

MASTER PLAN WITH WAIVERS

May 10, 2017

THE
POINT
AT NINE MILE STATION

KOELBEL

M MILE HIGH
DEVELOPMENT

Kimley»Horn

OZ

»»»»
NORRIS DESIGN

INTRODUCTION

INTRODUCTION

The Point is poised to become a premier transit-oriented development northwest of I-225 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:

General

- 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 ___ caliper inches and/or ___ dollars per caliper inch. Fee in lieu mitigation quantities will be tallied through the phases of district improvements 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. If any regulations conflict with this document, then this Master Plan shall take precedence.
2. The applicant shall have a covenants, controls, and restrictions review committee that will review all development for compliance with this Master Plan prior to submission to the City of Aurora. The Point Design Review Committee shall be composed of five members, including three independent design professionals, a Planning representative from the City of Aurora, and a representative from the master developer and/or Metro District.
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 site.
7. Improvements will be installed as required consistent with the Public Improvements Phasing Plan.
8. Public land dedication will comply with City Code.

EXISTING / INTERIM CONDITIONS

LEGEND

— PROPERTY LINE
- - - PROPERTY LINE

NOTE: EXISTING EASEMENTS TO BE
VACATED BY SEPARATE DOCUMENT

GENERAL NOTES

1. AT THE TIME OF THE SITE PLAN SUBMITTAL THE DEVELOPER SHALL BE RESPONSIBLE FOR PROVIDING SUFFICIENT ROADWAYS FOR FIRE APPARATUS ACCESS (EX. PUBLIC ROADWAY OR FIRE LANE EASEMENT) TO WITHIN 150 FEET OF ALL EXTERIOR PORTIONS OF ALL BUILDINGS AS REQUIRED BY THE ADOPTED FIRE CODE. THE ADDITION OF ANY NEW FIRE APPARATUS ACCESS ROADWAY WILL REQUIRE THE EXTENSION OF A LOOPED FIRE MAIN SYSTEM TO SUPPORT THE REQUIRED FIRE HYDRANTS ALONG THESE ROADWAYS. SIZING OF THE WATER MAIN SYSTEM TO SUPPORT THE REQUIRED FIRE HYDRANTS FOR EACH PHASE OF CONSTRUCTION.
2. IF APPLICABLE, ALTERNATIVE MEANS OF PROVIDING AN ON-SITE FIRE PROTECTION WATER DISTRIBUTION SYSTEM MUST BE APPROVED BY BOTH THE CITY OF AURORA WATER DEPARTMENT AND LIFE/SAFETY PRIOR TO INSTALLATION. ONCE APPROVED, THE DEVELOPER IS REQUIRED TO DESIGN AND CONSTRUCT A WATER SUPPLY AND DISTRIBUTION SYSTEM MEETING THE FIRE FLOW REQUIREMENTS OF BOTH THE CITY OF AURORA AND ISO CRITERIA.

BENCHMARK AND DATUM

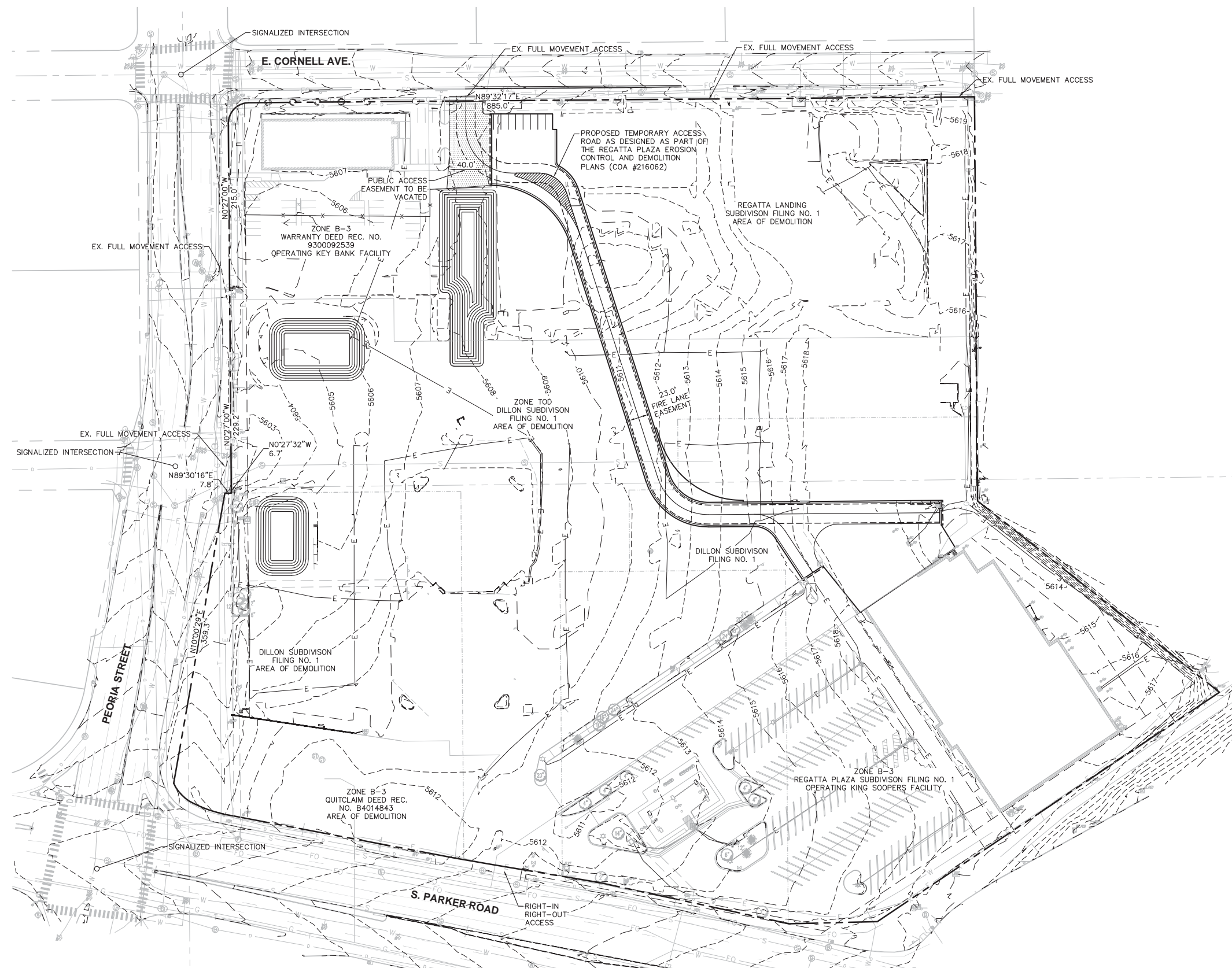
CITY OF AURORA BENCHMARK NUMBER 456725SW001 (AKA Q-020C) BEING A 3" BRASS CAP STAMPED "COA BM, 5-080B, Q-020C" LOCATED ON THE NORTHEAST CORNER OF A CURB OPENING INLET STRUCTURE FACING ON PEORIA AND BEING AT THE NORTHEAST CORNER OF SOUTH PEORIA STREET AND EAST YALE AVENUE.

ELEVATION = 5,621.92 (NAVD88)

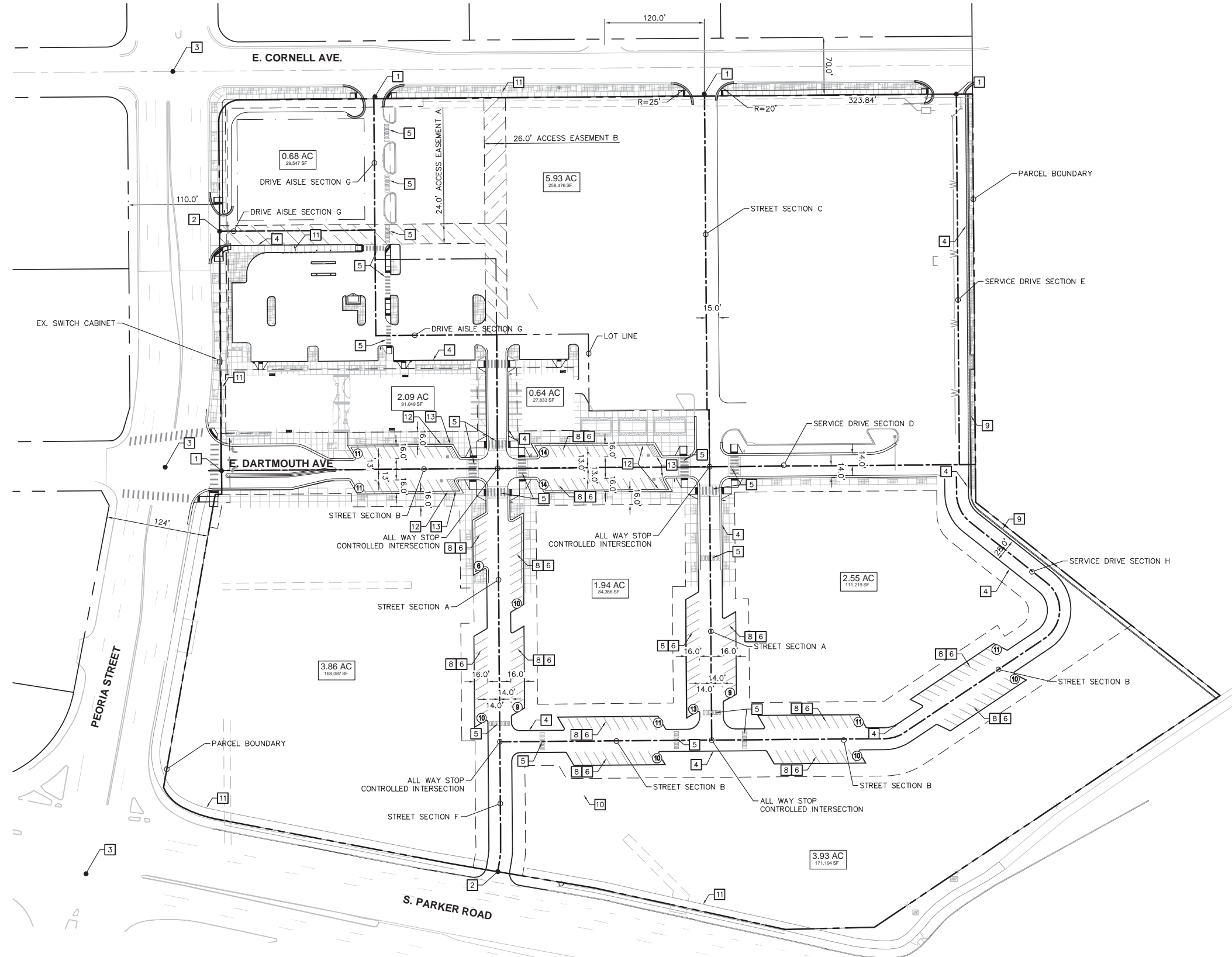
LOCAL SITE BENCHMARK (AZTEC #50)

SET 2 1/2" ALUMINUM ALLOY CAP STAMPED "AZTEC CP50" LOCATED AT THE NORTHEAST CORNER OF SOUTH PARKER ROAD AND SOUTH PEORIA STREET APPROXIMATELY 112 FEET NORTH OF THE CENTERLINE OF SOUTH PARKER ROAD AND 143 FEET EAST OF THE CENTERLINE OF SOUTH PEORIA STREET.

ELEVATION = 5608.57 (NAVD88)



MASTER SITE PLAN



LEGEND

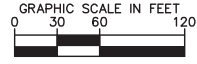
- PARCEL BOUNDARY
- ROADWAY CENTERLINE
- LOT LINE
- BUILDING SETBACK LIMITS

KEYNOTES

- 1 FULL ACCESS MOVEMENT
- 2 RIGHT-IN RIGHT-OUT ACCESS
- 3 SIGNALIZED INTERSECTION
- 4 CURB AND GUTTER
- 5 CROSSWALK
- 6 4" PAVEMENT STRIPING
- 7 RETAINING WALL WITH MASONRY SCREEN WALL. SEE NOTE 6
- 8 60° ANGLED PARKING STALL
- 9 RETAINING WALL
- 10 POTENTIAL PEDESTRIAN BRIDGE LANDING
- 11 PEDESTRIAN SIDEWALK
- 12 ACCESSIBLE PARKING SPACE NOTED BY SIGN AND STRIPING
- 13 STRIPED ACCESSIBLE AISLE
- # PARKING COUNT

GENERAL NOTES

- REFER TO SHEET 11 FOR TYPICAL STREET CROSS SECTIONS.
- ALL STREETS & PARKING TO BE ASPHALT PAVEMENT.
- THE DEVELOPER IS RESPONSIBLE FOR INSTALLING PEDESTRIAN AND BIKE IMPROVEMENTS AS A PART OF THE INDIVIDUAL SITE PLANS ASSOCIATED WITH AND IN ACCORDANCE WITH THIS MASTER PLAN.
- THE DEVELOPER IS RESPONSIBLE FOR STRIPING ALL PUBLIC STREETS. THE DEVELOPER IS REQUIRED TO PLACE TRAFFIC CONTROL SIGNS AND GUIDE SIGNS ON ALL PUBLIC STREETS AND PRIVATE STREETS APPROACHING AN INTERSECTION WITH A PUBLIC STREET.
- PAVED ROADWAYS THAT DEAD-END ARE TO BE BARRICADED IN ORDER TO PREVENT UNWARRANTED TRAFFIC.
- RETAINING WALL TO BE INSTALLED IN PHASES AS A PART OF ITS ADJACENT, RESPECTIVE PLANNING AREA.



MASTER PLAN

LEGEND



Vehicular Access



Potential Pedestrian Bridge Landing



View Corridor

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



Central Plaza
(Small Urban Park)

Elements may include:

- 10,000 sf of open space
- Framed by buildings / patios
- Open lawn area
- Plaza
- Programmed events
- Pedestrian connections



Large Active Node

Elements may include:

- Street level active uses
- Plazas
- Open space or greenways
- Seating & street furnishings
- Water / fire features
- Public art



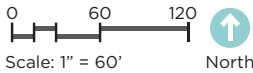
Small Active Node

Elements may include:

- Street level active uses
- Plazas & promenades
- Open space or greenways
- Seating & street furnishings



Ground Floor Activation



NOTE: Refer to the Multi-Modal Transportation Plan for pedestrian and bike connections.

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MILE HIGH
DEVELOPMENT

Kimley»Horn

OZ

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THE
POINT
AT NINE MILE STATION

OPEN SPACE & SMALL URBAN PARK

SMALL URBAN PARK AREAS AND CONNECTIONS



LEGEND

- Small Urban Park Area 
- Pedestrian Connection 

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.

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 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.

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





SMALL URBAN PARK MATERIALS & AMENITIES

SMALL URBAN PARK AREAS AND CONNECTIONS

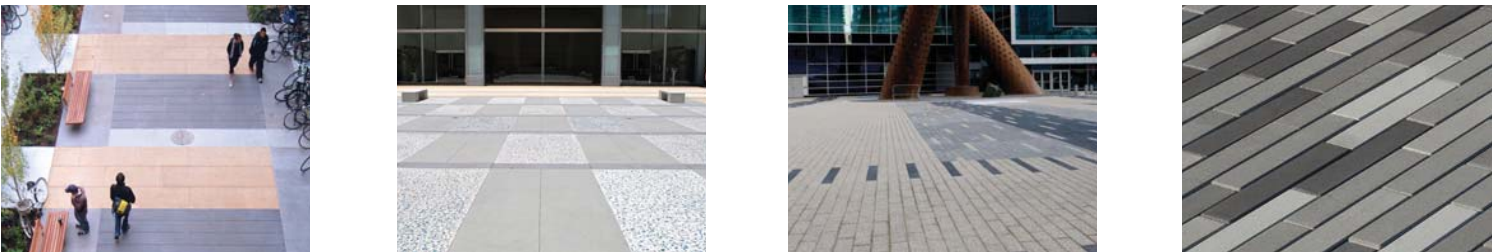


LEGEND

- Small Urban Park Area 
- Pedestrian Connection 

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.

ENHANCED PAVING



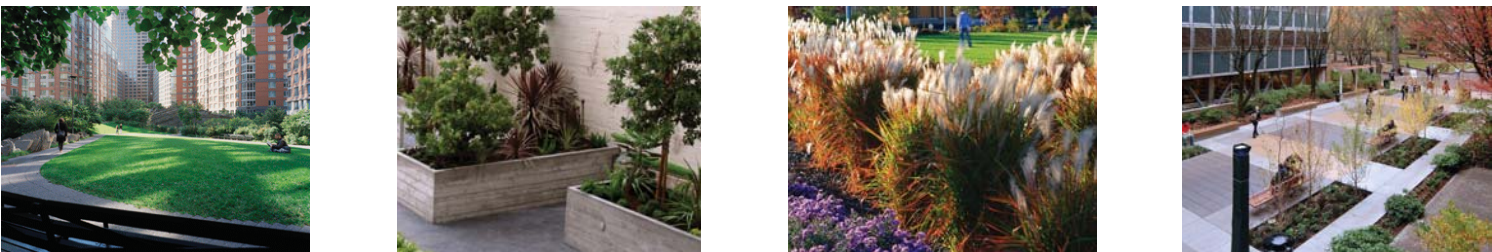
All Small Urban Park areas shall include enhanced paving features. Colored concrete, smooth and sandblasted concrete finishes and paver systems are the types of enhanced paving that could be used within these spaces. Enhanced paving shall also be used in streetscape areas adjacent to significant building 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

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.

PLANNING AREA*	ACRES	PROPOSED USES	BUILDING HEIGHT	MIN OPEN SPACE	MIN DU / ACRE
A	6.6	RETAIL / COMMERCIAL	1 STORY GROCERY STORE PERMITTED PER STATION AREA PLAN.	8%	NA
B	2.7	MIXED USE	1 STORY PERMITTED FOR BANK PER STATION AREA PLAN. OTHER 1 STORY BUILDINGS MUST BE REVIEWED AND APPROVED BY THE POINT DESIGN REVIEW COMMITTEE. ANY APPROVED 1 STORY BUILDINGS MUST BE DESIGNED WITH A TALL FIRST FLOOR AND A PARAPET FEATURE IN ORDER TO ACHIEVE AN 18' OR TALLER APPARENT HEIGHT.	15%	NA
C	3.9	MIXED USE	1 STORY NOT PERMITTED.	AREAS C-F WILL HAVE AN AGGREGATE AVERAGE OF 10% OPEN SPACE.	35
D	1.9	MIXED USE	1 STORY MAY BE APPROVED ADMINISTRATIVELY.	AREAS C-F WILL HAVE AN AGGREGATE AVERAGE OF 10% OPEN SPACE.	NA
E	2.7	MIXED USE	1 STORY NOT PERMITTED.	AREAS C-F WILL HAVE AN AGGREGATE AVERAGE OF 10% OPEN SPACE.	35
F	3.8	MIXED USE	1 STORY NOT PERMITTED.	AREAS C-F WILL HAVE AN AGGREGATE AVERAGE OF 10% OPEN SPACE.	35

* See Sheet 9 for Planning Area descriptions.

NOTES:

1. Per the Nine Mile Station Area Plan, drive thrus 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 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 AREAS

The Point development includes six planning areas, which are described below.

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 3.9 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 1.9-acre area could contain a dense mix of commercial, entertainment, 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.

Planning Area E

Planning Area E is intended for a mix of high-intensity commercial and residential uses with a minimum of 35 dwelling units per acre. Buildings in this 2.7-acre area should relate well to adjacent buildings. Taller buildings located on the east side of this planning area could take advantage of high visibility along I-225, while iconic architecture on the north side, near Dartmouth, could help provide a visual terminus along the main street. This planning area could include a prominent office tower.

Planning Area F

Planning Area F, with its proximity to Parker Road and I-225, 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 3.8-acre area allows commercial and civic 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.



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'.
- 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.
- 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 Spinnaker Run Condominium site to the east. The proposed access points include:

Parker Road

- Right-in right-out access is to be maintained.
- Western most access to be closed between the RIRO and Peoria Street.

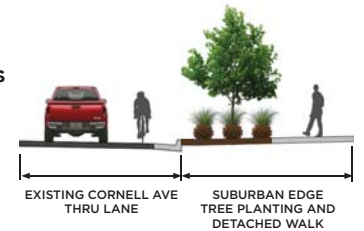
Peoria Street

- 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/permissive 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 Soopers fuel center.
- Peoria Street will have the Urban Landscape Zone Condition for its cross section and sidewalk area, see Street Section Diagram above Right.



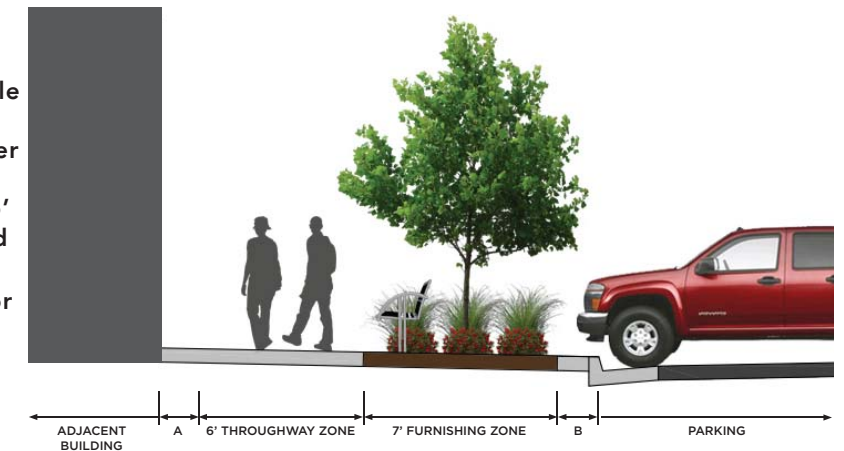
East Cornell Avenue

- 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, see Street Section Diagram to Right.



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.



Urban Streetscape Enlargement

PARKING

Intent

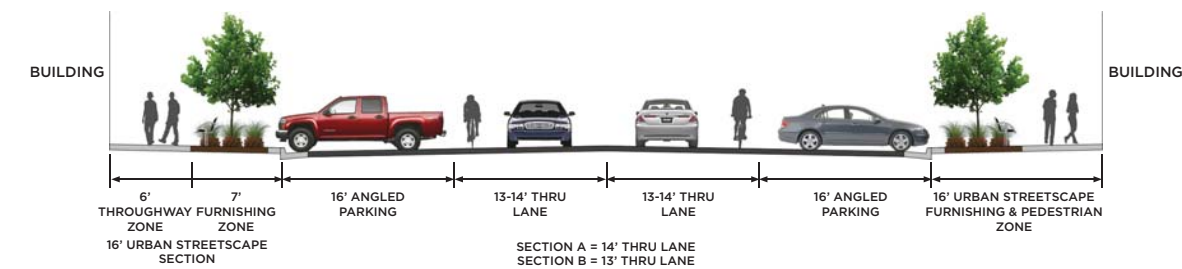
- To create efficient surface parking lots with well identified access and minimal visual impact to the surrounding site and neighborhood.
- To promote a well-connected and pedestrian friendly environment with convenient access to surface parking, transit, recreational, commercial and residential uses.
- 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

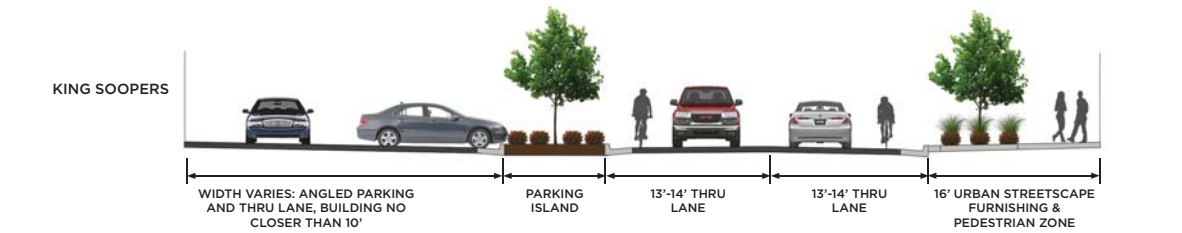
- Parking lots adjacent to buildings must provide a minimum 5' of unobstructed walking area, but should meet the urban street cross sections for sidewalks
- All off street parking will be screened from public view and adjacent uses.

STREET HIERARCHY

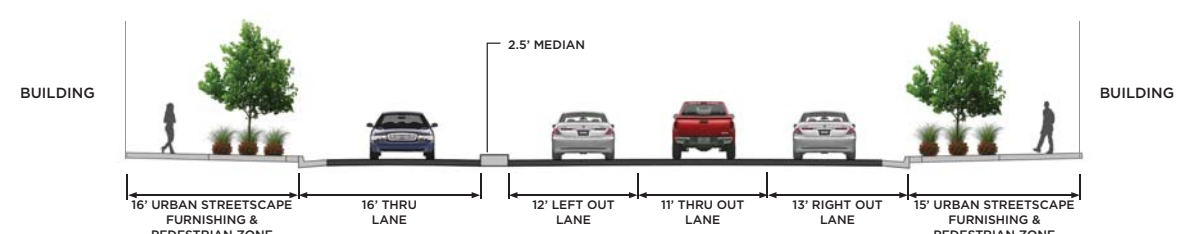
STREET SECTION A & B



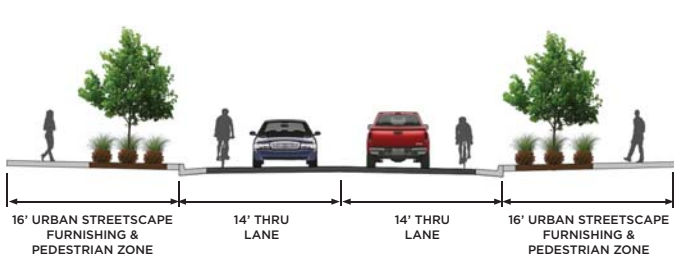
SERVICE DRIVE SECTION C



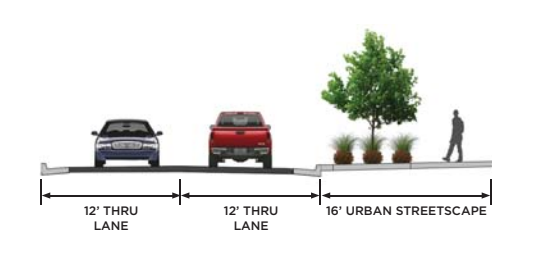
ENTRY DRIVE SECTION D



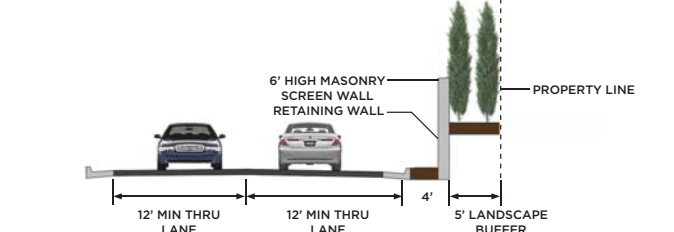
STREET SECTION E



DRIVE AISLE SECTION F



SERVICE DRIVE SECTION G



STREET HIERARCHY PLAN DIAGRAM



- 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

MAIN STREET PLAN



MAIN STREET ON DARTMOUTH AVENUE

- 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 include 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

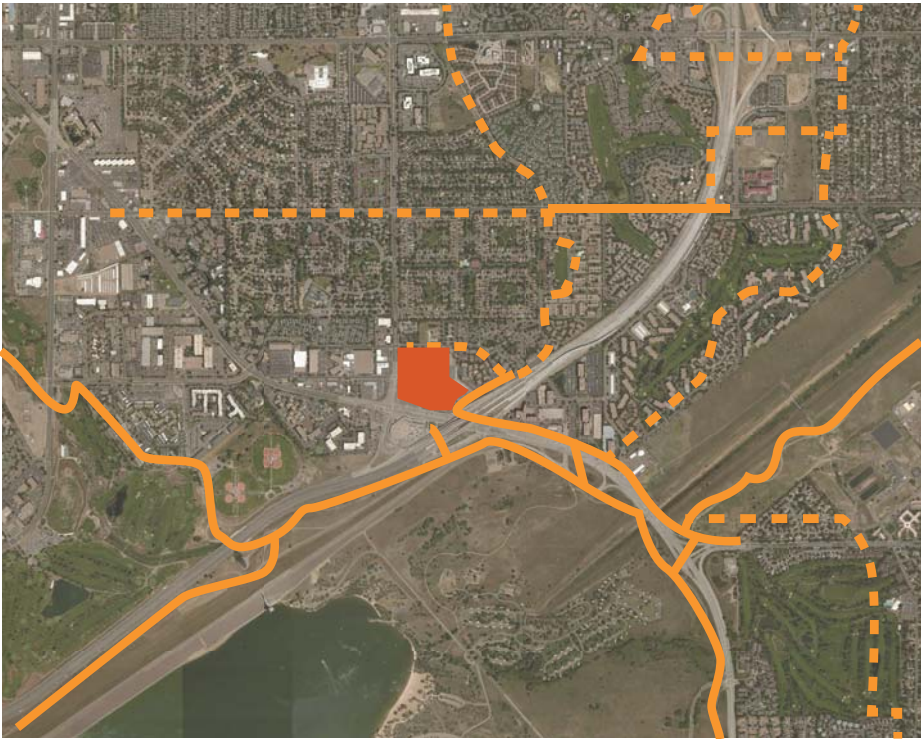
MAIN STREET SCHEMATIC DESIGN



STREETSCAPE CHARACTER IMAGERY



TRAIL CONTEXT MAP



LEGEND

- Existing Trails
- Proposed Trails
- Bike Routes
- Pedestrian Connectivity
- Conceptual Pedestrian Connectivity
- Existing Bus Stops
- Potential Bike Parking Locations
- The Point Site Location

MULTI-MODAL TRANSPORTATION PLAN

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.

BIKE ROUTES



PEDESTRIAN CONNECTIVITY



EXISTING BUS STOPS & POTENTIAL BIKE PARKING LOCATIONS



LANDSCAPE MASTER PLAN

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.

The landscaping improvements will be phased for each lot. If not completed sooner, the property owner 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.

LEGEND

- Phase I Metro District

Phase II Metro District
- Phase III Metro District

Planning Area Boundary

INSTALLATION AND MAINTENANCE

RIGHT-OF-WAY	INSTALLED	MAINTAINED
CORNELL AVENUE	METRO DISTRICT	ADJACENT PROPERTY OWNER
PEORIA STREET	METRO DISTRICT	ADJACENT PROPERTY OWNER
E. DARTMOUTH AVENUE	METRO DISTRICT	ADJACENT PROPERTY OWNER
E. BUFFER	METRO DISTRICT	ADJACENT PROPERTY OWNER
PARKER ROAD	METRO DISTRICT	ADJACENT PROPERTY OWNER
"MAIN STREET" (DARTMOUTH)	METRO DISTRICT	METRO DISTRICT
INTERNAL STREETS	METRO DISTRICT	METRO DISTRICT





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



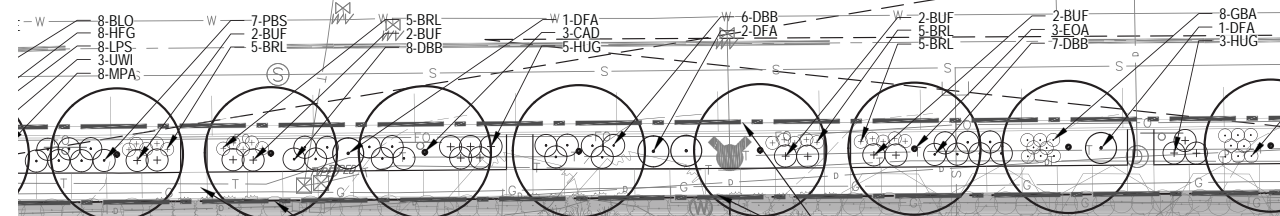
LANDSCAPE MASTER PLAN



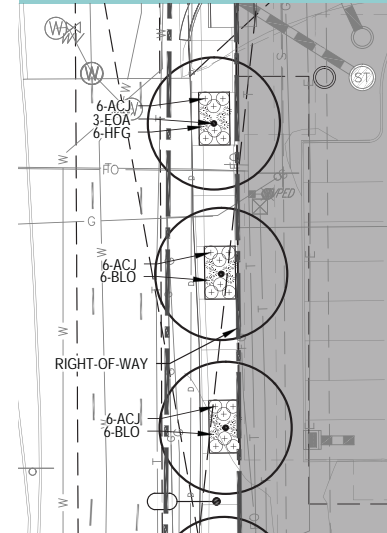
LANDSCAPE PLANT LIST

QTY.	SYM.	COMMON NAME	BOTANICAL NAME	SIZE & COND.	WATER USE	
(UNLESS OTHERWISE NOTED)						
DECIDUOUS TREES						
	11 9 18 11 6 19 3	CAD EOA HOA SSM TUF URE UWI	CADDO SUGAR MAPLE ENGLISH OAK HERITAGE OAK STATE STREET MAPLE TURKISH FILBERT REGAL ELM PROSPECTOR ELM	ACER SACCHARUM 'CADDO' QUERCUS ROBUR QUERCUS X MACDANIELII 'CLEMONS' ACER MIYABEI 'MORTON' CORYLUS COLUMNNA ULMUS X 'REGAL' ULMUS WILSONIANA 'PROSPECTOR'	2.5" CAL. B&B 2.5" CAL. B&B 2.5" CAL. B&B 2.5" CAL. B&B 2.5" CAL. B&B 2.5" CAL. B&B 2.5" CAL. B&B	MEDIUM XERIC MEDIUM MEDIUM MEDIUM MEDIUM MEDIUM
EVERGREEN TREES						
	23 24 47	MOO MEJ BMT	MOONGLOW JUNIPER MEDORA JUNIPER MINT TRUFFLE BOSNIAN PINE	JUNIPERUS SCOPULORUM 'MOONGLOW' JUNIPERUS SCOPULORUM 'MEDORA' PINUS LEUCODERMIS 'MINT TRUFFLE'	2.5" CAL. B&B 2.5" CAL. B&B 2.5" CAL. B&B	XERIC XERIC MEDIUM
ORNAMENTAL TREES						
	12 8	JTL PFC	JAPANESE TREE LILAC PINK FLAIR FLOWERING CHERRY	SYRINGA RETICULATA PRUNUS SARGENTII	8' CLUMP 2" CAL., B&B	LOW MEDIUM
DECIDUOUS SHRUBS						
	90 28 12 13 24 26	LPS NLD DFA PBS GBA DBB	LITTLE PRINCESS SPIRAEA LITTLE DEVIL NINEBARK ARNOLD DWARF FORSYTHIA PAWNEE BUTTES SANDCHERRY GOLDEN BARBERRY DWARF BURNING BUSH	SPIRAEA JAPONICA 'LITTLE PRINCESS' PHYSOCARPUS OPULIFOLIUS 'DONNA MAY' FORSYTHIA 'ARNOLD DWARF' PRUNUS BESSEYI 'PAWNEE BUTTES' BERBERIS THUNBERGII 'AUREA' EUONYMUS ALATUS 'COMPACTA'	#5 CONT. #5 CONT. #5 CONT. #5 CONT. #5 CONT. #5 CONT.	LOW LOW MEDIUM XERIC LOW LOW
EVERGREEN / BROADLEAF EVG. SHRUBS						
	21 24 224 30 30	BUF MPA ACJ BRL HUG	BUFFALO JUNIPER PANCHITO MANZANITA ALPINE CARPET JUNIPER LENA BROOM HUGHES JUNIPER	JUNIPERUS SABINA 'BUFFALO' ARCTOSTAPHYLOS X 'COLORADOENSIS' JUNIPERUS COMMUNIS 'MONDAP' CYTISUS X 'LENA' JUNIPERUS HORIZONTALIS 'HUGHES'	#5 CONT. #5 CONT. #5 CONT. #5 CONT. #5 CONT.	XERIC XERIC LOW LOW XERIC
ORNAMENTAL GRASSES						
	110 140 52 162	MMG HFG KFG BLO	MORNING LIGHT MAIDEN GRASS DWARF FOUNTAIN GRASS KOREAN FEATHER REED GRASS BLUE GRAMA GRASS	MISCANTHUS SINENSIS 'MORNING LIGHT' PENNISSETUM ALOPECUROIDES 'HAEMEL' CALAMAGROSTIS BRACHYTRICHA BOUTELOUA GRACILIS 'BLONDE AMBITION'	#1 CONT. #1 CONT. #1 CONT. #1 CONT.	LOW XERIC LOW XERIC

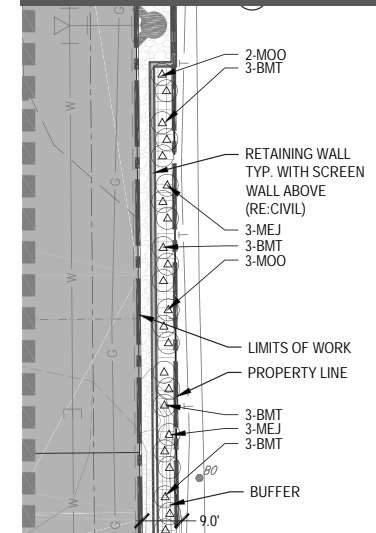
CORNELL AVENUE



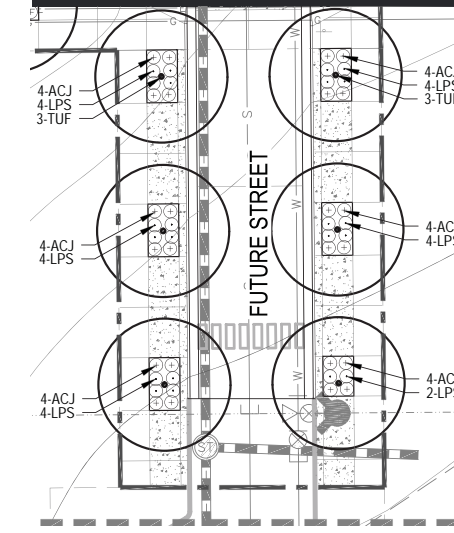
PEORIA STREET



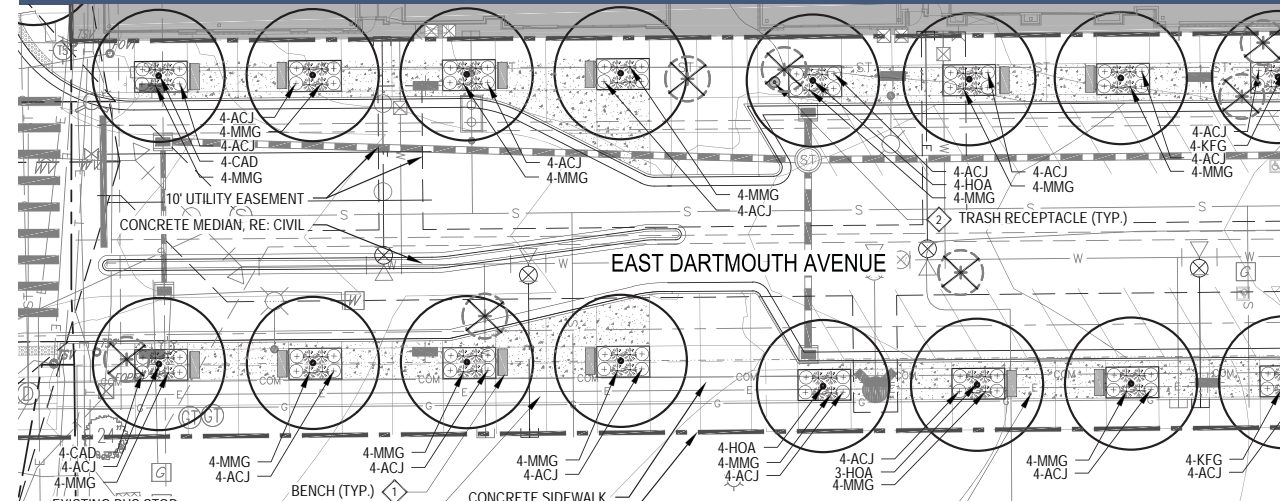
EAST BUFFER



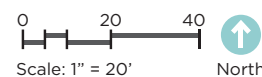
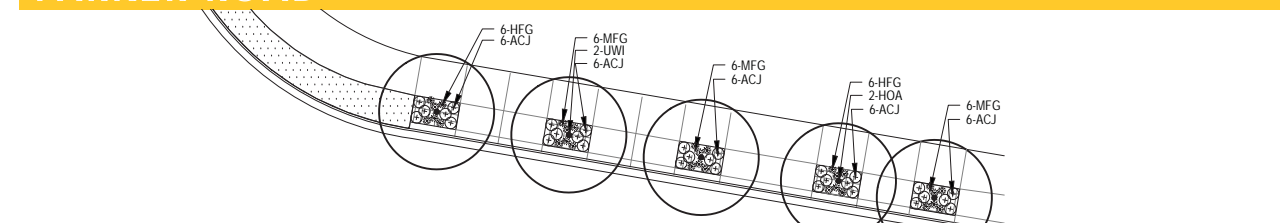
INTERNAL STREET



E. DARTMOUTH AVE



PARKER ROAD



TREE PLANTING PALETTE

DECIDUOUS TREES

DECIDUOUS TREE PLANT SCHEDULE

COMMON NAME	-	BOTANICAL NAME	-	SIZE & CONDITION
AUTUMN BLAZE MAPLE	-	ACER FREEMANII 'JEFFERSRED'	-	MIN 2.5" CAL B&B
BUR OAK	-	QUERCUS MACROCARPA	-	MIN 2.5" CAL B&B
CRIMSON SPIRE OAK	-	QUERCUS 'CRIMSCHMIDT'	-	MIN 2.5" CAL B&B
EMERALD SUNSHINE ELM	-	ULMUS PROPINQUA 'JFS-BIEBERICH'	-	MIN 2.5" CAL B&B
ENGLISH OAK	-	QUERCUS ROBUR	-	MIN 2.5" CAL B&B
WESTERN HACKBERRY	-	CELTIS OCCIDENTALIS	-	MIN 2.5" CAL B&B
HERITAGE OAK	-	QUERCUS MACDANIELII 'CLEMONS'	-	MIN 2.5" CAL B&B
SHADEMASTER LOCUS	-	GLEDITSIA TRIANCANTHOS INERMIS 'SHADEMASTER'	-	MIN 2.5" CAL B&B
STATE STREET MAPLE	-	ACER MIYABEI 'MORTON'	-	MIN 2.5" CAL B&B
TURKISH FILBERT	-	CORYLUS COLUMNA	-	MIN 2.5" CAL B&B
REGAL ELM	-	ULMUS X 'REGAL'	-	MIN 2.5" CAL B&B
PROSPECTOR ELM	-	ULMUS WILSONIANA 'PROSPECTOR	-	MIN 2.5" CAL B&B

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)				
AUTUMN BLAZE MAPLE	ENGLISH OAK	HERITAGE OAK	STATE STREET MAPLE	REGAL ELM
PROPOSED PERIMETER STREET TREES (PUBLIC STREETS)				
WESTERN HACKBERRY	PROSPECTOR ELM	SHADEMASTER LOCUST	TURKISH FILBERT	HERITAGE OAK

AUTUMN BLAZE MAPLE



BUR OAK



CRIMSON SPIRE OAK



EMERALD SUNSHINE ELM



ENGLISH OAK



WESTERN HACKBERRY



HERITAGE OAK



SHADEMASTER LOCUST



STATE STREET MAPLE



TURKISH FILBERT



REGAL ELM



PROSPECTOR ELM



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 PLAN

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 the 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. Character imagery for monuments, building frontage signage, and other signs are provided on the following page.

While signage in Planning Area A and B shall be subject to the City Sign Code, this plan proposes one allowance to the Code for all other planning areas. Otherwise, signage will conform to the Code in number, setbacks, size, and location. As future development is planned south of E. Dartmouth Avenue, building signage shall be handled in a consistent manner. All signage design must be approved by The Point Design Review Committee.

Intent

- To provide commercial and residential tenants a strong presence.
- To orient site visitors with wayfinding 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

- 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.



LEGEND

- Primary Monument
- Secondary Monument
- Potential Projecting Sign
- Building Frontage Signage
- Wayfinding (Kiosk and/or Tenant)

NOTE: The Signage Plan, including types and locations of signage, is conceptual. Changes to the plan may be made through an Administrative Amendment process by request of The Point Design Review Committee.

SIGN

CITY CODE

PROPOSED ALLOWANCE

LARGE MULTIFAMILY DWELLINGS (24+ UNITS)

TYPE: WALL, GROUND
QUANTITY: 1 / STREET FRONTAGE
MAXIMUM AREA: 96 SF

TYPE: PROJECTING
QUANTITY: 2 / PLANNING AREA
MAXIMUM AREA: 60 SF (NOT MORE THAN 5' BEYOND BUILDING FACE & AT LEAST 10' ABOVE GRADE)

SIGNAGE

PREFERRED CHARACTER

MATERIALS



BUILDING FRONTAGE



WAYFINDING



PROJECTING



PRIMARY & SECONDARY MONUMENTS



TERMINUS



PUBLIC ART PLAN

CONCEPT STATEMENT

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 BUDGET

CITY OF AURORA ART FEE ALLOCATION	PERCENTAGE	BUDGET
Professional Artist Budget	79%	\$433,500.00
Public Art Application Fee	5%	\$27,500.00
Project Coordinator	6%	\$34,000.00
Future Maintenance and Repairs	10%	\$55,000.00
Total	100%	\$550,000.00

PUBLIC ART POSSIBLE LOCATIONS



POSSIBLE LOCATION KEY

1. Primary Site Art Element. Near Small Plaza Park area as a terminus area along Dartmouth
2. Within Central Small Urban Park area
3. At Bridge Landing Park area



SITE FURNITURE

CHARACTER IMAGERY

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.

BENCH WITH BACKREST

Manufacturer: Equiparc

Model: EP 1930



WASTE RECEPTACLE

Manufacturer: Equiparc

Model: EP 3990



BIKE RACK

Manufacturer: Equiparc

Model: EP 5950



PLANTER



AMENITY SEATING



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

BOLLARD LIGHT

Manufacturer: Philips
Model: SLEEKVISION LED BOLLARD IN 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: SlekVision 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.

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.

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. Visible elevations are those elevations facing existing right of ways or street sections A, B or C.
- 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

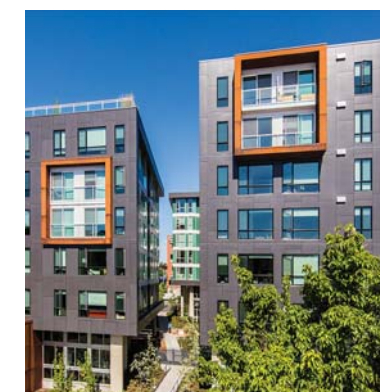
Building mass, especially that of the first story, should result in well-proportioned structures that relate well to each other and to the street. Any single story buildings in Planning Area D should be designed to appear taller in relation to streets and plazas in order to create outdoor rooms and a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



REPRESENTATIVE OFFICE AND MULTIFAMILY IMAGERY

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.

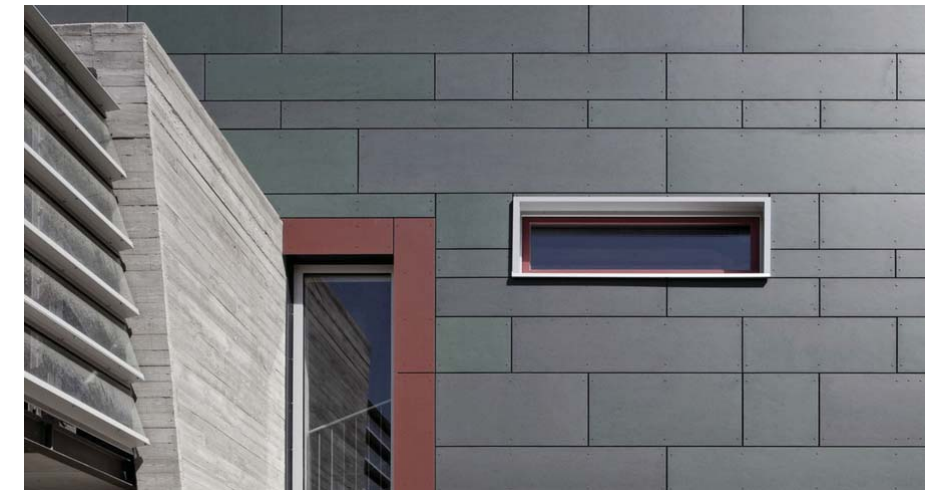
General Guidelines

- 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, façades 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.

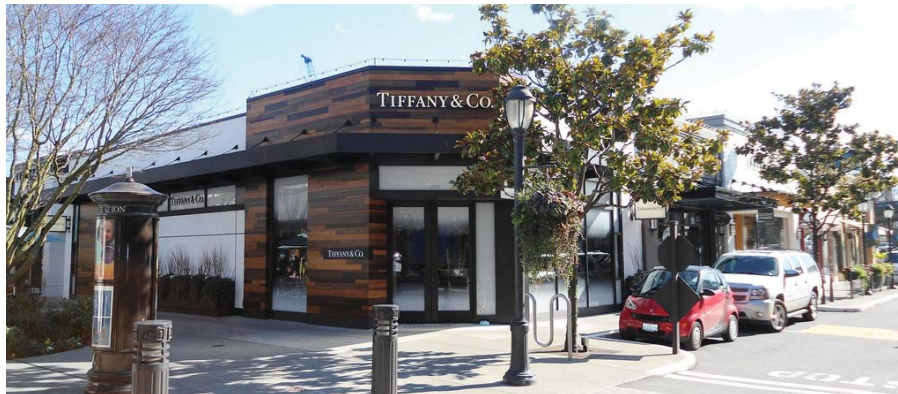
ARCHITECTURAL DESIGN GUIDELINES

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. Vehicle access to parking should be avoided on high-traffic pedestrian frontages. Parking access should be well-identified by signage. Parking structures should not front on the main street or public or private parks. Pedestrian entries should be generously proportioned and defined with architectural features. Awning and structural canopies for weather protection at building entrances are desirable.

WAIVERS

WAIVERS FROM CODE

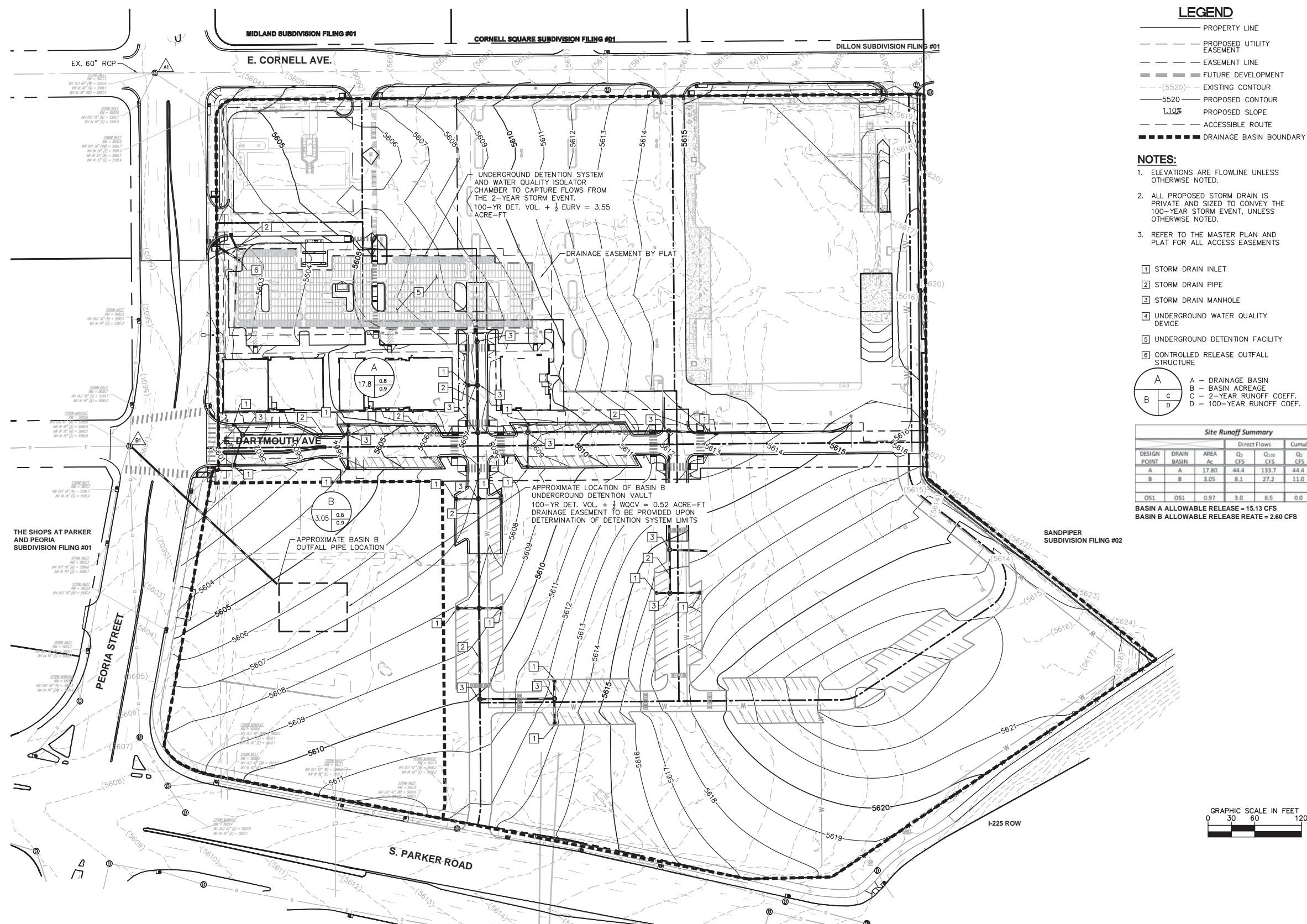
The waivers from standards listed below are granted as part of the approval of the Master Plan, as they are required to develop The Point as proposed in the Master Plan and are consistent with the intent of the Zoning Ordinance of the City of Aurora and the Nine Mile Station Area Plan.

THE POINT AT NINE MILE STATION WAIVERS CHART

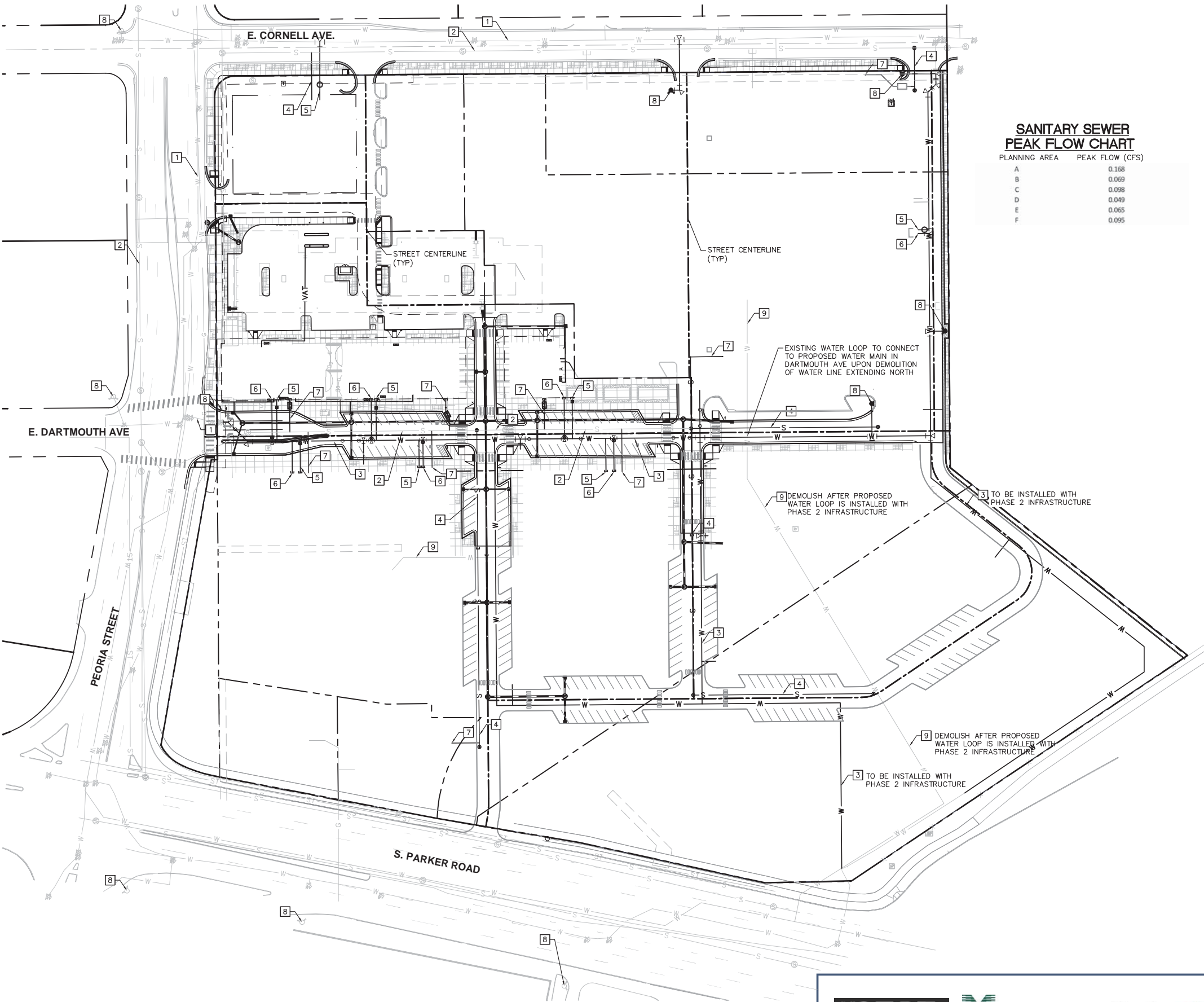
CODE SECTION	DESCRIPTION OF WAIVER	APPLICABLE PLANNING AREA(S)	BASIS FOR WAIVER REQUEST
SEC. 146-1423: Landscape Site Perimeter Buffers for Non-Street Frontages	Landscape buffer width reduction	A & E	Due to the change in grade and design of the street, we request a reduced buffer width along the eastern boundaries of Planning Areas A and E. The buffer will include an 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.
SEC. 146-1439: Parking Lot Landscaping	Removal of landscaped islands at the ends of the parking rows adjacent to the front drive-aisle in front of the King Soopers building	A	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 a shopping carts and relieves the issues stated above.
SEC. 146-1509(B)8 Parking Block Design; Table 15.6	Accommodate the proposed King Soopers parking lot layout	A	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.
Nine Mile Station Area Plan	Allow single story buildings in Planning Areas B and D.	B, D, E & F	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 Main Street. Planning Area D may also attract single story uses that will frame the Central Plaza while allowing plenty of solar access to the park. A waiver for single story buildings within Planning Areas E and 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 and Zoning Commission in Planning Areas E and F.



PRELIMINARY DRAINAGE PLAN



MASTER UTILITIES PLAN



**SANITARY SEWER
PEAK FLOW CHART**

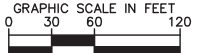
PLANNING AREA	PEAK FLOW (CFS)
A	0.168
B	0.069
C	0.098
D	0.049
E	0.065
F	0.095

- LEGEND**
- PROPERTY LINE
 - - - PROPOSED UTILITY EASEMENT
 - - - EASEMENT LINE
 - - - EXISTING STORM SEWER
 - - - PROPOSED STORM SEWER
 - - - EXISTING WATER LINE
 - - - PROPOSED WATER LINE
 - ⦿ PROPOSED FIRE HYDRANT
 - ⊗ PROPOSED WATER VALVE
 - ⊠ PROPOSED UTILITY METER
 - ⊞ PROPOSED GAS METER
 - ⊡ PROPOSED ELECTRICAL
 - - - EXISTING SANITARY SEWER
 - - - PROPOSED SANITARY SEWER
 - - - EXISTING ELECTRICAL LINE
 - - - PROPOSED ELECTRICAL LINE
 - - - EXISTING GAS MAIN
 - - - PROPOSED GAS SERVICE

- KEYNOTES**
- 1 EXISTING WATER LINE TO REMAIN
 - 2 EXISTING SANITARY SEWER LINE TO REMAIN
 - 3 PROPOSED WATER LINE
 - 4 PROPOSED SANITARY SEWER
 - 5 PROPOSED DOMESTIC WATER SERVICE LINE
 - 6 PROPOSED FIRE SERVICE LINE
 - 7 PROPOSED SANITARY SEWER SERVICE LINE
 - 8 EXISTING FIRE HYDRANT
 - 9 EXISTING WATER LINE TO BE REMOVED

NOTES:
1. REFER TO PRELIMINARY GRADING PLAN FOR ALL STORM DRAIN INFRASTRUCTURE.

BENCHMARK
CITY OF AURORA BENCHMARK NUMBER 4S6725SW001 (AKA Q-0200) BEING A 3" BRASS CAP STAMPED "COA BM, 5-0809, Q-0200" LOCATED ON THE NORTHEAST CORNER OF A CURB OPENING INLET STRUCTURE FACING ON PEORIA AND BEING AT THE NORTHEAST CORNER OF SOUTH PEORIA STREET AND EAST YALE AVENUE.
ELEVATION = 5,621.92 (NAVD88)
LOCAL SITE BENCHMARK (AZTEC #50)
SET 2 1/4" ALUMINUM ALLOY CAP STAMPED "AZTEC CP50" LOCATED AT THE NORTHEAST CORNER OF SOUTH PARKER ROAD AND SOUTH PEORIA STREET APPROXIMATELY 112 FEET NORTH OF THE CENTERLINE OF SOUTH PARKER ROAD AND 143 FEET EAST OF THE CENTERLINE OF SOUTH PEORIA STREET.
ELEVATION = 5608.57 (NAVD88)



PUBLIC IMPROVEMENTS PHASING PLAN

