as other architecture.

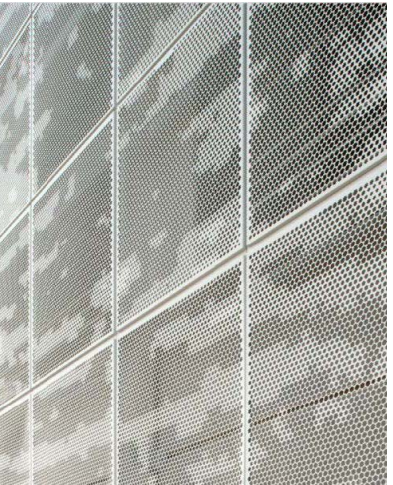


Figure 4.30: Parking structure street façade elements shall be vertical and horizontal in composition and not express ramps.



Figure 4.31: Decorative screening of the view to interior on the garage façade is encouraged if facing a signature or primary street.

ARCHITECTURE

4.19 SUSTAINABILITY

DESIGN INTENT

Encourage buildings designed according to sustainable best practices, in order to minimize environmental impacts of the site.

DESIGN STANDARDS

- Optimize site potential
- Minimize non-renewable energy consumption
- Use environmentally preferable products
- Protect and conserve water
- Enhance indoor environmental quality
- Optimize operational and maintenance practices.

DESIGN GUIDELINES

- Include electric car charging stations when possible
- Provide bicycle parking racks
- Provide opportunities for energy saving, water preservation, etc.
- Use eco-friendly building design, materials, orientation and construction when possible
- Use products based on regional supply when possible

THIS PAGE INTENTIONALLY LEFT BLANK





SIGNAGE

5.1 Sign Locations

5.2 Sign Design

SIGNAGE

5.1 Sign Locations

DESIGN INTENT

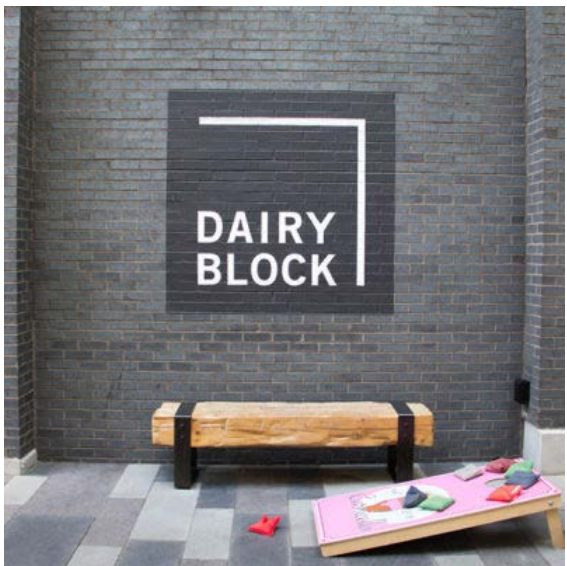
- Identify the location and entrance of a business.
- Promote the service of merchandise within and attract and inform customers.

DESIGN STANDARDS

- Signs shall be positioned to be integrated into the building design and not obscure architectural details.
- Wall signs must be located on the portion of the building in which the business being advertised is located.
- Mixed use buildings may locate identification signs above the first floor. For second story tenants, projecting signs are permitted provided that the maximum area allowed complies with the approved signage program.
- Tenants are allowed one wall sign for each street and parking lot frontage.
- One ornamental blade sign is allowed per building entry, in addition to fascia signage at the front of the space.
- Retail advertising signage is permitted to be up to 25% of the retailers window area.

DESIGN GUIDELINES

- Buildings should be designed to provide appropriate location for signs. The signs should be an integral part of the building yet still provide a strong sense of identity for the user.
- Signs should indicate building entries and entries to parking facilities.
- Tenant signage should typically be located only on the ground floor of buildings adjacent to the tenant location.



5.2 Sign Design

DESIGN INTENT

Metro Center's sign design should convey the creative character of the neighborhood. Designs should reflect Metro Center's unique identity and contribute to its sense of place while providing clear direction and identification that sets the tone for what to expect within neighborhood.

DESIGN STANDARDS

- The depictions of signage on specific buildings is conceptual and represents a typical configuration for a similar type of building.
- Similar type signage will be shown on actual buildings as part of the final site plan approval process. Any tenant names shown thereon are conceptual only.
- Specific signage for actual tenants will be provided as part of the City's normal sign permitting process.
- Adjustment provision for size and/or design to be reviewed by COA.
- Signs that project over right-of-way shall obtain a license agreement.
- Animated signs and LED's are only permitted with COA approval.
- Create clear wayfinding for the community both for vehicles and pedestrians.
- Provide clear identification of buildings, individual tenants and uses.
- Create high quality, professionally fabricated signs using durable materials.
- Foster creativity, and uniqueness in sign design appropriate for Metro Center.

DESIGN GUIDELINES

- Signs shall be creative in the terms of two and three-dimensional forms.
- Signage and lighting are inherent design elements and shall be integrated into the architecture.
- Mixed use building shall provide location on the commercial areas of the building façade that are specifically designed to accommodate tenant signage including wall signs, projecting signs, and window signs.
- Structure, materials, detailing and power sources shall be designed with consideration of signage installation requirements and shall be readily adaptable and reparable as tenant sign needs change.
- Orientation of any illuminated sign or light source shall be directed or shielded to reduce light trespass and glare.
- Signs should be organized in a logical arrangement that does not adversely affect the streetscape.
- Signs should avoid overlapping or concealing defining architectural elements.
- Changeable copy signage is prohibited.



ART PLAN

- 6.1 Art Plan Introduction
- 6.2 Potential Art Locations
- 6.3 Applicability
- 6.4 Maintenance
- 6.5 Guiding Principles
- 6.6 Art Types

ART

6.1 Art Plan Introduction

Metro Center has an opportunity very rarely presented to most developments. With the expanse of property to develop, Metro Center will have the ability to integrate artwork early into every new space being constructed. Art is the component that will set Metro Center apart from other communities. Art will infuse energy, create an identity, spark dialogue and make Metro Center a destination. It will holistically tie into the surrounding neighborhoods, creating an art walk experience throughout from City Center Park, to the Aurora Municipal Center, and down to Centrepont Dr.

Artwork is the distinguishing factor for Metro Center. It will be infused into the architecture, landscape and utilities. Artwork creates an intangible draw to a place. It evokes emotions and touches something deeper in you than a pretty building or a park. Metro Center will have nice buildings and lush park space, but the artwork will be the reason people want to live, work and visit Metro Center.

“All America”. This is an award granted to the city of Aurora, CO by the National Civic Lead. It is an award for communities to distinguish those which use inclusive civic engagement to address issues and enhance connections among businesses, government, residents and non-profits. What can All America mean to Metro Center? It is every resident starting with the neighbor from Ethiopia to the favorite local restaurant owner from Vietnam to the hair stylist who is second generation Peruvian. It is all the people who live together in this community, working alongside one another, playing together, living together. It is not the stereotypical white American suburb. All America is everyone who has come to America and made it their home. The artwork at Metro Center will represent All America. It will be diverse in mediums, in application, in subject matters, in color, in artist. The artwork will reflect the community it is in to inspire pride and echo its identity.



When a site is ready to develop and design development is underway, artwork opportunities will be identified. Once the construction costs are known and the art budget established, the art selection and integration process will begin. This will ensure that the installation of the completed artwork will coincide with the completion of each project and be well-integrated architecturally. As each portion of Metro Center is developed, an art specific schedule will be issued with key milestones for that project. Parkside is a great example of how the artwork will be treated at Metro Center. Locations were identified, a budget was established, and artwork selection and integration seamlessly follows construction.

6.1.2 ART VISION AND CRITERIA

The vision for the artwork at Metro Center is to activate the site with urban energy and unexpected experiences. The artwork will be unforgettable and establish Metro Center as a neighborhood known for its art and culture. It will draw visitors and residents alike. It will be the placemaking tool that invites viewers to connect and interact. The name Metro Center will become synonymous with iconic art.

The artwork at Metro Center will be:

- Edgy
- Wayfinding
- Energizing
- Surprising
- Integral
- Diverse



ART

6.2 Potential Art Locations

All new construction, exterior renovation, site impacts, signage, and new or expanded outdoor use areas are subject to the Design Guidelines put forth for Metro Center. One of those guidelines is to integrate one of the three art types outlined in the master plan. Art proposals will be required at time of Site Plan and subject to the same review process and will be overseen by the Metro Center Design Review Committee.

- MURALS
- UNEXPECTED
- MONUMENTAL



2

6.2.1 POTENTIAL ART LOCATIONS AT PA-A

PA-A is the major focal point for most visitors coming from the light rail major streets Alameda Ave. and Sable Blvd., and City Center Park. There is a tunnel that passes under Alameda Ave. and connects the Park to the trail easement, creating a pedestrian friendly link to Metro Center.

PA-A1 has the opportunity for the following art types:

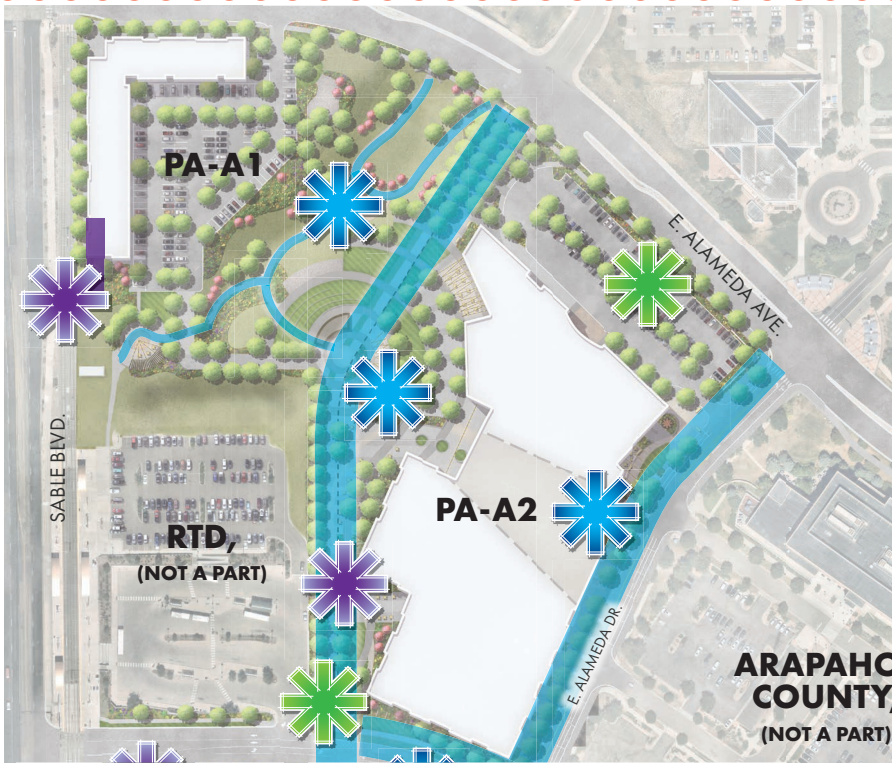
- A mural facing Sable Blvd. and light rail, creating an invitation to visit and indicating an arrival at Metro Center.
- Unexpected artwork along the trail easement to encourage continuation on the path and create moments of discovery.
- A monumental artwork at the crossroads that will encourages further exploration.

PA-A2 has the opportunity for a mural along Alameda Ave., which will indicate arrival and entice a further dive into Metro Center.

PA-A2 is also the heartbeat of Metro Center and has the most opportunities:

- Unexpected artworks at the Northern corners of the lot, making a connection from the two street entry points off Alameda Ave. along with a pedestrian path from the monumental artwork on PA-A1.
- A mural at the center connection to the RTD lot, announcing an arrival point and an invitation to enter.
- A monumental sculpture at the southwest corner announcing arrival and making a statement.
- Unexpected artwork integrated into the sidewalk and bike lanes creating a path and wayfinding.

- MURALS
- UNEXPECTED
- MONUMENTAL



2

ART

6.2.2 POTENTIAL ART LOCATIONS AT PA-B

PA-B1-B4 is an employment center and quieter part of Metro Center with potential affordable housing and a community park.

PA-B1, B2, B5 and B6 all have the opportunity for murals on the buildings, particularly along the main streets through the parcel. Murals support Metro Center’s dedication to being an art oriented neighborhood and create the invitation to travel throughout the space.

PA-B5 has additional art opportunities:

- Monumental artwork at the west corner which will be seen from Centrepont Drive at a distance, enticing a continued path past Parcel A and C.
- The continuation of unexpected artwork along Centrepont Drive, creating an art path through the property.

The park at the center of PA-B has the perfect opportunity for unexpected artwork announcing arrival at the park, the heart of the surrounding employment, housing, and a statement piece for Metro Center.

- MURALS
- UNEXPECTED
- MONUMENTAL



6.2.3 POTENTIAL ART LOCATIONS AT PA-C

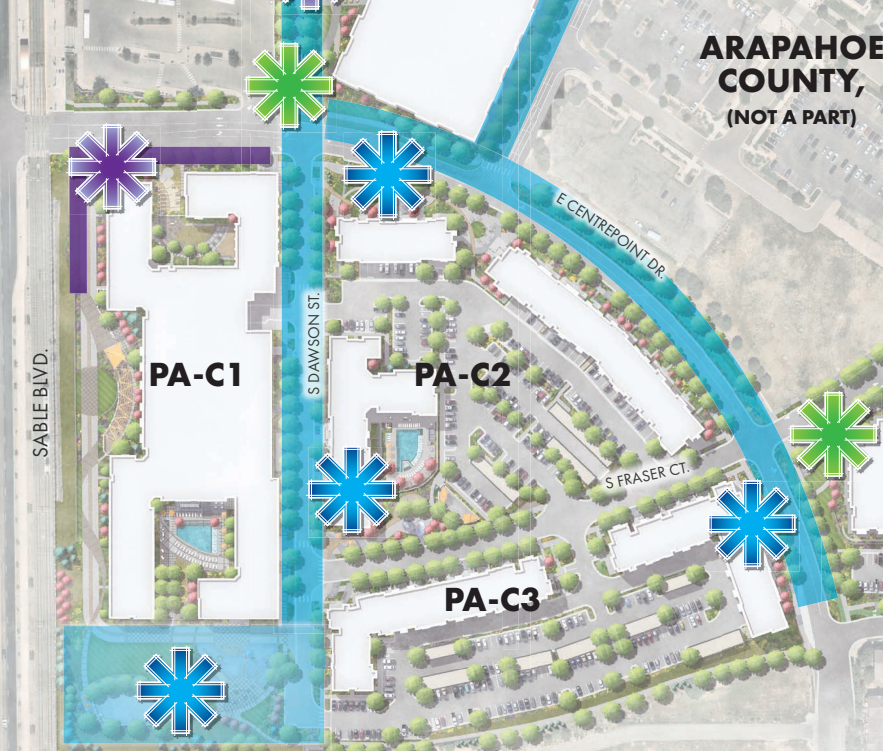
PA-C is most likely the first of Metro Center to be built and therefore should be the first to address artwork.

Lot 1 has the following art opportunities:

- A mural or murals encompassing the multifamily building, drawing attention to Metro Center as an arts neighborhood and inviting visitors into the space.
- An unexpected artwork at the crossroads enticing discovery and creating a wayfinding moment with the parcel.
- PA-C2 has the following art opportunities:
 - A mural running along Eagle St. encouraging a path to discover more artwork outside of Parcel A.
 - An unexpected artwork at the southeast corner, indicating arrival at PA-C from the east and a moment of discovery along Centrepont Drive.
 - A continuation of the unexpected artwork integrated into the sidewalk and bike lanes creating a path and wayfinding.

PA-C3 has the opportunity for continued murals throughout buildings along the main streets, supporting the district’s dedication to arts and encouraging exploration.

- MURALS
- UNEXPECTED
- MONUMENTAL



ART

6.3 Applicability

All new construction, exterior renovation, site impacts, signage, and new or expanded outdoor use areas are subject to the Design Guidelines put forth for Metro Center. One of those guidelines is to integrate one of the three art types outlined in the master plan. Art proposals will be subject to the same review process and will be overseen by the art committee.

No signage or advertising will be considered artwork. Informational monuments or murals with logos are not acceptable or applicable for public art funds.

6.4 Maintenance

Each individual property is responsible for the artwork on its respective site at Metro Center for the duration of each artwork's lifespan as outlined in the artist contract. Every artwork will be required to have a maintenance plan provided by the artist and agreed upon by the District and the Design Review Committee prior to installation.



6.5 Guiding Principles

The artwork at Metro Center will not be a traditional application of artwork to a site. It will include varying site conditions, art applications and scales. In order to maintain consistency in the overall art program, the following principles should be followed:

1. Select artwork that is supportive of Metro Center's 'sense of place' and is in alignment with the art goals and criteria.
2. Select sites that are coordinated and mutually supportive of Metro Center and its resident's daily operations.
3. Select sites that are large and visually impactful along with small and unexpected sites to be discovered.
4. Start the art selection process early so that the art and architecture are well integrated.
5. Ensure the work has good lines of sight, a relatively neutral or uncluttered background and is in scale with the immediate environment.
6. Provide work that is robust, relatively maintenance free, and avoids technological obsolescence.
7. Provide for good lighting in both daylight and the artificial light of evening.



ART

6.6 Art Types

Artwork as a word is broad and difficult to pin down without some guidelines. At Metro Center, there are three main artwork types. The mediums and subject matter for each type is expansive and diverse providing an eclectic look and feel. No two streets will look the same. Each space you walk through will provide an opportunity to see something new. This diversity in material and subject is what will keep your attention. Lead you down a street you may not have planned to travel on. Investigate further into the site, excited by what surprise you may find next.



Murals are defined as artwork applied directly on a wall. Murals are an option for new developers to implement as their art requirement. The use of murals throughout Metro Center unifies the site with a visual language that reinforces the brand and narrative. They also act as differentiators for each building.

MURALS



Unexpected is defined as artwork that is discovered in unusual locations in and around Metro Center. Unexpected artwork is the other option for new developers to implement as their art requirement. The use of unexpected artwork throughout Metro Center will surprise and amuse. It entices viewers to explore and creates unforgettable moments.

UNEXPECTED



Monumental scale artwork is defined as taller than 15 feet, grand, and imposing. Monumental artwork acts as a wayfinding and orientation tool for all forms of traffic (pedestrian, automotive, rail and bicycle or scooter). It creates awe and grabs the viewers attention. It creates a visual brand and narrative for the site from the outside and carries it through to the core.

MONUMENTAL

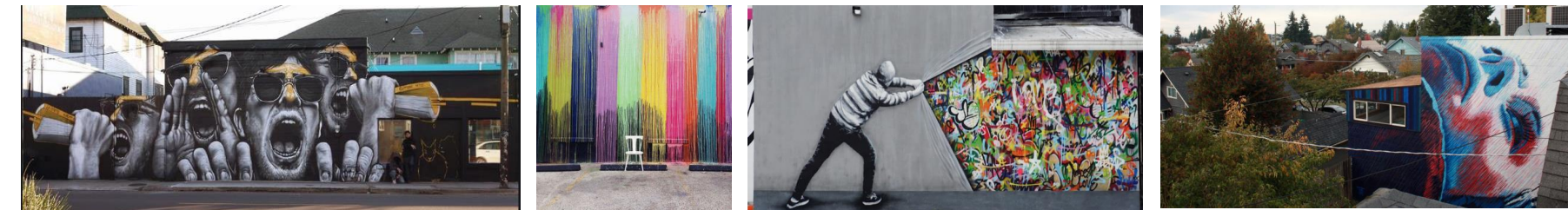


6.6.1 ART TYPES: MURALS

Murals make an immediate first impression. They act as a wayfinding tool and create a sense of place. Murals can reflect a community in one glimpse and transform a building into all enveloping art experience. A mural evokes an immediate sense of being in an art focused neighborhood. Murals can be used to encompass an entire building and make a dramatic statement or on an intimate scale to be discovered, leading to a surprise moment.

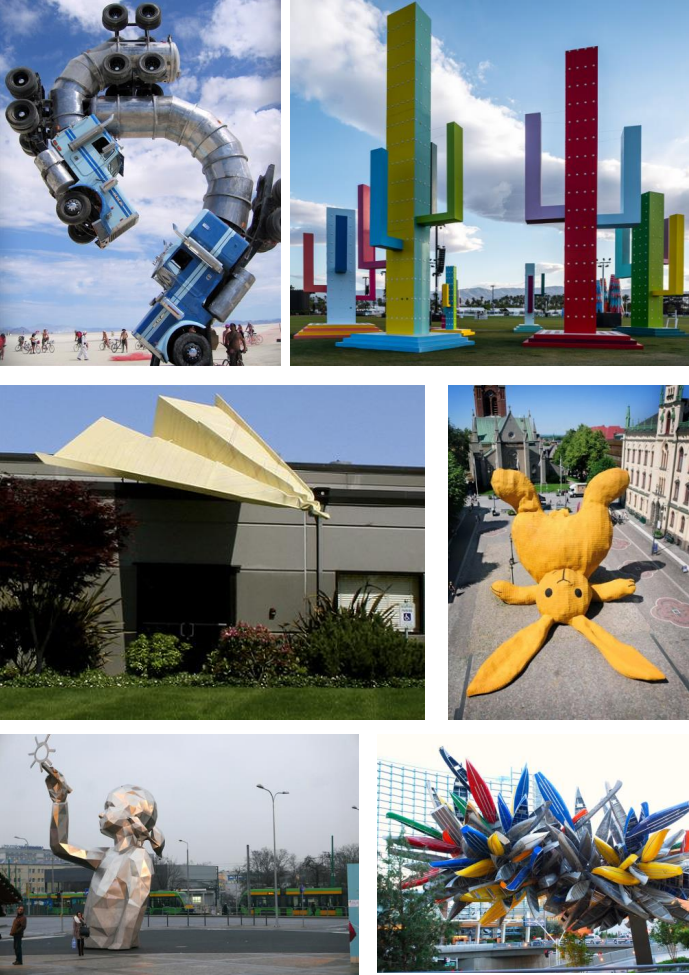
ART

At Metro Center, murals will be used to create a sense of place, reflecting the community and the diverse backgrounds of its residents. Murals can specifically be integrated to shield less appealing buildings such as drive through restaurants or parking structures. Murals will be the defining art type for Metro Center, weaving throughout the entire property.



6.6.2 ART TYPES: MONUMENTAL

Monumental artwork is larger than 10’ tall. It towers over the viewer creating drama and awe and begs the question “how was that created?” Artwork on this scale demands attention from far distances acting as a beacon for the surrounding landscape, inviting audiences to come and find out more about why this place is special. It becomes a type of mascot for the place it lives and is instantly recognizable as the piece that defines that place.



ART

At Metro Center, monumental sculpture will be used in a few key locations to indicate that you have arrived in a different place. A place that embraces and celebrates the arts. A place that is open minded and fresh. A place that anyone is welcome to explore. Most importantly, the monumental art will announce that Metro Center is not like anywhere else in the world. The monumental sculptures will also act as key wayfinding icons located strategically throughout the landscape. These monumental sculptures will become the visual identity of Metro Center.



6.6.3 ART TYPES: UNEXPECTED

Unexpected artwork is exactly as it sounds. It is something out of the ordinary, unusual and unpredictable. It can take thousands of various forms and is not subject to a single medium. Unexpected art should integrate into expected spaces to fully maximize its potential. It begs the audience to ask why and how, to want to spend more time in a place, and to form a new memory about their experience. Unexpected art is surprising, entertaining, and memorable. It creates a buzz and draws the audience further into the space with the desire to experience more unexpected art moments.

ART

At Metro Center, unexpected artwork will infiltrate the spaces between buildings, on sidewalks, street crossings and functional objects. These artworks will be a variety of scales and mediums. The unexpected artwork is one of the main reasons audiences want to come back to Metro Center. To find something new or see if they missed a piece. The unexpected is what drives new audiences as well – hoping to find that piece their friend told them about.



Murals, monumental, and unexpected artwork will create the personality the public will come to know as Metro Center. The layering of these art types across the landscape will attract audiences from all vantage points, whether it is a car, train, on foot or bike. The artwork will tie in to the existing surrounding neighborhood and ultimately create an art experience that expands beyond the limits of Metro Center itself. It will provide a space for visitors to begin an art journey in a number of locations and lead them through this new urban center that spills into the Aurora Municipal Center, City Center Park, and other new developments along the light rail. Upon arrival, these art types will continue to draw audiences further into the landscape and ultimately keep attention focused on Metro Center, the surrounding areas, and all this new city center has to offer. The artwork is the defining element to creating this new, exciting, distinct neighborhood.



A R T

6.7 Public Art Selection Process

6.7.1 - Step 1 - Engagement + Preliminary Public Art Plan

1. The Builder* sets aside 1% of the project construction costs for Public Art. The budget is allocated according the TOD budget guidelines.
2. If the Builder is affordable housing, they are responsible for fulfilling the art requirement as represented in the Master Plans approved by Design Review Committee.
3. The Builder engages with a curator/consultant prior to first city submittal to ensure the Preliminary Public Art Plan is included in the submittal and is consistent with the Master Plan. The Preliminary Public Art Plan is required by the city at the first submittal.
4. Curator/consultant identifies potential art locations with the Builder on plan based on the Art Master Plan and any additional location opportunities the budget allows for.

5. Curator/consultant compiles Preliminary Public Art Plan which includes:
 - The public art budget including total budget, fee to the city, and itemized expenses as defined earlier.
 - Narrative description of the intent including potential sites, themes, materials and the relationship to the overall development project;
 - Schedule/timeline
 - Contact information for invoicing.

6.7.2 - Step 2 - Vision + Curation

1. Curator/consultant works with the Builder to establish the vision for the artwork within the framework of the Art Master Plan.
2. Curator/consultant uses one or several of the Artist Selection Processes outlined in the TOD Public Art Guidelines to create the collection for the project.
3. The Builder selects artists from the collection to create site specific proposals for review.
4. Selected artists create proposals.
5. The Builder selects winning proposals.

6.7.3 - Step 3 - Review + Approval

1. Curator/consultant prepares the Public Art Plan to submit for review by the City and the Metro Center Design Review Committee.
2. If needed, the Public Art Plan is revised based on feedback for a final review and approval to proceed with acquisitions and fabrication.

ART

6.7.4 - Step 4 - Acquisition + Installation

1. Curator/consultant oversees the following:
- Monitor art fabrication process.

• Ensure adherence to schedules, public safety issues, permitting, and budget.

• Assist artist in developing a maintenance and conservation plan and procedures for the artwork.

• Payments to vendors

• Coordinate site preparation and installation logistics with project architect, landscape architect, and engineers.

• Supervise installation of artwork.

• Prepare identification plaque and artwork documentation.
2. Curator/consultant will create and provide closing documentation to send to the city. Closing documentation includes photo/video documentation as appropriate, description of artwork including narrative, materials, dimensions, locations and date completed, documentation indicating total payments to artists, and any other relevant information.
3. Celebrate!
4. The builder/owner of the property is responsible for future maintenance and repairs of the artwork.

6.7.5 - Fee Schedule - Payments + Timing

The 1% budget set aside for public art will be broken down in accordance with the stated TOD Public Art Guidelines and paid out on the listed schedule.

Total Budget Breakdown	Payment Due
5% Public Art Plan Application Fee (paid to City)	Prior to 2nd submittal
10% Future Maintenance + Repairs	Set aside
10% Project Coordination	25% at each Step
75% Professional Artist Budget	50% upon selection 25% progress payment 25% at installation

DRC PROCESS

7.1 Relationship to Other Plans and Guidelines

7.2 Design Review Process

DRC PROCESS

7.1 Design Guidelines Relationship to Other Plans, Documents and Criteria

The Design Guidelines serve as the basis for guiding each builder’s proposal for architectural design of all buildings, landscape and other site improvements and ensuring conformance with the overall intent of Metro Center.

Use of property and improvements to property must comply with applicable building codes and other governmental requirements and regulations. Approval by the Design Review Committee (DRC) will not constitute assurance that improvements comply with applicable governmental requirements or regulations or that a permit or approval is not required from applicable governmental bodies. For general information about the City of Aurora requirements, call the City of Aurora Building Department at 303-739-7420.

The Metro Center Master Plan is a flexible planning document that is used to guide and establish overarching design standards and incentives based on the City’s Comprehensive Plan. The Metro Center Master Plan, in addition to other Aurora Codes and Standards (MU-TOD), shall be used as the foundation of design guidelines for Metro Center.

Relevant Plans and Documents:

- Aurora Places, City of Aurora Comprehensive Plan 2018
- City of Aurora Bicycle and Pedestrian Master Plan
- Aurora Line City Center Station Area Plan 2015
- Aurora Unified Development Code

7.2 Design Review Process

The Metro Center Design Review Committee (DRC) will have the responsibility of reviewing, approving with conditions, or denying all site plans, building architecture, landscape plans, lighting plans, signage plans, and signs for all physical improvements within Metro Center. The DRC shall seek to achieve compliance with the City of Aurora Comprehensive Plan and these Design Guidelines. The DRC shall be permitted to amend the text of these Design Standards and Guidelines at any time following approval by the City.

The Design Review Committee will be comprised of the following members:

- 2 seats by master developer
- 1 seat by third-party architect
- 1 seat by third-party landscape architect
- 1 seat by the City of Aurora Planning Department

7.2.1 REVIEW TIMELINE

Projects submitted for review will be processed in the order of which they are received. Review time of applications shall be no more than 2 weeks. All submittal materials shall be submitted in PDF format, to scale.

7.2.2 APPROVAL PROCESS

The steps the applicant needs to obtain the Design Review Committee’s (DRC) approval for design are outlined below. Each builder is required to submit an application to the DRC to assess the plans against current statutory requirements. Design approval from the Developer’s design team does not exempt any building or statutory regulations; and is the builders’ responsibility to ensure compliance with City of Aurora

Building Code or any relevant city, county, state or federal standards. It is the responsibility of the designer or builder to ensure each structure complies with all the statutory requirements of construction.

1. Step One

The applicant submits their documentation with the DRC design coordinator, who assesses their design for compliance with the design guidelines. Approval from the design coordinator does not constitute building or planning approval from the City of Aurora.

2. Step Two

Submit Concept Review package to the DRC. If the application complies with the design guidelines, the plans will be approved by the DRC. An approved set and a confirmation letter will be returned to the applicant, with one set retained by the developer as a record. If the application requires modification to comply with the design guidelines, the applicant will be notified and given the opportunity to amend the plans to resubmit with the DRC for design approval.

3. Step Three

Once the application has been approved by the DRC, the applicant submits the approved documentation to the DRC. Should the proposal be deemed as satisfying the criteria, the plans may be submitted to the City of Aurora Planning and Development Services Department. All buildings within Metro Center are required to gain design approval from the Metro Center DRC before submitting the second round of Site Plan review to the City of Aurora Planning Departments.



DRC PROCESS

7.2.3 DOCUMENTATION

Improvements to Property within Metro Center will be subject to review and approval by the Metro Center Design Review Committee for conformance with these Design Guidelines. The review process will consist of the following:

SUBMISSION CHECKLISTS:


1. Sketch Plan (Submission One)

Please submit an electronic set in PDF format to the Metro Center Design Review Committee:

- ☐ Cover Sheet
- ☐ Project Name
- ☐ Sheet Index
- ☐ Applicant’s name and contact information
- ☐ Architect
- ☐ Landscape Architect
- ☐ Engineer
- ☐ Date
- ☐ Submission number
- ☐ Vicinity Map
- ☐ Application forms and conceptual plans

2. Site Plan (Submission Two)

All plans should have a consistent orientation where possible. Please indicate scale, north and include the following:

- ☐ Site context analysis (How this project fits within Metro Center) 
- ☐ Identify Primary, Secondary and/or Perimeter Streets
- ☐ Building footprint with area calculations
- ☐ Property line, easements, setbacks (existing and proposed)
- ☐ General dimensions
- ☐ Primary Building Entries
- ☐ Pedestrian Circulation
- ☐ Parking layout and calculations
- ☐ Bike Parking Landscape Plan Review Package

