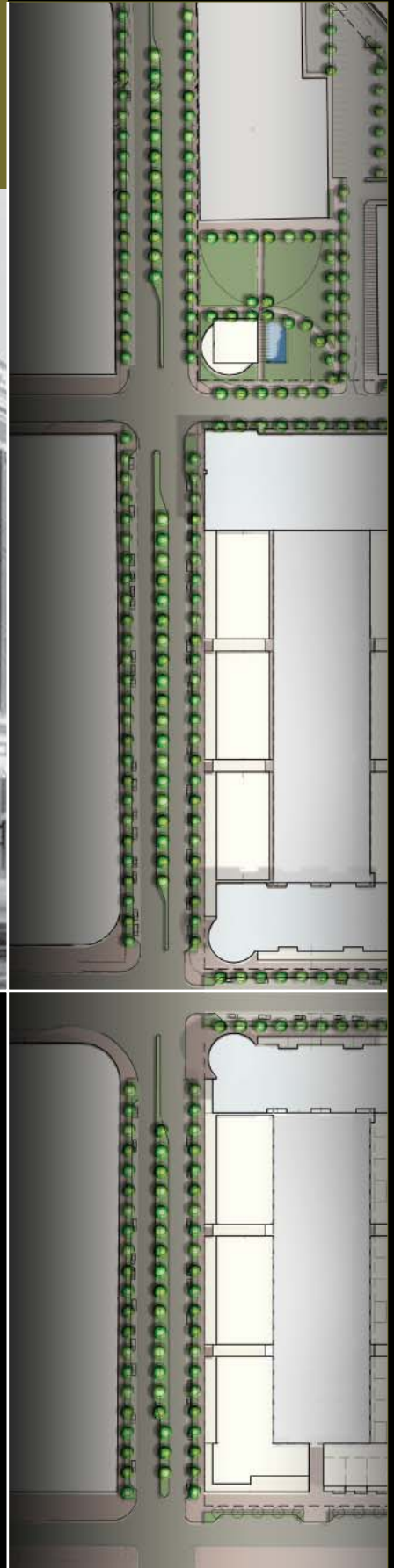


GATES EAST GDP LIONSTONE REDEVELOPMENT OF THE FORMER EAST GATES CAMPUS



Urban Design Standards and Guidelines

November 13, 2006

City and County of Denver



LUI Denver Broadway, LLC.

DAVID OWEN TRYBA ARCHITECTS



Martin/Martin Consulting Engineers

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LUI Denver Broadway, LLC.

Prepared by:



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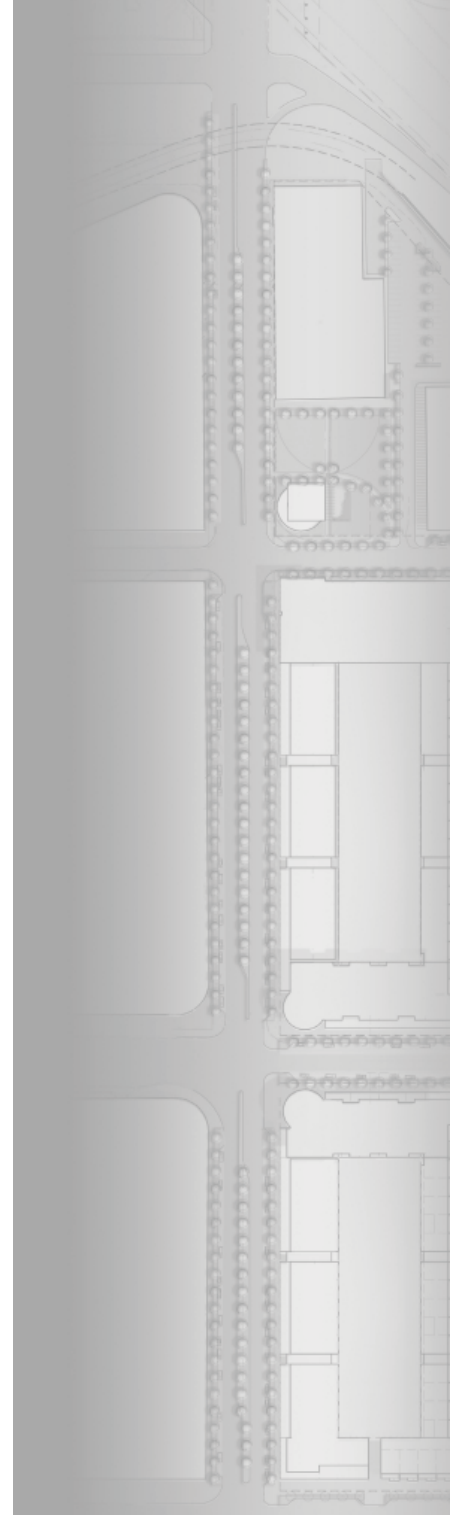
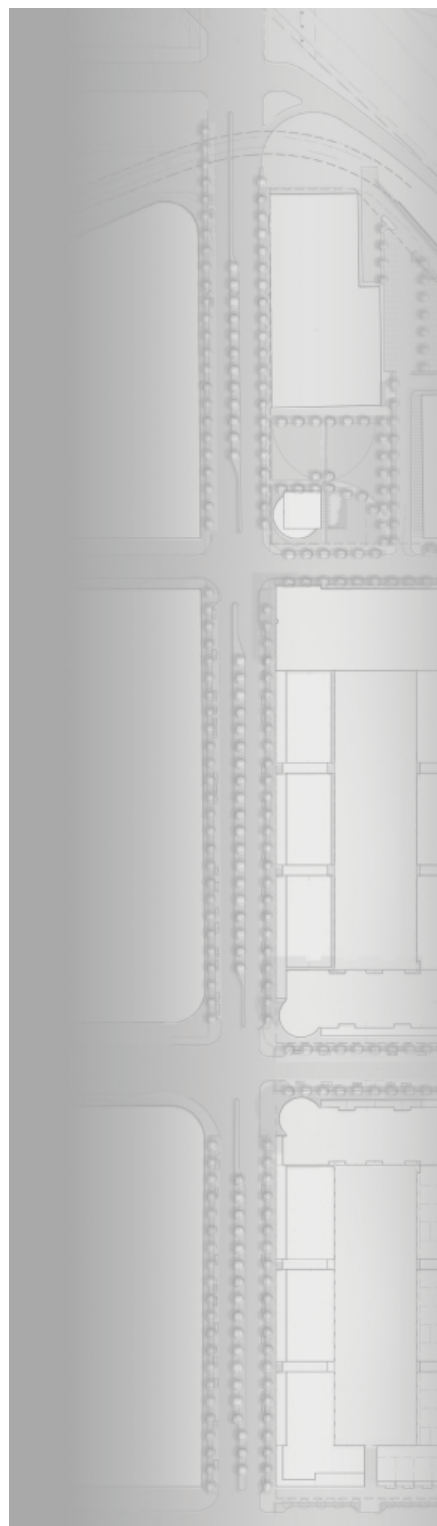


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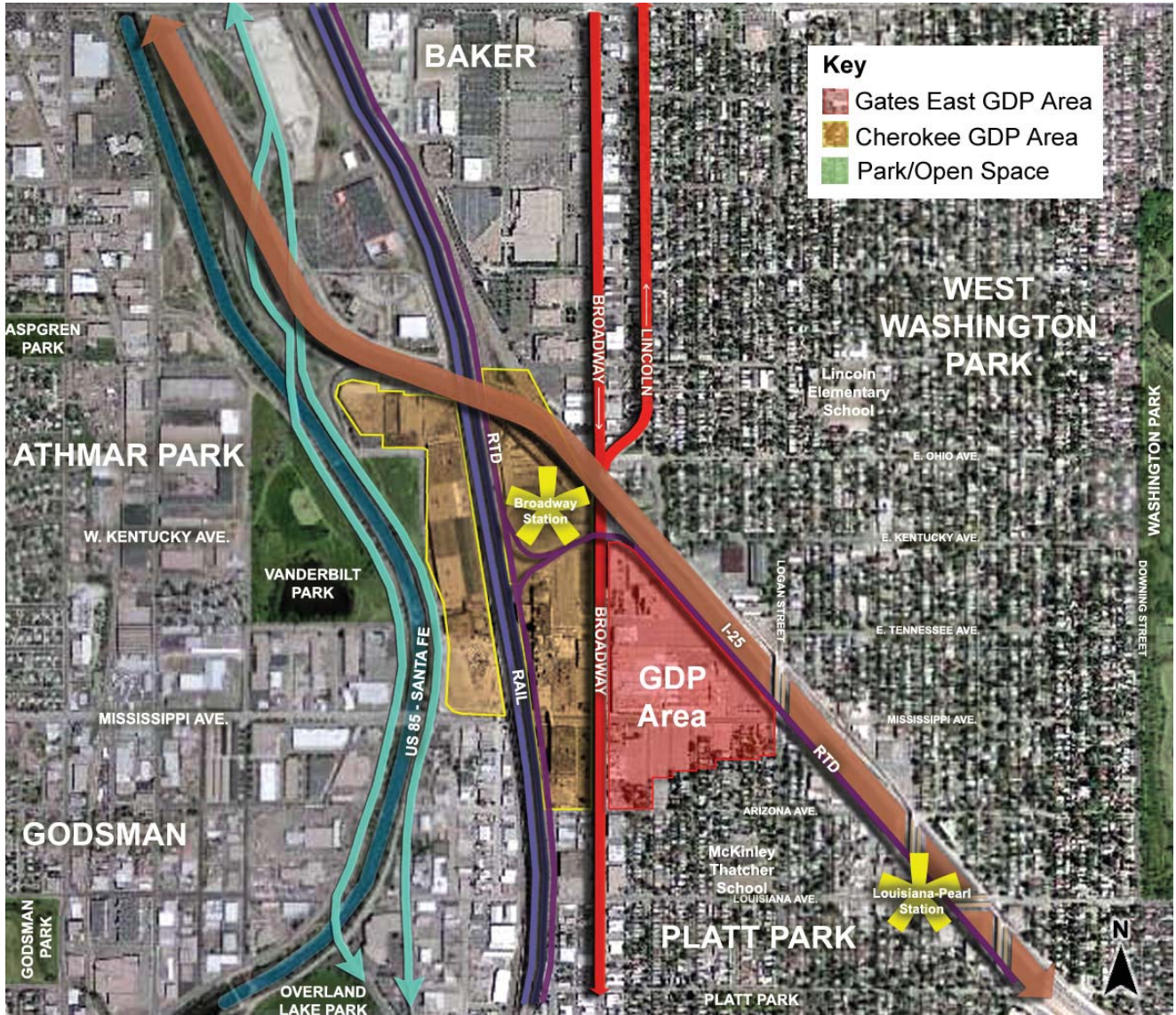
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INTRODUCTION



The project site and its general area.

INTRODUCTION

Preamble

These Gates East Urban Design Standards and Guidelines (UDSG) are Rules and Regulations adopted by the Planning Board pursuant to Section 2-91, Section 59-313(b) and Chapter 12 of the Revised Municipal Code of the City and County of Denver. Amendments to the UDSG are subject to the approval of the Manager of Community Planning and Development (CPD) in accordance with the Revised Denver Municipal Code Section 59-313 (b) and Chapter 12. All amendments shall be filed and/or recorded in the same manner as the original Urban Design Standards and Guidelines. However, only the changed pages together with a statement from CPD, certifying that the amendments have been approved, need to be filed and recorded.

Overview

The Lionstone Redevelopment of the Former East Gates Campus (Gates East) is located on an approximately 30-acre infill site (the GDP Area) containing property owned by LUI Denver Broadway, LLC as well as property of mixed ownership. The GDP Area is generally located at the intersection of Interstate 25 (I-25) and Broadway in Denver, Colorado. A full legal description of the GDP Area can be found on sheets three and four in the Gates East General Development Plan (Gates East GDP) recorded on _____, reception number _____. The GDP Area was zoned to TMU-30, RMU-30, RMU-20, and OS-1 on December 21, 2004 (ordinance 935, CB 841, Series of 2004) and contains pre-existing parcels zoned B-4. The Gates East GDP establishes the framework for development of the GDP Area.

Purpose of Document

The UDSG for the Gates East Campus are presented in recognition of the special opportunity offered on this site for the creation of a high quality transit-oriented development that integrates with the surrounding community, rehabilitates existing and significant buildings, and restores the urban fabric to an area that has historically been industrial.

The purpose of this document is to elaborate on the concepts and requirements established in the Gates East Zoning and the Gates East GDP. It is intended to provide additional guidance to designers, developers, planners, and reviewing agencies for the realization of a coherent, high-quality urban community.

Design criteria within this document related to elements of the public ROW are intended to communicate desired intent and are for illustrative purposes only. The Department of Public Works must approve all elements within the public ROW.

Guiding Principles

The Gates East GDP was established to transform a previously industrial urban site into a pedestrian-friendly, transit-oriented, mixed-use development that is integrated with its neighbors and an asset to Denver. The guiding principles of the Gates East GDP and the associated UDSG reflect goals and strategies outlined in Blueprint Denver for encouraging quality urban environments. These goals and strategies include:

- Creating quality streetscapes and open spaces.
- Integrating higher density in a way that respects the character of adjacent Areas of Stability.
- Balancing automobile uses with the needs of pedestrians and other modes of transit.
- Combining mixed uses to create safe, vital communities.

Proposed land use and site design concepts elaborated in the Gates East Zoning and GDP will realize these goals in a variety of ways:

- Combine residential and commercial uses to create a variety of activity patterns while responding to market conditions.
- Establish Sub-areas and development parcels that respond to the historic block pattern of the surrounding neighborhoods.
- Concentrate active uses along existing major streets and provide a safe, logical, and attractive pedestrian streetscape.
- Recognize South Broadway as a major commercial corridor and establish a common vision that enhances and extends its historic pedestrian character.
- Create appropriately-located “gateways” that reinforce a sense of entry into the site.
- Provide a system of open space that responds to historic residential streetscape patterns.
- Orient proposed structures in a way that capitalizes on the location of transit stops and reinforces pedestrian circulation opportunities.
- Rehabilitate existing structures where feasible.



The GDP Area and its surroundings.

The Site (GDP Area)

The Gates East GDP Area generally encompasses structures of the former Gates Rubber Company to the East of South Broadway and north of East Mississippi Avenue as well as infill areas of the Platt Park neighborhood immediately to the south. The Site was recently rezoned to a variety of residential and transit-oriented mixed-use zone classifications to encourage transit-oriented development of varying use, character and density (Ordinance #935, series of 2004).



The GDP Area includes and is surrounded by districts of different character and scale that should be considered when determining the compatibility of any new development.

To the north of Mississippi:

The 20-acre parcel zoned TMU-30 north of East Mississippi Avenue is primarily industrial in character and until recently included former manufacturing facilities for the Gates Rubber Company as well as the Gates Corporate headquarters located in the Ford Building. This building, its 1984 expansion, and the adjoining landscaped plaza remain on the site and announce the beginning of a new district as one travels south along South Broadway from Downtown.

This parcel is bounded on three sides by major local and regional transportation corridors, including I-25 and the Southeast Light Rail line on the east and north, and South Broadway on the west. East Mississippi Avenue, a minor arterial, borders the parcel on the south.

To the south of Mississippi:

The 10 acres of various parcels zoned B-4, RMU-30, and RMU-20 are a mix of commercial and residential uses but the overall character is dominated by large areas of surface parking. The Platt Park neighborhood lies immediately to the south and is an Area of Stability represented by single family homes, duplexes, a neighborhood park and an elementary school.

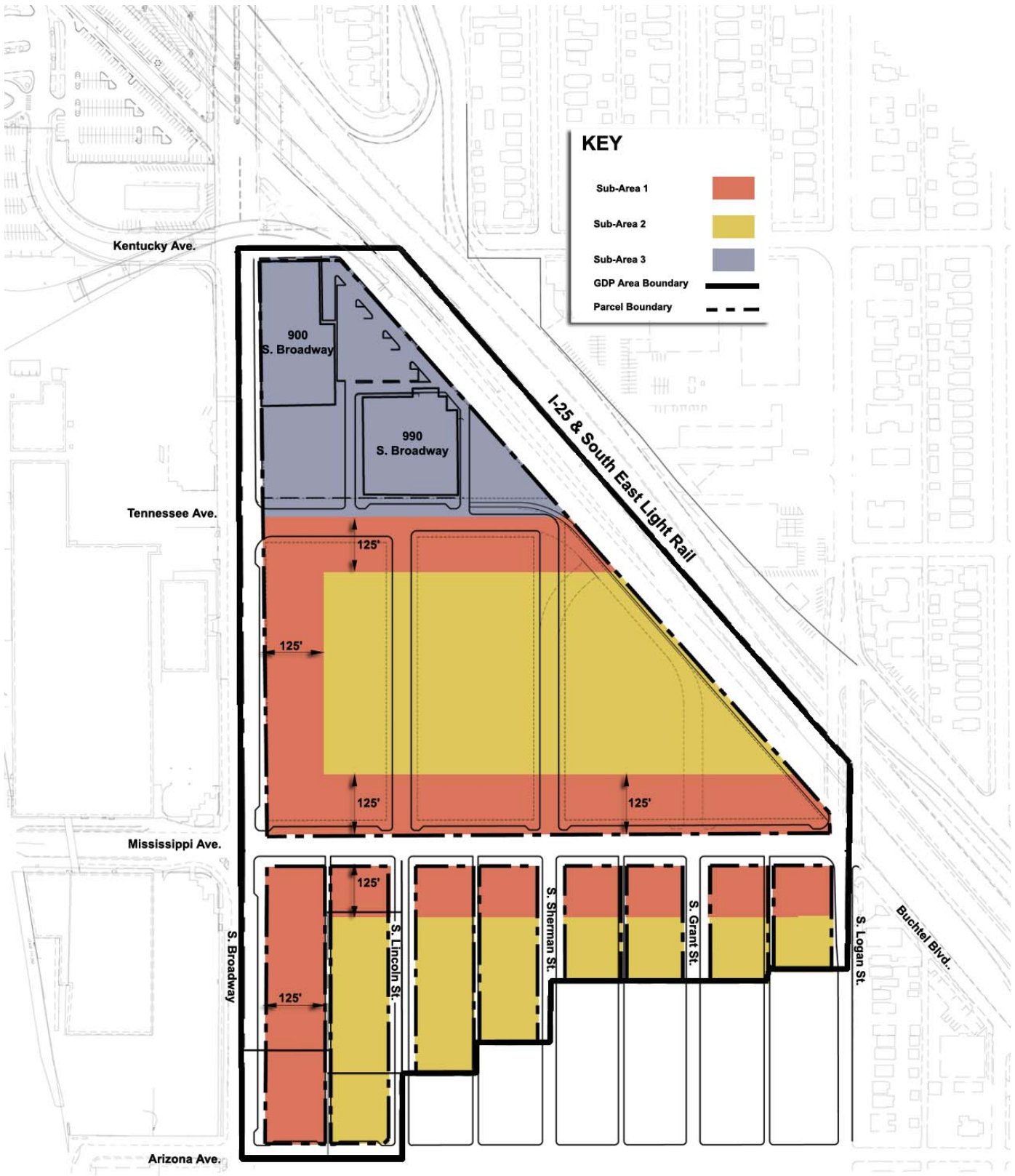
The development parcels in this area are physically integrated into their respective neighborhoods with good access to and from the existing street grid. However, current uses are in sharp contrast to the surrounding community and desired development goals. South Broadway to the west and East Mississippi Avenue to north create opportunities to enhance neighborhood retail character while providing significant new housing. To the south and east, the primary responsibility is to the neighborhood. Development here should extend and protect the most desirable characteristics of the Platt Park neighborhood, especially its walkable residential streets and sidewalks.

To the west of the Site

Facing the site across Broadway is the heart of the former Gates manufacturing complex, currently considered for redevelopment as a transit-oriented mixed-use community. This community, part of the Cherokee Redevelopment (Reception #2005048794), has as its focus the Broadway Station, an important hub where regional light rail and bus systems converge. Directly west is a major railroad ROW consisting of the Union Pacific and Burlington Northern Santa Fe Consolidated Main Lines and the Regional Transportation District (RTD) Southwest Light Rail line. Further west is Santa Fe Drive, a significant state highway providing access between Denver and the municipalities to the south. Between the north and south-bound lanes of Santa Fe runs the Platte River, a navigable water way with ties to Denver's earliest history. Adjoining the river is a major recreational trail.

To the east of the Site:

East and north of I-25 is the residential neighborhood of West Washington Park. This existing neighborhood is characterized by a predominance of single family homes and duplexes with small-scale neighborhood retail and commercial. The heart of this community is Washington Park. As a result of the I-25 corridor, the most direct access between the Site and this neighborhood is the Logan Street bridge, which crosses the highway at the southeast corner of the Site. Buchtel Boulevard originates from this intersection. A designated parkway over much of its length, Buchtel Boulevard runs southeast - parallel to I-25 - and continues past the University of Denver Campus to terminate at Colorado Boulevard.



Sub-area Boundaries

Note: Streets and Curbs shown within GDP are for illustrative purposes only.

Sub-areas

The Site is composed of three major Sub-areas – *Sub-area 1*, *Sub-area 2*, and *Sub-area 3*. The purpose of the Sub-area concept is to influence the character of proposed development within the GDP Area, especially as it relates to the character of the streetscape. Consequently each Sub-area is primarily defined by that area’s physical adjacency to existing and proposed streets, or the presence of significant existing structures and spaces. The urban design criteria represented in this document are influenced to a degree by the specific Sub-area in which the proposed development resides.

Sub-area boundaries are not intended to represent or reinforce hard divisions between the character of one area and the next. An appropriate blending of character and quality at the boundary between Sub-areas is expected to create thoughtful transitions between districts and neighborhoods of varying use.

Sub-areas are not intended to modify or exclude any use already allowed by the zoning of the GDP Area.

Sub-area 1 – This Sub-area is predominantly located along the GDP Area’s major existing arterial streets - Broadway and Mississippi - not to exceed a depth of 125 feet. The intent of development in this Sub-area is to:

- Celebrate the multi-modal character of streets,
- Concentrate pedestrian-active uses at ground level,
- Maintain a defined street wall,
- Create visual interest in the street wall through the use of quality materials, pedestrian-scaled building features, enhanced detailing, and adequate glazing,
- Encourage second floor uses with an active street presence,
- Encourage housing density that has good visibility to and from the public street (“eyes on the street”),
- Encourage upgraded street amenities such as durable furnishings, quality architectural lighting, landscaping, and decorative paving systems. (must be approved by the Department of Public Works)

Sub-area 2 – This Sub-area is predominantly located along the GDP Area’s existing and proposed local streets - Lincoln, Sherman, and Grant. The intent of development in this Sub-area is to:

- Protect the pedestrian environment from the adverse effects of street traffic,
- Provide a residential presence on the street that enhances feelings of security and community through the use of terraces, balconies, entrances, and porches,
- Create a varied street wall through building massing that incorporates porches, stoops, terraces, entrances, and significant architectural features,
- Create visual interest in the street wall through the use of quality materials, pedestrian-scaled building features, enhanced detailing, and adequate glazing,
- Encourage housing density that has good visibility to and from the public street (“eyes on the street”),
- Provide residential-scale street amenities such as street tree lawns, landscaped building frontages, and occasional furnishings.

Sub-area 3 – This Sub-area addresses the Ford Building and its immediate surroundings north of the potential East Tennessee Avenue extension. The intent of this Sub-area is to:

- Encourage the rehabilitation and redevelopment of the existing buildings in a way that respects their history and architectural qualities,
- Protect views to and from the Ford Building’s primary building façades and the south and west façades of the existing addition,
- Redevelop the existing landscaped plaza as a quality open space integrated into the overall development.
- Integrate redevelopment of the streets and side walks serving the existing buildings into the street and sidewalk concepts of the general development,
- Provide for an enhanced pedestrian crossing of South Broadway near the historic alignment of Tennessee Avenue.

Organization of the Document

This document is organized into three sections: Introduction, Urban Design Standards and Guidelines, and Procedures for Design Review.

Urban design criteria in the form of Standards and Guidelines provide guidance as to how the vision for the Site may be achieved. Standards and Guidelines are intended to encourage creativity within the design framework while maintaining a consistent level of quality between individual projects. Standards and Guidelines do not mandate a particular architectural style or building material. Instead, Standards and Guidelines:

- Define a standard of design quality intended to enhance the public realm,
- Promote cohesive development patterns while allowing for diversity and variety in the design and construction of individual projects,
- Assist city staff, planners, designers, developers, and owners in making consistent choices that reinforce the vision,
- Recognize that the site will evolve over time and that development will respond to changes in the market,
- Integrate and transition new development into surrounding communities.

The three components of the urban design criteria - Intent statements, Standards, and Guidelines - are used together to achieve the vision for the Site. They balance structure and objectivity with creativity and flexibility in order to encourage the best design. This system allows more than one path to a mutually satisfactory result.

The three components are defined as follows:

Intent: Intent statements establish design goals which the Standards and Guidelines have been created to achieve. In circumstances where the appropriateness or applicability of a Standard or Guideline is in question or under negotiation, the Intent statement will provide additional direction.

Design Standards: Design Standards are objective criteria that provide specific direction for achieving the stated Intent. Standards denote issues that are considered critical. Standards use the term “shall” to indicate that compliance is required.

Design Guidelines: Design Guidelines provide alternative solutions for accomplishing the goals set forth by the Intent Statements. They are more flexible and harder to quantify than standards. They often amplify a related Standard. Guidelines use the term “should” or “may” to denote they are considered relevant to achieving the Intent Statement, and will be pertinent to the review process. When they amplify a Standard they are preferred, but not mandatory, criteria. Guidelines will, however, be strongly considered in circumstances when a Standard is not being met and an alternative is being sought. In such a case it must be demonstrated that the alternative meets one or more of the following criteria:

- the alternative better achieves the stated Intent,
- the Intent Statement that the Standard was created to address will not be achieved by application of the Standard in this particular circumstance,
- the application of Guidelines to achieve stated Intents will be improved by not applying the Standard in this particular case,
- unique site characteristics or market factors make the Standard impractical or cost prohibitive.

References to Intent statements, Design Standards and Design Guidelines listed throughout this document pertaining to the public ROW are used to convey intent, are for illustrative purposes only, and are not formally adopted by the Department of Public Works.

It is acknowledged that the outcome of the Broadway NEPA (National Environmental Policy Act) process, final access approvals from the Colorado Department of Transportation, license agreements from appropriate railroad companies, other previously enacted ordinances, adopted rules and regulations and existing conditions must be provided for in the approval of any construction plans pertaining to this development.

General Compliance

All projects in the Gates East GDP Area must comply with any and all applicable statutes, ordinances, rules and regulations promulgated by the City and other agencies which have jurisdiction.

Definitions

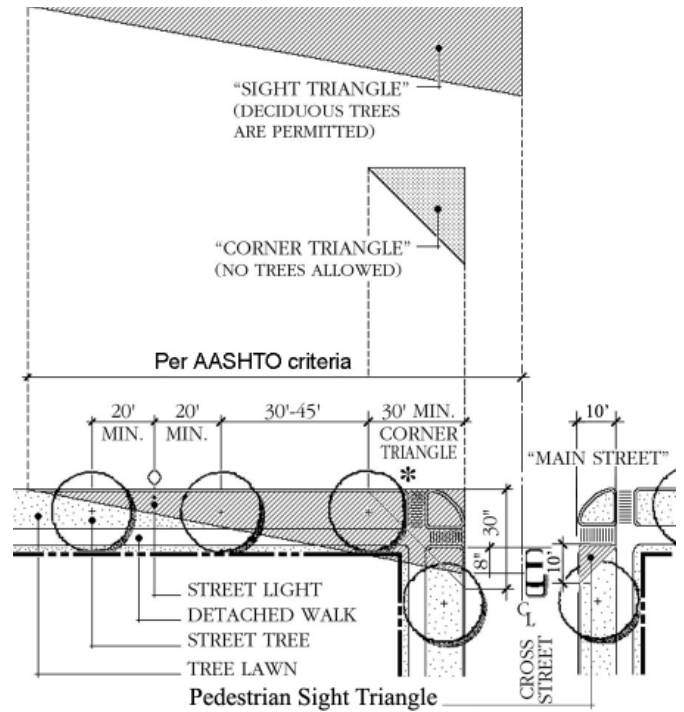
Several terms are used consistently throughout this document to describe common aspects or elements of architecture and urban design. Where a term such as “floor area” is not specifically defined, customary use or the definition set forth in the Gates East Zoning, Gates East GDP, or the Denver Zoning Code shall apply.

Color Rendition Index – A measure of a lamp source’s ability to render true colors as compared to an “ideal” light source such as natural light. Color rendition typically ranges from 0 (poor) to 100 (excellent).

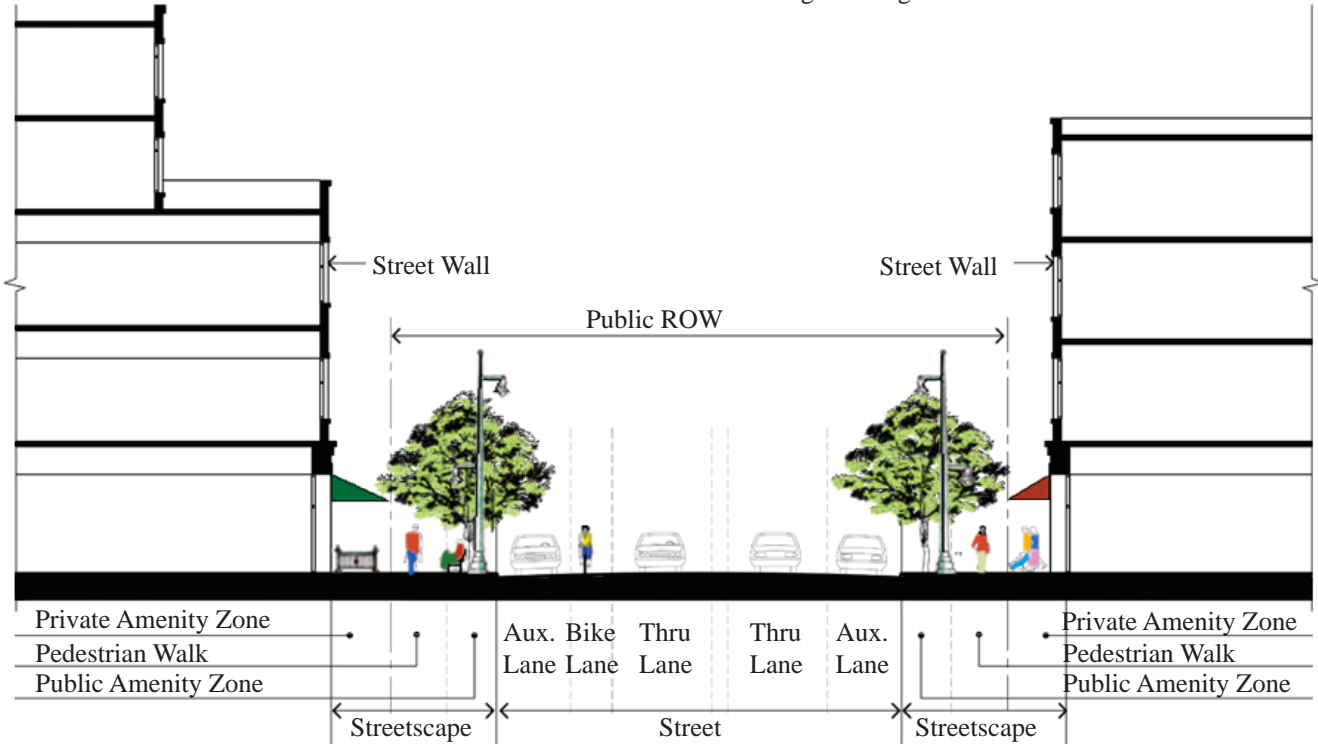
Corner Triangle - A portion of the sight triangle within 30 linear feet of adjacent curbs at an intersection of streets. Corner triangles usually have greater restrictions in regard to the height and type of planting materials and other landscape improvements. Refer to the Streetscape Design Manual for more detail.

Expanded Streetscape: An area within a Private Amenity Zone containing streetscape elements that directly adjoins and runs parallel with the unobstructed pedestrian walk.

Exposed to Public View - A portion of a building or site feature that is visible from a public ROW.



A. Sight Triangles



Elements of the public street

Note: Elements shown within the public ROW are for illustrative purposes only. The width of the right-of-way, including public and private amenity zones, will be determined at site plan review.

Facade - Any face of a building given special architectural treatment.

Gateway Area - An area of the site incorporating portions of the Streetscape and adjacent building façades that is significant because of its location and/or use. Gateways provide identifiable entrances and exits to and from the site, aid in wayfinding through the use of unique architectural and landscape treatments, and can work together to reinforce the identity of a district. As a consequence of their role, Gateways deserve additional design consideration. Design Standards and Guidelines related to Gateway Areas are distributed throughout this document.

Ground Floor Frontage - That portion of a building from grade to the second floor that adjoins the Streetscape or a significant street-level open space. Because pedestrians directly experience the ground floors of buildings, Standards and Guidelines related specifically to the ground floor are distributed throughout this document.

Heat Island Effect - The capacity of surfaces in an urban environment to absorb heat and alter the ambient air temperature of their surroundings. Large areas of asphalt, dark-colored paved areas, and dark-colored roofing can create heat island effects. Urban areas are particularly susceptible to the heat island effect, which can create fluctuations in local climate and temperature that may adversely affect nearby landscaping and increase the energy costs of buildings.

Open Space - For the purpose of this document, the term open space is used to collectively refer to any privately owned park or plaza that adjoins a public ROW.

- *Unobstructed Open Space* - Refers to the minimum area of open space required by the Denver Zoning Code and the Gates East Zoning. This does not include any public land, park, or right of way.

Parks and Plazas – The Denver Zoning Ordinance contains definitions related to Parks and Plazas. For the purposes of this document, expanded open space definitions are as follows:

- *Pocket Park* – An open space that may blend aspects of parks and plazas, is typically smaller in size than a typical public park or plaza, and is usually defined on two or three sides by building façades. It may include a focal element and accommodate small-scale, passive recreational activities.

Pedestrian Active Uses- Uses which generate significant pedestrian traffic and interest at street level including consumer and service-oriented retail, commercial and professional offices, and in some cases residential and residential-oriented services. Entrances and lobbies to groups of uses on higher floors are also

considered pedestrian active uses. In some cases window displays and other installations can generate street interest.

Pedestrian Lighting- Lighting in the public right-of-way intended to provide additional streetscape ambience. Pedestrian lighting is usually decorative in character and of a lower intensity and height so that the lighting effect is comfortable for the pedestrian.

Pedestrian Sight Triangle - A 10' X 10' triangle located at the back of the pedestrian walk and adjoining the edge of the approaching cross street or access. (See Fig. A)

Pedestrian Walk – The area of the Streetscape between the Public and Private Amenity Zones that is reserved for pedestrian traffic. The Pedestrian Walk is to remain clear and unobstructed for ease of travel and maintenance.



Primary Building Façade – The building façade fronting the primary public ROW. If a building helps define an important corner, each adjacent façade can be considered primary. Primary Building Façades should generally express a more refined degree of material quality and detailing and should contain a primary building entrance.

Private Amenity Zone – A portion of the Streetscape between the unobstructed Pedestrian Walk (or public ROW) and the building face. This area is reserved for Streetscape Elements that transition between Pedestrian Active Uses within buildings or plazas and the Pedestrian Walk.

Public Amenity Zone – A portion of the public ROW between the curb and the unobstructed Pedestrian Walk reserved for Streetscape Elements that serve and enhance the pedestrian experience.

Right-of-Way (ROW) – The land area owned by the City and dedicated as public ROW by ordinance. Within the ROW are found typical road improvements, storm drainage, sanitary sewers, sidewalks, landscaping such as tree lawns, trees, street furniture, and lighting. Location of any private elements, including signs, fences/walls, street furniture, or lighting within the ROW requires a revocable permit issued by the Department of Public Works. All items located within the ROW must be approved by Public Works

Sidewalk (Attached) - A paved walk with a Public Amenity Zone containing trees in tree grates.

Sidewalk (Detached)- A paved walk separated from the curb by a tree lawn within a Public Amenity Zone.

Sight Triangle - A triangular area of the public sidewalk adjacent to a street intersection and describing a cone of vision experienced by the driver of a vehicle at that intersection. Planting and landscape improvements in the cone of vision are regulated by the Department of Public Works. (See Fig. A)

Signage, Building – For the purpose of this document, building signage includes window, wall, arcade, monument and projecting signs whose design and content are related to the various Pedestrian Active Uses within the building. Unlike district, regulatory, and way-finding signage, building signs may change more frequently over time.

Signage, District – For the purpose of this document, district signage includes monument, pedestal, and pole signs whose design and content are intended to create an identity for a street or area. Within a given area, district signage helps to maintain a consistent character.

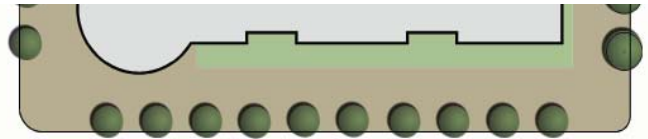
Street Lighting – General illumination of the vehicular street typically provided from poles located within the Public Amenity Zone. Street lighting must conform to the regulations established by the Department of Public Works.

Streetscape - The general area between the curb and building face where pedestrian activity is concentrated and enhanced.

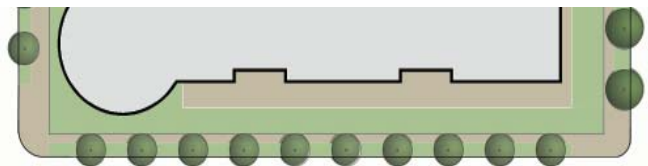
Streetscape Elements - Elements placed within Public or Private Amenity Zones that help define street character. Elements may include street trees, tree lawns, street lights, pedestrian lights, traffic signage, benches and other seating, trash receptacles, bike racks, newspaper corrals and condos, kiosks, enhanced paving, public art, planter pots, bollards, bus shelters, awnings, canopies, and umbrellas or other shading devices.

Street wall - The cumulative effect of adjacent buildings facing onto and providing a consistent edge to a public street.

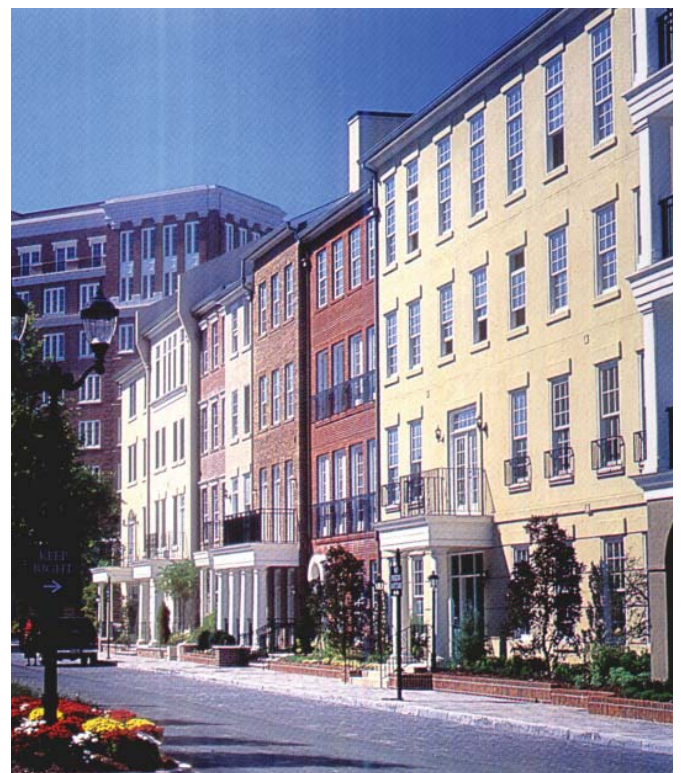
Tree Lawn - A portion of the public ROW, typically between the curb and the unobstructed Pedestrian Walk, that is landscaped with trees and ground cover, usually sod.



Example of an Attached Sidewalk.

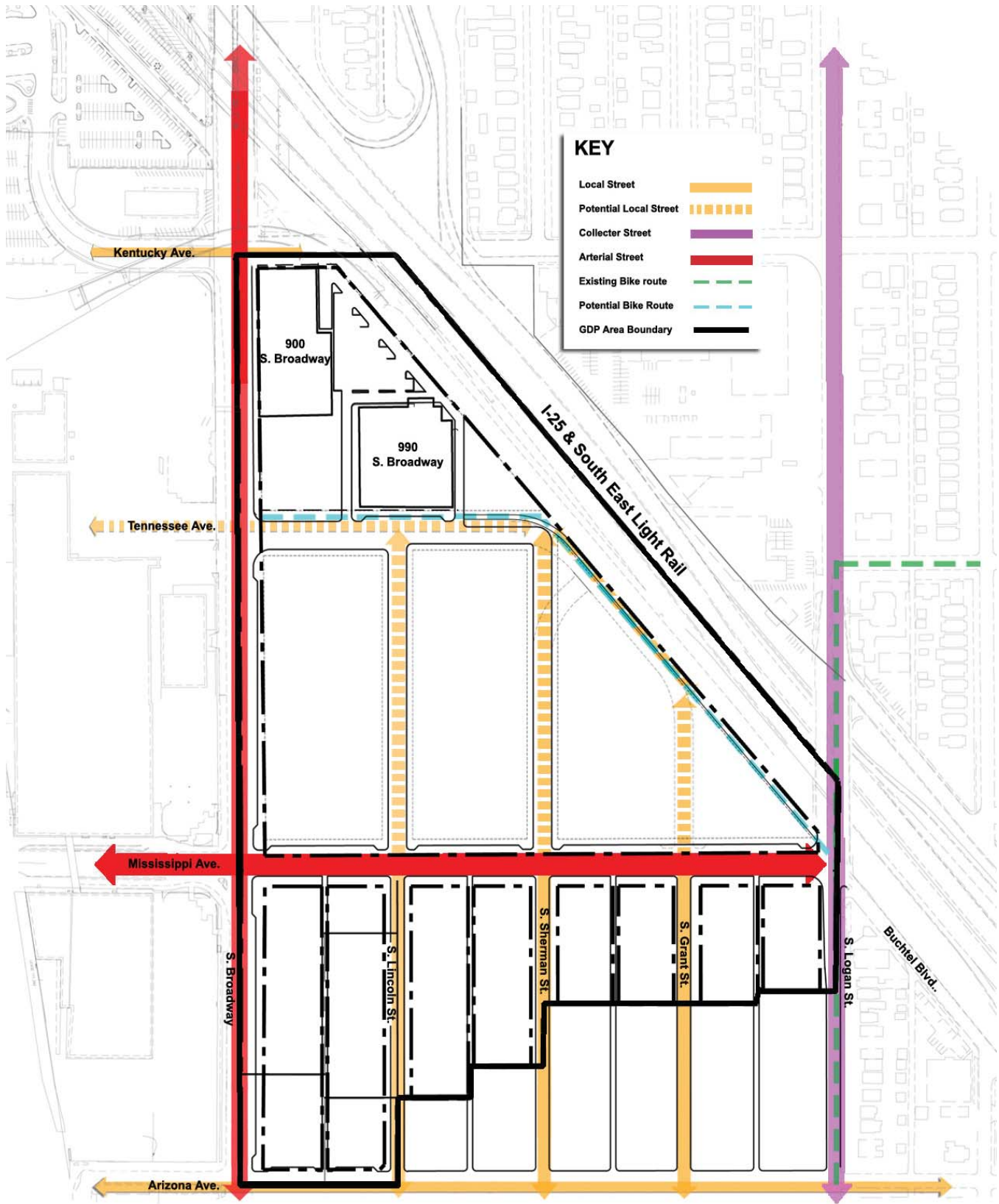


Example of a Detached Sidewalk.



Example of a Street Wall

URBAN DESIGN STANDARDS and GUIDELINES



1.1a Site Circulation Concepts

Note: Streets and curbs shown within GDP Area are for illustrative purposes only.

1.0 Site Circulation

General Intent: To establish a logical and interconnected system of streets, sidewalks, and pathways that balance mobility with the making of significant urban places, consideration should be given to standards and guidelines related to general street character and access. Site circulation should provide adequate and safe access for automobiles, cyclists, and pedestrians by incorporating the best characteristics of Denver's multi-modal urban street system.

Circulation to and through the site is indicated in the Gates East GDP (see Fig. 1.1a) Design standards and guidelines pertaining to the public ROW are for illustrative purposes only. ROW improvements must meet the separate standards and approval of the Department of Public Works.

1.1 Vehicular Circulation and Access

Intent

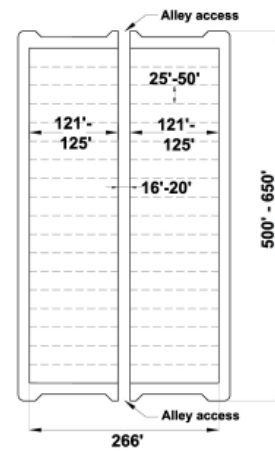
- To reinforce the historic pattern, orientation, hierarchy, and logic of Denver's street grid system. (Fig. 1.1b)
- To locate vehicular access in a way that:
 - minimizes conflict with other modes of transportation, especially pedestrian traffic.
 - protects residential streets from the effects of undue congestion and noise.

Design Standards

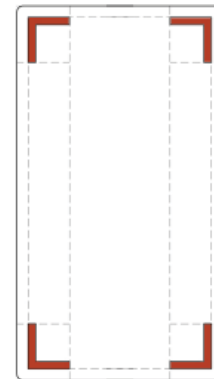
- All vehicular access points including curb cuts and driveways shall be approved by the Department of Public Works.
- Curb cuts and driveways shall be perpendicular to the street that they serve.

Design Guidelines

- A single curb cut or driveway should not be wider than what is minimally required by the Department of Public Works for the safe movement of traffic.
- Where practical, curb cuts should reflect the historic pattern of alley access.
- Curb cuts and driveways are discouraged close to the curb line at the corners of blocks. (Fig. 1.1c)
- Where possible, curb cuts should be shared between groups of buildings and uses.
- Drop-offs serving the entrances of specific uses such as hotels may be allowed at the discretion of the Manager of Community Planning and Development if approved by the Department of Public Works.



1.1b Aspects of a typical block of the Denver street grid.



1.1c Curb cuts are discouraged close to the corners of blocks.



1.2 Pedestrian and Bicycle Circulation and Access

Intent

- To reinforce the historic pattern, hierarchy, and logic of Denver’s pedestrian sidewalk system.
- To incorporate alternate modes of transportation, especially walking and cycling, into the design of vehicular street systems.
- To connect the development to existing designated bike routes and trail systems where appropriate.

Design Standards

- Every vehicular street shall have a corresponding parallel Pedestrian Walk at the same grade.
- Pedestrian crossings of collectors and arterial streets shall be located a safe distance from vehicular curb cuts as determined by the Department of Public Works.
- Primary bicycle access to the site shall be at the intersection of South Logan Street and East Mississippi Avenue, and the intersection of East Tennessee Avenue and South Broadway. (Fig. 1.1a).
- Between these access points, provision shall be made through the site for safe bicycle passage using a combination of shared-use paths, bicycle lanes, or shared vehicular streets as appropriate.

Design Guidelines

- The system of pedestrian and bicycle circulation, which includes sidewalks, bicycle lanes, and shared-use paths, should be designed to connect to and extend from similar circulation systems on adjacent existing streets.
- Detached sidewalks (see Definitions) are preferred in Sub-area 2.
- Attached sidewalks (see Definitions) are preferred in Sub-area 1.
- Pedestrian crossings of major streets should be accommodated at street grade without requiring the use of a bridge or tunnel.
- Pedestrian crossings should be located a safe distance from vehicular curb cuts providing access to parking and service areas. This distance shall conform to the requirements of the Department of Public Works.

2.0 Site Planning

General Intent: The success of an urban environment is in the quality of its streetscapes. Planning of individual sites should consider the complex relationship between vehicular streets, sidewalks, sidewalk amenities, landscaping, and the location and continuity of building edges. In addition, open spaces appropriate to the scale of adjacent development and accessible from the public ROW serve the social, environmental, and psychological needs of the community. It is also important to thoughtfully consider the location and design of parking areas, service areas, and site utilities so they do not detract from the quality of the urban experience.

2.1 General Streetscape Design

Intent

- To encourage streetscapes that distinguish and support various modes of transit, including but not limited to vehicular traffic, cycling, and walking.
- To provide adequate and logical connections of streets and side walks within the development and between the development and adjacent neighborhoods.
- To provide sidewalks of adequate width to contain, define, and concentrate pedestrian uses.
- To encourage multiple pedestrian activities on the sidewalk such as walking, eating, and browsing retail storefronts.

Design Standards

- All sidewalks within the public ROW must meet the separate standards of and be approved by the Department of Public Works.
- Every sidewalk in Sub-area 1 shall be designed to include at a minimum:
 - an eight foot wide Pedestrian Walk, free of all obstructions,
 - a five foot wide Public Amenity Zone not to exceed eight feet in width. This zone shall contain street trees in tree grates. (Fig. 2.1a)
- Every sidewalk in Sub-area 2 shall be designed to include at a minimum:
 - a six foot wide Pedestrian Walk, free of all obstructions,
 - an eight foot wide Public Amenity Zone. This zone shall contain street trees in tree grates or a tree lawn (Fig. 2.1.b)
- Sidewalks along South Broadway shall be designed to include at a minimum:
 - a nine foot wide Pedestrian Walk, free of all obstructions,
 - a six foot wide Public Amenity Zone. This zone shall contain street trees in tree grates. (Fig. 2.1.c)

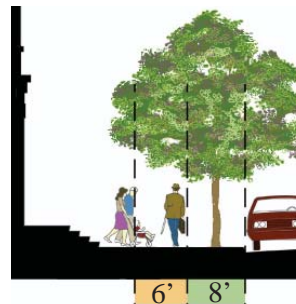


Example of a commercial streetscape - South Broadway at 1st Avenue



Note: The width of the right-of-way, including public and private amenity zones, will be determined at site plan review.

2.1a Sub-area 1 sidewalk



2.1b Sub-area 2 sidewalk



2.1c South Broadway sidewalk

- Public Amenity Zone
- Private Amenity Zone
- Pedestrian Walk



- In Sub-area 1, each Public Amenity Zone within one block length shall incorporate at least **one** of the Streetscape Elements listed below (in addition to street trees):
 - public art,
 - a system of street furnishings such as benches, bike racks and trash receptacles.
- Streetscape Elements along the east side of South Broadway shall coordinate with the west side of South Broadway and with the Broadway Corridor Study.
- Streetscape Elements in the ROW shall be approved by the Department of Public Works. Streetscape elements that are different from City standards require the establishment of a maintenance district.

Design Guidelines

- Sidewalk design should exceed minimum width requirements for Pedestrian Walks and Public Amenity Zones where appropriate.
- Sidewalk and tree lawn width and design should endeavor to match existing conditions where appropriate.
- Street trees in Public Amenity Zones should be selected to provide a continuous canopy at maturity and must meet the requirements of the City Forester.
- Along South Broadway and East Mississippi Avenue, consideration should be given to providing Streetscape Elements in the Public Amenity Zone in addition to those minimally required above. Refer to the Definitions for additional suggestions.
- Along South Broadway, Public Amenity Zones should incorporate an integrated and visually cohesive system of decorative paving. (must be approved by the Department of Public Works)
- The north side of East Mississippi Avenue in Sub-area 1 should include a minimum seven foot wide Private Amenity Zone, to accommodate outdoor seating areas.
- Private Amenity Zones and areas of the front setback in sub area 2 should be visually cohesive with the landscape and hardscape treatment of the public street. Strategies may include the use of similar or complimentary planting and paving materials, material modules, colors, etc.
- Private streets should adhere to the same Standards and Guidelines as for public rights-of-way. An exclusion may be made for streets primarily operating as service drives.
- Local streets should accommodate parallel parking on both sides as a traffic-calming measure. Parallel parking on other types of streets is encouraged as approved by the Department of Public Works.

2.2 Building Location, Orientation and Use

2.2.1 - Setback and Build-To Requirements

Intent

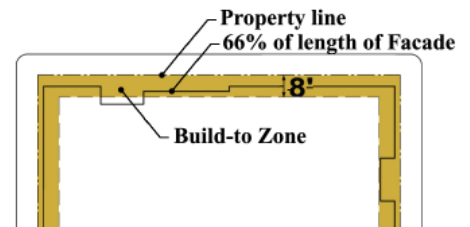
- To create a street wall that defines the three-dimensional space of the street and contributes to its sense of place.
- To maintain the continuity of the street wall for the majority of the length of the street.
- To encourage more generous setbacks on streets of a primarily residential character to allow for the penetration of light and air.

Design Standards

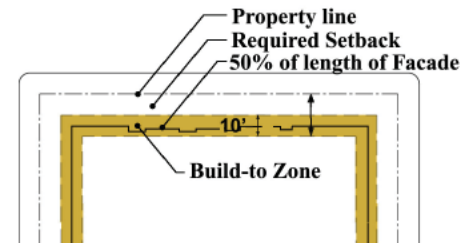
- All buildings shall adhere to the setback requirements of the underlying zone district in which the building or structure resides except as modified below.
- Build-to zones are required along collector and arterial street frontages in Sub-area 1. This zone is an area between the required front setback line and a line set back an additional eight (8) feet. For each street frontage, at least 66 percent of the length of the building façade shall be located within the build-to zone. (Fig. 2.2a).
- Build-to zones are required along street frontages in Sub-area 2. This zone is an area between the required front setback and a line set back an additional ten (10) feet. For each street frontage, at least 50 percent of the length of the building façade shall be located within the build-to zone. (Fig. 2.2b).

Design Guidelines

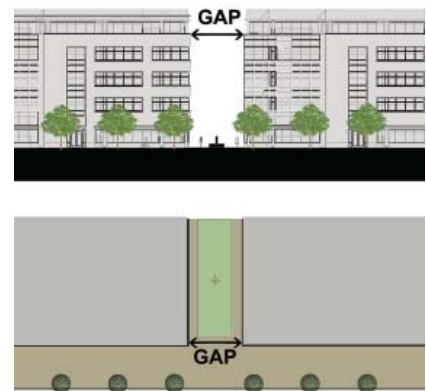
- Gaps in the street wall between adjacent buildings that are not part of a vehicular access point should be part of a designed public or private open space. (Fig. 2.2c)



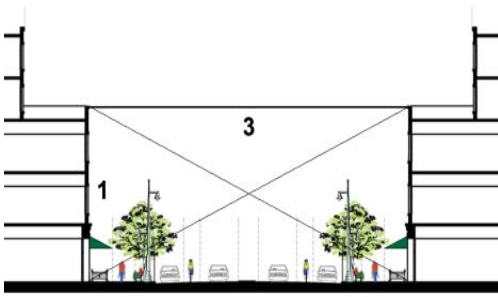
2.2a - Build-to zone, Sub-area 1



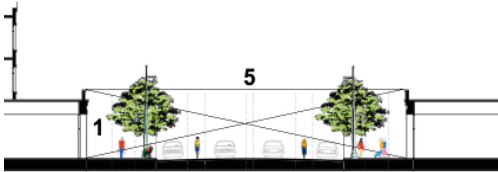
2.2b - Build-to zone, Sub-area 2



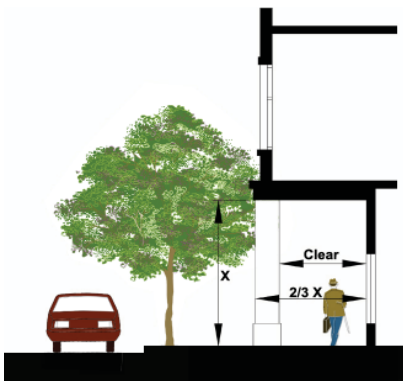
2.2c - Designed gap in street wall



2.2d Street wall height to ROW width contributes to defining and containing the activity of a street.



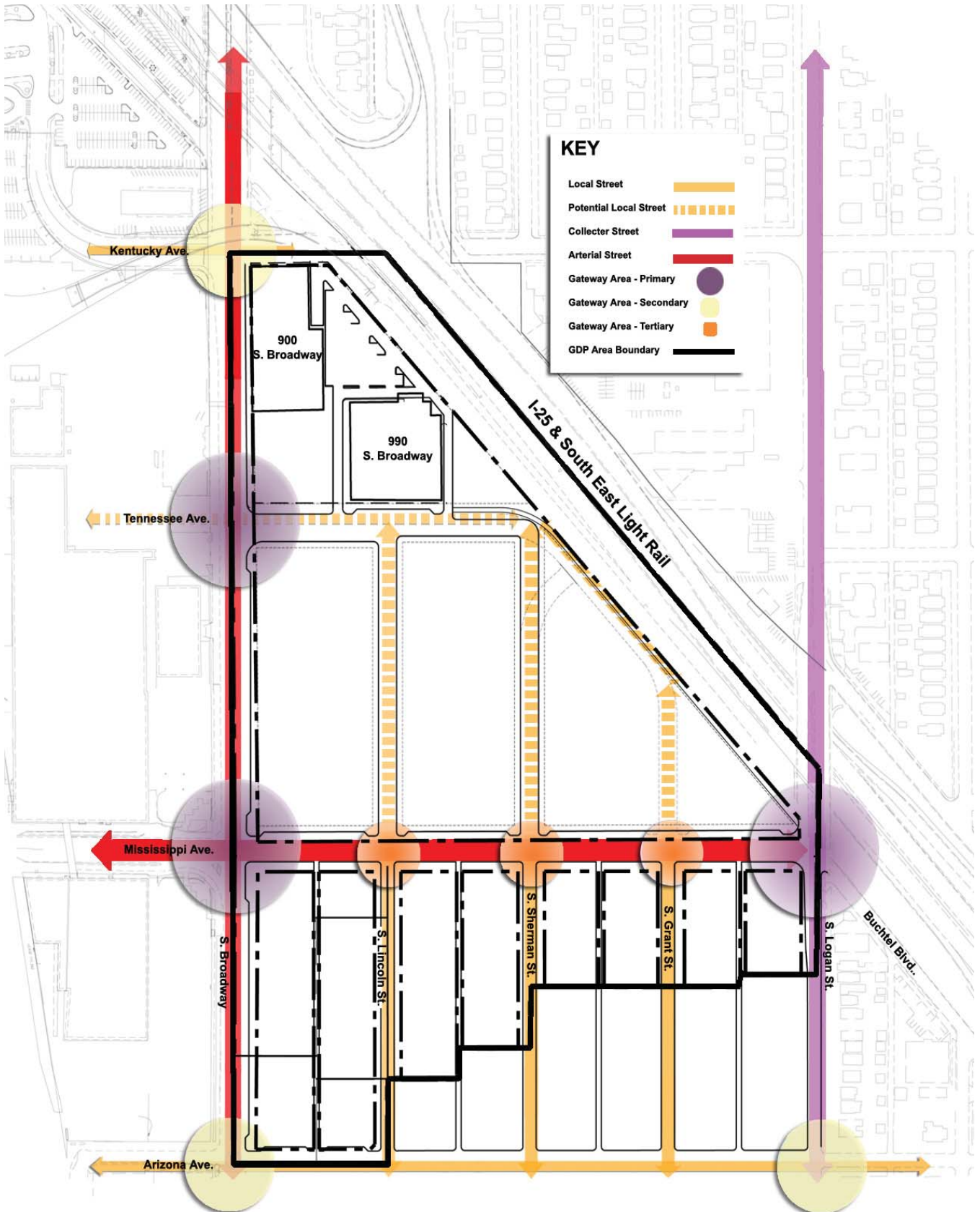
2.2e When the ratio is out of balance, the activity of a mixed-use street can be diminished.



2.2f Arcades can contribute to the street wall under certain circumstances.

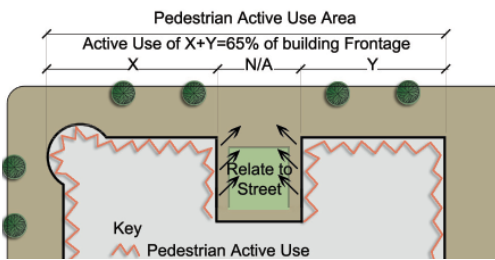
Design Guidelines

- The majority of a building edge should be built-to or close to the property line or minimum required setback line for the majority of the street frontage.
- In Sub-area 1, the ratio of the distance between opposing street walls to the building height at the first setback should be no greater than 3:1. (Fig. 2.2d and 2.2e)
- Where gaps between buildings are contemplated, they should be located and proportioned to:
 - relate to major transitions in use or character,
 - relate to significant, designed open spaces,
 - relate to adjacent buildings,
 - correspond to historic or surrounding zone lot widths or depths.
- Where a primary building façade is set back from the public right-of-way, the Private Amenity Zone that results should incorporate Streetscape Elements that positively affect the activity of the street. Refer to the Definitions for suggestions.
- In general, ground floor arcades are discouraged in favor of building façades that directly front the street. However, arcades (Fig. 2.2f) may satisfy the build-to requirement when:
 - they extend no more than two floors in height,
 - the exterior face of the arcade column line is within the build-to zone,
 - the exterior face of the column line generally continues the wall plane of the building above,
 - the average depth of the arcade is no less than six feet clear as measured from the back face of the column line,
 - the average depth of the arcade is no more than 2/3 of its average clear height as measured from the front face of the column line,
 - the arcade column width and column spacing does not substantially impede views of the Pedestrian Active Uses from the Pedestrian Walk.



2.2g Circulation and Gateway Diagram

Note: Streets and curbs shown within GDP Area are for illustrative purposes only.



2.2h Pedestrian-Active Use



2.2j Example of a building corner helping to define a gateway

2.2.2 - Pedestrian-Active Use Requirements

Intent

- To locate and orient uses in a way that encourages and intensifies pedestrian activity and interest along the street.
- To require a predominance of Pedestrian Active Uses fronting the public ROW.

Design Standards

- In Sub-area 1, at least 65 percent of the ground floor frontages facing collector or arterial public rights-of-way shall be occupied by Pedestrian Active Uses (Fig. 2.2h).

Design Guidelines

- A majority of the ground floor frontage of commercial buildings should contain Pedestrian Active Uses.
- Portions of the building not parallel with the street should be related to building uses that complement pedestrian activities along the street (Fig. 2.2j).
- The design of residential areas should locate and orient terraces, porches, stoops, balconies, and unit entrances to the street.

2.2.3 - Gateway Areas

Intent

- To emphasize and differentiate special corners or intersections from the surrounding building architecture.
- To aid in way-finding and articulate important changes in character and use.

Design Standards

- Primary Gateway Areas shall be designated at the intersections of existing collector and arterial streets. (Fig. 2.2g)
- Within each designated Primary Gateway Area, at least **two** of the following design strategies shall be employed :
 - visibly increased or decreased density, building height, and/or building setback relative to surrounding structures,
 - provision of a plaza or expanded streetscape,
 - incorporation of monumental signage or art,
 - enhanced building character (form, materials, fenestration, façade articulation - See Section 3.0) on building façades visible from the ROW.
- Within a designated Primary Gateway Area, the pedestrian-active use requirement shall be increased to a minimum of 75 percent.

Design Guidelines

- Additional Gateway Areas should be designed to reinforce the overall hierarchy of streets, buildings, and open spaces within the development area. For example, secondary and tertiary Gateway Areas may be established to reflect the hierarchy of street intersections. (Fig. 2.2g)

2.3 Site Entry and Access

2.3.1 - Pedestrian Access

Intent

- To encourage pedestrian activity between the site and the public ROW by providing adequate ground level, street-oriented entrances.
- To promote pedestrian safety by separating pedestrian and vehicular points of access.

Design Standards

- Primary building entrances serving pedestrians shall be oriented toward public streets.
- All public entrances serving pedestrians in Sub-area 1 shall be located no more than two feet vertically from adjacent grade.
- A vehicular entrance shall not be combined with a pedestrian entrance.

Design Guidelines

- Public entrances serving pedestrians in Sub-area 1 should be accessible from the adjacent Pedestrian Walk without the need for stairs or ramps. An exception may be granted for entrances serving primarily residential uses.
- Locating primary pedestrian entrances within an arcade is discouraged in favor of entrances that open directly to a public street or open space.





2.3.2 - Vehicular Access

Intent

- To provide for safe and efficient vehicle ingress and egress.
- To promote pedestrian safety by segregating pedestrian and vehicular points of access.
- To locate vehicle entrances in a way that preserves the continuity of the pedestrian streetscape.

Design Standards

- The location, width, and spacing of all vehicular access points shall be approved by the Department of Public Works.
- Driveways directly accessed from the public ROW and serving individual tenants in multi-tenant buildings or serving individual dwelling units, shall not be allowed.
- Vehicular entrances shall not be located within or directly oriented to public open spaces.
- A vehicular entrance shall not be combined with a pedestrian entrance.
- Vehicular entrances incorporating a ramp shall be screened from view of the public ROW.

Design Guidelines

- Where feasible, driveways serving groups of similar uses should be consolidated.
- Vehicular entrances should be spaced in a manner that allows for an uninterrupted Pedestrian Walk.
- Vehicular entrances and pedestrian entrances may be combined in special circumstances such as a valet drop-off area serving a hotel or significant residential building.
- Driveways serving individual tenants may be allowed at the discretion of the Manager of Community Planning and Development if, for example:
 - The tenant is of sufficient size,
 - The tenant's building is physically isolated from other nearby buildings.
 - The driveway design is approved by the Department of Public Works

2.4 Parking Location and General Design

This section addresses issues of general location and orientation. For Standards and Guidelines related to Building Design, Landscape, Lighting, and Signage, refer to Sections 3.0-6.0

2.4.1 - Surface Parking Lots

Intent

- To locate and orient surface parking on the site in a way that reduces its visual and environmental impact.

Design Standards

- Surface parking shall not exceed 20 percent of block frontage along South Broadway or East Mississippi Avenue. (Fig. 2.4a)
- No surface parking is allowed between that portion of a building fronting a ROW and a public street.
- Surface parking shall provide safe pedestrian passage by incorporating an efficient system of four foot wide pedestrian paths.
- At least thirty percent of the paved surface area of each surface parking lot shall be shaded by mature landscaping (within 5 years) or constructed of light colored/high-albedo materials with a solar reflectance of at least .30.

Design Guidelines

- Surface parking lots are discouraged in favor of structured parking.

2.4.2 - Structured Parking Garages

Intent

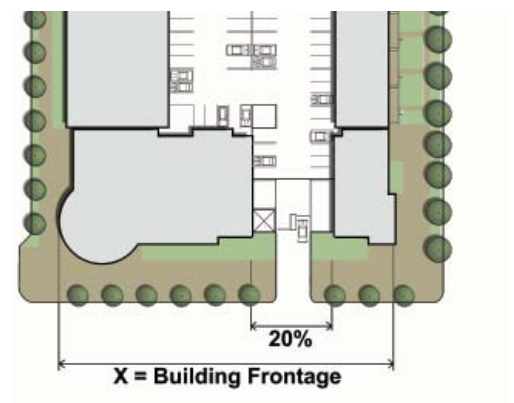
- To encourage structured parking of a mixed-use character.
- To locate and orient structured parking on the site in a way that reduces its visual and environmental impact.

Design Standards

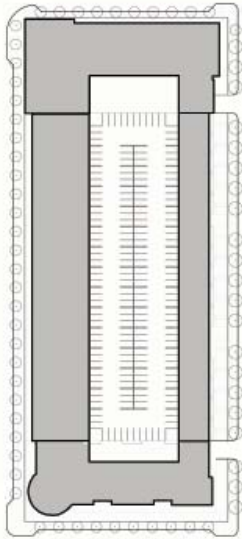
- Exposed above-grade parking structures shall not exceed 20 percent of block frontage along South Broadway or East Mississippi Avenue at the ground floor, nor 25 percent at the second floor. (Fig. 2.4a)
- For the purpose of this section, parking structures shall be considered below-grade if the top of the structural deck is no greater than two feet above existing grade at the property line.

Design Guidelines

- Above-grade parking structures should be located and oriented to minimize frontage on a major public ROW.
- Below-grade structured parking is encouraged, especially south of East Mississippi Avenue.



2.4a Parking frontage limit



2.4c - An above-grade parking garage “wrapped” by other uses.



- Above-grade structured parking should be located on the site in a way that minimizes its visual impact on adjacent residential areas.
- The exposed faces of above-grade parking garages should be oriented away from residential areas. Where faces are exposed to view, enhanced building materials, details, and/or landscaping should be employed to improve their aesthetic appearance.
- Where feasible, above-grade parking should be wrapped with or contain commercial or residential uses, especially at the ground floor. (Fig 2.4c)
- The exposed, above-grade portion of a below grade parking garage should be designed in a manner that is visually compatible with the design of the building it serves. Strategies to achieve this guideline may include:
 - Use of similar cladding materials and material modules on the exposed portion,
 - Screening with landscaping, fences, or walls, if those fences or walls are visually compatible with adjacent buildings.
 - The use of open railing systems.
- Exposed parking garage frontage should not occur within a Primary Gateway Area.

2.5 Site Service and Utility Areas

Intent

- To minimize the visual presence of service functions, such as delivery and refuse pickup.

Design Standards

- Service and utility areas shall not be located:
 - within 25 feet horizontally of any pedestrian entry,
 - between the building and the public street.
- Service and utility areas shall be concealed from the public right-of-way by employing means such as:
 - locating underground,
 - locating internal to a structure or group of structures,
 - providing enclosing walls, fences, screening and/or landscaping of sufficient height and density year-round,
 - locating along internal alleys or service drives.

Design Guidelines

- Utility and service areas should be shared between buildings, among groups of similar uses, or otherwise consolidated to minimize the proportion of the site dedicated to these functions.

2.6 Open Space

This section addresses general location, configuration, and orientation of all open spaces accessible and visible from the public ROW. This section does not address private open spaces designed for the exclusive use of building tenants or residents, including private internal courtyards and open-air terraces and patios. This section is not intended to replace minimum unobstructed open space requirements established by the Denver Zoning Code for the underlying zone district nor the general location, configuration, and design requirements of the Gates East GDP.

Intent

- To introduce elements of nature into the urban environment.
- To provide open space of an adequate size and proportion to serve a variety of community recreation and leisure needs.
- To complement but not replace existing public parks which have historically served the surrounding neighborhoods.
- To continue the historic pattern of landscaped building frontages in residential neighborhoods.

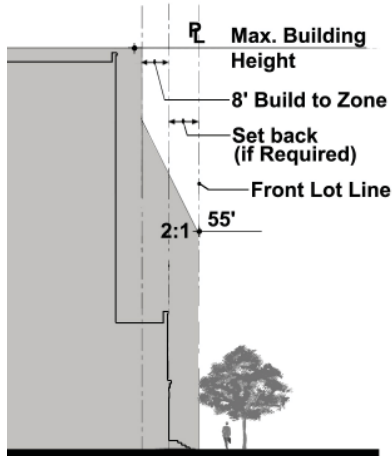
Design Standards

- Open spaces shall be architecturally defined by the buildings that surround them.
- Open spaces shall have direct access from a pedestrian walk on at least one side and for at least 50% of the length of that side.
- The open spaces shall:
 - Be easily accessible and viewed from the public ROW,
 - Be at a level within 18 inches above or below the nearest adjoining public sidewalk.
 - Be publicly accessible and publicly usable.

Design Guidelines

- Open spaces should be of a size, proportion, and orientation in relation to surrounding structures that optimizes sky and sunlight exposure over the course of the year.
- Open spaces may be located where they support a transition between Sub-areas, between areas of substantially different use or character, or between new development and existing communities.
- Rooftop gardens or elevated terraces are encouraged to provide additional private open space.
- If a small part of an aggregated public open space is used for detention, it shall be landscaped to serve and include the functions and design elements of public open spaces so that they are usable and attractive as determined by the Manager of Community Planning and Development. In addition, the detention function shall be clearly subsidiary to the primary recreational use.





3.1a Bulk Plane Requirement



3.0 Building Design

General Intent: Buildings do more than contain uses. Their level of art, craft, and materiality help characterize and define the street, enhance the sense of “place,” and contribute to the high quality expected of a vibrant, mixed-use urban community. Buildings that enhance the urban realm pay careful attention to issues of massing, form, façade articulation and the location of entrances. Special consideration must be given to the thoughtful integration of building utilities and services as well as the design of parking structures.

Note: Buildings facing I-25 should have a complimentary level or architectural finish as buildings that front other public rights-of-way.

3.1 Building Massing and Form

Intent

- To encourage buildings whose forms are responsive to the surrounding context.
- To generate visual interest in the built environment by:
 - emphasizing changes in use,
 - marking transitions between districts,
 - creating iconic elements that mark entrances and terminate views.
- To moderate scale changes between adjacent buildings.
- To encourage building forms that promote sun and sky exposure to streets and open spaces.
- To mitigate the wind downdraft effects of taller buildings.
- To avoid building designs that project I-25 traffic noise back into the southwest corner of West Washington Park.

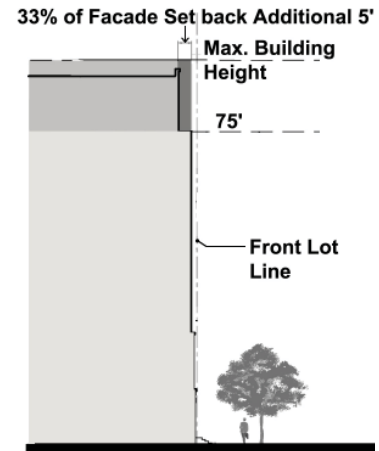
Design Standards

- Along local street frontage in Sub-area 2, a **front lot line bulk plane** shall apply. With the exception of encroachments allowed by the underlying zone district, no portion of a building may extend beyond a line defined as follows:
 - (Fig. 3.1a) Starting at a point 55 feet above the midpoint of the front property line and extending into the property to the back of the build-to zone at a rise of two feet for every one foot horizontal.
- Articulating vertical breaks in the building mass of at least one foot in depth are required no greater than every 100 linear feet of building frontage. Breaks in the building mass shall extend from grade to the parapet at the first building setback or at least two full floors in height.
- In all Sub-areas where the façade of a building greater than 75 feet in height directly adjoins a Pedestrian Walk or open space, an additional building setback shall be required as follows:

- For that portion of the façade above 75 feet and facing the Pedestrian Walk or open space, at least 33 percent of the length of the façade shall be set back an additional five feet. (Fig. 3.1b)
- Building façades along the northeast side of the Sub-area 3, adjacent to I-25, shall not be designed to cant over I-25, nor shall they be designed to be concave-shaped with respect to I-25.

Design Guidelines

- Additional bulk reduction is encouraged for buildings on the south and east sides of streets and open spaces to allow for greater penetration of sunlight into adjacent streets and open spaces.
- Articulation of the building form is encouraged to express typical architectural elements such as:
 - the location of entrances and vertical circulation,
 - significant changes in building use or occupancy,
 - changes from one residential unit to another,
 - the expression of structural bays,
 - the expression of balconies and above-grade terraces.
- Articulation of the building mass and form is also encouraged to express a building’s relationship to its context, including:
 - adjacency to significantly lower or taller buildings,
 - response to historic or existing structures,
 - relationships to the corners of blocks or major site entrances,
 - response to the termination of views,
 - the creation of an engaging profile or skyline.
- For building façades parallel to I-25, stepbacks both horizontally and vertically, to break up long building façades, are encouraged. Additionally, building façades that are convex or vertically angled away, with respect to I-25, are encouraged.



3.1b Additional Bulk Reduction





3.2 Building Character

3.2.1 Materials

Intent

- To create visual interest through a varied palette of texture, color, and module.
- To give buildings and surfaces a sense of familiarity and human scale.
- To ensure the consistent use of high quality materials appropriate for an urban environment.
- To promote durability, sustainability, and ease of maintenance.

Design Standards

- Primary building materials, especially at or near the ground floor and exposed to public view, shall be suitable for an urban environment and the Colorado climate. The following materials are approved for use in any quantity:
 - brick, including glazed brick,
 - natural and architectural cast stone,
 - architectural pre-cast concrete,
 - terra-cotta or architectural clay-tile systems,
 - stucco,
 - glass, glass block, and channel glass units,
 - architectural metal panel systems,
 - decorative metal framing systems with an exterior-grade finish system.
 - concrete masonry units with an architectural coloration or finish.
- Materials approved for limited use (less than 20% of the opaque wall area) and where exposed to public view include:
 - architectural cast-in-place concrete, with or without integral or applied stain or color.
- Exterior insulation and finishing systems (EIFS) shall not be used on ground floor façades up to 20 feet in height.
- Materials of a structural or unfinished nature such as tilt-up concrete panels and plain concrete masonry units, shall not be used in primary building façades exposed to public view.

Design Guidelines

- The expression of smaller material modules is encouraged to enhance the sense of human scale and interest, especially at ground and second floor façades.
- Only materials with the greatest durability, such as brick or stone, should be used on ground floor façades.
- Materials should also be selected with consideration given to their environmental and sustainable attributes, including:
 - life-cycle cost,
 - proportion of post-consumer or post-industrial recycled

- content,
 - local or regional availability,
 - re-use or recycling potential after useful life.
- Materials should be composed within the building façade in a way that adheres to a visual and structural logic. For example, materials that clad or express a structural element should have a greater “visual weight” than those that clad or express an infill element.
 - The use of synthetic materials that imitate natural materials should be avoided. A synthetic material should be used in a way that reflects the material’s intrinsic characteristics.

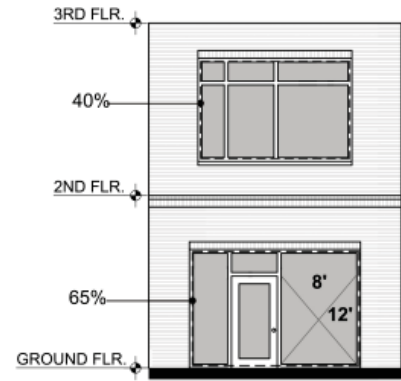
3.2.2 Fenestration

Intent

- To enhance street-level activity and interest by providing a high degree of transparency, particularly at the ground floor.
- To provide a level of transparency at upper floors sufficient to be aware of internal activities when viewed from the street.
- To create rhythms and patterns on building façades that provide visual interest and reflect the uses within.
- To limit the glare from reflective glass.

Design Standards

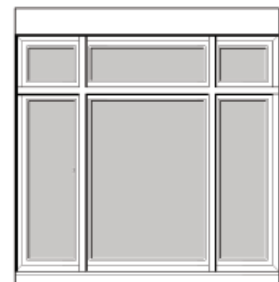
- All glazing shall have a minimum of sixty percent light transmittance factor.
- In new construction, no highly reflective glazing shall be permitted. All glazing shall have a maximum reflectance factor of 0.20. No first-surface reflective coatings shall be permitted.
- The façades of commercial buildings located within Sub-area 1 and facing a public ROW shall have a minimum window-to-wall ratio of 65 percent at the ground floor and 40 percent at the second floor (Fig 3.2.2a). In residential buildings in any Sub-area, the requirement is 20 percent at the ground floor (Fig. 3.2.2b).
- No more than 50 percent of the required glazing area in a facade shall be consolidated in one single area.
- Fenestration should recess or project from the adjacent wall surface or surround a minimum of 3”
- Individual lights at the ground floor shall not exceed eight feet in width nor 12 feet in height without articulation. (Fig 3.2.2b)
- Individual windows above the ground floor exceeding 35 square feet shall be subdivided by at least one horizontal or vertical mullion or joint. (Fig.3.2.2c)



3.2.2a Commercial window-wall ratio



3.2.2b Residential window-wall ratio



3.2.2c Example of Window subdivision





Design Guidelines

- Glazing serving ground floor Pedestrian Active Uses should have greater than a 60 percent light transmittance factor if possible.
- Where the required window wall ratio is not feasible or is in conflict with internal functions, elements such as public art, retail displays, or enhanced signage and building detail should be integrated to maintain the visual interest at street level.
- Glass block or other glazing products that provide adequate light transmission but distort views should not be used on ground floor building façades.
- Clear glazing is preferred at the ground floor, but the use of colored, patterned, or fritted glass is allowed.
- Fenestration should recess or project from the adjacent wall surface or surround to create a highly visible shadow line.
- Large areas of glazing should be subdivided by mullions, joints, or similar scaling elements to provide a reasonable level of scale and detail, especially at the ground and second floors.
- Louvered or other un-glazed facade openings should also be articulated with a system of scaling elements to provide a level of scale and detail complimentary to glazed areas.
- Operable windows are desirable and should be strongly considered in low-rise residential buildings.
- Durable and permanent low-emissivity coatings on the second or third glazing surface are encouraged to provide greater energy efficiency.
- Sun-shades and screens are encouraged as long as they do not significantly obstruct views through the window in either direction.

3.2.3 Façade Articulation

Intent

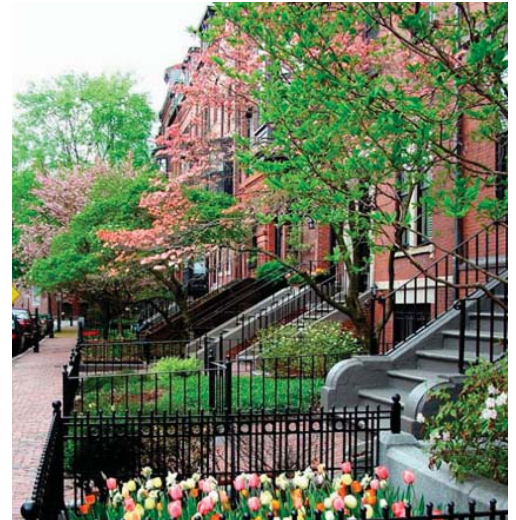
- To create visually interesting and human-scaled façades, particularly those that face streets or open spaces.
- To avoid large areas of undifferentiated façades.

Design Standards

- For each building or portion of building up to 250 linear feet, the façades visible from the public street shall incorporate, at a minimum, **three** of the following architectural scaling elements:
 - A change in color,
 - A change in material or material module or pattern,
 - A system of horizontal and vertical scaling elements such as a belt course, string course, projecting fins, or projecting cornice or eye brow.
 - Expression of the structural system and infill panels through a change in plane of at least 3” on average,
 - Articulation of window and doorway surrounds, which may include sills, lintels, pilasters, and mullions, through a change in plane of at least 2” on average,
 - A system of horizontal and vertical articulating reveals of an average of 3/8” width by 3/8” depth.
 - A system of art or ornament integral to the building (such as an inset decorative panel or metal framework anchored to embeds in the building façade).
- Architectural scaling elements shall occur both horizontally and vertically and be part of a cohesive system. They shall not occur only to satisfy minimum requirements.

Design Guidelines

- Architectural scaling elements should be composed in a way that highlight a building’s intrinsic architectural characteristics, including but not limited to the building’s:
 - structural module,
 - vertical divisions represented by the floor, sill, lintel, and parapet,
 - sense of “base,” “middle,” and “top,”
 - patterns of fenestration,
 - primary uses or transitions between use or ownership.
- In general, façade articulation should be scaled down and more detailed at the ground floor.
- Where possible, architectural scaling elements should be integrated into the building façade and not appear as an insubstantial veneer or overlay.
- Where a primary building façade abuts a façade of secondary importance (such as along an alley or internal service area), architectural scaling elements should be integrated into that portion of the secondary façade exposed to public view.





3.3 Building Entries

Intent

- To provide convenient access to buildings and pedestrian active uses from the public street.
- To clearly articulate and create a visual hierarchy of building entrances as an aid in way-finding.
- To locate building entrances in a way that activates streetscapes, enhances Gateway Areas and building corners and invigorates public open spaces.

Design Standards

- Every single building or combined structure shall provide at least one primary building entry opening directly onto a public street for every 250 feet of building frontage or portion thereof.
- Groups of uses on higher floors with no direct street connection shall be accessed by at least one primary building entrance at the ground floor serving as a common lobby and facing a public street.
- Service entries shall appear visually distinct from the primary pedestrian building entry.

Design Guidelines

- Building entries should be incorporated into the composition of a building's mass and form, and in the case of pedestrian building entries, may be located at corners or take advantage of the termination of views.
- Primary building entrances should be articulated in a way that differentiates them from adjacent storefronts, building façades, and secondary building entrances. Strategies may include:
 - concentrating or relaxing architectural scaling elements,
 - greater differentiation of the color, scale, and module of those elements,
 - substantially greater or lesser transparency,
 - inclusion of building accessories and lighting (see below and Section 5.0).
- Each tenant at the ground floor should have one primary tenant entrance opening onto a public street or plaza with broad public frontage and which is accessible by the public at all times. Exceptions may be made for entrances from a common lobby if that lobby opens directly onto a public street or publicly accessible plaza.
- Ground floor residential units facing a public street or publicly accessible plaza should have individual unit entrances oriented to that street or plaza where possible.
- Buildings directly adjoining structured or surface parking may have a secondary building entrance oriented to and accessed from that parking.

- Service entrances visible from the public ROW should not be emphasized or articulated in a manner that visually competes with a primary building entrance or significant tenant entrance facing a public ROW.

3.4 Building Accessories

Intent

- To integrate building accessories into the architectural composition.
- To design building accessories that enhance the pedestrian environment, improve building performance and are attractive.

Design Standards

- All building accessories shall be of durable material and construction suitable for an urban environment.

Design Guidelines

- All building accessories customarily attached to the building face (including awnings, canopies, attached metal fabrications providing shade or screening) should be complementary to the building design in terms of structural and architectural rhythm and proportion while allowing for creative use of form, material, and color.
- Accessible ramps, stairs, platform lifts, and railings customarily located adjacent to the building face, when visible from the public ROW, should be compatible with the building design in terms of materials, details, massing, and form.
- For building lighting, see Section 5.4.
- For building signage, see Section 6.1.

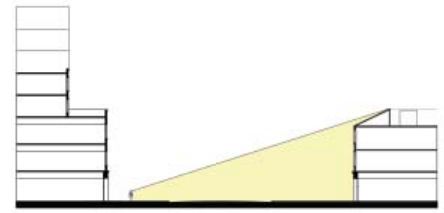
3.5 Building Services and Utilities

Intent

- To reduce the visual impact of building services and utilities on the public realm.

Design Standards

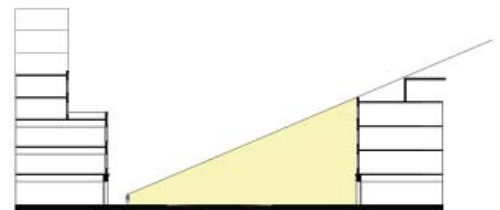
- Utility pads and similar “on-grade” building services shall not be located between a building façade and a primary public right-of-way or open space or entirely located in the public ROW. These services shall be located along an alley, service drive, or within a screened service area whose design is compatible with the building being served in terms of form, material, detail, and color.
- Rooftop mechanical units or other services and utilities located above grade shall be screened from the public ROW by implementing one or more of the following strategies:
 - locating the utility within or behind an architectural screen,
 - enclosing the utility within a roof that is integrated into



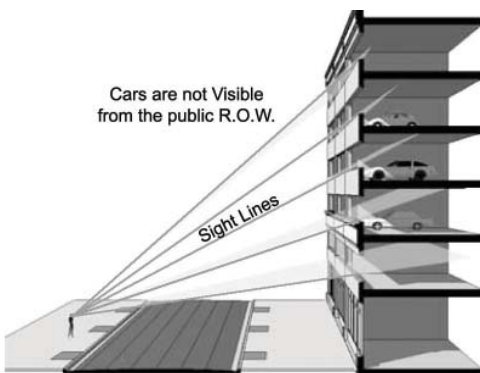
3.5a A roof as screening element



3.5b Penthouse with complementary design



3.5c A parapet as screening element



3.6a Screening of parked cars

the building form, (Fig. 3.5a)

- locating the utility within an enclosed mechanical pent-house whose materials and detailing complement the building architecture, (Fig. 3.5b)
- locating the utility far enough from the parapet so as to be effectively invisible from adjacent public rights-of-way. (Fig. 3.5c)

Design Guidelines

- No utility or service should be visible from a public right-of-way, regardless of architectural or landscape treatment.
- Utility pads and similar “on-grade” building services should be screened from view from adjacent properties.
- Small-scale utilities and services (individual meters, telephone and communications pedestals, HVAC condensing units, and the like) should not be mounted on or in front of primary building façades without screening that is integrated into the building architecture or landscape design.
- Landscaping may be an adequate screening material for small-scale utilities and services if its branch structure is sufficiently dense or it has foliage throughout the year.

3.6 Parking Garages (Visible from the Right-of-Way)

Parking garage location and orientation is addressed in Section 2.4. This section addresses the architectural character of above-grade parking garages or portions of below-grade parking garages exposed to public view.

Intent

- To minimize the visual impact of structured parking garages on the public realm.
- To mitigate the impact of vehicle noise, headlights, building lighting, and mechanical systems associated with parking facilities.
- To design garages to be visually compatible with the surrounding development.
- To encourage garages with a mixed-use character.

Design Standards

- The façades of parking garages exposed to view shall be orthogonal in composition and shall not express ramping systems.
- Spandrel panels or walls of adequate height to screen the view of parked cars and car headlights from the opposite ROW shall be required. (Fig. 3.6a)
- Rooftop parking deck lighting shall be limited to a height of 25 feet.
- The ground floor of parking structures exposed to view and fronting a public street or open space shall be a minimum of 12

feet in height as measured from grade to the second floor.

- A minimum of 65 percent of the ground floor frontage of a parking garage along South Broadway or East Mississippi Avenue shall be reserved for Pedestrian Active Uses.

Design Guidelines

- Parking garages exposed to view should be subject to the same standards as buildings in terms of massing, form, and building character.
- Internal lighting should be designed to limit the visibility of light sources from the public ROW and nearby occupied spaces. Strategies may include providing full-cutoff fixtures for interior lighting near perimeter openings.
- Architectural screening may be substituted for spandrel panels if it can be demonstrated that car headlights will not create glare as seen from the public ROW or by occupants of nearby spaces.
- The ground floor of parking garages should be designed to a height and depth that is easily converted to Pedestrian Active Uses such as retail or commercial.

4.0 Landscape Design

General Intent: Denver has a long-established tradition of green streets and neighborhoods dating back to the founding of the city when residents took the initiative to beautify their residential streets by planting street trees. At the turn of the nineteenth century, the City Beautiful movement profoundly influenced the public perception of civic green space. Modern landscape design expands these early concepts to include a greater sense of environmental stewardship and broader range of recreational choices.

The Standards and Guidelines of this section address general landscape requirements as well as requirements of specific streetscape and landscape components. In general the Design Standards and Guidelines of this section are intended to supplement the design criteria addressed in the Streetscape Design Manual (City and County of Denver, 1993). Where an element of landscape and streetscape design is not specifically addressed in this document, it is assumed that the applicable Standards and Guidelines in Streetscape Design Manual govern.

4.1 General Landscape Requirements

Intent

- To ensure that all site areas receive thoughtful landscape design.
- To preserve existing mature landscape.
- To encourage landscape and hardscape design that is resource efficient, improves site permeability, reduces the urban heat island effect and is easily maintained.





Design Standards

- All areas of the site not including those areas covered by buildings, structures, parking areas, service areas, standard walks, pathways, or other non-decorative improved impervious surfaces, shall be landscaped or hardscaped.
- Planting in the public R.O.W. shall adhere to the requirements of the City Forester.
- Irrigation systems shall be required for all landscaping in or adjacent to the public ROW.
- On any single street front, street trees shall be a minimum of two species, planted in a uniform pattern, centered on the width of the Public Amenity Zone and spaced equally to create a relatively continuous canopy upon maturity.
- Plant material, fencing, screening, or any other landscape improvement shall adhere to the requirements of the Streetscape Design Manual and the Department of Public Works in regard to planting within “Sight” and “Corner Triangles.”

Design Guidelines

- No area of the site exposed to public view should be left without landscape or hardscape treatment.
- Landscape design within the development should endeavor to use 20 percent less water than conventional designs. Strategies to reduce consumption may include the following:
 - Specification of low-water need plant materials,
 - Specification of mulches or ground covers that limit evaporation,
 - Use of drip irrigation or other systems that more efficiently deliver water to plants,
 - Use of reclaimed or captured, rather than potable water.

Note: Complete elimination of plant materials in favor of paving systems or inorganic mulches are not encouraged as a water conserving technique.

- Street trees should be planted in tree grates on sidewalks in Sub-area 1 and in tree lawns in Sub-area 2.
- Small variations in street tree location or spacing are allowed if approved by the City Forester.
- Street tree species diversification within a block is required by the City Forester
- Effort should be made to reuse existing topsoil removed during construction activity for areas of the site requiring re-vegetation and landscaping.

- General landscape design, including the location of landscaped areas, their type, form and materials, should endeavor to control erosion and limit sedimentation of municipal water drainage systems.

4.2 Landscape Component Standards

Intent

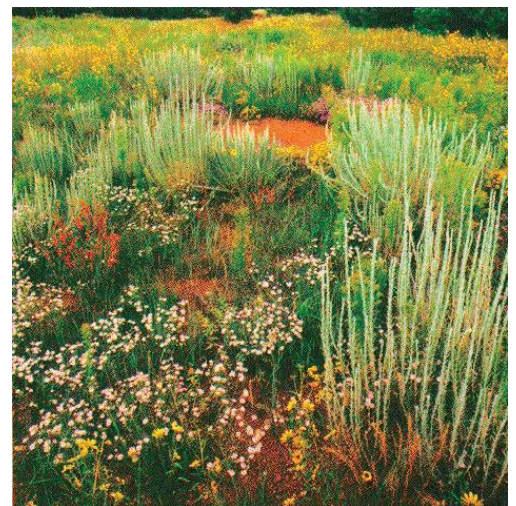
- To ensure that specified plant materials are healthy, meet industry-minimum standards, and are suited to an urban environment.
- To encourage the use of plant materials which are resource efficient.
- To encourage reasonable water conservation practices.

Design Standards

- All plants shall be A-Grade or No. 1 Grade, free of any defects, of normal health, height, leaf density and spread appropriate to the species as defined by the American Association of Nurserymen or as approved by the City Forester.
- Plant materials shall be drought tolerant, suited to the climate, and/or native to the region.
- Plant materials with similar water and light needs shall be grouped together.
- Street trees within the Public Amenity Zone shall be deciduous and have a minimum 2-1/2" caliper. Ornamental trees as approved shall have a minimum 2" caliper.
- Coniferous trees shall not be located in the Public Amenity Zone
- The minimum shrub size shall be five gallon.
- The minimum vine and perennial size shall be one gallon.
- The minimum size for mass ground covers shall be 2-1/4" with a minimum planting density of 6" to 9" on-center.

Design Guidelines

- Plant materials should be selected that are appropriate for the regional climate, reflective of historic patterns, and provide seasonal interest.
- Landscaped areas within the development should endeavor to exceed a 20 percent reduction in the use of potable water over conventional landscape practices.
- Where feasible, irrigation systems should be automatically controlled to respond to daily and seasonal variations in evapotranspiration rate and precipitation levels.





4.3 Hardscape Component Standards

Intent

- To encourage a logical, hierarchical system of standard and decorative paving.
- To provide paving materials which are safe, durable and easy to maintain.

Design Standards

- All sidewalk paving shall meet City standards and where required, be a part of a Maintenance District.
- Improvements to the public right of way, such as corner bulb outs, handicapped curb ramps, curb and gutter and sidewalks shall be provided consistent with the Department of Public Works standards.

Design Guidelines

- Special paving systems are encouraged within designated Gateway Areas, continuously along the Public Amenity Zone of streets in Sub-area 1, and to identify special areas of the streetscape such as intersections, pedestrian building entrances, and plazas.
- Special paving systems used in private spaces should be coordinated with paving systems in public areas where they are both visible from the public ROW.
- Special paving systems should be appropriate for heavy urban traffic. Colored concrete, brick, concrete unit pavers, and unpolished stone are recommended. (must be approved by the Department of Public Works)
- The use of permeable pavement systems is encouraged.

4.4 Screening, Fencing, Walls, and Railings

Intent

- To conceal undesirable uses or services without impeding the transparency and visibility of the pedestrian realm.
- To integrate screening, fencing, walls, and railings into the general architectural character of the development.
- To encourage design of these elements that is safe, durable, and easy to maintain.

Design Standards

- Fences and walls shall use similar materials, modules, and details as those on nearby or adjacent buildings.
- Railings located at the ground floor between buildings with Pedestrian Active Uses and the public ROW shall be at least 50 percent open or transparent.

Design Guidelines

- Fencing, walls, and railings visible from the public ROW should be of high-quality materials, decorative rather than utilitarian, and substantial in appearance commensurate with an urban environment and the scale of adjacent buildings.

4.5 Site Furnishing Standards

Intent

- To provide a system of street and open space furnishings that unifies and adds character to the streetscape.
- To encourage pedestrians to inhabit and engage the streetscape and open spaces through activities such as relaxing, eating, browsing, gathering, and reading.
- To provide street furnishings that are durable, attractive, and maintenance free.

Design Standards

- Site furnishings shall not impede the required clear width of the Pedestrian Walk.
- Permanent seating shall be placed to serve bus stops, plazas and other open spaces. Seating shall meet the following requirements:
 - a minimum depth of 15”,
 - a minimum width of 18”,
 - a height between 16” and 20”.
- Parks, plazas, and expanded streetscapes shall be required to have a minimum amount of seating (see Section 4.6).

Design Guidelines

- Seating should be located in an aesthetically pleasing environment receiving good natural light and adequate air flow.
- Low site walls, including those for water features and planter beds, may be used to satisfy the seating requirement if they meet the minimum dimensional criteria above and are not obstructed.
- Seating at least 30” in depth and with access to both sides may count double toward seating requirements.
- Benches with backs should not exceed eight feet in length in Sub-area 1, or six feet in length in Sub-area 2.
- Trash receptacles should be placed convenient to seating areas, but not directly against any individual seat.



4.6 Open Space Landscaping

4.6.1 Parks (public & private)

Intent

- To provide landscaped areas with sufficient planting density.
- To encourage landscaped areas of adequate size and with adequate outdoor amenities to support a variety of small-scale active and passive recreational activities.
- To provide adequate shade during the summer and relief from wind during winter.

Design Standards

- At least 80 percent of the total surface area of a park shall be composed of planting materials (grass, ground covers, planting beds). Of that amount, a minimum of 50 percent (or 40 percent of the total surface area) shall be turf grass or a low-growing and stable ground cover capable of supporting foot traffic. Ground cover shall be ADA accessible as required.
- Each park shall provide at least one tree for every 2,500 square feet of park area or portion thereof.
- Park area may not be used for site or building services and utilities.
- Public parks must meet Denver Parks & Recreation Design Standards for walkway and irrigation.

Design Guidelines

- Parks should have a minimum 15 percent tree canopy coverage by area.
- Each park should endeavor to contain some of the outdoor program elements described in the Department of Parks and Recreation Game Plan. These may include:
 - A loop walking or biking trail,
 - Formal planting beds and/or hedgerows,
 - An area, suitable for small gatherings and shaded by trees,
 - A seating area or areas with at least one linear foot of seating for every 625 square feet of park area,
 - A drinking fountain,
 - An unenclosed play area with play equipment,
 - A permanent focal element such as public art, a shelter (gazebo, trellis), a water feature (fountain, water wall), or similar, permanent focal element. Elements should consider year-round appearance.
- The placement of trees and plantings should conform to an overall identifiable design and should not be located in a way that would prevent optimal growth and maintenance.
- The quantity, placement and design of outdoor amenities should respond to the natural environment, adjacent structures, and the proximity of other amenities.
- Ornamental trees and plantings that provide seasonal interest are encouraged.



4.6.2 Plazas and Expanded Streetscapes

Intent

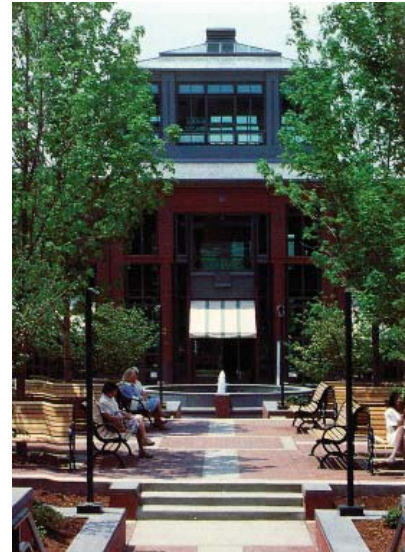
- To introduce natural elements into the built environment.
- To provide spaces which give relief to the streetscape and create opportunities to gather and interact.

Design Standards

- A minimum of 25 and maximum of 40 percent of the area of a plaza or expanded streetscape shall be composed of planting materials (grass, ground covers, planting beds).
- Plazas and expanded streetscapes shall incorporate at a minimum one linear foot of seating for every 30 square feet of area.
- Trash receptacles shall be provided at a minimum of four cubic feet of capacity for every 800 square feet of plaza area.
- One tree must be planted for every 2,500 SF of plaza up to 40,000 SF, with one additional tree required for each additional 1,000 SF.
- In addition to tree planting and seating area requirements, each plaza shall contain at least one of the following amenities:
 - Formal planters, planting beds, or hedges,
 - A drinking fountain,
 - Public art, a shelter (gazebo, trellis), a water feature (fountain, water wall), or similar permanent focal element. Elements shall consider year-round appearance.

Design Guidelines

- Plazas and expanded streetscapes should be oriented to take advantage of views and sunlight.
- Plazas should visually and physically connect to the adjacent streetscape.
- No portion of the surface area of a plaza or expanded streetscape should be greater than 18 inches vertical from adjoining grade to preserve a sense of physical connectedness.
- Plazas and expanded streetscapes should provide adequate permanent seating supportive of informal gathering and passive recreational activities.
- The placement of trees and planting should conform to an overall identifiable design and should not be located in a way that would prevent optimal growth and maintenance.
- The quantity, placement and design of outdoor amenities should respond to the natural environment, adjacent structures, and the proximity of other amenities.
- Ornamental trees and plantings that provide seasonal interest are encouraged.





4.6.3 *Site Detention Areas*

Intent

- To accommodate detention of storm water on-site in a way that is a positive part of an integrated landscape design.
- To create storm water detention areas that are attractively landscaped and can serve the active and passive recreational needs of the community.

Design Standards

- Site detention areas shall use land forms and live plant material in a way that satisfies detention and water-quality requirements while allowing for passive or active recreational uses.
- Site detention areas shall minimize the use of pea gravel, rip-rap, rock, cobble stones, or other non-organic landscape materials.
- Site detention may be a small part of an aggregated open space if it enhances its use (see Section 2.6 for additional requirements).

Design Guidelines

- Site detention should creatively combine detention strategies and technologies, including but not limited to the use of planted roofs, below-grade vaults, water features, and pervious paving systems.
- Encourage the dispersal of site detention to reduce size.



4.7 *Parking Area Landscaping*

Intent

- To enhance the aesthetic appearance of surface parking areas and screen from view
- To reduce the urban heat-island effect attributed to large areas of exposed paving.
- To provide safe and attractive pathways through parking areas for pedestrian traffic.

Design Standards

- Minimum parking area landscaping standards shall be governed by the current Rules and Regulations for the Landscaping of Parking Areas.
- Surface parking areas shall have a minimum 42” high perimeter wall, not to exceed 48”, along all sides facing a public ROW.

Design Guidelines

- All surface parking areas with sky exposure, regardless of whether they are located at grade or exposed to view from the public ROW, should be landscaped.
- Landscaping within a parking area should be evenly distributed.



- Parking areas should accommodate safe and direct pedestrian passage between building entrances, through the parking lot, and from the parking lot to the public R.O.W.

5.0 Site and Building Lighting

General Intent: Illumination of building and landscape elements can provide additional nighttime interest and foster community identity. Enhanced street lighting, if designed properly to reduce glare and limit contrast, can enhance feelings of pedestrian security and safety. However, lighting design must consider energy efficiency and glare control so that it does not detract from the quality of the urban environment.

5.1 Lighting in the Public Right-of-Way

Street lighting in the public ROW is the purview of the Department of Public Works which has standards for lighting type, location, and spacing.

Intent

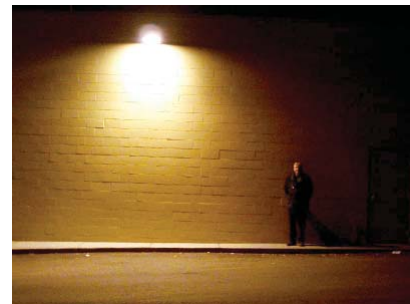
- To integrate City standards with regard to general street illumination into the character of the development.
- To encourage pedestrian lighting in commercial areas that enhances district character and the pedestrian experience.
- To limit additional pedestrian lighting in residential areas.

Design Standards

- Pedestrian lighting shall be located in the Public Amenity Zone.
- Light levels for pedestrian lighting shall be designed to:
 - Reduce glare into adjacent properties,
 - Avoid extreme contrasts between light and shadow.

Design Guidelines

- In Sub-area 1, a system of pedestrian lighting along the Pedestrian Walk is encouraged. In Sub-area 2, pedestrian lighting is discouraged.
- Pedestrian lights, if provided, may match an approved City light fixture (such as the Acorn-type luminaries suggested in the Denver Streetscape Design Manual) or be of a different type with equivalent durability and quality.
- A system of pedestrian lights along an arterial or collector street should:
 - Consist of only one fixture type, or consist of a limited vocabulary of fixtures that visually complement one another,
 - Be spaced evenly and align with each other along the length of the Pedestrian Walk, in the public amenity zone.
 - Respond through addition, deletion, type, size or modulation of spacing, to building entrances, Gateway Areas and corners.
- All fixtures should provide cut-off or shielding to minimize light trespass directly to the sky or into residential areas.





- Lamps in light fixtures exposed to public view should provide as high a color rendition index as is feasible.

5.2 Parking Area Lighting

Intent

- To limit the potential negative effect of parking lot illumination on adjacent properties.
- To provide adequate light levels to create a safe, secure environment.

Design Standards

- Parking area lighting shall be designed to:
 - provide no more than the basic level of illumination recommended for pedestrian and vehicular safety,
 - reduce glare into adjacent properties,
 - avoid extreme contrasts between light and shadow,
 - minimize light trespass directly to the sky by orienting downward and/or shielding the fixture.
- Maximum light pole height shall be 25 feet.

Design Guidelines

- Where possible, light sources should be placed closer to rather than further from the surface being illuminated. For example, a closer spacing of lower-height light poles is preferable to a greater spacing of taller light poles.



5.3 Open Space Lighting

5.3.1 Parks

Intent

- To create a comfortable and safe night time ambience in parks.
- To highlight appropriate elements of parks to aid in orientation and provide visual interest.

Design Standards

- Lighting in parks shall be designed to:
 - illuminate pedestrian paths,
 - reduce glare into adjacent properties,
 - minimize light trespass directly to the sky.
- General illumination of large areas of landscaping shall not be allowed (for example, using fixtures with a flood-type distribution to illuminate rows and clusters of trees or large areas of lawn).
- Illumination of individual landscape elements (trees and individual planter areas) shall be limited to 2,000 lumens.



Design Guidelines

- Pedestrian lighting may be used in parks to illuminate bike and walking paths. Spacing should generally be greater than that along the Pedestrian Walk of a major street to create a lower ambient light level.
- Focal points such as gazebos, trellises, and water features may be lit in order to become an inviting presence at night.
- General overhead or service pack lighting should not be used.
- Lamps should provide as high a color rendition index as is feasible.

5.3.2 Plazas and Expanded Streetscapes

Intent

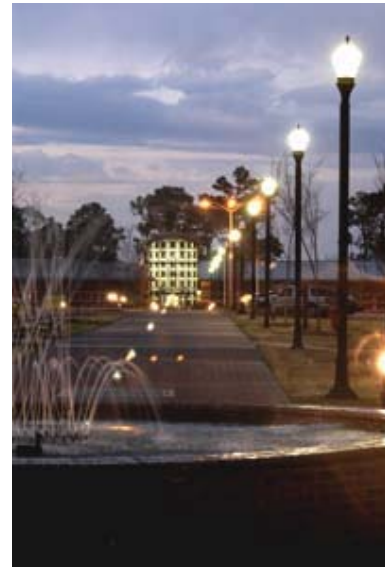
- To create a comfortable and safe nighttime ambience in plazas and expanded streetscapes.
- To provide continuity in light levels between streetscapes and adjoining plazas.
- To highlight appropriate elements of plazas and expanded streetscapes to aid in orientation and provide visual interest.

Design Standards

- Lighting in plazas and expanded streetscapes shall be designed to:
 - provide a sense of safety and security,
 - reduce glare into adjacent properties,
 - minimize light trespass directly to the sky.
- General illumination of entire plazas from remotely-mounted fixtures shall not be allowed.
- Illumination of individual landscape elements (trees and individual planter areas) shall be limited to 2,500 lumens.

Design Guidelines

- Pedestrian lighting may be used in plazas to illuminate primary walking paths or accent paved areas. Spacing should generally be equivalent to or less than that of the adjacent Pedestrian Walk along a major street to indicate an area of heightened activity and interest.
- Focal points such as gazebos, trellises, and water features should be lit in order to become an inviting presence at night.
- Illumination sources that are low to the ground such as bollard, step, and walkway lighting are encouraged.
- General overhead or service pack lighting should not be used.
- Lamps should provide as high a color rendition index as is feasible.





5.4 Building Lighting

Intent

- To provide appropriate building accents above street level.
- To ensure an appropriate quality of lighting for service areas.

Design Standards

- Building lighting shall be designed to light specific building elements or usable exterior spaces such as balconies and terraces rather than provide general illumination of a façade.
- Building lighting shall be designed to:
 - reduce glare into adjacent properties,
 - minimize light trespass directly to the sky,
 - integrate into the building architecture by being concealed or through materials, detailing, form, and spacing that complements the building being illuminated.
- Building light fixtures shall be of architectural quality in regard to durability, construction, and aesthetic appearance.
- Building light fixtures not located in service areas, whether exposed or concealed, shall not have exposed conduit runs, junction boxes, or other “unfinished” elements exposed to view.
- Building light fixtures located in service areas, if a service pack or other utilitarian light fixture, shall be concealed from view from the public ROW to the greatest extent possible.

Design Guidelines

- Building lighting should be limited to illumination of the façades of the Ford Building.
- Where lighting of other buildings and buildings elements is proposed, the overall lighting design should:
 - orient to South Broadway or East Mississippi Avenue,
 - reinforce Gateway Areas,
 - reflect primary building entrances,
 - complement adjacent plazas and expanded streetscapes,
 - avoid illuminating building faces adjacent to and directly facing existing residential areas,
 - avoid glare
- Building illumination above the second floor should be shielded or provide full cutoff to minimize the view of exposed lamps from the public ROW or an adjacent occupied space.

6.0 Site and Building Signage

General Intent: Mixed-use communities contain an intensity and density of uses commensurate with an active urban environment. A well conceived system of site and building signage is important for making sense of this environment. To be most effective, signs should be integral and complementary to the character of the streetscape and the architecture of the buildings that they serve. In addition to basic functions such as tenant identity and way-finding, signage should enhance the character of specific building types, reinforce the hierarchy of streets and spaces, and contribute to the ambience of the district.

Signage requirements are addressed in the Denver Zoning Ordinance for all zone districts (Sec. 59-536 to 59-545), and are specifically modified for mixed-use districts (Sec. 59-315). Existing regulations govern signage within the GDP Area unless specifically modified below.

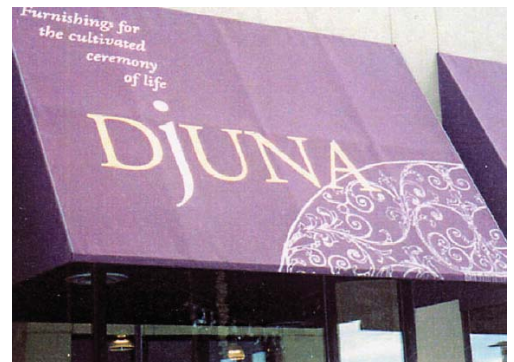
6.1 Building Signage

Intent

- To create signs and graphic elements that are appropriate to and expressive of the use they identify.
- To encourage signs which are creative in their use of form, materials, lighting, and graphics without creating visual clutter.
- To provide building signage that communicates effectively and is visually integrated into the building architecture.
- To mitigate the external effects of building signs on neighboring residential areas.

Design Standards

- All building signs shall conform to the Denver Zoning Code.
- All buildings with ground floor commercial uses shall provide areas of the primary building façade designed to accommodate changeable tenant signage. Structure, materials, detailing and power sources shall be designed with consideration of signage installation requirements and shall be readily adaptable and repairable as tenant sign needs change.
- All building signs shall be of durable and attractive materials and construction suited to an urban environment.
- All conduits, transformers, or other “unfinished” elements providing support or power to building signs shall be concealed from view from the public ROW.
- In addition to one universal parking sign parking garages shall be allowed only one other building identification sign per vehicular entry and exit.
- No portion of a projecting sign shall be located closer than 25 feet horizontally from any other projecting sign.





Design Guidelines

- Building sign design should be compatible with the architecture of the building being served in terms of form, material, color and detailing.
- Externally lit signs are preferable to internally illuminated signs.
- Building signs of any type should not be located within the façade of any residential portion of a mixed-use building.
- Wall, window, and arcade signs should not overlap or conceal major architectural elements. Certain projecting signs may overlap architectural elements if specifically approved by the reviewing authorities.
- Tenant identification signage should not directly orient to existing residential areas.

6.2 District Signage

Intent

- To create an organized and interrelated system of signs, sign structures, sign lighting, and graphics.
- To create signage that is creative in its use of form, materials, lighting, color and graphics.
- To accommodate signage that aids in way-finding while enhancing the character of a district.
- To mitigate visual clutter of the streetscape.

Design Standards

- All district signs shall conform to the Denver Zoning Code and any required comprehensive sign plans.
- All district signs shall be of durable and attractive materials and construction suited to an urban environment.
- All conduits, transformers, or other “unfinished” elements providing support or power to district signs shall be concealed from view from the public ROW.
- No portion of a district sign shall be located closer than 25 feet horizontally from any other district sign.

Design Guidelines

- District signage should be located in the Public Amenity Zone:
 - aligned with, centered between, or otherwise integrated into the design of the street tree and street furnishing system,
 - within a Primary Gateway Area.
- District signage should be located within 25 feet vertically of adjacent grade and orient toward the ROW.
- District signage should be limited along local street frontages within Sub-area 2.
- District signage design should be compatible with the architecture of surrounding buildings in terms of form, material, color, and detailing.



PROCEDURES for DESIGN REVIEW

7.0 PROCEDURES FOR DESIGN REVIEW

7.1 Design Review Process

The following process is adopted pursuant to Section 59-313(b) to create a Design Review process that supersedes the process set forth in Section 59-313(c) of the Denver Revised Municipal Code so that Design Review will proceed, as far as possible, concurrently with development/site plan review (“Design Review”).

7.2 Applicability

All of the GDP Area is subject to these Lionstone Redevelopment of the Former East Gates Campus Urban Design Standards and Guidelines (UDSG). Design Review shall be conducted by Community Planning and Development (CPD) for compliance with the USGS.

7.3 Objective

The objective of the Design Review process is to create a clear, consistent, and predictable process for development within the GDP Area as envisioned in the Gates East GDP. It is the goal of CPD to simultaneously perform the Design Review with the site plan review process.

7.4 Submittal Requirements

The Applicant shall meet with or submit to CPD design documents at the following three key project phases: Pre-Submittal Conference, Schematic Design Phase, and Design Development Phase. Design Review meetings may be requested by the Applicant at any point in the development process to provide clear direction on specific design issues.

7.5 Pre-Submittal Conference

A mandatory Pre-Submittal Conference shall be held between the Applicant and CPD staff to review the scope of the site plan and the Design Review process and to identify all requirements, presumptions, and considerations. Prior to the Pre-Submittal Conference, the Applicant shall submit the following:

- Project intent, including design intent
- Project scope, project uses and adjacent uses and site description
- Context photos
- Conceptual site plan
- Special considerations such as project phasing, etc.

7.6 Schematic Design Phase

For the Schematic Design Phase, the Applicant plan shall submit the following materials:

- Preliminary Plan submittal as defined in the Denver Planning Office’s PUD/PBG Site Plan Rules & Regulations,
- Detailed narrative of how the USGS have been met by the Schematic Design Phase submittal,
- Building Elevations.
- Floor Plans

If a Standard is not met, the Applicant must demonstrate in the narrative that the alternative shown on the Schematic Design Phase submittal meets one or more of the following criteria:

- The alternative better achieves the Intent Statement,
- The Intent Statement that the Standard was created to address will not be achieved by application of the Standard in this particular circumstance,
- The application of Guidelines to achieve the Intents will be improved by not applying the Standard in this particular case,
- Unique site characteristics or market factors make the Standard impractical or cost prohibitive.

The Schematic Design submittal shall be reviewed and comments given by CPD within twenty-five (25) working days after receipt of a complete submittal. Review periods may be extended by an amount of time equal to any delay caused by the Applicant, or with the Applicant’s consent. Any proposed alternatives shall be deemed acceptable if approved by CPD.

7.7 Neighborhood Notification

Within five working days of a Schematic Design Phase submittal, CPD shall notify the City Council member(s) in whose District the project is located and all Registered Neighborhood Organizations (RNOs) within 200 feet (200’) of the project, in accordance with Section 12-96, of a submittal that requires Design Review. Such Council member(s) or RNOs may request additional information. Written comments may be submitted to CPD within fifteen (15) working days after the notice is sent.

7.8 Design Development Phase

For the Design Development Phase, the Applicant shall submit the following materials:

- Final Plan submittal as defined in the Denver Planning Office’s PUD/PBG Site Plan Rules & Regulations,
- Reply to written CPD comments on the Schematic Design Phase submittal with updated detailed statement of how the UDSG’s have been met,
- Building Elevations,
- Floor Plans,
- Landscape/Streetscape plan and materials,
- Cross sections, if required by CPD,
- Façade details and treatments,
- Exterior building materials and sample board,
- Renderings – optional.

The Design Development Phase submittal shall be reviewed and comments given by CPD within ten (10) working days after receipt of a complete submittal. Review periods may be extended by an amount of time equal to any delay caused by the Applicant, or with the Applicant’s consent. CPD shall approve, recommend that the Applicant revise and resubmit, or deny the submittal.

7.9 Modifications

Proposed modifications to an approved Design Development Phase submittal may be administratively approved (redlined), if such modifications are consistent with these UDSG. CPD shall review the proposed modifications and shall approve or deny the request within ten (10) working days of receiving a complete request. If the modification is substantial, CPD staff may request that the modification go back through the Design Review process.

7.10 Criteria for Special Review Uses

Certain uses in the GDP Area’s T-MU-30 zoning may require Special Review. The following are the criteria to be used by the Zoning Administrator for determining whether the standards for approval of special review uses as found in Section 59-306(f) of the Revised Municipal Code have been met:

7.11 Standard 1

The establishment, maintenance, and operation of the special review use will not be detrimental to or endanger the public health, safety or general welfare of the community.

Criteria:

- The special review use shall be consistent with the Gates East GDP and the GDP Area’s zoning.

7.12 Standard 2

The use and enjoyment of other existing uses on the surrounding property will not be substantially impaired by the establishment, maintenance, and operation of the special review use.

Criteria:

- The special review use shall be consistent with the Gates East GDP and the GDP Area’s zoning.
- The concerns of abutting property owners can be reasonably mitigated.

7.13 Standard 3

The establishment of the special review use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.

Criteria:

- The special review use shall be consistent with the Gates East GDP and the GDP Area’s zoning.
- The special review use shall not change the character of the Sub-area where it is located, as described on GDP.
- The concerns of abutting property owners can be reasonably mitigated.

7.14 Standard 4

The proposed special review use meets all of the applicable provisions of Chapter 59 (zoning) and all applicable regulations.

Criteria:

- The special review use shall be compliant with T-MU-30 zoning requirements, as applicable to the GDP Area.

7.15 Standard 5

The aggregate impacts of similar uses shall not result in harmful external effects or environmental impacts.

Criteria:

- The special review use shall be consistent with the Gates East GDP and the GDP Area’s zoning.

7.16 Standard 6

The special review use shall conform to all applicable regulations of the zone district in which it is located.

Criteria:

- If the special review use complies with all applicable regulations of the zone district or any variances granted, it will be deemed to comply with the Zoning Code and applicable regulations.

7.17 Standard 7

The special review use shall be consistent with the Gates East GDP and shall enhance access to or use of multiple modes of transportation.

Criteria:

- The arrangement of the special review use shall allow residents, workers and shoppers to walk to transit and other destinations within the project.
- The special review use shall be consistent with the Gates East GDP and the GDP Area's zoning.

7.18 Standard 8

The proposed use shall be consistent with the purpose and objectives of the GDP Area's zoning in which it is located.

Criteria:

- The arrangement of the special review use shall allow residents, workers and shoppers to walk to transit and other destinations within the project.
- The special review use shall be consistent with the Gates East GDP.

7.19 Standard 9

The proposed special review use shall be sited and designed to be compatible with adjacent uses.

Criteria:

- The special review use shall be consistent with the Gates East GDP and the GDP Area's zoning.

7.20 Standard 10

The potential impacts of the proposed special review use will be adequately mitigated.

Criteria:

- The special review use shall be consistent with the Gates East GDP and the GDP Area's zoning.

APPROVALS

**GATES EAST GDP
FOR
LIONSTONE REDEVELOPMENT OF THE FORMER EAST GATES CAMPUS**
Urban Design Standards and Guidelines

Adopted December 6, 2006

Applicant

Doug McKinnon
LUI Denver Broadway, LLC

Date

Approved for Legality

Karen Aviles
Assistant City Attorney, City and County of Denver

Date

Approved and Adopted

Barbara J. Kelly
Chair, Denver Planning Board

Date

Peter J. Park
Manager, Community Planning and Development

Date

Adopted and published as enabled by Section 59-314(e)(2)a and pursuant to Section 12-18 of the Revised Municipal Code, as amended, of the City and County of Denver.