

Oregon Downtown Development Association's

Master Plan Report

for the

City of Aurora



April 2000

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AURORA MASTER PLAN

APRIL 2000

Introduction

This project was funded by a grant from the Oregon Downtown Development Association (ODDA). The design team worked with designated representatives of ODDA and Aurora. Work was based, in part, upon comments from prior studies including; Vision Aurora (1995), City of Aurora Transportation Plan (1999), City of Aurora Historic Guidelines, City of Aurora Sewer Project, Marion County/Aurora First Street Realignment Project. The design team also received substantial background information and feedback during public meetings throughout the course of the project.

The goal for the project was to develop master plan concepts for the Historic District. These concepts would assist Aurora in addressing impacts of development on the Historic District from the proposed regional transportation project and other new construction. The master plan would also provide a framework for the design of revised town entries, the downtown park, streetscape, and planting. The plan strove to develop concepts, which would support the existing historic fabric, draw upon Aurora's interesting aspects while incorporating new requirements. The plan and specific design elements are unique to Aurora.

Background

Aurora is one of Oregon's most historically significant communities. The Aurora Colony Historic District contains the nucleus of a major American communal society, which developed the latter part of the 19th century. It is the only one of its kind in the Pacific Northwest, and is distinct in its architectural form, style, detail and expression. It is the most extensive 19th century architectural grouping in the Northwest built by people of Germanic background. The historic period dates from 1856 to the 1920's.

New building and street development has occurred in Aurora since the historic period. In the 1930's Highway 99E was built through the center of town. The route of Highway 99E separates Aurora's Historic District into a north portion and a south portion. The highway takes a curving path through the district that additionally disrupts Aurora's historic street grid pattern and creates a division within the Historic District. During the last ten years there has been a large increase in automobile and truck traffic through Aurora. The heaviest traffic occurs on Highway 99E, and on Ehlen Road, and First Street which provide access to Interstate 5. These routes essentially form a 'T' at the center of the

Historic District. Issues and concerns related to the heavy traffic within the Historic District were expressed during visioning sessions and public meetings.

The proposed Marion County/Aurora First Street Realignment Project, which is being considered by Aurora attempts to address these traffic issues. The project's central goal is to accommodate anticipated vehicular traffic passing through Aurora. Secondly, the project would provide pedestrian and landscape enhancements. Larger issues such as, volume and speed of vehicles, Historic District unification, and treatment of Aurora as a destination as opposed to a commuter route are not in the scope of the proposed project. Other relevant traffic planning include a town bypass study which proposes a new connector route from Highway 99E to I-5 that is outside of the Historic District, and a widening of Highway 99E through the Historic District. The former would reduce traffic passing through the Historic District. The latter would increase traffic and further divide the Historic District.

Development in Aurora's Historic District since the end of the historic period (1920's) has proceeded incrementally and without a master plan for guidance. This has resulted in inconsistencies with the architectural and streetscape approach. For example, a street may have a curb on one side and none on the other, or parking may be graveled in one area and paved in another area. It was a goal of the master plan to first consider both existing and historic attributes, and then secondly, to fashion a plan which identifies design strategies and specific elements that will strengthen and unify the historic district while creating a pleasant and more pedestrian friendly town center.

Design Elements

Streetscape design elements are building blocks for the master plan design. They are utilized in various ways throughout the historic district. The intent of this project is not to revise all elements to conform to a single design, but rather to develop various approaches that will build on the historic nature of existing design, then further strengthen the district and allow flexibility for future development.

The following design elements are presented individually each with a short description of existing use, an analysis of the current conditions, and recommendations for improvements within the perspective of this project.

Vehicular Traffic Lanes

Traffic lanes are typically two way, one lane in each direction (exceptions are made for Highway 99E). The pavement varies in width from curb to curb in the commercial area to approximately eighteen feet in width at residential areas. There are original ninety foot right of ways for 1st and 2nd Streets and Main and Liberty north of 3rd Street. This width related to the space required for turning a wagon and its team around.

The current configuration works well, provides good access, is easy to use for the visitor, and is appropriate for the district. Traffic speed on Highway 99E, Ehlen Road and 1st Street is often too high (posted speed northbound on 99E is 40 mph until near 4th Street where it drops to 30 mph). As speeds rise above 25 mph there is a negative effect on pedestrian use. There are various design methods to assist in traffic calming. The most effective is use of traffic signals (discussed below). Creation of multilane one way roads is not desirable for the historic district. Use of median separators should be limited to specific areas where most needed. Although they provide areas of pedestrian refuge, they do not reinforce the Historic District. Both additional traffic passing through the district, and widening the highway are detrimental to its historic quality.

Recommendations

- Maintain 25 mph speed limits in the historic district (similar to Sandy, OR); move northbound 99E sign southward past Bob's Ave
- Install highway speed warning strips prior to entering district boundary
- Maintain two way circulation
- Limit use of median separators
- Provide adequate but not excessive traffic lane width demarcation
- No widening of Highway 99E
- Investigate traffic rerouting alternatives to alleviate the number of vehicles passing through the Historic District

Traffic Intersections

The original street grid is orthogonal. Highway 99E nearly parallels the grid at the south part of the Historic District. At the north end the highway angles eastward approximately 45 degrees to the original street pattern. This creates three situations. First, sharp turns are necessary between the two street patterns in the part of town where there is also heavier cross traffic. Second, there are short and relatively unused or redundant sections of roadway that result. Third, the crossing of 99E is wider since it is on the diagonal.

The proposed traffic diversion project revises the Ehlen Road-99E-Liberty Street intersection to provide a 90-degree intersection. This is a major alteration to the original street grid. In this situation there is an argument for the change since it

will improve traffic control and visual sightlines on the major traffic intersection in town. At Main Street and 99E, the other major intersection, a similar alteration may also be necessary especially considering this intersection must be used by Main Street traffic returning to I-5. However for other streets, altering the street grid to provide a 90-degree intersection should be avoided. Instead, it may be necessary to simply install other traffic controls such as not allowing left turns to improve traffic safety without alteration of the historic grid pattern. Another alternative is to use paint striping to form a 90-degree intersection without actually altering the right of way or street grid in a permanent manner. This would assist visibility at Liberty and Main Streets on the east side of 99E.

Where 99E crosses 2nd and 3rd Streets very short road sections were created. While these roads provide additional access, the result is a large amount of pavement at the town center, confusion for the motorist, and large expanses of roadway the pedestrian must negotiate. 2nd Street is recommended to be closed from 99E to Main Street in conjunction with the alteration of the Main Street-99E intersection revision. This will allow the creation of open space for pedestrian use and historic interpretation material at the town's center. All other blocks should remain open for two way traffic, but could be narrowed to their historic traffic lane dimension. This would provide additional open space and pedestrian area.

Recommendations

- Maintain historic street grid
- At Ehlen Road-99E and Main Street-99E intersections provide 90 degree alignment for heavily trafficked portions
- Maintain street grid access at other streets
- Limit left turns for north bound traffic on Liberty and Main Streets approaching Highway 99E; Possible 90 degree paint striping
- Vacate 2nd Street between 99E and Main Street for public open space; maintain 'visual' right of way

Curbs

Curbs were constructed in Aurora as vehicle traffic developed during the 'Motor Age'. On some streets historic lanes have been lost to a sea of pavement without curbs. Curbs where they do exist are concrete. Aurora does not have a consistent approach for the installation of curbs. Most of the commercial area has curbs. In some areas the curbs are located close to buildings without planting or sidewalks. This creates a sea of asphalt. Portions of the residential area have curbs, some of which are semi-buried under adjacent soil or gravel. Most of Highway 99E from 3rd Street to Bob's Avenue does not have curbs. Some areas have traffic bumpers constructed with logs. Streets without curbs are more rural and casual in nature. Often in these areas traffic pavement ends with gravel shoulders. Construction of curbs formalizes the streetscape, provides an edge to the pavement or gravel, and limits cars from parking on planting

areas. Curb extensions have been proposed by Marion County to assist in traffic calming and to narrow the wide pedestrian crossings.

Curbs should be installed in a consistent manner along streets. They may be used to contain gravel at parking areas where pavement is not widened to the curb line. Curbs should be considered for 99E from 3rd Street to Bob's Avenue on both sides of the roadway to articulate the highway edge, to allow raising of planting, to form gutters, and to designate points of vehicle access to shops. Locating the curb line close to traffic/parking lanes will allow planting strips, street lighting, benches and sidewalks. This is needed at streets with 90 foot right of ways which are now paved or graveled most of that width. Establishing curbs adjacent to traffic lanes is recommended wherever there isn't parking, and may be advisable at the key pedestrian crossing points to provide additional planting area and traffic containment. Curbs should be designed without the usual 'swoopy' curves utilized in the last twenty years that tend to modernize the streetscape.

Recommendations

- Provide curbs along both sides of streets to define historic traffic lanes, the edge of vehicle use, and to limit the amount of paving
- Priority for curbs is the commercial district
- Provide curbs on both sides of 99E from 3rd Street to Bob's
- Locate curbs close to traffic/parking lanes to allow planting, sidewalks, street lighting, fences, and benches
- Limited use of curb extensions at key pedestrian crossings, design without large radius curves
- Utilize tight radius curves for curbs at intersections

Parking

Currently, most public parking is on street. There is parallel, and angle parking. Most parking areas are not striped, and as a consequence cars park in a random fashion, and not as tightly spaced as in designated spaces. Much of the street parking in the residential portion of the district is gravel surfaced. There are no public parking lots. Some businesses have their own onsite parking lots. On busy weekends there is a shortage of on street parking.

Dispersed parking is needed in relationship with the small businesses that are also dispersed along the commercial streets. This provides an effective solution to parking requirements. There is not a good location for a significantly sized off street parking lot. A highly visible parking lot in the commercial core is not desirable for the Historic District. Graveled parking areas are most compatible with the historic district. At 2nd Street east of Liberty existing gravel parking should be retained. In the commercial area between 2nd, Main, and Liberty Streets we recommend paved parking with striped spaces, typically at a 60-

degree angle (parallel parking along 99E) in order to maximize the available number of spaces. New gravel surface parking with bumpers or curbs should be built along the west side of Martin Street. Parking can remain gravel surfaced in the residential area (curbs recommended for gravel containment). Driveways should be limited to increase on street parking.

Recommendations

- Maintain on street dispersed parking as the primary solution
- Paved and striped parking within the commercial area, most of which is currently paved
- Establish paved and striped parking on 2nd Street west of Liberty, and on Liberty north of 2nd Street, and elsewhere with similar conditions; move the parking spaces to reduce the width of existing pavement and to allow space for sidewalks and planting
- Retain gravel parking at 2nd Street east of Liberty
- Provide new gravel parking on the west side of Martin Street; approximately 40 spaces
- Provide paved and striped parallel parking along the west side of 99E in the core area
- Generally limit driveways to 1 per business in order to increase street parking, and to provide continuity of planting and sidewalks

Pedestrian Street Crossings

Existing pedestrian street crossings in the commercial area are unsafe. The crossings are limited, long in distance, and not adequately designated. The situation is compounded by numerous vehicle intersections, lack of sidewalks, and higher than desired traffic speed. The proposed traffic diversion project will establish new pedestrian crossings at Main and Ehlen Streets, and Ehlen and Highway 99E where there will be a traffic signal. Although it is not in the best location for foot traffic, the signal will be of great assistance for pedestrians since vehicles will be required to stop. Strategies to assist pedestrian crossing include; reducing the crossing distance of 99E and other streets by crossing perpendicular to the street, locating curbs to define the traditional traffic lanes, and utilizing more historically appropriate sharper radius curves at corners and driveways.

The traffic signal at Ehlen Road and Highway 99E and the closure of 1st Street will give the pedestrian safer street crossing opportunities and the sidewalks to reach these crossings. Unfortunately, it does not serve the largest pedestrian use areas. Additional enhancements must be made to create a safe pedestrian 'zone' along Highway 99E in the heart of the historic district. The proposed single traffic signal creates a node, not a zone. That is, vehicles will only slow to a stop at that point. We recommend that a pedestrian crossing signal (hand button activation) be located at the Main Street intersection with Highway 99E. During times of heavy pedestrian activity (which is not during commuter hours) this would

allow safe crossing of 99E and access to the southbound walkway. It would also help to calm traffic through the center section of the Historic District which otherwise will rush up to the signal at Ehlen Road. Further signaled crossings will be necessary as Aurora's business district infills.

Recommendations

- Establish pedestrian crossings at major intersections and logical spots in the walkway system
- Strengthen and reuse historical pedestrian crossing points where present
- Shorten crossing distances at key intersections by locating curbs close to traffic lanes
- Eliminate parking within the crossing zone
- Utilize traditional smaller curb radiuses at intersections
- Consolidate curb cuts for handicap access
- Maintain view corridors along historic street grid where altered by traffic diversion projects
- Establish a pedestrian activated crossing light at Main Street and 99E
- Consider a future crossing of 99E at Bob's Avenue

Sidewalks and Paths

Aurora currently has a discontinuous system of sidewalks. Most walks are of concrete in varying widths. Historically, paths were dirt, gravel, boardwalk and then concrete. Bricks or cobbles were not used for public paths. The district needs a system of connected walks. Sidewalks should, in general, reinforce the historic street grid rather than align with new road routing. A new walkway also needs to be established along Highway 99E to Bob's Avenue. In the residential areas sidewalks are concrete, four foot in width, and located along the property line to allow a planting strip between the walk and street/parking.

Typically, sidewalks should be located to allow a planting strip along the street curb line. This approach is consistent with much of the existing development in the district. It assists traffic calming. On busy streets the planting provides a better pedestrian environment. There are some exceptions where there is insufficient space for planting, or where the walk extends from curb to building. Walkway widths should be studied for scale and amount of use. Too often excessively wide walks are constructed. These tend to modernize the setting. Sidewalks should be broom finished concrete scored in traditional size of 24" to 36" squares. Sidewalk and ramp grades should be low enough to avoid steps and requirements for handrails. Gravel paths are suitable for informal and parkway areas, or historically sensitive sites. These paths should use ¼" fine gravel that is well compacted; this is suitable for handicap access. Limit paving and provide casual gravel surface for access to utilities.

Recommendations

- Provide a continuous sidewalk system; commercial and public areas have highest priority
- Provide a walkway on the east side of 99E from 3rd Street to Bob's
- Locate walkways away from curbs to allow a planting strip along street
- Design walks to avoid steps and railings
- Sidewalks to be in scale for intended use and location
- Sidewalks should be grey concrete with a broom finish perpendicular to the path. Scoring should form traditional sized 24" to 36" squares; broom finish to scoring lines, avoid smooth troweled borders.
- Use gravel paths for historically sensitive approaches, utility access, informal pathways

Planting

Historically Aurora had a significant amount of planting. The area of planting has been reduced substantially by asphalt since the Motor Age. This is especially noticeable in the commercial core area. Currently, Aurora does not have a unified public planting/landscape program or dedicated maintenance staff. Individual businesses provide and maintain planting in relation to their business. The district could benefit from a planned effort to develop plantings that would unify the district and produce a pleasant pedestrian environment. Many areas of potential planting are now given over to the automobile. With the installation of curbs and sidewalks there is an opportunity to develop planting strips along the roadways that would then separate pedestrians from traffic. This was the historic pattern for Aurora. The planting strips would allow a street tree program. Both the planting strips and street trees would enhance the historic qualities of the district and promote traffic calming. Street trees would promote a sense of arrival to Aurora, notify traffic to slow down, and unify now divided portions of the Historic District. In addition, large trees that arch over the street will help to bridge streets having wide right of ways. We recommend use of the newly developed, and now available disease resistant American Elm. This vase shaped tree is of appropriate scale, and is an historically appropriate tree.

There are also opportunities for planting and the establishment of pocket parks. Suggestions have been made for larger planting areas in conjunction with the traffic diversion plan along Ehlen Road, 1st Street and 99E. Other areas include the vacated portion of 2nd Street between 99E and Main Street, the west side of that intersection, a larger island bounded by 99E, Main Street and 3rd Street, and the 1st Street closure area. See attached landscape plans.

Recommendations

- Locate sidewalks to allow for planting strips per the historic pattern
- Contain and reduce the amount of paving
- Widen planting strips where possible to allow larger plant groupings

- Provide street trees; large scale trees suitable for along the highway to arch over the roadway and create a more intimate setting,
- Space trees so that buildings are not totally obscured
- Develop the Downtown Park
- First priority for street trees is along 99E
- Utilize other opportunities, especially in the commercial core, to develop pocket parks
- Utilize large scale plantings for screen material
- Plant native materials for ease of maintenance
- Allow for future plantings and future irrigation
- Initially, public planting to be by individual volunteer effort; later evolving to a community effort or program

Fences & Guardrails

Wood fencing was used in various forms during the Colony period and later. Currently there is fencing primarily located in the residential portion of the district. Simple, low, white picket fencing is appropriate. Fencing at the property line also assists in unifying the district.

Recommendations

- Encourage white picket fences in the less commercial areas of the district as a unifying element
- Install white picket fences at property lines along 99E from 3rd Street to Bob's and from Liberty Street north on the east side
- Revise steel guardrails on major roads to a more historically compatible design, for example, the steel reinforced wood plank design utilized for the Historic Columbia River Scenic Highway

Signage

City and public informational signage is limited. Roadway signs are standard painted metal issue. Business signs are typically historically compatible painted wood. There is a need for new historic district signs at the three primary town entries. In addition, other interpretive signs would be helpful. See attached drawings.

Recommendations

- Provide new historic district entry signs; locate the Ehlen Road sign at the district edge prior to Mill Creek bridge, the north 99E sign near the bridge, and the south 99E sign near Bob's (see design sketch)
- Provide reviews of all proposed roadway signs
- Provide consistent approach for smaller informational signs throughout the district
- Martin Street should be labeled as such, not as 2nd Street

Street Lighting

Existing street lighting is provided by pole mounted cobra head fixtures within the commercial core area. There is some building mounted lighting. The lamps provide a high level of lighting for street and walks where they are located. The fixtures, however, are not historically appropriate in design or in scale.

Street and sidewalk lighting never existed in historic Aurora, and therefore all lighting is a non-historic feature. It should unify and compliment the nature of the district. New smaller scale sidewalk and parking oriented lampposts spaced at closer intervals is recommended. Lighting of the entire street is not necessary, primarily the sidewalk, the parking zone and intersections. See attached recommended fixture style.

Recommendations

- Remove existing modern street lighting
- Install shorter historically compatible lamp posts lighting equipped with energy saving lamps of lower wattage (exact spacing to be determined)
- Utilize an historically appropriate design available from an existing manufacturer
- First priority, install lighting along walkways and parking in the commercial portion of the district and along Highway 99E to Bob's Avenue
- Secondly, install lighting along walkways in the residential areas, street corners are the first
- Coordinate with State and Federal lighting requirements; develop historically acceptable approach/fixture for areas requiring higher light levels

Site Benches

There are a couple white wooden benches in the Historic District. However, there is no overall plan to determine bench locations. Benches located in public areas and next to shopping areas would be used by the public as well as the town's people, and would encourage longer stays in town and social interaction. Benches would also strengthen the identity of the district. While a white painted bench would be appropriate, we recommend a natural finish teak wood slat bench for better durability and less maintenance.

Recommendations

- Provide benches along walkways and plazas in the commercial portion of the district; allow for 8 benches on Main St.
- Provide benches and picnic tables as indicated on the Town Park Plan
- Provide benches in a more dispersed manner along 99E pathway to Bob's, allow for 2-3 benches; and on other walking loops
- Suggested bench is a simple design in natural teak wood; see attached

Trash Receptacles

Trash receptacles are a necessity for commercial areas of town, especially in the vicinity of take-out food. The design of the containers could reinforce and unify the district. We recommend a white wood slat enclosure that is not excessively large. Receptacles should be scattered throughout the commercial areas and along walk paths.

Recommendations

- Trash containers to be enclosed within white wood slats, similar to pickets, mounted on a steel frame that is anchored to the ground; see attached sketch

Bicycle Racks

Bicycle racks are a relatively modern streetscape element. There is no specific design selected or current program for racks. On summer weekends there can be a large number of bikes in town, and as a result there needs to be some arrangement for their parking. Our recommendation is to handle most of the parking in a dispersed manner by encouraging business owners to designate on site bicycle parking areas. Rather than specific steel racks, securing points to the buildings, fences, railings and light posts are preferred. This would be less obtrusive when bike traffic is slight. There are areas of town that may need a bicycle rack, such as near the Downtown Park. See attached plan for location.

Recommendations

- Encourage business owners to designate bicycle-parking areas as required for their operational needs.
- Utilize natural and discreet securing points where possible; provide signage to identify use
- Provide bicycle racks at certain public areas such as the Downtown Park; see sketch suggestion

Other Design Elements

Additional design elements may be utilized in the future. Their design or selection should integrate with the above elements. New development should be reviewed for historic appropriateness. This would include all municipal and roadway improvements which often are constructed without historic review, and which can have significant impact to the Historic District.

Streetscape Patterns

The specific design elements described above can be organized into streetscape patterns, which would then describe how the master plan can be adjusted to different portions of Aurora. The following are general summaries.

Town Center

2 lane 2 way vehicular traffic
60° parking stalls each side (90° certain areas)
Curbs each side
Sidewalks each side of street
Pedestrian crossings at intersections or as needed
Planting strips (widths vary)
Pocket parks
Benches, Trash Receptacles
Street trees on each side of Main Street
Street Lighting

Highway 99E

2 lane 2 way vehicular traffic with turn lanes
Parallel parking west side where feasible
Curbs each side of street in commercial core area,
and from 3rd Street to Bob's Avenue
Sidewalk at east side; concrete changing to gravel
Pedestrian crossings at controlled intersections
Planting strips on each side where possible
Street trees on each side where possible
Street lighting along pedestrian path to Bob's
Fences beyond the town center
Historically appropriate guardrailings
Benches along pedestrian path to Bob's

Residential Area

2 lane 2 way vehicular traffic
Parallel parking on each side on gravel
Curbs on each side as developed
Sidewalks each side
Wide planting strips
Fences
Street Trees

Intersections

The design of the 1st and Main Street, 1st and Highway 99E, and Ehlen Road and Highway 99E intersections have been developed in conjunction with the proposed traffic diversion project. We have reviewed and commented upon those designs. The resulting plan is incorporated into our drawings; see attached site plans. Salient considerations are restated in the following descriptions. These principles also apply to future work projects.

1st and Main Street

- With the Ehlen Street diversion traffic does not head directly to the steps at bank; Reinforce the purpose of these steps with a pedestrian crossing of Main Street
- Delete new steps to new triangle island
- Run sidewalk straight to a pedestrian crossing of Ehlen Road nearer the railroad gates to allow planting area next to the street
- On west side of Main Street provide planting between the walk noted above and curb
- Keystone type block wall on south side of Main-Ehlen is 56" high; if possible, reduce the wall height and use natural planted slope above; block units to be flat faced units not hex face, natural grey color; Provide cap units with overhang detail to better integrate with historic fabric
- Design eastbound sidewalk such that handrails are not needed
- Provide a pedestrian crossing of Ehlen Road nearer the railroad gates for north-south pedestrian traffic
- Provide a pedestrian crossing of Ehlen Road further east for access to the Mill area if possible, this crossing should be where sidewalk drops closer to the street level; this crosswalk is to accommodate the intrinsic behavior of pedestrians
- Run sidewalk straight to the eastern crosswalk to allow planting between retaining wall and walk
- Do not use the triangular island as a destination; Remove walks, provide planting (volunteer efforts) and install pipe sleeves for future irrigation
- Planting will induce traffic calming and provide interest
- Shorten Ehlen Road Traffic Island to allow access to Mill property
- New brick pavers with concrete curbs are of historic design concern; this method of design has been used in many places through the region during the 80's and 90's and is not unique for Aurora; the island should be paved for interim maintenance reasons, install pipe sleeves for future irrigation and planting at the island

1st and Highway 99E

- Remove paving beyond the turn around extension; provide casual gravel surface for access to utilities and pathway for pedestrian or bicycles to bridge
- Greatly enlarge 'berm', and make more casual and natural in appearance to avoid 'Corporate Park' look
- Extend berm and plantings to west along 99E as traffic calming and visual screen
- Plant trees and shrubs to promote a sense of arrival and gateway to Aurora, and to encourage traffic to slow down
- Landscape design to use native plantings and with an interesting mix of colors and textures
- Locate historic district entry sign
- Limit the use of barricades; if needed design to be compatible with the district
- Provide architectural and plant screening around utility installations

Ehlen Road and Highway 99E

- Greatly reduce the amount of paving adjacent to Nagl's; only a sidewalk to the corner crossings if required
- Provide planting for most of island to soften and enliven the intersection
- Provide planting along the walkway fronting the Texaco station
- The corner has much visibility; planting will assist in traffic calming, and improve streetscape
- Revise public parking by Nagl's to allow reduction of paving at the corner
- Provide parking at 1st Street
- Relocation of Liberty Street (by one whole street width) is not necessary due to the extremely low traffic volume; intersection does not need to be exactly 90 degrees on this side
- Avoid relocation of Liberty Street and destruction of historic grid; consider traffic lane striping as an alternative
- Maintain existing historic sidewalk and street orientation
- Do not utilize large radius curbs on east side of highway; minimize their use elsewhere
- Maintain curb line on north side of 99E next to traffic lane
- Provide planting strip between curb and walk; this allows a buffer between pedestrians and traffic
- Provide parallel parking on west side of 99E, interrupt for street trees
- Where possible combine pedestrian curb cuts at 90-degree crosswalks to avoid multiple adjacent cuts
- Provide street trees; large scale trees suitable for along highway such as disease resistant Elms
- Extend trees each direction as possible and on south side in tree wells within sidewalk if insufficient room to provide a planting strip

Downtown Park

The proposed Downtown Park design builds upon the existing design. The roadway is adjusted to provide additional park area. Curbs should be installed on the both side of the roadway along 2nd Street and for the row of parking on the west side of Martin Street. Paving could remain as gravel. Flowering trees and a hedge would border the access road. New evergreen tree plantings are located to screen the railroad and frame views to adjacent farmland. Within these boundaries the park remains as lawn with picnic tables to the north and benches along the sidewalk. Two new sidewalk connectors link to the access road. Bicycle parking would be located along the access road. See attached design.

Commercial Infill

Current Design Guidelines address the rehabilitation and expansion of existing commercial buildings. The following are suggestions for new infill commercial development located primarily in the commercial core area. For reconstructions of buildings, and rehabilitation of existing buildings, other guidelines apply. These recommendations apply to the exteriors of proposed structures. New building requirements must also comply with underlying design guidelines/codes and the Secretary of the Interior's Standards for Rehabilitation.

Objectives of the Guidelines for New Infill Commercial Development include allowing construction of buildings that are contextual, do not overpower existing historic structures, are sized and patterned sympathetically with historic structures, and are constructed of traditional or approved replacement materials.

Lot Location: Buildings should be located close to the property line on sides adjacent to a public way. Rear and side yards are acceptable upon review but not required except as noted by zoning. Outdoor public use of yards is encouraged. Service yards are to be located at the rear of buildings. Onsite vehicle parking to be located at the back of the building, access from an alley is preferred. Bicycle parking should be designated in a location near the main building entry in a location not to interfere with sidewalk use.

Building Shape: Massing to be rectangular. Compositions with a primary mass and attached or linked secondary structures are acceptable upon review. Roofs are generally low sloped and not significantly visible behind the facade and parapet. Steep pitched gable roofs may be acceptable upon review. These roofs would be similar to residential design standards except that the ridgeline should be perpendicular to the primary facade. Where adjacent to an existing historic building, a proposed building mass and/or facade should be broken up to provide compatible massing.

Building Height: Facades up to 2 stories and 25 feet are allowed.

Building Width: Buildings may occupy the entire lot width unless other code provisions apply.

Primary Facade: The primary facade is that building side facing the public way. This may include two sides for corner lots. The public entry is to be located on the primary facade; alternatively, a corner entry may be utilized. The facade shall provide street interest through use of windows, displays, additional entries, porches, awnings, and architectural detailing. The primary facade is the location of primary signage, and greatest architectural detailing and degree of finish. A ordered, layered pattern design is encouraged. Simpler, straightforward design is more appropriate than ornate detailing. At corner sites the side adjacent to the main entry facade may display simpler architectural detailing. Roof and parapet guardrailings should not be visible from the public way adjacent to primary facades.

Secondary Facade: The secondary facades are those building sides not facing the public way. These facades are to have less architectural detailing and degree of finish than the primary facade. Openings and construction materials shall maintain the style of the primary facade, but may be simpler.

Openings: Doors to be panel design (style and rail construction). Recessed and porch protected main entry doors are encouraged. Basement entries are not to be emphasized, but styled as a traditional secondary accesses or cellar entries, rather than as split-level entries.

Storefront windows to be only located on the first floor level. At least 50% of the length of the primary facade should have openings or windows. Upper level windows to be limited in size and proportion. These windows to be vertical proportioned, typically double or single hung sash, casement sash is acceptable for small windows. Upper level windows to be single or double grouped and the sum of the opening widths is to be less than 50% of the wall width. All windows and doors to have exterior trim. Skylights are acceptable but are not to be visible from the adjacent public sidewalk; units to be flat glass. All glazing to be clear non-reflective. Openings to be rectangular.

Materials: Exterior siding and trim materials to be naturally found products including masonry, and wood; mixed materials including concrete, and plaster. Materials to be compatible in dimension, texture, and shape. Manufactured wood products and sheet materials are acceptable only upon review of proposed application and location. Metals may be used for flashings, hardware, signage, and accessories. The roofing is to be mineral surfaced in medium to dark color range. Other roof materials upon review.

Color: Utilize colors from the City's approved color list. Avoid intense color schemes. Typically, use one color for siding, and a maximum of two colors for trim, doors, and windows. The exterior of primary structures and porches is to be painted.

Signage: Comply with the City's regulations for the Historic District. Generally, painted signage on wood or metal backing, applied to the building or projection mounted on the building; of appropriate size, colors, and artificial lighting.



AURORA MASTER PLAN
NORTH TOWN ENTRY ON HWY 99E
VIEWING WEST

DORTIGNACQ & ASSOCIATES HISTORIC ARCHITECTS
HUNTINGTON & KIEST LANDSCAPE ARCHITECTS



AURORA MASTER PLAN
HIGHWAY 99E
VIEWING NORTH NEAR 3RD ST.

DORTIGNACQ & ASSOCIATES HISTORIC ARCHITECTS
HUNTINGTON & KIEST LANDSCAPE ARCHITECTS



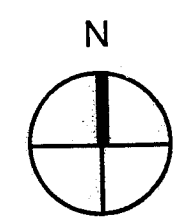
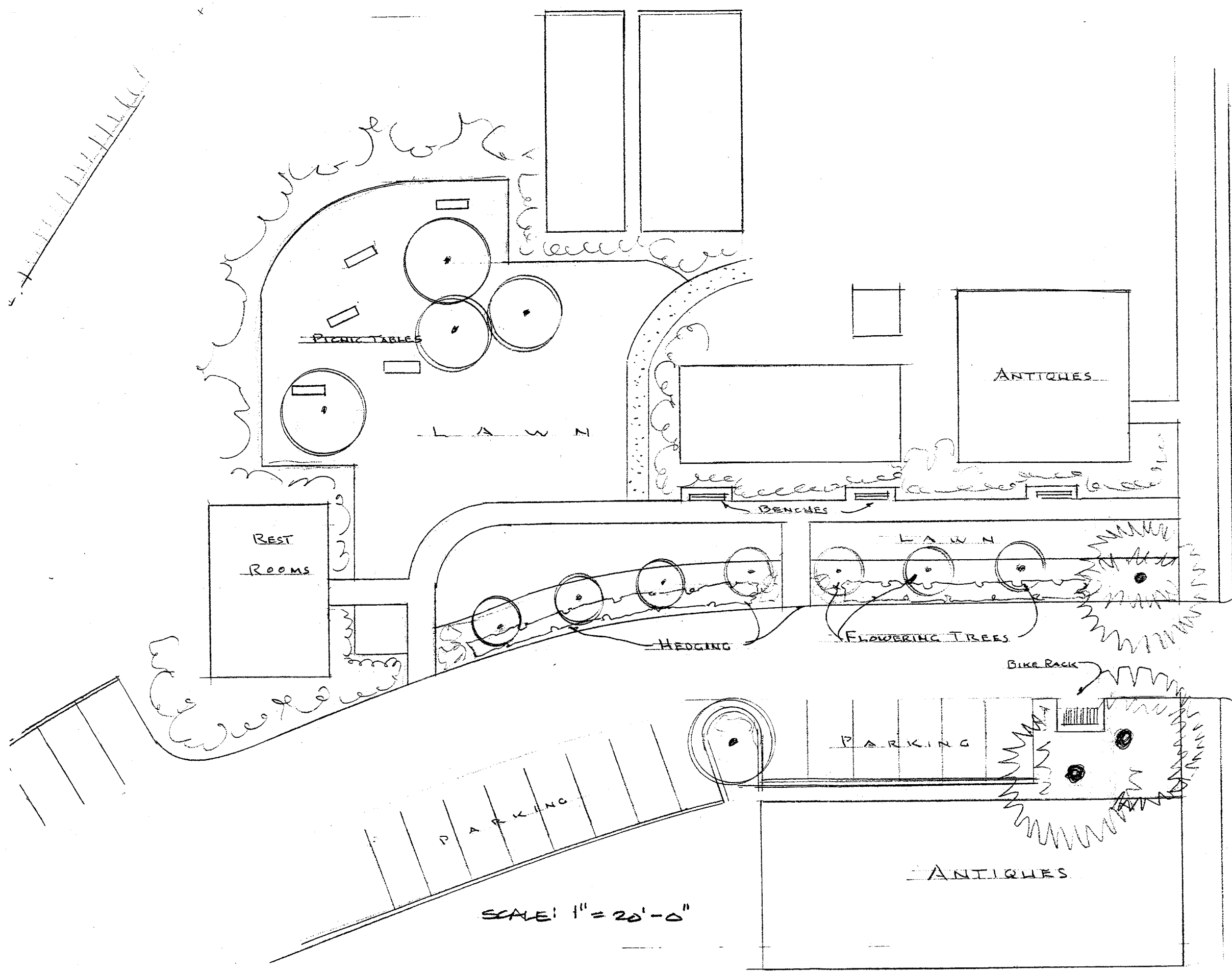
AURORA MASTER PLAN
MAIN ST. & HIGHWAY 99E
VIEWING NORTH

DORTIGNACQ & ASSOCIATES HISTORIC ARCHITECTS
HUNTINGTON & KIEST LANDSCAPE ARCHITECTS

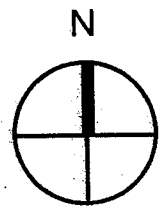
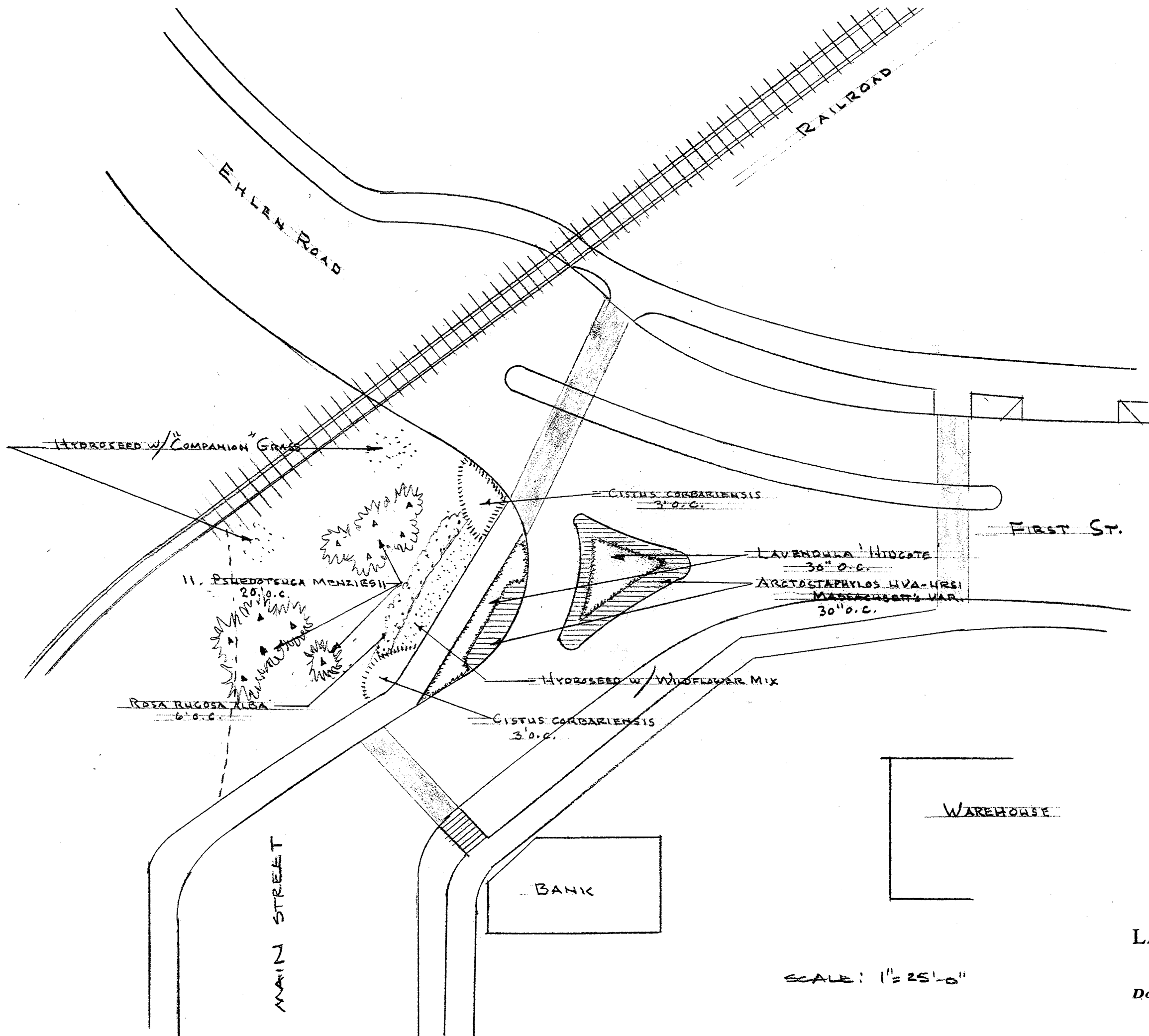


AURORA MASTER PLAN
DOWNTOWN PARK

DORTIGNACQ & ASSOCIATES HISTORIC ARCHITECTS
HUNTINGTON & KIEST LANDSCAPE ARCHITECTS



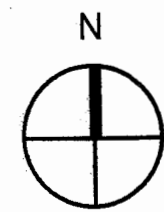
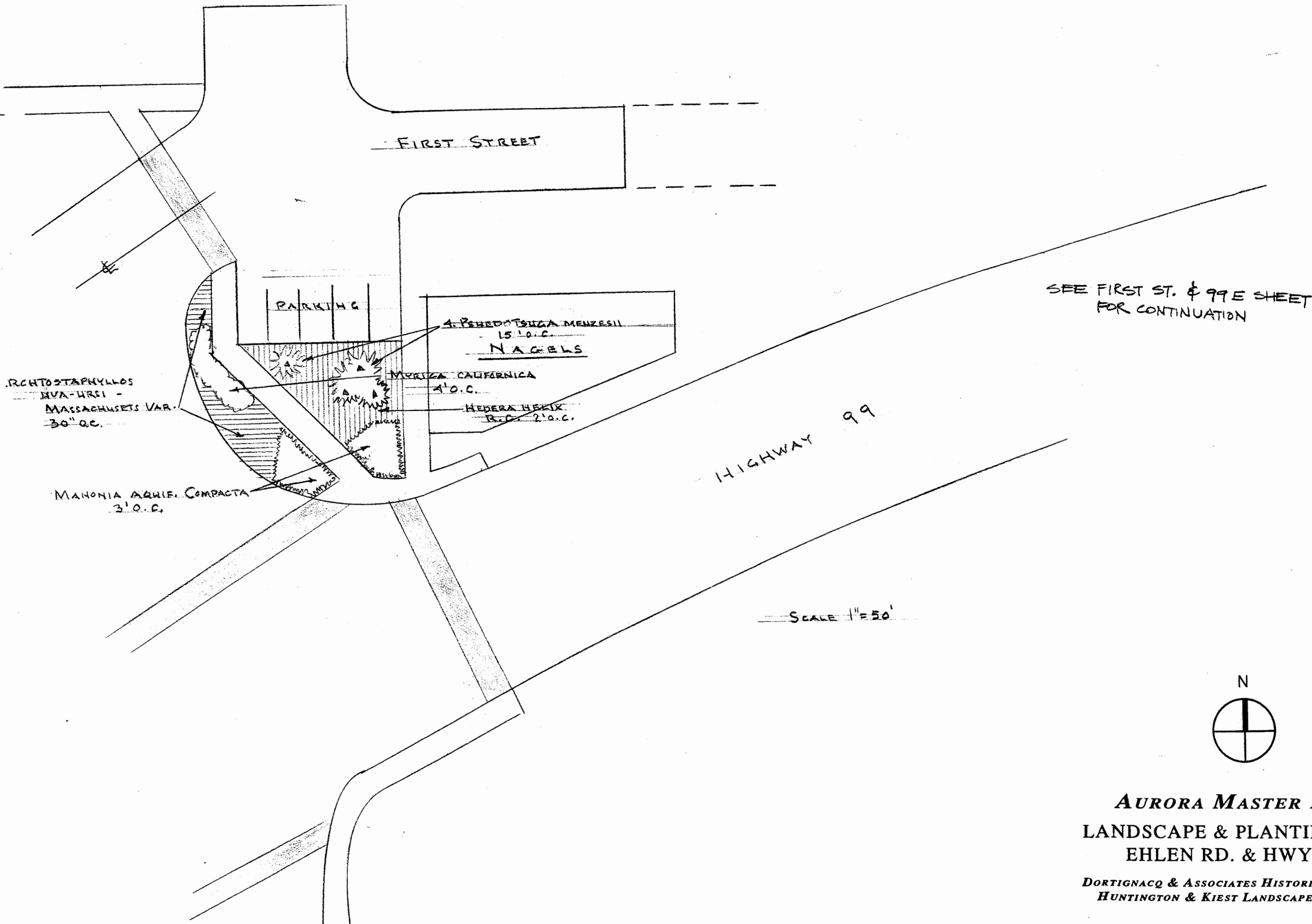
AURORA MASTER PLAN
LANDSCAPE & PLANTING PLAN
TOWN PARK
 DORTIGNACQ & ASSOCIATES HISTORIC ARCHITECTS
 HUNTINGTON & KIEST LANDSCAPE ARCHITECTS



AURORA MASTER PLAN
LANDSCAPE & PLANTING PLAN
EHLEN RD. & MAIN ST.

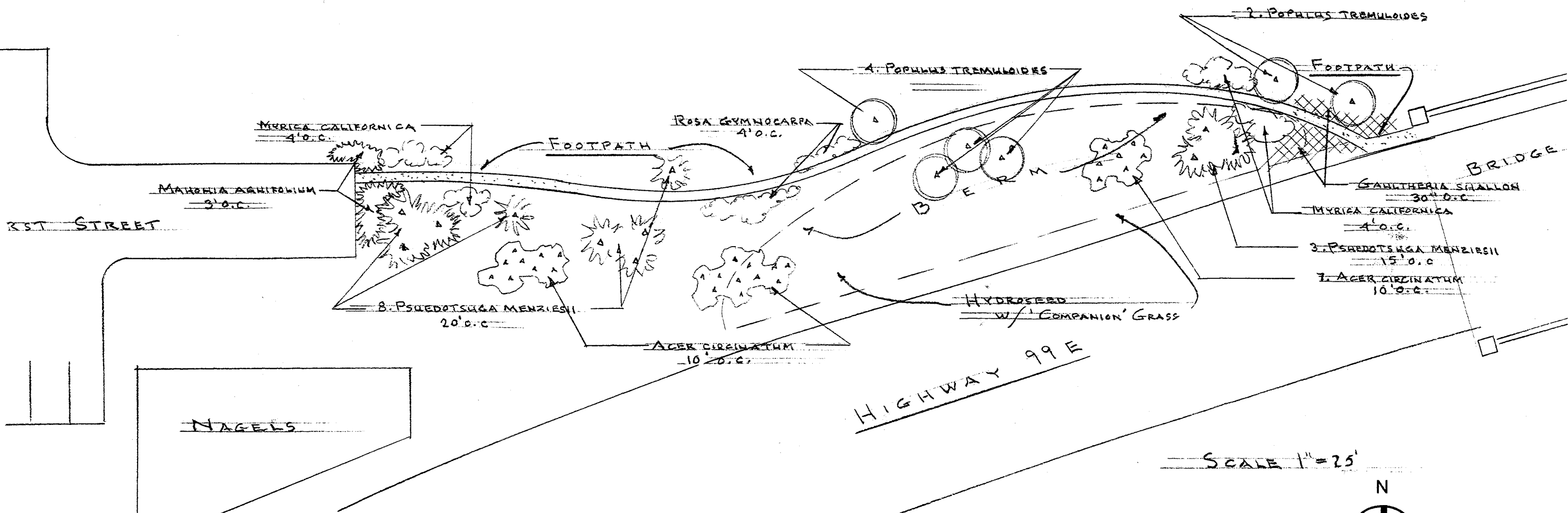
DORTIGNACQ & ASSOCIATES HISTORIC ARCHITECTS
HUNTINGTON & KIEST LANDSCAPE ARCHITECTS

SCALE: 1" = 25'-0"



AURORA MASTER PLAN
LANDSCAPE & PLANTING PLAN
EHLEN RD. & HWY. 99E

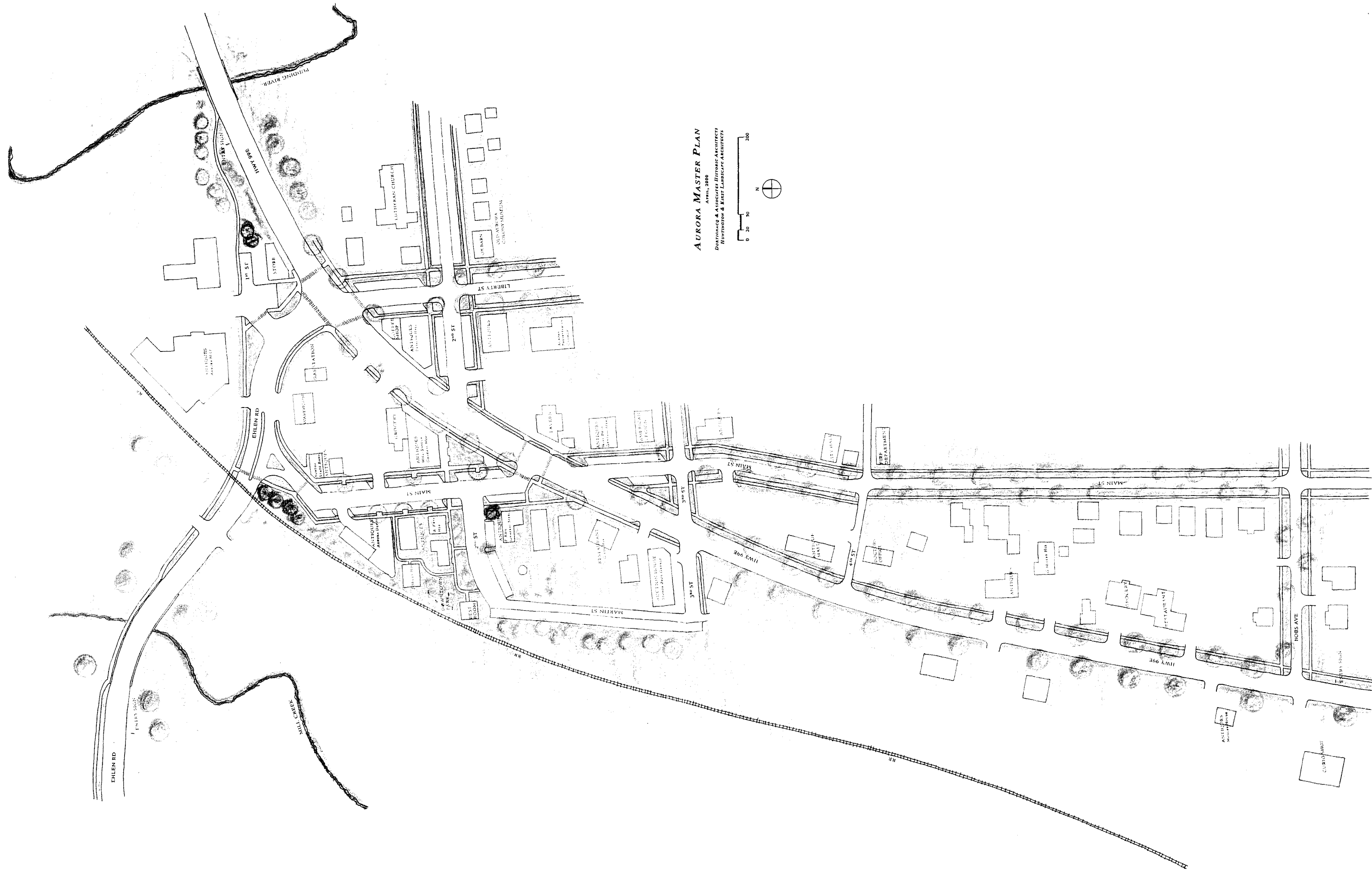
DORTIGNACQ & ASSOCIATES HISTORIC ARCHITECTS
 HUNTINGTON & KIEST LANDSCAPE ARCHITECTS



SEE: EHLLEN RD. & 99E SHEET FOR CONTINUATION

SHEET # 3

AURORA MASTER PLAN
LANDSCAPE & PLANTING PLAN
FIRST ST. & HWY. 99E
 DORTIGNACQ & ASSOCIATES HISTORIC ARCHITECTS
 HUNTINGTON & KIEST LANDSCAPE ARCHITECTS



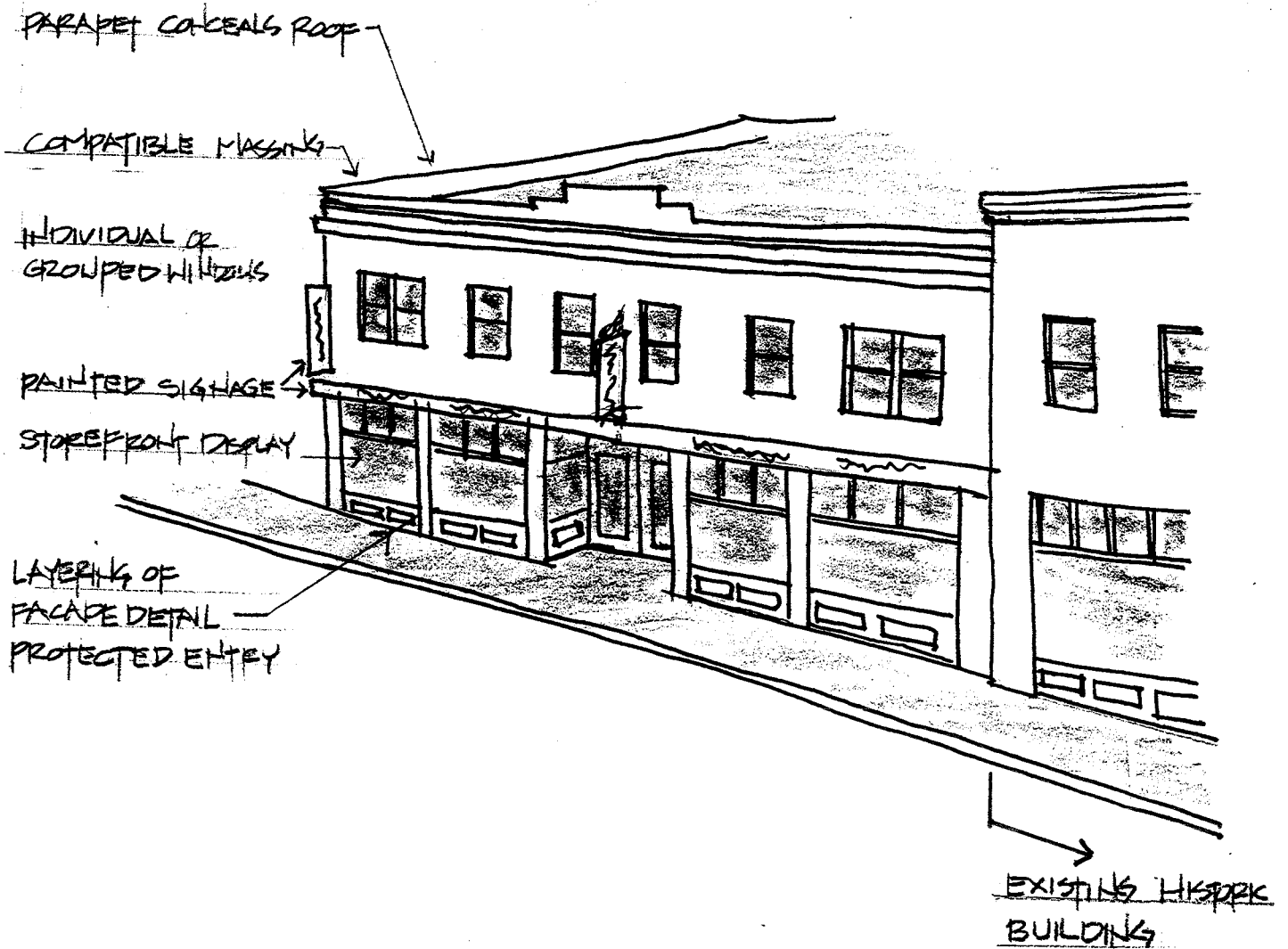
AURORA MASTER PLAN

APRIL, 2000

DONOVANO & ASSOCIATES HISTORIC ARCHITECTS
 HUNTINGTON & KIRT LANDSCAPE ARCHITECTS



SKETCH OF COMPLYING COMMERCIAL INFILL

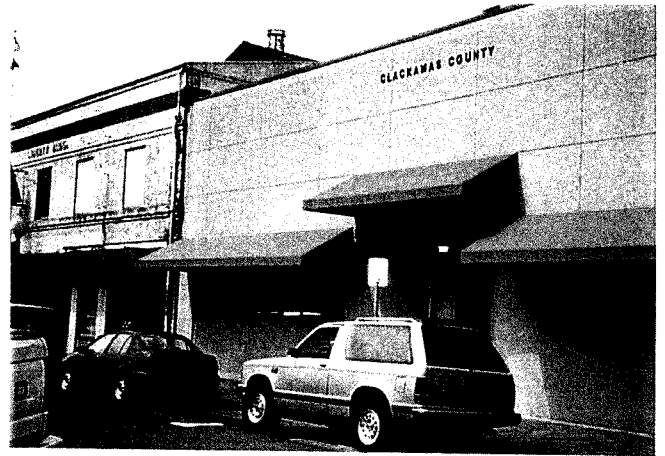


AURORA MASTER PLAN
COMMERCIAL INFILL

DORTIGNACQ & ASSOCIATES HISTORIC ARCHITECTS
HUNTINGTON & KIEST LANDSCAPE ARCHITECTS

EXAMPLES OF COMMERCIAL INFILL THAT WOULD BE NON COMPLYING

- 2 Story Massing for 1 Story Use
- Lack of Upper Level Windows
- Out of Scale
- Primary Facade Lacks Detail, Interest
- Window/Door Materials, Design
- Color of Paint and Awnings



- Lot Location and Vehicle Prominence
- Building, and Roof Shapes
- Primary Facade Lacks Detail, Interest
- Window/Door Materials and Design
- Color of Paint and Awnings

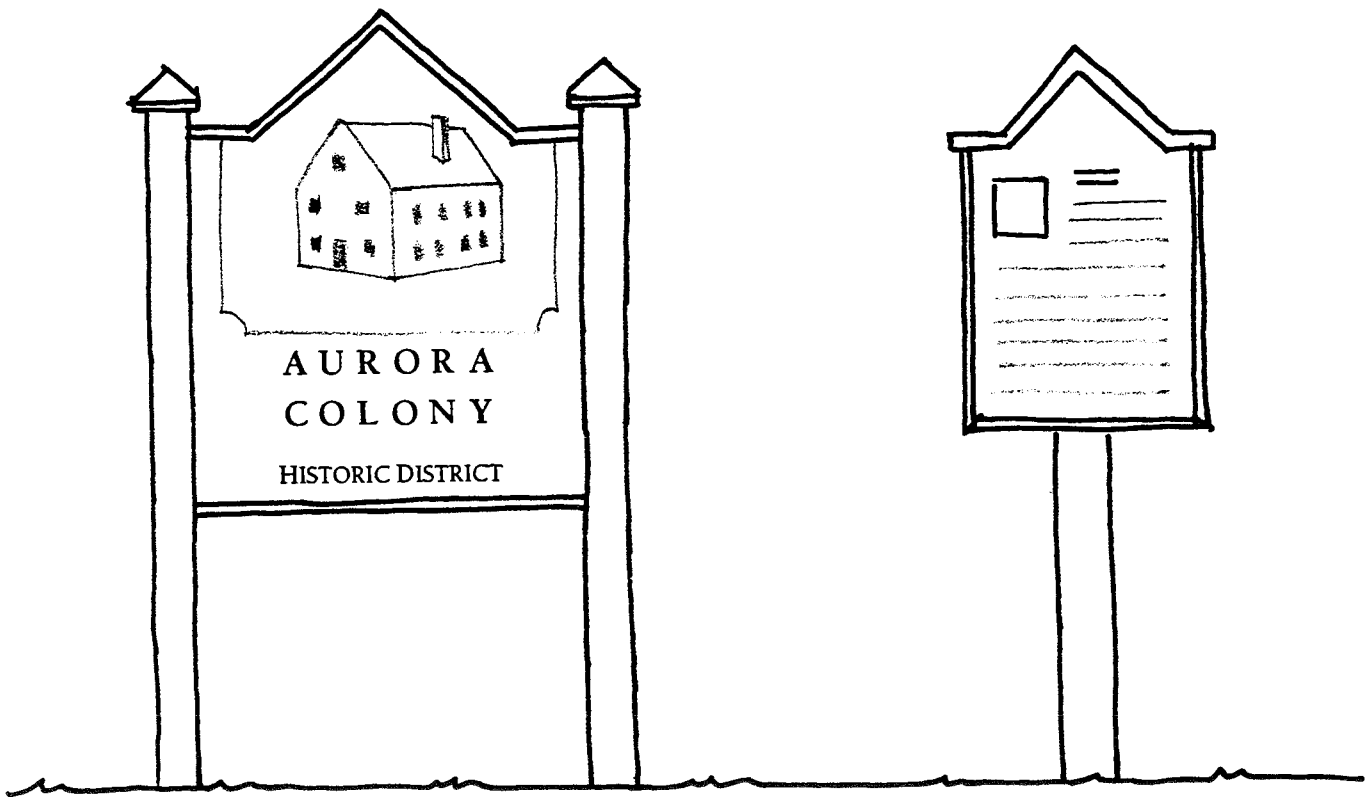


- Facades Lack Interest
- Lack of Sufficient Windows/Openings
- Mansard Parapet is Inappropriate
- Metal Paneling is Inappropriate
- Window/Door Materials and Design
- Tinted Glass



AURORA MASTER PLAN COMMERCIAL INFILL

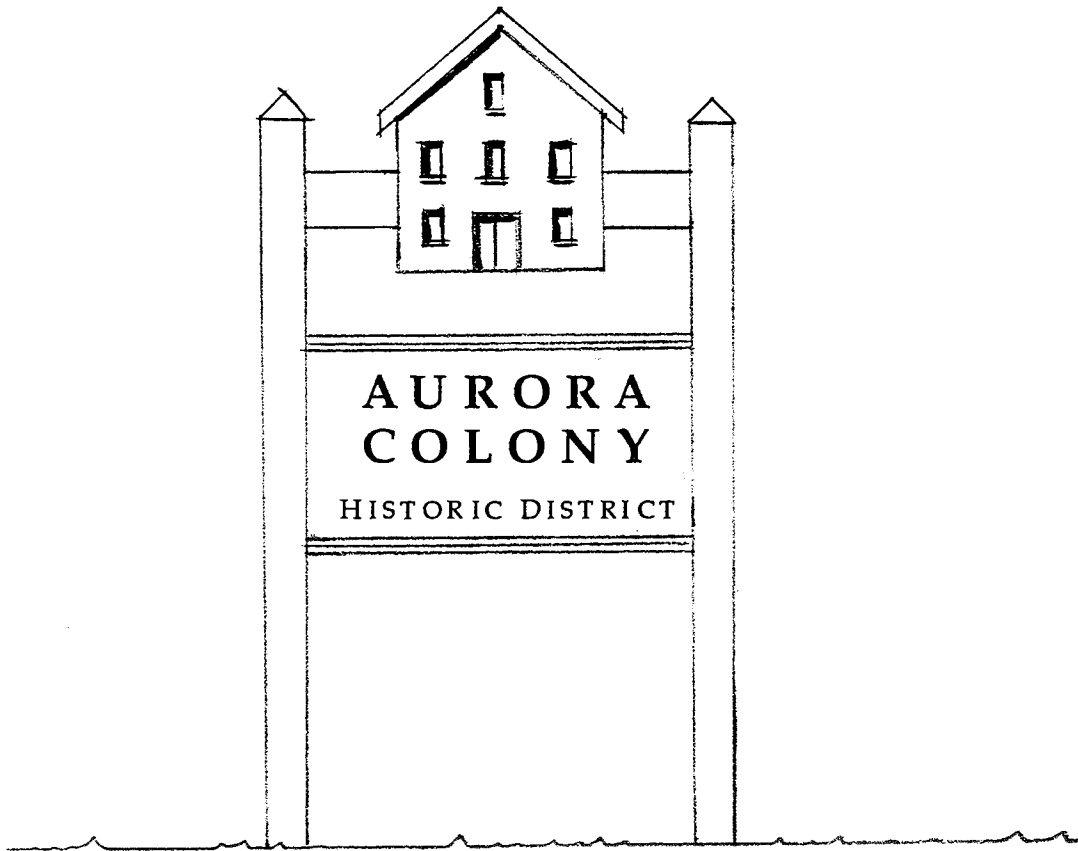
DORTIGNACQ & ASSOCIATES HISTORIC ARCHITECTS
HUNTINGTON & KIEST LANDSCAPE ARCHITECTS



OPTION "A"

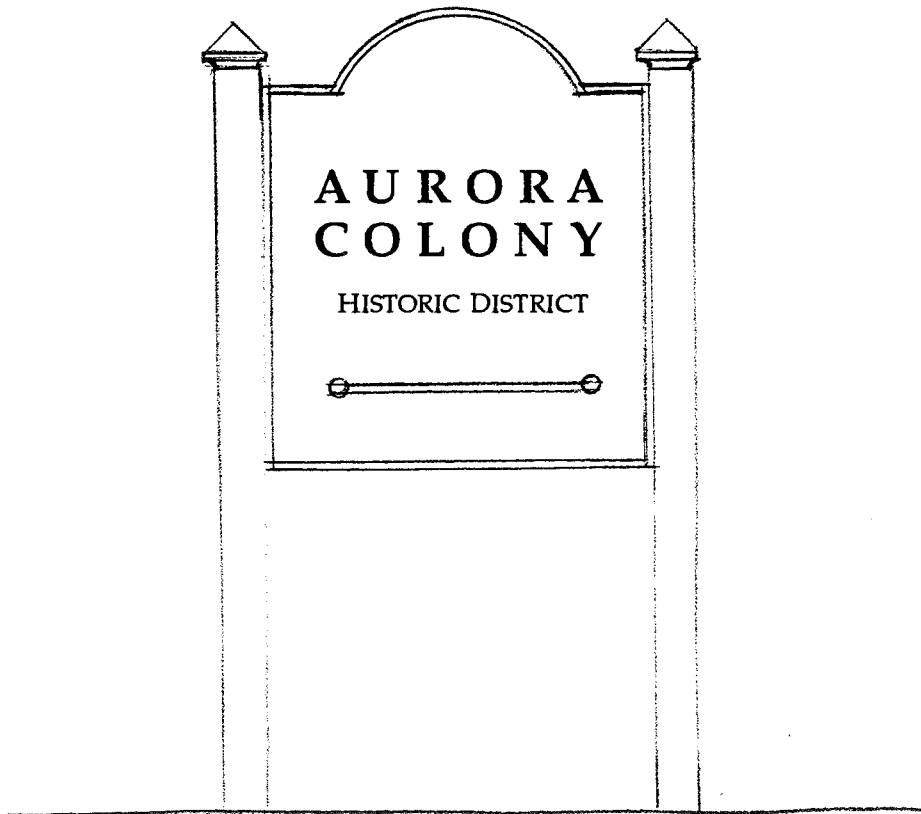
INFORMATION
SIGN

AURORA MASTER PLAN
SITE SIGNAGE



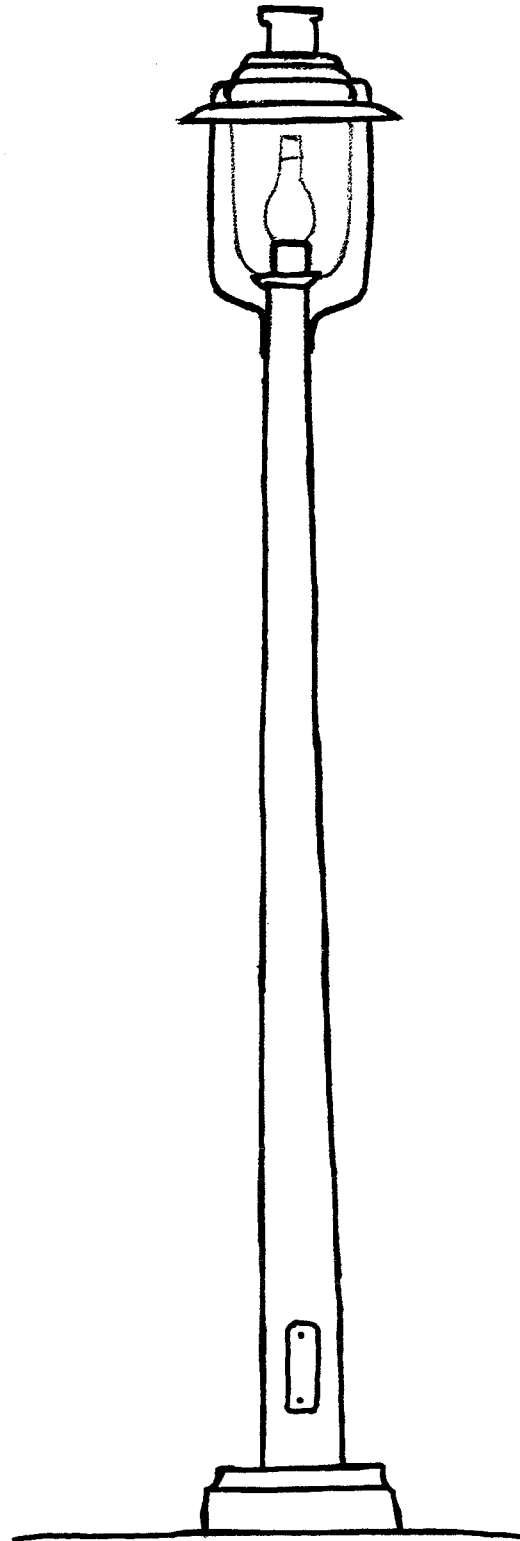
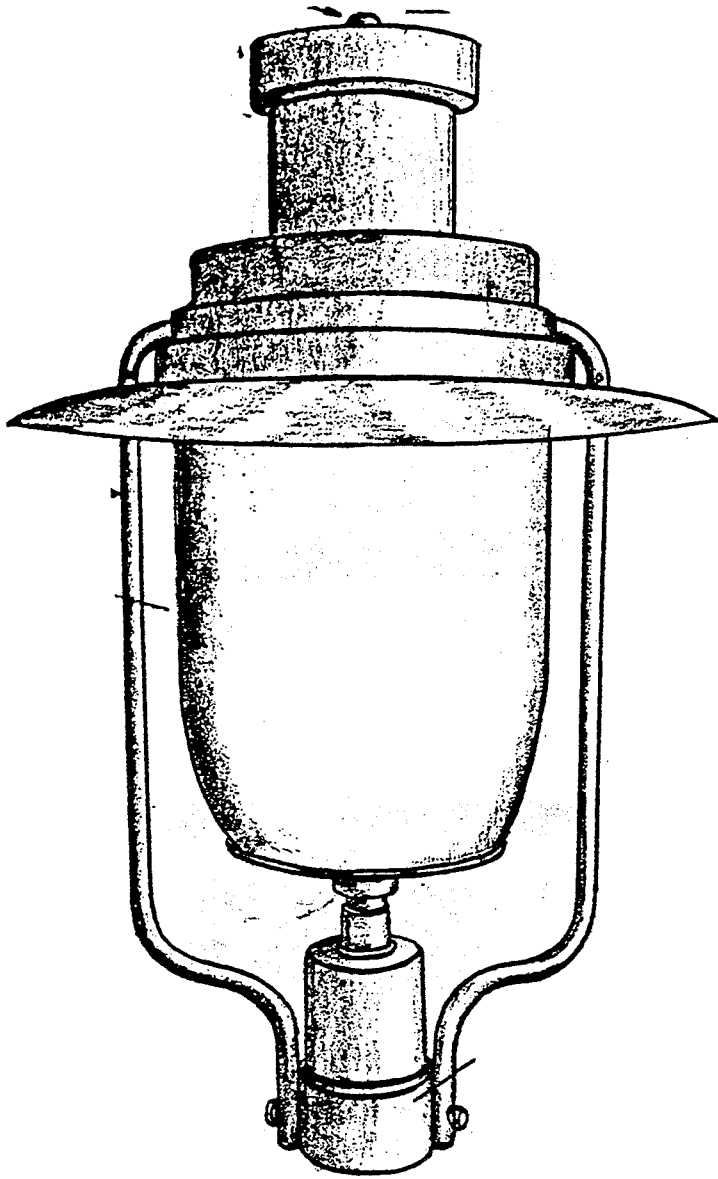
OPTION "B"

AURORA MASTER PLAN
SITE SIGNAGE



OPTION "C"

AURORA MASTER PLAN
SITE SIGNAGE

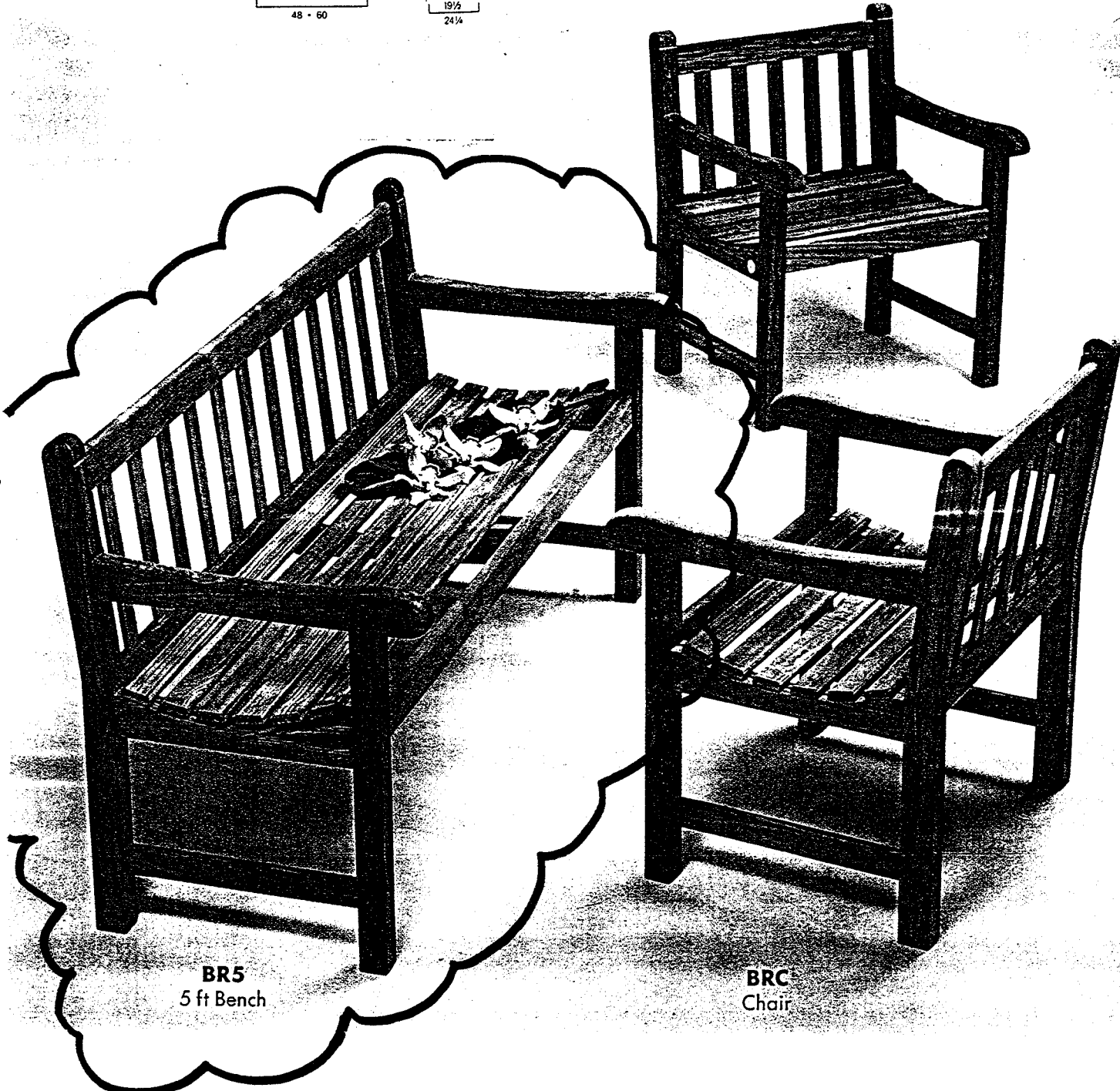
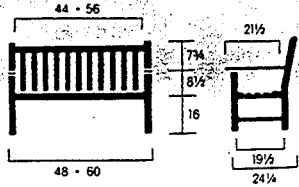


AURORA MASTER PLAN
STREET LIGHTING

DORTIGNACQ & ASSOCIATES HISTORIC ARCHITECTS - HUNTINGTON & KIEST LANDSCAPE ARCHITECTS

BRISTOL

Item #	Length	Weight
BR4	4'0"	41 lbs.
BR5	5'0"	45 lbs.
BRC (Chair)		33 lbs.

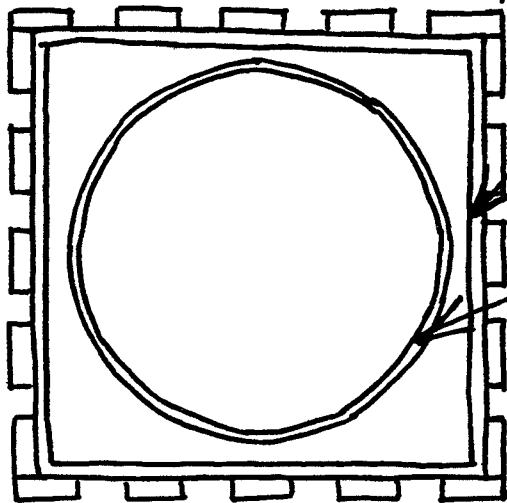


BR5
5 ft Bench

BRC
Chair

AURORA MASTER PLAN
SITE BENCHES

18" - 20"

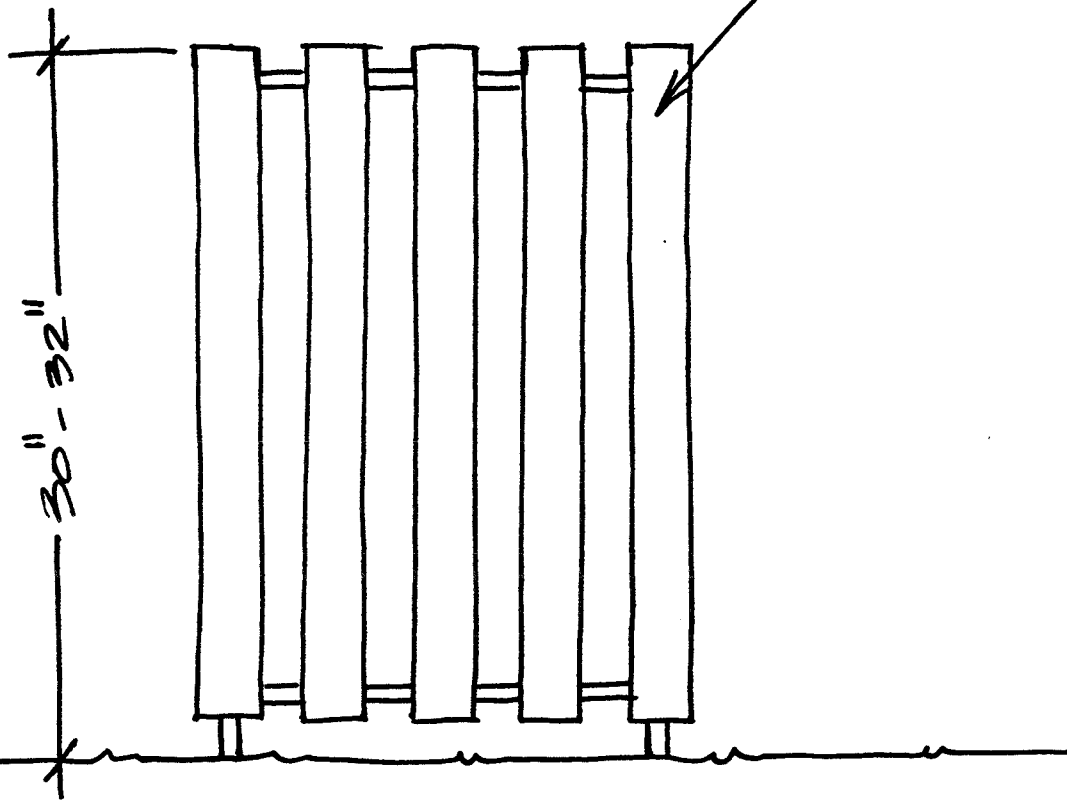


STEEL FRAME
PAINTED
WHITE

LIFT OUT
TRASH CAN.

PLAN VIEW

1 X 3 PICKET
SLATS



ELEVATION

AURORA MASTER PLAN
WASTE RECEPTACLES