CITY OF AURORA
PLANNING DEPARTMENT
PLANNING COMMISSION CASE REPORTS

PLANNING COMMISSION AGENDA
Wednesday
August 12, 2020
6:00 PM
Agenda
Regular Meeting of the Planning and Zoning Commission
City of Aurora, Colorado
15151 E. Alameda Parkway
City Council Chambers, 1st Floor

August 12, 2020, 6:00 PM
VIRTUAL MEETING

Meeting Link:
https://auroragov.webex.com/auroragov/onstage/g.php?MTID=ef574b2ccdc4720d37ed1706c8d0eadf3

Call-In Option: 720-650-7664
Access Code: 146 328 5417

While most city-organized public meetings and events taking place have been canceled due to COVID-19 (Coronavirus), those required by our city charter (City Council meetings, Civil Service Commission, Planning and Zoning Commission and Board of Adjustment and Appeals) must take place as scheduled.

This will be a “Virtual” Public Hearing. Public participation will be enabled via the internet or alternative means if you do not have access to the internet. Instructions are on the Planning and Zoning Commission page of the city website.

The City Hall will not be open for this meeting. If you would like to speak on an agenda item or on “public to be heard,” please contact Susan Chapel at schapel@auroragov.org or 303.739.7144 before the meeting. We recommend you contact Susan as soon as possible if you plan to speak at the meeting.

This agenda has been prepared for the meeting date listed above, but is subject to change. In the event that the meeting must be cancelled due to inclement weather or for other reasons, the items listed will be re-scheduled to be heard at the next or a future Planning Commission meeting. The Planning and Zoning Commission's decision on agenda items is final except for zoning, preliminary development plans and other types of applications that must receive final approval from City Council. A decision by the Planning and Zoning Commission may be appealed in writing to the City Council provided such appeal is received (not post marked) by the City Manager within ten calendar days of the Planning and Zoning Commission’s decision/recommendation. Such appeal may be filed by the applicant or any abutting property owner and shall specifically state the grounds for appeal.

In addition to the appeal process, prior to the effective date of an approval by the Planning and Zoning Commission, any member of the City Council may move to "call-up", or consider an action made by the Commission. If the "call-up" motion passes, the item shall be brought before the City Council as soon as practicable for review and consideration. The City Council shall have the authority to overrule the decision of the Commission, or it may refer the item back to Commission with direction for study or reconsideration. If any interested party, including an abutting property owner, wishes to have their Council member "call-up" an application, they should contact them.

Items to be heard by the City Council are scheduled for a public hearing approximately 19 days after the Planning and Zoning Commission meeting. Please contact the Planning Department Case Manager listed below for each case (303-739-7250) for more complete information on any of the aforementioned procedures.

5:00 – 6:00 P.M. – Study Session - THIS WILL BE A VIRTUAL MEETING PLEASE FOLLOW THE LINK ABOVE
1. Virginia Court Elementary School - Site Plan Amendment – Claire Dalby for Christopher Johnson
2. Bob Oliva - Aurora Retail Q and A to Discuss Trends and Hot Topics
3. General Discussion

1. Meeting called to order and roll call - 6:10 PM
2. Intentionally left blank
3. Approval of the Planning Commission minutes for the previous meeting
4. Adoption of Agenda
5. General business
5a THE SHOPPES AT ARAPAHOE COMMONS - SITE PLAN AMENDMENT  (Ward V)
CASE MANAGER: Stephen Rodriguez  APPLICANT: Arapahoe RHSW LLC
Development Application: DA-1811-10  Case Number: 2006-6045-20
General Location: Northeast Corner of Jordan Road and E Arapahoe Road
(14605 E Arapahoe Road)

5b ALTURA FARMS - PRELIMINARY PLAT  (Ward II)
CASE MANAGER: Dan Osoba  APPLICANT: GCSA LLC
Development Application: DA-2200-00  Case Number: 2020-4002-00
General Location: South of the intersection of N Kittredge Street and E 12th Avenue

5c ARGENTA - MASTER PLAN AMENDMENT  (Ward III)
CASE MANAGER: Liz Fuselier  APPLICANT: Pacific North Enterprises LLC
Development Application: DA-2139-01  Case Number: 2018-7001-01
General Location: Northwest Corner of N Havana Street and 3rd Avenue

5d ARGENTA PHASE 2 - SITE PLAN  (Ward III)
CASE MANAGER: Liz Fuselier  APPLICANT: Pacific North Enterprises LLC
Development Application: DA-2139-01  Case Number: 2020-6013-00
General Location: Northwest Corner of N Havana Street and 3rd Avenue

5e THE POINT AT NINE MILE - MASTER PLAN AMDT W/ ADJUSTMENT  (Ward IV)
CASE MANAGER: Heather Lamboy  APPLICANT: Koelbel and Company
Development Application: DA-2061-04  Case Number: 2016-7004-01
General Location: Northeast Corner of S Peoria Street and S Parker Road
(3170 S Parker Road)

Continued 5f

XCEL/ADONEA - INITIAL ZONING  (Ward II)
to 8/26/2020
CASE MANAGER: Ryan Loomis  APPLICANT: Clayton Properties Group II
Development Application: DA-2236-00  Case Number: 2020-2003-00
General Location: West side of Powhaton between 6th Avenue and Alameda Avenue

Continued 5g

BEER GARDEN AT STAPLETON - CONDITIONAL USE  (Ward I)
to 8/26/2020
CASE MANAGER: Sarah Wile  APPLICANT: 2323 Dayton LLC
Development Application: DA-2179-00  Case Number: 2019-6024-01
General Location: Northwest Corner of 23rd Avenue and N Dayton Street
(2323 N Dayton Street)

Continued 5h

BEER GARDEN AT STAPLETON - CONDITIONAL USE  (Ward I)
to 8/26/2020
CASE MANAGER: Sarah Wile  APPLICANT: 2323 Dayton LLC
Development Application: DA-2179-00  Case Number: 2019-6024-02
General Location: Northwest Corner of 23rd Avenue and N Dayton Street
(2323 N Dayton Street)

Continued 5i

BEER GARDEN AT STAPLETON - CONDITIONAL USE  (Ward I)
to 8/26/2020
CASE MANAGER: Sarah Wile  APPLICANT: 2323 Dayton LLC
Development Application: DA-2179-00  Case Number: 2019-6024-03
General Location: Northwest Corner of 23rd Avenue and N Dayton Street
(2323 N Dayton Street)

Continued 5j

BEER GARDEN AT STAPLETON - SITE PLAN  (Ward I)
to 8/26/2020
CASE MANAGER: Sarah Wile  APPLICANT: 2323 Dayton LLC
Development Application: DA-2179-00  Case Number: 2019-6024-00
General Location: Northwest Corner of 23rd Avenue and N Dayton Street
(2323 N Dayton Street)
Continued 5k  STARBUCKS AT AURORA MALL PLAZA WEST - CONDITIONAL USE  (Ward III)
to  CASE MANAGER: Christopher Johnson  APPLICANT: River Rock Real Estate Group
8/26/2020  Development Application: DA-1277-05  Case Number: 1984-6034-18
General Location: Southwest Corner of E Alameda Avenue and Potomac Street

Continued 5l  STARBUCKS AT AURORA MALL PLAZA WEST - SITE PLAN  (Ward III)
to  CASE MANAGER: Christopher Johnson  APPLICANT: River Rock Real Estate Group
8-26-2020  Development Application: DA-1277-05  Case Number: 1984-6034-19
General Location: Southwest Corner of E Alameda Avenue and Potomac Street

Estimated 5m  FITZSIMONS GDP AMENDMENT - GDP AMENDMENT NO 9  (Ward I)
for  CASE MANAGER: Heather Lamboy  APPLICANT: Fitzsimons Redevelopment Authority
General Location: North of Montview Boulevard between N Peoria Street and N Fitzsimons Parkway

6. Public invited to be heard on non-agenda items
7. Commissioner comments/Miscellaneous items of business
8. Report/update by the Planning Division Manager
9. Report by the City Attorney
10. Adjournment
City of Aurora
Planning and Zoning Commission Case Report

The Shoppes at Arapahoe Commons Site Plan Amendment
Development Application Number: DA-1811-10
Case Manager: Stephen Rodriguez

August 12, 2020

Project Summary:
The applicant, Jamie Harris of Arapahoe RHSW LLC, requests approval of a Site Plan Amendment to modify the Uses Not Permitted list from the Shoppes at Arapahoe Commons Vested Master Site Plan, to allow Tattoo Services in an existing vacant tenant space. The site is generally located at the northeast corner of Arapahoe Road and Jordan Road south of the Valley Country Club Golf Course and is centrally located in the Shoppes at Arapahoe Commons master planned development. The City of Centennial is located across Arapahoe Road to the south. The property is zoned MU-C, Mixed Use Corridor District.

Background:
In 2007, the Shoppes at Arapahoe Commons Vested Master Site Plan was approved, and development standards and guidelines were established for land use, building materials, architecture, landscaping, parking, signage, screening, and open space. The applicant is required to comply with all aspects of the Master Site Plan, including the Uses Not Permitted list. The list includes:

- Indoor Shooting Range
- Mortuary Establishments
- Pawnbroker
- Temporary Employment Offices
- Theaters
- Tattoo Services
- Body Piercing
- Trash Facilities
- Automotive & Light Truck Sales and Rentals
- Pari-Mutuel Wagering Facilities
- Recycling Collection facility
- Teen Clubs
- Massage Parlor
- Restricted Light Industrial Use

The existing development consists of several well-known tenants, including Kneaders Bakery and Café, Arby’s, Dutch Brothers Coffee, Jimmy John’s, Papa John’s Pizza, Rockies Dugout Store, Loving Animal Hospital, Starbuds Dispensary, Circle K and Christian Brothers Automotive. The proposed tattoo shop, the Tattoo Collective, is proposed to operate at 14555 Arapahoe Road, Unit C, in a tenant building space which includes a Jimmy John’s sandwich shop. The shop will utilize existing parking provided in the development, with access from Arapahoe Road and Jordan Road. The tenant space is approximately 1,500 square feet and the proposed hours of operations are from 9 am to 5 pm Monday through Friday.
During the initial review of the Master Site Plan in 2006-07, the City of Centennial provided comments to the applicant and the city regarding traffic, access, land uses, signage, road improvements, and delivery areas. See Exhibit G for details.

Applicant’s Request:
Site Plan Amendment Approval

Neighborhood Comments:
Twelve (12) neighborhood referral were sent out to registered HOAs within a one-mile radius of the property and abutting property owners. A referral was also sent to the City of Centennial. Several comments were received from surrounding neighbors, Valley Club Acres HOA, the Centennial Council of Neighbors, and the City of Centennial. See Exhibit D for details and specific comments. Most of the comments are in opposition of the proposed amendment. Per Section 146-5.3.1.c.2 of the Unified Development Ordinance (UDO), staff required the applicant to conduct a Neighborhood Meeting to address the significant comments and concerns of neighbors.

Major Issues Discussed During Development Review:
- Comments and Concerns
- Neighborhood Meeting
- Staff Analysis

Results of Development Review:
Comments and Concerns. Staff received several comments from surrounding neighbors, Valley Club Acres HOA, Centennial Council of Neighbors, and the City of Centennial. Comments focused on the prohibited use restriction for Tattoo Services, and the overall opposition to the proposal. The City of Centennial comments reference a previously issued letter from 2007. See specific details in Exhibit D.

Neighborhood Meeting. On July 28th, 2020 at 6:30 pm, the applicant, Jamie Harris, conducted the required Virtual Neighborhood Meeting to address the comments and concerns expressed by surrounding neighbors. In attendance were city staff, the applicant team of Jamie Harris and Maurice Bennett; Rhonda Livingston (citizen); Annette Jewell (Valley Club Acres HOA); and Andrea Suhaka (Centennial Council of Neighbors).

The issues and concerns expressed during the initial review by surrounding neighbors were discussed during the meeting, and subsequently addressed by the applicant’s team. The issues related primarily to the existing neighborhood character, compatibility with the surrounding uses, and hours of operation. The applicant responded that tattoo businesses have evolved over time, tattoos are prevalent, the tattoo shop will have 6-30 customers on average per week and that the shop will not operate on weekends at this time. No agreements were made between the applicant and neighbors. See Exhibit F for details of the meeting and correspondence sent to abutting property owners and interested parties.

Staff Analysis. The current zoning for the subject property is Mixed-Use Corridor District. The previous zoning was Planned Development Commercial (B-1) Retail Business District. When the Shoppes at Arapahoe Commons Vested Master Site Plan was approved in 2007, a specific list of Uses Not Permitted including Tattoo Services was added to the cover sheet as part of the approval at the Planning Commission and is still in effect.
Tenant finish improvements were being undertaken until Code Enforcement notified city staff that the space was being improved and asked for verification that the tattoo use is permitted. Staff informed Code Enforcement that the Tattoo Services use is not permitted. Subsequently, staff contacted the owner of the building and informed him that the Tattoo Services use is prohibited based on the previously approved Uses Not Permitted list in the Master Site Plan. Staff further explained that a Site Plan Amendment would be required to remove the use from the list at a public hearing before the Planning Commission.

When considering the proposed amendment to the Uses Not Permitted list, staff requests that the following be considered:

- Under the current UDO zoning, the use is classified as, “Personal Service, Small,” and is a permitted use; and
- The proposed hours and days of operation are compatible with the existing surrounding businesses.

Summary of Staff Recommendation:
Approval (See last page of report for vote.)

Detailed Case Analysis

Related Cases:
CN-2006-6045-00 – The Shoppes at Arapahoe Commons Vested Master Site Plan

Public Notification:
Legal notice appeared in the Aurora Sentinel on July 30, 2020. The applicant has submitted verification of certified public hearing notices to adjacent property owners.

Community Referrals:
Community referrals were provided to the following registered neighborhood groups within one mile of the site: Algonquin Acres Homeowners Association, Piney Creek Homeowners Association, Villas at the Valley Country Club Homeowners Association, 20th Hole Homeowners Association, Valley Club Acres Homeowners Association, Sanctuary on the Park Homeowners Association, Windmill Creek Reserve II Homeowners Association and Windmill Creek Reserve 1 Patio Home Association.

Conformance with Code Criteria:

1. Site Plan Amendment Criteria

Site Plan Amendment approval criteria are found in Section 146-5.4.3. B.2.c.i. of the Zoning Ordinance, and may be summarized as follows: (1) Complies with standards in the UDO and other adopted city regulations; (2) Has adequate infrastructure to serve the development and mitigates impacts to those systems; (3) Preserves and protects environmentally sensitive areas; (4) Improves or expands multi-modal connections; (5) Shows compatibility with surrounding uses in terms of size, scale, and building materials; (6) Mitigates any adverse impacts on the surrounding area to the degree practicable.

The proposed Site Plan Amendment complies with standards in the UDO regarding zoning for an allowed use and can be made compatible with surrounding uses in terms of size and scale with adherence to city code and regulations.
Applicant Information:
Applicant/Owner: Jamie Harris - Arapahoe RHSW LLC

Exhibits:
- Exhibit A: Vicinity Map
- Exhibit B: Applicant’s Letter of Introduction
- Exhibit C: Site Plan Amendment
- Exhibit D: Neighborhood/Centennial Comments
- Exhibit E: Developers Response Comments
- Exhibit F: Neighborhood Meeting Correspondence and Summary
- Exhibit G: Previous City of Centennial Comments
- Exhibit H: Letter of Support from Development Services

Project Statistics:

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<thead>
<tr>
<th>Item</th>
<th>Existing</th>
<th>Permitted or Required</th>
<th>Proposed</th>
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<tbody>
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<td>Zoning</td>
<td>MU-Corridor</td>
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<tr>
<td>Land Use</td>
<td>Commercial</td>
<td>Mix of Uses</td>
<td>Tattoo Services</td>
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<td>Parcel size (overall site)</td>
<td>10.23 ac.</td>
<td>N/A</td>
<td>No change</td>
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<tr>
<td>Tenant space size</td>
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<td>-</td>
<td>1500 sq. ft.</td>
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Surrounding Properties

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<th>Direction</th>
<th>Zoning</th>
<th>Actual Use</th>
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<tbody>
<tr>
<td>North</td>
<td>Unincorporated Arapahoe County</td>
<td>Recreation-Golf Course/Country Club</td>
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<tr>
<td></td>
<td>and PD-MF</td>
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<td>East</td>
<td>Mixed-Use Corridor</td>
<td>Commercial-Circle K, Starbuds, Papa John’s</td>
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<tr>
<td>South</td>
<td>City of Centennial</td>
<td>Commercial-Outbounds Ski and Boards/Adams Lumber</td>
</tr>
<tr>
<td>West</td>
<td>Mixed-Use Corridor</td>
<td>Commercial-Jimmy John’s/Arby’s/Kneaders Bakery and Café, Dutch Brothers Coffee</td>
</tr>
</tbody>
</table>
Staff Recommendation:

Agenda Item 5a: Site Plan Amendment

Approve the Site Plan Amendment because the proposal complies with the requirements of Code Section 146-5.4.3. B.2.c.i. of the Unified Development Ordinance, because the proposal:

- Complies with standards in the UDO regarding zoning for an allowed use; and
- Can be made compatible with surrounding uses in terms of size and scale adhering to city code and regulations.
The Shoppes at Arapahoe Commons

City of Aurora, Colorado

Site Plan Amendment

Case Number 2006-6045-20
Development Application # 1811-10

Aurora is Worth Discovering!
Letter of Description/Introduction

The owners of the Arapahoe Commons shopping center wish to modify the Not Permitted Use list stated in the SACMSP. Specifically, to allow Tattoo Services to become an acceptable use in the SACMSP. It is our understanding that per the Unified Development Ordinance code section 146-5.3.16.A.10, the Planning and Zoning Commission must approve this request.

As additional background information, I have been the commercial real estate business for over thirty years with nearly 100% of my experience coming from managing, leasing and owning small retail strip centers in the Denver Metro Area. Many years ago tattoo shops were associated with crime, drugs and the underside of our community. However, as things have changed so has the tattoo business. Now it is very common to see all kinds of people with many tattoos, ranging from young to old and soccer moms to working professionals. The business is now more about art completed by professional artists than about the old ways.

I have worked with the owners of the Tattoo Collective for over ten years at the Havana Exchange (Havana and Yale) shopping center. They have been a tenant of mine all of those years and I have not had one problem with anything associated with their business or clients. Additionally, they have never paid their rent late and have always kept their store in a professional manner.

The Tattoo Collective is planning on being open during normal business hours, Monday through Friday from 9 am to 5 pm. Additionally, they would be occupying 1,513 square feet out of 14,008 total square feet or 10.8% of our retail center.

I believe not only the use should be permitted but the Tattoo Collective may be one of the finest tattoo service providers in town. Thank you for your consideration.
The Shoppes at Arapahoe Commons Neighborhood Comments

Gary and Rhonda Livingston - We strongly oppose the land use of tattoo shops at The Shoppes at Arapahoe Commons. We opposed this use in 2007 when the development was first proposed to the community. Tattoo shops are NOT within the residential character of the community. Tattoo shops are listed as a prohibited use on the attached letter from the City of Centennial dated 6-27-07 and the attachment that list the prohibited uses for this business center. The letter from Centennial is a Jordan Road access agreement for this development. It appears that the current owner, tenant and perhaps the City of Aurora have overlooked or ignored this legal agreement. I personally requested recent support from The City of Centennial and that seems to be the first time they knew about this tattoo shop that has not followed the proper procedures to ask for a land use amendment. Tattoo shops attract customers that do not support a safe residential community. The current marijuana shop customers have already negatively impacted our residential community and those same customers will likely use the tattoo shop. If a marijuana land use had even been in possible land use in 2007 our community and the City of Centennial would have opposed that land use as well. Please help keep our residential community safe and support the original agreement to prohibit tattoo shops at this business center. Thank you.

Valley Club Acres HOA (Annette Jewell) - Valley Club Acres HOA is adamantly opposed to a Tattoo Collective being a tenant at Arapahoe Commons. There was not a submittal to the City of Aurora prior to signage and tenant finish being completed. There has been an agreement with the area residents that a tattoo parlor would not be an acceptable business use at the Arapahoe Commons location. Please deny this request for the blatant disregard for a properly submitted application as well as it being stated as an inappropriate business use per prior agreement with area homeowners.

Centennial Council of Neighbors – I am on the Plans Review Committee (Andrea Suhaka) for the Centennial Council of Neighborhoods. We strongly object to this use in this location. This use was originally expressly forbidden and should continue that way. There must have been a reason for the original exclusion of this use.

There is a high school just a block away from this location on the south side of Arapahoe Rd. There is another Cherry Creek School just south about 1/2 mile on Jordan Rd. These are further reasons the use is inappropriate near schools.

It is an affront to the system that the owner has already begun making the changes, before any hearing. That should be enough to deny his request.

The document that has been submitted is a sorry excuse for a formal submittal. In conclusion we wish to have this use continue to be forbidden. Please, deny this change.

City of Centennial – Centennial offered comments to the developer, Opus Northwest, LLC, on the original development on June 28, 2007. The City of Centennial supported full movement access to S. Jordan Rd. (Centennial right-of-way) with the understanding certain use restrictions would be imposed on the development. Those restrictions were in place to ensure compatibility with the adjacent residential uses and provide opportunities for neighborhood services to be prioritized. The June 28, 2007 letter noted support of the plans on the issue of land uses, in part, due to: “The development will restrict certain land uses to make compatible the business delivery and customer traffic generated by this development with the residential character of S. Jordan Road north of Arapahoe Road. Sheet 2 of the Shoppes at Arapahoe Commons Master
Plan dated June 5, 2007, as approved by the City of Aurora, lists uses not permitted on the property (see Attachment A). This list of prohibited uses is consistent with the past representations by Opus to the City of Centennial.” An analysis of how traffic volumes to and from the site may be impacted by the use should be provided to ensure that warranted traffic mitigations are considered and required.

With the proposed changes, the City is concerned that past representations made to the Centennial Staff and residents are being requested because tattoo services use may already be established in the development in violation of the plan’s use restrictions. We would advise caution in approving this amendment request simply because the use may already be in existence.

If not already done so, we would request that if a tattoo services use is in operation, that it ceases operation until a decision on the site plan amendment request is made.

The City would like to ensure that we receive future referrals for proposals related to this project, including any changes to the proposed August 12, 2020 public hearing date. Please contact me, Michael Gradis, at (303) 754-3356 or mgradis@centennialco.gov with any questions.
Comments from the Review Letter

Steve,

Below are the comments and our answers to the Review Letter sent on July 15, 2020.

The Planning Department gave input and received comments from the community, the City of Centennial, and the Centennial Council of Neighbors.

From the Planning department.

1. They advised us that we would need to have a neighborhood meeting due to the comments concerning the change of a restricted use on the Master Site Plan. The meeting took place with the help of Scott Campbell and comments from that meeting are present on a separate sheet.

From the community Gary and Rhonda Livingston made three points.

1. Tattoo shops are not within the residential character of the community. We totally disagree with this statement. Tattoos have become commonplace and no study or report that we have seen shows that people with tattoos are deviant, bad, or evil people. In fact, they are so common that the reason the tenant wanted to open in this location is that tattoo artists are serving higher end clients more and more and that demographic is present around this business center.
2. Tattoo shops attract customers that do not support a safe residential community. Again, we do not support this statement. There is not a correlation between who has tattoos and who commits crimes or unsafe behavior. Many teachers, executives, first responders, and soccer moms have tattoos in this day and age.
3. Keep our neighborhood safe and support the original agreement. Safety will not be affected either way if the tattoo tenant is allowed or not. As for the original agreement being supported, the current zoning does allow this use. No one has yet to give me a reason why tattoos were prohibited in 2007.

From Valley Club Acres HOA (Annette Jewell)

1. There was no submittal to the City of Aurora prior to signage and tenant finish being completed. We explained that this was an error on our side and immediately ceased construction when it was brought to our attention.

From the City of Centennial.

1. The City of Centennial provided us with the June 28, 2007 letter in which the restricted uses were put in place prior to Aurora granting the original developer building permits for the Arapahoe Commons Shopping Center. We have no comment.
2. The City of Centennial advised caution in making this change if the tattoo shop was already operating. This was an oversight and as soon as we all found out about the restriction, tenant finish work stopped and the tattoo shop has never opened.

3. Objection three was if the shop was open it should cease operation until a decision on the site plan amendment request was made. This point is not an issue because the tattoo shop has never opened.

From the Centennial Council of Neighbors (Andrea Suhaka).

1. There must have been a reason in the first place why the use was restricted. While this may be the case, we believe there is no good reason in 2020 to keep that use on the restricted list.

2. There are two schools within one mile of this business center and this use is inappropriate near schools. We totally disagree with this assertion. There is no evidence that a tattoo shop near a school does any harm to anyone. There are strict age limits on who can get a tattoo and who cannot. You must be 18 years to legally be tattooed.

3. The tenant made changes (build out) without a hearing. As previously mentioned, we made a mistake and halted our work until we could go through the proper channels.

4. This submittal was a sorry excuse for a formal submittal. She may be right. This is our first time having to seek this kind of approval, so next time hopefully we will be better.
The Shoppes at Arapahoe Commons Site Plan Amendment

You are invited to attend a virtual meeting to discuss the proposed change to the Master Site Plan for Arapahoe Commons in order to remove tattoo parlors from the restricted use list. The purpose of the meeting will be to discuss any issues adjacent property owners and neighborhood organizations may have about this project. The applicant will attend this meeting to present information, answer questions and to listen to your concerns.

If you are unable to attend this meeting, yet have specific concerns about this project, please contact Case Manager Stephen Rodriguez at 303-739-7186 or srodrigu@auroragov.org or Neighborhood Liaison Scott Campbell at 303-739-7441 or scampbel@auroragov.org. Alternatively, you may put your comments in writing and send them to City of Aurora, ATTN: Stephen Rodriguez, Case Manager, Aurora Municipal Center, 15151 E. Alameda Parkway, Aurora, CO 80012.

DATE: July 28, 2020
TIME: 6:30 PM
PLACE: WebEx Virtual Meeting
        Join Online: https://auroragov.webex.com/auroragov/j.php?MTID=mb1935ada5258b0bb08e03fc5ba3ec269
        Meeting Number (Access Code): 146 513 2647
        Password: PhanCKEU
        Join by Phone: 408-418-9388 and enter meeting code 146 513 2647

To review Development Applications filed with the city of Aurora, please visit: www.aurora4biz.org/developmentplanreviewpub/
• City of Aurora Unified Development Ordinance (UDO), Section 146-5.4.3.B.2, Major Site Plan:
  – Complies with standards in the UDO and other adopted city regulations;
  – Has adequate infrastructure to serve the development and mitigates impacts to those systems;
  – Preserves and protects environmentally-sensitive areas;
  – Improves or expands multi-modal connections;
  – Shows compatibility with surrounding uses in terms of size, scale and building materials; and
  – Mitigates any adverse impacts on the surrounding area to the degree practicable.

• City of Aurora Unified Development Ordinance (UDO), Section 146-5.4.3.B.3, Minor Site Plan:
  – Complies with standards in the UDO and other adopted city regulations;

• City of Aurora Unified Development Ordinance (UDO), Section 146-5.4.1.C, Zoning Map Amendment:
  – The change is consistent with the Comprehensive Plan and other City Council policies;
  – The scale is compatible with surrounding developments;
  – The change will not create significant dislocations of tenants of the property; and
  – A correction is needed based on an error.

• City of Aurora Unified Development Ordinance (UDO), Section 146-5.4.1.E, Master Plan:
  – Complies with the Comprehensive Plan and all other adopted plans and policies;
  – Allows for future development to comply with the UDO;
  – Plans for a coordinated system of streets, trails, sidewalks, open space and infrastructure that will not create significant adverse impacts on the surrounding area; and
  – Improves or expands multi-modal connections.

• City of Aurora Unified Development Ordinance (UDO), Section 146-5.4.3.A, Conditional Use:
  – It complies with standards in the UDO and other adopted city regulations;
  – It is consistent with the Comprehensive Plan;
  – The size, scale, height, density, traffic impacts and hours of operation are compatible with existing and planned uses in the surrounding area;
  – The use will not change the predominant character of the surrounding area;
  – There is adequate infrastructure to serve the use;
  – The change will not create significant dislocations of tenants of the property; and
  – Any adverse impacts are mitigated to the degree possible.

• City of Aurora Unified Development Ordinance (UDO), Section 146-5.4.2.A.2.b, Preliminary Plat:
  – Complies with the Comprehensive Plan and all other adopted plans and policies;
  – Conforms with applicable standards in the UDO;
  – Complies with other adopted city regulations and any applicable Master Plan; and
  – Demonstrates that there is adequate infrastructure to serve the development.
Meeting Notes

Steve,

I will be submitting a complete copy of the meeting notes on Monday which will be more detailed. Below is a summary of the concerns from each individual that called into our Neighborhood Meeting. There were three individuals that joined the call: Ms. Livingston, Ms. Jewell, and Ms. Suhaka.

The first topic of concern for all three neighbors was that Arapahoe RHWW, LLC and/or the tenant disregarded the rules and procedures and put the tenant into the space illegally. I explained that we are long time strip center owners with 11 properties locally and that we simply made a mistake and didn’t realize that tattoo shops are restricted on the Master Site Plan. Once we were notified, construction stopped immediately. The Tattoo Collective never opened and will not under the current restriction. I further explained that is why we are having this meeting, to hear feedback and try to answer their questions.

Ms. Livingston’s concerns centered around the notion that if the master site plan was changed and the tattoo use was no longer restricted she felt the neighborhood would be degraded. Her feelings are that tattoos are associated with bad behavior and potentially could make a bad mix of tenants when you have a marijuana store and nearby liquor stores.

My answer was that many people have tattoos who are normal everyday people. There was a time when tattoos were a symbol of deviant behavior and outside of the norm. However today 40% of the 21-35 year old people have tattoos, making them more mainstream. Also, I pointed out that there is no documented information that says a tattoo use increases crime in a shopping center. This tenant is also located at the Havana Exchange Shopping Center in Aurora. They have been a tenant of mine for the last ten years and I have never had a problem with them and they never have made a late payment.

As for people using marijuana or alcohol after getting tattoos, I informed her that the tattoo hours of operation would be 9 am to 6 pm Monday through Friday. All of our leases have Quiet Enjoyment clauses for all tenants and the shopping center itself. This is not a free for all but rather it is a service provider in the community.

Ms. Jewell’s concerns were mainly around the fact that there is an agreement and this use is in violation of that agreement. I explained that this is why we are holding this meeting.

She also had concerns over the hours of operation and that the gas station was not originally open 24 hours a day and now they are. My understanding is that the gas station went through the city and obtained proper approvals. I further explained that the tattoo shop has specific hours of operation in our lease which are 9am to 6 pm. There will be no late-night tattooing.

Ms. Suhaka’s main concern was that a tattoo parlor is on the restricted use list of the area Master Plan. We agreed and explained this is the purpose of the meeting.
June 28, 2007

H McNeish
Director of Planning and Entitlement
Opus Northwest, LLC
1855 Blake Street, Suite 200
Denver, CO 80202

RE: Shoppes at Arapahoe Commons – S. Jordan Road Improvements and Other Obligations

Dear Mr. McNeish:

The City of Centennial has concluded its review of your request, on behalf of Opus Northwest, LLC ("Opus"), for access to S. Jordan Road for the proposed Shoppes at Arapahoe Commons. At this time, the City of Centennial supports a full-movement access to S. Jordan Road for this retail, commercial center, based upon Opus’ agreement to mitigate impacts generated by this development. Based upon my review of all documents, I find that you have addressed the previous, stated concerns of the City of Centennial, which are as follows:

1. Maintain a similar level of service as would exist without the commercial development;
2. Make compatible the business delivery and customer traffic generated by the list of uses permitted in the new zoning district and by the general development plan;
3. Minimize cut-through and misdirected traffic north of the bridge; and
4. Coordinate access between the NW corner property and the subject property.

Opus will be required by the City to design, finance and construct all improvements described in this letter. The City of Centennial finds the following facts and improvements adequately address the issues above:

1. Traffic Level of Service
   a. The Traffic Impact Study prepared by Krager and Associates dated July 2006 (with comments) and the Traffic Impact Study addendum dated January 17, 2007 demonstrate that the roadway improvements will maintain the existing level of service on S. Jordan Road; and
   b. The City of Centennial will request the Colorado Department of Transportation (CDOT) update the signal timing of the Arapahoe/Jordan intersection, including the need for split-phasing, in conjunction with the completion of the Jordan Road improvements associated with this project. The City may request Opus and the City of Aurora to support and cooperate in this endeavor.
2. Land Uses
   a. The development will restrict certain land uses to make compatible the business delivery and customer traffic generated by this development with the residential character of S. Jordan Road north of Arapahoe Road. Sheet 2 of the Shoppes at Arapahoe Commons Master Plan dated June 5, 2007, as approved by the City of Aurora, lists uses not permitted on the property (see Attachment A). This list of prohibited uses is consistent with the past representations by Opus to the City of Centennial.

3. Traffic Mitigation Feature
   a. Monument Sign (Option A) to be placed north of the access drive on S. Jordan Road (see Attachment B) will contribute to informing the traveling public that S. Jordan Road does not accommodate through traffic. This should reduce cut-through and misdirected traffic traveling north bound on S. Jordan Road. The “option A” design was supported by those in attendance at a neighborhood meeting on May 30, 2007. The monument sign will read “Residential Area, No Thru Traffic” on the south and east facing sides.

4. No Outlet Signs
   a. The two existing “No Outlet” signs on the signal wires at the intersection of Arapahoe and Jordan will be replaced with larger signs, subject to CDOT approval.

5. Other Signs
   a. A “No Thru Traffic” sign will be added on Jordan Road between Arapahoe Road and the project access drive; and
   b. A “No Thru Traffic” sign will be added to the right turn lane of the access drive for exiting vehicles.

6. Jordan Road Improvements
   a. Jordan Road will be improved consistent with the Shoppes at Arapahoe Commons Preliminary Geometry Jordan Road Improvements exhibit, dated January 29, 2007 and revised May 16, 2007 (see Attachment C).

7. Dedication of Jordan Road Right-of-Way
   a. Tract D of The Shoppes at Arapahoe Commons Subdivision, Filing 1 Final Plat will be “deeded to the City of Centennial as a street Right-of-Way” to provide for adequate right-of-way to accommodate roadway improvements (see Attachment D). Opus will convey to the City of Centennial by general warranty deed at no cost and free and clear of any liens and encumbrances Tract D prior to the issuance of final approval of the access permit.

The City of Centennial and Opus agree that certain roadway improvements are “mutually beneficial” to both corner properties on the north side of S. Jordan Road and Arapahoe Road. Therefore, Opus may seek financial cost recovery for improvements directly benefiting the other corner property, which is located within the City of Centennial, upon its development in one of two ways, subject to City Council approval:

   a. The City’s use of funds set aside by Xcel Energy Company to underground overhead electrical facilities; or
   b. Cost reimbursement agreement with the City of Centennial that provides for future obligations of the land owner of the property on the northwest corner of Arapahoe Road and Jordan Road.

The maximum cost reimbursement available to Opus will be $100,000. The final cost reimbursement will be based upon actual costs; Opus must provide the City with evidence of the costs and payment for such improvements prior to the approval or execution of said Cost Reimbursement agreement, which will be called out in the agreement in more detail.
By separate letter, the Acting City Manager will authorize preliminary approval for the access permit. The final approval of the access permit will be granted upon the City of Centennial’s approval of the Jordan Road construction plans, an executed Public Improvement Agreement (PIA) and receipt of adequate collateral as identified in the PIA.

Sincerely,

Wayne Reed, AICP
Director of Planning and Development

Cc: Randolph E. Pye, Mayor
    Jacque Wedding-Scott, Acting City Manager
    Robert C Widner, City Attorney
    Linda Michow, Deputy City Attorney
    Libby Tart, Planner II, City of Aurora
DATE: August 7, 2020

TO: Brandon Cammarata, Current Planning Manager

FROM: Andrea Amonick, Development Services Manager

SUBJECT: THE SHOPPES AT ARAPAHOE CROSSINGS – SITE PLAN AMENDMENT
CASE MANAGER: Stephen Rodriguez
APPLICANT: Arapahoe RHSW LLC
Development Application: DA-1811-10 Case Number: 2006-6045-20

Development Services wishes to express its support for the proposed site plan amendment at The Shoppes at Arapahoe Crossings to allow for Tattoo Collective (d.b.a. Legacy Tattoo) to operate within the center. Tattoo Collective is a 14-year old Aurora company (d.b.a. Havana Tattoo at 2712 S. Havana Street) which is an active client of the Aurora-South Metro Small Business Development Center (SBDC). The proposed site amendment is to allow the business to open a second location within this Center.

As mentioned previously, this business has been operating within the City (at its Havana location) since January 2006. During this time the business has been a productive member of the Aurora business community, current on all taxes with no recorded community complaints. During the pandemic, the business has received financial assistance from the City in the form of an Aurora Economic Relief Loan, and an Economic Recovery grant. During this process both the SBDC and CEDs reviewed the company’s financial records finding them to be solid.

In working with the business, the City has also reviewed the business plan for the second location, which was complete, thoughtful and addressed operational issues associated with the pandemic. The business has already invested approximately $65,000 in the build out of the location. It is hoped that the site plan amendment approval would allow the business to expand and continue to foster the Aurora’s economic vitality.

C: S. Rodriguez
Members of the Aurora Planning Commission
City of Aurora
Planning and Zoning Commission Case Report

Altura Farms - Preliminary Plat
Development Application Number: DA-2200-00
Case Manager: Dan Osoba

August 12, 2020

Project Summary:
The applicant, German Aldana, is requesting approval of a Preliminary Plat for seven (7) single-family residential lots on 1.96-acres. A Final Plat and Administrative Street Vacation to reconfigure an unbuilt portion of N. Kittredge Street are being processed concurrently with this proposal. The subject property is located south of the intersection of E. 12th Avenue and N. Kittredge Street. There is one (1) single-family home currently constructed on this property which is proposed to be demolished and rebuilt on a smaller lot within the development. The property is adjacent to the Highline Canal to the north; large, rural residential lots; and the City of Aurora Fire Station 5 to the southeast. The zoning for this property is split with Low Density Single-Family Residential District (R-1) on the west and Accident Potential Zone District (APZ-II N) to the east. The entire property is also located within the 55 LDN Subarea of the Buckley Air Force Base Airport Influence Overlay District. Homes must be constructed utilizing noise mitigation techniques to reduce the impact of air operations and noise.

Six of the seven proposed single-family lots are within the R-1 Zone District and are approximately 6,200 square-feet to 7,900 square-feet and the seventh lot is just over 1-acre to comply with Accident Potential Zone District standards. The conceptual elevations provided by the applicant indicate the homes will be constructed of hard-board lap siding or shake-shingle siding and stone veneer with an earth tone color palette. These elevation plans are reviewed separately during building permit application and must comply with all architectural and design standards in the Unified Development Ordinance.

Applicant’s Request:
Preliminary Plat

Neighborhood Comments:
Ten (10) adjacent property owners and thirteen (13) neighborhood associations were notified of the application. One (1) response was received from the Norfolk Glen Neighborhood Association which deferred comments to the more proximate Laredo Highline Neighborhood Association. No other community comments were received, and a neighborhood meeting was not held. This application was referred to the Buckley Air Force Base for review due to the property being located in the Accident Potential Zone and Airport Overlay District. No comments, questions, or concerns were received from Buckley AFB during development review.

Major Issues Discussed During Development Review
- Accident Potential Zone
- Minor Adjustment Requests
Results of Development Review

**Accident Potential Zone.** The eastern portion of this property is located within the Accident Potential Zone II-North, which limits new single-family residential homes to a density of one (1) unit per acre and restricts lot coverage. This proposed preliminary plat complies with this requirement by creating a 1.01-acre lot to comply with these standards to the east of N. Kittredge Street (see the images below and Exhibit C). The maximum lot coverage within the APZ-II N District is 35-percent, or approximately 15,319 square-feet for this 1-acre lot. The applicant has acknowledged these restrictions, and the overall lot coverage for this lot will be reviewed at time of building permit submittal for compliance with the APZ District. Additionally, this entire property is within the 55 LDN Subarea of the Airport Overlay District of the Buckley Air Force Base. The 55 LDN Subarea permits new residential development, provided it complies with Section 146-2.6.2.C.3.b regarding noise level reduction measures. The applicant has acknowledged this requirement, and these noise reduction measures will be provided and reviewed during building permit review.

**Minor Adjustment Requests.** The applicant is requesting two (2) minor adjustments to setback requirements. The first request is to reduce the side yard setback from 5-feet to 4.5-feet on lots 2 and 4 (146-4.2.2). The second request is to reduce the rear yard setback from 20-feet to 18-feet on lots 2 and 4(146-4.2.2). Both requests are within 10-percent of the required standard, and therefore can be approved administratively. The applicant has justified this request because this is an infill site and partially within the Accident Potential Zone, which creates a challenge when creating lots to comply with applicable density and lot coverage standards. This request complies with the Criteria for Approval for minor adjustments found in Section 146-5.4.4.F.3 because it addresses an unusual site constraint and it will not have a material adverse impact on adjacent lots. The Planning Department is in support of these requests based on the justification provided by the applicant and the criteria for approval of minor adjustments.

**Summary of Staff Recommendation:**
Approve with a Condition (See last page of report for vote.)
Detailed Case Analysis

Public Notification:
Legal notice appeared in the Aurora Sentinel on July 30, 2020. The applicant has submitted proof of mailing of public hearing notices to adjacent property owners and registered neighborhood groups.

Community Referrals:
Referrals were provided to the following registered neighborhood organizations within one mile of the site: Kirkegaard Acres, Norfolk Glen Neighborhood Association, Sable Altura Chambers Neighborhood, Norfolk Village and Norfolk Place Neighborhood Association, Highline Court HOA, Summerfield Villas HOA, Chambers Heights Neighborhood Association, Berkshire Place Condos, Cottage Grover HOA, Summerhill II, Laredo Landing, Laredo Highline Neighborhood Association, and Hillcrest Village.

Compliance with Comprehensive Plan:
This development is located in the “Established Neighborhood Placetype” found in the Aurora Places Plan. This Placetype is characterized by a predominately residential with a variety of unit types and lot sizes. This proposed development is consistent with the spirit and intent of the “Established Neighborhood Placetype” and the principles and recommended practices in the Housing For All goal.

Conformance with Code Criteria
1. Preliminary Plat Criteria for Approval
   Preliminary Plat approval criteria is found in Section 146-5.4.2.A.3.b. of the Unified Development Ordinance, and may be summarized as follows: 1) Consistency with the Comprehensive Plan and all other adopted plans and policies of the City Council; 2) Compliance with the applicable standards in this UDO and other adopted City regulations; and 3) Has adequate infrastructure to serve the development and mitigates impacts to those systems.

   The Preliminary Plat, as proposed:
   • Is consistent with the Aurora Place Plan “Established Neighborhood Placetype” and forwards the “Housing for All” goal;
   • Complies with the applicable standards within the UDO; and,
   • Enhances city infrastructure by improving E. 12th Avenue and N. Kittredge Street rights-of-way including street, water and sanitary sewer infrastructure, curb and gutter, and sidewalk improvements.

Applicant Information:
   Applicant: GSCA, LLC; German Aldana
   Owner: GSCA, LLC; German Aldana
   Project Managers: CES Consultants, Carrie Booth

Exhibits:
   Exhibit A Vicinity Map
   Exhibit B Letter of Introduction
   Exhibit C Preliminary Plat
   Exhibit D Conceptual Elevations and Floorplans
   Exhibit E Materials Board
## Project Statistics:

### Land Use Analysis

<table>
<thead>
<tr>
<th>Item</th>
<th>Existing</th>
<th>Permitted or Required</th>
<th>Proposed</th>
</tr>
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<tbody>
<tr>
<td>Zoning</td>
<td>R-1 Single-Family Residential District / Accident Potential Zone District</td>
<td>No change</td>
<td>No change</td>
</tr>
<tr>
<td>Land Use</td>
<td>1 single-family dwelling</td>
<td>Single-family dwellings at 5.23 units per acre / single-family dwellings at 1 unit per acre in APZ</td>
<td>6 single-family dwelling units / 1 single-family dwelling unit on 1.01-acres in APZ</td>
</tr>
<tr>
<td>Building Height</td>
<td>~16’ (existing residence)</td>
<td>38’</td>
<td>28’ – 2”</td>
</tr>
<tr>
<td>Total Building Coverage</td>
<td>2,593 s.f. (3.04%)</td>
<td>Per 146-4.2.2 General Dimensional Standards</td>
<td>9,900 s.f. (11.6%)</td>
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<tr>
<td>Hard Surface Area</td>
<td>1,682 s.f. (1.97%)</td>
<td>Per 146-4.2.2 General Dimensional Standards</td>
<td>16,615 s.f. (19.45%)</td>
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<tr>
<td>Landscaped Area</td>
<td>81,102 s.f (94.99%)</td>
<td>Per 146-4.7 Landscape, Water Conservation, and Stormwater Management</td>
<td>58,923 s.f. (68.95%)</td>
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<tr>
<td>Site Size</td>
<td>1.96-acres (85,377 s.f.)</td>
<td>Per 146-4.2.2 General Dimensional Standards</td>
<td>No change</td>
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<tr>
<td>Parking Spaces</td>
<td>N/A</td>
<td>2 spaces per dwelling unit</td>
<td>2-car garage in each unit; plus 2 guest spaces in each driveway; on street parking available</td>
</tr>
</tbody>
</table>

### Surrounding Properties

<table>
<thead>
<tr>
<th>Direction</th>
<th>Zoning</th>
<th>Actual Use</th>
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<tbody>
<tr>
<td>North</td>
<td>Parks and Open Space District (POS)</td>
<td>Highline Canal</td>
</tr>
<tr>
<td>East</td>
<td>Accident Potential Zone District – II North (APZ-II N)</td>
<td>Zion Presbyterian Church</td>
</tr>
<tr>
<td>South</td>
<td>Rural Residential District (R-R)</td>
<td>Single-family dwelling</td>
</tr>
<tr>
<td>West</td>
<td>Rural Residential District (R-R)</td>
<td>Hinkley Highschool Baseball</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Diamond/Soccer Field</td>
</tr>
</tbody>
</table>
Staff Recommendation:

Agenda Item 5b: Preliminary Plat

Approve, with one condition, the Preliminary Plat because the proposal complies with the requirements of the Code Section 146-5.4.2.A.3.b, of the Unified Development Ordinance for the following reasons:

- The proposal is consistent with the Aurora Place Plan “Established Neighborhood Placetype” and forwards the “Housing for All” goal;
- Complies with the applicable standards within the UDO; and,
- Enhances city infrastructure by improving E. 12th Avenue and N. Kittredge Street rights-of-way including street, water and sanitary sewer infrastructure, curb and gutter, and sidewalk improvements.

Approval to be subject to the following condition:

1. The resolution of outstanding technical issues prior to recordation of the Final Plat and issuance of any building permits.
Hello Dan:

Due to the notification of our Development Site being subject to the Buckley Air Force Bases Accident Potential Zone (APZII-N) on the eastern portion our property limiting the construction of housing to only one (1) housing unit per acre, we wish to submit a request for consideration of a redesigned Site Plan.

After extensive re-evaluation of our Altura Farms Development, we have determined, given the current allowable R-1 development opportunities for our property located off Laredo and East 12th Ave, with a street address of 1120-1190 S. Kittredge Street, Aurora Co. 80011, we would like to submit for discussion and preliminary review the following:

A Development for Construction of Seven (7) Single Family Homes (SFR’s) estimated to be approximately 2478 Finished Square Feet in completed 2 story home, 4 bedrooms and 2 ½ baths, crawl space, with 2 car garages, sitting on approximately 6,000 Square Feet of Lot on a development site representing approximately 1.94 acres. (Lots 1-5). Also included is the address of 15950 E 12th Ave. which the home will be demoed and split into 2 lots.

With this transaction now there will be a total of 7 lots to be developed.

One (1) Home will be constructed on a ½-acre parcel (Lot 5) which sits in the APZ II area of the development. The remaining six (6) home sites will be constructed on the property not designated as an APZ II in the development.

The Developer recognizes the requirements to complete the infrastructure for the development to include road improvements, sidewalk curb and gutter, water and sewer runs connecting all utilities, and landscaping.

Thank you for you and your team’s assistance in bringing our development into construction.

German Aldana, Owner
GCSA LLC
PO BOX 5
Watkins, CO 80137
720-626-7236
gcsallc1978@gmail.com
June 10, 2020

Hello Dan:

The proposed development is an infill site and partially located within the Accident Potential Zone District II North (APZ II-N). I am requesting two minor adjustments per Section 146-4.2.2, Table 4.2-1 of the City of Aurora Unified Development Ordinance for this proposed development. The first minor adjustment is the side yard setback. Per Section 146-4.2.2, Table 4.2-1, The minimum side yard setback is 5 ft. I am requesting an adjustment such that the minimum side yard setback for this development is 4.5 ft. This is a 10% reduction from the required standard. The second minor adjustment is the minimum rear lot setback. Per Section 146-4.2.2, Table 4.2-1, The minimum rear lot setback is 20 ft. I am requesting an adjustment such that the minimum rear lot setback for this development is 18 ft. This is a 10% reduction from the required standard.

I provided my answers in red and yellow highlight on the letter attached.

Thank you for you and your team’s assistance in bringing our development into construction.

German Aldana, Owner
GCSA LLC
PO BOX 5
Watkins, CO 80137
303-435-3021
gcsalle1978@gmail.com
ALTURA FARMS FILING NO. 2 SITE PLAN

Alitura Farms Subdivision Filing No. 2

Being a part of the Northwest 1/4 of Section 5,
Township 4 South, Range 66 West of the 6th P.M.,
City of Aurora, County of Arapahoe, State of Colorado

CODE  146-4-2-2  TABLE A  1-1
DESCRIPTION OF MINOR  2-2
ADJUSTMENT  4-2
PERCENTAGE  1-1
ADJUSTMENT REQUEST  2-2

LEGAL DESCRIPTION:

SIGNATURE BLOCK
This Site Plan and any amendments hereto, upon approval by the City of Aurora and recording, shall be binding upon the applicants therefore, their successors and assigns. This plan shall limit and control the issuance and validity of all building permits, and shall restrict and limit the construction, location, use, occupancy and operation of all land and structures within this plan to all conditions, requirements, locations and limitations set forth herein. Abandonment, withdrawal or modification of this plan may be permitted only upon approval of the City of Aurora.

In witness thereof, has caused these (Corporation, Company, or Individual) presents to be executed this day of , AD, 2020.

By: (Principals or Owners)

State of Colorado
County of

The foregoing instrument was acknowledged before me this day of , AD, 2020 by (Principals or Owners)

Witness my hand and official seal (Notary Public)

My commission expires , Notary Business Address:

CITY OF AURORA APPROVALS

City Attorney: 
Planning Director: 

Database Approval Date: 

RECORDERS CERTIFICATE:
Accepted for filing in the office of the Clerk and Recorder of Colorado at o'clock M, This day of AD, 2020. Clerk and
Recorder: 

Deputy: 

AMENDMENTS:

Additional: 

All amendments and modifications made by applicants and property owners at public hearings regarding this plan are binding upon the applicants, property owners, and to heirs, successors, and assigns.
GENERAL LANDSCAPE NOTES
1. THESE PLANS SHALL NOT BE UTILIZED FOR CONSTRUCTION OR PERMITTING UNTIL STATED IN THE TITLE BLOCK.
2. ALL VAIN LANDSCAPED AREAS ARE TO BE DETAILED UNLESS SPECIFIED OR INDICATED ON THE CONSTRUCTION DETAILS OR LANDSCAPE PLAN.
3. THE OWNER/DEVELOPER, HIS SUCCESSORS AND ASSIGNS, SHALL BE RESPONSIBLE FOR INSTALLATION, MAINTENANCE AND REPLACEMENT OF ALL LANDSCAPING MATERIALS SHOWN OR INDICATED ON THE APPROVED SITE PLAN OR LANDSCAPE PLAN ON FILE IN THE PLANNING DEPARTMENT. ALL LANDSCAPING WORK WILL BE PERFORMED IN CONFORMITY WITH THE PLANS. OWNER'S REPRESENTATIVE MUST BE NOTIFIED ANYTIME THAT ADDITIONAL STUDY OR DESIGN WORK IS NECESSARY.
4. ALL TREES INSTALLED ABOVE RETAINING WALLS UTILIZING GEO-GRID MUST BE HAND DUG TO 2 FT TO RECOGNIZE THE STRUCTURAL STABILITY OF THE GEO-GRID AND THE SUPPLEMENTAL SUPPORT TO THE SIDEWALK, WALLS, WALKS OR SOLID FENCES WITHIN 3" OF PRE-MULCHED RIGHTS-OF-WAY.
5. THE OWNER/DEVELOPER, HIS SUCCESSORS AND ASSIGNS, SHALL BE RESPONSIBLE FOR INSTALLATION, MAINTENANCE AND REPLACEMENT OF ALL LANDSCAPING MATERIALS SHOWN OR INDICATED ON THE APPROVED SITE PLAN OR LANDSCAPE PLAN ON FILE IN THE PLANNING DEPARTMENT. ALL LANDSCAPING WORK WILL BE PERFORMED IN CONFORMITY WITH THE PLANS. OWNER'S REPRESENTATIVE MUST BE NOTIFIED ANYTIME THAT ADDITIONAL STUDY OR DESIGN WORK IS NECESSARY.
6. ALL CROSSINGS OR ENCROACHMENTS BY PRIVATE LANDSCAPE IRRIGATION LINES OR SYSTEMS INTO EASEMENTS AND STREET RIGHTS-OF-WAY OWNED BY THE CITY OF AURORA ARE ACKNOWLEDGED BY THE OWNER AS BEING SUBJECT TO CITY OF AURORA'S USE OF ORNAMENTAL TREES CLOSER THAN 6' FROM A SIDEWALK, STREET OR DRIVE LANE.
LEGEND

- LOW WATER USE SHRUB BED
- DECIDUOUS CANOPY

HYDRO-ZONE TABLES

<table>
<thead>
<tr>
<th>WATER USE TYPE</th>
<th>AREA (SF)</th>
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<tbody>
<tr>
<td>HIGH WATER USE</td>
<td>0 SF</td>
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<tr>
<td>LOW WATER USE</td>
<td>2,058 SF</td>
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<tr>
<td>TOTAL IRRIGATED AREA TAP</td>
<td>2,058 SF</td>
</tr>
</tbody>
</table>

EXHIBIT C
**TREE PLANTING**

**SCALE: 1" = 1'-0'**

1. SPECIFIED MULCH
2. AMENDED SOIL IN PLANTING BED PER SPECIFICATIONS. TILL SOIL TO A DEPTH OF EIGHT INCHES.
3. FINISH GRADE (TOP OF MULCH)

**SHRUB PLANTING**

**SCALE: 1-1/2" = 1'-0'**

1. SET SHRUB ROOT-BALL 1" HIGHER THAN FINISH BED GRADE
2. 2X CONTAINER WIDTH
3. PRUNE ALL DEAD OR DAMAGED WOOD PRIOR TO PLANTING

**PERENNIAL PLANT LAYOUT**

**SCALE: 1" = 1'-0'**

1. WHEN PLANTED ON A CURVE ORIENT ROWS TO FOLLOW THE LONG AXIS OF AREAS WHERE PLANTS ARE MASSED.

**6' WOOD FENCE**

**SCALE: 1/2" = 1'-0'**

1. UNLESS OTHERWISE INDICATED, THE FENCE SHALL BE CENTERED ON THE PROPERTY LINE.
2. ALL LUMBER SHALL BE ROUGH SAWN CEDAR, AND SHALL BE SOLID, STRAIGHT, FREE FROM KNOTS, SPLITS, SHAKES, AND DISCOLORATION.
3. ALL HARDWARE SHALL BE HOT DIPPED GALVANIZED NAILS OR SCREWS, SIZED TO PENETRATE HALF WAY INTO THE SECURING MEMBER.
4. LUMBER SHALL BE STAINED WITH STANDARD CEDAR FENCE STAIN.
5. ALL FENCE PANELS SHALL BE SET LEVEL WITH STEPS TO FOLLOW GRADE. THE MAXIMUM STEP SHALL BE 6". ADJUST POST SPACING AS NEEDED SO THERE IS NO GREATER THAN A 6" GAP FROM THE BOTTOM RAIL TO FINISHING GRADE.
EXISTING TREES

<table>
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<tr>
<th>TREE #</th>
<th>SPECIES</th>
<th>DIA.</th>
<th>VALUE</th>
<th>COMMENTS</th>
<th>MITIGATION INCHES</th>
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<tbody>
<tr>
<td>1</td>
<td>GREEN ASH</td>
<td>20&quot;</td>
<td>$968.63</td>
<td></td>
<td></td>
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<tr>
<td>2</td>
<td>GREEN ASH</td>
<td>14&quot;</td>
<td>$379.00</td>
<td></td>
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<td>3</td>
<td>GREEN ASH</td>
<td>42&quot;</td>
<td>$2519.49</td>
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<tr>
<td>4</td>
<td>HONEYLOCUST</td>
<td>6&quot;</td>
<td>$134.26</td>
<td>NO MITIGATION REQ.</td>
<td>0&quot;</td>
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TOTAL: 118 $4724.20 24

NOTES:
1) All 118 TREES TO BE REMOVED FROM THE EXISTING SITE
2) 24 TREES ARE PROVIDED WITHIN THE SITE PLAN. 24 MITIGATION INCHES ARE ACCOUNTED FOR WITHIN THE PROPOSED SITE PLAN.
3) TREE MITIGATION IS ACHIEVED THROUGH PLANTING TREES BACK ON SITE. NO FEES ARE DUE

EXISTING DECIDUOUS TREE
EXISTING DECIDUOUS TREE CLUMP
THESE TREES WILL NOT BE REMOVED FOR DEVELOPMENT

LEGEND

EXHIBIT C

38
STREET LIGHTING LOCATIONS ARE CONCEPTUAL. FINAL STREET LIGHT LOCATIONS WILL BE DETERMINED BY THE LIGHTING PLAN SUBMITTED WITH THE CIVIL PLANS.

SITE LIGHTING PHOTOGRAPHIC 63 SUNSET DR.
BAILEY, CO 80421

SITE LIGHTING DESIGN HAS BEEN COMPLETED TO CONFORM TO CITY OF AURORA EXTERIOR LIGHTING STANDARDS.
LOTS 2 & 6

SW 6327
Bold Brick

LOTS 1 & 4

141-C2
SW 6121
Whole Wheat

LOTS 3, 5, & 7

SW 6061
Tanbark

LOTS 1-7

TruDefinition Duration
Desert Tan Laminate
Architectural Shingles

LOTS 1-7,

Chardonnay Limestone
City of Aurora
Planning and Zoning Commission Case Report

Argenta Phase 2– Master Plan Amendment and Site Plan
Development Application Number: DA-2139-01
Case Manager: Liz Fuselier

August 12, 2020

Project Summary:
The applicant, Pacific North Enterprises, LLC, requests approval of a Master Plan Amendment for a mixed-use development known as Argenta (Phase 2) in the Mixed-Use Corridor Zone District (MU-C). The applicant is also requesting approval of a Site Plan for the second phase of development which will include 200 apartments and 35,000 square feet of retail and office space. Previously, a Phase 1 Site Plan was approved for the development of townhomes on the western side of the site. The townhomes are currently under construction.

The project area, previously known as “Fan Fare,” is located at the northwest corner of 3rd Avenue and Havana Street. To the west are primarily residential uses with multi-family immediately adjacent and transitioning to single-family. On the east side of Havana Street are a mix of commercial and restaurant uses in primarily multi-tenant buildings. Single-family residential is also along Havana Street further to the north. To the north and south are a variety of retail, restaurant, education and office uses.

As an Urban Renewal Authority project, the Master Plan Amendment includes the addition of a 1.6-acre parcel at the southeast corner for a total of 12.5 acres along Havana Street for Phase 2. The additional parcel was not part of the original master plan as it has been recently acquired by the owner. Key elements of the project will include the development of 4th Way and an urban park and plaza space along this street extending from Geneva Street to Havana Street. The urban park and plaza area will be in the middle of the site and include a mix of green space and plaza space for neighborhood gatherings and events.

The Site Plan for the second phase of development in the Master Plan is for two 5-story residential apartment buildings that will have 200 apartment units along Hanover Way. In addition, one 3-story mixed-use building and 3 one-story retail buildings that front S Havana Street are proposed. The buildings will face either Havana Street or Hanover Way with vehicular access from East 3rd Avenue and East 4th Way. The urban park and plaza provide a community amenity.

Aurora Places identifies this area as a “City Corridor” Placetype. This Placetype is supportive of a mix of uses including multi-family and commercial with a street network and access to public amenities. The land was zoned Mixed-Use Corridor (MU-C) with the adoption of the 2019 Unified Development Ordinance. The key elements and the mix of uses identified in the proposed Master Plan Amendment and site plan are consistent with MU-C zoning.

Applicant's Request:
Master Plan Amendment approval
Site Plan approval
Neighborhood Comments:
Nineteen (19) adjacent property owners and eight (8) neighborhood associations were notified of the application. No comments were received. The Havana Business Improvement District (BID) is supportive of this development.

Major Issues Discussed During Development Review:
- Architecture and Design (site plan)
- Community Open Space (site plan)
- Public Art (master plan amendment)
- Parcel Addition (master plan amendment)

Results of Development Review:
**Architecture and Design (Site Plan).** Residential and commercial buildings require 4-sided design to create a built environment in which the massing and architectural features of buildings contribute to a sense of human scale, with ground floor design, horizontal and vertical articulation of building facades, manipulation of building forms, and use of various materials, fenestration and architectural details to avoid long, monolithic building shapes and surfaces. The applicant was able to meet these minimum requirements by utilizing a change in material texture and color on building facades as well as applying wall plane offsets and adding variation in parapet height. Elevations have been provided below; more detailed elevation renderings are included as Exhibit E.

1 Commercial Building Elevation

2 Apartment Building Elevation
Community Open Space (Site Plan). At the center of the site is a small urban park meant to serve the neighborhood and provide space for different community-wide events. The proposed street design for 4th Avenue incorporates traffic calming techniques such as pinch points, bulb-outs, street trees, on-street parking, and colored pavers in order to support a pedestrian oriented neighborhood. Planning and Parks, Recreation and Open Space staff worked with the applicant to refine the location, park features and connectivity to the entire development. Amenities include a splash pad, event lawn, plaza spaces, and shade structures.

Public Art (Master Plan Amendment). With this urban infill development, public art is proposed throughout the common and open spaces. Emphasizing the pedestrian oriented environment in the mixed-use development, the applicant worked with the Public Art Coordinator to refine the locations and aesthetics of the proposed art installations. The residential buildings will utilize public art metal screening for the main level parking garage.

Parcel Addition (Master Plan Amendment). The applicant recently acquired a 1.03 acre parcel located in the southeast corner of the property at Third Avenue and Havana Street and a .57 acre parcel located on the northeast corner of the parcel. This additional property creates a unified development along the Havana Street corridor.

Summary of Staff Recommendation:
- Approve Master Plan Amendment.
- Approve Site Plan with one condition.
Detailed Case Analysis

Item History:
This property previously was known for the Fan Fare indoor mall. For many years the mall buildings were vacant. In an effort to redevelop the property, the Aurora Urban Renewal Authority acquired the property and has provided incentives for the planning and construction of a mixed-use development. The surrounding area has been developed with the Argenta Phase 1 project with townhome residential uses along the western portion of the site.

Public Notification:
Legal notice appeared in the Aurora Sentinel on July 30, 2020. The applicant has submitted proof of mailing of public hearing notices to adjacent property owners and registered neighborhood groups. In addition, a sign advertising the hearing was posted on the site.

Community Referrals:
Referrals were provided to the following registered neighborhood organizations within one mile of the site: Gentry HOA, Highland Park East, Aurora Academy Charter School, Eleven One Eleven Condo HOA, Apple Valley East Condo Association, Del Mar Neighborhoods United, Cobblewood HOA, and Lyn Meadows.

Consistency with the Aurora Places Comprehensive Plan
This part of the City is identified as a “City Corridor” in Aurora Places, the City’s comprehensive plan. City Corridors are a Placetype that will contribute to the economic and fiscal success of the city. Corridors are centered along the city’s major roadways, home to a wide range of uses, including commercial, retail, institutional, service and residential.

This Placetype is supportive of a mix of uses including multi-family and commercial proposed in the plan. Defining features identified in the “City Corridor” include a robust street network that is pedestrian friendly, with urban designs centered around gathering spaces. All these design features are present with this proposal, thereby creating an identity for this new development.

Conformance with Code Criteria:
1. Master Plan Amendment Criteria
   Master Plan Amendment Criteria for Review and Approval are found in Section 146-5.4.1.E.3. of the Unified Development Ordinance:
   a. It is consistent with the Comprehensive Plan, the purpose statement for the zone district(s) where the property is located, the use regulations in Article 146-3 for the zone district(s) where the property is located, and all other adopted plans and policies of the City Council;
   b. It will allow future development of the property to comply with all applicable standards in this UDO;
   c. It will result in a coordinated system of streets, trails, sidewalks, open spaces, and infrastructure systems that do not create significant adverse impacts on the surrounding area, or any significant adverse impacts have been mitigated to the degree practicable;
   d. It will improve or expand multi-modal connections with adjacent sites, neighborhoods, and urban centers; and
   e. If the property is located in Subarea C, and the Master Plan includes over 160 acres of land designated for residential development, the Master Plan must include at least one area to be zoned MU-N or MU-C or designated for development pursuant to MUN or MU-C zone district standards pursuant to Section 146-5.4.3.1 (Administrative Activity Center Designation).
The proposed Master Plan Amendment complies with the approval criteria for the following reasons:

- The proposed plan complies with the intent of the MU-C Zone District and supports the Housing for All, Easy Mobility and Active Transportation, and Strong Economy goals of the Aurora Places Plan;
- This is an infill site that provides a variety of housing types and shopping opportunities by fronting retail and office spaces along S Havana Street;
- The development is focused on a centrally located urban park and plaza space; and,
- Existing infrastructure can accommodate the proposed development and external impacts are mitigated.

Conformance with Code Criteria:

2. Site Plan Criteria

Site Plan approval criteria are found in Section 146-5.4.3.B.2.c.i of the Unified Development Ordinance, and may be summarized as follows: (1) Complies with the standards in the Unified Development Ordinance, other adopted City regulations, Master Plans, and Conditions; (2) Adequate capacity of existing city infrastructure and public improvements to serve the development; (3) Protection and appropriate use of environmental features and topography to enhance the development; (4) Improve or expand multi-modal connections; (5) Compatible with surrounding land uses; (6) Mitigates adverse impacts.

The proposed Site Plan complies with the approval criteria for the following reasons:

- The Site Plan is consistent with standards and design guidelines of the Argenta Master Plan;
- The density proposed is supported by the zone district, Aurora Places Plan, and other planning efforts in this area;
- The proposal meets or exceeds city landscape requirements;
- The proposal will improve and expand multi-modal connections along the S Havana Street corridor;
- The proposal is compatible with surrounding land uses;
- All adverse impacts have been mitigated through site design and transportation connections.

Applicant Information:

Applicant/Owner: Pacific North Enterprises, LLC
Project Manager: Norris Design and Infinity Land Consultants LLC

Exhibits:

Exhibit A  Vicinity Map
Exhibit B  Letter of Introduction
Exhibit C  Master Plan Amendment
Exhibit D  Site Plan
Exhibit E  Elevations
### Project Statistics:

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<td>Maya Restaurant; and Summit Rehabilitation and Care.</td>
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<td>Retail Commercial and single-family detached (Highland Park Subdivision)</td>
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### MASTER PLAN AMENDMENT

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### SITE PLAN

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Staff Recommendations:

**Agenda Item 5c: Argenta - Master Plan Amendment**

Approve the Master Plan Amendment because the proposal complies with the requirements of Section 146-5.4.1.E.3. of the Unified Development Ordinance for the following reasons:

- The proposed plan complies with the intent of the MU-C Zone District and supports the Housing for All, Easy Mobility and Active Transportation, and Strong Economy goals of the Aurora Places Plan;
- This is an infill site that provides a variety of housing types and shopping opportunities by fronting retail and office spaces along S Havana Street;
- The development is focused on a centrally located urban park and plaza space; and,
- Existing infrastructure can accommodate the proposed development and external impacts are mitigated.

**Agenda Item 5d: Site Plan**

Approve, with a condition, the Site Plan because the proposal complies with the requirements of Code Section 146-5.4.3.B.2.c of the Unified Development Ordinance for the following reasons:

- The Site Plan is consistent with standards and design guidelines of the Argenta Master Plan;
- The density proposed is supported by the zone district, Aurora Places Plan, and other planning efforts in this area;
- The proposal meets or exceeds city landscape requirements;
- The proposal will improve and expand multi-modal connections along the S Havana Street corridor;
- The proposal is compatible with surrounding land uses; and
- All adverse impacts have been mitigated through site design and transportation connections.

Approval to be subject to the following condition:

1. Resolution of outstanding technical issues prior to recordation of the final mylars and issuance of any building permits.
Exhibit A

Master Plan Boundaries

Phase II Site Plan
August 6, 2020

City of Aurora – Planning Department  
Elizabeth Fuselier  
15151 E. Alameda Parkway, 2nd Floor  
Aurora, Colorado 80012

Re: Letter of Introduction for Argenta Phase 2 Site Plan, Plat Amendment, and Master Plan Amendment

Ms. Fuselier:

On behalf of the Applicant, Pacific North Enterprises, LLC, I am pleased to submit this Letter of Introduction for Site Plan, Plat Amendment, and Master Plan Amendment for the second phase of development of the Argenta community.

The following team of consultants have been assembled to complete this application:

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<th>Civil Engineer / Surveyor:</th>
<th>Architect:</th>
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<td>Pacific North Enterprises, LLC</td>
<td>Infinity Land Consultants, LLC</td>
<td>Godden Sudik Architects</td>
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<tr>
<td>Bryan Byler</td>
<td>Tyler Lowe</td>
<td>Alex Duran</td>
</tr>
<tr>
<td>900 Castleton Road, Suite 118</td>
<td>6909 South Holly Circle, #220</td>
<td>5975 S. Quebec St,</td>
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<tr>
<td>Castle Rock, CO 80109</td>
<td>Centennial, CO 80112</td>
<td>Centennial, CO 80111</td>
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<tr>
<td>303.256.6432</td>
<td>720.979.0334</td>
<td>303.455.4437</td>
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<td><a href="mailto:bryan@pacificnorthent.com">bryan@pacificnorthent.com</a></td>
<td><a href="mailto:tlowe@infinitylandconsultants.com">tlowe@infinitylandconsultants.com</a></td>
<td><a href="mailto:aduran@goddensudik.com">aduran@goddensudik.com</a></td>
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<th>Landscape Architect:</th>
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<tr>
<td>Samantha Crowder</td>
<td>Brad Haigh</td>
</tr>
<tr>
<td>1101 Bannock Street,</td>
<td>1101 Bannock Street,</td>
</tr>
<tr>
<td>Denver, CO 80204</td>
<td>Denver, CO 80204</td>
</tr>
<tr>
<td>303.575.4583</td>
<td>303.575.4524</td>
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<tr>
<td><a href="mailto:scrowder@norris-design.com">scrowder@norris-design.com</a></td>
<td><a href="mailto:bhaigh@norris-design.com">bhaigh@norris-design.com</a></td>
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Site Location:  
Argenta is a 12.16-acre mixed-use community in western Aurora, Colorado. The community is located at the northwest corner of the intersection of Havana Street and 3rd Avenue; on the eastern edge of the Sunny Vale neighborhood.

The Argenta Master Plan, approved in 2019, divides the community into three planning areas. Phase 1 (Planning Area A) is a community of townhomes located on the eastern 5.3 acres of the site and was approved in 2019. Phase 2 (Planning Area B and Planning Area C) is a mixed-use community of approximately 6.8 acres located on the eastern portion of the Argenta site, along Havana Street.
Project Overview:
Phase 2 of Argenta is a community of residential and retail uses that offer an appropriate transition from the single-family residential uses of Phase 1 and the larger Sunny Vale neighborhood to the east. To establish a vibrant, active community, two apartment buildings are oriented around a 1-acre park located at the center of the site. Walkable blocks connect the apartments and community park with three retail buildings and a mixed-use building of ground level retail and apartments which front Havana Street to the east. This mix of uses is supported by two surface parking lots located between the apartment buildings and the retail buildings.

Approximately 200 multi-family residential units are proposed on the site. 168 units are located within two apartment buildings located internal to the site. An additional 32 units are proposed as the upper levels of a mixed-use building along Havana Street. The proposed density with this site plan is 25 du/acre (200 units over 8 acres) and is consistent with the density established in the Argenta Master Plan.

Access:
The site is accessed via three east-west connections from the local north-south street established with Phase 1 and two east-west connections from Havana Street. These east-west connections as well as a continuous north-south drive aisle that runs through the site, provide internal vehicular circulation. These streets will feature bike lanes which connect residents with the larger bike network of the surrounding neighborhood, increasing bike access to nearby amenities like McMullen Park, Lowry Sports Complex, and the High Line Canal.

The pedestrian network is an important component of the development and the community is designed to be walkable with pedestrian connections between the apartment buildings, the central park, and the retail buildings along Havana Street. The planned pedestrian network will connect with existing sidewalks of the surrounding area along 3rd Avenue and Havana Street. Streetscape improvements along 3rd Avenue and Havana Street will enhance pedestrian connectivity and provide safe and easy access to the Havana Street and 4th Avenue bus stop.

Parking:
Parking for Phase 2 of Argenta is provided through a combination of surface parking spaces, on-street parking spaces, and podium parking internal to the residential buildings. With a total of 358 parking spaces, the site plan exceeds the 333 spaces required by the Unified Development Ordinance (UDO). The surplus of 25 parking spaces are allocated to retail use for the purposes of attracting potential retailers. The below tables, as well as an exhibit attached to this letter, details the parking allocation for the site.

<table>
<thead>
<tr>
<th>Use</th>
<th>Required Parking Spaces</th>
<th>Provided Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Requirement</td>
<td>Spaces</td>
</tr>
<tr>
<td>Residential</td>
<td>*1 space per DU</td>
<td>200</td>
</tr>
<tr>
<td></td>
<td>*1 additional space per 5 DU for Guests</td>
<td>42</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>242</strong></td>
</tr>
<tr>
<td>Retail</td>
<td>*2.5 spaces per 1,000 sf, GFA</td>
<td>18</td>
</tr>
<tr>
<td></td>
<td>Retail Building 6 (7,084 SF)</td>
<td>22</td>
</tr>
<tr>
<td></td>
<td>Retail Building 5 (8,693 SF)</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td>Retail Building 4 (3,275 SF)</td>
<td>42</td>
</tr>
<tr>
<td></td>
<td>Retail Building 3 (16,495 SF)</td>
<td>333</td>
</tr>
<tr>
<td><strong>Total Parking Spaces</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Amenities:

Small Urban Park

At the center of the site is an intimate community-oriented urban park which serves as the neighborhood focal point. Featuring a variety of park elements including plazas, courtyards, and open space, the central park offers residents a place to gather and be active.

Proposed park elements include multi-use fields, outdoor fire areas, water features, seating, shade structures, festoon lighting, performance venues, and public art. The variety of park space makes an array of programmed activities possible with opportunities for community events, festivals, and live music.

Flexible design allows the park to be converted into a larger amenity space for special events and festivities. The portion of 4th Avenue which bisects the park area features removable bollards which allows the street to be closed off and converted into a large community plaza that can host food trucks for events.

Planned street design for 4th Avenue incorporates traffic calming techniques such as pinch points, bulb-outs, street trees, on-street parking, and colored pavers. These design elements enhance pedestrian safety and visually communicate to drivers that this a pedestrian focused area. The table below and an exhibit attached to this letter details the park area.

<table>
<thead>
<tr>
<th>Use</th>
<th>Required Parking Spaces</th>
<th>Provided Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Requirement</td>
<td>Spaces</td>
</tr>
<tr>
<td>North Building Apts.</td>
<td>7 spaces for 201-300 total spaces</td>
<td>7</td>
</tr>
<tr>
<td>South Building Apts.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mixed-Use Building Apts.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retail Building 1</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Retail Building 2</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Retail Building 3</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Mixed-Use Building Retail</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>12</strong></td>
<td><strong>12</strong></td>
</tr>
</tbody>
</table>

Public Art

Public art will be featured throughout the community’s common spaces adding to Argenta’s sense of place. Such monumentation establishes focal points within the site and encourages active public spaces where residents and
visitors can gather. The style of art draws from the inspiration of the Argenta namesake – “silver”. The artwork builds off the symbolism of the precious metal, its legacy in the site’s history, and its lustrous physical characteristics to accentuate common areas throughout the community. Selected artists will be commissioned to create works which express this concept with consideration for practicality, function, maintenance, and budget. The public art locations are shown on the landscape sheets of the site plan.

**Architecture:**
The theme of silver reflected in the public artwork inspires the architecture of the community. The use of metal panels, awnings and patio coverings can be seen throughout each of the buildings on the site. In turn the architecture style follows a mostly geometric pattern of modern aesthetic no matter the building use. The goal is to create a cohesive design style across the development, while still allowing each building to uniquely signify its use. Each building will activate the street and plaza areas by providing pedestrian scale details. Specifically, the retail buildings will not have a predominate ‘back of house’ elevation and all sides will provide street level activation and/or entries.

**Havana Street Overlay District:**
As an undeveloped parcel within the Havana Street Overlay District, Argenta Phase 2 is a significant opportunity to help transform Havana Street into the tree-lined boulevard envisioned by the District. As the development of vacant land, Argenta Phase 2 fulfills Condition 1 of the District’s streetscape guidelines through various design enhancements. The streetscape design includes a tree lawn, a detached walk, and a landscape buffer in accordance with the District’s design guidelines. These improvements enhance the street edges along Havana Street, making it a more pleasant place for those traveling on foot or waiting to catch the 105 bus line at the Havana Street & 4th Way bus stop.

**Approval Criteria:**

A. The application complies with the applicable standards in this UDO, other adopted City regulations, any approved Master Plan that includes the property, and any conditions specifically applied to development of the property by the Planning and Zoning Commission or City Council in a prior decision affecting the property. The proposed site plan, plat amendment, and master plan amendment retain compliance with the UDO, the Havana Street Overlay District, and the City’s comprehensive plan, Aurora Places. The proposal is consistent with the City Corridor Placetype, providing a mix of residential and commercial uses. The design fronts commercial buildings along Havana Street with parking lots set back from the street. Proposed access accommodates vehicles, pedestrians, and cyclists. Streetscape improvements along Havana Street establish a pedestrian corridor for transit riders. The community is oriented around a small urban park which offers a variety of programmed common spaces for neighborhood gatherings.

B. The City’s existing infrastructure and public improvements, including but not limited to its water, wastewater, street, trail, and sidewalk systems, have adequate capacity to serve the proposed development, and any burdens on those systems have been mitigated to the degree practicable. As an infill development, Argenta Phase 2 will be serviced off existing City infrastructure. No known undue or unnecessary burdens are expected with this development.

C. Major Site Plans shall be designed to preserve and protect natural areas, ridgelines, swales, natural landforms, water quality and wildlife habitat of riparian corridors, wetlands, and floodplains affected by the proposed development and to integrate those areas into site design where practicable.
Phase 2 of Argenta is considered an infill development and is not located in proximity to any existing environmentally sensitive areas or open space.

D. The application will improve or expand multi-modal connections with adjacent sites, neighborhoods, and urban centers. Multi-modal connections are an important component of the plan in addition to providing the necessary vehicular access, the site plan expands bike and pedestrian connections to the surrounding neighborhood. Bike lanes are included in the street design and walkable connections throughout the site plan provide safe pedestrian access to the central park, the commercial uses, and to the Havana Street & 4th Way bus stop.

E. The application is compatible with surrounding uses in terms of size, scale and building façade materials. Phase 2 of Argenta offers an appropriate transition from the single-family residential uses of Phase 1 and the larger Sunny Vale neighborhood to the east to the Havana Street corridor. The residences and retail are consistent with surrounding uses in terms of size, scale, and building materials.

F. The application mitigates any adverse impacts on the surrounding area to the degree practicable. There are no anticipated adverse impacts associated with the proposed Site Development Plan and Preliminary Plat application.

Master Plan Amendment:
The Master Plan is amended as part of this proposal to include the recently acquired parcel located in the southeast corner of the property adjacent to Havana Street.

We look forward to working with the City of Aurora on the review and approval of this next phase of the Argenta community. Feel free to contact me directly should you have any comments, questions, and/or requests for additional information.

Sincerely,
Norris Design

Samantha Crowder, PLA
Senior Associate
Applicant’s Representative
ARGENTA (FAN FAIR) PHASE 2
SITE PLAN
TRACT A, LOT 1, BLOCK 1, LOCATED IN THE NE 1/4 OF SECTION 16, TOWNSHIP 4 SOUTH, RANGE 67 WEST OF THE 6TH P.M.
CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO
ARGENTA (FAN FAIR) PHASE 2
SITE PLAN
TRACT A, LOT 1, BLOCK 1, LOCATED IN THE NE 1/4 OF SECTION 10, TOWNSHIP 4 SOUTH, RANGE 67 WEST OF THE 6TH P.M.
CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO
KEY MAP

BUILDING PERIMETER BUFFER TABLE:

<table>
<thead>
<tr>
<th>Building</th>
<th>Building Perimeter Landscape Description</th>
<th>Length</th>
<th>Foot Equivalent Required</th>
<th>Trees Required</th>
<th>Shrub Required</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Building 2 Material (a)</td>
<td>300 LF</td>
<td>15</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Building 3 Material (a)</td>
<td>300 LF</td>
<td>15</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Building 4 Material (a)</td>
<td>300 LF</td>
<td>15</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Building 5 Material (a)</td>
<td>300 LF</td>
<td>15</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Building 6 Material (a)</td>
<td>300 LF</td>
<td>15</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
</tbody>
</table>

NOTES:

1. This sheet is for information only. It does not show any landscaping features with a utility easement.
2. The designer is responsible for coordinating with the landscape architect during the preliminary phase for the final construction drawings.
3. Local, state, and federal jurisdictional requirements, restrictions, or procedures shall supersede these plans, notes, and specifications in any controversy.
4. Local utility lines shall be installed as shown on the plan, prior to the issuance of a certificate of occupancy.
5. The responsibility of the designer is to coordinate with the landscape architect during the preliminary phase for the final construction drawings.
6. Local utility lines shall be installed as shown on the plan, prior to the issuance of a certificate of occupancy.
7. The designer is responsible for coordinating with the landscape architect during the preliminary phase for the final construction drawings.
8. Local utility lines shall be installed as shown on the plan, prior to the issuance of a certificate of occupancy.
9. The designer is responsible for coordinating with the landscape architect during the preliminary phase for the final construction drawings.
10. Local utility lines shall be installed as shown on the plan, prior to the issuance of a certificate of occupancy.
11. The designer is responsible for coordinating with the landscape architect during the preliminary phase for the final construction drawings.
12. Local utility lines shall be installed as shown on the plan, prior to the issuance of a certificate of occupancy.
13. The designer is responsible for coordinating with the landscape architect during the preliminary phase for the final construction drawings.
14. Local utility lines shall be installed as shown on the plan, prior to the issuance of a certificate of occupancy.
15. The designer is responsible for coordinating with the landscape architect during the preliminary phase for the final construction drawings.
### Landscape Schedule

<table>
<thead>
<tr>
<th>Price</th>
<th>Item</th>
<th>Common Name</th>
<th>Botanical Name</th>
<th>Size</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>17.00</td>
<td>007 A</td>
<td>AUTUMN GLANCE GOLD</td>
<td>Acer X freemanii 'USSRUS'</td>
<td>2.5 CAL</td>
<td>BBQ, OYV, STAE</td>
</tr>
<tr>
<td>17.00</td>
<td>008 A</td>
<td>CADDO RED MAPLE</td>
<td>Acer saccharinum 'CADDY'</td>
<td>2.5 CAL</td>
<td>BBQ, OYV, STAE</td>
</tr>
<tr>
<td>17.00</td>
<td>009 A</td>
<td>CATHAY CHINESE JASPER</td>
<td>Aesculus pavia</td>
<td>2.5 CAL</td>
<td>BBQ, OYV, STAE</td>
</tr>
<tr>
<td>17.00</td>
<td>010 A</td>
<td>DAWN RED MAPLE</td>
<td>Acer saccharinum 'MAJESTIC'</td>
<td>2.5 CAL</td>
<td>BBQ, OYV, STAE</td>
</tr>
<tr>
<td>17.00</td>
<td>011 A</td>
<td>EAGLE BLACK locust</td>
<td>Glycyrrhiza sepium</td>
<td>2.5 CAL</td>
<td>BBQ, OYV, STAE</td>
</tr>
<tr>
<td>17.00</td>
<td>012 A</td>
<td>ESSENDON RED MAPLE</td>
<td>Acer saccharinum 'ESSENDON'</td>
<td>2.5 CAL</td>
<td>BBQ, OYV, STAE</td>
</tr>
<tr>
<td>17.00</td>
<td>013 A</td>
<td>GUM LEAF MAPLE</td>
<td>Aesculus x canadensis 'GUM LEAF'</td>
<td>2.5 CAL</td>
<td>BBQ, OYV, STAE</td>
</tr>
<tr>
<td>17.00</td>
<td>014 A</td>
<td>HOLIDAY RED MAPLE</td>
<td>Acer saccharinum 'HOLIDAY'</td>
<td>2.5 CAL</td>
<td>BBQ, OYV, STAE</td>
</tr>
<tr>
<td>17.00</td>
<td>015 A</td>
<td>LESTER RED MAPLE</td>
<td>Acer saccharinum 'LESTER'</td>
<td>2.5 CAL</td>
<td>BBQ, OYV, STAE</td>
</tr>
<tr>
<td>17.00</td>
<td>016 A</td>
<td>MOUNTAIN RED MAPLE</td>
<td>Acer saccharinum 'MOUNTAIN RED'</td>
<td>2.5 CAL</td>
<td>BBQ, OYV, STAE</td>
</tr>
<tr>
<td>17.00</td>
<td>017 A</td>
<td>PERSIAN RED MAPLE</td>
<td>Acer saccharinum 'PERSIAN RED'</td>
<td>2.5 CAL</td>
<td>BBQ, OYV, STAE</td>
</tr>
<tr>
<td>17.00</td>
<td>018 A</td>
<td>RIVERSIDE RED MAPLE</td>
<td>Aesculus pavia</td>
<td>2.5 CAL</td>
<td>BBQ, OYV, STAE</td>
</tr>
<tr>
<td>17.00</td>
<td>019 A</td>
<td>TRUMPET BLACK locust</td>
<td>Robinia pseudoacacia</td>
<td>2.5 CAL</td>
<td>BBQ, OYV, STAE</td>
</tr>
<tr>
<td>17.00</td>
<td>020 A</td>
<td>WISCONSIN GEM</td>
<td>Acer saccharinum 'WISCONSIN GEM'</td>
<td>2.5 CAL</td>
<td>BBQ, OYV, STAE</td>
</tr>
<tr>
<td>17.00</td>
<td>021 A</td>
<td>WISCONSIN MEMORIAL</td>
<td>Acer saccharinum 'WISCONSIN MEMORIAL'</td>
<td>2.5 CAL</td>
<td>BBQ, OYV, STAE</td>
</tr>
</tbody>
</table>

### Ornamental Grasses

<table>
<thead>
<tr>
<th>Price</th>
<th>Item</th>
<th>Common Name</th>
<th>Botanical Name</th>
<th>Size</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>17.00</td>
<td>022 A</td>
<td>BLOOMING ARABIA SUMMER GRASS</td>
<td>Festuca rubra 'AURORA'</td>
<td>2.5 CAL</td>
<td>BBQ, OYV, STAE</td>
</tr>
<tr>
<td>17.00</td>
<td>023 A</td>
<td>SKIDMORE ARABIA SUMMER GRASS</td>
<td>Festuca rubra 'SKIDMORE'</td>
<td>2.5 CAL</td>
<td>BBQ, OYV, STAE</td>
</tr>
<tr>
<td>17.00</td>
<td>024 A</td>
<td>VIVID ARABIA SUMMER GRASS</td>
<td>Festuca rubra 'VIVID'</td>
<td>2.5 CAL</td>
<td>BBQ, OYV, STAE</td>
</tr>
</tbody>
</table>

### Statement of Work

**Flora & Graffiti**

- **Material**
  - Grasses: ARABIA SUMMER GRASS
  - Flowers: ***FLOWER SUGGESTED BLEND***
  - **Planting System**: **Poured-in-Place Rubber**
  - **Background Material**: **Enhanced Paving Type 1**

**Specialty Items**

- **ART SCULPTURE**
  - **Model**: ***SCULPTURE FOR ART***
  - **Planting System**: **Poured-in-Place Rubber**
  - **Background Material**: **Enhanced Paving Type 1**

**Plants & Perennials**

- **Planting System**: **Poured-in-Place Rubber**
  - **Recommended Plants**: **MILE High**
  - **Recommended Plants**: **NORTHWEST Low**

**Specified**

- **Planting System**: **Poured-in-Place Rubber**
  - **Background Material**: **Enhanced Paving Type 1**

**Notes**

- Surface Mounted and Approved as per specifications.
- **Approved Color**
- **Approved Finish**
TREE PLANTING

- SPECIFIED MULCH
- MULCHED PLANTING BED TILLED TO A DEPTH OF 12" IN "X" UNIVERSITY POINTS OR POORLY DRAINING AREAS
- CENTER OF PLANT

PERENNIAL PLANT LAYOUT

- GRAY GRAVEL SOULDS, MINIMUM 1" THICK, SUBMIT SMALL SAMPLE GIANT SOIL FOR APPEARANCE.
- SPECIFIED MULCH OR COBBLE, RE: PLAN
- MULCHED TOPS
- FOLIAGE SHAPED FOR NATURAL APPEARANCE

NOTES:
1. REFER TO PLANS FOR LOCATIONS.

BOULDER - FREE STANDING

- SPECIFIED MULCH
- MULCHED PLANTING BED TILLED TO A DEPTH OF 12" UNIVERSITIY POINTS OR POORLY DRAINING AREAS
- CENTER OF PLANT

BOARD FORM WALL

- FINISHED GRADE - TOP OF GOOD THATCH LAYER AND TOP OF MULCH OR DESIGNER PAVE
- SEAL THATCH
- MULCHED SOIL PER SPECIFICATIONS
- SUBGRADE
- STEEL EDGER - DRILL (16) 1/2" DIA. HOLES MIN. AT ALL LOW POINTS
- LOW POINT
- CRACK / JAGGED EDGES

SHRUB PLANTING

- SPECIFIED MULCH
- MULCHED PLANTING BED TILLED TO A DEPTH OF 12" IN UNIVERSITY POINTS OR POORLY DRAINING AREAS
- CENTER OF PLANT

NOTES:
1. BROKEN OR CRUMBLING
2. CONTRACTOR TO HAVE BOARD FORMED, CONCRETE SEAT WALL (RE: 2-I, 2-L, 4) TOP OF WALL TO BE SMOOTH FINISH WITH 2% CROSS SLOPE.
3. CONCRETE PLAZA (RE: 2-D/E, L-02)
4. EXPANSION JOINT TO BE FILLED WITH GRAY GRANITE BOULDER, LIGHTLY TOILET WITH SAVAS SAND.
5. COMPACTED AGGREGATE BASE
6. COMPACTED SUBGRADE
7. MULCHED TOP SOIL
8. SPACED EVERY 4' AND TO ALIGN WITH VERTICAL GROOVES WHEN ADJACENT TO PLAZA.
9. CARBON DIOXIDE CONCRETE WHEN POURED. GROOVES TO BE FORMED IN VERTICAL, 90° GROOVE TO BE FORMED IN CONCRETE WALL TO BE SPACE EVERY 9" AND TO ALIGN WITH CRACKS AND ADJACENT TO PLAZA.
10. EXPANSION JOINT TO BE FILLED WITH GRAY GRANITE BOULDER, LIGHTLY TOILET WITH SAVAS SAND.
11. CONTRACTOR TO HAVE BE SMOOTH FINISH WITH 2% CROSS SLOPE.
12. MULCHED TOP SOIL
13. GRADE HIGHER THAN FINISH BED
14. DAMAGED WOOD PRIOR TO PLANTING
15. PRUNE ALL DEAD OR DAMAGED MULCH PRIOR TO PLANTING
16. SET SHRUB Roots BALLS NO HOLES THAN FINISHED GRADE

SCALING: 1/2" = 1'-0"

SCALE: NTS
SCALE: 1" = 1'-0"
SCALE: 3/4" = 1'-0"
ARGENTA PHASE 2 SITE PLAN

NOT FOR CONSTRUCTION

NOTES:

1. MONUMENTATION IS CONCEPTUAL AND SUBJECT TO CHANGE DURING THE DESIGN DEVELOPMENT PROCESS.

2. WAYFINDING MONUMENT

3. SECONDARY MONUMENTATION

4. PRIMARY MONUMENTATION

5. BUS STOP SHELTER

ARGENTA, LLC
900 CASTLETON ROAD
SUITE 118
CASTLE ROCK, CO 80109
907.299.6811

ARGENTA, LLC
333 N HAVANA ST
AURORA, CO

OWNER:
DATE:
SHEET TITLE:
CHECKED BY:
DRAWN BY:

STANDARD DRAWINGS
REGIONAL TRANSPORT DISTRICT, SHEET SD-A101A

FOR DIMENSIONS
PARASOLEIL PANEL, TYP.;
37-1/8" X 45-1/4";
PATTERN:
MOULIN CASSE

GLASS PANEL, TYP.;
37" X 48-1/8"

MAP HOLDER VIEWABLE AREA;
41" X 34"

scale: 1/2" = 1'-0"

NOTES:

1. THIS DETAIL IS SHOW FOR DESIGN INTENT ONLY.
CONTRACTOR SHALL PROVIDE STAMPED ENGINEERED SHOP DRAWINGS FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.

scale: 1/2" = 1'-0"

NOTES:

1. MONUMENTATION IS CONCEPTUAL AND SUBJECT TO CHANGE DURING THE DESIGN DEVELOPMENT PROCESS.
ARGENTA PHASE 2 SITE PLAN

LEGEND

PROPERTY BOUNDARY

SHEET TITLE: ARGETA PHASE 2 SITE PLAN

OWNER: ARGENTA, LLC

900 CASTLETON ROAD

SUITE 118

CASTLE ROCK, CO 80109

907.299.6811

SUP EXHIBIT C

PROPERTY BOUNDARY

SMALL URBAN PARK

SMALL URBAN PARK ACREAGE

SUP AREA 1 0.39 AC

SUP AREA 2 0.36 AC

TOTAL 0.75 AC

PROGRAMMATIC ELEMENTS

SUP AREA 1: WALKWAY TRELLIS, STAGE, SHOWER TENT, TABLE, AND CHAIRS, EVENT LAWN, SEATWALLS, ART FEATURE, WAYFINDING SIGNAGE

SUP AREA 2: URBAN PLAZA, PATIO FURNITURE, FIRE FEATURE, SPLASH JETS, PLAYGROUND, ACTIVE LAWN, BIKE RACK

TOTAL: 0.75 AC

NOT FOR CONSTRUCTION

SCALE: 1" = 40'

NORTH

UP TO 7.84

SUP EXHIBIT
MASONRY REQUIREMENTS

AURORA DESIGN STANDARDS REQUIREMENTS FOR MASONRY:

- Multi-family:
  - 60%clad in brick or stone (30% for affordable housing structure)
  - 80% clad in stucco (40% for affordable housing structure)
  - 80% clad in a combination of stucco and brick, or stucco and stone

*Net facade area means the total area of all exterior walls for all stories above grade plane on any residential design plan elevations, minus the area of any windows, doors (including garage doors), roof gable ends, and roof dormers with a net wall area of less than 100 square feet. For purposes of this definition, "walls" mean the vertical surfaces or surfaces within 15 degrees of vertical on a building's exterior, including columns. For purposes of compliance with this section, the percentage of net facade area coverage may vary on each elevation so long as the total net facade area coverage of all elevations of the structure meets the required minimum coverage percentage. Garage level not calculated as part of overall elevation total.

BUILDING STYLE - PROVIDED MASONRY:

<table>
<thead>
<tr>
<th>Elevation</th>
<th>Masonry Area</th>
<th>Other Area</th>
<th>Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>South</td>
<td>5,988 S.F.</td>
<td>1,344 S.F.</td>
<td>7,332 S.F.</td>
</tr>
<tr>
<td>West</td>
<td>6,603 S.F.</td>
<td>2,121 S.F.</td>
<td>8,724 S.F.</td>
</tr>
<tr>
<td>North</td>
<td>5,429 S.F.</td>
<td>2,021 S.F.</td>
<td>7,450 S.F.</td>
</tr>
<tr>
<td>East</td>
<td>7,227 S.F.</td>
<td>3,106 S.F.</td>
<td>10,333 S.F.</td>
</tr>
<tr>
<td>Total Building Masonry</td>
<td>25,247 S.F. = 75%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Other</td>
<td>8,592 S.F. = 25%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>33,839 S.F.</td>
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MASONRY PERCENTAGES

AURORA DESIGN STANDARDS REQUIREMENTS FOR MASONRY:

- EITHER
  - 60 PERCENT (OR 30 PERCENT FOR AN AFFORDABLE HOUSING STRUCTURE) SHALL BE CLAD IN BRICK OR STONE; OR
  - 80 PERCENT (OR 40 PERCENT FOR AN AFFORDABLE HOUSING STRUCTURE) SHALL BE CLAD IN STUCCO; OR
  - 80 PERCENT (OR 40 PERCENT FOR AN AFFORDABLE HOUSING STRUCTURE) SHALL BE CLAD IN A COMBINATION OF STUCCO AND BRICK, OR STUCCO AND STONE.

*NET FAÇADE AREA MEANS THE TOTAL AREA OF ALL EXTERIOR WALLS FOR ALL STORIES ABOVE GRADE PLANE ON ANY RESIDENTIAL DESIGN PLAN ELEVATIONS, MINUS THE AREA OF ANY WINDOWS, DOORS (INCLUDING GARAGE DOORS), ROOF GABLE ENDS, AND ROOF DORMERS WITH A NET WALL AREA OF LESS THAN 100 SQUARE FEET. FOR PURPOSES OF THIS DEFINITION, "WALLS" SHALL MEAN THE VERTICAL SURFACES OR SURFACES WITHIN 15 DEGREES OF VERTICAL ON A BUILDING'S EXTERIOR, INCLUDING COLUMNS. FOR PURPOSE OF COMPLIANCE WITH THIS SECTION, THE PERCENTAGE OF NET FAÇADE AREA COVERAGE MAY VARY ON EACH ELEVATION SO LONG AS THE TOTAL NET FAÇADE AREA COVERAGE OF ALL ELEVATIONS OF THE STRUCTURE MEETS THE REQUIRED MINIMUM COVERAGE PERCENTAGE.

GARAGE LEVEL NOT CALCULATED AS PART OF OVERALL ELEVATION TOTAL.

BUILDING STYLE - PROVIDED MASONRY:

- SOUTH ELEVATION:
  - MASONRY = 5,988 S.F.
  - OTHER = 1,344 S.F.
  - TOTAL = 7,332 S.F.

- WEST ELEVATION:
  - MASONRY = 6,603 S.F.
  - OTHER = 2,121 S.F.
  - TOTAL = 8,724 S.F.

- NORTH ELEVATION:
  - MASONRY = 5,429 S.F.
  - OTHER = 2,021 S.F.
  - TOTAL = 7,450 S.F.

- EAST ELEVATION:
  - MASONRY = 7,227 S.F.
  - OTHER = 3,106 S.F.
  - TOTAL = 10,333 S.F.

TOTAL BUILDING MASONRY = 25,247 S.F. = 75%
OTHER = 8,592 S.F. = 25%
TOTAL = 33,839 S.F.
MASONRY PERCENTAGES

AURORA DESIGN STANDARDS REQUIREMENTS FOR MASONRY:

- 60 PERCENT (OR 30 PERCENT FOR AN AFFORDABLE HOUSING STRUCTURE) SHALL BE CLAD IN BRICK OR STONE;
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GARAGE LEVEL NOT CALCULATED AS PART OF OVERALL ELEVATION TOTAL.

BUILDING STYLE - PROVIDED MASONRY:

- SOUTH ELEVATION:
  - MASONRY = 2,488 S.F.
  - OTHER = 622 S.F.
  - TOTAL = 3,110 S.F.

- WEST ELEVATION:
  - MASONRY = 9,102 S.F.
  - OTHER = 4,785 S.F.
  - TOTAL = 13,887 S.F.

- NORTH ELEVATION:
  - MASONRY = 2,488 S.F.
  - OTHER = 622 S.F.
  - TOTAL = 3,110 S.F.

- EAST ELEVATION:
  - MASONRY = 9,102 S.F.
  - OTHER = 4,785 S.F.
  - TOTAL = 13,887 S.F.

TOTAL BUILDING MASONRY = 23,180 S.F. = 68%
OTHER = 10,814 S.F. = 32%
TOTAL = 33,994 S.F.
ARGENTA PHASE 2 SITE PLAN

ARCHITECTS
Godden|Sudik
5975 S. Quebec Street, Suite 250
Centennial, Colorado 80111
ph 303.455.4437 fx 303.477.5680
www.goddensudik.com

EXHIBIT C

OWNER:
ARGENTA, LLC
900 CASTLETON ROAD
SUITE 118
CASTLE ROCK, CO 80109
907.299.6811

DATE:
08/06/20

SOUTH RESIDENTIAL BLDG. 2 - NORTH ELEVATION

SOUTH RESIDENTIAL BLDG. 2 - EAST ELEVATION

MASONRY PERCENTAGES

ARGENTA DESIGN STANDARDS REQUIREMENTS FOR MASONRY:

- • 60 PERCENT (OR 30 PERCENT FOR AN AFFORDABLE HOUSING STRUCTURE) SHALL BE CLAD IN BRICK OR STONE; OR
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GARAGE LEVEL NOT CALCULATED AS PART OF OVERALL ELEVATION TOTAL.
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BUILDING STYLE - PROVIDED MASONRY:

FRONT ELEVATION:
- MASONRY/METAL = 3,500 S.F.
- OTHER = 2,756 S.F.
- TOTAL = 6,256 S.F.

REAR ELEVATION:
- MASONRY/METAL = 3,500 S.F.
- OTHER = 2,756 S.F.
- TOTAL = 6,256 S.F.

LEFT ELEVATION:
- MASONRY = 1,430 S.F.
- OTHER = 347 S.F.
- TOTAL = 1,777 S.F.

RIGHT ELEVATION:
- MASONRY = 1,430 S.F.
- OTHER = 347 S.F.
- TOTAL = 1,777 S.F.

TOTAL BUILDING MASONRY = 9,860 S.F. = 61%
TOTAL OTHER = 6,206 S.F. = 39%
TOTAL = 16,066 S.F.
1ST LEVEL

1ST PLATE

STOREFRONT SYSTEM

CORRUGATED METAL SIDING

STANDING SEAM METAL SIDING

PORTLAND CEMENT STUCCO SYSTEM

METAL AWNING

THIN BRICK VENEER

METAL SCREEN

SIGNAGE - METAL FIN W/ RAISED LETTERING, TYP.

12'-0"

TPO MEMBRANE

FIRE RISER ROOM

KNOX BOX

FDC

22'-2 1/2"

MASONRY PERCENTAGES

RETAIL BUILDING 6:

NORTH ELEVATION:

MASONRY = 410 S.F.

OTHER = 667 S.F.

TOTAL = 1,077 S.F.

SOUTH ELEVATION:

MASONRY = 269 S.F.

OTHER = 920 S.F.

TOTAL = 1,189 S.F.

EAST ELEVATION:

MASONRY = 146 S.F.

OTHER = 450 S.F.

TOTAL = 596 S.F.

WEST ELEVATION:

MASONRY = 135 S.F.

OTHER = 475 S.F.

TOTAL = 610 S.F.

TOTAL BUILDING:

MASONRY = 960 S.F. = 28%

OTHER = 2,512 S.F. = 72%

TOTAL = 2,417 S.F.

ARCHITECTS

Godden|Sudik

5975 S. Quebec Street, Suite 250
Centennial, Colorado 80111
ph 303.455.4437 fx 303.477.5680
www.goddensudik.com

NOT FOR CONSTRUCTION

ARGENTA PHASE 2 SITE PLAN

OWNER:

ARGENTA, LLC

900 CASTLETON ROAD

SUITE 118

CASTLE ROCK, CO 80109

907.299.6811

DATE:

OWNER:

ARGENTA, LLC

900 CASTLETON ROAD

SUITE 118

CASTLE ROCK, CO 80109

907.299.6811

DRAWN BY:

CHECKED BY:

04/02/20 SITE PLAN 1

05/21/20 SITE PLAN 2

08/06/20 SITE PLAN 4

06/29/20 SITE PLAN 3

RETAIL BUILDING 6 - EAST ELEVATION

1/8" = 1'-0"

1 RETAIL BUILDING 6 - SOUTH ELEVATION

1/8" = 1'-0"

4 RETAIL BUILDING 6 - WEST ELEVATION

1/8" = 1'-0"

3 RETAIL BUILDING 6 - NORTH ELEVATION

1/8" = 1'-0"
LIGHTING DESIGN HAS BEEN COMPLETED TO CONFORM TO THE 2015 INTERNATIONAL BUILDING CODE REQUIREMENT FROM SECTION 1006 - MEANS OF EGRESS ILLUMINATION LEVEL. THE MEANS OF EGRESS, INCLUDING THE EXIT DISCHARGE, SHALL BE ILLUMINATED AT ALL TIMES THE BUILDING IS OCCUPIED. SECTION 1006.2 ILLUMINATION LEVEL. THE MEANS OF EGRESS ILLUMINATION LEVEL SHALL NOT BE LESS THAN 1 FOOT-CANDLE (11 LUX) AT THE FLOOR LEVEL, AND CONTINUING TO THE "PUBLIC WAY".

SITE LIGHTING DESIGN HAS BEEN COMPLETED TO CONFIRM TO CITY OF AURORA EXTERIOR LIGHTING STANDARDS

ALL LIGHT FIXTURES SHALL BE FULLY SHIELDED AND DIRECT LIGHT DOWNWARDS.

1. ILLUMINATION WITHIN THE SITE MUST COMPLY WITH THE 2015 INTERNATIONAL BUILDING CODE REQUIREMENT FROM SECTION 1006 - MEANS OF EGRESS ILLUMINATION.

PHOTOGRAPHY PLANS GENERAL NOTE:

1. ILLUMINANCE VALUES MEASURED AT GRADE HORIZONTAL

SITE LIGHTING DESIGN HAS BEEN COMPLETED TO PRODUCE EVEN ILLUMINATION OF PARKING AND FIXED AREAS WITH MINIMAL GLARE ONTO THE ROADWAY AND ADJACENT PROPERTIES.

PHOTOGRAPHY PLAN HELD, NOTE:

1. SCALE: 1" = 30'-0"

SITE LIGHTING PHOTOOMETRIC

SITE LIGHTING PHOTOGRAPHY PLAN

SITE LIGHTING DESIGN HAS BEEN COMPLETED TO CONFIRM TO CITY OF AURORA EXTERIOR LIGHTING STANDARDS

PUBLIC STREET LIGHTING LOCATIONS ARE CONCEPTUAL. FINAL STREET LIGHT LOCATIONS WILL BE DETERMINED BY THE LIGHTING PLAN SUBMITTED WITH THE CIVIL PLANS.

1. ALL LIGHT FIXTURES SHALL BE FULLY SHIELDED AND DIRECT LIGHT DOWNWARDS.

2. SITE LIGHTING DESIGN HAS BEEN COMPLETED TO CONFIRM TO CITY OF AURORA EXTERIOR LIGHTING STANDARDS

PHOTOGRAPHY PLAN HELD, NOTE:

1. SCALE: 1" = 30'-0"

SITE LIGHTING PHOTOGRAPHY PLAN

SITE LIGHTING DESIGN HAS BEEN COMPLETED TO CONFIRM TO CITY OF AURORA EXTERIOR LIGHTING STANDARDS

PUBLIC STREET LIGHTING LOCATIONS ARE CONCEPTUAL. FINAL STREET LIGHT LOCATIONS WILL BE DETERMINED BY THE LIGHTING PLAN SUBMITTED WITH THE CIVIL PLANS.

PHOTOGRAPHY PLAN HELD, NOTE:

1. SCALE: 1" = 30'-0"

SITE LIGHTING PHOTOGRAPHY PLAN

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PHOTOGRAPHY PLAN HELD, NOTE:

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PHOTOGRAPHY PLAN HELD, NOTE:

1. SCALE: 1" = 30'-0"

SITE LIGHTING PHOTOGRAPHY PLAN

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PUBLIC STREET LIGHTING LOCATIONS ARE CONCEPTUAL. FINAL STREET LIGHT LOCATIONS WILL BE DETERMINED BY THE LIGHTING PLAN SUBMITTED WITH THE CIVIL PLANS.
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ARGENTA SUBDIVISION FILING NO. 1
MASTER PLAN
LOCATED IN THE NE 1/4 OF SECTION 10, TOWNSHIP 4 SOUTH, RANGE 67 WEST OF THE 6TH P.M.
CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

LEGAL DESCRIPTION:
A TRACT OR PARCEL OF LAND IN THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 4 SOUTH, RANGE 67 WEST OF THE 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO, being more particularly described as follows:

TO THE SOUTH begins at a monument (MONUMENT #1) at the northeast corner of the W & NW 1/4, Section 10, Twp. 4 South, Range 67 West, P.M., being an iron pipe bearing the words "MONUMENT #1," and the other end of the road survey line number 107 for 90.00 feet (27.43 meters);

TERMINUS TO THE NORTH is a point 100.00 feet (30.48 meters) due east of the monument (MONUMENT #1) at the northeast corner of the W & NW 1/4, Section 10, Twp. 4 South, Range 67 West, P.M.;

TERMINUS TOTHE EAST is a point 100.00 feet (30.48 meters) due south of the monument (MONUMENT #1) at the northeast corner of the W & NW 1/4, Section 10, Twp. 4 South, Range 67 West, P.M.;

TERMINUS TO THE WEST is a point 100.00 feet (30.48 meters) due west of the monument (MONUMENT #1) at the northeast corner of the W & NW 1/4, Section 10, Twp. 4 South, Range 67 West, P.M.;

TO THE SOUTH is a line of the same length as the terminating line to the north.

TO THE EAST is a line of the same length as the terminating line to the west.

TO THE WEST is a line of the same length as the terminating line to the north.

TO THE NORTH is a line of the same length as the terminating line to the east.

BENCHMARK:

PROJECT DEMANDS A 0.75 INCH GAP AT GRAY STREET CITY OF AURORA, CO. 18014:abby และ BENCHMARKS ALONG THE ROADSIDE IN THE AREA OF THE PROJECT TO ENSURE THE ACCURACY OF THE SURVEY.

INDEX:
1. COVER SHEET
2. INTRODUCTION
3. CONTENT MAP
4. MASTER PLAN
5. DESIGN INTENT & GUIDELINES
6. STREET HIERARCHY
7. LANDSCAPE ENHANCEMENTS
8. INFRASTRUCTURE ENHANCEMENTS
9. SITE FURNISHING & DETAILS
10. SIGNAGE PLAN
11. PUBLIC ART PLAN
12. ARCHITECTURAL DESIGN GUIDELINE
13. ARCHITECTURAL DESIGN GUIDELINE
14. ARCHITECTURAL DESIGN GUIDELINE
15. MASTER DRAINAGE PLAN
16. PUBLIC IMPROVEMENTS PLAN

GENERAL NOTES:
1. THE MASTER PLAN IS INTENDED TO BE USED FOR GENERAL DEVELOPMENT PURPOSES AND IS NOT INTENDED TO BE A COMPLETE PLAN FOR SPECIFIC DEVELOPMENT.
2. THE TRACTS OR PARCELS OF LAND DESCRIBED IN THIS MASTER PLAN ARE INTENDED TO BE USED FOR GENERALLY Compatible USES.
3. THE MASTER PLAN IS INTENDED TO BE CONSISTENT WITH THE ZONING REGULATIONS OF THE CITY OF AURORA.
4. THE MASTER PLAN IS INTENDED TO BE USED AS A GUIDE FOR THE DEVELOPMENT OF THE LAND.
5. THE MASTER PLAN IS INTENDED TO BE USED AS A GUIDE FOR THE DEVELOPMENT OF THE LAND.

NOTES:
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INTRODUCTION

LOCATION
Argenta is located in the Havana Street Overlay District, south of E. 6th Avenue, north of E. 3rd Avenue and between Geneva Street and Havana Street.

INTENT
Argenta is proposed to be a mixed-use infill development and a valuable addition to the existing neighborhood fabric. The development will provide higher density housing options to better serve the ever-expanding Fitzsimons Campus area. The combination of town homes and multi-family units in proximity to retail, office, and live/work units offers a unique appeal to independent professionals, entrepreneurs, and start-up companies.

PLANNING OBJECTIVES
- Complement the existing fabric of Aurora and provide connections to living, working, and commercial spaces, parking and adjacent neighborhoods
- Invest in public art by incorporating a public art program
- Activate the remaining public spaces between buildings to further enhance, bring interest to, and emphasize the pedestrian realm
- Encourage pedestrian enhancements and visual connectivity to create a safe, welcoming environment
- Utilize unique materials that are reflective of the Argenta theme and complement the Havana District
- Enhance security through enticing public spaces that encourage safe public interactions and a steady flow of pedestrians
- Implement the “Eyes on the Street” concept
- Provide connections to the surrounding neighborhood to promote integration and permeability
- Utilize consistent branding elements throughout the project to enhance the sense of place
- Provide multiple housing options to fit a variety residents in all stages of life
- Create a unique and timeless community that will provide value and interest for years to come

DESIGN CHARACTER
Argenta is envisioned as a unique and artistic development. Architecture, urban design and landscaping will reflect a one-of-a-kind artistic quality. Overarching themes are based from the project’s namesake, Argenta, which is Latin for “silver”. This common element is used by artists from all backgrounds to craft beautiful and intricate jewelry. Much like these unique works of art, so too is the Argenta community- a jewel of Aurora.

Silver, commonly found in bar form, is used as inspiration for the angular and geometric patterns found throughout the community. This specific angle is repeated within the main street amenity layout, architecture, and the Argenta logo.

The silvery theme along with the strong artistic undertones creates a unique and distinguished character for the community.

ACCESS & CIRCULATION
The site is accessed via two connections from Geneva Street, one connection from Havana Street, and one connection from 3rd Avenue. Internal circulation is provided through an east-west local street connecting 3rd Avenue to Geneva Street, and a north-south local road connecting Havana Street directly to Geneva Street. This local road serves as the main pedestrian corridor through the site, connecting the office/retail portion of the site to the residential portion directly to the west. The connection passes through a central amenity area and is denoted through the use of enhanced pavement patterns and curb extensions.

LAND USES
Argenta is a +/- 10.55 acre mixed-use development that will include single-family residential town homes (row houses), multi-family residential, live/work residential, and commercial/office uses. The community will include 86 town home units within 14 buildings with western views. The community will also include 2 multi-family buildings with 84 units in the South Building, and 100 units in the North Building. There are also an estimated 14 live/work units in the North Building. Argenta will also be home to an estimated 20,000 square feet of retail space and an estimated 17,400 square feet of office space. All buildings are oriented to front the surrounding roadways or a shared courtyard/news.

PARKING
Parking for the multifamily portion of Argenta is provided via on-street parking spaces, garages, covered parking areas, and shared surface lots.

Live/Work residential apartments, row houses, and commercial/office spaces will have access to carport spaces and surface parking spaces.

On street parking along 3rd Avenue and Geneva Street were not including in parking calculations and could potentially function as additional guest and overflow parking for the commercial/office spaces.

GENERAL NOTES
1. All projects in Argenta must comply with any and all applicable statutes, ordinances, rules and regulations of the City of Aurora. If any regulations conflict with this document, then this Master Plan shall take precedence.
2. The photos, illustrations, and character sketches depicted are illustrative of the design quality required by the Master Plan. Final designs submitted may or may not replicate these illustrations. They will however reflect the design quality portrayed.
3. The developer shall provide two distinct points of emergency access to overall site and a looped water supply to each phase of the development as approved by the life safety representative for the Aurora Fire Department. The developer shall construct any off-site roadway or emergency crossing improvements per City standards necessary to facilitate emergency vehicular access to this site.
4. Improvements will be installed as required consistent with the Public Improvements Phasing Plan.
5. Public land dedication will adhere to the City Code.
LEGEND

- Large Active Node
  - Street level active uses
  - Plazas
  - Seating & street furnishings
  - Water / fire features
  - Public art

- Small Active Node
  - Street level active uses
  - Plazas & promenades
  - Seating & street furnishings
  - Outdoor dining areas

- Elements may include:

- Central Plaza (Small Urban Park)
  - 10,000 sf of open space
  - Framed by buildings / patios
  - Open lawn area
  - Plaza
  - Programmed events
  - Pedestrian connections
  - Public art

- View Corridor
  - Key views into the site, highlighting terminating vistas and active nodes

- Note: Building envelopes shown are to indicate spatial relationships. Building envelopes are conceptual and subject to change.

- Vehicular Access
- Perimeter Circulation
- Major Circulation Network
  (Includes bicycle route)
- Minor Circulation Network
- Conceptual Building Envelope

- Planning Areas
  - Planning Area A (Townhomes) 4.8 acres
  - Planning Area B (Multi-Family) 6.1 acres
  - Planning Area C (Retail/Office) 0.9 acres

- DETENTION

- Havana Street Bus Shelter

- Scale: 1" = 40'

- North
EXHIBIT D

DESIGN INTENT & GUIDELINES

LANDSCAPE
The landscape for Argenta will be based on its urban design context and shall be of a cohesive theme and character throughout the site. Selection of plant material will be based on the City of Aurora approved plant list and contain a variety of species that will thrive in an urban setting and provide year-round interest. All proposed landscape shall adhere to the City of Aurora Landscape Code (Article 14) and related landscaping requirements unless a waiver is requested.

The landscape treatment will contribute to the character and sense of place for Argenta and act as a cohesive element that ties the site together. The landscape plant palette will consist of plant material with a variety of colors, textures and forms that will provide an attractive, multi-season landscape that is durable and easy to maintain. The landscape will respond to the site architecture, open spaces and technical features such as parking, utilities, signage and sight lines. The landscape will accentuate gathering areas, entry areas and highlight key views throughout the site.

STREETSCAPE
Intent
• To create an attractive and vibrant public edge to the development while accommodating vehicular and pedestrian circulation throughout the site
• To create a "main street" feel through the use of hard-scape, vegetation, lighting and gathering spaces along key corridors
• To provide a safe, convenient and comfortable circulation system throughout the site that reflects and enhances the site's vernacular

Design Guidelines
• Clear pedestrian paths shall be integrated into the streetscape in order to create a continuous and accessible walkway for safety and convenience. Enhanced pavement patterns are encouraged in these areas. See images at bottom right for examples.
• Crosswalks a minimum of 36" wide are required wherever accessible routes cross drive aisles, roadways, streets, etc.
• Street tree species shall be selected and planted so as to create a rhythm along the street while maintaining species diversity and multi-season interest. Trees may be accented by landscape lighting in key areas.
• All trees within the streetscape shall be deciduous trees selected for tolerance to urban conditions and attractive features. Trees shall be located in open planting beds, raised planters or a tree lawn and spaced a maximum of 35’ on center (O.C.). Trees shall be a minimum of 2.5’ caliper at the time of installation.
• Hardscape materials and paving patterns within the streetscape shall be consistent and relate to the surrounding architectural patterns and textures. Cast-in-place concrete paving and/or special paving in key areas (unit pavers, colored concrete, special concrete finishes) shall be used to enhance the "main street" character and create continuity throughout the site, while maintaining ADA accessibility, where necessary.
• Site amenities, including benches, bicycle parking, and trash receptacles, shall be located at intervals along the streetscape and in key areas to encourage streetscape activation.
• Pedestrian and street lighting fixtures shall be incorporated to enhance the pedestrian experience and create a safe and welcoming environment. LED lighting with a fixture and pole style that relates to the project’s architecture and site furnishings shall be incorporated throughout the site.
• All service areas, delivery areas and mechanical equipment shall be screened from the public right-of-way.
• Hardscape design will focus on accentuating a main street feel, using geometric patterned concrete, clean urban lines, or color variation.
• Different types of lighting will be encouraged for Argenta and will focus on highlighting unique qualities, such as public art, key pedestrian plazas, and landscape features.

STREET HIERARCHY
Effective site access is essential for a development of this scale and use to be successful. This plan takes advantage of the present access with modifications as needed. The proposed access points include:

Havana Street
• This will likely be the main street providing access to the retail/office portion of the site. One, main access will be provided, central to the retail/office, and a secondary access point will be provided north of the retail/office.

Geneva Street
• Westernmost access, Geneva street connects the site to the surrounding neighborhood. There are 2 entries located on this street providing easy access for tenants of the town homes and apartments.

East 3rd Avenue
• This street borders the site to the south and will have only one entrance.

Internal Circulation
Internal circulation is provided through a network of private streets and drives.
• Central to the community, an east-west access is proposed. This roadway is intended to provide circulation for pedestrians and vehicles the majority of the time, however this street is proposed to include removable bollards to create a pedestrian zone during community events.
• This street is also part of a proposed bicycle route within the community which connects riders to nearby area amenities such as the High Line Trail.

PARKING
Intent
• To create efficient surface parking lots with well-identified access and minimal visual impact to the surrounding site and neighborhood.
• To encourage the sharing of parking facilities between users whenever possible.

Design Guidelines
• Parking lots adjacent to buildings must provide a minimum 5’ of unobstructed walking area, but should meet the urban street cross sections for sidewalks
• Podium parking visible from the street shall be screened with a decorative element integrated into the architecture of the building, or landscaping, where appropriate.
• All off-street parking will be screened from public view and adjacent uses, where applicable.

- Westernmost access, Geneva street connects the site to the surrounding neighborhood. There are 2 entries located on this street providing easy access for tenants of the town homes and apartments.
- This street borders the site to the south and will have only one entrance.
- Internal circulation through the use of hard-scape, vegetation, lighting and gathering spaces along key corridors.
- To provide a safe, convenient and comfortable circulation system throughout the site that reflects and enhances the site's vernacular.
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NOTES:
1. Sections and their locations are conceptual and subject to change. Specific sections will be defined with future Site Plan applications.
2. Building envelopes shown are to indicate spatial relationships. Building envelopes are conceptual and subject to change.
PUBLIC GATHERING SPACES
The project has opportunities for public open space, plazas and courtyards with the primary gathering space being located at the center of the site. The defined gathering spaces are envisioned to act as common areas and will help create enduring and memorable public spaces intended to activate the surrounding uses while providing flexible open space and opportunities for people to congregate and interact. The gatherings spaces may include elements such as outdoor fire areas, water features, seating, shade structures, opportunities for café seating, sculptural elements, and the possibility of use as open air performance venues.

Removable bollards are used to block off the park space during events to create a safe and pedestrian focused plaza.

Future retail or restaurant uses may have opportunities for smaller plazas, courtyards, or open spaces that could serve as public outdoor seating, waiting, and as an extension of interior space. These areas may include shade trees or structures, possible outdoor fire features, decorative lighting, movable tables, and fixed bench seating.

Public spaces will be well-connected throughout the development and help to create a unique sense of place. Each enhanced landscape zone will connect by continuing the use of enhanced paving and other elements. This will help create a sense of continuity and make these separated areas feel like one large connected space.

Connections to the surrounding transit and existing off-site bicycle and pedestrian facilities will be created to enhance the overall connectivity and create a pedestrian-friendly environment.

All site improvements in the public realm will be owned, improved and maintained by the overseeing HOA or Metropolitan District.

PARK/CENTRAL AMENITY CHARACTER IMAGERY

NOTES:
1. Imagery is representative of intent and character. Specific amenities will be determined at the time of Site Plan.
PUBLIC GATHERING SPACES, CONT.

**Intent**
- To provide open spaces such as parks, plazas and publicly accessible courtyards or mews that serve as areas for community interaction and create variety and interest for pedestrians while enhancing the overall sense of place
- To enhance the pedestrian experience by creating an inviting and comfortable landscape
- To allow for flexible space adjacent to key buildings in order to accommodate features such as cafe seating, public art, and planting
- To provide organizing features for buildings and circulation systems
- To establish links in a system of open spaces and transportation facilities within the site and beyond
- All gathering spaces and courtyards shall be accessible by the public except for those specifically associated with housing or designated areas for the serving of alcoholic beverages
- Appropriate site amenities, including benches, litter receptacles, and bike racks shall be provided at each gathering space
- Public gathering spaces should be flexible and allow for a variety of uses and shall accommodate a variety of group sizes

**Design Guidelines**
As public gathering spaces, parks, plazas and courtyard areas should be designed to be easily accessible and inviting as well as comfortable for as much of the year as possible. They should provide shade in summer, sun in winter, protection from wind, and enhance views whenever possible.
- Public art is encouraged in key gathering and courtyard areas.
- Design of landscape and hardscape elements should relate to the materials, patterns and colors found throughout the project.
- Design of public gathering spaces and pedestrian facilities should take into consideration ease of maintenance and snow removal.

MEWS CHARACTER

**A** COURTYARD

**B** COBBLE SWALE

**C** LAWN AREA

**D** SHADE STRUCTURE

**E** ENTRANCE SIGN

**F** NATURALIZED PLANTING

**NOTES:**
1. Imagery is representative of intent and character. Specific amenities will be determined at the time of Site Plan.
**BIKE RACKS**

Bike racks shall be focused in key pedestrian spaces such as parks, plazas, and outside commercial and multi-family residences.

**RETAINING WALL**

Retaining walls are envisioned to provide both functional and aesthetic value. A raw board form, in a neutral gray will provide subtle details that will help other elements retain visual focus.

**BENCHES**

Benches may come in the form of both free standing benches and or as part of a table. A combination of both wood and metal elements are encouraged. Benches should be located in and nearby pedestrian focused areas, such as parks, plazas, and commercial areas.

**TRASH RECEPTACLES**

Trash receptacles shall have a consistent style similar to other site furnishings. Metal containers with geometric cut-outs are encouraged. Receptacles should be located in and nearby key pedestrian spaces, such as parks, plazas, and main entrances to buildings.

**PLANTERS**

Raised concrete planters are envisioned in key pedestrian locations. Similar in style to proposed retaining walls, the planters will utilize a raw board form in neutral gray.

**LIGHTING**

Lighting for the site will incorporate several different types of lighting making the space inviting for pedestrians. Festoon lighting will enhance the main street design concept. Unique and artistic lighting will add to the site’s place-making. Silver finishes will be encouraged to further the Argenta theme.

**NOTES:**

1. Imagery is representative of intent and character. Specific amenities will be determined at the time of Site Plan.
SIGNAGE PLAN

SIGNAGE
The variety of residential and commercial buildings and storefronts shall allow a similar variety of tenant signage, including pin-mounted letter-forms, pan channel, halo-illuminated letter-forms, and blade signs. However, restrictions apply with regard to the sign dimensions, locations, and illumination sources. The City’s signage code is more permissive for Argenta than many other areas, as the site is within the special Havana Overlay district. As such the development will balance vehicular-oriented, edge signage with pedestrian-oriented, internal signage. Character imagery for monuments, building frontage signage, and other signs are provided on the following page.

Intent
- To provide commercial and residential tenants a strong presence
- To orient site visitors with way-finding signage and the clear identification of businesses and buildings
- To contribute to an attractive, visually interesting streetscape
- To increase the value of the project through use of quality design and durable materials
- To prevent excessive, poorly placed signage

Design Guidelines
- Each sign should provide a piece of the whole, without being redundant. Signs should establish continuity in graphics, colors, and materials, while avoiding elements that duplicate information in the same sight line. There might be primary identification over the door, visible to vehicles and pedestrians across the street; a smaller sign at the door for pedestrians on the sidewalk; and a blade sign perpendicular to the storefront entrance for pedestrians walking past the building.
- Signs, including supports, brackets and lighting, shall be compatible with the building’s architectural elements, including scale and materials, and shouldn’t obstruct windows or other features. Where appropriate, the building facade shall provide the background to individual letter and logo signs.
- The facade of commercial buildings shall provide space above storefronts and power sources that can accommodate tenant signage needs as uses change over time.
- Describes materials “consistent with architectural character”.
- Ground signs should be consolidated where possible to avoid visual clutter.

SIGNAGE CHARACTER

PROJECTING SIGN
SECONDARY MONUMENT
WAY-FINDING SIGN
BUILDING FRONTAGE
PRIMARY MONUMENT
SECONDARY MONUMENT

Primary Monument (Perpendicular, Double-sided)
Secondary Monument (Perpendicular, Double-sided)
Potential Projecting Sign

Building Frontage Signage
Way-finding

NOTE:
1. The Signage Plan, including types and locations of signage, is conceptual and subject to change.
2. Building envelopes shown are to indicate spatial relationships. Building envelopes are conceptual and subject to change.
Public Art will be encouraged throughout the project within the architecture or public spaces as a focal point or gateway entry feature. The Public Art will flow as a series, to enhance the cohesiveness through the site. There are 3 potential locations shown in the diagram above. Total allotment for Public Art within the entire development will be calculated based on the requirements set by the City of Aurora’s Art In Public Places. Materials for Public Art are to coordinate with materials and aesthetic style of architecture, such as the use of metals and strong geometric forms.

As a major part of the allure of Argenta, the public art budget will exceed the minimum required by over 500%.

### PUBLIC ART

Public Art Plan Fee $5,000
Long Term Maintenance $10,000
Project Coordination Fee $10,000
Professional Artist(s) $80,000 (inclusive of all expenses)
Total Art Budget $105,000

### POSSIBLE PUBLIC ART LOCATIONS
1. Mews Rea
2. Active Art Feature
3. Art Panels
4. Retail Area

**NOTE:**
1. Public Art Plan, including types and locations of art, is conceptual and subject to change.
2. Building envelopes shown are to indicate spatial relationships. Building envelopes are conceptual and subject to change.
Argenta is proposed to be a mixed-use development consisting of retail, residential and commercial uses. These design guidelines outline the elements that shall be the basis for individual building design throughout Argenta in order to ensure consistency of quality and character throughout the development. The guidelines are intended to promote consistency and a sense of place while being flexible enough to allow enough diversity and variety to create a vibrant, unique built environment. All development within Argenta shall conform to the guidelines set forth in the City of Aurora Sustainable Infill and Redevelopment Design Handbook, the Havana District Design Concepts Plan, and the requirements of the City of Aurora Codes.

**INTENT**

The intent of these guidelines is to communicate how the different governing standards have been addressed and integrated into the design fabric of this Sustainable Infill & Redevelopment project:

- To enhance the mixture of land uses
- To respond to residential market demand
- To create a robust, innovative activity center for the Havana North neighborhood
- To provide visual interest along all streets and an enhanced pedestrian experience through a complementary use of building, streetscape and landscape materials unified by a contemporary design vocabulary
- To support comfortable public spaces with appropriately scaled buildings and streets
- To activate the Havana Corridor & District
- To screen all rooftop equipment and ground floor services, such as trash storage and utilities, from highly visible rights-of-way to prevent visual clutter

Argenta will include market rate rental and homeownership housing opportunities, moderate scale retail space, recreation and open space amenities and features that support public gatherings and events, business start-ups and multi-modal transportation options. The Master Plan incorporates building type scales that transition in size and density with land use intensity from the commercial Havana Street corridor down to the neighboring single family homes to the west.

**SUSTAINABILITY**

Argenta will encourage sustainability throughout its development including:

- Electric car charging stations
- Bike trail connections, parking racks, possible shared use franchise
- Opportunities for nutrition, energy saving, water preservation, etc. workshops and displays in common areas and possible function of work/live space in later phases
- Analysis and possible PV component for multi family buildings
- Pedestrian access throughout site
- Provided flexible open space and common areas to encourage community use, activities, neighborhood sponsored events, etc.
- Bus stop on site
- Pursuing LEED Neighborhood Design Silver and subsequently one LEED New Construction Building
- Eco-friendly building design, materials, orientation and construction.
- Product selection based on regional supply
- Environmental impact and durability
- Plant selection and landscape design based on regional appropriateness, environmental impact and water usage economy

**GENERAL GUIDELINES**

- Eco-friendly, highly-durable building materials that are appropriate for the local climate and reduce energy consumption will be used when possible
- Each building mass will have a predominant materiality while incorporating complementary surfaces, forms and colors within the overall building mass and along each façade
- The site and building design should activate streets and pedestrian zones by employing pedestrian scale design for safe circulation and inviting public spaces like parks and plazas.
- Building design, including articulation and materials shall continue on all sides, including areas deemed “back of house”; transitions between materials will occur at a planar change or offset
APARTMENTS
- Multi-story elevator building with defined base-middle-top organization consisting of four stories of apartments located on top of covered parking and amenities and roof-top deck amenities. Dwellings are served by elevators and internal stairways.
- Most units will include balconies
- Buildings should be set back 10’ to 20’ from streets
- Parking under the building will be open-air covered parking with no more than 50% screening. Decorative, artistic screening will be used to enhance the facade.
- A combination of masonry, stucco will make up the majority of exterior materials. Corrugated fiber composite panels will be used for accent color and texture. Similar materials and extended parapets will be used for rooftop equipment screening.
- Building entrances will be conspicuous, facing either the street or public space, easily recognizable from the pedestrian way. This can be achieved by the use of glazing, massing and awnings.
- Amenities provided to offer residents exercise, recreation, and gathering spaces.
- Each residence will have a private outdoor balcony.

SCREENING
- Mechanical Systems Screening
  - Screening of rooftop building systems is integral to the building architecture in terms of form and material. All mechanical and electrical systems will be screened from view of surrounding public right-of-ways.
  - The visual appearance of structured parking adjacent to the street should be mitigated using screening approaches. Screening elements should be integrated into the architectural design of the buildings and have details that break up long facades. Reference the “Public Art” portion of this document for examples of architectural screening.

TRASH & RECYCLING
- Exterior trash dumpsters where required will be located within walled and gated enclosures and placed on a concrete slab and fully screened from view. Based on Code section 146-1433 these trash enclosures must be located away from single family residences.
- The enclosure will incorporate the same finish materials as adjacent architecture. The enclosure will be secureable and 7’ high. The enclosures will be surrounded by a raised concrete curb or planting area sufficient in width to protect them from vehicle contact.
- Interior trash rooms are preferred in multi-story building where possible.

ROOF FORM
- Alternative uses for roofs such as terraces, gardens and green roofs are encouraged.
- All rooftop equipment and utilities shall be screened from public right-of-ways with extended parapets where feasible.
ARCHITECTURAL DESIGN INTENT & GUIDELINES

MIXED USE
• The Mixed Use along Havana is scaled and detailed to break down larger facades of buildings into smaller units.
• Two story residential units accessed by elevator are placed on top of a street level cooperative workspace.
• Connecting living with working reduces the demand for tenant automobile use and increases activation of the neighborhood.
• The residential units on the 2nd and 3rd level have exterior balconies that further activate and connect the residents to Havana Street.
• Elevations employ a predominant materiality with complimentary surfaces, forms and colors.
• Building design, including articulation and material continues on all sides of the building including areas considered to be “back of house.”

RETAIL
• Storefronts are scaled and detailed to break down larger facades of buildings into smaller units.
• Entrances must front streets and/or public space.
• Elevations employ a predominant materiality with complementary surfaces, forms & colors.
• Building design, including articulation and materials continues on all sides of building including areas considered “back of house.”
• Facades fronting Havana Street will should include storefront windows and customer entrances.
• Buildings are encouraged to include multiple stories with a higher priority to buildings located north of 4th Way.

PARKING
• Parking screening will be designed to ventilate the garage, provide a distinct barrier between parking and public space, and address pedestrian scale where applicable. Parking screening will also be designed to permit natural light into parking areas for visibility and safety.

SCREENING
Mechanical Systems Screening
• Screening of rooftop building systems is integral to the building architecture in terms of form and material. All mechanical and electrical systems will be screened from view of surrounding public right-of-ways.

TRASH & RECYCLING
• Exterior trash dumpsters where required will be located within walled and gated enclosures and placed on a concrete slab and fully screened from view. The enclosure will incorporate the same finish materials as adjacent architecture. The enclosure will be securable and 7’ high. The enclosures will be surrounded by a raised concrete curb or planting area sufficient in width to protect them from vehicle contact.

ROOF FORM
• Alternative uses for roofs such as terraces, gardens and green roofs are encouraged.
• All rooftop equipment and utilities shall be screened from public right-of-ways.
Master drainage plan

Runoff Summary Table

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<th>Design Point</th>
<th>Contributing Sub-Basin(s)</th>
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<td>S1, S2, S3, S4, S5, S6, S7</td>
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<tr>
<td>M41</td>
<td>S4, S6, S7</td>
<td>19.37</td>
<td>46.80</td>
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LEGEND:
- WHITE DRAINAGE AREA
- DUAL DRAINAGE AREA
- PROPOSED DRAINAGE NETWORK
- RECOMMENDED DRAINAGE NETWORK
- DRAINAGE POND

Drainage Symbols:
- Design Point
- Proposed CI
- Existing CI

NORTH
SCALE: NTS

15
RETAIL BLDG. #5 ELEVATIONS

1/8" = 1'-0"

1 RETAIL BUILDING 5 - EAST ELEVATION

2 RETAIL BUILDING 5 - NORTH ELEVATION

3 RETAIL BUILDING 5 - SOUTH ELEVATION

4 RETAIL BUILDING 5 - WEST ELEVATION
1 RETAIL BUILDING 6 - EAST ELEVATION

2 RETAIL BUILDING 6 - SOUTH ELEVATION

3 RETAIL BUILDING 6 - WEST ELEVATION

4 RETAIL BUILDING 6 - NORTH ELEVATION

1/8" = 1'-0"
City of Aurora
Planning and Zoning Commission Case Report

The Point Master Plan Amendment with Adjustment
Development Application Number: DA-2061-04
Case Manager: Heather L. Lamboy, AICP

August 12, 2020

Project Summary:
The Nine Mile Station Area Plan, which was drafted in 2012, provides a vision to promote mixed-use high-density development close to the Nine Mile station, create a vibrant village-like atmosphere, and promote high quality development that improves the character and land values in the area. Compatibility and scale relative to the adjacent neighborhoods is an important element that informed the adopted Nine Mile Station Area policy recommendations.

In May 2017 The Point at Nine Mile Master Plan was approved after the Aurora Urban Renewal Authority (AURA) completed a Master Development Agreement with the applicant in August of 2016. The approved Master Plan outlines land uses, pedestrian, bicycle, and vehicular circulation, and a design vision for the site. As stated in the Plan, “The Point is intended to become a vibrant hub of urbanity, which is defined by eco-friendly design, high-quality architecture, interesting and comfortable active streetscapes where walking and biking are prioritized. The design vision embraces standards for urban development within the suburban area.”

Since the adoption of the Master Plan, Site Plans have been approved for King Soopers as well as the North Retail, which encompasses all development north of E Dartmouth Ave on the site. Attention has shifted to redevelopment of the area south of E Dartmouth Avenue now that the old King Soopers store has been demolished and the new King Soopers is open on the northern portion of the master-planned area. Last year the City applied for and won a Transportation Improvement Program (TIP) grant for the construction of a grade-separated pedestrian bridge that will connect the RTD Nine Mile Light Rail Station and parking garage with The Point. The design of the bridge will commence in the fall.

The applicant is proposing to amend the Master Plan to rearrange the street network south of E Dartmouth Ave in response to further refinement of development proposals. Additionally, the applicant is requesting an adjustment to permit a multi-tenant sign along the I-225 frontage road that is larger than that permitted by the TOD signage standards. Signs located along S Peoria Street will comply with TOD sign standards, and a sign located at the intersection of S Quari St and S Parker Rd will comply with the Parker Road Overlay sign standards.

Neighborhood Comments:
Adjacent to the site there are several condominium communities and large neighborhoods; therefore, 305 abutting property owners and 29 registered homeowner associations received a referral.

One comment was received regarding the proposed size of signs; therefore, the applicant amended the size of two (E Dartmouth Ave and Quari/Parker) of the multi-tenant signs on the site and is only requesting a size adjustment for the sign on the frontage road of I-225. No neighborhood meeting was held.
Meeting Date: August 12, 2020  
Case Number(s): 2016-7004-01  
Computer File #: K:\$da\2061-04pcr.rtf

**Major Issues Discussed During Development Review:**

- Site design and proposed uses
- Pedestrian and vehicular circulation, connections to the Nine Mile Station
- Signage program and height

**Results of Development Review:**

**Site Design.** The vision of the original Master Plan included a walkable main street, a central park and plaza, and a mix of uses. As the northern portion of the site was developed, the applicant received feedback regarding potential tenants and uses for the site. The Master Development Agreement requires an office building to be constructed on the site, in addition to the central plaza and a mix of commercial and residential uses. In response to further refinement of uses on the site, the street network has been changed to enable better circulation through the southern portion of the master planned area. A positive result is that the central park and plaza will be larger in size than previously proposed.

[Diagram of site design]

Multi-family development is proposed (and one application is currently under review) for the tract bounded by E Dartmouth Ave, S Peoria Street, and S Parker Road on the western portion of the site. A north/south street has been removed (S Quentin St) and the streets on the southern end of the site have minor revisions to parking and width. The central park is located where the orange asterisk is, and other active nodes, which elements may include street level active uses, greenways, street furnishings, water features and public art, are planned in the areas indicated with a yellow asterisk.

**Circulation & Connections to Nine Mile Station.** A pedestrian bridge is planned to connect the Nine Mile Station with The Point. On the graphic above, the landing of the bridge is indicated with the yellow circle, which is the general location of the existing King Soopers fueling station (the station will move to the northwest corner of the master-planned area at the corner of S Peoria St and E Cornell Ave). The bridge landing will be enhanced with a public art installation (concept graphic provided). The pedestrian circulation through The Point will be enhanced by a series of green spaces and active nodes. Pedestrian, bicycle, and vehicular circulation plans on the site as well as a connections to the Nine Mile Station and the Cherry Creek Trail have been provided as part of the Master Plan.
**Signage Program and Height.** The signage program is controlled through the design guidelines, and it intended to complement the overall architectural program of the site. Signage on the development will balance vehicular-oriented, perimeter signage with pedestrian-oriented, internal signage. In consultation with retail specialists, it was determined that the signage along the busier Parker Road corridor as well as the frontage road of I-225 would be larger. Due to the higher speeds at these locations, larger signs are better for readability. The Parker Road Overlay permits signage up to 20′; therefore, no adjustment is required with that location. However, the frontage road location is governed by the TOD sign standards which permit a 12′ height. The applicant is requesting an adjustment to permit a 20′ height for this location. Although larger signs will be placed on Parker Road and the I-225 frontage road, the overall number of monument signs will be reduced from that permitted by code. The placement and colors associated with the King Soopers signs were negotiated through the Development Agreement and will be prominent as required by King Soopers. An additional option that has been added for the primary monument signage to permit digital signage.

**Detailed Case Analysis**

**Related Cases:**
- 1985-6067-04 Regatta Plaza Planned Development Plan
- 2015-2012-00 Buckley Property Rezone
- 2016-2013-00 King Soopers Rezone
- 2016-6044-00 King Soopers #139 at Nine Mile Site Plan (pending)
- 2016-6046-00 North Retail Site Plan (pending)

**Public Notification:**
Legal notice appeared in the Aurora Sentinel on July 9, 2020. The applicant has submitted certification of mailing public hearing notices to adjacent property owners and provided proof of the posting of the public hearing notice signs on the site.

**Community Referrals:**
Notice was provided to 305 adjacent property owners (many of them are in condominium developments to the east of the site) and 29 homeowner associations within 1 ½ miles of the site.


**Conformance with Code Criteria:**

1. **Master Plan Criteria**
   
   (F) Master Plan approval criteria are found in Section 146-5.4.1.E.3.a-e the UDO, and may be summarized as follows: (a) Consistency with Comprehensive Plan and other adopted policies and regulations; (b) Allows for code compliance for future development; (c) Results in a coordinated system of trails, sidewalks; and, (d) Improves multi-modal connections.
The proposed Master Plan complies with Section 146-5.4.1.E.3.a-e because:

- The proposed Master Plan generally complies with the Aurora Places Comprehensive Plan, the Nine Mile Station Area Plan, and The Plaza 1-4 Urban Renewal Plans;
- The site design contemplates future development that will comply with the code as well as the Nine Mile Master Plan;
- A coordinated system of streets, a designated park and connections to the regional trail system will be made to the site to mitigate impact on existing city infrastructure; and,
- Improves multi-modal connections, including the planned pedestrian bridge to the Nine Mile Station.

Acceptability of Waivers/Variances:

<table>
<thead>
<tr>
<th>Adjustment Request</th>
<th>City Standard</th>
<th>Applicant Justification</th>
</tr>
</thead>
<tbody>
<tr>
<td>The applicant is requesting an increase in height of the proposed primary monument sign located on the southern portion of the site adjacent to the I-225 off ramp.</td>
<td>Section 146-4.10.5.C.2</td>
<td>The signage along Parker Road qualifies to be included in the commercial overlay district, which allows for increased heights. Visibility to the site and Parker Road frontage is restricted due to the configuration of the I-225 ramp sound barriers. Monument signs have been located to allow for visibility. Staff comment: The overall number of monument signs will be greatly reduced from that permitted through this request. That provides for a less cluttered streetscape along the major road corridors.</td>
</tr>
</tbody>
</table>

Station Area Plan & Aurora Places Plan.

The Nine Mile Station Area Plan, adopted in January of 2016, provides objectives and direction for this area as it relates to transit-oriented development. The Nine Mile light rail station and associated Park & Ride is an active transit station that provides connections to the E & H lines connecting to DTC, downtown Denver, and the south metro communities. The Aurora R line, connects the station with Aurora City Center, the Fitzsimons Research and Innovation Campus, and regional rail connecting to the Denver International Airport. Components outlined in the Station Area Plan that will be incorporated with this development include:

- Integrated development connecting to the Nine Mile light rail station
- Gateway intersection at Dartmouth/Peoria
- A defined Dartmouth main street
- Transit-supportive high-density development with a mix of rental- and owner-occupied housing
- Strategic parking placement and management
- Urban street networks
- Regional green network/public spaces
- Bike/pedestrian connections
The Aurora Places Plan identifies Nine Mile as a “strategic area” which is critical to the City’s economy and identity, as well as serving as an urban activity center (Chapter V – Connecting Places). Additionally, the Comprehensive Plan identifies strategies for land use and transportation connections to connect transit, employment centers, and housing as well as recreational opportunities and shopping (Chapter V).

**Urban Renewal Area.** The site lies within the established Nine Mile Urban Renewal Area, and Tax Increment Financing may be available if development plans meet the city’s needs to facilitate redevelopment and promote/enhance the economic strength of the city, while meeting the city’s vision for the area. The Urban Renewal Plan also supports and promotes (TOD) Transit-Oriented Development zoning.

**Applicant Information:**
- **Applicant:** Mile High Development
- **Owner:** Aurora Urban Renewal Authority
- **Project Managers:** George Thorn & Carl Koelbel, Mile High Koelbel

**Exhibits:**
- **Exhibit A** Vicinity Map
- **Exhibit B** Applicant’s Letter of Introduction
- **Exhibit C** The Point at Nine Mile Station Master Plan Amendment

**Project Statistics:**

<table>
<thead>
<tr>
<th>Item</th>
<th>Existing</th>
<th>Proposed</th>
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</thead>
<tbody>
<tr>
<td><strong>Zoning</strong></td>
<td>Transit-Oriented Development (TOD) – Core</td>
<td>TOD – Core</td>
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<tr>
<td><strong>Land Use</strong></td>
<td>Retail (shopping center and grocery store)</td>
<td>Mixed-Use</td>
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<tr>
<td><strong>Parcel Size</strong></td>
<td>22.0 acres</td>
<td>No Change</td>
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</table>

**Surrounding Properties**

<table>
<thead>
<tr>
<th>Direction</th>
<th>Zoning</th>
<th>Actual Use</th>
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<tbody>
<tr>
<td>North</td>
<td>Mixed-Use Corridor (MU-C) and Transit-Oriented Development Edge (MU-TOD)</td>
<td>Office, Daycare, and Residential</td>
</tr>
<tr>
<td>East</td>
<td>Medium Density Residential District (R-2)</td>
<td>Residential (Spinnaker Run condominiums)</td>
</tr>
<tr>
<td>South</td>
<td>Mixed-Use Corridor (MU-C)</td>
<td>RTD Parking Garage &amp; Nine Mile Station</td>
</tr>
<tr>
<td>West</td>
<td>Mixed-Use Corridor (MU-C)</td>
<td>Retail Commercial</td>
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</table>
Staff Recommendation:

Agenda Item 5e: The Point Master Plan Amendment with Adjustment

Approve the Master Plan Amendment with five adjustment and a condition, because the proposal complies with Section 146-5.4.1.E.3.a-e of the Unified Development Ordinance for the following reasons:

- The proposed Master Plan generally complies with the Aurora Places Comprehensive Plan, the Nine Mile Station Area Plan, and The Plaza 1-4 Urban Renewal Plans;
- The site design contemplates future development that will comply with the code as well as the Nine Mile Master Plan;
- A coordinated system of streets, a designated park and connections to the regional trail system will be made to the site to mitigate impact on existing city infrastructure; and,
- Improves multi-modal connections, including the planned pedestrian bridge to the Nine Mile Station.

Approval to be subject to the following condition:

1. Resolution of outstanding technical issues prior to recordation of the amended Master Site Plan and issuance of any building permits south of E Dartmouth Ave.
The Point at Nine Mile

Master Plan Amendment
with Adjustment

City of Aurora, Colorado

Planning & Development Services
15151 E. Alameda Pkwy
Aurora CO 80012 USA
www.auroragov.org
303-739-7250
GIS@auroragov.org

Aurora is Worth Discovering!
THE POINT MASTER PLAN AMENDMENT

On behalf of MHK Nine Mile, LLC, we are requesting an amendment to the Master Plan with Waivers dated May 10, 2017 for The Point, a transit oriented development bound by I-225, Parker Road, Peoria Street, and Cornell Avenue. As site development has progressed on the project, S. Quentin Way, the north/south street east of S. Quari Street, has been eliminated from future plans. The Master Plan has been updated to reflect the latest site circulation routes, planning area boundaries, street sections, and infrastructure phasing. In addition, a signage adjustment has been added to the Master Plan. The signage along S. Parker Road qualifies to be included in the commercial overlay district, which allows for increased heights. Visibility to the site and Parker Road frontage is restricted due to the configuration of the I-225 ramp sound barriers and monument signs have been located to allow for visibility.

Approval Criteria for a Master Plan

Master Plan approval criteria are found in Section 146-5.4.1.E.3.a-e, the UDO, and may be summarized as follows:

a. Consistency with Comprehensive Plan and other adopted policies and regulations
   Except for four adjustments, the original Master Plan complied with the previous Zoning Ordinance and the Nine Mile Station Area Plan. A fifth adjustment has been added to the Master Plan to allow for signage location and design modifications.

b. Allows for code compliance for future development
   Planned future developments shall be in compliance with the Master Plan and the UDO.

c. Results in a coordinated system of trails and sidewalks.
   The Master Plan proposes new streets, sidewalks, and trail connections within the development, to the surrounding area and to regional trail systems. A complete and connected network of sidewalks within the development primarily utilize the urban edge condition allowing for an enhanced pedestrian experience.

d. Improves multi-modal connections
   The Master Plan creates linkages within the development and to the surrounding area. With this amendment, a pedestrian connection to Spinnaker Run, an adjacent multifamily community, has been added in addition to a trail connection to the Cherry Creek Trail.
MASTER PLAN WITH WAIVERS

August 12, 2020

THE POINT
AT NINE MILE STATION
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## DEVELOPER:
MKH NINE MILE, LLC
C/O KOLEBEL AND COMPANY
5291 EAST YALE AVENUE
DENVER, CO 80222
CONTACT: LUKE CANNON

C/O MILE HIGH DEVELOPMENT
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ANNEX BUILDING SUITE 215
DENVER, CO 80222
CONTACT: GEORGE THORN

## OWNER:
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AURORA, CO 80012
CONTACT: ANDREA AMONICK

## LANDSCAPE ARCHITECT:
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DENVER, CO 80224
CONTACT: DIANA RAE

## ENGINEER:
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4582 S. ULSTER ST., SUITE 1500
DENVER, CO 80222
PHONE: (303) 228-2336
CONTACT: RANDALL PHELPS, PE, LEED AP

## SURVEYOR:
AZTEC CONSULTANTS, INC.
310 EAST ARMS AVE., SUITE 1
LITTLETON, CO 80122
PHONE: (303) 223-7176
CONTACT: DEREK S. BROWN, P.L.S.

## Architect:
OZ ARCHITECTURE
3811 LARIMER ST.
DENVER, CO 80205
PHONE: (303) 861-5704
CONTACT: NATHAN JENKINS, AIA, LEED AP

## VICINITY MAP:

### THE POINT MASTER PLAN:
A PARCEL LOCATED IN THE SOUTHWEST CORNER OF SECTION 36, TOWNSHIP 4 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

### SIGNATURE BLOCK:

**AMENDMENTS:**
THIS PLAN HAS BEEN AMENDED TO REFLECT THE LATEST SITE CIRCULATION ROUTES, PLANNING AREA BOUNDARIES, INFRASTRUCTURE PHASING, AND SIGNAGE. THE STREET NETWORK WAS UPDATED TO ELIMINATE QUENTIN WAY, STREETSCAPE SECTION H WAS ADDED, SIGNAGE DESIGN, LOCATION AND HEIGHTS HAVE BEEN MODIFIED, AND UPDATES WERE MADE TO THE PHASING PLAN.

**JUSTIFICATION:**
STREET INFRASTRUCTURE CONFIGURATION, INCLUDING THE ELIMINATION OF QUENTIN WAY, AND PLANNING AREA BOUNDARIES WERE ADJUSTED TO ACCOMMODATE PLANNED FUTURE DEVELOPMENT. STREET SECTION H WAS ADDED TO ACCOMMODATE A NEW SERVICE DRIVE CONNECTION WITH THE INFRASTRUCTURE AND PLANNING AREA RECONFIGURATION. SIGNAGE DESIGN, LOCATION AND HEIGHTS WERE ADJUSTED TO ALLOW FOR DIGITAL MESSAGE BOARDS AND CODE COMPLIANCE. THE ORIGINAL LOCATION FOR THE MONUMENT SIGN ADJACENT TO THE 1-225 RAMP IS OBSCURED BY SOUND WALLS AND NOT VISIBLE, SO THE LOCATION WAS ADJUSTED. THE PHASING PLAN WAS ADJUSTED TO INDICATE A SINGLE PHASE FOR ALL FUTURE INFRASTRUCTURE IMPROVEMENTS.
INTRODUCTION

The Point is poised to become a premier transit-oriented development northwest of I-25 and Parker Road, near the Nine Mile Station of the Southeast Corridor / R Light Rail Line in Aurora. The Point’s location in the southeast Denver Metro region provides great access to highway and transit facilities, employment opportunities, living options, and regional bike paths connecting Cherry Creek State Park to Downtown Denver, making it appealing to many businesses and residents. The retention of a major grocery anchor and the addition of neighborhood serving retail onsite will support surrounding neighborhoods and attract customers.

The Nine Mile Station Area Plan, drafted in 2012, laid the foundation for how the surrounding area, including The Point, could catalyze redevelopment to leverage the investment in light rail. The station area plan envisions a mix of higher-density land uses to help meet the demand for housing near light rail stations, supported by retail shops and offices in a village-like atmosphere. The plan recommends a well-connected pedestrian and bicycle system, including a new bridge across Parker Road linking The Point to the station, to improve multimodal accessibility in the area and help mitigate traffic congestion. The Point is within the City’s TOD zone district, and the Nine Mile Station Area Plan provides zoning regulations and design guidelines for its development.

This Master Plan is intended to comply with the station area plan while maintaining flexibility as the project evolves over several years. Additionally, this Master Plan is informed by the Master Development Agreement for the Urban Renewal Area. Applying the following objectives, The Point will become a vibrant hub of urbanity, defined by eco-friendly design, high-quality architecture, and interesting, comfortable streetscapes, where walking and biking are prioritized, yet driving and parking is still convenient.

PLANNING OBJECTIVES

Great projects come about by choice, not by chance. The thoughtful redevelopment of this site will contribute to Aurora’s continued growth as a modern, dynamic city. The approach to developing this site began by re-thinking urban living, working, and playing. By focusing on the greater community rather than a single development, this Master Plan for The Point will result in an integrated extension of the existing neighborhood, open space, and transportation network. This plan capitalizes on improved infrastructure and unprecedented access to transit for the entire Front Range, and will catalyze adjacent redevelopment that will accommodate additional growth near the Nine Mile Station, while embracing modern standards for urban development in suburban areas. Offering spectacular views of the entire Front Range and surroundings, including Downtown Denver, with a dynamic mix of residential, retail, and office uses and inviting amenities, The Point will be the place to be.

To achieve this vision, the following planning objectives are encouraged:

- Complement the existing fabric of Aurora and provide connections to living and working spaces, parking and adjacent neighborhoods.
- Invest in public art by incorporating a public art program.
- Emphasize the spaces “in between” built structures and the pedestrian public realm.
- Focus on pedestrian enhancements and visual connectivity to create a safe, welcoming environment.
- Utilize materials of permanence and regional familiarity that are of a human scale.
- Incorporate sustainability measures that are environmentally sensitive.
- Enhance public security and safety.
- Create a design that enhances connections to surrounding neighborhoods.
- Utilize consistent branding elements throughout the project to enhance the sense of place.

Buildings:
- Balance innovation and context in the overall aesthetic character of buildings.
- Create a strong “base” at the street level with human-scaled elements.
- Incorporate roof line articulation or design elements (overhangs, parapets, clerestories, etc.) that define a “top” to the form.
- Utilize quality building materials that imply a sense of permanence—stone, masonry, metal, glass, siding, and wood as an accent.

Sustainability:
Passive sustainability practices are woven into this Plan through the architectural, streetscape, and landscape standards and guidelines. New development is also encouraged to be certified under Leadership in Energy and Environmental Design (LEED Silver certification or better), Energy Star, or other recognized sustainability rating programs. The goal is to assure that all new development considers sustainable building practices and strives to minimally impact the natural environment. Examples of sustainable items that are encouraged include the following:
- Provide low voltage, solar, LED or wind lighting systems where possible.
- Include electric car charging systems.
- Incorporate energy management strategies within commercial buildings.
- Use bioswales for the pre-treatment and absorption of storm water run-off where possible.
- Select sustainable and recycled materials to reduce indoor air pollution and lower VOCs.
- Design energy efficient landscaping with shading, wind breaks, etc.

- Maximize energy efficiency through appropriate building massing and orientation.
- Implement cost-effective solutions to energy modeling.

TREE MITIGATION

Tree mitigation will be provided as per City Code and the City’s Tree Preservation Policy, as per the agreed upon amounts of 2,157 caliper inches and/or $327,390.92 dollars per caliper inch. Fee in lieu mitigation quantities will be tallied with each vertical development and removal balance fee in lieu will be paid upon completion.

GENERAL NOTES

1. All projects in The Point must comply with any and all applicable statutes, ordinances, rules and regulations of the City of Aurora.
2. The applicant shall have a co-developer or prime contractor with a history of compliance with all applicable building codes and regulations.
3. Development proposals, site plans, and policies affecting The Point shall be reviewed by The Point Design Review Committee and the City of Aurora. An approval letter from the Review Committee must be submitted with each Site Plan application.
4. Any future amendments to architecture, landscape architecture, and other urban design standards and related drawings must demonstrate an equal or better quality than the approved master plan standards. Amendments shall be reviewed and approved by The Point Design Review Committee.
5. The photos, illustrations, and character sketches depicted are illustrative of the design quality required by the Master Plan. Final designs submitted may or may not replicate these illustrations. They will however reflect the design quality portrayed.
6. The developer shall provide two distinct points of emergency access to the overall site and a looped water supply to each phase of the development as approved by the life safety representative for the Aurora Fire Department. The developer shall construct any off site roadway or emergency crossings improvements per city standards necessary to facilitate emergency vehicular access to this the Point Design Review Committee.
7. Improvements will be installed as required consistent with the Public Improvements Phasing Plan.
8. All dedication will comply with City Code.
9. Streetscape, pedestrian lighting, and signage will occur with each vertical development site plan. Interim improvements such as temporary sidewalk will be provided.
EXISTING / INTERIM CONDITIONS

LEGEND

GENERAL NOTES
1. AT THE TIME OF THE SITE PLAN SUBMISSION, THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING PERMITS FROM THE APPROPRIATE LOCAL AND STATE AGENCIES TO CONSTRUCT THE PROJECT AS DESCRIBED IN THIS PLANNING STUDY. THE APPROPRIATE LOCAL AND STATE AGENCIES MAY REQUIRE THE SUBMISSION OF ADDITIONAL INFORMATION TO SUPPORT THE APPLICATION FOR PERMITS. THE APPROPRIATE LOCAL AND STATE AGENCIES MAY REQUIRE THE DEVELOPER TO OBTAIN ADDITIONAL PERMITS TO CONSTRUCT THE PROJECT.

2. IF APPROPRIATE, ALTERNATIVE MEANS OF DESIGNING AN ADJACENT INTERSECTION WILL BE CONSIDERED TO MINIMIZE THE EFFECTS OF THE PROPOSED DEVELOPMENT. THIS WILL INCLUDE THE OBTAINMENT OF PERMITS AND THE INSTALLATION OF ADDITIONAL TRAFFIC SAFETY EQUIPMENT. ADDITIONAL TRAFFIC SAFETY EQUIPMENT MAY BE REQUIRED TO MINIMIZE THE EFFECTS OF THE PROPOSED DEVELOPMENT.

BENCHMARK AND DATUM

ELEVATION = 5250.52 (NAVD88)

LOCAL SITE BENCHMARK (SCALE AND)

SET 1.5' ALUMINUM ALLOY CHAIN MARKED "A" SIDE DOWN AT THE INTERSECTION OF 6TH AVENUE AND PARKER ROAD. MARK SET NORTH OF PEORIA STREET. ELEVATION = 5250.52 (NAVD88)
NOTE: Refer to the Multi-Modal Transportation Plan for pedestrian and bike connections.
OPEN SPACE & SMALL URBAN PARK

PUBLIC GATHERING SPACES
The project has opportunities for public open space, plazas and courtyards with the primary gathering space being the park space located adjacent to South Parker Road where the planned pedestrian bridge connects to the Nine Mile Transit Station. The defined gathering spaces are envisioned to act as common areas and will help create enduring and memorable public spaces intended to activate the surrounding uses while providing flexible open space and opportunities for people to congregate and interact. The gathering spaces may include elements such as outdoor fire areas, water features, seating, shade structures, opportunities for café seating, sculptural elements, and the possibility of use as open air performance venues.

Future retail or restaurant uses may have opportunities for smaller plazas, courtyards, or open spaces that could serve as public outdoor seating, waiting, and as an extension of interior space. These areas may include shade trees or structures, possible outdoor fire features, decorative lighting, movable tables, and fixed bench seating. (Location 1-3)

Public spaces will be well connected throughout the development and help to create a unique sense of place. Each Small Urban Park area will be connected by continuing the use of enhanced paving and other elements that are featured in the Small Urban Park areas. This will help create a sense of continuity and make these separated areas feel like one large connected space. (Location 1-3)

Connection to the transit station and existing off site bicycle and pedestrian facilities will be created to enhance the overall connectivity and create a pedestrian-friendly environment. (Location 3)

All site improvements in the public realm will be owned, improved and maintained by The Point Metropolitan District.

Intent
• To provide open spaces such as parks, plazas and publicly accessible courtyards or promenades that serve as areas for community interaction and create variety and interest for pedestrians while enhancing the overall sense of place.
• To enhance the pedestrian experience by creating an inviting and comfortable landscape.
• To allow for flexible space adjacent to key buildings in order to accommodate features such as café seating, public art, and planting.
• To provide organizing features for buildings and circulation systems.
• To establish links in a system of open spaces and transportation facilities within the site and beyond.
• All gathering spaces and courtyards shall be accessible by the public except for those specifically associated with housing or designated areas for the serving of alcoholic beverages.
• Appropriate site amenities, including benches, litter receptacles, and bike racks shall be provided at each gathering space.

Design Guidelines
As public gathering spaces, parks, plazas and courtyard areas should be designed to be easily accessible and inviting as well as comfortable for as much of the year as possible. They should provide shade in summer, sun in winter, protection from wind, and enhance views whenever possible.
• Public art is encouraged in key gathering and courtyard areas.
• Design of landscape and hardscape elements should relate to the materials, patterns and colors found throughout the project.
• Design of public gathering spaces and pedestrian facilities should take into consideration ease of maintenance and snow removal.

SMALL URBAN PARK CHARACTER IMAGERY
1: Linear Plaza
2: Central Urban Park
3: Bridge Landing Plaza

NOTE: The areas outlined in orange represent the approximate limits of planned open space, while the open white boxes represent the approximate boundaries of retail/entertainment sites.
All Small Urban Park areas shall include enhanced paving features. Colored concrete, smooth and sandblasted concrete finishes and paver systems are the types of enhanced paving that could be used within these spaces. Enhanced paving shall also be used in streetscape areas adjacent to significant building entries, patio areas and adjacent to Small Urban Areas.

SITE AMENITIES

These areas shall also include site amenities such as gathering spaces, seating, shade elements, fire features and public art. Please see Site Furnishing and Lighting sheets within this master plan for site furniture and lighting elements that will be used in the Small Urban Park areas and throughout the project area. Materials may include concrete, wood, steel, and stone.

PLANTING DESIGN

Planting design for the Small Urban Park areas will combine both formal and informal planting, while also maximizing the use of canopy trees for shade and ornamental trees to shape and designate space. Layout of planting will reflect the urban and transit area that surrounds the parks, creating rows and formal planting zones both in raised planters, at grade planting beds, small open lawn areas, and planting pots.
DEVELOPMENT SUMMARY

Encompassing approximately 22 acres, the project will include the relocation of King Soopers from its current location on the southeast corner of the site into a new 78,000 SF store on the northeast corner. The existing KeyBank may also relocate to a building along a new “Main Street”, the extension of Dartmouth Avenue. Dartmouth will be the spine of the development and will separate the community retail shops anchored by King Soopers from the southern, mixed-use residential, retail, and office portions of the Master Plan.

Complementary to King Soopers, retail tenants could include fast-casual eateries, service-based businesses, sales-based retailers, and healthcare providers, occupying up to 140,000 square feet. Office tenants could include regional and national firms typically seen in the southeastern office parks of the Denver Tech Center within the I-25 / T-REX corridor, including tenants relocating from Downtown Denver. Such businesses will be looking for highway / signage exposure, proximity to light rail and DIA, and above all, proximity to their current and future workforce. The Point meets all of these requirements and could ultimately capture up to 250,000 square feet of office space, perhaps located in a signature tower.

This Master Plan is intended to provide flexibility in order to meet the housing demands of the market. The residential components at The Point will provide housing options, including market-rate rental apartments, a mixed-income or affordable rental community, and potential for-sale condominiums. Depending on market dynamics, this element can easily be changed to either a market-rate or mixed-income rental project if the construction defect issue is not resolved legislatively by the time the project moves forward. Regardless, residents attracted to this project are likely to include Millennials and others who work in the southeast office parks, Fitzsimons / Anschutz Medical Campus, Downtown Denver, and DIA. Also, the surrounding residential neighborhoods have many residents who have lived in detached, single-family homes for many years, who might be ready to move into a condominium in a complete, mixed-use environment like The Point with shopping, parks, night life, and a direct light rail connection.

Overall, the development will integrate residential and commercial uses into a high-quality, urban streetscape enhanced with generous landscaping and lighting, as well as architecturally-striking and inviting retail storefronts. There will be a park big enough to attract visitors to the site, yet small enough to provide an intimate enclave for residents. The circulation network will be intuitive and pedestrian-friendly with ample parking for residents, visitors, shoppers, and the local community. The pedestrian / bicycle bridge from the Nine Mile Station, a critical feature of The Point, will send a message that this, in fact, is a TOD project with great multimodal access. All in all, this Master Plan encourages creation of a place that will become a source of pride for the City and citizens of Aurora.

NOTES:
1. Per the Nine Mile Station Area Plan, drive thurs are permitted in Planning Areas A for a pharmacy and B for a bank, and a fueling facility is permitted in Planning Area A.
2. Proposed one story buildings in Planning Areas C, E, and F must be reviewed and approved by The Point Design Review Committee and the Planning and Zoning Commission. Any approved one story buildings must be designed with a tall first floor and a parapet feature in order to achieve an 18' or taller apparent height.
3. Open space shall mean pedestrian-oriented space, adjacent to active uses, including such features as outdoor patios, parks, and plazas.
4. All densities will be calculated on the gross building area.
5. In the case of any deviation from these standards, a request for a waiver to the standard may be considered for a unique, first-to-market, regionally-significant tenant.
PLANNING AREAS

Planning Area A
Planning Area A is 6.6 acres intended for a grocery store and fueling center. Located adjacent to the site’s eastern boundary, King Soopers will anchor the area, meeting the grocery needs of residents and employees of The Point and surrounding neighborhoods, as well as light rail and other public transit riders. A fueling facility will be located at the corner of Peoria Street and Cornell Avenue. Surface parking will occupy the remainder of the planning area. Buildings are planned to be one story high. About 8% of the site will consist of landscaped open space. Although residential uses are unlikely in the near term, high density dwellings could be developed in the future.

Planning Area B
Planning Area B includes the north side of the Dartmouth “Main Street.” This 2.7-acre area is envisioned as a pedestrian-friendly mix of shops, services, restaurants, and/or entertainment uses activating E. Dartmouth Avenue. High-quality buildings with four-sided architecture will frame an attractive streetscape and contribute to a sense of urbanity. Parking for businesses in this planning area will be provided on Dartmouth and in a parking lot north of buildings along Dartmouth. A paseo between buildings will provide a direct connection between the parking lot and main street. At least 15% of the site will consist of open space, including outdoor patios and plazas that encourage public gathering. Residential uses could be incorporated into mixed-use buildings.

Planning Area C
Planning Area C occupies 3.3 acres in the southwest corner of the site at the intersection of Peoria Street and Parker Road. This area is intended to develop with a mix of high-intensity commercial and residential uses with a minimum of 35 dwellings units per acre. Buildings at least three stories tall should frame adjacent streets to create a sense of enclosure, while internalizing parking. Where feasible, active uses should be located on the ground floor with a high degree of transparency to create visual interest for pedestrians.

Planning Area D
Planning Area D is envisioned as the civic heart of The Point with a small urban park connecting the pedestrian bridge landing in Planning Area F to the main street to the north. Besides a park, this 2.2-acre area could contain a dense mix of commercial, entertainment, hospitality, multifamily, and civic uses, ultimately culminating in an entertainment district. The park should be framed by buildings, and outdoor patios, while also abutting the streetscape to emphasize its public nature. Buildings in this area should relate well to adjacent buildings.

Planning Area E
Planning Area E is a 0.9-acre area intended for structured parking with potential small scale retail. The proposed parking structure should relate to adjacent buildings and be screened where possible to minimize visibility from pedestrian areas.

Planning Area F
Planning Area F, with its proximity to Parker Road and I-25, provides the most visibility for future development in The Point. Buildings in this area should include visually prominent architecture that reinforces The Point as a premier transit-oriented development. This 3.3-acre area allows commercial, civic, and entertainment uses, as well as residential with a minimum density of 35 dwelling units per acre. It will also contain a small urban public space at the pedestrian bridge landing, which will provide a key view into the site that helps define this southern gateway. This planning area could include a prominent office tower.

NOTE: All planning areas may include a potential entertainment district.
URBAN DESIGN

LANDSCAPE
The landscape for The Point will be based on its urban design context and shall be of a cohesive theme and character throughout the site. Selection of plant material will be based on the City of Aurora approved plant list and contain a variety of species that will thrive in an urban setting and provide year-round interest. All proposed landscape shall adhere to the City of Aurora Landscape Code (Article 14) and related landscaping requirements unless a waiver is requested.

The landscape treatment will contribute to the character and sense of place for The Point and act as a cohesive element that ties the site together. The landscape plant palette will consist of plant material with a variety of colors, textures and forms that will provide an attractive, multi-season landscape that is durable and easy to maintain. The landscape will respond to the site architecture, open spaces and technical features such as parking, utilities, signage and sight lines. The landscape will accentuate gathering areas, entry areas and highlight key views throughout the site.

STREETSCAPE

Intent
- To create an attractive and vibrant public edge to the development while accommodating vehicular and pedestrian circulation throughout the site.
- To create a "main street" feel through the use of hardscape, vegetation, lighting and gathering spaces along key corridors.
- To provide a safe, convenient and comfortable circulation system throughout the site that reflects and enhances the site's vernacular.

Design Guidelines
- Clear pedestrian paths shall be integrated into the streetscape in order to create a continuous and accessible walkway for safety and convenience. The width shall be a minimum of 6' and shall meet urban street cross-section standards for sidewalks.
- Crosswalks a minimum of 36" wide are required wherever accessible routes cross drive aisles, roadways, streets, etc.
- Street tree species shall be selected and planted so as to create a rhythm along the street while maintaining species diversity and multi-season interest. Trees may be accented by landscape lighting in key areas.
- All trees within the streetscape shall be deciduous trees selected for tolerance to urban conditions and attractive features. Trees shall be located in open planting beds, raised planters or a tree lawn and spaced a maximum of 35’ on center (O.C.). Trees shall be a minimum of 2.5” caliper at the time of installation.
- Hardscapes and paving patterns within the streetscape shall be consistent and relate to the surrounding architectural patterns and textures. Cast-in-place concrete paving and/or special paving in key areas (unit pavers, colored concrete, special concrete finishes) shall be used to enhance the "main street" character and create continuity throughout the site.
- Site amenities, including benches, bicycle parking, and trash receptacles, shall be located at intervals along the streetscape and in key areas to encourage streetscape activation.
- Pedestrian and street lighting fixtures shall be incorporated to enhance the pedestrian experience and create a safe and welcoming environment. LED lighting with a fixture and pole style that relates to the project's architecture and site furnishings shall be incorporated throughout the site.
- All service areas, delivery areas and mechanical equipment shall be screened from the public right-of-way. Refer to Sheet 4 for general location and type of surface parking.

STREET HIERARCHY
Effective site access is essential for a development of this scale and use to be successful. This plan takes advantage of the present access with modifications as needed. However, no access points are proposed from the Spinnerin Run Condominium site to the east. The proposed access points include:

Parker Road
- Right-in right-out access is to be maintained with CDOT approval.
- Western most access to be closed between the RIdO and Peoria Street.

Peoria Street
- Southern most access to be closed between Parker and Dartmouth.
- Signalized full movement access at Dartmouth to be maintained.
- Extension of the southbound left turn lane is anticipated to be needed which would require modification of the existing concrete median.
- Signal modifications are anticipated to be needed to provide protected/permmissive phasing for the southbound left turn movements.
- Right-in right-out access to the center to be shifted north to provide direct access to the King Sooper's fuel center.
- Peoria Street will have the Urban Landscape Zone Condition for its cross section and sidewalk area, see Street Section Diagram above Right.

East Cornell Avenue
- Three full movement access points are proposed along East Cornell Avenue. This matches the existing number of access points with only slightly modified locations to meet the needs of the project for site layout.
- No roadway or intersection improvements are anticipated.
- Street section will include a Suburban Edge Condition with 8’ landscaped Tree Lawn and 6’ Detached Sidewalk as the typical section, see Street Section Diagram to Right. At the intersection of East Cornell and South Peoria Street, the section changes to an attached walk in order to allow existing trees to remain.

Urban Landscape Zone Section
- The Urban Landscape Zone defined by the City of Aurora in the Landscape Code (Article 14 & Figure 14.18) is to be utilized along Peoria Street, Dartmouth Avenue, and Parker Road. It is a 16’ Streetscape Cross Section including a 1.5’ wide Frontage Zone (A), a 6’ Throughway Zone, a 7’ Furnishing Zone and a 1.5’ Edge Zone (B).
- See Streetscape Section Diagram at right for graphic representation.

PARKING

Intent
- To create efficient surface parking lots and parking garages with well identified access and minimal visual impact to the surrounding site and neighborhood.
- To promote a well-connected and pedestrian friendly environment with convenient access to surface parking, transit, recreational, commercial and residential uses.
- To minimize the use of surface parking. The reduction or repurposing of surface parking over time will be encouraged in order to discourage automobile use and promote transit, biking and walking as a primary mode of transportation in this transit-oriented development.
- To encourage the sharing of parking facilities between users whenever possible.
- To encourage successful parking management it is recommended that all surface parking lots and street parking be limited to 2 Hour Parking.

Design Guidelines
- Parking lots adjacent to buildings must provide a minimum 5’ of unobstructed walking area, but should meet the urban street cross sections for sidewalks.
- All off street parking will be screened from public view and adjacent uses.
NOTES:
1. Location for Sections A and B in future development areas is conceptual and subject to change. Some sections of the street will not have on-street parking.
2. All streets and parking will be asphalt.
3. See Sheet 10 for Typical Urban Landscape Zone Enlargement.
MAIN STREET

Intent
- To promote a Main Street aesthetic at a pedestrian scale.
- To activate the street with all current and future development frontage to address Dartmouth.
- To create efficient access to parking, pedestrian, shopping and dining areas.
- To encourage gathering in public spaces through the use of comfortable seating, lighting, planting areas and shade elements.

Design Guidelines
- Dartmouth will adhere to the Urban Landscape Standards set forth by the City of Aurora code.
- Enhanced paving shall be used in the streetscape areas adjacent to significant building entries, patio areas and Small Urban Parks along Dartmouth. Enhanced paving areas shall be one or a combination of the following:
  - Etched or Sandblasted Concrete
  - Colored Concrete
  - Concrete Pavers
  - Complex Scoring Patterns
- Dartmouth shall be anchored by a terminus element located on one of its major intersections. This may be contrived of a gateway, a public art element or an architectural element along the central axis of Dartmouth. The design of this feature shall fit in with the urban and architectural design standards set forth in this document.

MAIN STREET ON DARTMOUTH AVENUE

MAIN STREET PLAN

MAIN STREET SCHEMATIC DESIGN

STREETSCAPE CHARACTER IMAGERY
The Point will provide a high degree of pedestrian and bicycle connectivity to transit facilities and destinations. Pedestrian crosswalks will be at least 36” wide where ICC / ANSI A117.1 accessible routes cross drive aisles and roadways. As the project evolves, the amount of surface parking may be reduced to further enhance multi-modal transportation.
LANDSCAPE AND IRRIGATION INSTALLATION
The property owner within each planning area is responsible for submitting individual site plans including landscaping that complies with these design standards within this document as well as the article 14 Landscape Ordinance. The landscape plan design package will include common areas and buffers within and immediately adjacent to their respective property lot that follows the city approved overall development landscape and irrigation construction document set for the master plan area. A site hardscape plan shall be required delineating walkways, sidewalk finishes and accent detailing at entries, patios or outdoor spaces. All plans shall be approved by the Metro District. Common areas within the master plan area, including the small urban park spaces and streetscape landscaping adjacent to interior streets, shall be installed, landscaped, irrigated, and maintained by the metro district.

Each property owner must install a system to irrigate the landscaping on their parcel. The intent is that when the site is fully developed, each property owner will irrigate their parcel and the corresponding right-of-way landscaping in front of their parcel. All irrigation controllers must be installed outside of any building, in lockable enclosures, and be readily accessible to the metro district for the purposes of managing the Master Plan area.

Landscape maintenance shall be the responsibility of the individual property owner. Landscape maintenance shall consist of all regular and normal maintenance practices of landscaping, including weeding, irrigation, fertilizing, pruning, and mowing. Plant materials that exhibit significant levels of insects, pests, diseases, and/or damage shall be appropriately treated by the individual property owner. All dead plant materials shall be removed and replaced immediately by property owner with living plant materials that match the plant palette list, included within this Master Plan.

THE POINT LANDSCAPE NOTE
The property owner(s) of each parcel(s) shall be responsible for the design and installation of plantings, including the installation of landscape common areas and buffers as indicated in the design package, within and immediately adjacent to their respective property lots. All plantings shall conform to City of Aurora standards as outlined in the City of Aurora Landscape Manual and as approved by The Point Design Review Committee. Vertical development is required in all planning areas. Landscape will be installed with each vertical development and will be provided with the site plan submittal.

Note: All planning areas to be installed and maintained by others.

INSTALLATION AND MAINTENANCE

<table>
<thead>
<tr>
<th>Right-of-Way</th>
<th>Install</th>
<th>Maintenance</th>
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<tbody>
<tr>
<td>CORNELL AVENUE</td>
<td>METRO DISTRICT</td>
<td>ADJACENT PROPERTY OWNER</td>
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<tr>
<td>PEORIA STREET</td>
<td>METRO DISTRICT</td>
<td>ADJACENT PROPERTY OWNER</td>
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<tr>
<td>E. BUFFER</td>
<td>METRO DISTRICT</td>
<td>ADJACENT PROPERTY OWNER</td>
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<tr>
<td>PARKER ROAD</td>
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<td>E. DARTMOUTH AVENUE</td>
<td>METRO DISTRICT</td>
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<tr>
<td>QUARI STREET &amp; E. EASTMAN PLACE</td>
<td>METRO DISTRICT</td>
<td>METRO DISTRICT</td>
</tr>
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</table>

Note: All planning areas to be installed and maintained by others.
# TREE PLANTING PALETTE

## DECIDUOUS TREES

### DECIDUOUS TREE PLANT SCHEDULE

<table>
<thead>
<tr>
<th>COMMON NAME</th>
<th>BOTANICAL NAME</th>
<th>SIZE &amp; CONDITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUTUMN BLAZE MAPLE</td>
<td>ACER FREEMANII ‘JEFFERSRED’</td>
<td>MIN 2.5” CAL &amp; B&amp;B</td>
</tr>
<tr>
<td>BUR OAK</td>
<td>QUERCUS MACROCARPA</td>
<td>MIN 2.5” CAL &amp; B&amp;B</td>
</tr>
<tr>
<td>CRIMSON SPIRE OAK</td>
<td>QUERCUS ‘CRIMSCHMIDT’</td>
<td>MIN 2.5” CAL &amp; B&amp;B</td>
</tr>
<tr>
<td>EMERALD SUNSHINE ELM</td>
<td>ULMUS PROPINQUA ‘JSF-BIEBERICH’</td>
<td>MIN 2.5” CAL &amp; B&amp;B</td>
</tr>
<tr>
<td>ENGLISH OAK</td>
<td>QUERCUS ROBUR</td>
<td>MIN 2.5” CAL &amp; B&amp;B</td>
</tr>
<tr>
<td>WESTERN HACKBERRY</td>
<td>CELTIS OCCIDENTIALIS</td>
<td>MIN 2.5” CAL &amp; B&amp;B</td>
</tr>
<tr>
<td>HERITAGE OAK</td>
<td>QUERCUS MACDANIELI ‘CLEMONS’</td>
<td>MIN 2.5” CAL &amp; B&amp;B</td>
</tr>
<tr>
<td>SHADEMASTER LOCUS</td>
<td>GLEDITSIA TRICANTHOS INERMIS ‘SHADEMASTER’</td>
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<td>STATE STREET MAPLE</td>
<td>ACER MIYABEI ‘MORTON’</td>
<td>MIN 2.5” CAL &amp; B&amp;B</td>
</tr>
<tr>
<td>TURKISH FILBERT</td>
<td>CORYLUS COLURNA</td>
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</tr>
<tr>
<td>REGAL ELM</td>
<td>ULMUS X ‘REGAL’</td>
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<tr>
<td>PROSPECTOR ELM</td>
<td>ULMUS WILSONIANA ‘PROSPECTOR’</td>
<td>MIN 2.5” CAL &amp; B&amp;B</td>
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</table>

### Note
Trees within tree openings along streetscape shall be provided with a minimum of 400 cubic feet of topsoil or amended soil for the root zone and the root zone shall have access to air and irrigation from above.

### PROPOSED INTERIOR STREET TREES (PRIVATE STREETS)

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<tr>
<th>AUTUMN BLAZE MAPLE</th>
<th>ENGLISH OAK</th>
<th>HERITAGE OAK</th>
<th>STATE STREET MAPLE</th>
<th>REGAL ELM</th>
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### PROPOSED PERIMETER STREET TREES (PUBLIC STREETS)

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<tr>
<th>WESTERN HACKBERRY</th>
<th>PROSPECTOR ELM</th>
<th>SHADEMASTER LOCUST</th>
<th>TURKISH FILBERT</th>
<th>HERITAGE OAK</th>
</tr>
</thead>
</table>

### THE POINT LANDSCAPING NOTE

The developer(s) of each commercial parcel(s) shall be responsible for the design and installation of plantings, including the installation of landscape street trees, lawns and buffers as indicated in the design package, within and immediately adjacent to their respective property lots. All plantings shall conform to City of Aurora standards as outlined in the City of Aurora Landscape Manual and as approved on The Point Master Plan.

This project consists of six planning areas. The landscaping improvements will be phased for each lot. If not completed sooner, the owner/developer shall install and complete all landscaping improvements for each lot not later than the date that is three (3) years after issuance of the first certificate of occupancy.
SIGNAGE
The variety of residential and commercial buildings and storefronts shall allow a similar variety of tenant signage, including pin-mounted letterforms, pan channel, halo illuminated letterforms, and blade signs. However, restrictions apply with regard to the sign dimensions, locations, and illumination sources. The City’s signage code is more permissive for The Point than many other areas, as Parker Road is within a special commercial overlay district (Sec. 146-1612) and the entire site is in a transit-oriented development (Sec. 146-1613). As such, the development will balance vehicular-oriented, perimeter signage with pedestrian-oriented, internal signage. Monument sign designs and character imagery for building signage are provided on the following pages.

This plan grants one signage allowance for projecting signs on multifamily buildings. Otherwise, signage will conform to the City Sign Code in number, setbacks, size, and location. As future development is planned along E. Dartmouth Avenue and further south, building signage shall be handled in a consistent manner.

The Signage Plan, including types and locations of signage, is conceptual. All signage will comply with sight distance regulations per Aurora Roadway Design and Construction Specifications and a license agreement will be sought if any sign is located over a utility easement. All signage design must be approved by The Point Design Review Committee and changes to the plan may be made through an Administrative Amendment process by request of The Point Design Review Committee.

Design Guidelines
- Signs should establish continuity in graphics, colors, and materials, while avoiding elements that duplicate information in the same sightline. There might be primary identification over the door, visible to vehicles and pedestrians across the street; a smaller sign at the door for pedestrians on the sidewalk; and a blade sign perpendicular to the storefront entrance for pedestrians walking past the building.
- Signs, including supports, brackets and lighting, shall be compatible with the building’s architectural elements, including scale and materials, and shouldn’t obstruct windows or other features. Where appropriate, the building façade shall provide the background to individual letter and logo signs.
- The façade of commercial buildings shall provide space above storefronts and power sources that can accommodate tenant’s signage needs as uses change over time.
- Monument signs shall enhance The Point’s identity and alert passersby of upcoming gateways, while maintaining clear lines of sight at intersections and driveway approaches. Primary and secondary monuments shall be perpendicular to the street, double-sided, and may be project identification, single-tenant or multi-tenant signs. Elements of each monument shall include branding for The Point in addition to complimentary accent lighting and well-designed decorative landscaping. Landscaping around monument signs shall conform to City Code.
- Wayfinding signage is meant to orient visitors throughout The Point and should reflect the overall brand for The Point; be located in areas with high pedestrian volumes; be double-sided; and should not include corporate logos or advertising.
- Signs shall be highly legible and utilize easy-to-read lettering styles, sufficient spacing between letters and words, and color contrast between the letters and background.
- Signage lighting shall comply with City standards.
- Artistic signs that incorporate graphic symbols and multiple dimensions shall be encouraged, as long as all other standards are met.
- Canopy signage shall be permitted that complies with the Motor Vehicle Fueling Station and TOD design guidelines.

NOTE:
1. Buildings in Planning Area D shall be allowed to have signage facing the plaza.
MONUMENT SIGNAGE

MOUNTED PANELS VS. ELECTRONIC MESSAGE BOARDS

NOTE:
1. Primary and secondary monuments may contain (A) mounted panels or (B) electronic message boards at the sole discretion of the developer.
**SIGNAGE**

*SECONDARY MONUMENT WITH FUEL*

(Founded at King Soopers Fuel Center only)

- Board formed concrete
- Faux stained wood cabinet
- Pin mounted brushed aluminum logo with die cut lettering and accent color on recessed side face, back lit
- Mounted digital display fuel panel

*WAYFINDING MONUMENT*

- Faux stained wood cabinet
- Double-sided sign cabinet
- Mounted panels with pin mounted or punch through lettering
- Accent color on recessed side face

**SUMMARY OF ALLOWED SIGNAGE**

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<th>SIGN</th>
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<th>HEIGHT</th>
<th>AREA</th>
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<tbody>
<tr>
<td>PRIMARY MONUMENT 2</td>
<td>20’ TO TOP OF SIGN 20’8” TO TOP OF STRUCTURE</td>
<td>PER CODE</td>
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<td>PRIMARY MONUMENT W/FUEL 1</td>
<td>20’ TO TOP OF SIGN 20’8” TO TOP OF STRUCTURE</td>
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<td>SECONDARY MONUMENT 1</td>
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<td>WAYFINDING (KIOSK AND/OR TENANT) 1</td>
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<td>PROJECTING 2</td>
<td>2’ PLANNING AREA AT LEAST 10’ ABOVE GRADE &amp; NOT MORE THAN 5’ BEYOND BUILDING FACE</td>
<td>60 SF</td>
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<tr>
<td>BUILDING FRONTAGE</td>
<td>PER CODE</td>
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</tbody>
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**NOTES:**

1. All signage is allowed per Code except the Projecting sign, which is an allowance per this Master Plan.
2. Primary and secondary monuments may contain mounted panels or electronic message boards.
3. Refer to Page 29 for Adjustments.
BUILDING SIGNAGE

PREFERRED CHARACTER

MATERIALS

NOTES:
1. Materials shall be durable and of high quality, such as metal or concrete.
2. Signs, including supports, brackets and lighting, shall be compatible with the building's architectural elements, including scale and materials, and shouldn't obstruct windows or other features.
3. Cut metal letterforms, stencil cut metal, sandblasted glass or metal, and engraved letters are encouraged.

BUILDING FRONTAGE

NOTES:
1. Where appropriate, the building façade shall provide the background to individual letter and logo signs.
2. The façade of commercial buildings shall provide space above storefronts and power sources that can accommodate tenant’s signage needs as uses change over time.
3. Small blade signs shall complement, and not clutter, the primary building signage.

PROJECTING

NOTES:
1. Projecting signage on multifamily buildings shall not extend more than 5’ beyond the building face and must be at least 10’ above grade.
2. Projecting signs may be internally or externally lit, but should not create light pollution for proximate residential units.
3. Signs shall provide a strong graphic character through the imaginative use of graphics, color, texture, quality materials, scale, and proportion.
PRELIMINARY THEME
Encompassing approximately 22 acres, The Point project is a retail, office, mixed use, and TOD development. The Point will also include a new “Main Street” at the extension of Dartmouth Avenue. Dartmouth will be the spine of the development.

Complementary to the on site relocation of King Soopers, new retail tenants could include fast-casual eateries, service-based businesses, sales-based retailers, and healthcare providers. Office tenants could include regional and national firms typically seen in the southeastern office parks of the Denver Tech Center within the I-25 / T-REX corridor, including tenants relocating from Downtown Denver.

Public art will be encouraged throughout the project within public spaces as focal points or gateway entry features. The Public Art is envisioned to flow as a series, to enhance the cohesiveness of the site. There are 3 potential locations shown in the diagram at right, all near or within the Small Urban Park areas. The art budget allocation between these sites may not be equal and the area identified as Potential Location 1 is envisioned to be the primary art element on the site.

Materials for Public Art are to coordinate with materials and modern aesthetic style of architecture. The building materials will include a mix of metal, concrete, wood and masonry. We envision the Art to use durable materials such as metal and concrete. The style should be abstract and contemporary. The series could be done by one Artist or an Artist Team. The incorporation of light for all of the Art pieces is very important. We would also prefer for some or all of these Art pieces to have an interactive element as well.

PRELIMINARY SCHEDULE
The Public Art Selection will begin in 2017 and implementation will start 12-24 months after design decisions have been made. The series of Art Pieces may be phased, and installed along with its correlating location is built. The first phase will most likely be Location 1, next to the retail development and along the “Main Street.”

PUBLIC ART GOALS
- Durable Materials
- Interactive
- Art Pieces to incorporate Lighting or be well lit
- Create a Unique Identity for the project
- Be Abstract and Contemporary in Character
- Be done as a Series

PUBLIC ART POSSIBLE LOCATIONS
1. Within Central Small Urban Park area
2. At Bridge Landing Park area

PUBLIC ART BUDGET

<table>
<thead>
<tr>
<th>CITY OF AURORA ART FEE ALLOCATION</th>
<th>PERCENTAGE</th>
<th>BUDGET</th>
</tr>
</thead>
<tbody>
<tr>
<td>Professional Artist Budget</td>
<td>79%</td>
<td>$433,500.00</td>
</tr>
<tr>
<td>Public Art Application Fee</td>
<td>5%</td>
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<td>Project Coordinator</td>
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<td>Future Maintenance and Repairs</td>
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<tr>
<td>Total</td>
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<td>$550,000.00</td>
</tr>
</tbody>
</table>

PUBLIC ART POSSIBLE LOCATIONS KEY
1. Within Central Small Urban Park area
2. At Bridge Landing Park area
SITE DETAILS AND FURNISHINGS

Site and pedestrian lighting, outdoor furnishings and planting areas will enhance and unify the overall project contributing to the sense of place and overall character. The intent is to benefit all users with a consistent, comfortable and attractive environment. The selection of site furnishings is intended to portray the character and level of quality for all common areas throughout the development.
LIGHTING

CHARACTER IMAGERY

LIGHTING STANDARDS

The lighting package shall consist of parking lot and roadway lighting, building lighting, pedestrian lighting and landscape accent lighting. Quality fixtures that are both attractive and functional shall be used to provide lighting through a series of pedestrian scaled fixtures selected to provide adequate and even light levels for both pedestrians and driver safety. Lighting should complement the building architecture, signage, parking, landscaping and common area designs.

ROADWAY AREA LIGHT
Manufacturer: PHILIPS
Model: GULLWING G18 IN BLACK

PUBLIC ROADWAY, INTERNAL AREA & PARKING LOT LIGHTING
Public roadway lighting is to be an LED cutoff type, approximately 25’ in height or less. Model to be per TOD Standards.

Luminaire Model: Gullwing Area Larg G18
Finish: Black

ROADWAY PEDESTRIAN LIGHT
Manufacturer: LOUIS POULSEN
Model: KIPP POST IN BLACK

ROADWAY PEDESTRIAN & INTERNAL AREA LIGHTING
Fixtures shall be an LED cutoff type, approximately 20’ in height. They shall be utilized along main pedestrian corridors, public gathering spaces and streetscape areas.

Luminaire Model: Kipp Post
Finish: Black

LANDSCAPE LIGHTING
Landscape and accent lighting shall be used to enhance or highlight landscape features in key areas and may provide additional ambient light in gathering areas and along pedestrian corridors.

Luminaire Model: SleekVision Bollard LED (VBC Cage)
Finish: Black

BUILDING LIGHTING
Building mounted lighting is to be used in conjunction with area lights to illuminate adjacent pavement surfaces as well as to accent significant architectural features.

BOLLARD LIGHT
Manufacturer: Philips
Model: SLEEKVISION LED BOLLARD IN BLACK

Exhibit C
ARCHITECTURAL DESIGN GUIDELINES

The Point is proposed to be a mixed-use, transit-oriented development consisting of retail, residential and commercial uses. These design guidelines outline the elements that shall be the basis for individual building design throughout The Point in order to ensure consistency of quality and character throughout the development. All development within The Point shall conform to these guidelines as well as requirements of the City of Aurora codes. All proposed buildings must be reviewed and approved by The Point Design Review Committee.

INTENT

The intent of these guidelines is to support public and private investment in The Point by establishing the parameters for the project to develop over time while maintaining consistency of character and ensuring an attractive outcome for the surrounding neighborhood.

- To create an attractive public realm with buildings that are architecturally complete on all visible elevations.
- To provide visual interest along all streets and an enhanced pedestrian experience through a complementary use of building, streetscape, and landscape materials unified by a contemporary design vocabulary.
- To support comfortable public spaces with appropriately scaled buildings and streets.
- To activate and memorialize the significant intersections of Peoria Street at Parker Road and Dartmouth Avenue by incorporating iconic corner details.
- To maximize views of the mountains, Downtown Denver, DTC, and the Cherry Creek Reservoir, as well as views into the site.
- To screen all rooftop equipment and ground floor services, such as trash storage and utilities, from highly visible rights-of-way to prevent visual clutter.

Sustainability

The Point will encourage sustainability throughout its development, including:

- Eco-friendly building design, materials, orientation, and construction
- Product selection based on regional supply
- Environmental impact and durability
- Flexibility to adapt to future change
- Classic materials that stand the test of time
- Plant selection and landscape design based on regional appropriateness, environmental impact and water usage economy

BUILDING MASS

Building mass, especially that of the first story, should result in well-proportioned structures that relate well to each other and to the street. Any single story buildings in Planning Area D should be designed to appear taller in relation to streets and plazas in order to create outdoor rooms and a comfortable sense of enclosure. Multi-story buildings should be designed to create a strong base where adjacent to the public realm.

General Guidelines

- Storefronts shall be scaled and detailed to break down larger façades of buildings into smaller units.
- An upper story setback of a minimum of 10’ is required above seven stories on Dartmouth Avenue and on Cornell Avenue east of Peoria Street.
- Mid-block access at-grade through buildings is permitted.

Material Guidelines

- Eco-friendly, highly-durable building materials that are appropriate for the local climate and reduce energy consumption are encouraged, while poor-quality materials should be avoided. Synthetic stone will not be allowed.
- Each building mass should have a predominant materiality, however complementary surfaces, forms, and colors are encouraged within the overall building mass and along each street.
- Building design, including articulation and materiality, shall continue on all sides including areas deemed “back of house”; transition between materials should occur at a planer change or offset.
ARCHITECTURAL DESIGN GUIDELINES

ROOF FORM
Roof form elements shall add interest to the principal building mass, creating distinctive and architecturally-significant features at the corners or ends of buildings.

General Guidelines
- Roof forms shall be separated by clerestory glazing or an extension of the principal mass walls.
- Roof forms shall be shallow sloping gables, sheds or folded planes.
- Roof forms shall be substantial, extending across the principal mass depth or width, projecting out from the principal mass a minimum of 4’.
- Alternative uses for roofs such as terraces, gardens, and green roofs are encouraged.
- All rooftop equipment and utilities shall be screened from public rights-of-way.

Storefront or Curtainwall Guidelines
- For the ground floor of buildings, clear glass or spandrel glazing storefronts shall be used to ensure visibility of retail and other active uses at main entry locations.
- On upper levels, facades shall respond to their orientation by individualized treatment to accommodate sun shading and solar gain as appropriate.
- Clear, low E or slightly tinted glazing should be used.

Material Guidelines
- Where exposed to public view, standing seam architectural metal roofing or similar quality materials are encouraged in a color palette complementary to the principal mass materials.
- The underside of roof overhangs is encouraged to use wood tongue and groove material with a clear finish and detailed to be protected from the elements or wrapped with metal roofing material.
- Painted gypsum board products and overly detailed stucco systems are discouraged. No asphalt shingles will be allowed. No exposed membrane roof material will be allowed when the building is viewed in elevation.
ARCHITECTURAL DESIGN GUIDELINES

FENESTRATION
All sides of a building shall exhibit material breaks that allow for thoughtful fenestration, sunlight access, and visibility that provides a continuous rhythm of transparency.

General Guidelines
• Each building shall be environmentally responsible by adapting fenestration, shading and materials to the microclimate of each façade’s orientation.
• Buildings shall minimize the negative impact of winter shade on public open spaces and sidewalks.
• Buildings shall not contain glass coatings that are highly reflective or mirrored.
• Fenestration shall reflect and enhance the building scale and use.
• Entries shall be generously proportioned and defined with architectural features. Awning and structural canopies for weather protection at building entrances are desirable.
• Blank walls are not permitted on any façade. Rather, all façades shall have architectural details that add visual interest.

Parapet Guidelines
• Horizontal, planar roof forms are allowable if they are differentiated from adjacent parapet roofs by a minimum of 2’.
• Parapet heights are encouraged to be at least 18’ above finish floor and have no height limit.
• Higher parapets that hold a consistent edge and material treatment and create the illusion of a second story shall be encouraged.
• Parapets shall screen mechanical equipment and roof membrane that would otherwise be visible from any elevation. Note: equipment and roof membrane will be visible at 3 stories or higher.
• Where a change in plane occurs, a change in parapet height is required, and the higher of the parapets should extend past the inside face of the lower parapet by a minimum of 2’.

Punched or Projecting Window Guidelines
• Openings of 4’ x 6’ or larger and of repeating geometries in the principal mass are encouraged. It is also encouraged to use these punched or projecting openings to express wall thickness or provide visual interest along the pedestrian realm. Header, jam, and / or sill detail elements are encouraged.
ARCHITECTURAL DESIGN GUIDELINES

Material Guidelines
- Header and sill elements are encouraged to be of quality, substantial materials such as precast concrete, unit masonry, stone or metal. Synthetic stone will not be allowed.
- Glazing with a minimum of 60% light transmittance factor shall be encouraged. No highly reflective glazing shall be permitted. All glazing shall have a maximum reflectance factor of 0.20 and shall be of sufficient quality to enhance energy performance.

EXPOSED STRUCTURAL ELEMENTS
Vertical and horizontal structural systems are encouraged either within, just inside, or just outside of storefronts or curtainwall systems and in areas that support roof form elements. Expressed structural connections are encouraged.

Material Guidelines
- Exposed structural elements may be of concrete, steel, heavy or glue laminated timber, or steel wrapped in prefinished aluminum brake metal.

Balconies and Terraces
- These elements are encouraged and should be a combination of projecting, recessed or semi-recessed to create visual interest and reflect shifts in principal massing.
- Well maintained planting that is visible from both the building interiors and from the pedestrian level is also encouraged.

Sun Shades
- Sunshades where desirable for sun control or architectural interest are encouraged. They should be simple in shape and framed with steel, timber or glue laminated timber that is properly detailed for longevity. Shading surfaces may be metal (perforated, corrugated or solid), translucent material, or properly detailed wood trellis.

Entry Canopies and Outdoor Dining Shade Structures
- Such elements are encouraged to be simple in shape and framed with steel, timber or glue laminated timber that is properly detailed for longevity. Shading surfaces may be metal (perforated, corrugated or solid), translucent material, or properly detailed wood trellis.
ARCHITECTURAL DESIGN GUIDELINES

BUILDING HEIGHT

One Story Buildings

- One story buildings may be approved when they meet other stated goals. Any approved buildings must be designed with a tall first floor and a parapet feature in order to achieve an 18' or taller apparent height. Proposed one story buildings must be reviewed and approved by The Point Design Review Committee, and the Planning and Zoning Commission in Planning Areas E and F.

Two Story Buildings

- A singular building expression which does not differentiate between one and two stories is desired. Clerestory glass or alternative/high quality material transition at the top of the second floor is allowed. A height of 30’ or more is encouraged.

Multi Story Buildings

- Multi story buildings providing height increases on ends that are adjacent to neighboring properties or public streets are strongly encouraged. Specifically, higher buildings located near the intersection of Peoria Street and Parker Road are required. Variations in roof lines associated with variations in building mass are strongly encouraged.

BUILDING ENTRIES

All buildings shall provide at least one primary building entry oriented to the public way or internal parking drives. Primary building entries shall be conspicuous and easily recognizable from pedestrian way and drive approaches. Service access for buildings shall be located out of sight from the primary building entry. Where buildings are tied to secondary pedestrian ways or plazas, secondary building access should be considered and supported by interior function. Front and side setbacks of up to, but not more than, twenty (20) feet shall be allowed for outdoor cafes, steps, stoops, balconies, awnings, chimneys, bay windows, etc. may encroach into the setback.
ARCHITECTURAL DESIGN GUIDELINES

SCREENING
Mechanical Systems Screening
- Screening of rooftop building systems shall be integral to the building architecture in terms of form and material. The use of mechanical penthouses or screening systems that are extensions of roof forms are highly encouraged. All mechanical and electrical systems shall be screened from view of surrounding public right-of-ways.

TRASH AND RECYCLING
Interior Trash
- Interior trash rooms are preferred in multi story buildings where possible.

Exterior Trash
- Exterior trash dumpsters shall be located within walled and gated enclosures and placed on a concrete slab and fully screened from view. Materials shall be durable and be built of the same materials as used in the building requiring the trash service. They shall be secure and at least seven 7’ high. Such enclosures shall be surrounded by a raised concrete curb or planting area sufficient in width to protect them from vehicle contact.

PARKING STRUCTURES
Parking structures are encouraged to be wrapped with residential or commercial buildings at grade or multiple levels to minimize visual impact on public streets and spaces. If a wrap is not possible, particular attention shall be paid to the material treatment and screening of the parking within. Parking access should be well-identified by signage. Pedestrian entries should be generously proportioned and defined with architectural features. Awning and structural canopies for weather protection at building entrances are desirable.
**ADJUSTMENTS**

The adjustments from standards listed below are granted as part of the approval of the Master Plan, as they are required to develop The Point as proposed in the Master Plan and are consistent with the intent of the Zoning Ordinance of the City of Aurora and the Nine Mile Station Area Plan.

<table>
<thead>
<tr>
<th>CODE SECTION</th>
<th>DESCRIPTION OF ADJUSTMENT</th>
<th>APPLICABLE PLANNING AREA(S)</th>
<th>BASIS FOR ADJUSTMENT REQUEST</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEC. 146-1423: Landscape Site Perimeter Buffers for Non-Street Frontages</td>
<td>Landscape buffer width reduction</td>
<td>A &amp; F</td>
<td>Due to the change in grade and design of the street, we request a reduced buffer width along the eastern boundaries of Planning Areas A and F. The buffer will include a 6' masonry wall and twice the amount of tree quantities required by Code. All tree species will be Evergreen and planted on the exterior side of the wall, facing the adjacent property.</td>
</tr>
<tr>
<td>SEC. 146-1439: Parking Lot Landscaping</td>
<td>Removal of landscaped islands at the ends of the parking rows adjacent to the front drive-aisle in front of the King Soopers building</td>
<td>A</td>
<td>These islands have been found to create a tripping hazard for customers entering and exiting the store carrying bags of groceries or pushing shopping carts due to the raised nature of the curbs. It has been found that drivers tend to make sharper turns from the aisles adjacent to the locations of the required landscape islands due to the innate feeling of having to avoid pedestrians and other cars while making the turning movement. This results in damaged islands which require constant maintenance and disturbed landscaping that has very little chance of flourishing due to the constant pedestrian and vehicle disturbance. Although cart corrals are provided for customers, the islands at the front of the drive aisles tend to become areas where customers park shopping carts when they are in a hurry which also has a negative effect on landscaping and maneuverability in these areas. Additionally, the rock or wood mulch typically found in these islands ends up scattered on the drives creating additional pedestrian hazards and does not support a clean and tidy development. Based on review of existing store operations, at stores with and without the front row of islands, King Soopers has found that striped islands at the front of the store provides a refuge area for customers with shopping carts and relieves the issues stated above.</td>
</tr>
<tr>
<td>SEC. 146-1509(B)8 Parking Block Design, Table 15.6</td>
<td>Accommodate the proposed King Soopers parking lot layout</td>
<td>A</td>
<td>The parking lot layout of King Soopers is of critical importance to the retail success of the facility. Both the master developer and King Soopers have agreed to share parking, landscape islands, and provide safe, efficient circulation paths in discrete blocks. When considering the King Soopers parking ratio is well below the 4.0 spaces per 1,000 sf of GFA permitted in the station area plan, and parking will be shared with the overall development, parking blocks of exactly 120 spaces are not feasible in this circumstance. The King Soopers parking block provides an average of 120 spaces or less, with four separated pedestrian connections provided - two in the east/west direction, and two in the north/south direction. In addition, easements will be provided to allow for future roads and pedestrian paths. The east/west easement will run from Peoria to the north/south easement, and the north/south easement will run from Dartmouth Ave. to Cornell Ave.</td>
</tr>
<tr>
<td>Nine Mile Station Area Plan</td>
<td>Allow single story buildings in Planning Areas B, D and F.</td>
<td>B, D, &amp; F</td>
<td>Single story buildings with active uses and large format entertainment uses are being considered for these Planning Areas. A bank is one of several tenants likely for single story buildings proposed in Planning Area B, on the north side of Dartmouth Ave. Planning Area D may also attract single story uses that will frame the Central Plaza while allowing plenty of solar access to the park. An adjustment for single story buildings within Planning Area F may be considered for a unique, first-to-market, regionally-significant tenant. Single story architecture must be designed with a tall first floor and a parapet feature in order to achieve an 18’ or taller apparent height to be comparable and compatible with the rest of the buildings. Single story buildings must be approved by The Point Design Review Committee in Planning Area B, administratively in Planning Area D; and by The Point Design Review Committee and the Planning Commission in Planning Areas E and F.</td>
</tr>
<tr>
<td>SEC. 146-4-4.10: Signs</td>
<td>Signage design and location change.</td>
<td>C &amp; F</td>
<td>The signage along Parker Road qualifies to be included in the commercial overlay district, which allows for increased heights. Visibility to the site and Parker Road frontage is restricted due to the configuration of the I-225 ramp sound barriers. Monument signs have been located to allow for visibility.</td>
</tr>
</tbody>
</table>