Iliff Station Area Plan
A Framework for Transit-Oriented Development
Iliff Station Area Plan Team

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Preface

In 2008, the City of Aurora and RTD collaborated on the environmental evaluation process that refined the location of the I-225 light rail line and stations. During this time, the city conducted planning studies at several of the stations. The city retained a design team led by Crandall Arambula to prepare a station area plan for an area approximately one-half mile around the proposed Iliff light rail station. The Iliff Station Area Plan presents the long-term vision for the area developed with input from the Iliff Steering Committee, property owners, RTD, and neighboring residents in three public meetings and workshops.

The Denver Regional Council of Governments (DRCOG) is funding station area planning efforts throughout the region by administering federal funds. Funding is awarded to jurisdictions on a competitive basis and the funding amount is eighty percent of the study’s cost. The remaining amount for this study was contributed by the City of Aurora.

This document is one in a series of station area plans prepared by the city to promote transit-oriented development (TOD) around the transit stations. Policy directions are derived from the 2003 Aurora Comprehensive Plan. The intent of this plan is to identify opportunities for compact, mixed-use development that is transit-supportive, and to develop strategies to implement a common vision. Bringing property owners, residents and the design team together to discuss challenges and opportunities and to create the vision for this area has been the over-riding goal of this plan.

This plan provides a vision for this station area. The fundamental concepts and land use framework are intended to be flexible. Property owners and developers can provide site plans that vary from the fundamental concepts and framework visions without necessitating amendments to this plan. Such alternatives must conform to the key principles for transit-oriented development as outlined in the Aurora Comprehensive Plan and must provide alternatives to the fundamental concepts and framework described in this plan in a manner that conforms to those key principles. Such alternatives should conform to the general design guidance and guidelines described in this plan.
Figure 1. Aerial view looking north over the Iliff station area
1. Background Information

The planning, construction and opening of the I-225 light rail transit corridor is eagerly anticipated by businesses and residents in Aurora. The introduction of light rail stations can provide opportunities for changes in land use, creation of employment districts and new residential neighborhoods. With the extension of the I-225 light rail line north from the Nine Mile station, the next station is to be located at the southeast quadrant of the I-225 and Iliff Avenue interchange. There is the possibility to create a distinctive transit supportive area at the proposed Iliff station. The existing undeveloped land adjacent to the proposed station provides the opportunity to create a compact, mixed-use neighborhood within easy walking distance of the station.

Through the station area planning process, the City of Aurora worked closely with the Regional Transportation District (RTD), property owners, neighborhood associations and residents to identify the planning principles that guided this plan, and the framework plan that is the result. This plan presents the vision developed with the public and RTD.

The plan is based on comments collected at three public meetings and workshops. As identified through this process and with RTD, the objectives of this plan are to:

- refine the location of the station in tandem with creating development concepts for the adjacent land;
- recommend park-n-Ride and bus transfer facility locations that meet RTD’s objectives and also support transit-oriented development;
- develop a framework plan for a compact concentration of transit supportive development in the station area;
- project potential traffic circulation patterns, devise an appropriate street system, and develop strategies to mitigate any negative transportation impacts to the surrounding residential neighborhoods;
- identify direct, convenient and attractive pedestrian and bicycle connections to the station;
- identify bus circulation patterns that conveniently provide access to the station from the surrounding areas; and
- identify how a unique identity can be created in the station area.

The project study area comprises the one-half mile surrounding the station, and includes low to mid-rise suburban commercial, hotel, retail, and residential uses. This area extends south past Yale Avenue, north past Evans Avenue, and east and west into the existing residential neighborhoods. East of Blackhawk Street and south of Iliff Avenue, there are a number of restaurants and retail uses in the Blackhawk Pointe development held under a variety of ownerships. North of Iliff Avenue, there are multi-story office buildings, restaurants, hotels, retail uses, and a fire station. The hotel, office, retail and residential areas west of I-225 are also within this one-half mile travel shed, though the most direct connection to the future station is via Iliff Avenue. The uses south of Iliff Avenue include hotels, offices, a post office, and senior housing.

This station area has several unique attributes. Firstly, there are approximately thirty acres of undeveloped land adjacent to the future station. This simplifies the development process, creating greater opportunity for new higher density development to be built to take advantage of the station’s proximity. Secondly, it is projected that this station will have one of the highest ridership numbers for the I-225
corridor. Therefore, the provision of adequate commuter parking and convenient bus access are important considerations. To ensure adequate parking, this plan defines the location of future surface and structured parking. A final attribute of this station is the high visibility for any development. Key development and redevelopment parcels can have both proximity to the future station as well as good visibility from I-225.

It is expected that the Iliff station will serve commuters travelling from a considerable distance, many from eastern Aurora. It is also expected that the Iliff station will relieve some of the current demand at the Nine Mile station and attract commuters from the southern section of Aurora, Parker, and Arapahoe County.

Several challenges were addressed through the public workshops and stakeholder meetings. One main challenge was how to overcome the barrier that I-225 forms for the neighborhoods to the west. Alternatives such as pedestrian bridges were developed and reviewed at the workshops. The consensus was that pedestrian bridges, although desirable, were seen as expensive elements that could be considered in the future, perhaps timed to support future redevelopment on the west side of I-225. Another concern that was raised by the neighborhoods was increased neighborhood traffic with commuters accessing the station. Several methods to deter traffic were investigated with neighborhood residents. Overflow parking was also a concern. The city recognizes that an expanded parking management program will likely be needed as Iliff and other rail stations ridership grows.

The most pressing challenge, however, is how to address the long-term commuter parking demand at the station. Because the land closest to the station is within one ownership, there is a clear opportunity to define the boundaries of land use for parking for the long-term. To this end, the proposals contained in this plan have the support of the major property owners and the government agencies.

The Iliff Station Area Plan presents the long term vision for the station area and a framework plan for development of the vital and viable mixed-use core of the area. The planning process has recognized key constraints and aims to minimize their negative or detrimental impacts. The development opportunities are centered on the lands identified in Figure 2 (Fashion Bar and Blackhawk Pointe). This is a practical, proactive plan that creates a unique identity for the station and a balanced approach to the competing demands for land by the station. Parking, station access, and high density development are the plan components that are balanced. The plan provides for a unique street design to access the station, creation of a sense of place by means of the park block design concept, concepts for medium to high density development, and design elements that protect the residential character of the adjacent lower density neighborhoods.

This plan condenses information from a source document that contains details such as roadway cross-sections, detailed site plan illustrations, comments from the public process, etc. The reader should contact the Planning Department for further information on this document.
Figure 2. Existing Conditions Map
PLANNING FOR TOD
The following documents and studies have informed and guided the development of this station area plan:

- 2003 Aurora Comprehensive Plan;
- I-225 Corridor Environmental Evaluation (RTD); and
- Aurora Strategic Parking Study.

The planning process has also included an assessment of infrastructure needs. There are no significant limitations due to infrastructure capability that will reduce the medium and high density building forms recommended in this plan.

Through the planning process, the following key principles from the Aurora Comprehensive Plan shaped the development of the concepts.

1. **TOD works as a “district”**. The one-half mile area around the transit station is the minimum area of influence from the transit station. These areas can become new neighborhoods where development draws value from the transit stations, parks and plazas are gathering places, and the mix of uses allows pedestrians to easily reach their destinations.

2. **TODs must be walkable**. TODs are to create an urban scale where the pedestrian is important. Attractive and safe pedestrian connections are a priority in TODs.

3. **Central spaces give identity to TODs**. Public spaces are very important in TODs, and parks, plazas and main streets that are beautiful and useful can become important identifying elements.

4. **TODs connect to the surrounding neighborhoods**. The pedestrian network of the TOD should allow easy pedestrian connections to surrounding neighborhoods. The relatively small size of the blocks should allow for an attractive and convenient pedestrian experience.

5. **Density is important**. TOD should have density sufficient to create an active center for an existing or new neighborhood. Higher densities take advantage of the massive public investment in transit. Density also creates the potential for diversity of housing types, a range of land uses, and the possibility of neighborhood-serving retail. Density should transition from the highest densities in the core of the TOD around the transit station to lower densities next to existing residential neighborhoods.

6. **Design matters**. The quality of building architecture and the design of streets, parks and plazas are important elements that create the identity of a station area.

7. **Promoting sustainability**. Compact development promotes efficiency in infrastructure, and may require innovative approaches to detention and water quality.
Fundamental Concept

It is expected that development will initially occur on the undeveloped parcels, and with the highest intensity of use closest to the station. The fundamental concept provides a quick visual summary of the essential concept of the station area plan. These are:

Loop Road with On-Street Parking
- A loop road (identified in this plan in concept as “Station Street”) provides direct access to the station.
- This loop road also increases drive-by traffic and visibility for ground-floor commercial uses. It also provides the benefit of providing a prominent address for commercial uses.
- On-street parking is required in front of all buildings on this road.
- At the west end of the loop road, a kiss-n-ride (short-term parking for passenger drop-off) is located adjacent to the station plaza.

Public Park Blocks
- A central public park is the central organizing feature for new development south of Iliff Avenue, and it is bounded by Station Street.
- The park, stretching east-west across Blackhawk Street, provides a park amenity for office, residential and retail uses, and a connection to planned and existing bicycle routes.
- This park amenity is a feature designed to attract market-rate housing and office uses to the station area. It can provide a signature address for high quality development.

Transit Parking Facilities and Bus Transfer Facility
- Two sites are identified as park-n-Ride facilities. Both sites have been strategically located so that maximum development potential around the station can be realized, and the sites can be easily accessed by commuters.
- Site 1 is proposed to be developed as a structured parking facility by opening day of the Iliff station. However, should funding for a parking structure not be in place, a surface commuter parking lot may be the initial phase with the structured parking developed as funds become available. Site 2 is proposed to be a surface parking area.
- The bus transfer facility and parking for the disabled are located along the proposed northern extension of Anaheim Street and have direct and convenient access to the light rail station.

Transit-Supportive Housing
- Within this area, there is opportunity for a range of unit types, including market-rate and mixed-income units, and both rental and ownership.
- A neighborhood park is the feature in this housing area, providing a desirable amenity for the residential uses.
- Medium density housing that is oriented to the street and has concealed on-site parking provides the desirable urban form. Ground floor uses on Anaheim Street may include active uses, such as live/work spaces.

Pedestrian and Bicycle Connections
- Streets are to include bicycle lanes and wider sidewalks with pedestrian amenities. Adequate bicycle parking is to be provided at the station platform.
- The pedestrian and bicycle routes are to be extended and connected to the existing and planned routes in the larger surrounding area.

Mixed-Use Buildings with Active Edges
- Mixed-use buildings at high densities are appropriate and desirable closest to the station and adja-
Figure 3. Fundamental Concept Diagram
cent to Iliff Avenue. These buildings should have retail and commercial ground floor uses that activate the station and central public park blocks.

- On-site parking should be developed in these blocks that is adequate to meet parking requirements for office, commercial and residential uses in a TOD area. Parking requirements can be reduced from suburban standards and shared parking is encouraged.

- It is important that there is a safe connection to the residential neighborhoods on the west side of I-225. The south side of Iliff Avenue is to be enhanced with safer pedestrian and bicycle connections. A future pedestrian/bike underpass to the station platform is identified. This will provide an option for safe pedestrian and bicycle crossing of the I-225 northbound off-ramp at the Iliff Avenue intersection.

**The Land Use Framework**

To create a vision for development, a number of concepts were reviewed to determine the form for a new compact and walkable urban neighborhood. These concepts were constructed using the building blocks of street layouts, block sizes at the appropriate size for expected buildings, parking requirements, and public park amenities. A build-out scenario was developed as an essential tool to identify any issues due to higher density that could arise.

The land use framework diagram illustrates the new development patterns that can occur and identifies the types and locations of transit-supportive uses. On many parcels, particularly those fronting onto the loop road, a mix of vertical uses is recommended. Where parcels contain a vertical mix of uses, the most likely predominant land use is indicated. The land use framework is intended to encourage flexibility: where office is designated, housing may be built in its place as the primary use, depending on market directions.

**Office**

The positioning of Station Street in an east-west orientation straddling Blackhawk Street provides for the layout of a variety of commercial plots with viable footprints. The office uses are recommended in the land use framework at locations that meet the following essential real estate criteria for high quality development:

- Good visibility. The sites are located adjacent to the major regional roadways of I-225, Iliff Avenue and Blackhawk Street.
- Access. The sites can be easily accessed from Station Street and the light rail station. Station Street provides on-street parking in front of the buildings.
- Prominent Address. These office and mixed-use buildings can capture the benefits of the park amenity by having an address on a signature street.
- Size. The block sizes identified can accommodate the footprints for Class A office buildings.
- Parking. The framework diagram allocates adequate on-site parking within the building form.

**Commercial**

The commercial uses, particularly when located on the ground floor, provide the active storefronts desirable in a TOD. Commercial uses are defined as retail, restaurants and businesses that engage in the sale of services. The commercial uses are recommended in the land use framework in locations that meet the following criteria:

- Oriented to the street and served by adjacent on-street parking;
- Support and are complementary to the adjacent commercial and retail land uses; and
Figure 4. Land Use Framework Diagram
Housing

As shown in the land use framework, housing is envisioned as the most desirable use south of Harvard Avenue and also fronting on Station Street east of Blackhawk Street. This area is adjacent to existing single family residential uses on the east, senior housing on the southwest, and the Heather Gardens neighborhood south of Yale Avenue. Housing is also recommended as a suitable land use south of Station Street and east of Blackhawk Street, due to the benefits of having housing directly adjacent to the residential neighborhood on the south.

The housing land uses are recommended in these locations since they benefit from:

- Proximity to the station because they are within an easy walking distance;
- Good accessibility to the centrally located park site which provides a major amenity to the residents;
- Flexibility to attain higher residential densities with parking provided on-site within buildings.

As this TOD builds out, the additional residents in this area will support the local commercial uses. These recommended housing sites are well-suited for senior housing, rental and ownership units.

Parking

The commuter parking is recommended to occur in two locations. The parking closest to the station can be accessed from Blackhawk Street and from the northern extension of Anaheim Street. It is proposed that this be a structured parking facility developed concurrent with the opening of the Iliff station. Should this not be feasible, a surface parking lot can be the initial phase, and the structured parking developed when funding is available. The second lot is south of Harvard and is a surface lot for approximately 300 vehicles. Together, these sites adequately provide for the light rail opening day commuter parking demand projected by RTD. It is critical to note that RTD’s intent is to provide only surface parking for their projected demand of 600 spaces. To meet the city’s opening day forecast (950 spaces minimum and 1,160 spaces maximum), structured parking is needed, otherwise development opportunity is lost. The amount of commuter parking at the station on opening day may be increased beyond that provided by RTD. This additional parking may be provided to meet the projected parking demand identified in the City of Aurora’s Strategic Parking Plan.

Public Spaces

The proposed public spaces are:

- the central park blocks;
- the station plaza; and
- the Anaheim park.

They provide locations for civic functions, public gatherings and passive recreation. They should serve as a focal point for new development and provide passive recreation opportunities for office workers and residents. These are public spaces that would be accessible at all hours. Within the office/mixed-use district, the park blocks terminate at the western end at the station plaza with a kiss-n-ride area for passenger drop-off.

In addition, a linear landscaped area west of Blackhawk Street is proposed to soften the transition in heights between the multi-story residential use and the existing residential neighborhoods.
3. Zoning Guidance and Design Guidelines

Transit Oriented Development Zoning District

A Transit-Oriented Development Zoning District is available for use in Aurora around the light rail and commuter transit stations. The TOD zoning district references the station area plan to provide guidance concerning boundaries, building form and intensity. This station area plan is to be used by applicants in conjunction with the city’s TOD zoning district. Specific sections of the TOD zoning district are modified by this station area plan.

Existing zoning around the station currently consists of a wide range of commercial zoning districts. These land use districts do not permit the mixed-use, compact and high density building form envisioned by this plan. TOD zoning will be essential to take full advantage of the development potential of this area. The city anticipates that TOD zoning will be applied at the request of property owners.

Sub-Districts and Land Use

Two sub-districts can be defined for the Iliff Station area, each with its own land use characteristics:

1. Core Sub-District.
   a. Location. This sub-district includes all commercial lands east of I-225, south of Iliff Avenue, west and east of Blackhawk Street, and north of Yale Avenue.
   b. Uses. This zone includes medium to high intensity commercial, residential, hotel, civic and entertainment uses. Public and private parking structures are also permitted. Ground-floor commercial uses are required to occur along the Station Street frontages and the central park.

2. General Sub-District.
   a. Location. This sub-district includes all the commercial lands west of I-225 both north and south of Iliff Avenue, and the commercial lands east of I-225 and north of Iliff Avenue. This is an area which can transition from traditional auto-oriented retail to more compact mixed-use development.
   b. Uses. With a density less than the Core, the uses in this area will be primarily commercial, however mixed-use and residential are encouraged.

There is no Transition Sub-District identified at the Iliff station. In the residential area south of Harvard Avenue, building height limits and open space will establish the transition to the Chaddsford neighborhood east of Blackhawk Street.
Figure 5. Iliff Station Area Sub-Districts
Development Standards
This section provides modifications to Sec. 146-728. Development Standards of the City of Aurora Zoning Code:

Block Size and Street Grid. Blocks shall typically be no longer than 500 feet in length and no more than 1,600 feet around the perimeter.

Residential Density. Minimum residential densities for the sub-districts are:

<table>
<thead>
<tr>
<th>Sub-District</th>
<th>Density</th>
</tr>
</thead>
<tbody>
<tr>
<td>Core Area</td>
<td>40 units per acre</td>
</tr>
<tr>
<td>General Area</td>
<td>30 units per acre</td>
</tr>
</tbody>
</table>

Building Heights. Building height may be maximized adjacent to the high traffic streets (Iliff Avenue, Station Street and Harvard Avenue) and minimized adjacent to the existing residential neighborhoods. There is no height limit in the Core Area. Building heights should shade the sidewalks on the south and west sides of streets in hot weather but allow sun exposure on the north side of streets during cold weather. Building heights for the sub-districts are:

1. Core Sub-District:
   Minimum height of three stories. No maximum height, except for buildings adjacent to the existing residential neighborhoods. Buildings that front or back directly on existing residential properties shall have a maximum building height of four stories. This height limit shall apply for a property depth of fifty (50) feet from the property line from the residential district.

2. General Sub-District:
   Minimum height of two stories. Properties west of I-225 shall have no maximum height. Properties on the north side of Iliff Avenue, east of I-225 shall have no maximum height.

Urban Form. Building forms should be related to the width and activity on the street that fronts them, so that a sense of enclosure is created. Ground floor uses shall consist of active commercial uses, restaurants and entertainment venues in areas that will be frequented by pedestrians. The active space shall be organized in relation to a logical pedestrian flow, without isolating retail activities from public spaces and streets. Landscape and streetscape shall be urban in character, allowing for pedestrian traffic and seating, and for visual relief from the urban environment. In the Core Sub-District, buildings shall be built to the property line, defined as the back of sidewalk, with allowances made for shallow setbacks, consistent with a uniform street frontage.

Desired Building Setbacks. The setbacks for the sub-districts in the TOD Zoning District shall apply. In addition, the following development standards shall apply.

a. Front. Setback not more than ten (10) feet in the Core and General sub-district. The ten (10) foot setback is permitted in the Core and General sub-districts for outdoor cafes and overhanging balconies, but shall not exceed forty (40) percent of the building frontage. Steps, stoops, balconies, awnings, chimneys, bay windows, etc. may encroach into the setback.

Desired Building Forms. The following additional development standards shall apply.

a. Continuous building frontage is required on the loop road ("Station Street"). A continuous building height façade along all streets shall be a minimum of three stories to provide a de-
Figure 6. Iliff Transit-Oriented Development (TOD) Zoning Map
PLANNING FOR TOD

b. Along Anaheim Street (and any northern extension), the building façades shall occupy a minimum of eighty (80) percent of the property’s street-facing frontage.

c. Commercial uses at-grade on main streets and surrounding any public spaces are required to support pedestrian activity.

d. Clear windows at grade are required for a minimum of sixty (60) percent of the façade length except for residential uses.

e. Quality materials on the ground floor façade are required on all buildings on major streets.

f. Sixty (60) percent of the building façade excluding doors and windows facing a public park or plaza must be brick, stone or cultured stone.

g. Entries shall front on the major streets and shall be generously proportioned and defined with architectural features. Awning and structural canopies for weather protection at building entrances are desirable.

h. Drive-through windows of any kind shall not be permitted in the Core sub-district.

i. Blank walls are not permitted on any façade. All façades shall have architectural details that add visual interest.

j. Loading docks and entrances shall not be located on the major pedestrian streets.

k. Alternative uses for building roofs such as terraces, roof gardens and green roofs are encouraged.

Design Standards and Guidelines

The following design guidelines have been developed to establish high quality requirements for design of all projects subject to TOD zoning.

Sustainability:
Sustainability of the Iliff Station Core Sub-District should be encouraged by promoting the use of the well-established Leadership in Energy and Environmental Design (LEED) rating system, established by the US Green Building Council (USGBC). Buildings in the Iliff station are encouraged to achieve a minimum of LEED-NC Certified rating. Refer to the USGBC web site for a full description of the LEED ratings that are available. Certified is the lowest of all ratings, which progress upward to Silver, Gold and Platinum.

Pedestrian Connections:

- Walkways, bridges and pedestrian crossings shall constitute a network that interconnects all transit, commercial and residential buildings.

- Hidden areas and blind corners shall be avoided in favor of open, visible gathering places and unobstructed paths with clear visual connections to destinations beyond.

- Pedestrian walkways should avoid doubling back or acute changes in the travel path, and should have good visual connection with the surroundings at all times. Active uses should be located along the pedestrian paths.

Public Spaces:
There should be a central open space as a focus in the Core Sub-District. This space should be a focal point and public gathering space, containing pedestrian amenities that make it comfortable and aesthetically pleasing. Street trees should provide shade in summer, and elements such as public art should provide winter interest. The space should be located so that it is not overshadowed by adjacent buildings.
Landscape and Streetscape:
Streetscape and open space areas should add a distinctive identity to the area, using planting, paving, lighting, signage and street furnishings as cohesive elements. Features should be coordinated throughout the development. The landscape treatment on each development parcel shall be coordinated with the public space streetscape design.

The station area should contain a hierarchy of streets which reflect different streetscape treatments, according to the Aurora Urban Street Standards.

Site Furnishings and Lighting Fixtures: Site furnishings and public lighting should:
- be incorporated as part of the building design and architectural style;
- express a hierarchy from the TOD core to outlying areas;
- be durable and appropriate for the climate;
- illuminate all sidewalks and pedestrian pathways with uniform light levels;
- not cast light directly into residential windows

Roof Landscaping: Building roofs should be developed as open space resources, amenity decks and green roofs where possible.

Landscape Materials: Materials should be provided based on the following considerations:
- safety – avoid visual obstructions especially at circulation intersections;
- local microclimate – provide summer shade and open canopies for warmth in winter;
- low watering requirements – 100 percent of plant material should be drought resistant;
- ease of maintenance – minimize litter from plant materials and trees;
- attractiveness – intensify in key locations with seasonal color, texture, scale;
- screening – screen service areas, parking lots, meters and garbage dumpsters.

Parking:
- Surface parking lots are discouraged in the Core Sub-District.
- The entire Core Sub-District should be self-sufficient in terms of parking; shared parking shall be utilized and may be shared from parcel to parcel.
- Parking structures should be wrapped with residential or commercial buildings to minimize visual impact on public streets and spaces.
- Vehicle access to parking should be avoided on high-traffic pedestrian frontages.
- Parking access shall be well-identified by a way-finding signage system.
- Parking structures shall not be exposed to streets or public areas in the interior of the TOD block.

Architecture
Architectural design should distinguish the Iliff station area Core Sub-District from other development areas in Aurora, through its timeless architecture, attention to detailing, humane scale and relationship to the public spaces. Long building profiles shall be broken up with relief in the façades and rooflines to minimize apparent bulk and mass.

360 Degree Architecture: To create an urban environment that is visually pleasing from all points of view, all sides of a building shall exhibit design continuity, with no unimproved sides being visible from public rights-of-way. Early phase buildings which will have buildings abutting them may have building
faces that are without fenestration or other façade design features.

**Solar Orientation, Shading and Solar Access:** Building façades shall be environmentally responsible by adapting fenestration, shading and materials individually to respond to the environmental conditions of each façade’s orientation. Buildings shall minimize the negative impact of winter shade on public open spaces and sidewalks. Buildings shall not contain gold glass coating or other first surface coatings that are highly reflective or mirrored.

**Fenestration:** Clear glass storefronts on ground floor façades should be provided to ensure visibility of active uses. On upper levels, façades should respond to their orientation by individualized treatment of façades to accommodate sun shading and solar gain as appropriate. Clear, low E or slightly tinted glazing should be used. Clear glass shall not have a reflectance rating of greater than .20.

**Awnings and Canopies:** Awnings and canopies shall be an integral part of the architectural design. Canopies shall not extend more than ten feet beyond the faces of buildings, and no less than six feet. Awnings shall be solid colors. Awnings or canopies shall not be supported from the sidewalk.

**Materials and Finishes:** Materials, finishes and detailing shall enrich the Station Area’s visual and tactile qualities. Regionally-appropriate and compatible materials shall be used, carefully detailed and combined. The building materials shall establish a consistent and high level of quality that is durable and appropriate to pedestrian contact at the street level. Materials used shall convey a high level of visual amenity that is commensurate with the urban character of the station area.

**Storefront Design:** Storefront entry thresholds shall be at the adjacent sidewalk level. Storefronts shall be scaled and detailed to break down large façades of buildings into small units. A variety of small scale storefront designs shall predominate over a uniform series of longer storefronts. A high proportion of clear glass shall be used in storefronts, consistent with energy conservation requirements and to increase visibility.

**Equipment and Service:** All rooftop equipment and ground floor equipment, trash storage and utilities shall be screened from view from public rights-of-way.

**Building Signage:** Signage shall comply with Aurora codes and ordinances. Signs directly related to a business shall be allowed to extend over the sidewalk, at a height of no less than 9'-0” above the sidewalk.

**External Building and Site Lighting:**
- External lighting of buildings shall be minimized, except for accent lighting of building entries or features.
- The impact of lighting on the night sky shall be minimized by cutoff fixtures, downward projecting fixtures and minimizing light energy.
- Exterior light fixtures shall confine direct light rays to the premises, and the light source shall not be directly visible from any adjacent property or beyond two mounting heights distance from the fixture.
- Power consumption for external building lighting shall be minimized.
- Minimum light levels at building entries shall be 5.0 foot-candles and at loading docks 15.0 foot-candles. Levels elsewhere shall comply with Aurora code and ordinances, and shall be as uniform as possible on pedestrian sidewalks.
Some types of lighting shall be prohibited, including moving, blinking or flashing lights, lights that may be confused with traffic control, and any light that is distracting to the operator of a motor vehicle.
4. Implementation

The Iliff Station Area Plan presents the vision developed through a collaborative process between government agencies, property owners and residents.

Policy Changes

The specific implementation steps are:

- Adoption of the Iliff Station Area Plan as an amendment to the 2003 Aurora Comprehensive Plan;
- Adoption of the Transit-Oriented Development Zoning District for the currently zoned commercial properties in the Iliff area. This may be implemented in phases, depending on a property owner’s development plan and schedule.