

B.4.5 Parking

Aurora's Historic Districts were largely platted and developed in the days of horse drawn vehicles and in the early days of the automobile. Some streets were laid out with rear alleys. Garages and carriage houses were generally located directly adjacent to the alleys or in rear yards served by a driveway.

Many of these original early outbuildings were replaced or converted to garages. Today, vehicular access to historic houses is by driveways off the street or through rear alleys.

The addition of garages and parking places in areas other than rear yards is not consistent with traditional streetscape design. Rear yards were not paved for unenclosed parking areas. The intent of these Guidelines is to provide for residential and commercial parking without altering the historic streetscape, or creating situations where historic side and rear yards are eliminated. By limiting the paved areas, damage to historic buildings due to storm water runoff is also mitigated.



Appropriate perimeter landscaping of parking area

A. Front yard areas shall not be paved, covered with blacktop or transformed into an area for surface parking lots. Unpaved areas of a lot shall not be paved without the submission of an acceptable plan approved by the Aurora Preservation Commission. New parking lots incompatible with the character of the neighborhood shall not be introduced.

B. New off-street parking areas, for residential and commercial properties shall be landscaped around the perimeter of the parking area for screening purposes, and a landscape plan shall be submitted for approval indicating the species, age, and location of the planting material.

C. When existing off-street parking areas are resurfaced, they shall comply with the provisions of the above new off-street parking areas.

D. Driveways shall be limited to a single lane where visible from the street, and allowed to increase towards the rear of the lot where it shall be screened with landscaping or other approved materials. Exceptions are if the driveway was originally two-lane, or if the length does not allow the curvature from one land to two. The **historic original** driveway design, material, and placement, where known, should be preserved. **It is preferred that older brick or concrete driveways should remain as brick or concrete driveways; however, repaving with asphalt is not prohibited.**

E. **It is preferred that** driveways in the front or side yard ~~should be~~ of brick, concrete, or concrete tracks (two parallel narrow strips of concrete with grass in between - also called "ribbon drives"). ~~Asphalt and Textured concrete designed to look like brick pavers and black asphalt~~ are also ~~appropriate~~ **permitted** materials **for all driveways.**

F. Driveways shall not be poured closer than six inches to foundation walls as it causes damage to foundations and walls.

G. Driveway approaches shall be limited to single lane widths to increase the parkway landscaping. Widths at sidewalks shall not exceed 10 feet, and the taper to the road shall not exceed 14 feet.