

METRO CENTER

Design Guidelines and Standards

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0.1 Design Review Process

GENERAL COMPLIANCE

Metro Center must comply with all applicable statutes, ordinances, rules and regulations promulgated by the City and other governmental entities which have jurisdiction over the project, including revocable permits in the right-of-way (ROW), Americans with Disabilities Act, building permits, and permits for other public works matters.

APPLICABILITY

All development within the Project is subject to the Metro Center Design Guidelines. Design review shall be conducted by the Design Review Committee (DRC) as established by the Master Developer.

ALL VERBIAGE HAS BEEN UPDATED PER COMMENTS

OBJECTIVE

The objective of the design review process is to create a clear, consistent, and predictable process for the redevelopment of the Project. The DRC shall ~~simultaneously~~ perform the design review ~~along with~~ the Planning Review Process required and conducted by the City of Aurora.

State composition of the DRC - architect, developer, COA etc.

and the City of Aurora.

SUBMITTAL REQUIREMENTS

The Applicant team shall meet with or submit to the DRC design documents at the following four key project phases: Pre-Application conference, Schematic Design, Design Development, and Final Recordation Phase. Informal design review meetings may be requested by the Applicant at any point in the development process as required to ~~provide clear direction~~ on specific issues.

-approved

prior to

identify solutions

PRE-APPLICATION MEETING

A pre-application meeting shall be held between the Applicant and the DRC to review the scope of the project, the design review process, and identify all requirements, presumptions and considerations. The Applicant shall submit at the pre-application meeting the following:

- Intent Statement
- Development scope, project uses and adjacent uses, and Project description
- Context Photos
- Conceptual Site Plan
- Any special considerations

SCHEMATIC DESIGN (OPTIONAL)

The Applicant team may submit a Schematic Design Plan to the DRC. The DRC may request a meeting to discuss the application 10-15 days from the receipt of the Schematic Design Plan. At this meeting the Schematic Plan will be reviewed for compliance with the Design Standards and Guidelines. The applicant shall submit the following:

Detailed narrative of how the Design Guidelines have been met.

- Site Plan
- Floor Plan
- Elevations

DESIGN DEVELOPMENT

The Applicant shall submit the following Design Development submittal, in addition to the other documents required for the Final Phase Site Plan submittal:

Reply to written DRC comments on the Schematic Design Plan with an updated detailed statement of how the Metro Center Design Guidelines have been met.

- Site Plan
- Floor Plan
- Elevations
- Landscape/Streetscape plan
- Sections, if required by the City of Aurora Planning Department
- Façade details and treatments
- Materials schedule and sample board
- Renderings – optional

Other reports (drainage, traffic, infrastructure) as necessary

ALL VERBIAGE HAS BEEN UPDATED PER COMMENTS

APPROVAL

The Design Development submittal shall be reviewed and comments given by DRC within 10 business days after receipt of such submittal. DRC shall approve, recommend that the Applicant revise and resubmit or deny the submittal.

MODIFICATION OF DESIGN STANDARDS

These Design Guidelines are intended to be flexible. The DRC may grant ~~modification~~ to a design standard if the DRC finds the applicant has satisfied the following:

- The ~~modification~~ is consistent with the stated intent of the design standard.
- The ~~modification~~ achieves or implements the stated intent to the same degree or better than strict compliance the design standard would achieve.
- The ~~modification~~ will not create adverse impacts on adjacent developments.

AMENDMENT OF DESIGN GUIDELINES

The DRC shall be permitted to amend the text of these Design Standards and Guidelines at any time, ~~in its sole and absolute discretion~~; provided, however, if the DRC elects to amend the text of any of the following provisions (each, a "Major Amendment"), such Major Amendment shall not be effective until the DRC obtains the consent of the City:

an alternative (or exception)

replace modification with alternative or exception

period here

ALL VERBIAGE HAS BEEN UPDATED PER COMMENTS

1.0 OVERVIEW

1.1 Vicinity Map



1.2 Document Use and Procedures

GUIDELINES: The “Metro Center Design Guidelines” are the rules and regulations for Metro Center, the redevelopment of the Metro Center into a unique pedestrian led outdoor “Urban Neighborhood” environment (the “Project”). These guidelines will establish the framework that will guide developers, users, tenants, and design teams through the process of creating a clear and consistent design aesthetic that will work in unity with each of its parts while contributing to the greater whole that is the Aurora Metro Area. While the goals of the Metro Center Design Guidelines are meant to provide a clear and consistent direction for the initial and future development, they are also intended to be reasonably flexible. As market conditions change and building uses and building types change over time, these Guidelines encourage a level of design creativity that contributes to the uniqueness and sense of place that is envisioned for Metro Center.

← insert space UPDATED

PURPOSE: The Metro Center Design Guidelines will guide developers and designers through the process of creating a pedestrian-focused urban area, promoting a clear and consistent process for development within the Project. The Metro Center Design Guidelines must strike a balance between flexibility and predictability so that they:

1. Recognize that the Project will be redeveloped over time
2. Create and maintain a standard of quality that will sustain value.
3. Promote a cohesive development pattern, while allowing for diversity and variety in the design and construction of individual projects.
4. Assist city staff, planners, designers, developers, and users/owners in making consistent choices that reinforce the project goals.
5. Meet the market conditions and cost/benefit realities.

1.3 Planning Goals

PROJECT GOAL:

The overall goal for Metro Center is to create a thriving Urban Neighborhood that creates a strong sense of place and provides the community with a gathering place and environment that is safe, comfortable and casual for all ages. The goal is to combine a variety of uses such as Retail, Restaurant, Entertainment, Office, and Residential into a cohesive project with strong patterns that are walkable, easily identifiable, with well-balanced groupings of buildings that work together to enhance the overall character of the Project and its surroundings. The character of Metro Center will be defined by its Urban Streets, Walkable Environments, Plazas and its integrated land uses.

CORE DESIGN OBJECTIVES: The core architectural and urban design values in the Master Plan should be implemented through the Standards and Guidelines summarized below:

- Create a diverse, mixed use urban context that creates a strong sense of place and a destination for the surrounding communities.
- Provide a rich and diverse network of streets and pedestrian walks that connect the project together in a meaningful way providing the user with a unique experience not found elsewhere.
- Create a walkable outdoor experience that extends the hours of activities and provides the community with a central gathering space that offers a variety of activities for everyone to enjoy.
- Create a sustainable design that meets market conditions and cost/benefit realities while providing strong connectivity to the surrounding neighborhood; meeting the City of Aurora standards to create a new benchmark for urban development.

GENERAL COMPLIANCE:

Metro Center must comply with all applicable statutes, ordinances, rules and regulations promulgated by the City of Aurora and other agencies which have jurisdiction over the project, Americans with Disabilities Act, building permits, and permits for other public works matters.

1.4 Organization

The Metro Center Design Guidelines are organized into four categories:

- Site Design
- Building Design
- Urban Design
- Signage

Each of the topics are then comprised of three major components that are to act as a guide for developers and designers through the process.

- Design Intent
- Design Standards
- Design Guidelines

DESIGN INTENT

- The intent statement serves as a big picture goal and objective establishing principles for the design topic. In areas where there may not be a specific Standard or Guideline, the Intent statements are used to provide the design team with direction in resolving any questions or lack of clarity that the Master Site Plan does not address. These Intent Statements should in themselves not be used as Standards or Guidelines.

DESIGN STANDARDS

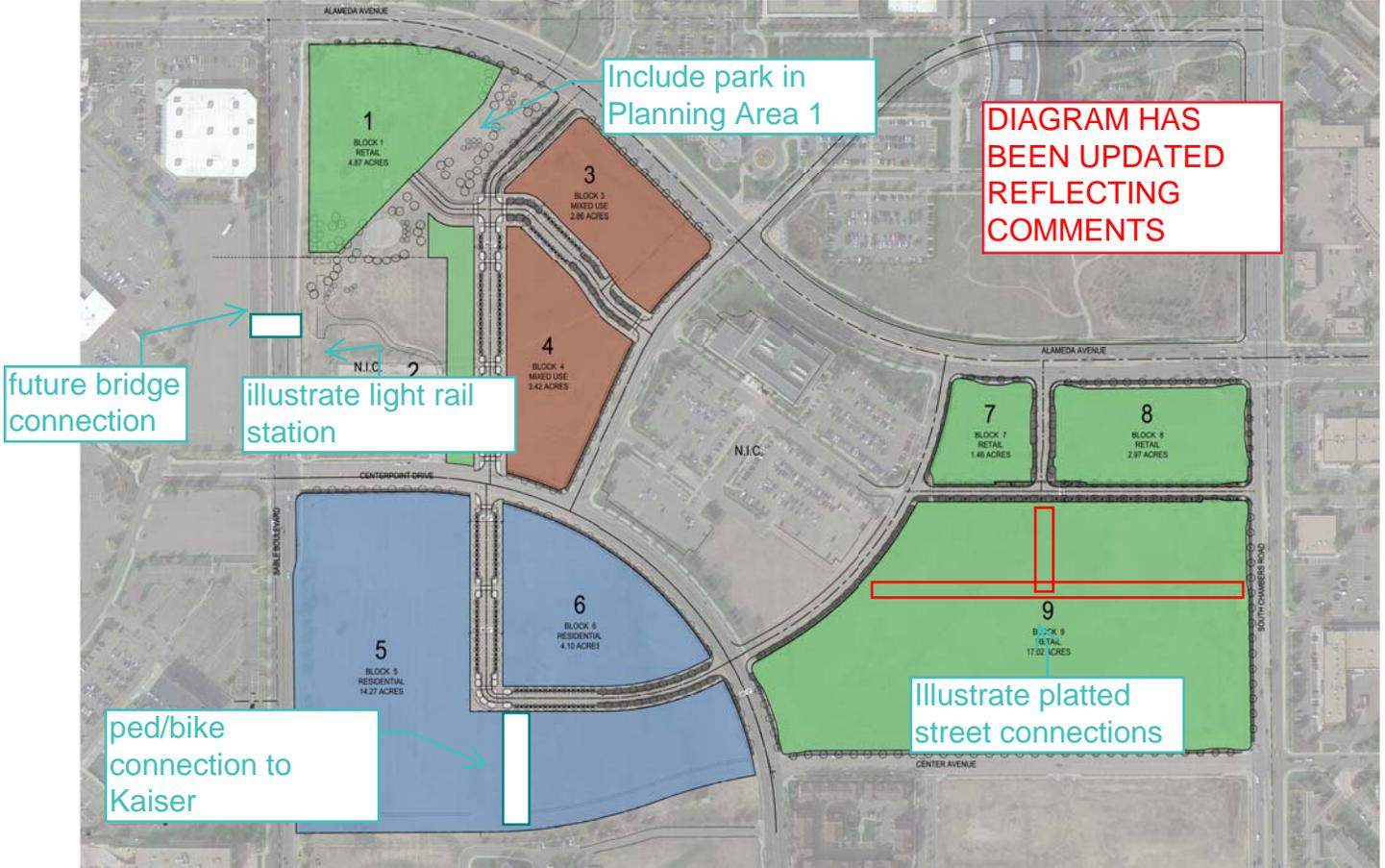
- Design Standards are prescriptive criteria that provide specific directions based on the Intent Statements. These Standards denote issues that are considered essential and will use the term “shall” to indicate that compliance is required.

DESIGN GUIDELINES

- Design Guidelines provide the designers with additional considerations and alternative ways to accomplish the Intent statements. The Guidelines are not mandatory criteria but considered a desire of the development. Guidelines use the term “should” or “may” to denote they are considered appropriate (not mandatory) to accomplishing the Intent statement.

2.0 THE SITE

2.1 Concept Plan



2.2 Conceptual Narrative

Metro Center (MC) is a unique development located at the intersections of Alameda Avenue, Sable Boulevard, E Exposition Avenue and South Chambers Road. MC Master Site Plan creates the framework for development on this prominent site. Connectivity to the existing developments that surround the site, like the City of Aurora Municipal Complex, is extremely important, therefore a street network that achieves this connectivity has been created.

The RTD-LRT Center that will be on site ~~in the next decade~~ will be a significant influence once developed and in operation. Creating a high density, compact development adjacent to this transportation node is extremely important, but initially the development on the site will start at the northern boundaries of the development along Alameda ~~avenue~~ and will connect to "Center Point Drive" via the north south urban street currently "Main Street".

Transition from less intense development to more intense development will occur from the perimeter of the site to the center point of the project. Multiple story buildings will flank Main street, with a distinct separation between vehicular and pedestrian ~~of streets~~ forming a public realm that accommodates both active and passive pedestrian uses. A comfortable height to width ratio sets the appropriate scale on Main Street and creates a quality pedestrian experience.

Metro Center (MC) will develop over time and creatively adapt to the changes that occur on site and in market conditions. The developer will be involved throughout the growth and progress of the site and will uphold the standards and concepts represented in this document. This will be achieved through a Covenants, Controls, and Restrictions (CCRs) Board and an Architectural Review Board, discussed in this document.

ALL VERBIAGE HAS
BEEN UPDATED
PER COMMENTS

Development
Review Committee

2.3 Overall Urban Design Concepts



- ~~Moderately Dense~~ **Mixed Use and Walkable Urban Neighborhood**

The Metro Center development will create a moderate density, mixed use, walkable urban neighborhood. The vision is to create a mixed use neighborhood that combines residential, office, hotel, entertainment, dining and retail rather than separated and disconnected office district, residential pod or shopping center.

ALL VERBIAGE HAS BEEN UPDATED PER COMMENTS

- **Town Center**

The location next to the Aurora Municipal Center and History Museum offer the Project the ability to enhance the Town Center characteristics of the area.

- **Street/Pedestrian Network and Variety**

A grid of streets and blocks distributes both vehicular and pedestrian circulation throughout the development. This avoids overlapping any particular street with excessive traffic. It also provides multiple choices for vehicular and pedestrian access, and good way-finding characteristics.

- **Building Form**

Lower rise building forms define street spaces with few gaps in building continuity. Higher rise building forms (typically a continuation of the lower rise forms) are spaced to allow views from a variety of locations throughout the Project, and to provide sun and sky exposure to the street. Within the Project area, signature buildings at major intersections give focus and identity to the development.

2.4 Public Improvement Plan (PIP)

Specific sequencing and timing of the Public Improvement Plan (PIP) will be triggered by the market demand for the various uses allowed under the Metro Center Master Site Plan and, therefore, determined through the site plan process.

All Blocks - As a given block is developed, infrastructure for that parcel as necessary to connect including looping of water lines, two points of street access (life safety), downstream sanitary water quality storage. Water quality storage may be provided. Storage may also be allowed underground to achieve maximum

PLEASE SEE NEW PIP PLAN INCLUDED IN MASTER PLAN PACKAGE

Please note infrastructure phasing, either here or through PIP drawings. Not all infrastructure can be completed at timing of site plan.

3.0 SITE DESIGN

3.1 Lots and Block Patterns



DESIGN INTENT

- Create connections to existing neighborhoods and adjacent uses.
- Create a strong programmatic approach within blocks that enriches pedestrian circulation.
- Position primary building facades towards the street and the pedestrian walking zones.
- Extend a local street grid into and through the project.
- Create a block pattern that is appropriately scaled and compatible with the surrounding environment.
- Create connections to the Public Rights of Way and the Metro Center Center.
- Create connections to existing neighborhoods and adjacent uses.

DESIGN STANDARDS

- New streets and connections into and through the Project shall create a smaller block pattern that has an appropriate size and scale to the development and surrounding neighborhoods.
- Mid-block connections are required for blocks over 400 ft. These connections should include sidewalks, landscaping, and pedestrian furnishings.

UPDATED

Add a note of compliance with Urban Landscape Zone regulations and Urban Street Standards as outlined in COA code.

DESIGN GUIDELINES

- Street facing blocks bounded by either public or private streets should be developed with activated uses to establish a pedestrian-friendly, walkable environment. See also Section 4.2, Build-to Lines and Setback design standards and guidelines.
- Corner development should be emphasized and respond to the District’s corner treatments.
- Buildings should line the sidewalk and frame the public zones while parking areas should be screened by architectural and landscape treatments.
- Block faces bounded by public or private streets should be developed with activated uses to create a pedestrian-friendly, walkable environments. See also Section 4.2 Build-To Lines and Setback Design Standards and Guidelines.

3.1.1 Mid-Block Connections



DESIGN INTENT

- Provide clear, visually interesting accessible routes for pedestrians to navigate through the mid-points of blocks.

DESIGN STANDARDS

- All proposed developments shall evaluate the potential to increase pedestrian connectivity through sites.
- Mid-block connections shall include pedestrian amenities and entrances to uses along the connection.

DESIGN GUIDELINES

- Mid-block connections should be created as usable spaces and not merely pathways to parking or service loading.
- Mid-block connections should be well lit.
- Mid-block connections should employ entrances, seating and landscape to enhance the uses of the space.
- Connections across blocks and to alleys are encouraged on all sites to increase the walk-ability of Metro Center.

↑
Add a note stating that ped/bike connections will link the Metro Center light rail station and uses on the site as well as adjacent uses.

↑
remove hyphen

ALL VERBIAGE HAS BEEN UPDATED PER COMMENTS

3.2 Streets



DESIGN INTENT

- Introduce a street and sidewalk pattern, orientation and hierarchy that create walkable blocks.
- Design and build streets that support a multi-modal environment, including vehicular, pedestrian and bicycle.
- Assure through internal streets that traffic is dispersed in an efficient way to provide ease of entry and exiting of the Project.
- The streetscape treatments should be an element that provides continuity throughout the Project.
- Maintain the existing entries at major intersections to the Project.

Identify gateways on street diagram

Amenity Zones should be identified on the plans as well as street network diagram

UPDATES HAVE BEEN MADE TO THE DIAGRAMS

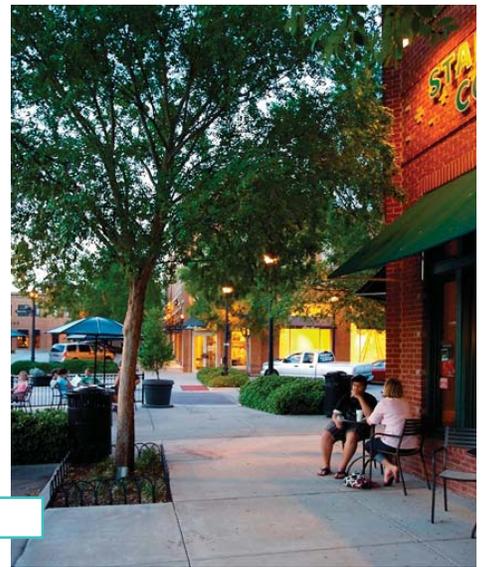
DESIGN STANDARDS

- Street parking shall be incorporated along streets where applicable to provide front door parking.
- Internal streets shall include a pedestrian walking zone (sidewalk) and an Amenity Zone on both sides of the street.
- Pedestrian walking zones shall be unobstructed and clear along all of the internal street and private zones and connections should continue to surrounding developments, through a combination of concrete w/ pattern, texture, or concrete pavers.
- The Amenity Zone shall be a minimum of five (5') wide (dependent on the tree species) and contain trees, pedestrian lighting, streetscape elements, wayfinding, signage, and furnishings, at appropriate places and intervals and street trees to maintain project continuity.
- The branching height of mature trees shall be a minimum of eight (8') feet in height for unobstructed sidewalk zones.
- Pedestrian walking zones shall be organized to create a continuity of walkable areas throughout the Project.
- Tree lawns (area between sidewalk and street) shall be landscaped with street trees (no grates), sod or in lieu of sod a combination of shrubs, ornamental grasses and perennials.
- Re: 6.4 Street Hierarchy Diagram.

DESIGN GUIDELINES

- Specialty intersection treatments are encouraged to support pedestrian traffic.
- Throughout the Project all internal streets should be visually cohesive through the use of similar or complementary streetscape elements, hardscape treatments and planting.
- Hierarchy of the street pattern should be developed to respond to the varied uses and classifications of roadway, but remain flexible to accommodate existing conditions and detailed design solutions.
- Street trees should be selected to create a canopy at maturity.
- Paving outside and inside of the pedestrian walking zone may utilize a specialty paving system or pattern.
- Furnishing should be aligned with adjacent elements or grouped in a manner to create gathering spaces or resting areas.

3.3 Streetscapes



illustrated in

DESIGN INTENT

- Provide connectivity to the surrounding neighborhoods and developments.
- Unify the public right-of-way with a unique character by using street furniture, street trees, and other amenities within the Project.
- Create a streetscape that promotes overall pedestrian circulation.
- Encourage pedestrian activity on the sidewalk and to support adjacent activities such as shopping, dining, strolling and gathering.

DESIGN STANDARDS

- Active uses shall be placed along the streets in the urban core (Re: 6.5 Urban Core Diagram) to encourage and enhance pedestrian circulation.
- Parking in urban core shall be consolidated into parking structures to encourage pedestrian activity along the streetscape.
- Trees must be provided within a required Amenity Zone and/or tree lawn at spacing designated in the approved Master Site Plan by species, with minor adjustments for other conditions, such as signage, light spacing, driveways, required utility company facilities, or species impacts.
- Street lights shall be placed in an orderly fashion generally as shown on the Master Plan.
- Trees shall be located in tree opening that are 5' x 10'.
- The understory treatment shall contain either ornamental grasses, perennials and shrubs or a combination of these.
- One tree species per block, both sides of the street.

DESIGN GUIDELINES

- Streets should be visually consistent and have a cohesive rhythm created by street trees furnishings, paving, and lighting.
- Street furnishings, trees and amenities should occupy consistent, well defined zones parallel to the pedestrian walking zone.
- Sidewalk uses, outdoor seating, street-carts and vendors are subject to compliance with all applicable city laws and regulations, and are encouraged outside of the pedestrian walking zone.
- Temporary lighting for special events and holidays is allowed and should be used for decorative purposes only.

Street lights shall comply with Station Area Plan standards.

ALL VERBIAGE HAS BEEN UPDATED PER COMMENTS

3.4 Street Furnishings



DESIGN INTENT

- Provide necessary items for pedestrian comfort and convenience, as well as cleanliness.
- Provide visual continuity to the Project by providing consistent street furniture throughout the Project.
- Enhance the pedestrian environment of public right-of-way and areas within the Amenity Zone through appropriate street furniture.
- Include space for bicycle and scooter parking utilizing consistent bicycle parking fixtures.

DESIGN STANDARDS

- Sidewalk benches should be located out of the main pedestrian walkways within the designated amenity zone.
- A consistent standard for site shall be developed and maintained throughout the Project.
- Street furnishings shall not block minimum unobstructed pedestrian walking zones.
- Seating shall be placed to serve bus stops and parks.

Fences/Walls:

- Fencing may consist of a variety of materials including masonry, painted steel or iron. Prohibited: wood, vinyl, chain link.
- Must be compatible with all other site furnishings.
- 5'-0" max. height (can increase if approved by Design Review Committee).
- Fences are to comply with the standards set forth in the City of Aurora Code Section 146-704 (D).

DESIGN GUIDELINES

- Maintenance, safety and comfort should be a primary consideration in the type, design and placement of street furniture.
- Adequate seating should be provided in public areas, including benches, bicycle racks, and trash receptacles.
- Seating for sidewalk cafés is encouraged.

Where will this standard be? Needs to be outlined here for site plans to comply across MC

REFER TO MASTER SITE PLAN L204 FOR STANDARDS. MORE IN DEPTH SPECIFICATION WILL BE DONE AT SITE PLANNING PHASE OF A PROJECT.

materials include

UPDATED

3.5 Service Areas



DESIGN INTENT

- Minimize visibility and impact of service areas by locating parking and service access away from primary building access points and providing screening.
- Eliminate conflict between proximity of service areas and pedestrian circulation.
- Provide clean, safe and functional service areas behind buildings.

DESIGN STANDARDS

- On-site loading shall not be located near pedestrian-use areas such as sidewalks, plazas, or open spaces.
- Service and delivery activities shall be separated from primary building access points and shall be screened from the public view and avoided along the street.
- Sufficient loading and maneuvering space shall be provided for trucks and other service vehicles.
- Locate service areas and associated equipment (i.e. dumpsters, loading docks) along alleys, away from pedestrian and residential zones, to limit smell and visual disturbance.
- Service areas that are adjacent to housing or public/private streets will be screened from view with walls matching the architectural character of the building to which it is attached, or through extensive landscaping.
- 8'-0" Max. height for screen wall.
- Materials for all walls around trash enclosure and screen walls shall be identical or complementary to the building it serves utilizing the same finishes or colors.

- Trash enclosures shall be shielded from view by solid screen walls with a gate or door at least 6'-0" in height.
- Trash enclosure may not project above the screen wall that surrounds it.
- Trash enclosures may be located within the building it serves.

DESIGN GUIDELINES

- Combined, multi-tenant trash receptacles and service areas are strongly encouraged to maximize development potential and enhance the pedestrian zones.

3.6 Vehicular Access and Circulation



DESIGN INTENT

- Provide clear entry points to the Project for vehicles, bicycles and pedestrians.
- Promote safe and efficient movement of vehicles, pedestrians and bicycles in public and private circulation areas.
- Minimize conflicts between vehicles and pedestrians by limiting curb cuts along pedestrian centric streets.
- Establish logical, safe and attractive connections to the surrounding developments.

Is PW okay with this?

DESIGN STANDARDS

- All curb cuts and driveways shall be perpendicular to the street that each curb cut serves. Shall be no less than 10 degrees off perpendicular.
- Curb cuts shall not be allowed within 50 linear feet of the face of the curb of an intersecting street at a street corner.
- Drive aisles within the Shopping Center dissecting Metro Center Ave. shall be permitted.

UPDATED

DESIGN GUIDELINES

- Curb cuts and driveways should be shared or common between multiple buildings or lots.
- A single curb cut should not be wider than the minimum width required by the Department of Public Works.
- One way traffic should be avoided to maintain flexibility in traffic patterns throughout the Project.
- Drop-offs serving entrance of specific users such as hotels may be allowed but should be designed to **mitigate** the potential conflicts between pedestrian and vehicles.
- Streets should be designed to accommodate on-street parking.
- Curb radii at street corners should be designed to reduce pedestrian crossing distances and conform to life safety requirements.
- Landscape islands with pedestrian walkways may be incorporated at street intersections, amenity spaces, or buildings entrances.

minimize

3.6.1 External Vehicular Access

ADDITIONAL INFORMATION

- Access to the site will be from multiple directions. Access at the intersection of Alameda Parkway and Alameda Drive will remain. Both the Traffic Light intersection and the right in only drive leading to the Arapahoe County Building.
- The intersection of Chambers Road and Center Avenue will remain. CentrePoint Drive will continue to intersect with Exposition Avenue .
- The new Spine Road (Main Street) will provide a new intersection at Alameda Avenue.
- Another new access will be from Chambers Road. Between Center Avenue and Alameda Avenue.

3.7 Pedestrian Access and Circulation



DESIGN INTENT

- Make effective connections with clear orientation to off site pedestrian and regional systems.
- Provide clear paths for bicyclists, pedestrians, and wheelchair users. *designated areas of travel for each type*
- Provide clear entry points for vehicles, bicycles, and pedestrians. *that minimizes conflicts*
- Encourage pedestrian and bicyclist access to the Project and safe and convenient circulation throughout the Project.
- Provide direct and comfortable pedestrian connections between primary uses and publicly accessible open space and plazas within the Project.
- Create an inviting environment that has clear circulation paths from parking areas to building entries.
- Create a hierarchy of pedestrian amenities within the street right-of-way and the adjoining block patterns.

ALL VERBIAGE HAS BEEN UPDATED PER COMMENTS

DESIGN STANDARDS

- Areas within the Project 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. Vehicular access shall be designed to minimize any conflicts between pedestrian or bicycle access to the Project, and with pedestrian and bicyclist circulation within the Project.
- Detached sidewalks with tree lawns (which shall include street trees) or attached sidewalks with Amenity Zones (which shall include street trees in cut-outs) between the curb and walking zone shall be provided on pedestrian streets.
- 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 (unpaved) width shall be added to accommodate vehicular overhangs.
- Perimeter pedestrian walkways shall provide not less than six (6') feet of clear walking areas.

DESIGN STANDARDS

- An on-site system of pedestrian sidewalks and walkways shall be provided and designed to provide direct access and convenient connections to and between the following:
 - Primary entrances to each primary building, including pad site buildings;
 - All surface parking areas or parking structures;
 - All site amenities or publicly accessible open spaces and plazas;
 - The public sidewalk system along the perimeter streets adjacent to the development (or to the curb of an abutting street where there are no public sidewalks); and
 - 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.
- Pedestrian access points and sidewalks shall be kept separate from vehicular drive lanes to the maximum extent possible.



DESIGN STANDARDS

- Walkways must be clear of low branches, vegetation and similar impediments.
- 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.

DESIGN GUIDELINES

- Pedestrian lighting should be provided on streets that are considered major pedestrian environments within the Urban Core
- Variations from otherwise consistent streetscape elements (including street trees) may be provided where special conditions occur.
- Curb cuts should be discouraged close to intersections and pedestrian crossings should be located a safe distance from curb cuts.
- The number of curb cuts should be minimized to the extent possible and be shared between uses and parking areas except in retail.
- Drop off areas for specific uses such as hotels and residential areas may be allowed when deemed appropriate and not in conflict with the general pedestrian and vehicular traffic patterns.
- Sidewalks of various widths should be connected to each other with a ~~smooth~~ transition and not a 90 degree angle.
- Raised pedestrian walkways across drive lanes should be avoided to allow for easier maintenance of parking lots and drives.

(illustrated in Figure 6.5)

ALL VERBIAGE HAS BEEN UPDATED PER COMMENTS

meandering or flared

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3.8 Small Urban Parks



DESIGN INTENT

- Create opportunities for community interaction that can accommodate high levels of pedestrian use.
- Provide open spaces such as parks, plazas, and courtyards to provide a variation of passive and active open spaces throughout the Project.
- To introduce elements of nature into the urban environment.
- Ensure that building facades that define plazas and courtyards are integrated as part of the space design.
- Ensure that plazas are designed as distinct spaces within the environment.
- Maximize the opportunities for people to utilize plazas and open spaces.
- Encourage socialization, congregation and interaction.
- Ensure that there are trash and recycling containers to prevent litter and debris.

DESIGN STANDARDS

- Open space and plaza areas shall be unenclosed and open to the sky, 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.
- All open space landscaped with a combination of plant materials and hardscape are to provide a variety of amenities for their users and shall include the following:
 - Irrigation systems shall be provided for all live material per City Code
 - Separate trash and recycling receptacles shall be provided.
 - Seating
 - Lighting
 - Landscaping

DESIGN GUIDELINES

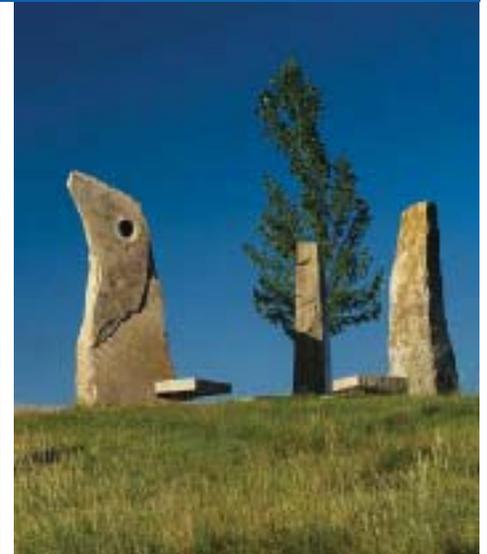
- Spaces should use a variety of landscape and architectural elements to create a strong sense of place in the public realm.
- Open space should be orientated to take advantage of views and solar orientation.
- Materials for the paving may be blended into the pedestrian walkway to provide continuity along the sidewalks they serve as a unifying element that may bind the open space/plaza area to the street.
- Building walls that abut or adjoin a plaza or open space should have special design consideration in order to prevent an uninviting pedestrian experience.
- Seating should be designed that does not hold water and debris.
- 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.



DESIGN GUIDELINES

- Other amenities, such as water features, public art, power outlets, and drinking fountains should be incorporated into a plaza.
- Plaza standards may be modified for special plaza conditions, configurations, functions, or size.
- Ease of maintenance should be taken into account of plazas and publicly accessible courtyards and sidewalks.
- Shade trees should be provided near seating areas.
- To receive credit toward park land dedication and park development fee requirements, follow Small Urban Park Criteria established by the Aurora Parks, Recreation & Open Space Department.

3.9 PARK



DESIGN INTENT

- Provide spaces that are open to the public, and are of adequate size, configuration and proportion to serve a variety of active and passive needs.
- Introduce substantial amounts of vegetation into the urban environment.
- Provide organizing space for groups of buildings.
- Provide areas of shade, sun and wind protection.

DESIGN STANDARDS

- Parks shall be easily viewed and accessible.
- Where grade changes or other obstructions need to be accommodated in a park, no such grade changes or obstructions may be higher or lower than 3' above or below the sidewalk. Wherever possible, walls and retaining wall **defining** or containing such grade changes shall be at seating height.
- A minimum of one lineal foot of seating for every 1000 square feet of park area shall be provided for seating in all parks. Seating may include benches, movable chairs and seat wall no higher than 30 inches and no less than 12 inches wide. Seating 30 inches wide or more may count double providing there is access on both sides.
- Pathways to and from internal parks shall be appropriate to the park type, use, and **configuration**. Paths should maintain accessibility requirements and be constructed of reasonable materials.

DESIGN GUIDELINES

- Deciduous shade trees should be provided near seating areas.
- Placement of trash receptacles should be carefully considered in relationship to seating areas and benches.
- Pedestrian lighting should be extended through parks to form part of a continuous system for the pedestrian.
- Park standards may be modified for special conditions, **configurations** functions or size.
- Art and signage should be implemented to create a sense of place and connection to the adjacent land uses.

ALL VERBIAGE HAS BEEN UPDATED PER COMMENTS

3.10 Plazas



DESIGN INTENT	DESIGN STANDARDS	DESIGN GUIDELINES
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- 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.
- Allow for spaces adjacent to buildings and public right-of-way to accommodate special uses such as café seating, public art, water features, and planters.
- Provide organizing space for groups of buildings.
- Design spaces that can accommodate high levels of pedestrian use.
- Create a comfortable night ambiance in publicly accessible open space and plazas utilizing the lowest light levels necessary to achieve safety and efficient wayfinding.

(See section 3.14, Lighting)

- Preferred location at mid-block. Corner locations acceptable with adequate reasoning. Reviewed and approved as part of the individual site plans.
- Pedestrian lighting shall not be designed in a way that would create glare in nearby residences, RE Lighting Section.
- Each plaza shall provide at least one (1) tree for every 2000 square feet of plaza area (DRC can provide exceptions).
- A minimum of 15% of the plaza shall be composed of planting materials (grass, ground covers, planting beds, etc.)
- Deciduous shade trees shall be provided near seating areas.
- Lighting shall be designed to illuminate pedestrian pathways and provide for human safety and security.
- Paving materials shall incorporate colored, patterned or decorative concrete, brick or stone pavers, exposed aggregates and/or other decorative finish elements (See below).

- 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.
- Where possible, permeable paving or landscaping should be used to reduce water run off on site.
- Trash receptacles should not be placed immediately adjacent to benches or other seating areas.
- Other amenities, such as water features, public art, power outlets, and drinking fountains, should be incorporated into a plaza.
- Plaza standards may be modified for special plaza conditions, configurations, functions or size.
- 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.
- Keep lighting fixtures at a pedestrian scale. Light bollards, step, and walkway lights are encouraged.

ALL VERBIAGE HAS BEEN UPDATED PER COMMENTS



GENERAL SHALE:
Weathered Old Tavern

Old Tavern Weathered

3.11 Public Art



DESIGN INTENT

- Engage the City's diverse communities by creating collaborations between artists and community members to achieve works of artistic excellence.
- Creatively express the memory, values, traditions, customs or aspirations of community members.
- Address significant neighborhood sites, and/or respond to the character and history of particular places
- Stimulate curiosity and interest in a community's heritage.
- Promote a sense of membership and harmonious coexistence among various groups within a community.

DESIGN STANDARDS

- All Public Art installations are to be approved by the Art Committee.
- The City of Aurora will select the artists for these amenities.
- Public Art includes but is not limited to: sculpture, two dimensional works, wall murals and graphics, hardscape, towers, landscape and water features.

DESIGN GUIDELINES

- Locate artwork in public plazas near major entries or where otherwise readily visible.

DRC and the City of Aurora Cultural Affairs Commission.

A public art plan will be drafted to comply with TOD standards. Include statement of compliance with City artist criteria and note design criteria as stated in 1st review comments

ALL VERBIAGE HAS BEEN UPDATED PER COMMENTS

3.12 General Landscape Design



DESIGN INTENT

- Ensure all areas of the site receive landscape/hardscape treatment.
- Enhance on-site and adjacent property values.
- Promote an improvement of air and water quality.
- Provide a reduction of heat island effect, glare, dust and noise.
- Provide seasonal interest and visual enhancement of the Urban Neighborhood.
- Provide for an efficient use of water resources.
- Ensure that specified plant materials are healthy, meet industry standards, and are suited to an urban environment.
- Select trees and other plant materials that are drought tolerant and suitable to the climate and or native to the region.
- Provide healthy growing conditions for all plant materials within an urban street environment.
- Coordinate the landscape design between streetscape, landscape areas, park or plaza open to the public.
- Select trees that provide shade in the summer and allow sun to reach pedestrian and vehicular surfaces in the winter.
- Select trees that do well in urban environments.
- Consider the use of low maintenance plant material as well.

- Promote a walkable, pedestrian friendly site with minimum visual impacts on the pedestrian experience and streetscape environment from the surface parking.
- Reduce existing impervious conditions within the Project.
- Improve the appearance of and reduce the visibility of surface parking areas.
- Clearly designate signage for parking areas for orientation and accessibility.
- Development must comply with the City's Landscape Regulations.

ALL VERBIAGE HAS BEEN UPDATED PER COMMENTS

ADD "FOR EACH TREE, A MINIMUM OF 400 CUBIC FEET OF TOPSOIL OR AMENDED SOIL WILL BE PROVIDED AS A ROOT ZONE; THIS ROOT ZONE SHALL HAVE ACCESS TO AIR AND IRRIGATION FROM ABOVE"

DESIGN STANDARDS

- The Project shall meet the City of Aurora's current Landscape Regulations and the Metro Center Master Plan.
- The Project shall utilize the concepts of waterwise 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.
- 20% of trees must be up sized to 3" caliper per planning area.
- Where trees are located in hard surface Amenity Zones, well drained and aerated tree wells or trenches shall be provided, the minimum exposed surface area shall be 50 square feet (5ft. by 10ft.).
- Trees in public seating and other landscape feature areas shall be up-sized to 3-inch caliper
 - Deciduous Trees: 2.5-inch caliper
 - Ornamental Trees: 2.5-inch caliper
 - Evergreen and coniferous trees: 6ft tall
 - Shrubs: 5-gallon
 - Vines, perennials, and ornamental grasses: 1-gallon

design intent

3.12 General Landscape Design Cont.

- Mass Ground covers: 2 1/4" with a minimum planting spacing of 6-9 inches

Walls:

- Landscape walls are permitted that they are complementary to the overall design of the project.
- 6'-0" max. height unless a retaining wall. (one face of wall may exceed 6'-0" if retaining wall)

DESIGN GUIDELINES

- General landscape design, including the location of landscape areas, their type, form and materials, should endeavor to control erosion and limit sedimentation of municipal water drainage systems.
- Plant materials should be predominantly drought tolerant species suitable to the climate and/or native to the region. Where substantial pedestrian use is expected such as at tree lawns, and portions of parks designed to encourage informal recreational activities, irrigated turf, either native or non-native, may be used, so long as the overall plant palette is primarily drought tolerant.
- Deciduous shade trees should be provided near seating areas.
- Storm water requirements provided in surface areas should be designed as an amenity to the Project.
- Provide inconspicuous landscape lighting to enhance landscape features.

3.13 Parking Lot Standards



DESIGN INTENT

- Minimize the extent of surface parking.
- Improve the appearance of and reduce the visibility of surface parking areas.
- Clearly designate parking areas for orientation and accessibility by way of signs.
- Parking Structures are encouraged where appropriate and cost effective within the development to help promote a greater density.
- Position parking away from parking right-of-way and pedestrian circulation.
- 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.



DESIGN STANDARDS

The Project shall comply with the City's Comprehensive Plan, 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.

1. All proposed development will adhere to the codes of the City of Aurora. Any proposals that modify these standards will require a waiver.
2. Screen walls, fences, berms, or landscaped areas are to be used to screen loading and service areas where possible.
3. Quantity of parking stalls is to comply with the City of Aurora Parking Codes. Notwithstanding, to reduce required parking, utilize industry-accepted shared parking methodologies where diverse uses are provided.
4. Parking lots must provide adjacent sidewalks where they face buildings or structures. These sidewalks are to provide a minimum of 5'-0" unobstructed walking area, and should not be greater than 15'-0" wide.
5. Parking structures are to comply with applicable building codes as well as the architectural guidelines outlined in this document.
6. Surface parking lots may not front Main Street. Any surface parking lot that abuts a major perimeter street (such as Alameda) must provide an enhanced landscaping buffer in addition to a wall or berm per City Code and as described below: (note: landscaping shall consist of shrubs in a double row triangular spaced or combination of shrubs and ornamental grasses arranged to provide aesthetics to the outside of the wall The designer shall provide a layout for review and approval as part of the site plan process.
 - a.) Parking lots abutting a perimeter street must provide a minimum 10'-0" wide landscape buffer on the exterior side of either a low wall or hedge and berm.

DESIGN STANDARDS

- b.) A minimum of 1 tree must be provided per 9'x19' island along with 6 shrubs and 2 trees per 9' x 38' island and 12 shrubs.
- c.) A minimum 5'-0" clear walking area shall be provided.
- d.) No surface parking lot should be more than 50% visible from the street.

8. Surface parking lots shall contain glare free lighting and shall use full cut-off outdoor lighting fixtures.

9. The landscape design standards for surface parking areas shall meet the City of Aurora landscape regulations.

10. No more than an average of 10 parking spaces in a row without a landscaped parking lot island.

UPDATED

- Parking area lighting must conform to the City of Aurora code and utilize fixtures that are shielded and downcast, directed away from residences, and of a consistent type and color.
- Parking lot lights to be zero cut off lights and shall not exceed 30 feet in height.

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.
- Storm water requirements are to be handled on a regional basis
- Shared parking between adjacent properties is encouraged to promote local access between use areas.
- Arterial drives are to be designed to organize site circulation and vehicular traffic as well as section off parking lots.
- Quantity of bicycle racks are to comply with the City of Aurora Codes.
- Lighting should be designed to provide even and uniform light distribution without hot spots or dark spots.

3.14 Street and Pedestrian Lighting



DESIGN INTENT

- Integrate City standards with regard to general street illumination into the character of the Project.
- 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 the Project.
- Use outdoor and building lighting to create an exciting vibrant entertaining urban environment.
- Illuminate at light levels appropriate for each use and minimize glare and nuisance lighting to abutting neighborhoods.
- Use outdoor lighting to illuminate pedestrian pathways, streets, entrances, service area, signage, landscaping and other areas and elements where appropriate.

DESIGN STANDARDS

- Light poles shall be aligned with street trees.
- Street lighting shall be zero or partial cutoff type and no taller than (30) ft. in height.
- Pedestrian scale lighting shall be installed at appropriate illumination levels to provide pedestrian safety and avoid extreme contrast between light and shadow.
- 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.

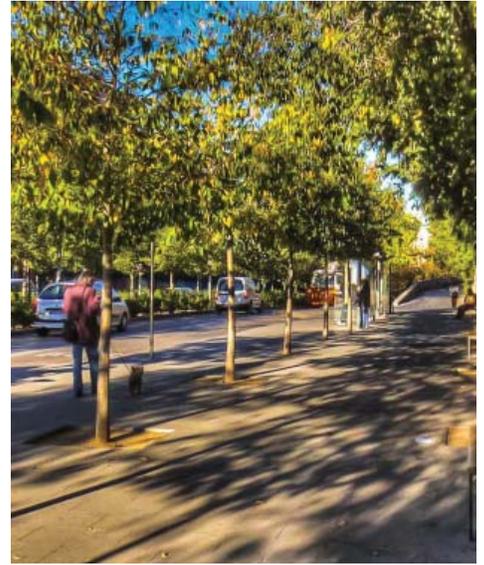
DESIGN GUIDELINES

- Street lighting may use different poles or luminary types and will be determined at the time of site plan review and approval.
- 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 lighting may use different poles or luminary types and will be determined at the time of Site Plan review and approval.
- 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.
- Use of single luminaries is preferred over multiple luminaries.
- 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.

Lighting shall comply with City Center Station Area Plan lighting types

UPDATED

3.15 Sustainable Site Design



DESIGN INTENT

- Reduce amount of water used for on-going operations and maintenance.
- Use creative best-management practices to recycle and filter water on site.
- Underground water quality facilities may be integrated in high density development areas where landscaping is unavailable.
- Integrate water quality into landscape development of drainage area.
- Minimize disturbance and erosion and to maximize the success of improvements.
- Design a site with sustainable storm water technologies to reduce infrastructure requirements on site.

DESIGN GUIDELINES

- Grass and plant species with low water needs should be utilized.
- Use of native plants with low water needs is preferred.
- Feasibility of using grey water for landscape irrigation should be explored.
- Utilize & Manage rain water so it irrigates landscape.
- Use of trees for shading and cooling is encouraged to create micro climates.
- Preservation of existing trees where practical is encouraged.
- Incorporation of environmentally sensitive design principles is encouraged.
- Consider use of permeable pavement in areas of surface parking or landscaped areas.

3.16 Fencing, Loading & Screening



DESIGN INTENT

- 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.
- 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 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 if visible from the public right-of-way.
- 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.
- All privacy fences must include one gate to access alleys in alley-loaded lots. The top 12-18 inches of all privacy fencing must incorporate some change in articulation if privacy fence faces a public street.
- The height of any fence shall be a maximum of 72" except where a greater height is required for large loading dock screening.

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 **Littleton Village** should be as minimal as possible.
- Transitional fences should be utilized along public streets.

UPDATED

Metro Center

4.0 BUILDING DESIGN

4.1 Building Form, Height, and Massing



DESIGN INTENT

- Ensure that building facades are visually active and are appropriately scaled through the use of varied architectural details, materials, textures and colors.
- Form the building edges that define and contain the street space to reinforce pedestrian activity and create a sense of place.
- Enhance corners of buildings with appropriately composed architectural elements that support their function as “gateway” buildings as well as providing iconic features throughout the Project.
- Provide visual interest at pedestrian levels, reduce the bulk of large buildings and use architectural features and materials to reflect the local character.
- Create buildings with mass and form that provide an appropriate relationship between structures, streets and open spaces/plazas.
- Use the vertical nature of the buildings to provide enclosure to the public spaces.
- Promote sun and sky exposure to public streets, parks and plazas, allowing for shade and shelter as appropriate.

DESIGN STANDARDS

- Buildings shall use a graduation of the building height and mass through modulation of the building form.
- Higher density should be concentrated in the urban core and around the light rail station.
- Street facing building facades above the ground floor shall include at least 1 variation in wall plane for every 100 linear feet building frontage.
- Roof planes or parapet walls shall include at least 1 variation of a minimum of 2 feet in height for every 100 linear feet of building frontage.
- Utilize forms (such as corner elements, protruded or recessed bays, changes of materials or, expressed structural elements), to transition between higher and lower buildings.
- Architectural features such as corners or tower elements shall be 4 sided elements and clearly be differentiated at the parapet line.
- Live/work units or building residential units with transitional ground floor space of a minimum 12 feet floor to ceiling space shall be designed in order to allow for change over time.
- Architectural details shall be continued on all four sides of the building to reduce the back of house appearance.

- ~~Drive-in and~~ drive-through facilities must be oriented away from perimeter streets and screened per City Code (not permitted in TOD-Core).
- ~~Drive-in and~~ drive-through service lanes and windows will be screened from view through the use of landscape, decorative walls, or placement of buildings (not permitted in TOD-Core).

DESIGN GUIDELINES

- Incorporate a variety of upper level building setbacks to contribute visual interest on buildings that are taller than two stories.
- Ground floors along primary pedestrian routes should be given extra attention to achieve a higher level of architecture, by using pedestrian scaled facades and transparency.
- Use variations in fenestration patterns to emphasize building features such as entries, shifts in building form or difference in function and use.
- Variation in architectural detail should relate to the scale of the function of the pedestrian uses along the street.

4.2 Build-to-Lines & Setbacks



DESIGN INTENT

- Use the location of building walls to define the street space at a human scale.
- Reinforce pedestrian activity and create a pedestrian-friendly street environment.
- Create continuity of the street edge to articulate the pedestrian walking zone.

DESIGN STANDARDS

- “Build to Line” is defined in this context as a zero lot line.
- Building shall comply with the development’s requirements.
- Overhanging elements shall be a minimum of 10-ft above the sidewalks except for signage.
- Overhanging pendant/blade signs and awnings may extend as low as 8-ft.
- Front, side, and back set backs are per city code.
- Landscape buffers per city code

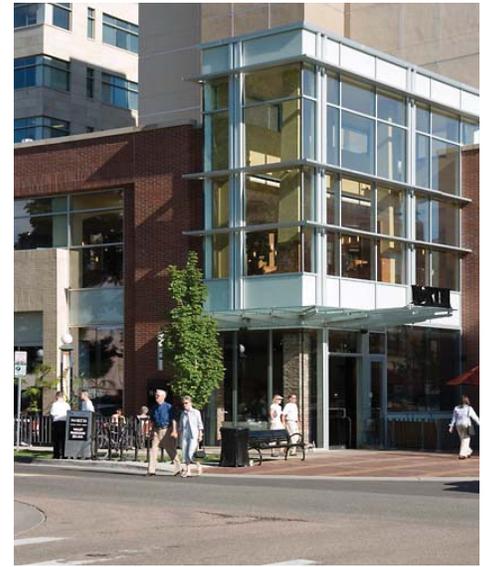
DESIGN GUIDELINES

- Portions of the building not aligned with the Build-to-Line should be related to building uses that complement pedestrian activities along the street, such as plazas cafe’s, and building entrances.
- Buildings may step back from the Build-to-Line to accommodate shop entrances, arcades, plazas, cafe’s and building entrances.
- Canopies, awnings, blade signs, balconies, and other architectural elements may overhang and extend beyond the build-to-line.

UPDATED

subject to approval of a License Agreement with the COA.

4.3 Variety and Scale



DESIGN INTENT

- Create buildings that provide visual interest and variety.
- Create buildings that provide human scale in the lower portions of the street facing facades.
- Create buildings that are contextual with the District and transition well to adjacent neighborhoods.

DESIGN STANDARDS

- Building shall be designed to provide human scale, interest and variety through the use of the following:
 - Expression of architectural or structural modules.
 - Varied window sizes, shapes, and patterns pertaining to visible/logical changes in massing and/or function.
 - Varied shadow patterns using projecting architectural elements.
 - Variation of material modules, joints and connection details, surface relief, color and texture.
 - Building form such as recessed or projecting bays or balconies, contrasting shapes, or changes in basic modules
 - Emphasis of building entries or important corners through projecting or recessed forms, detail, color or materials, or windows/glazing.
 - Facades or forms of a building that face the pedestrian or open space shall receive a high level of design attention and detailing, using ~~high quality materials~~.
 - Maximum length of blank wall along pedestrian zone is 20 horizontal feet.

DESIGN GUIDELINES

- Breaking up long building facades is required.
- Portions of the street-facing facade that are stepped back from the facade should be allowed greater simplicity in façade detailing and scale.
- Buildings that are immediately adjacent to residential neighborhoods should minimize the impact of building height, shadow and sun exposure on adjacent properties.
- Rooftop equipment should be fully screened per city code.

UPDATED

materials consistent with MC Building Design Standards.

4.4 Building Facades



DESIGN INTENT

- To emphasize important corners, and create views of important buildings along streets.
- To shape the location of building walls, and to define and contain the street space in a way that reinforces pedestrian activity and creates a coherent "place".
- To provide human-scaled architectural elements through changes in plane, material, texture and detail.
- To moderate scale changes between adjacent buildings, including buildings across the street from each other.
- Take advantage of opportunities to enhance the arrival experience, terminate vistas, and identify building entries.
- Provide appropriate building accent lighting above street level to highlight architectural elements.



DESIGN STANDARDS

- Building facades shall incorporate appropriate breaks in the facade and conform to the following:
 - No building facade shall be greater than 75' without a break in horizontal plane.
 - No building façade shall be longer than 75' without a break in vertical plane at a minimum of 2'
 - Facades longer than 75' should incorporate at a minimum (2) two changes in materials either through actual material change, color, pattern, or texture.
 - When changes in plane and material occur materials shall return to the inside corner of the projecting element.
 - Provide visual interest to the parapet line through the use of cornice profiles, projecting architectural elements or other architectural features.

DESIGN STANDARDS

- Building parapet heights shall be varied and provide vertical relief to the parapet line. Parapet changes should be proportionate to the building element that it reflects and at a minimum there must be at least of (2) foot in height in difference from the adjacent parapet.
- Maximum length of blank wall along pedestrian zone is 20 horizontal feet.
- Utilize accent lighting on buildings and at building entries.



DESIGN STANDARDS

- Base elements shall not exceed two stories in height unless overall height of the building form and massing dictate a taller base.
- Base elements shall be appropriately detailed to enhance the architectural character of the streetscape.

and pedestrian-friendly

UPDATED

DESIGN GUIDELINES

- Large areas of undifferentiated or blank building facades should be avoided.
- Where buildings have base, middle, and top, floor lines in buildings should be articulated to help differentiate each layer.
- Architectural scale relationships between buildings of varying heights should be expressed through compatible horizontal relationships of architectural features. These may include, but are not limited to, the alignment of architectural expressions such as belt courses, fenestration, turrets, changes in material, color or module and building setbacks. More than one method of achieving architectural scale relationships should be considered.
- Scaling elements and details should be integral with the building form and construction, not a thinly applied façade.
- Variation in building scaling and detail should relate to the scale and function of pedestrian-active uses along the street.
- Both horizontal and vertical architectural scaling patterns should be used

DESIGN GUIDELINES

- Designs that require shoppers to enter internal malls or lobbies before entering shops should be avoided.
- Building designs that express a clear base, middle, and top are one means by which design intent can be implemented.

4.5 Building Transparency



DESIGN INTENT

- In commercial uses, provide glazing on the ground floor that increases the visibility of active uses or goods.
- Create a pedestrian friendly street environment and encourage visitors to walk between multiple destinations within the Project.
- Reveal the activity of the building to the pedestrian and to activate and secure the street.

DESIGN STANDARDS

- Ground floor transparency shall be measured by the length of transparent area between 2 feet and 9 feet above finish floor divided by the total length of that same building facade.
- In the retail and mixed use blocks, at least 50% of the ground floor nonresidential (excluding parking levels or structure) street facing facade shall be composed of transparent glazing designed to allow pedestrians to view internal activities.

DESIGN STANDARDS

- Buildings fronting or facing streets publicly accessible open spaces or plazas shall include a minimum of 30% ground floor transparency.
- Windows used to meet the transparency requirements shall comply with the following standards:
 - Windows shall be a minimum of 5 feet in vertical dimension.
 - Window glazing shall be clear and shall transmit at least 65% of the visible daylight.
 - There shall be no reflective coatings on the first surface of the glass.
 - No interior or exterior modifications such as window tinting, furnishings, fixtures, equipment or stored items within 3 feet of the windows will be allowed to reduce the effective minimum transparency standards by more than 20%.
 - Open display of individual merchandise is permitted.

DESIGN GUIDELINES

- A variety of glass types may be used or above the ground floor, such as translucent glass, etched glass, glass block, acrylic channel glass as long as the minimum transparency standards are met. **UPDATED**
- Opaque glass or spandrel glass may be used but may not be counted towards meeting the minimum percentage for transparency.
- Low-E coating are encouraged on the second and third surfaces to provide greater energy conservation.
- Sun screens and shades are encouraged as long as they don't significantly obstruct views through the windows.
- A lower ratio of transparency to opacity may be allowed on the upper floors of buildings if additional architectural treatment is provided.

4.6 Building Entries



DESIGN INTENT

- Visually emphasize the major entry or entries to a building or ground floor use.
- Provide convenient access to buildings from streets, drives and pedestrian corridors.
- Enhance the scale, activity, and function of the public streets.
- Promote the convenience of pedestrian activity and circulation along the street by creating external, street-oriented entries.

DESIGN STANDARDS

- Buildings shall provide at least one primary building entry oriented to or visible from a public right-of-way. A corner building may combine two required entrances in one “corner entrance”.
- Street oriented building entries shall be directly connected to the public sidewalk by a paved walk, stair or ramp.
- Major building entries shall be emphasized through such design elements as changes in plane, material, and color, differentiation in canopy or awning design, greater level of detail, enhanced lighting, ornament, art, and building graphics.
- An entrance shall be one of the following three types:
 - Flush: An entrance on the same plane as the subject building facade.
 - Recessed Entrance: An entrance inset behind the plane of the subject building facade by no more than 10 feet.
 - Corner Entrance: An angled or rounded street-facing entrance located on the corner of a building 45 degrees to the intersecting streets.

DESIGN GUIDELINES

- Primary entries that are located on the side of a building may be allowed so long as they are visible from the public right-of-way, are directly connected to the public sidewalk by a paved walk, stair, or ramp.
- Where parking is located internal to the site, multiple building entries are encouraged to allow direct access to the buildings.

4.7 Awnings and Canopies



DESIGN INTENT

- Create clear identifiable entry point's for specific users.
- Add visual interest to the pedestrian environment.
- Enhance the pedestrian-oriented design and attractiveness.
- Enhance the pedestrian environment, reinforce building patterns and rhythms.
- Create shade and comfort on the sidewalks.

DESIGN STANDARDS

- Awnings shall generally, be cantilevered from the building face to keep the sidewalk as clear and unobstructed as possible.
- Awnings shall be an integral part of the architectural design of the building to which they are attached and shall be compatible with the building.
- Awnings and canopies may project 4 feet into the right-of-way at a minimum height of 8 feet.
- No back lit awnings shall be permitted.

provided that a license agreement is approved by the City of Aurora.

UPDATED

DESIGN GUIDELINES

- Awnings should be unique and creative and pedestrian in scale.
- Awnings should be consistent with and relate to the facade of the building.
- Awnings should be durable and designed with high quality materials.
- Awnings should be positioned so that signage is not obstructed.
- Design of the awnings should be compatible with the adjacent architecture and streetscape design.

4.8 Building Materials



DESIGN INTENT

- Encourage human-scaled buildings through the use of well-detailed and articulated materials, individually and in combination.
- Use materials that convey a sense of quality, permanence and attention to detail.
- Create a rich variety of materials, colors and textures.
- Utilize materials that are compatible with the Urban Neighborhood environment.
- Use materials that support a more sustainable environment.

DESIGN STANDARDS

- Materials shall be selected with the objectives of quality and durability appropriate to the development. Subject to DRC and COA approval.
- Reflective or mirrored glass is prohibited.
- Facades at street level that are adjacent to the public right-of-way, private streets or sidewalks shall be constructed of material that is durable and appropriate to pedestrian contact.

DESIGN GUIDELINES

- Building materials at the pedestrian level should respond to the character of the streetscape environment through scale, texture, color and detail.
- In selecting materials, consideration should be given to ongoing maintenance and vandalism.
- Wood siding may be considered for use in limited applications but not as a primary building material.
- Building materials should include new technologies and materials that promote sustainability and energy resource responsibility.

UPDATED

Residential buildings should meet City of Aurora masonry standards unless an alternative treatment is approved by the DRC.



Do not repeat images from last page.

UPDATED



ACCEPTABLE MATERIALS:

- A. Colored and Textured Concrete Masonry Units (CMU): Standard gray colored CMU is NOT acceptable, unless covered by another building finish material. Split faced or honed CMU must be used as the primary element when exposed to view. CMU shall not be painted except where not visible from public streets or walkways.
- B. Masonry Brick: Acceptable material. Colors and textures to be complementary to overall development. Design and detail is to be varied and interesting and not portray a neo traditional or faux historic character. Shall not be painted.
- C. Stained/Painted Wood: Not to be used on more than 50% of the building surface area in commercial/mixed-use areas.
- D. Slate/Stone: Acceptable as long as the colors and uses are consistent and complementary with the project. Typical uses, may be building columns, bases or accent paving.
- F. Metal/Painted Metal: Composite Architectural Metal panels are acceptable. Corrugated or ribbed metal paneling may be approved as accent materials, but not as primary exterior building surface. Colors to be consistent with the overall project. Bright colors are discouraged and shall not make up more than 20% of the building's surface area. Natural copper or zinc finishes having self healing patinas are preferred over painted finishes.
- G. Stucco: Acceptable material. Generally discouraged at the bases of buildings and adjacent to pedestrian walkways. Should have natural stone aggregates and texture. Standard sand or quartzputz textures are prohibited. Break up large components and fascias through the use of joints and changes in plane and color to maintain scale of the facade.
- H. ~~EIFS: Not an acceptable material.~~
- I. Precast & decorative stone elements: Include caps, lintels, cornices. All aforementioned are acceptable. Colors shall be complementary to overall project.
- J. Precast or Gypsum -Reinforced Concrete Panels: Shall be integrally colored and may be textured if desired. May be used as a veneer applied over an independently constructed enclosure and substrate. Break up large components and fascias through the use of joints and changes in plane and texture to maintain scale of the facade.
- K. Fiber Cement Panels (IE Nichiha): Acceptable material. Colors and textures to be complementary to overall development.
- L. Thin Set Brick: Not an acceptable material.

EIFS HAS BEEN ADJUSTED. ACCEPTED IN CERTAIN SITUATIONS

EIFS is not permitted.

4.9 Parking Structures



DESIGN INTENT

- Mitigate the visual impact from parking garages onto public streets, open spaces and residential units such as glare of vehicle headlights, and the light trespass of internal lighting.
- Create parking structures with signage that clearly identify parking opportunities and fit within the context of the district.
- Provide ground floor pedestrian-active fenestration within parking garage facades that adjoin a public street or open space.
- Avoid large areas of undifferentiated or blank walls along public streets or open spaces.

DESIGN STANDARDS

- Spandrel panels, decorative panels or walls shall be at least 3 foot 6 inches high in order to conceal the headlights of parked cars from pedestrians on the opposite side of the street.
- Rooftop parking deck lighting shall be limited to 20 feet in height, and shall be low cut-off type fixtures.
- Parking structures that front on ~~Street A~~, must include retail, commercial, or office on 40% of the ground level.
- Enhanced architecture with upgraded materials should be required on first floor (minimum).
- When public garages occur along major street frontages, ground floor activation/ uses must be implemented.
- Parking garage facades oriented to public streets shall include a minimum of three (3) architectural elements that provide variety and human scale, such as the following:
 - Expression of building structure;
 - Differing patterns or sizes of openings.
 - Changes in plane of walls.
 - Changes in material, pattern or color.

DESIGN STANDARDS

- The concealment of the parking garage interior at the street or Aggregated Open Space-facing ground floor level.
- At least three (3) of these or similar techniques shall be applied. Signs, art or ornament integral with the building.

← a street

UPDATED



DESIGN GUIDELINES

- Where reasonably possible, parking structures should be placed underground, or internal to the development, block or building.
- Encourage parking garage facades adjoining public streets to be partially or wholly concealed behind a building structure that can accommodate other active uses such as commercial, institutional or residential.
- Architectural and/or pedestrian active use standards for a parking garage may be waived if planned future building phases conceal the parking garage or add further building elements that provide pedestrian active uses or architectural interest to it.
- Where it is impractical due to depth or slope to include any ground floor uses or to conceal the garage behind other street facing uses, the architectural treatment of the street facing garage façade, especially the ground floor, should be fenestrated or screened for variety and human scale.

4.10 Roof Top Design



DESIGN INTENT

- Reduce the visual clutter of rooftop equipment as seen from the street.
- Reduce equipment noise impacts onto adjacent residential uses.
- Incorporate rooftop screening elements into the architectural design of the building.

DESIGN STANDARDS

- Roof mounted mechanical, electrical and communication equipment that is visible from public streets and open spaces shall be screened from public view per city code .
- Rooftop design shall be designed either to be unobtrusive or subordinate to the building’s form and façade architecture, or should be designed to complete the building’s architectural expression.
- Sloped roofs are acceptable. If asphalt shingles are used they must be high quality.
- Rooftop equipment ~~should~~ be screened via extended parapet.

DESIGN GUIDELINES

- EIFS may be used as a material for roof top screening or enclosures.
- Consider views from neighboring buildings in the design and enclosure of rooftop equipment.
- Consider the possibility of rooftop patios, green roofs, or decorative ballast on flat roofs.

remove extra space

architectural shingles

shall

UPDATED

4.11 Sustainable Building Design



DESIGN INTENT

- Encourage the use of high quality energy-efficient building materials that will have long term value.
- Incorporate durable and environmentally responsible building materials and systems that reduce resource and energy consumption.

DESIGN STANDARDS

- Regional materials shall be used where practical in order to minimize transportation costs and benefit the local economy.
- Energy efficient lighting shall be used indoors and outdoors.
- Day-lighting, cross ventilation solar orientation and views shall be a consideration when buildings are designed.

DESIGN GUIDELINES

- Exterior building materials should be high quality, energy-efficient and durable.
- Use of recycled materials is encouraged where practical.
- Passive solar systems are encouraged where practical.
- Low intensity water fixtures are encouraged.
- Efficient mechanical systems that reduce energy use are encouraged.
- Consider use of water recycling and green roofs.
- Incorporate solar panels on rooftops or other active energy-efficient technologies such as geothermal.
- Rooftop gardens are encouraged where applicable.

5.0 RESIDENTIAL DEVELOPMENT

5.1 Mixed Use Development Standards



DESIGN GUIDELINES

- The ground level of all buildings should be developed to provide visual interest to pedestrians. This may mean either outdoor eating/seating areas, retail display windows, or service oriented activities that can be viewed through glazing. If the building face at the sidewalk edge cannot be glazed, then the blank wall should be treated in an interesting way with decorative architectural finishes, screens, display cases, sculpture, murals or plant materials.
- Retail shops should be located at street level and should have direct access to ~~and from~~ the sidewalk.
- Opportunities for designs that require shoppers to enter internal malls or lobbies before entering retail shops should be avoided.
- Good visibility into retail spaces should be provided.
- Variations in fenestration patterns should be used to emphasize building features such as entries, shifts in building form or differences in function and use.
- Awnings or canopies should be used to reduce glare and reflections on required ground-floor transparency, and to shade and protect pedestrians.
- Variation in building scaling and detail should relate to the scale and function of pedestrian-active uses along the street.
- Building façades should generally align with one another at the point where they meet in the ground plane to create a continuous façade. This produces a comfortable sense of enclosure for the pedestrian and a continuous building front that attracts and encourages the pedestrian to continue along the street. If the façade wall is to be set back from the property line to create courtyards or arcades, other elements (such as columns, planters, changes in paving materials, or railings) should be used to define the street wall.
- In commercial buildings and parking structures, a generous ground-floor-to-ceiling height should be provided to encourage attractive leasable space. EIFS may be used but should be limited to upper levels.

DESIGN INTENT

- ~~Reveal the activity of the building to pedestrians and activate and secure the street.~~
- Create a pedestrian-friendly street environment and encourage visitors to walk between multiple destinations within the Project.

Prioritize

at the base to activate the street.

UPDATED

architecturally enhanced

Not sure this a helpful standard if we already require retail activity at ground level. Can have internal malls, maybe an architecturally enhanced entrance?

LANGUAGE HAS BEEN ADJUSTED

DESIGN STANDARDS

- Each primary use in a building shall have a minimum of one public entrance directly accessible from the building frontage on a private or public street or on a private drive.
- All entrances shall provide a clear, obvious, publicly accessible connection between the abutting street, drive or corridor and the primary uses within the building.
- Nonresidential or mixed-use building façades fronting on public or private streets, private drives, or a pedestrian-only corridor shall include a minimum of 60% ground floor transparency.
- "Ground story transparency" shall be measured as the total amount of transparency (or allowed alternative) provided on the subject building façade within the Zone of Transparency, divided by the total length of that same building façade. "Zone of Transparency" shall mean the area between 2 feet and 9 feet above the finished ground floor height of the entire ground floor building façade.
- All windows used to meet the transparency requirement shall meet the following minimum standards:
 - All windows shall be a minimum of 6 feet in vertical height within the Zone of Transparency.
 - Window glazing shall transmit a minimum of 70% of the visible light transmittance.
 - There shall be no reflective coatings on the first surface (i.e exterior) of the glass; and
 - No interior or exterior modifications, including temporary and permanent signage, window tinting, furnishings, fixtures, equipment or stored items within 3 feet of the windows will be allowed to reduce the effective minimum transparency standards by more than 25%. Open display of individual merchandise is permitted.

UPDATED

Awnings and canopies that project over COA right-of-way must obtain a license agreement.

EIFS not permitted in commercial or residential, should not be permitted for mixed-use.

EIFS is not permitted on mixed-use buildings.

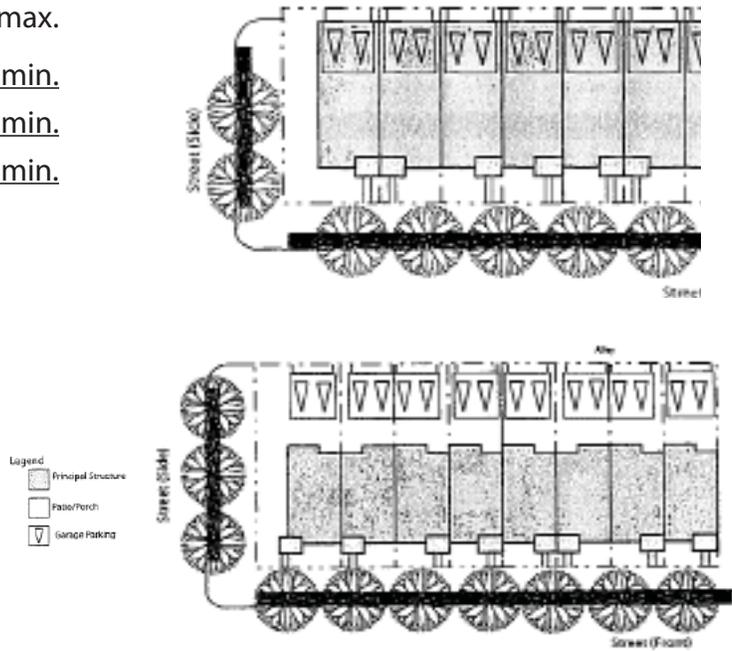
EIFS HAS BEEN ADJUSTED. ACCEPTED IN CERTAIN SITUATIONS

5.2 Row Home Development Standards

Front	4' min. 20' max.
Side	0 min.
Side Yard Along Street	4' min.
Rear	3' min.

Setback parameters outlined are recommended for specific product types but are subject to DRC review and approval as long as setbacks fall within parameters of the City of Aurora. Metrics may be reduced for higher density product types as appropriate and with building or fire code issues addressed and approved by the City of Aurora Building Department. The setbacks specified in these Design Standards and Guidelines may be modified upon approval of such modification by the DRC, but shall not be less than the minimum setbacks set forth in the City of Aurora Code.

Row Home Diagram



* Diagrams are representative only, not specific or inclusive of all product types.



DESIGN GUIDELINES

- Entrances should be articulated to provide identity for each unit while maintaining a similar proportion to adjacent entrances. Features such as porches, stoops, awnings and walkups should be provided to create character and human scale along the street
- Groupings of row homes over 8 units long should be broken off with either relief in the building facade or by a pedestrian access point. Locations of these access points should allow for strong connectivity with adjacent blocks.
- Row Homes located at corners should adequately represent both streets for which they are fronting in such a way that they celebrate entry into that unique community.
- Any parking which is located mid block should be shielded by either garages or additional Row Homes in order to block visibility from the street. Parking within blocks should be masked from view by either buildings or vegetation from the central and neighborhood park areas.
- Side facade articulation should be treated in a similar way to the street frontage containing the front entry of the row home.

DESIGN INTENT

- Row Home units have tuck-under garages with alley access. Rooftop decks or balconies provide private outdoor space for homeowners. Units typically range in size from 900 to 2,400 square feet.

may

or detached garages

ALL VERBIAGE HAS BEEN UPDATED PER COMMENTS

DESIGN STANDARDS

- Row Homes shall front the street ~~wherever possible~~ in order to create a safe and active space that is usable by pedestrians and bicycles. This street frontage should help define the more urban character inherent within this district.
- EIFS is not ~~allowed~~ on residential products.

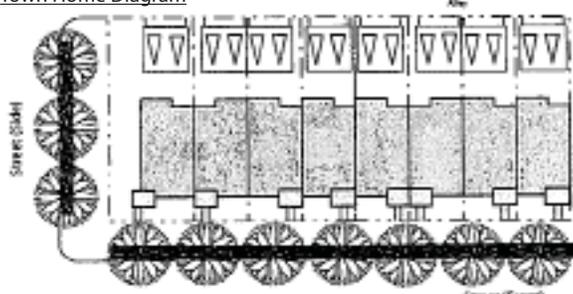
permitted

EIFS HAS BEEN ADJUSTED. ACCEPTED IN CERTAIN SITUATIONS

5.3 Town Home Development Standards

Setback parameters outlined are recommended for specific product types but are subject to DRC review and approval as long as setbacks fall within parameters of the City of Aurora. Metrics may be reduced for higher density product types as appropriate and with building or fire code issues addressed and approved by the City of Aurora Building Department. The setbacks specified in these Design Standards and Guidelines may be modified upon approval of such modification by the DRC, but shall not be less than the minimum setbacks set forth by the City of Aurora.

Town Home Diagram



- Legend
-  Principal Structure
 -  Patio/Porch
 -  Garage Parking

* Diagrams are representative only, not specific or inclusive of all product types.

Front	4' min. 20' max.
Side	0' min.
Side Yard Along Street	4' min.
Rear	3' min.

DESIGN GUIDELINES

- Entrances should be articulated to provide identity for each unit while maintaining a similar proportion to adjacent entrances. Features such as porches, stoops, awnings and walkups should be provided to create character and human scale along the street.
- Each unit shall be defined by a reveal or setback articulated into the design between properties in order to break up longer elevations and provide identity.
- Groupings of Town Homes over 8 units long should be broken off with either a relief in the building facade or by a pedestrian access point. Locations of these access points should allow for strong connectivity with adjacent blocks.
- Town Homes located at corners should adequately represent both streets for which they are fronting in such a way that they celebrate entry into that unique community.
- Any parking which is located mid block should be shielded by either garages or additional Town Homes in order to block visibility from the street. Parking within blocks should be masked from view by either buildings or vegetation from the central and neighborhood park areas.
- Side facade articulation should be treated in a similar way to the street frontage containing the front entry of the Town Home.



DESIGN INTENT

- Town Home units have detached garages with alley access. The separation between the garage and principal building creates an intimate private courtyard for the homeowner. Units typically are 1,200 to 2,800 square feet.

DESIGN STANDARDS

- Town Homes within the TOD Core shall front the street wherever possible in order to create a safe and active space that is usable by pedestrians and bicycles. This street frontage should help define the more urban character inherent within this district.
- EIFS is not ~~allowed~~ on residential products.

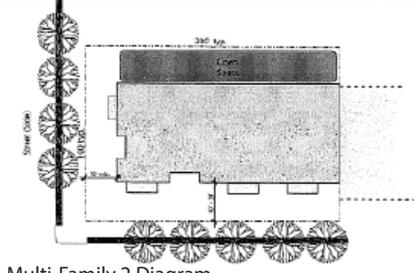
permitted

EIFS HAS BEEN ADJUSTED. ACCEPTED IN CERTAIN SITUATIONS

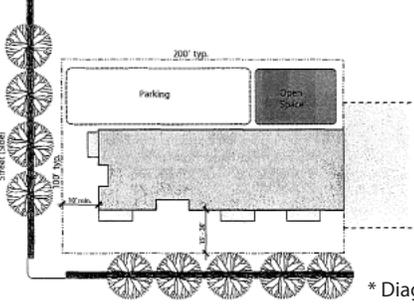
be enhanced architecturally and

UPDATED

5.3 Multi-Family Development Standards



Multi-Family 2 Diagram



Multi-Family 1 Diagram

* Diagrams are representative only, not specific or inclusive of all product types.

- Front 0' min.
- Side 4' min.
- Rear 5' min.

Setback parameters outlined are recommended for specific product types but are subject to DRC review and approval as long as setbacks fall within parameters of the City of Aurora. Metrics may be reduced for higher density product types as appropriate and with building or fire code issues addressed and approved by the City of Aurora Building Department. The setbacks specified in these Design Standards and Guidelines may be modified upon approval of such modification by the DRC, but shall not be less than the minimum setbacks set forth in City of Aurora Code.

Setbacks? What does this mean?

DESIGN INTENT DESIGN STANDARDS DESIGN GUIDELINES

Need intent
UPDATED

and architecturally enhanced

EIFS HAS BEEN ADJUSTED. ACCEPTED IN CERTAIN SITUATIONS

permitted

and amenities

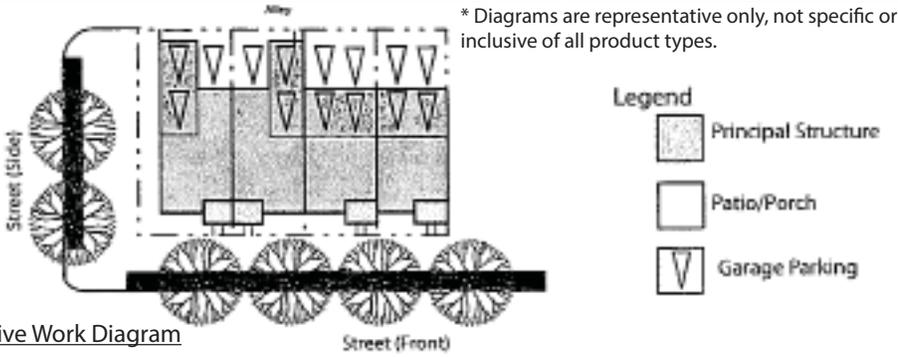
residents

ALL VERBIAGE HAS BEEN UPDATED PER COMMENTS

- Buildings shall line streets with a well defined edge.
- EIFS is not allowed on residential products.

- Below grade parking configurations are preferred. Surface parking should be kept to a minimum and screened from street views. Pedestrian connections must be present through the middle of each block.
- Green space should be directly adjacent to the building masses for easy access by the occupants.

5.4 Live-Work Development Standards



Front	0' min. 20' max.
Side	0' min.
Side Corner Lot	4' min.
Rear	3' min.

Setback parameters outlined are recommended for specific product types but are subject to DRC review and approval as long as setbacks fall within parameters of the City of Aurora. Metrics may be reduced for higher density product types as appropriate and with building or fire code issues addressed and approved by the City of Aurora Building Department. The setbacks specified in these Design Standards Guidelines may be modified upon approval of such modification by the DRC, but shall not be less than the minimum setbacks set forth in the City of Aurora Code.

setbacks? what is this?

DESIGN INTENT DESIGN STANDARDS DESIGN GUIDELINES

- Typical Live Work units have the same footprints of the Row Home and Town Home products. Space on the first floor can be dedicated to an office or retail outlet while the upper floors are for residential living. On-site parking for three to four cars per unit should be provided.

flexible and may include residential, office and retail uses

shall

- Live Work units in the TOD Core shall front the street wherever possible in order to create a safe and active space that is usable by pedestrians and bicycles. This street frontage should help define the more urban character inherent within this district.
- Each unit shall be defined by a reveal or setback articulated into the design between properties in order to break up longer elevations and provide identity.
- EIFS is not allowed on residential products.

permitted on live-work

EIFS HAS BEEN ADJUSTED. ACCEPTED IN CERTAIN SITUATIONS

flexible uses, including residential, office, and retail uses

ALL VERBIAGE HAS BEEN UPDATED PER COMMENTS

- Lower levels should allow for office and retail uses with access from the street.
- Entrances should be articulated to provide identity for each entity while maintaining a similar proportion to adjacent entrances.
- Groupings of Live Work units over 4 units long should be broken off with either a relief in the building facade or by a pedestrian access point. Locations of these access points should allow for strong connectivity with adjacent blocks.
- Live Work units located at corners should adequately represent both streets for which they are fronting in such a way that they celebrate entry into that unique community.
- Any parking which is located mid block should be shielded by either garages or additional Live Work units in order to block visibility from the street. Parking within blocks should be masked from view by either buildings or vegetation from the central and neighborhood park areas.
- Side facade articulation should be treated in a similar way to the street frontage containing the front entry of the Live Work unit.

6.0 SIGNAGE

6.1 Signage General



DESIGN INTENT

- ~~Add visual interest to the architecture.~~
- Create clear way finding for the Project and pedestrians.
- Provide clear identification of buildings, individual tenants and uses.
- Create signs and graphic elements that are appropriate to and expressive of the use or product that they identify.
- Create high quality, professionally fabricated signs using durable materials.
- Foster creativity, and uniqueness in sign design appropriate to a contemporary urban setting.

DESIGN STANDARDS

- Signage shall comply with provisions of "Metro Center Tenant Design Criteria" dated February 1, 2008 with an amendment of Section 1.2 Site Plan - Sign Locations.
 - 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.

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 repairable as tenant sign needs change.
- Direction of any illuminated sign or light shall be directed or shielded to avoid light trespass and glare.
- Signage 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.

no space here

DOCUMENT IS ATTACHED

Should this be attached as an exhibit or appendix to this document? It should be accessible to all those who use these standards. Please include a copy in the next submittal for staff review.

Waiver provision for size and/or design to be reviewed by DRC and COA?

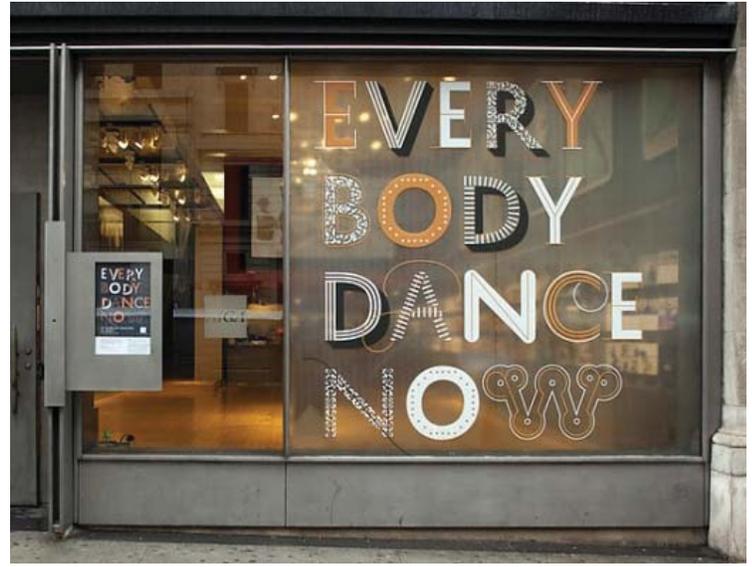
Signs that project over right-of-way shall obtain a license agreement.

ALL VERBIAGE HAS BEEN UPDATED PER COMMENTS

What about animated signs and LEDs? Are those permitted?

ADDRESSED

6.2 Signage Location



DESIGN INTENT

- Identify the location and entrance of a business.
- Promote the service of merchandise within.
- 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.
- First story tenants are allowed one wall sign per frontage or entryway. A combination of projecting signs and wall signs are allowed for floor tenants.
- One ornamental blade sign is allowed per building entry, in addition to fascia signage at the front of the space.

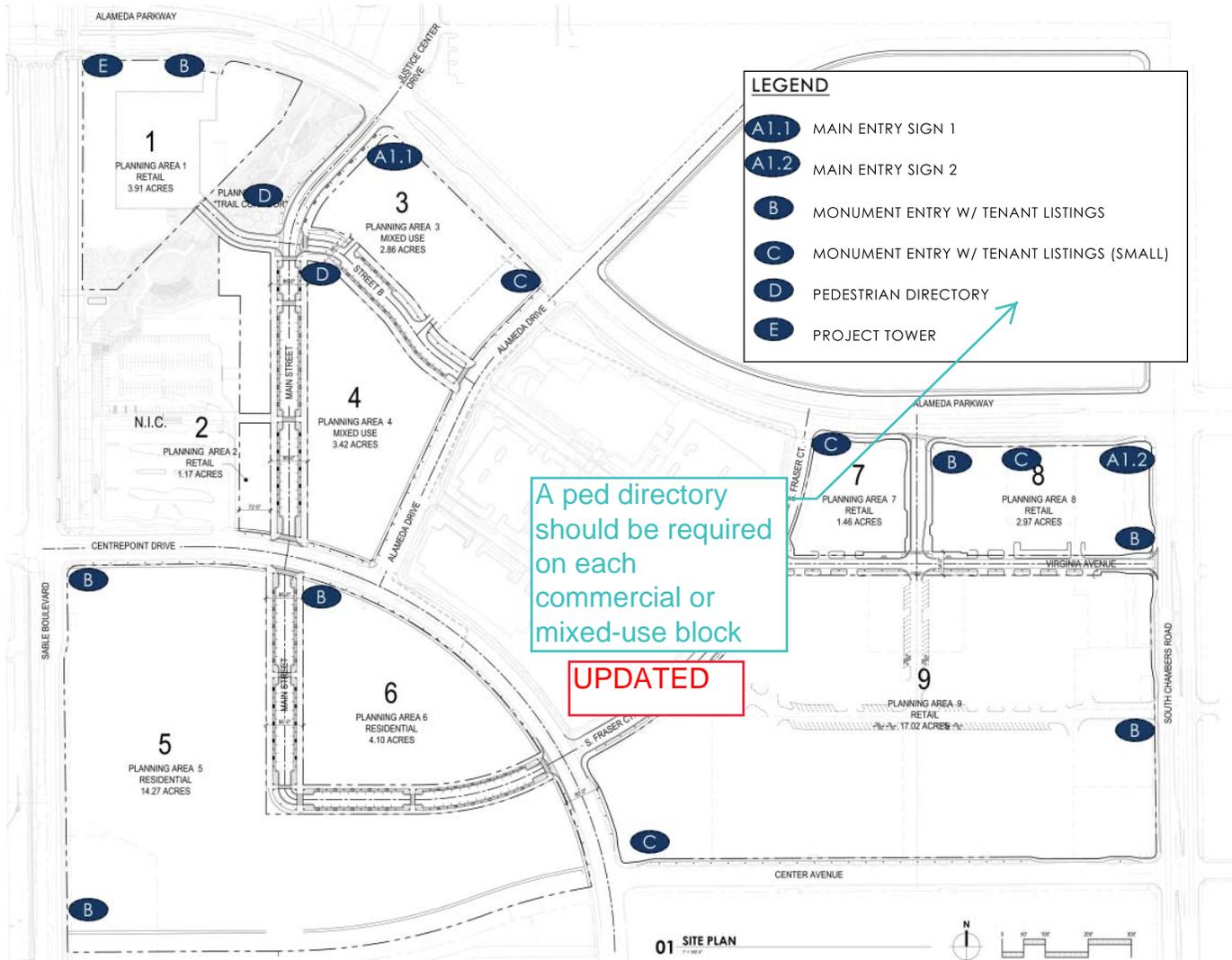
DESIGN GUIDELINES

- 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.

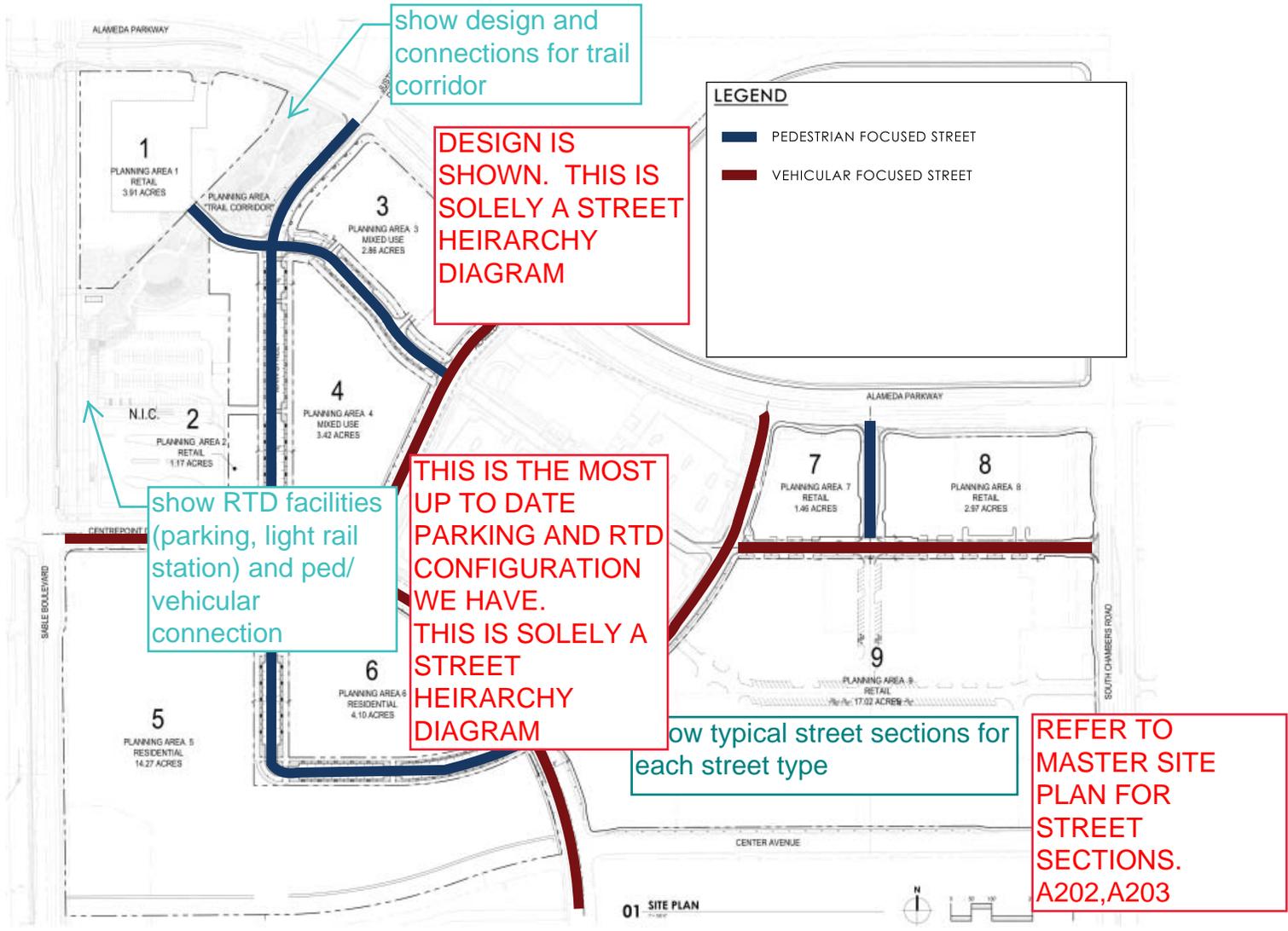
What percentage of a window may be used for advertising sales and/or signage (such as "open," advertising sales, etc)?

ADDRESSED

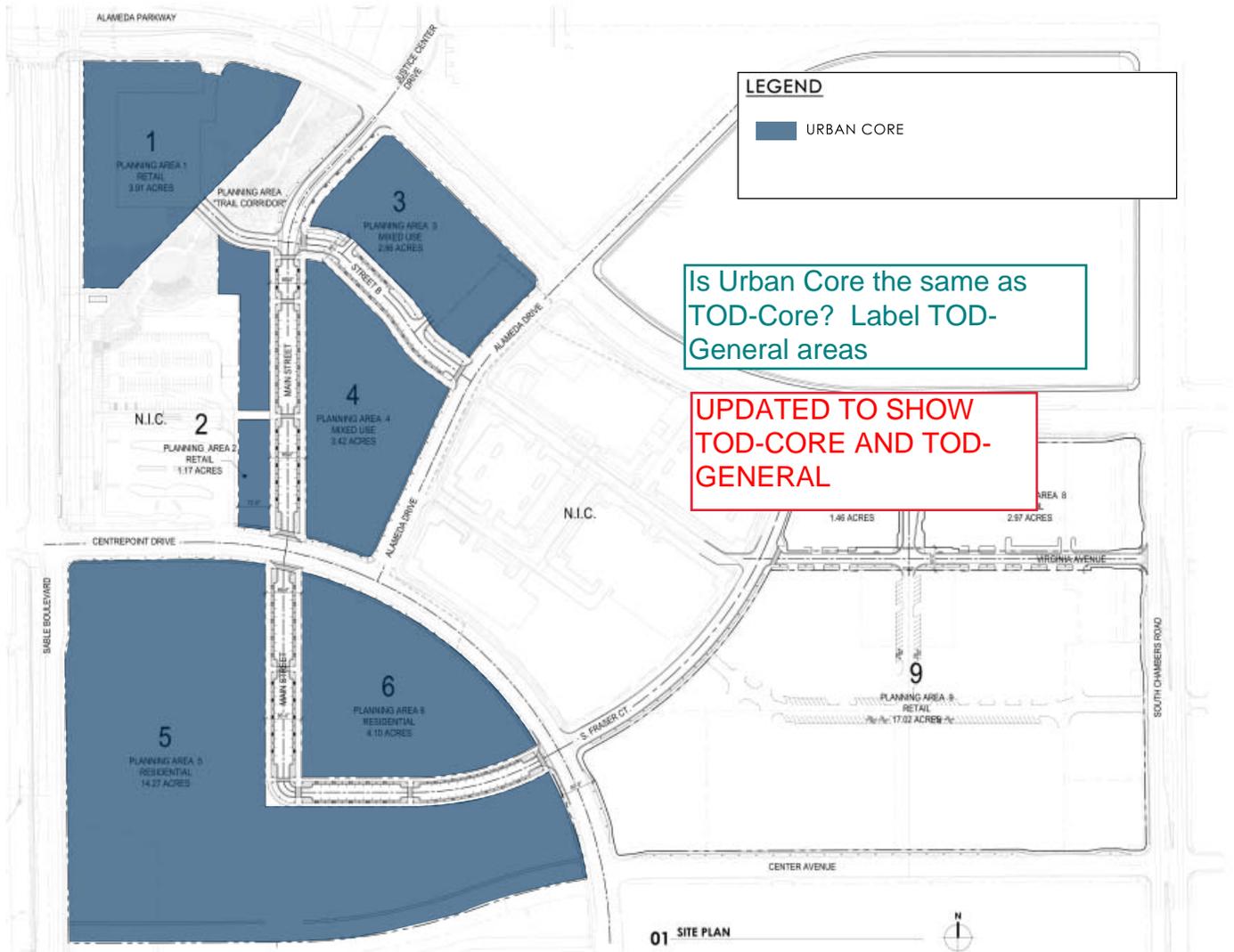
6.3 Sign Location Map



6.4 Street Hierarchy Diagram



6.5 Urban Core Diagram



APPENDIX A : GLOSSARY OF TERMS

Glossary of Terms

The terms included here are terms that are consistently referenced throughout this design guidelines and standards document.

Active Use

A use that invites and plans for pedestrian activity.

Amenity Zone

The portion of the public rights-of-way adjacent to the back of the curb reserved for amenities. The purpose of the amenity zone is to locate elements of the streetscape, such as trees, benches, lights, bicycle racks and trash receptacles, in a consolidated area outside of the pedestrian walking zone.

Applicant

Any owner, developer, builder, or other person seeking approval from the City as required by these Urban Design Standards and Guidelines.

Architecture Review Board

The applicant will have a Covenants, Controls, and Restrictions review board that will review all development for the compliance with this Master Site Plan prior to submission to the City of Aurora. After review of the proposal, a letter of approval or disapproval will be submitted to the City.

Tenants of the development will have the opportunity to design and develop their own buildings and storefronts, which designs will be reviewed by the Covenants, Controls, and Restrictions review board.

The Covenants, Controls, and Restrictions review board reserves the right to reject any submittal that does not comply with the intent of this document.

Block

For purposes of these Standards and Guidelines, a tract of land within the Site bounded by public streets, private streets, or by private drives.

Build-to Line

A line extending through a lot which is generally parallel to the front property line and marks the location from which the principle vertical plane of the front building elevation, exclusive of porches, bay windows, canopies, awnings and similar appurtenances, must be erected.

Detached Sidewalk

A paved walkway that is not attached to the street curb or a building and is commonly separated from the curb by a tree lawn or by an amenity zone.

Developer

DEFINITION WAS CUT OFF. NOW UPDATED

Development Review Committee?



Glossary of Terms

EIFS

ADDED

Floor Area Ratio (FAR)

The ratio of gross floor area of a building to the area of the zone lot on which the building is located.

Furnishings

Any of numerous types of street furniture, fixtures, or equipment most commonly used on commercial streets. Examples include pedestrian lights, benches, newspaper vending boxes, trash receptacles, planters, tree grates, fences railings, bicycle racks, mailboxes, fountains, kiosks, and public telephones.

LEED® Certification, Leadership in Energy and Environmental Design.

Green Building Rating System, developed by the U.S. Green Building Council (USGBC), which provides a suite of standards for environmentally sustainable design.

Maximum Extent Feasible

No prudent, practical, and feasible alternative exists, and all possible planning to minimize potential harm has been undertaken. Economic considerations may be taken into account, but shall not be the overriding factor in determining the “maximum extent feasible”.

Live Work buildings

ADDED

Mixed Use Buildings

The use of a structure that combines or integrates both residential and non-residential uses in the same structure/building.

Modification

Any departure from a standard or requirement contained in these Urban Design Standards and Guidelines as reviewed during the Design Review Process (Chapter 10.0).

Non-Residential Uses

All uses of property other than residential use.

Open Space

Open Space is defined, for the purpose of the GDP and the Urban Design Standards and Guidelines, to include plazas and landscape areas open to the sky. This definition includes both green landscapes and hardscape areas outside of the public rights-of-way.

Parking Structure

Any building or part of a building wherein more than three (3) motor vehicles are or can be housed or stored, including, but not limited to, parking decks and multilevel parking structures.

Glossary of Terms

Park

An area of land which is developed or intended for development with landscaping and other features which promote recreational activities, passive or active, by the public. May be either publicly or privately owned.

Parkway

A parkway, as defined by Chapter 49 of the D.R.M.C. is “a type of boulevard that the city has designated as a parkway.” Parkway are typically characterized by landscape features such as broad medians incorporating tree and shrub masses, spacious tree lawns and linear tree plantings flanking wide streets. The term parkway and boulevard are often used interchangeably.

Pedestrian Active Uses.

Business or activities that engages the interest of people passing by on adjacent sidewalks and allows views into store windows and building interiors.

Pedestrian Walking Zone

The portion of sidewalk either within public rights-of-way or on private property, between the amenity zone and the building related zone and reserved for unimpeded pedestrian travel. The purpose of the pedestrian walking zone is to provide an area outside of the amenity zone the remains clear for pedestrian walking. See Illustration No. 2.

Plaza

An open area at ground or elevated level accessible to the public at all times, and not within the right-of-way, which is unobstructed from its lowest level to the sky, although it may contain arbors, trellis, gazebos, picnic covers, sun shades and other non-enclosed roof-like forms that add to the usability and enjoyment of outdoors. The majority of the surface is hardscaped, but any portion of a plaza occupied by landscaping, statuary, pools, and open recreation facilities shall be considered to be a part of the plaza for the purpose of computing a floor area premium credit. The term “plaza” shall not include off-street loading areas, driveways, off-street parking areas or pedestrian ways accessory thereto.

Quality

Refers to the use of a material that is low maintenance, will stand up to wear and tear and is appropriate for the intended use or design application. Artificial or synthetic materials do not meet the site objectives of quality materials.

Retail

Any space or building used for the sale of goods to the ultimate consumer for direct consumption and not for resale.

UPDATED

I'm not sure this is appropriate, there may be synthetic materials that are appropriate. I suggest deleting this sentence.

Glossary of Terms

Right-of-Way

The area of land under public ownership and commonly reserved for public use as a street, which may also include areas devoted to tree lawns, sidewalks, trails, bicycle paths, benches, and other public amenities and subsurface utilities.

Scale

The perceived size of a building, space, or roadway in relation to a human or automobile that affects the apparent size of street spaces and how comfortable they feel to pedestrians and drivers. Architectural design details and overall organization of the street can affect scale.

Street Trees

Trees that line the street in a right-of-way between the curb and the abutting property line, or pedestrian path.

Streetscape

A term generally referring to pedestrian amenities and landscape improvements located within the public-right-of-way or public easement. The term “streetscape” generally refers to the public amenity zone, the unobstructed pedestrian zone and the pedestrian amenities, furnishings and landscape improvements such as tree lawns or trees in grates.

Terminating Vistas

A term generally referring to points of interest at the end of certain important street view corridors through the Development.

Tree Lawn

The area of lawn or planting between the curb and the detached sidewalk where street trees are planted.

Wayfinding?

ADDED