

# DESIGN GUIDELINES

*for* DENVER GATEWAY

URBAN DESIGN STANDARDS AND GUIDELINES  
COMMUNITY PLANNING AND DEVELOPMENT AGENCY



CITY *and* COUNTY of DENVER  
SUMMER 1999



# CONTENTS

<b>Introduction</b> .....	<b>1</b>
Overview .....	2
<i>Planning Objectives</i>	
Definitions .....	5
<b>General Standards and Guidelines</b> .....	<b>7</b>
<b>1.0 Streets</b> .....	<b>8</b>
1.1 <i>Location and Design of Arterial and Collector Streets</i>	
1.2 <i>Variation of Collector Street Alignments</i>	
1.3 <i>Location and Design of Local and Private Streets</i>	
<b>2.0 Pedestrian and Bicycle Circulation</b> .....	<b>8</b>
2.1 <i>Public Sidewalks</i>	
2.2 <i>Private Sidewalks</i>	
2.3 <i>Bicycle Circulation and Access</i>	
<b>3.0 Large Area Development Planning and Coordination</b> .....	<b>10</b>
3.1 <i>Lot and Block Patterns</i>	
3.2 <i>Open Space</i>	
3.3 <i>Organizing Features (Optional)</i>	
3.4 <i>Transitions and Interconnections</i>	
<b>4.0 Site Planning</b> .....	<b>16</b>
4.1 <i>Building Location and Orientation</i>	
4.2 <i>Parking Access and Circulation</i>	
4.3 <i>Parking Location and Design</i>	
4.4 <i>Parking Structures</i>	
<b>5.0 Architectural Design</b> .....	<b>24</b>
5.1 <i>Non-Residential Development</i>	
5.2 <i>Multi-Unit Residential Development</i>	
5.3 <i>Single Family Residential Development</i>	

**6.0 Landscape Design** .....34

    6.1 *General Criteria*

    6.2 *Walls and Fences*

    6.3 *Streetscape within the Public Right of Way*

    6.4 *Parking Area Landscaping*

**7.0 Signage and Lighting** .....40

    7.1 *Signage*

    7.2 *Lighting*

**Development Review Process** ..... **45**

    Preapplication Conference .....46

    General Development Plan .....46

    Subdivision .....47

    Development Plan Review .....48

# INTRODUCTION



## Overview

These rules and regulations shall be applicable throughout the Gateway area as enabled in Section 59-430 of the Denver Zoning Ordinance. They are intended to implement and provide further guidance on site and building design as provided in mixed-use (R-MU-20, C-MU-10, C-MU-20, C-MU-30 and OS-1) zone districts and the Gateway Concept Plan amendment to the Denver Comprehensive Plan. This rules and regulations document provides design standards and guidelines for all development in the applicable area. It is organized into three sections: the Introduction, which provides an overview, Definitions and the Design Standards and Guidelines. The purpose of these rules and regulations is to provide guidance to the Planning Office in its review of development projects. It is important to remember that all projects are also subject to the customary required reviews of each agency.

### ■ Planning Objectives

Today, the Gateway has four notable attributes that provide a framework for development:

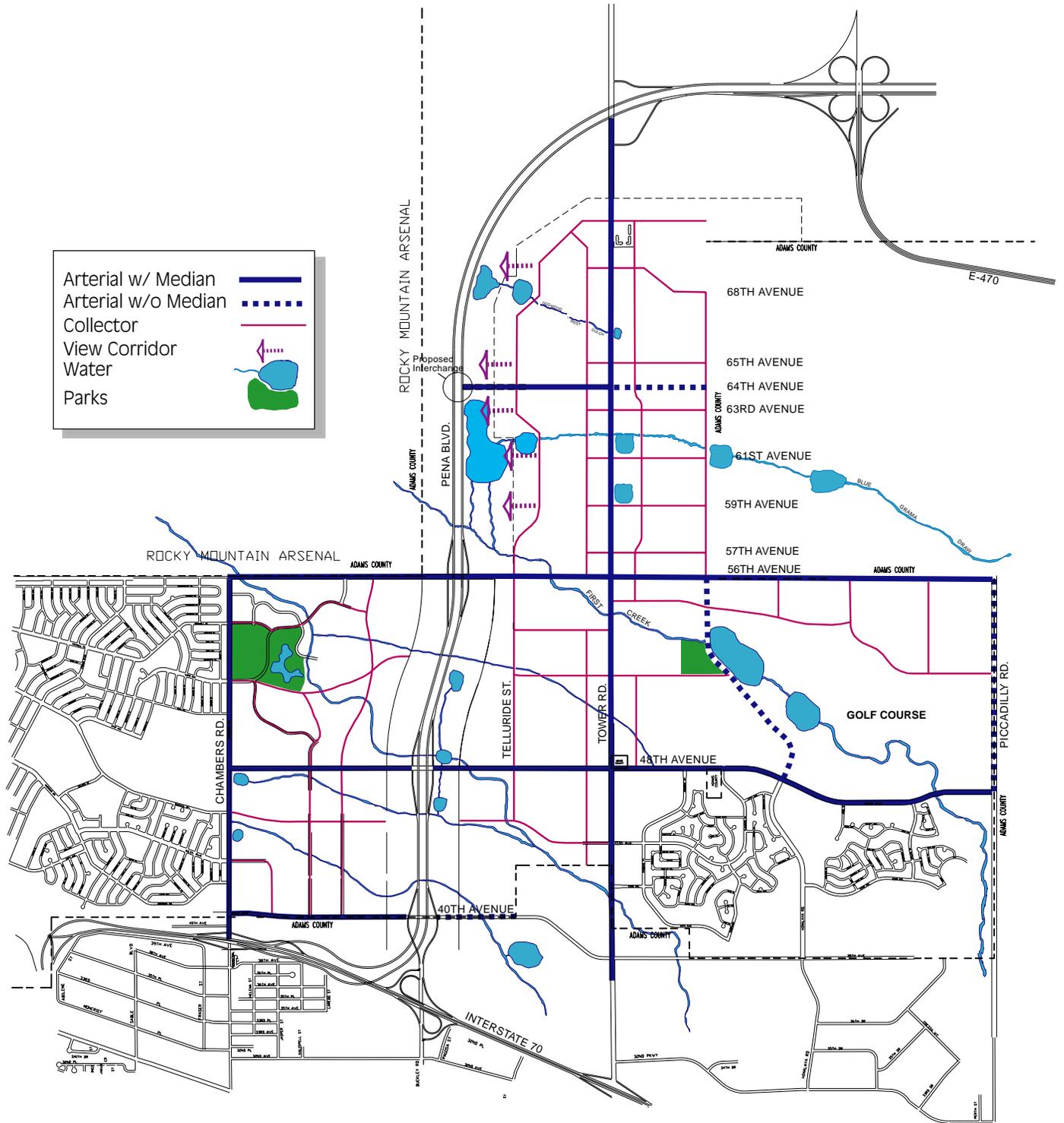
- ▶ Magnificent views of the Front Range;
- ▶ The legacy of high plains agriculture;
- ▶ The contrasting riparian environment of First Creek and the west Fork of Second Creek, and
- ▶ The heritage of Denver's park and parkway system.

The Gateway Concept Plan presents a vision of an area of mixed-density residential and commercial development that takes fullest possible advantage of these attributes, as well as being the entry

to the City and County of Denver from Denver International Airport. The plan is organized around an interconnected framework of public amenities including streets, parks, and natural features. The primary intent of these rules and regulations is to establish and promote standards and guidelines for development planning and urban design. The standards and guidelines provide direction as to how private development should relate to the framework of public amenities in a way that will serve the long term vision as well as accommodate immediate opportunities. They have been conceived to allow flexibility within the parameters of a clearly defined and supported vision that will provide the most positive, lasting economic and fiscal benefit to the Gateway district and the citizens of Denver. The vision of high quality public amenities and superior private development are interdependent and mutually reinforcing in achieving the ultimate vision for the area.

The Gateway Concept Plan emphasizes the importance of high quality public improvements, especially streets. The arterial streets are planned as parkways with landscaped medians, in the tradition of Denver's City Beautiful Movement Parkway System. These parkways provide a positive image, which is to be reinforced by the close coordination of buildings, landscaping and improvements constructed along them. Those improvements located away from the parkways have the potential to echo the more natural, organic character of the parks and creek corridors. Places where the street system, parks, and creeks intersect present opportunities for special features. These areas will become places around which development is organized.

DIA



**Arterial and Collector Street Plan**



The Gateway's three commercial zone districts have differing relationships to the framework features. The C-MU-10 and C-MU-20 are located along the primary arterial streets, therefore utilizing buildings, landscaping, and other improvements to reinforce the positive image of these parkways is especially important. C-MU-30, on the other hand, is located between arterial streets, therefore creating a broader array of opportunities for large scale development with a greater challenge to create organization, identity, and relationships within and among collections of buildings.

C-MU-10, which consists of arterial corner and entry segments, provides the best opportunities to have buildings and improvements positively reinforce the qualities of the streets as well as become district landmarks. In C-MU-10 individual buildings and groups of buildings will share a positive relationship to the arterial street and pedestrian system.

In C-MU-20, the relationship between development and the street is equally important; however, auto-oriented uses such as gasoline stations and fast food restaurants, as well as retail uses that require visible, convenient parking, mean that this relationship may be defined with greater flexibility. Nonetheless, comfortable and safe pedestrian access from the street and sidewalk to a significant building entry is an essential element. As in the C-MU-10, the C-MU-20 will incorporate individual buildings and groups of buildings that positively reinforce the character of the arterial street and pedestrian system.

C-MU-30, by contrast, incorporates a much larger land area, most of which is not defined by the natural features or formal

parkways referenced previously. The primary defining element in C-MU-30 will be a street system that links developments and communities together as well as to the framework elements of the Gateway, especially the natural creeks and drainage-ways that cross it. Additionally, the highly visible frontage along Pena Boulevard is expected to establish a high quality character for the Gateway area. Publicly accessible open space elements, such as plazas, small parks, quadrangles, parkways, and squares, are encouraged to further organize private development. Campus-like developments that organize buildings around such features are encouraged.

The Gateway offers tremendous opportunity for new homes and businesses. Its very size assures that development will occur over many decades. The challenge is to take advantage of development opportunities created by Denver International Airport and other locational and technological factors and to provide the broad range of uses necessary for an emerging area, without compromising the stated long term goal of a high quality development area that is clearly part of Denver and its historical development traditions. The combination of mechanisms chosen to accomplish this are: clear, simple zoning; optional general development plan; and rules and regulations for site and building design, in coordination with the existing review processes for subdivisions and planned building groups.

## Definitions

These definitions are intended to facilitate the use of this document and are not intended to supercede other adopted zoning definitions or to represent an inclusive list of terms used in City of Denver ordinances or regulations.

### ■ Commercial Development

Includes all non-residential development.

### ■ Criteria for Review

Each subject area for review will include three components: Intent Statements, Standards and Guidelines. They are all important components of the review process and must be thoroughly understood prior to begin planning, design and review. The following definitions explain how they are to be used and applied:

#### *Intent*

Intent statements set forth the goals for development in the Gateway. The standards and guidelines provide direction as to how the goals may be achieved.

#### *Standards*

Standards are objective criteria that provide specific direction based on the intent statement. Standards are used to define issues that are considered critical to achieving the intent. Standards use the term “shall” to indicate that compliance is required unless it can be demonstrated that an acceptable alternative meets one or more of the following conditions:

- ▶ the alternative better achieves the stated intent;
- ▶ the intent which the standard was created to address will not be achieved

by application of the standard in this particular circumstance;

- ▶ the application of other standards and guidelines will be improved by not applying this standard; or,
- ▶ unique site factors make the standard impractical or infeasible.

#### *Guidelines*

Guidelines provide considerations that promote the goals defined by the intent statements. Guidelines use the term “should” or “may” to denote that they are considered pertinent to achieving the stated intent but are not requirements for approval. Achieving guidelines may help in identifying alternative approaches to meeting standards. Guidelines are strongly





considered if there is a request to waive a related standard.

### ■ Open Space

The use of the term “open space” in this document shall refer to space that is clearly intended to be usable and to be publicly accessible space as defined below. Parking lots or vestigial landscaped areas left over after the placement of buildings and parking do not typically meet the intent of this definition because they are either not open to general public activities or do not provide visual amenities.

#### *Developed Open Space*

Publicly accessible open space that is integrated into and bounded by an orderly arrangement of streets and/or buildings. May incorporate landscaping, circulation and activity areas such as plazas, gardens, art works, playgrounds or playing fields. Town squares and campus-like quadrangle or outdoor mall systems are additional examples.

#### *Natural Open Space*

Open space with irregular and informal character and boundaries that relate to natural features and that contain land forms and vegetation typical of the natural landscape.

### ■ Organizing Feature

An open space that is embedded within a development area and that is closely bounded by buildings and/or streets which are organized around the space and that orient to it, such as a small park, square or campus-like quadrangle. Places where the street system, parks and creeks intersect are among the locations that present opportunities to develop organizing features. Organizing features should be used as tools for planning building groups

and site amenities, particularly in areas where pedestrian activity is to be encouraged. Organizing features may qualify as required open space dedications and may be utilized to justify variation of required street alignments. *Organizing features may be used to justify variation of required street alignments through the GDP process.*

### ■ Streets

#### *Arterial Streets*

Streets spaced at approximately one-mile intervals to provide traffic movement, regional connection and access to abutting property.

#### *Collector Streets*

Streets located to relieve traffic on arterial streets, provide access to abutting property, and connect local streets. Collector streets may be appropriate location for bicycle routes and special pedestrian amenities.

#### *Local Streets*

Streets with the primary purpose of providing access to abutting properties.

#### *Parkways*

Streets with center landscaped medians and wide tree lawns (not less than 10 feet).

#### *Private Street*

A privately owned drive or roadway exceeding 200 feet in length and serving a public, commercial or residential use, not including drive aisles through parking lots.

### ■ Street Frontage Landscaped Planting Strip

A strip of land between the back of the public sidewalk and a parking lot intended to provide screening of cars and a more comfortable pedestrian environment.

# GENERAL STANDARDS & DESIGN GUIDELINES

## ■ Intent of Gateway District Design Standards and Guidelines

To establish a practical, interconnected system of streets, parks and parkways that allow easy orientation and convenient access for all modes of transportation.

To utilize natural open space, such as creeks, and developed public spaces, such as streets, parks and parkways, to organize and coordinate development.

To accommodate a broad mix of development types that encourage alternative transportation, especially walking, and transit use.

To provide common usable open space that is of mutual benefit to surrounding property owners, businesses, and residents.

To construct the early phases of development in a manner that establishes a pattern and character for the long-term evolution of the district.

To develop a built environment that provides a diversity, configuration and scale of development that promotes pedestrian activity, a sense of place and community.

The following Intent Statements, Standards and Guidelines have been adopted to provide specific direction to the broad design goals defined above.

## Streets

### INTENT

#### 1.1 Location and Design of Arterial and Collector Streets

To establish a logical and practical system of arterial and collector streets that facilitate simple, direct and fully interconnected access for all modes of transportation throughout the Gateway District.

#### 1.2 Variation of Collector Street Alignments

To allow variation of established collector street alignments.

#### 1.3 Location and Design of Local and Private Streets

To create a network of local and private streets that complement the function and pattern of the arterial and collector streets.

To provide convenient access to all lots and development parcels.

## Pedestrian and Bicycle Circulation

#### 2.1 Private Sidewalks

To provide continuous opportunities for pedestrian movement throughout the development.

To enhance pedestrian safety and comfort by providing clearly defined routes through parking areas and from the public sidewalk to primary building entries as well as to parks, open space, trail networks and public facilities.

**STANDARDS**

**GUIDELINES**

- ▶ All development shall utilize the plan for arterial and collector streets that is illustrated herein. (See Gateway Arterial and Collector Street Plan, page 3). In addition to the arterial and collector streets shown on the Plan, one collector street connecting Yampa and Telluride/Uravan shall be provided between 56th and 64th and between 64th and 71st.
- ▶ The location of arterial streets shall not be varied.
- ▶ Full access intersections shall be provided on arterial streets only at locations established by Street Plan or approved through the subdivision or Development Review process.
- ▶ Arterial streets shall be designed to accommodate present and future transportation systems.

- ▶ Variation from the alignment of collector streets established herein shall require submittal of a General Development Plan (GDP). GDPs may propose variations of street alignment for purposes described in the Guidelines below; however, streets must remain continuous between established intersections.

- ▶ Public and private local streets within the 1/8 and 1/4 mile grid shall:
  - generally parallel the arterial and collector street system,
  - provide a variety of route options,
  - interconnect to allow traffic to disperse to the surrounding streets in an equitable manner.

- ▶ On-site pedestrian walks shall be provided to connect street sidewalks to primary commercial and residential building entries by the most direct route practicable. Multi-building developments shall minimize auto/pedestrian conflicts and maximize convenient pedestrian access between buildings.
- ▶ Contiguous developments shall avoid erection of physical barriers between projects unless necessary for safety or the mitigation of adverse impacts.

- ▶ Variation from the established alignment of collector streets should only be considered when the change will significantly enhance the achievement of other standards and guidelines. Significant enhancements would include optimizing the size and/or location of development around organizing features as defined in this document. Variations to accommodate natural landscape features and views are also acceptable.

- ▶ Local streets may be used to define the boundaries of natural or developed open space.
- ▶ Curb to curb widths of local streets should be as narrow as practicable without sacrificing the ability to accommodate expected traffic and services.
- ▶ Local streets should accommodate short term on-street parking.
- ▶ In residential developments, alleys should be encouraged as a means of concealing parking and service areas, for locating utilities and for minimizing curb cuts.

- ▶ All building entries, parking areas and public open space should be interconnected through convenient systems of pedestrian walks.
- ▶ Adjoining developments should create opportunities for interconnected pedestrian walk systems to facilitate pedestrian access between different developments, buildings, activities and uses; however, in no circumstance should on-site pedestrian walks substitute for required public sidewalks.

**Pedestrian and Bicycle Circulation cont**INTENT  
▼**2.2 Public Sidewalks**

To promote walkable, interconnected communities through provision of safe, convenient pedestrian walks along all streets and throughout all development sites and open space areas in the Gateway District.

To continue Denver's tradition of sidewalks that are detached and separated from the curb by tree lawns and street trees.

To minimize conflicts between automobiles, bicyclists and pedestrians.

To facilitate pedestrian movement through an interconnected network of detached sidewalks and convenient crosswalks.

▲ See Alternate Standard for Green Valley Ranch Filings 39 and 45.

**2.3 Bicycle Circulation and Access**

To provide a safe, direct and attractive system of interconnected public and private bike ways and bike routes throughout the Gateway area.

To accommodate bicycle access by providing defined routes to primary building entries.

**Large Area Development Planning & Coordination****3.1 Lots and Block Patterns**

To establish a consistent, flexible pattern of lots and blocks throughout the Gateway district.

**STANDARDS**

**GUIDELINES**

- ▲ ▸ All public and private streets shall include detached pedestrian sidewalks parallel to the curb. Sidewalks shall be a minimum of 5 feet wide and shall be detached and separated from the back of curb by a landscaped tree lawn not less than 7 feet 6 inches in width. Sidewalks shall connect at corners and align across intersections. Street sidewalks shall be connected to open space trails at the intersections of street and open space systems or at the nearest practical location. This standard is not intended to apply to alleys or courts that serve primarily for auto access as long as alternative pedestrian sidewalk access exists on a separate frontage.
- Pedestrian walks incorporating bicycle lanes shall be not less than 10 feet in width.
- Sidewalk requirements apply to all street frontages along which occupied structures (either commercial or residential) occur but shall not be required along street frontage bordering parks, open space or golf courses as long as the continuity and connectivity of the sidewalk system is maintained on at least one side of the street.
- Landscaping in the tree lawn area shall conform to the requirements of Section 6.0, Landscape Design, in this document. Any proposed pedestrian lighting, street furniture and other amenities shall conform to the requirements of the “Denver Streetscape Manual”.

- Wider sidewalks should not compromise the width or continuity of the tree lawn. Sufficient width to accommodate street trees should be maintained along the majority of street frontage. Wider tree lawns are encouraged where possible as long as sidewalk continuity is maintained.

- Bicycle access shall be provided between bicycle lanes or trails and on-site bicycle parking areas.
- Where officially designated bikeways are combined with streets, driveways and parking areas the bikeway shall be clearly defined as a bike lane with a solid, white, four-inch wide stripe between the bike and the car lanes.
- Bikeways that are not combined with walkways shall be of concrete or asphalt and shall be a minimum of five feet in width.

- Bicycle parking should be located in a visible, active and well lighted area convenient to primary building access, as well as bicycle route access, and shall not encroach on pedestrian walkways. Bicycle parking should be located where visible from inside adjacent buildings.
- Bicycle circulation should connect and align with pre-existing or planned off-site bicycle routes. Crossings at intervening streets should be located where safe means for crossing can be provided.

- Large area development standards shall apply to all parcels greater than 10 acres and any parcel that is internally subdivided by public or private streets into multiple blocks regardless of size.
- Block dimensions and proportions shall facilitate subdivision into lots that are generally regular in shape to avoid left over parcels that are difficult to develop.

- Street frontage should be not less than 25% of the lot depth. Flag lots are strongly discouraged.

**Large Area Development Planning & Coordination cont****INTENT****3.2 Open Space**

To utilize well defined natural and developed open spaces as features around which to arrange and focus block, lot and circulation patterns.

To supplement public open space such as parks and drainage corridors with privately developed open space that helps complete linkages and organize development.

**3.3 Organizing Features (Optional)**

Note: Organizing features may qualify as required open space dedications and may be utilized to justify variation of required street alignments.

To encourage the establishment of small developed open spaces that are embedded in the pattern of streets, blocks and lots and that add value and amenity to the surrounding development.

To use developed open spaces to provide prominent amenities with which to associate building groups.

To allow variation of established collector street alignments in order to accommodate building groups organized around developed open space features.

**STANDARDS**

**GUIDELINES**

- ▶ Open space, such as natural creek corridors and developed parks and plazas, shall be used as a positive planning tool to organize and focus lot, block and circulation patterns.
- ▶ Open space shall be physically and/or visually accessible from a public street on at least one frontage.
- ▶ Public access shall be provided to all public open space, natural and developed, directly from the public street/sidewalk system or through a public facility. Natural open space corridors shall be publically accessible at regular intervals of 1/8 to 3/8 miles.

- ▶ Open space should be used to enhance the value and amenity of surrounding development.
- ▶ Left over, inaccessible or non-usable open space should be avoided to the greatest degree practicable.
- ▶ Street, block, lot and building patterns should respond to views, landscape and recreational opportunities provided by proximity to natural open space.
- ▶ Developed, public open spaces should be embedded into lot and block patterns and may be of a wide variety of sizes including small “pocket” parks and plazas. Lot and building frontage on public and private common area open spaces are strongly encouraged as long as street frontage and access is maintained. Rear yards facing open spaces should be located and landscaped so as to create a positive and integrated edge between the yard and open space.
- ▶ Open space should be utilized to bind various projects into cohesive interrelated districts where ever possible.

- ▶ An organizing feature shall be a small publicly accessible, developed open space designed to organize the placement of buildings to create a sense of place, character or identity within a neighborhood or district. The area shall be embedded in the framework of streets, blocks and lots. It shall not be used for drainage detention unless a minimum area of 20,000 square feet remains outside of the detention area.
- ▶ Buildings adjoining an organizing feature shall include an entry that is visible and convenient to the organizing feature. Such entry shall be connected to a public sidewalk by a direct route.
- ▶ Developments shall not orient parking areas, or rear, blank or service dominated facades toward an organizing feature. Facades facing an organizing feature shall be of at least comparable architectural quality to other primary building facades.
- ▶ Parking lot frontage shall be restricted to no more than 25% of the total perimeter of an organizing feature. On street parking will be permitted adjoining organizing features.

- ▶ Developments achieving all applicable architectural and site design standards may be permitted to reduce minimum setbacks adjoining street frontage to five feet from the front property line or the edge of the sidewalk easement, if applicable.
- ▶ Organizing features may be used as a focus for related or complementary developments, particularly uses that include pedestrian activities. Organizing features may provide a transition area between diverse uses to provide both buffering and connection.
- ▶ Organizing features should reinforce the pattern and orientation of streets and buildings through orderly arrangements of landscaping, pedestrian circulation and amenities, such as might be typical of a town square or campus plan.
- ▶ Multi-building developments may use an organizing feature to create an internal campus-like arrangement of buildings and open space provided that the organizing feature is bounded along at least one side by a public street

**Large Area Development Planning & Coordination cont****INTENT****3.4 Transitions and Interconnections**

To utilize careful integration of both natural and functional edges within the community to minimize or mitigate significant shifts in development scale.

To ensure high quality development fronting the Pena Boulevard "gateway" into Denver.

**3.4.1 Pena Boulevard Frontage**

**STANDARDS**

- ▶ Shifts in the scale and type of development shall occur across rear lot lines, alleys, open space, arterial or collector streets. In order to promote consistent street character, projects shall not locate buildings that include incompatible uses, levels of activity, and scale across from each other on a local street. This is not intended to discourage compatible uses of differing scales, such as retail and office, from locating together, nor is it intended to prevent small scale, neighborhood serving retail uses from integrating into residential areas. Transitions between differing uses or scales of development shall allow for interconnections at a local scale including local streets and sidewalks. Development areas shall not be fenced of unless required for purposes of public safety or security. Any required fencing shall meet all standards and guidelines and avoid creating "fence canyons" along arterial and collector streets.
- ▶ Where incompatible scale or activities cannot be mitigated through adequate transitions, buffering and screening shall be required. Buffering and screening strategies shall consider building and parking placement, building orientation, walls, fences and landscaping.

**GUIDELINES**

- ▶ Compatible scale should be considered in terms of lot size, building dimensions, building placement and orientation. Where practicable, similar sized lots or buildings should face each other across local streets. Transitions of development scale are best accomplished laterally across side streets, side and rear lot lines and across collector or arterial streets or natural features.
- ▶ New development should relate to other existing or proposed development on adjoining properties to minimize incompatible conditions and to maximize useful inter-connections.
- ▶ Important views and vistas should be used as opportunities to create and align public spaces and corridors to enhance the quality of the development and the public experience.
- ▶ Where development is phased, early phases should make every practicable effort to establish the long-term image of the project and its relationship to the streets, open space and adjoining development. Where early phases of a development project are not appropriate on street or open space frontages, the site plan should demonstrate how a positive street or open space relationship is intended to be achieved in subsequent phases.

- 
- ▶ All sites adjoining Pena Boulevard shall treat the boulevard as a primary orientation with regard to the quality and orientation of site design and architecture. This shall be in addition to any other required access and orientation. Primary frontage is intended to include landscape and building design that conveys the project identity and character and is of equal or superior quality to any other site orientation.

**Site Planning****INTENT****4.1 Building Location and Orientation**  
4.1.1 General Criteria — All Districts

To reinforce the character and quality of public streets with buildings that provide consistent siting, pedestrian orientation and access to the street.

To ensure that major streets are treated as development frontage.

To ensure fully developed architecture including quality finishes, detail, and fenestration on all street facing building facades.

To discourage any development from orienting services areas toward a public street.

To utilize building placement and open space to establish mountain view corridors along designated east-west street rights of way between Pena and Telluride or Uravan.

## 4.1.2 C-MU-10 District: Orientation to Arterial Streets

To provide spatial definition of streets, especially at key locations such as arterial street intersections or district gateways. This spatial definition should be provided by buildings set close to the property line or by prominent and formal landscape features that define the edge of the right of way.

**STANDARDS**

- ▶ Building facades facing arterial streets shall either be the primary pedestrian entry facade or shall be of comparable quality in terms of architecture, materials and detailing. Primary building pedestrian entries shall be visible from and connected to the street sidewalk by the most direct route practical. Corner buildings need only provide public entry on one street oriented facade.
- ▶ Uses that include non-pedestrian or auto-oriented uses, including garage entries, service bays or similar functions shall orient those functions away from primary street frontage, where ever possible placing active, populated functions toward the street.
- ▶ No development shall be permitted to organize the placement and orientation of buildings, parking, circulation and service facilities on a lot in such a way as to treat Pena Boulevard or an arterial or collector street frontage as a “rear” lot line. “Rear” shall be defined to mean a portion of the property lacking public access and containing a predominance of service functions that significantly diminish the architectural or landscape quality of the development.
- ▶ Utility boxes, meters and service areas such as trash enclosures shall not be located on a street facing exposure. If such placement is required, screening shall be provided to the extent practicable.
- ▶ In order to maintain east/west view corridors aligned with designated public streets or as established in an approved GDP between the Pena Boulevard right-of-way and Telluride or Uravan, building and parking development shall be prohibited within areas that are aligned with and equal in width to the designated public right-of-ways as shown on Exhibit I. In no case shall parking and buildings set back less than 40 feet either side of the centerline of the designated right-of-way as extended to Pena Boulevard.
- ▶ Building projects that straddle zone districts shall comply with the requirements for building placement, parking and landscape, of the most restrictive district where necessary to provide reasonable consistency and compatibility with adjacent development.

**GUIDELINES**

- ▶ Sites and buildings should be designed with an understanding of their role in meeting the overall district planning goals, such as providing edges or enclosure to streets and open space, creating linkages and gateways, reinforcing pedestrian connections, as well as framing or terminating views. Development should provide as much street oriented building frontage and activity as possible on all street frontages. In multi-building developments this means a balance of street oriented as well as internal building locations. Street orientation may be achieved through the placement of primary buildings or secondary pad buildings adjacent to street frontage. It may also be achieved by “saddle-bagging” smaller pedestrian oriented uses onto the the outside edges of “big box” formats.
- ▶ Residential developments should provide attractive frontage on all bordering streets. Rear lot “fence canyons” should be avoided. Residential projects should either develop front and side lot orientations to arterial and collector streets as well as local streets or make mid-block transitions to uses more compatible with arterial or collector frontage. Deeper front and side setbacks and wider tree lawns should be considered as alternatives to continuous fences where traffic volumes may impact residential uses.
- ▶ Consistent setbacks should be maintained for all pedestrian oriented uses with frontage on local streets in order to reinforce the scale and character of the street and to facilitate the ease of pedestrian circulation between uses.
- ▶ Consideration should be given to the opportunity for adjoining sites and buildings to share access, amenities and relationships of form that will create a stronger overall identity.
- ▶ Buildings with frontage on open space should provide windows, doors, plazas and so forth to encourage pedestrian activity and provide informal over-sight of the open space.
- ▶ Mountain views along designated east/west street corridors and from other public open space should be enhanced through careful consideration of building and landscape locations, massing and orientation.

- ▶ A clear and consistent street edge shall be provided by either locating not less than 50 percent of the street facing building elevations within 50 feet of the property line or by providing a 10-foot-wide street frontage landscape planting strip and no more than one double loaded bay of parking (or other vehicular accommodations of similar dimensions) between the street and building.
- ▶ Landscaping within the 10-foot street frontage landscape planting strip shall include not less than one row of trees, 2 rows of shrubs, and grass or other live ground cover.

**Site Planning** contINTENT  
▼**4.1.3 Multi-Unit Residential: Specific Criteria for Building Organization and Open Space**

To utilize open space as positive, useable features around which to organize the location and orientation of buildings in a manner that promotes a sense of security and community.

**4.2 Parking Access and Circulation**

To encourage comprehensive, multi-site parking strategies that minimize redundant access and that maximize open space and landscaping as well as convenient auto and pedestrian circulation within and between sites.

To create a clearly organized system of entrances, driveways, parking areas and pedestrian circulation.

To minimize driveway and curb cut width at the sidewalk in order to reduce their impact on pedestrian safety and the continuity of the tree lawn and street trees.

**STANDARDS**

**GUIDELINES**

- ▶ Buildings shall be organized in relation to open spaces such as streets, yards and courts to create a balance of usable open space and efficient circulation and parking.
- ▶ Open space shall be utilized to facilitate circulation, provide views and/or provide active or passive recreation amenities.

- ▶ Outdoor space that is poorly defined or simply left-over will generally not contribute as greatly to the quality and use of the area and should be minimized.

- ▶ Access for each lot will be reviewed with the project’s overall traffic circulation and capacity needs and located according to City of Denver requirements.
- ▶ Direct driveway access to arterial streets and parkways shall be limited.
- ▶ Contiguous developments shall coordinate circulation plans to minimize curb cuts.
- ▶ Access drive locations for non-residential and large multi-family uses shall coordinate with the locations of other such access drives. Opposing access drives either shall be aligned to provide a full intersection or separated by not less than 150 feet.
- ▶ Vehicular circulation on-site shall be clearly organized to facilitate movement into and throughout parking areas. Parking drive lanes and intersections shall align wherever practicable. On-site intersections shall be located to preclude stacking of vehicles across intersections and onto public streets.
- ▶ Pedestrian crossings of drive aisles shall be clearly marked with signage, special paving, special landscaping, or other methods.
- ▶ All parking areas located between a street and a building shall include a landscaped pedestrian walk linking the building(s) with the public sidewalk. Sidewalks may be attached to internal drives or parking areas if they are a minimum of 5 feet wide along drives or 6 feet wide where parked vehicles overhang the curb.

- ▶ Pedestrian sidewalks should be located along islands within parking lots to minimize conflicts between pedestrians and vehicles.
- ▶ Parking area sidewalks should conveniently lead to primary building entries.
- ▶ Developments bounded by undeveloped parcels should consider potential opportunities for future auto, pedestrian and bicycle connections.

**Site Planning** cont

INTENT

**4.3 Parking Location and Design**  
4.3.1 General Criteria — All Districts

To locate parking areas so as to maximize the positive character and quality of district streets and buildings through careful and consistent siting, screening and landscaping.

To locate parking, vehicular circulation, and truck service docks to minimize their impacts on site aesthetics and pedestrian access from the public streets.

4.3.2 C-MU-10 District

**STANDARDS**

- ▶ No truck parking or docks are permitted facing any arterial street or Pena Boulevard.
- ▶ No more than 50% of the zone lot area shall be covered by off-street parking. In all cases, surface parking shall consume as little of the site as practicable.

**GUIDELINES**

- ▶ Parking and vehicular circulation between the street and the building should be limited where possible. Shared parking and circulation is encouraged where ever practicable. Auto oriented and drive through uses, where permitted, should locate drive through lanes away from street frontage. Automobile gasoline service stations should orient parking, car wash and service bays away from view of arterial streets.
- ▶ If truck parking or loading areas are necessary in locations that are facing or prominently visible from primary streets due to site and/or building design constraints they shall be substantially screened by walls and/or landscape features.
- ▶ Sites requiring large areas of surface parking should attempt to distribute parking into smaller areas broken up by intervening areas of landscaping, open space and buildings where ever possible rather than aggregating parking into continuous street facing strips.
- ▶ In order to protect important riparian wildlife habitat, parking lots and drives shall be located and screened so as to minimize glare from headlights into natural open space areas.
- ▶ On-street parking should be considered to encourage pedestrian activity and slow traffic. Mixed-use areas may be most conducive to on street parking options.

- 
- ▶ No more than one double loaded bay of parking, or the equivalent dimension of parking and drop off/pick up lanes, shall be located between the building and an arterial right-of-way line.
  - ▶ On collector street frontage, if more than one double loaded bay of parking is located between the street and the building, it shall be screened with not less than one row of trees and two rows of shrubs.
  - ▶ No more than 120 parking spaces in any given area shall be permitted without interruption by a landscaped median at least than 12 feet wide.

**Site Planning cont**

**INTENT**

**4.3.3 C-MU-20 District**

**4.3.4 C-MU-30 District**

**4.3.5 Multi-Unit Residential: Specific Criteria for the Location of Parking Areas**

To establish residential streets and their associated open space as positive, useable features around which to organize the location and orientation of buildings in a manner that promotes a sense of security and community.

To establish attractive, landscaped residential streets that are fronted primarily by residential units rather than parking lots.

To enhance the safety of neighborhood streets by locating and orienting residential units to maintain "eyes on the street" observability.

**STANDARDS**

**GUIDELINES**

- ▶ No more than one double loaded bay of parking, or the equivalent dimension of parking and drop off/pick up lanes, shall be located between the building and an arterial right-of-way line. However, additional parking may be permitted between the building and an adjoining arterial right-of-way only if both the following standards are met:
  - 1 One or more other principle buildings within the block (as bounded by the adjoining public streets) shall be closely oriented toward the arterial street with no more than one double loaded bay of parking, or the equivalent dimension of parking and drop off/pick up lanes, located between the building and an arterial right-of-way line.
  - 2 The building or buildings with more than one double loaded bay of parking, or the equivalent dimension of parking and drop off/pick up lanes separating it from the arterial street must be closely oriented to the opposing collector street (not more than one double loaded bay of parking, or the equivalent dimension of parking and drop off/pick up lanes separating it from the collector street).
- ▶ Parking lots located between any building and an arterial street shall not include areas of more than 180 parking spaces without interruption by a landscaped median not less than 12 feet wide.

- ▶ Parking lots within 300 feet of Pena Boulevard right of way shall have no more than 180 parking spaces without interruption by a landscape median not less than 12 feet wide.

- ▶ No more than one drive aisle, loaded on one or both sides with parking, shall be permitted between the public street and the buildings public street oriented frontage.
- ▶ Street facing garage doors shall not exceed 33% of the length of any ground floor facade facing a public street or public open space.
- ▶ Parking lots, garages, carports and building service areas shall be located so that their presence and access requirements minimize disruptions to adjoining public streets, public sidewalks and public open space.
- ▶ Carports serving more than two vehicles shall not be permitted to be accessed directly from the public street and shall use buildings or landscaping to screen parked cars from the view of public streets and public open space. Carports are not permitted within the front setback area.

**Site Planning** cont

INTENT



**4.4 Parking Structures**

To integrate the use, function and appearance of parking structures into building groups so as to minimize negative impacts on public space and the pedestrian environment.

**Architectural Design**

**5.1 Non-Residential Development**  
5.1.1 Form and Scale

To encourage varied building form and profile within large structures or building groups that will help to break up the mass of large buildings when seen in the broad, open context of the Gateway prairie environment.

To encourage building forms that provide human scale, interest and orientation as well as reinforce the spatial definition to public spaces, including streets.

**STANDARDS**

- ▶ Parking structures shall conceal views of autos from public streets and open spaces. A brick, masonry, precast or similar wall at least 42 inches high shall be provided at ground level where a garage is within 40 feet of a public street or open space.
- ▶ All decks, parapets, structure and openings shall be vertically and horizontally aligned on facades facing public streets and open spaces so as to minimize visual discordance with other buildings.
- ▶ Any parking structure that is physically detached from the buildings served by the structure shall provide a connecting pedestrian walk not less than 5 feet in width.

- ▶ In the initial decades of development the open prairie landscape will predominate. Buildings will be visible at great distances even as the area begins to urbanize. The context will include vast open areas as well as the mountain backdrop.
- ▶ Recognizing the lack of surrounding context to provide scale to large buildings, development shall be designed to sit comfortably within the broad landscape context while reinforcing the consistent civic character of streets and developed open spaces. The following techniques may be used to meet this objective:
  - Providing shifts in building massing, variations in height, profile and roof form, while maintaining formal relationships of building placement to public street frontage.
  - Minimizing long expanses of wall at a single height or in a single plane;
  - Varying floor heights to follow natural grade contours if significant variation is present.
- ▶ Buildings shall be designed to provide human scale, interest and variety. The following techniques may be used to meet this objective:
  - Variation in the building form such as recessed or projecting bays;
  - Expression of architectural or structural modules and detail;
  - Diversity of window size, shape or patterns that may relate to interior functions;
  - Windows recessed, not less than 4" behind the primary wall plane;
  - Emphasis of building entries through projecting or recessed forms, detail, color or materials;
  - Variations of material, material modules, expressed joints and details, surface relief, color, and texture to break up large building forms and wall surfaces. Such detailing could include sills, headers, belt courses, reveals, pilasters, window bays and similar features.

**GUIDELINES**

- ▶ Parking structures should be located at locations internal to the block or building group in order to minimize their visual impact on public streets and open space.
- ▶ Buildings should be designed in such a way as to meet site and context design objectives, such as providing edges or enclosure to streets and open space, creating linkages and gateways, as well as framing or terminating views.
- ▶ Providing human scaled architectural features is particularly important in areas where pedestrian activity is occurring or encouraged. The highest level of detail should occur close to pedestrian areas, near streets and entries and around the ground floor.
- ▶ Building facades adjoining or oriented toward streets and pedestrian areas should incorporate a substantial proportion of transparent glazing at all occupied levels.
- ▶ Ground floor retail areas should have windows along sidewalks to create visual interest for pedestrians. All individual retail uses should have visible and direct access from the public sidewalk.

**Architectural Design cont****INTENT****5.1.2 Minimum Glazing**

To provide human scale and visible activity within those portions of buildings that are intended to serve as prominent features of the arterial parkways.

**5.1.3 Material Quality and Detail**

To establish consistent levels of material quality and detail.

To encourage material palettes that are complementary to the large scale open landscape and natural surroundings.

To provide materials of a quality and durability appropriate to the use and long term value of the development.

To incorporate scale in material quality and detail that compliments pedestrian activity and contact.

To use masonry in a manner that enhances its traditional appearance as a substantial material that provides structure, closure and detail.

**STANDARDS**

**GUIDELINES**

- ▶ Ground floor facades facing an arterial street shall provide not less than 50% window to solid wall area.
  - ▶ Those portions of a building's arterial street facing facades, other than the ground floor, shall provide not less than 20% window to solid wall area.
  - ▶ Portions of buildings that are functionally restricted from including these glazing proportions shall either be oriented away from the public street or shall make extensive use of the scaling methods defined above.
- 
- ▶ All primary building facades shall incorporate materials that are durable, economically maintained and of a quality that will retain their appearance and value over time. Recommended materials are noted in guidelines below.
  - ▶ Prohibited materials include:
    - Tilt-up wall systems, that are primarily structural in appearance (such as Twin-Ts).
    - Natural wood or wood paneling shall not be used as a principle exterior wall cladding system. Durable synthetic materials with the appearance of wood may be acceptable.
    - Synthetic stucco or EIFS (Exterior Insulating Finish Systems) shall not be permitted for use as an exterior cladding on a building's ground floor facade or within 2 feet of the head or jambs of any exterior building entry (vehicular or pedestrian).
    - Synthetic stucco or EIFS (Exterior Insulating Finish Systems) shall be provided with all necessary subsurface ventilation and drainage to prevent deterioration of finish or structure.
  - ▶ In order to minimize glare and encourage visible activity highly reflective glass (exceeding a reflectance factor of .19 or having a light transmittance factor of less than 60%) shall not be used as a primary glazing material. Reflective glazing shall be permissible for limited detail and aesthetic effect.

- ▶ High quality, durable materials such as masonry, including architectural concrete masonry units, architectural precast and architectural site cast concrete, stone and cast stone, architectural metal panels and glass should be used for street facing facades.
- ▶ The use of brick, architectural block or stone masonry veneer should adhere to the following guidelines:
  - Use of masonry where it can be seen as a thin veneer, such as an exposed brick edge at an outside corner, should be avoided.
  - Use of masonry should be allocated to maintain an appearance of mass and closure such as continuing around an entire building base or all sides of a smaller projecting bay, rather than spread thinly across a single facade which makes its absence on other facades more evident.
  - Transitions between masonry and other materials should occur either at horizontal features such as floor lines and sills or vertically at inside corners.
  - Details such as sills, belt courses, water table courses should be used where material transitions occur across horizontal divisions.
  - Masonry should be used to add scale and detail through patterning and relief.
- ▶ Durable materials that also provide scale and detail should always be incorporated close to pedestrian areas, near streets and entries and around the ground floor.
- ▶ Common CMU and tilt-up concrete construction is discouraged.
- ▶ Glazing within a facade which adjoins a public street, pedestrian walk or bikeway should be generally transparent as viewed from the exterior during daylight hours.
- ▶ Large walls of glass should incorporate a variety of mullion patterns, bay dimensions, glass types or detailing to provide human scale. Glass should recess behind the plane of the primary facade surface and prominent mullion systems. To provide Large, monolithic, flush glass walls are strongly discouraged.

**Architectural Design cont**

INTENT  
▼

5.1.4 Service and Equipment Areas

To minimize negative visual impacts of service areas on adjoining arterial and collector streets, public spaces and adjacent property.

**5.2 Multi-Unit Residential Development**  
5.2.1 Form and Scale

To ensure that the form and scale of multi-family residential architecture reinforces the desired character of streets and open spaces within the Gateway landscape.

To encourage building forms that provide human scale and orientation.

**STANDARDS**

- ▶ Service areas shall be located so that their function is not readily visible from or disruptive to adjoining public streets, pedestrian walks, open space and adjoining development.
- ▶ Screening enclosures shall be incorporated into building architecture and utilize the same materials as the principal building to the greatest degree practicable. Screening shall include walls or fences of adequate height to provide complete screening from normal eye level, within applicable zoning allowances, on all sides where access is not needed. A metal gate shall be included where necessary to complete screening from adjacent properties. Screening may be accomplished through landscaping of adequate height and density.
- ▶ Refuse storage and pick-up areas shall be combined with other service and loading areas to the extent practicable.
- ▶ Architectural screening of utility substations shall be required, including an architectural wall at least equal to the height of the equipment to be screened from view.
- ▶ Rooftop mechanical equipment, including satellite dishes and antennas, shall be screened from the view of public streets and open space. Screening shall be of a material similar in quality and appearance to other areas of the building facade and shall be incorporated into the building architecture to the greatest extent practicable.

- ▶ Buildings shall be designed to provide human scale, interest and variety. The following techniques may be used to meet this objective:
  - Variation in the building form related to the scale of individual dwelling units or rooms such as recessed or projecting bays, shifts in massing or distinct roof shapes.
  - Harmonious selection of window size, shape or patterns that relates to interior functions.
  - Emphasis of building entries through projecting or recessed forms, detail, color or materials.
  - Variations of material, material modules, expressed joints and details, surface relief, color, and texture to break up large building forms and wall surfaces. Such detailing could include sills, headers, belt courses, reveals, pilasters, window bays or similar features.
- ▶ Portions of buildings that are functionally limited from including significant window areas shall either be oriented away from public streets or shall make extensive use of the scaling methods defined above.
- ▶ The massing materials and details of garages and carports shall either be integrated into the primary building form or shall be complimentary to the primary buildings.
- ▶ Rooftop mechanical equipment, including satellite dishes and antennas, shall be screened to minimize the view from public streets and open space to the greatest degree practicable. Screening shall be of a material similar in quality and appearance to other areas of the building facade and shall be incorporated into the building architecture to the greatest extent practicable.

**GUIDELINES**

- ▶ Buildings within a development should share service areas to the extent practicable.
  - ▶ Switch boxes and electrical and gas meters should be screened or located out of view from the public street. All utilities and their connections shall be underground where permitted by the utility provider and other regulations.
- 
- ▶ Building forms and facades should provide an awareness of the activity within the buildings through frequent doors and windows oriented toward public streets and open space. Visibility of public spaces from within residences should contribute to the sense of community safety. Ground floor residences that adjoin a public street or open space should provide direct resident access to the public street or open space.
  - ▶ Variations of massing, fenestration, materials, color and detail should be combined and interrelated to create effective expressions of human scale. The highest level of detail should occur adjacent to areas of pedestrian activity.
  - ▶ Garages, carports and service areas should be screened from on-site residential and recreation areas to the greatest degree practicable. If separate from the primary residential buildings, they should be broken up into small structures that relate to the scale and location of individual residential units.
  - ▶ Buildings within a development should share service areas to the extent possible.

**Architectural Design cont**

## INTENT

**5.2.2 Material Detail and Quality**

To establish levels of material detail and quality commensurate with the desired character of streets and open space.

To use masonry in a manner that enhances its traditional appearance as a substantial material that provides structure, closure and detail.

**5.3 Single Family Residential Development****5.3.1 Massing and Orientation**

To coordinate the siting and orientation of individual residences so as to provide a consistent relationship to the street commensurate with lot size and character.



**Architectural Design cont****INTENT****5.3.2 Material Detail and Quality**

To use masonry in a manner that enhances its traditional appearance as a substantial material that provides structure, closure and detail.

**5.3.3 Garage Location and Orientation**

To minimize the dominance of garages on residential streets by providing a variety of street facing facades and garage locations.

▲ See Alternate Standard and Guideline for Green Valley Ranch Filing 39 & 45

STANDARDS

GUIDELINES

▲ D Front and side loaded garages shall be recessed behind the forward-most enclosed area of the residence, not including window bays; or front facing garages occupying less than 33 percent of the front elevation may be flush with the forward most enclosed area of the residence not including bay windows.

- D The use of brick, architectural block or stone masonry veneer should adhere to the following guidelines:
  - Use of masonry where it can be seen as a thin veneer, such as an exposed brick edge at an outside corner, should be avoided.
  - Masonry should be positioned to maintain an appearance of mass and closure such as continuing around an entire building base or all sides of a smaller projecting bay, rather than spread thinly across a single facade which makes its absence on other facades more evident.
  - Transitions between masonry and other materials should occur either at horizontal features such as floor lines and sills or vertically at inside corners.
  - Details such as sills, belt courses, water table courses should be used where material transitions occur across horizontal divisions.
  - Masonry should be used to add scale and detail through patterning and relief.

- D The prominence of garage doors viewed from the street should be minimized by such methods as subdividing them into multiple doors to reduce the scale, incorporating doors into the architectural character of the primary structure, placing other architectural features such as porches, bays and upper floors forward of the garage, deeply recessing front loaded, attached garages, or orienting the garage to the side or rear.
- ▲ D Four garage types are recommended:
  - Attached and recessed with front or side access;
  - Attached or detached with deeply recessed front access utilizing a long side yard drive, and possibly incorporating a side porte cochere;
  - Attached and recessed with side or rear access;
  - Detached and located to the rear of the lot with side or rear access.

**Landscape Design****INTENT****6.1 General Criteria**

To soften and mitigate the visual impacts of large buildings and expansive paved areas in the context of the open prairie landscape.

To recall the character of Denver's park and parkway system.

To reinforce the orderly character of open space that is intended to organize the location and orientation of building groups.

To provide transitions between developed areas and natural open space, as well as buffers between incompatible uses and activities.

To integrate and utilize landscape design to reinforce site design strategies such as enhancing arrival, entry circulation, open space and building placement.

▲ See Alternate Standard for Green Valley Ranch Filings 39 and 45.

**STANDARDS**

**GUIDELINES**

- ▶ Landscape plans shall be prepared which address all land areas of a lot which are not covered by buildings, streets or paved areas. Such plans will define all landscape construction, seeding and planting materials, and irrigation methods. All of the landscaped site area shall be included in one of the following categories:
  - Landscaped and irrigated;
  - Dryland seed;
  - Undisturbed natural landscape;
  - Xeroscape landscaping.
- ▶ Street tree plantings shall be required along all public streets. The City and County of Denver Streetscape Design Manual shall apply to all streetscaping.
- ▶ Minimum landscape requirements shall be as follows:
  - Overall site landscaping shall include not less than one tree per 40 linear feet of zone lot frontage and at least one tree and ten shrubs, or a combination of trees and shrubs per six hundred square feet of landscaped area, or equivalent landscaping as approved by the Planning Office.
  - The area within 20 feet of the front line of any zone lot, not otherwise occupied by structures, or within 20 feet of any zone lot line contiguous with any arterial street shall include at least one tree per 40 linear feet (or lesser spacing if consistent with the health of the species) of zone lot line or equivalent landscaping approved by the Planning Office. Such trees shall be spaced evenly and coordinated with the spacing of street trees in the adjacent public right of way. This area may also include the 10 foot parking area landscape strip where required. (Section 6.4.1)
  - Where two or more landscape requirements overlap, the stricter requirement shall apply.
- ▶ Along arterial street frontages, continuity of landscape treatment shall be maintained to the greatest degree possible with allowance for required access drives.
- ▶ Not less than 75% of the area within 20 feet of of each primary structure, including parking structures, shall be covered with live plant material including not less than one tree per 25 feet of horizontal building wall or equivalent landscaping approved by the Planning Office.
- ▶ Calculation of required landscape areas shall not include land areas directly adjacent to and within 10 feet of building walls that are occupied by pedestrian entries, sidewalks, driveways or loading docks. No landscaping is required where side walls of non-residential structures are within 10 feet of each other.
- ▶ Earth berms within any required setback area shall have a maximum slope of 3:1 and shall be planted with ground cover to prevent erosion, or shall use equally effective mitigation measures.
- ▶ Required landscaping shall meet the following minimum size requirements:
  - Deciduous trees — 2" caliper
  - Ornamental trees — 1-1/2" caliper
  - Evergreen trees — 5 feet tall
  - Shrubs — 5 gallon container
  - Vines and perennials — 1 gallon container

- ▶ Landscaping should visually frame buildings, and buffer parking, garage and service areas.
- ▶ Landscape character of adjacent lots should be coordinated.
- ▶ Landscaped areas bordering natural open space should create a transition from developed and irrigated landscape to natural prairie land forms and vegetation.
- ▶ Landscaping should be used to mitigate areas of undifferentiated building mass and screen walls.
- ▶ Water conserving planting design and irrigation practices should be employed.
- ▶ Existing healthy trees should be preserved to the greatest extent practicable. Existing damaged, decayed or diseased trees should be removed to protect remaining trees.

**Landscape Design cont**INTENT  
▼**6.2 Walls and Fences**

To provide for the coordination of design and location of walls and fences to maximize the positive interrelationship between buildings, public streets and open space.

To avoid the predominance of unarticulated street facing walls or fences and prevent "fence canyons".

To maintain an open and interconnected character on all street frontage throughout the Gateway communities.

**6.3 Streetscape within the Public Right of Way**

To utilize coordinated systems of landscape design along all public streets and parkways that relate the Gateway District to Denver's streetscape design traditions.

**STANDARDS**

- ▶ Walls and fences exceeding four feet in height that are located within the setback area adjoining a public street shall provide variety and articulation at intervals not exceeding 150 feet through not less than two of the following methods:
  - changes in plane of not less than 2 feet or 30° for a length of at least 4 feet;
  - expression of structure, such as post, column or pilaster;
  - variation of material;
  - variation of form, such as from solid to open pickets.
- ▶ The design and materials for walls and fences within commercial developments and within the common area improvements of residential developments shall be coordinated with the design and materials of the principal buildings in terms of color, quality, scale and detail. This is not intended to require identical materials and design, nor shall it apply to side and rear yard privacy fences of single family residences.
- ▶ The combined height of walls or fences on top of an earth berm shall not exceed the maximum permitted height for the wall or fence alone.

- ▶ Irrigated turf and street trees shall be provided in the tree lawn area per the requirements of the “Denver Streetscape Manual” with species, spacing, alignment and irrigation approved by the City Forester. Trees shall be a minimum 2” caliper at the time of planting. There shall be approximately one tree per 40 linear feet of lot frontage.
- ▶ Berms and inorganic ground covers shall not be permitted in the tree lawn area.
- ▶ Non-residential development areas with high levels of pedestrian activity shall be permitted to substitute paving and trees in grates in the tree lawn area. Street tree openings in walks shall be covered with minimum five-foot by five-foot tree grates and provided with five-foot by fifteen-foot tree wells containing planting soil. The area of walk over the well should be a reinforced concrete slab able to support a SU 30 truck.
- ▶ Where utility appurtenances that occur in the public right-of-way, such as switch boxes, telephone pedestals, transformers, utility meters and irrigation back flow preventors must be in the tree lawn, equipment shall be centered on the tree line and aligned with the curb. However, no equipment may be closer than 42 inches from the face of curb unless absolutely necessitated by utility requirements.
- ▶ Any proposed pedestrian lighting, street furniture and other amenities shall conform to the requirements of the “Denver Streetscape Manual.”

**GUIDELINES**

- ▶ Walls and fences exceeding 4 feet should be minimized in locations facing public streets.
- ▶ Synthetic stucco, or EIFS, should not be used as a cladding material for any site fencing or exterior screen wall unless used over a solid, durable and non-corrosive substrate such as masonry or cast in place concrete.
- ▶ Where chain link or similar forms of security fencing are required they should be screened from the view of adjoining streets, open space and development by building placement and landscaping.

- ▶ Street tree species should be selected to maximize the cohesiveness of each block without creating monocultures that may be susceptible to disease.
- ▶ Street trees should be aligned in straight rows parallel to the curb and centered in the tree lawn with a minimum distance of 25' from any street light (center of tree to center of light).
- ▶ Planting within the tree lawn area should be limited to grass and trees with shrubs and other decorative landscaping occurring behind the sidewalk. Tree lawns should be sloped to drain toward the curb at a preferred slope of two to three percent.

**Landscape Design cont**

INTENT  
▼

**6.4 Parking Area Landscaping**  
6.4.1 General Criteria — All Districts

To establish a dense landscaped edge and visual buffer where parking is adjacent to public streets.

To soften and mitigate the visual impacts of paved areas in the context of the open prairie landscape.

6.4.2 C-MU-10 District

6.4.3 C-MU-20 District

**STANDARDS**

**GUIDELINES**

- ▶ Specific portions of the City and County of Denver Rules and Regulations for the Landscaping of Parking Areas shall be superseded as follows:
  - Along arterial and collector streets within the Gateway parking lots shall be screened from view of the public sidewalk by a 10 foot street frontage landscape strip containing not less than a double row of shrubs and lawn or live ground cover. Shrubs shall be between 30 inches and 42 inches high at maturity. This landscape strip may fall within the required 20' front line landscape zone.
  - Extensive berms shall not be permitted as a method of parking lot screening along arterial streets and are discouraged along collector streets.
  - Medians dividing pods of continuous parking shall be not less than 12 feet wide and shall be landscaped with trees, shrubs, lawn or ground cover and fully irrigated. Trees shall be provided at a spacing of not less than one per 40 linear feet of median.

- ▶ Landscaping around parking lots should be designed so as to screen the view of parked cars from the street and reduce the impact of headlights on nearby development.
- ▶ Landscaped areas in and around surface parking lots should be laid out with the intent of minimizing the perception of large, continuous expanses of pavement.

- ▶ Surface parking areas on zone lots adjoining arterial streets shall provide enhanced landscaping in parking areas located within 70 feet of the arterial street right-of-way. Enhanced landscaping shall consist landscaped islands equal in width to one parking stall and including at least one tree, at the following intervals:
  - 1 per every 8 contiguous parking spaces;
  - and, 1 at the end of each row of parking spaces that are not parallel to the right of way,
- ▶ Surface parking areas on zone lots adjoining collector streets shall provide enhanced landscaping in parking areas located within 70 feet of the collector street right-of-way. Enhanced landscaping shall consist of landscaped islands equal in width to one parking stall and including at least one tree, at the following intervals:
  - 1 per every 12 contiguous parking spaces in rows parallel to the right of way,
  - and, 1 at the end of each row of parking spaces that are not parallel to the right of way.

- ▶ Surface parking areas on zone lots adjoining arterial streets shall provide enhanced landscaping in parking areas located within 70 feet of the arterial street right-of-way. Enhanced landscaping shall consist landscaped islands equal in width to one parking stall and including at least one tree, at the following intervals:
  - 1 per every 12 contiguous parking spaces in rows parallel to the right of way, and
  - 1 at the end of each row of parking spaces that are not parallel to the right of way.

**Signage and Lighting**

INTENT



**7.1 Signage**

To establish comprehensive signage programs coordinating the design and placement of signage with site and architectural design objectives.

To encourage coordinated sign programs governing multiple buildings and development sites.

**7.2 Lighting**

**7.2.1 Street Lighting — Public Rights-of-Way**

To provide lighting that provides for safety and consistent appearance in conformance with Denver Standards throughout the Gateway District.

**STANDARDS**

- ▶ All signage is subject to the controls of the zone district in which it occurs and is subject to further review under the provisions of these rules and regulations.
- ▶ All developments subject to the provisions of Section 59-535.11(3) or 59-430.13 shall submit a Common Signage Plan, including both identity and directional signage. The Common sign Plan shall be inclusive of the largest practicable project area such as subdivisions, business campuses, shopping centers, or building groups. The Common Signage Plan shall indicate the following information:
  - proposed or allowed locations for all ground and building mounted commercial signage;
  - maximum number of signs allowed for each area, building or use;
  - computation of total maximum sign area;
  - maximum areas for individual signs;
  - sign heights;
  - proposed or permitted sign sizes, types and illumination.
- ▶ Within the Gateway the maximum sign numbers and areas shall be as follows:
  - Maximum of one building mounted sign per building and one freestanding sign per street frontage for each commercial development. A commercial development being defined as a single or multi-building project including office, hotel, retail and or service uses.
  - Maximum of one building mounted sign or building mounted sign per retail tenant within a commercial development, per approved comprehensive sign plan.
- ▶ Maximum height of individual letters, figures, insignia or devices shall be 48 inches for signs facing Pena Boulevard and within 200 feet of the Pena Boulevard right-of-way, and shall be 36 inches for all other signs.
- ▶ Ground signs shall be set in at least 10 feet from every boundary line of the zone lot.
- ▶ Internally illuminated awnings shall not be permitted.
- ▶ No advertisements shall be permitted on fences. No advertisements other than identification signs for owners and tenants shall be permitted on walls. Identification signs on walls shall be treated as wall signs for the purposes of sign regulation.
- ▶ In residential areas and mixed-use developments that include residential uses, signage shall be located and illuminated in such a way as to avoid adverse impacts such as light or glare into residential units or yards.
- ▶ The spacing, location, height, fixture style, light source and level of illumination shall be subject to the Standards and review of the City of Denver and the Public Service Company.
- ▶ All light fixtures shall be of a uniform design. Pole and fixture color shall be Federal Green No. 14056.

**GUIDELINES**

- ▶ The Comprehensive Sign Plan should specify standards for consistency among all signs affected by the plan with regard to locations on buildings, colors and illumination.
- ▶ Signs should be carefully integrated with the site, landscape and architectural design context within which they are located. Size, shape and proportions should be compatible with the size and scale of the surroundings and should not compete with or obscure other design features of the site, landscape or structures. Signage should be of compatible colors and materials.
- ▶ The comprehensive sign plan should encourage joint identification signage and should limit the number of freestanding signs to one for each street front on which the zone lots included in the plan have frontage.
- ▶ The comprehensive sign plan should specify standards for consistency among all signs with regard to colors, lighting, locations, size and proportions.
- ▶ Placement of fixtures should provide a coordinated and organized appearance that works with placement of street trees, curb cuts, signage and other features to contribute to the overall continuity of the streetscape.

**Signage and Lighting cont****INTENT**

7.2.2 Pedestrian Lighting — Public Rights-of-way	To provide consistent systems of pedestrian lighting that add to the character, aesthetic appeal and safety of the Gateway District and thereby promote greater pedestrian activity.
7.2.3 Parking Area Lighting	To light parking areas in a consistent, attractive and unobtrusive manner that minimizes off-site impacts.
7.2.4 Accent and Security Lighting	To light building architecture and site areas so as to accentuate design features and promote security in an attractive and understated manner that minimizes off-site impacts.

**STANDARDS**

**GUIDELINES**

- ▶ Pedestrian lighting shall use consistent fixtures, source colors and illumination levels.
- ▶ To prevent glare and light pollution, light fixtures shall be downcast or low cut-off fixtures.

- ▶ When pedestrian lighting is used in conjunction with street lighting, the pedestrian lighting should be clearly distinguishable from the ambient street lighting to clearly define the pedestrian path of travel.
- ▶ Light sources should generally be metal halide, however, low wattage high pressure sodium may be desirable in some residential settings where glare may be an issue.
- ▶ Lighting should be designed to provide even and uniform light distribution without hot spots, dark spots or glare. Lighting should be designed to minimize dark areas that could pose a security concern near pedestrian areas. Pedestrian circulation systems should be highlighted by visible light sources that clearly indicate the path of travel ahead.
- ▶ Placement of fixtures should provide a coordinated and organized appearance that facilitates uniform light levels and works with the placement of sidewalks, landscaping, signage, building entries and other features to contribute to the overall continuity of the streetscape and development. The use of a greater number of low fixtures in a well organized pattern is preferred over the use of a minimum number of tall fixtures.

- ▶ Parking and interior drives shall be lighted to provide functional, attractive, and unified lighting system throughout the lot.
- ▶ Fixtures shall be of low cut off, flush lens design to minimize spill light and glare onto adjacent properties. Parking area lighting adjacent to residential development shall direct the light away from residential units and limit off-site light levels.
- ▶ Parking lot lighting and other general site lighting shall be designed and located to avoid glare within 75 feet of the First Creek and Second Creek 10 year Flood Plane Boundaries.
- ▶ The maximum height of parking lot light fixtures shall be:
  - 24 feet when the fixture is within 75 feet of the zone lot line;
  - 40 feet when the fixture is located beyond 75 feet from the zone lot line, provided that for mounting heights in excess of 24 feet, the distance of the fixture to the site's boundary shall not be less than three times the mounting height.
- ▶ Parking area lighting shall be extinguished one hour after the close of business, except as needed to provide for minimum security levels.

- ▶ Parking area lighting should complement the lighting of adjacent streets and properties and should use consistent fixtures, source colors and illumination levels. When adjacent to pedestrian circulation and gathering areas, parking area lighting should not over power the quality of pedestrian area lighting.
- ▶ Poles should be placed to provide a unified, organized appearance throughout the parking area or development and should provide even and uniform light distribution. The use of a greater number of low fixtures in a well organized pattern is preferred over the use of a minimum number of tall fixtures.
- ▶ Light sources should be metal halide.
- ▶ At no point should lighting levels in parking and service areas, including service stations, exceed 8 foot candles when measured at the ground.

- ▶ Architectural accent lighting shall be limited to indirect lighting of architectural features only. No bare bulb or exposed neon lighting shall be used to accentuate building forms or details. Colored accent lighting is not permitted. Holiday lighting displays are exempted from restrictions on bare bulbs and colored accents.
- ▶ Accent fixtures providing direct illumination shall be in character with the architectural and landscape design character of the development.
- ▶ Service area lighting shall be confined within the service yard boundaries and enclosure walls. No spill-over shall occur outside the service or storage area. The lighting source shall not be visible from the street. Lights at service or exit doors shall be limited to low wattage downcast or low cut-off fixtures that may remain on through out the night.

- ▶ Building lighting should only be used to highlight specific architectural features. Lighting of architectural features should be designed with the intent of providing accent and interest or to help identify entry and not to exhibit or advertise buildings or their lots.
- ▶ Accent lighting of landscape should be low level and background in appearance.
- ▶ Outdoor storage areas including auto and truck parking and storage should be illuminated from poles similar to those used for parking lot lighting, but at lower illumination levels.
- ▶ Security lighting should be limited to low intensity specialty fixtures. The light source should not be visible from the street or adjoining properties. Other wall mounted security lighting is discouraged.



**DEVELOPMENT**

**REVIEW PROCESS**



Because the Gateway consists of primarily raw land, the development review process is more complex than elsewhere in the City. Coordination within and between ownerships and coordination of public and private improvements is essential to achieving the goals for Gateway development. The review process utilizes existing review processes to the extent possible. The steps are:

- ▶ Pre-application conference (required)
- ▶ General Development Plan (optional except in certain cases)
- ▶ Subdivision (required)
- ▶ Site and Development Plan (required)
- ▶ Special Review Uses (if applicable)

All of the required processes may be undertaken concurrently; however, both the applicant and City must establish timing and overlapping requirements of each of the processes. To facilitate the processing, the Planning Office will designate a project coordinator for each proposed development in the G-1, G-2, and G-3 zone districts.

### **Preapplication conference**

A preapplication conference is the required first step to establish the required review processes for a development proposal, to collect available information about the property, and to identify any approvals already in place. The preapplication conference will be with the Planning Office.

### **General Development Plan**

The General Development Plan (GDP), which is a process unique to the Gateway, is an overview plan for City agencies and the applicant to look at how all of the components of Gateway development--framework features, infrastructure, especially streets system and drainage system, and land use--are integrated on a particular piece of land. In other words it provides a chance to identify potential opportunities, constraints, inter-relationships, and conflicts; and, it is an overview of how the regional, subregional, and local infrastructure components will relate to the buildings and improvements. The GDP is intended to be a conceptual plan for as large a piece of property as possible, and the review, in turn, will also result in a conceptual approval.

A GDP is required only if, as stated in the zoning, one of four situations exist:

- ▶ The street plan (Attachment A) is to be altered;
  - ▶ The primary storm drainage system (Attachment C) is to be altered;
  - ▶ A drainage basin boundary (as defined by Denver Wastewater) is to be altered;
- or,

If none of these situations exist, the GDP is optional. A GDP submittal must include the following to be considered complete:

- ▶ Vicinity map
- ▶ Ownership map
- ▶ Map showing existing features including, but not limited to, buildings and other improvements, streets, drainageways, detention or retention ponds, wetlands, creeks [what else]

- ▶ Map showing zone district designation and expected land uses
- ▶ General location, height, and density and proposed mitigation for special review uses
- ▶ General locations of storm drainage improvements
- ▶ Locations of arterial and collector streets highlighting changes to the street plan
- ▶ Locations of access points to arterial streets
- ▶ Locations of any required dedications for parks, creek corridors, schools, or transit
- ▶ General location(s) of organizing features and pedestrian focus areas in G-3
- ▶ General locations of pedestrian and bicycle trails
- ▶ Narrative description of intent including general land uses, special review uses, the intended character of development, and the expected phasing of development

■ **The review process involves the following steps:**

1. Submittal of application to Zoning Administration
2. Distribution of application to Development Review Committee
3. Notice of application on file to property owners within 200 feet
4. Written comments from agencies and other property owners within 21 days; if not received within 21 days, the agency will be deemed to have given conceptual approval.
5. Summary of referral comments and preliminary recommendation within 28 days
6. Meeting of applicant and Development Review Committee, if

necessary, to discuss and respond to comments of referral agencies

7. Final recommendation in writing based on preliminary recommendation and Development Review Committee meeting within 45 days of submittal

Any significant amendments to the land use or infrastructure in a General Development Plan will be reviewed and approved through the same process.

**Subdivision**

The first required step in the process of urban development in the Gateway is submittal of a subdivision plat. The subdivision plat (Chapter 50, RMC and Subdivision Rules and Regulations, City and County of Denver) must include dedications for streets, parks, creek corridors, schools, and other public facilities; storm drainage and detention; access drives; utility systems; easements; and, lot layout appropriate to the planned uses. The subdivision plat is reviewed and approved by the Development Review Committee utilizing established review criteria for each agency. The Planning Office will also look at conformity with the General Development Plan. The Subdivision Rules and Regulations also establish the standard construction requirements for arterial, collector, and local streets. A subdivision plat must be approved by all affected agencies and passed by City Council before being recorded and filed with the City Clerk.





## Development Plan

### Review Process

The purpose of development plan review is to integrate the site plan review process, as established in 59-616 (Special zone lot plans for planned building groups), and the design review process. The site and design review processes set forth here have reviews at common points to make the process more manageable for applicants.

Section 59-430.11 (Development plan review) provides the Planning Board with the authority to adopt rules and regulations for specific land areas zoned as OS, R-MU, or C-MU districts. In this case, the rules and regulations pertain to the Gateway area adjacent to Denver International Airport. These rules and regulations for the Gateway establish intents, standards, and guidelines for review of development plans and slightly modify the review process to shorten the time for Schematic Plan review. Once adopted by the Planning Board, these Gateway rules and regulations supercede the process, timeframes, application contents, and criteria for design review, but not for the site plan review process of 59-616 (Special zone lot plans for planned building groups).

#### ■ Applicability

In the Mixed Use districts of the Gateway, all construction of use by right or use by special review structures or additions to such structures shall be subject to the development plan review process set forth in 59-616 (Special zone lot plans for planned building groups), and rules and regulations promulgated thereunder. A property subject to the design review procedures of any overlay district or Chapter 30 (Denver Landmark

Preservation Ordinance) shall not be subject to the design review procedures set forth herein.

#### ■ Review

All structures shall be subject to the design standards and guidelines using the review procedures described below prior to issuance of a zoning permit.

#### ■ Review process

Review shall consist of the following three (3) phases. Review phases may be combined or eliminated at the discretion of the Zoning Administrator with concurrence of the Planning Director.

1. Pre-submittal conference. Prior to filing an application, the applicant and the Urban Design Division of the Community Planning and Development Agency (CPDA) shall have a pre-submittal conference to discuss the application and process. The pre-submittal conference may occur with the site plan pre-submittal conference or at the site plan schematic phase. The applicant should be prepared to provide information about the proposed uses, project program, building pad or footprint, and project phasing. The Urban Design staff should be prepared to provide information about the relationship to site plan review, contents of the design review application, and any special considerations for the proposed development project
2. Schematic (concept) design phase. The architectural schematic design application typically is submitted at the time of the preliminary phase of the site plan review process.

3. Design development phase. The architectural design development application may be submitted during or after the final phase of site plan review.

**■ Application**

*How to file*

All applications shall be filed with Zoning Administration. Zoning Administration shall review an application for completeness and, if found to be complete, the application shall be transmitted to the Urban Design Division for review.

*Contents*

1. Schematic (concept) design phase. Site plan (as submitted for site plan review), context photos of site and immediately adjacent properties, building massing and/or elevations for all four sides of the building, and floor plans and other supporting materials required to understand the exterior design concept including building sections, and plans for future development phases.
2. Design development phase. Final site plan, landscape plan, building elevations, building materials, façade details and treatments, and further iterations of all items required for review in the schematic design phase.

**■ Review, recommendation decision and time frames**

Review shall be conducted by the Urban Design Division staff.

1. Schematic (concept) design phase  
Review at schematic design phase shall be completed within fifteen (15) days after the submission of a complete application the Urban

Design Division by Zoning Administration. The Urban Design Division shall make a determination of consistency of the application with the standards and guidelines and shall identify additional issues or inconsistencies with the standards and guidelines to be addressed in the Design Development submittal.

2. Design development phase Review at design development phase shall be completed within thirty (30) days after the submission of a complete application to Zoning Administration. The Urban Design Division shall make a determination of consistency of the application with the standards and guidelines and resolution of any issues or inconsistencies identified in the schematic plan review phase. The Urban Design Division shall then make a recommendation to the Zoning Administrator to approve, approve with conditions, or deny the application.
3. Extension. Review periods may be extended by an amount equal to any delay caused by the applicant or with the applicant’s consent.

**■ Intents, standards, and guidelines**

Review shall be based on the intents, standards, and guidelines contained in these rules and regulations.





# ADDENDUM

## Alternate Standards and Guidelines for Green Valley Ranch Filings 39 & 45

The intent of the alternate standards is to provide a variety of design approaches for a specific geographic location within Green Valley Ranch. These standards will reflect an increased diversity of building forms while providing a range of opportunities within the neighborhood. The alternate standards will be limited to Green Valley Ranch filings 39 and 45 to provide a limited number of sites within a unique environment in which to test the modifications. Future amendments to the Guidelines reflecting these alternate standards are not assumed until demonstrable improvement to the variety of forms is determined to have broad applicability throughout the remainder of the context.



## Section 2.2 Public Sidewalks

### Alternate Standards

- All public streets shall include detached pedestrian sidewalks parallel to the curb. Sidewalks shall be a minimum of 5 feet wide and shall be detached and separated from the back of curb by a landscaped tree lawn not less than 7 feet 6 inches in width. Sidewalks shall connect at corners and align across intersections. All private streets shall include pedestrian sidewalks. Sidewalks shall be a minimum of 5 feet wide and shall be detached. Detached sidewalks may meander or be parallel to the curb and shall be separated from the back of the curb or pan by a landscaped tree lawn not less than 5 feet in width. Street sidewalks shall be connected to open space trails at the intersections of street and open space systems or at the nearest practical location. This standard is not intended to apply to alleys or courts that serve primarily for auto access as long as alternative pedestrian sidewalk access exists on a separate frontage.

Changes to the Lot and Block Pattern language are intended to provide design flexibility for private streets within a development site. This change will be consistent with our citywide approach to the design of private streets. In this location, the flexibility will allow for a modified streetscape intended to integrate into the golf course, regional open space amenity and trail system.

## Section 5.3.3 Garage Location and Orientation

### Alternate Standards

- No more than two of the same prototype may be placed in a row. Submittals shall include the models of the two adjacent homes on each side of the lot to be constructed (if known).
- Front pedestrian entrances shall be prominently featured on the front façade of the structure and provide direct connections to the sidewalk. No portion of the structure shall be placed between the entrance and the sidewalk.
- At least 50 percent of the dwellings within a subdivision shall have either front loaded garage doors flush or recessed behind the front facade of the dwelling or rear loaded garages. Documentation of the conditions is the responsibility of the applicant.
- Where ten lots in a row face the same street, not less than four of the homes shall have an attached and recessed garage with front or side facing garage orientation. Documentation of the conditions is the responsibility of the applicant.
- No more than 25 percent of the dwelling units within a subdivision shall have street facing garage door openings extending forward of the front façade. Documentation of the conditions is the responsibility of the applicant.
- Front loaded garages extending forward of the front façade may project no more than 4 feet and shall meet one of the following:
  - Garages recessed a minimum of two feet beneath a second floor bay.
  - Living space directly above the garage. Such living space shall cover a minimum 40 percent of that portion of the garage in front of the front facade of the living unit.
  - Includes a defined outdoor space (such as a patio or courtyard surrounded by a masonry wall or fence no more than 42 inches in height) that is designed to include the entire front yard space between the front facade of the living unit and the front facade of the garage, developed to extend outward to be at least flush with the garage door opening
- Side facing garage doors may extend forward of the front facade the distance of a two car garage. Garages that are adjacent to the street but that have side-facing garage doors (perpendicular to the street) may extend forward of the front façade and shall have architectural details, masonry, and/or windows that mimic the features of the living portion of the dwelling on the side of the garage facing the street.
- Drive aisles shall be reduced to a maximum of 16' at the sidewalk.

- Three Car Garage Orientation. The third bay of any three car garage shall have a different orientation from the first two; shall be off-set by two feet when having the same orientation; or shall be tandem to the first two. No proposal will exceed three garage bays.

Alternate Guidelines

- Five garage types are recommended:
  - Attached and recessed with front or side access;
  - Attached or detached with deeply recessed front access utilizing a long side yard drive, and possibly incorporating a side porte-cochere;
  - Attached and recessed with side or rear access;
  - Attached and projecting with front or side access;
  - Detached and located to the rear of the lot with side or rear access.

Changes to the Garage Location and Orientation standards are intended to provide for an increased variety of building forms prototypical to the suburban context in similarly situated developments within the metro area. These modifications will allow for an increase in building forms, reduce or maintain the impact on the pedestrian environment, and allow for a variation of

the building form envisioned by Amendment 11 to the Denver Zoning Code providing an Attached Garage Alternative (DZC Section 3.3.6.3).

**Section 6.1 Landscape Design**

Alternate Standards:

- Not less than 75% of the area within 20 feet of each primary structure, including parking structures, shall be covered with live plant material including not less than one tree per 25 feet of horizontal building wall or equivalent landscaping approved by the Planning Office. Not less than 60% of the area within 20 feet of each primary structure, including parking structures, shall be covered with live plant material when utilizing synthetic turf as non-live plant material including not less than one tree per 25 feet of horizontal building wall or equivalent landscaping approved by the Planning Office.

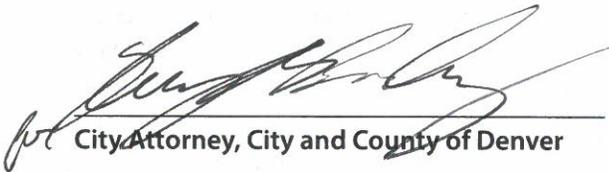
Changes to the Landscape Design standards are intended to reduce both water consumption and landscape maintenance. These modifications will allow for an increase in coverage of artificial turf, but will maintain the live landscaping requirements in all other installations.

## SIGNATURE PAGE

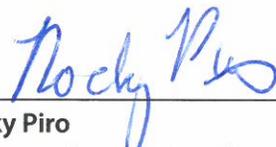
RULES AND REGULATIONS ADOPTED PURSUANT TO DENVER  
REVISED MUNICIPAL CODE SECTION 12.18. PUBLIC HEARING HELD  
ON JUNE 19, 2013.

DESIGN STANDARDS AND GUILIELINES FOR DENVER GATEWAY  
Adopted, 26 JUNE, 2013

APPROVED FOR LEGALITY

  
\_\_\_\_\_  
City Attorney, City and County of Denver

APPROVED AND ADOPTED

  
\_\_\_\_\_  
Rocky Piro  
Manager, Community Planning and Development