DESIGN GUIDELINES
for GOLDEN TRIANGLE/B-8-G ZONE DISTRICT

URBAN DESIGN STANDARDS AND GUIDELINES
COMMUNITY PLANNING AND DEVELOPMENT AGENCY

CITY and COUNTY of DENVER
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A. CONTEXT

Land use and design in Denver’s Golden Triangle neighborhood are regulated by the B-8-G zone district and guided by the Golden Triangle Neighborhood Plan. The zone district mandates that the design of all new projects and significant renovation of existing buildings be approved by the Community Planning and Development Agency (CPDA). The Denver Planning Board adopted the design procedures and criteria as rules and regulations for CPDA.

The design criteria address the quality of the urban environment, recognizing that it is ultimately formed by countless individual creative decisions. The standards and guidelines are intended to present design principles that encourage development that promotes cohesiveness and compatibility with the existing and desired character of the area, as well as excellence in urban design. They are not intended to restrict innovation, imagination or variety in design. If an alternative design can be demonstrated to achieve the desired character better than the general criteria, the Urban Design staff may consider a substitution.

The design criteria implement the B-8-G design review procedure (RMC Section 59-399.9) and are based on the fundamental objectives contained in the zoning ordinance:

- To spatially define the street spaces and open spaces in order to promote the image of a cohesive, identifiable, pedestrian-oriented neighborhood;
- To respect the parkway character of Speer Boulevard as it passes through the neighborhood; and
- To respect the civic character of the Civic Center area.

The criteria are also consistent with the more specific design goals articulated in Denver Comprehensive Plan 2000, Blueprint Denver: An Integrated Land Use and Transportation Plan and the Golden Triangle Neighborhood Plan.

These design standards and guidelines also reference other review criteria and documents, including:

- PUD/PBG Site Plan Rules and Regulations, including design regulations for development along designated Commercial Corridors
- Rules and Regulations for the Landscaping of Parking Areas, 1991
- Civic Center Design Guidelines, 1996
- Design Guidelines for Landmark Structures and Districts, 1995

B. NEIGHBORHOOD

The City and County of Denver adopted the Golden Triangle Neighborhood Plan in 1998. That plan set forth a vision of the neighborhood as a community with a mixture of housing, office, commercial, destination and neighborhood-serving retail; a walkable neighborhood with active pedestrian-oriented public uses on the ground floors of mixed-use projects, generous sidewalks, enhanced streetscaping, and building design with human scale and detail. Preservation of
Golden Triangle – B-8-G zoning boundaries
historically significant buildings and design of contemporary structures is key to creating a unique character and sense of place for the Golden Triangle. The Golden Triangle is envisioned as an eclectic neighborhood where no specific architectural style is intended. However, all projects should be responsive to context, influenced by adjacent buildings’ scale and architectural character.

C. DOCUMENT ORGANIZATION

There are two sections to the Golden Triangle Design Review Criteria document: procedures for design review and design criteria for evaluating proposed development projects.

The review procedures are intended to be clear and precise, yet flexible enough to satisfy project-development schedules and design intentions. The applicant or designer using this document should be familiar with the procedures for design review before referring to the standards and guidelines in this document.

D. TERMS

The design criteria are the objectives and requirements for design of new projects and are listed under three headings for each review category: Intent, Standards and Guidelines.

1. Intent Statements

Intent statements define the goals which the design review criteria have been created to achieve. In circumstances where the standard or guideline is in question or under negotiation, the intent statement will serve to provide additional direction to the Urban Design staff and the design team.

2. Design Standards

Design standards are criteria that provide specific direction based on the stated intent. Standards are used to denote issues that are considered fundamental to achieving the stated intent. Standards provide the basic design foundation that is expected of every project.

Standards use the term “shall” to indicate that compliance is required by all projects. Some standards are based on requirements of the Zoning Code and cannot be waived through the Design Review procedure. Other standards are based on design principles separate from zoning code regulations and may be waived in exchange for better achievement of the stated intent and overall improvement to the design. The Urban Design staff may find cause to modify one or more standards if the applicant demonstrates that one or more of the following conditions exists:

- The alternative, such as expressed in the Guidelines, better achieves the stated intent;
- The intent which the standard was created to address will not be achieved by application of the standard in a particular circumstance;
- The application of other standards and guidelines to achieve the stated intent will be improved by not applying a standard; or
- Unique site factors make the standard impractical or cost prohibitive.

3. Design Guidelines

Design guidelines are design considerations that promote the goals defined by the intent statements. Guidelines allow more flexibility than design standards for projects that intend to meet the design goals by means other than
the basic standards. Complying with some or all of the guidelines may act as a substitute for the standards in some circumstances when used in conjunction with the intent statements. Design approvals based on use of the guidelines must result in an improved design that benefits the district as well as the individual project. Design approvals based on the guidelines, rather than standards, require more discussion and negotiation between the City staff and the development team.

**E. APPLICATION OF DESIGN CRITERIA**

As authorized by RMC 59-399.9, design review under these design standards and guidelines is mandatory for:

1. Project layout and design of the lower eighty feet (80\') of facades that face a public street of:
   a. All structures constructed in the B-8-G zone district;
   b. The renovation of existing structures where the renovation is valued at more than fifty-percent (50\%) of the replacement cost, excluding land costs, and the renovation includes alterations to the exterior of the structure.

2. Project layout and design of the entire façade of buildings on lots contiguous with Speer Boulevard, as outlined in RMC 59-399.4(a)(3).

3. Projects that apply for a density bonus in exchange for design review of the entire structure, as outlined in RMC 59-399.4(b)(3).

4. Projects that apply for floor area premium for public art, as outlined in RMC 59-399.4(b)(2)(f).

The design review procedures and criteria do not apply to structures that are reviewed under other City design review ordinances, including overlay districts and Historic Landmark structures and districts.

Other jurisdictional overlaps include:

1. Denver Department of Public Works manages and regulates the public right of way.

2. Denver Landmark Preservation Commission has design review authority over buildings located in Historic Landmark Districts and buildings designated as Denver Landmark Preservation structures. LPC also has design review authority over any changes to the Speer Boulevard Historic Parkway right of way. LPC may be provided an opportunity for a courtesy (non-binding) review of all projects on properties adjoining Historic Districts.

3. Denver Department of Parks and Recreation coordinates changes to the Speer Boulevard right of way with the Denver Landmark Preservation Commission and the Department of Public Works. DPR also shares jurisdiction over development along designated parkways, including Speer Boulevard, and a segment of 14th Avenue.

4. Denver Community Planning and Development Agency coordinates and approves all planned developments and planned building groups.
Civic Center Landmark District
Speer Boulevard Parkway
Design review will be conducted by the Urban Design section of the Community Planning and Development Agency under the direction of the Director of CPDA or the Director’s designee.

**A. SUBMITTAL REQUIREMENTS**

**Preapplication Conference:** A mandatory meeting shall be held between the applicant and appropriate urban design, planning and zoning staff to review the scope of the project and to inform the applicant of relevant city plans, policies, regulations, review processes and procedures, and to provide a list of relevant registered neighborhood organizations (RNOs). Applicants are encouraged to meet with CPDA staff early in the planning process.

**Neighborhood Presentation:** No less than 30 days prior to submitting the design review application to the Zoning Administrator, the applicant shall contact and, if requested, present proposed project to the RNOs. In the event of requests from multiple neighborhood organizations, a joint meeting may be held.

**Optional Schematic Conference:** Applicant may meet with CPDA staff to review the schematic design and site plan in order to receive comments and to identify issues.

**Design Review Application and Submittals:** The applicant shall submit a complete Design Review application packet to Zoning Administration, which shall forward the packet to the Urban Design section of CPDA. The applicant shall provide duplicate submittals that the Urban Design Section shall forward to RNOs whose boundaries include the subject property within five days of receipt. Sufficient information and detail must be provided to fully evaluate relevant issues.

A complete application shall include:

- Completed application form, a point by point narrative description of how the proposed project meets the design criteria (standards, guidelines or other means of meeting the design intent statements), intent to utilize floor area premiums (if applicable), requests for special considerations such as phased approvals, and proof of neighborhood notification and presentation;
- Project program, parking provisions, area and FAR calculations;
- Drawings describing the project elements subject to design review, including but not limited to:
  - Site and context plan, including proposed setbacks;
  - Ground floor plan, showing all entrances;
  - All other floor plans as necessary to describe typical massing;
  - All building elevations and architectural façade details, in color renditions;
  - Landscape plan;
  - Photographs of street-facing facades of existing buildings adjoining and across from the proposed project;
  - Building materials and description;
  - Colored elevation renderings if requested; and
  - Other information as requested.
Design Review: Urban Design staff shall review the submittal for conformance with the B-8-G Design Criteria, Denver Comprehensive Plan (including adopted neighborhood plans), relevant City policies, rules and regulations. Written comments received by the Urban Design Section from RNOs within 15 days of notification by the Urban Design Section will be considered. Urban Design shall approve, approve with conditions, or deny the application. The Design Review decision shall be forwarded to the Zoning Administrator and to the applicant.

Schedule: A Design Review decision will be rendered in no more than 30 calendar days after the submission of a complete application to the Zoning Administrator, or the design shall be considered approved. An interim meeting may be held to review the proposed project and to provide preliminary comments within the 30-day period. The time for review may be extended by mutual consent. The Zoning Administrator shall not issue permits for use and construction until the Urban Design section of CPDA certifies that design review has been completed and the conditions have been met, or until the review period, as it may have been extended, has elapsed.

Approval Expiration: Design approvals at each project phase will be valid for a period of three years, unless the nature of the approved phase of the overall project significantly changes. The applicant may request an extension of the approval period without additional design review, provided the originally approved project has not been changed.

Compliance Confirmation: Zoning and Urban Design staff will confirm that Construction Documents are consistent with design approvals prior to issuing zoning permits. Any proposed changes to the approved building design must be resubmitted for review.

Appeals Process: Appeals by any aggrieved party will be heard by the Denver Board of Adjustment for Zoning Appeals following the Board’s rules for public hearings. Appeals must specify the grounds upon which the relief is claimed and must be filed within 15 days of the action that is being appealed.
DESIGN REVIEW CRITERIA
The Design Standards and Guidelines are structured around five major areas of consideration in the analysis of the urban design qualities of a public or private development: Site, Architecture, Landscape Architecture, Public Art, and Sign Design Review.

A. SITE

1. STREET GRID

**INTENT**
- To maintain the grid patterns of streets, blocks and alleys to reinforce the existing urban structure.
- To maximize uninterrupted pedestrian access to enhance and maintain the pedestrian-oriented character of the neighborhood.
- To enhance the variety and interest of the street environment for pedestrians.
- To retain essential scale and pattern of development resulting from traditional street and alley grid established by a public alley.

**STANDARDS**
- Public street shall remain open to pedestrian and vehicular access.
- Pedestrian access shall be maintained along street grid system.
- Minimize the number of curb cuts on the street.
- Alley vacations shall not be allowed except in limited circumstances, such as on non-standard blocks or in situations as outlined in the Guidelines and the Speer Boulevard Sub-Area.
- Implement the Golden Triangle neighborhood streetscape plan.

**GUIDELINES**
- Multiple access choices provided by the Denver street and alley grid system should be maintained.

- Avoid closing portions of the grid.
- Avoid displacing traffic load from one street to another.
- Alley vacations may be approved if the proposed project clearly demonstrates achievement of the intent statements, and if the alley vacation results in increased pedestrian and vehicular safety, a more logical development, and the development reflects the scale and massing typically established by the alley.
- Use of the public right of way may be allowed if the proposed encroachment enhances the street environment.

2. ACCESS AND SITE CIRCULATION

Note: All vehicular access shall be approved by Department of Public Works/Transportation Engineering. The Department of Parks and Recreation shall also review vehicular access on Speer Blvd.

**INTENT**
- To maximize uninterrupted pedestrian access within a given block to enhance and maintain the desired character of the district as a walkable neighborhood.
- To minimize the visual presence of auto circulation, as well as service functions such as deliveries and refuse pickup.
- To minimize the presence of auto-related functions visible from the street, and between the primary buildings and the street.
- To minimize the number of curb cuts and access points on a block or street frontage.

**STANDARDS**
- The Department of Public Works generally grants one access per project.
If more than one access is necessary for the safe and efficient movement of traffic as established by the Traffic Impact Study, the City may grant additional access on a case-by-case basis.

- Porte-cochere type entries, drop-offs or drives shall not be parallel to the street/sidewalk.
- Garage doors and gates shall be set back from the ROW to avoid vehicles blocking the sidewalk (usually a minimum of ten feet [20']). Architectural scaling elements shall be used to minimize apparent size of garage doors.
- All service functions shall be accommodated off the alley or interior to the building.
- Vehicular uses, including parking, shall not be located in the front setback, or between the primary building and the street ROW. Service functions shall not be visible from the street ROW.

**GUIDELINES**

- Developments should provide site access for vehicles via alleys and avoid or minimize curb cuts.
- Driveways should be oriented 90 degrees to the street. Porte-cocheres may be accepted if they are located at 90 degrees to the street.
- Driveways visible from the public ROW should incorporate surface patterns that provide scale, texture and variety. Right of way concrete should be plain and uncolored.
- City-designated passenger curbside loading zones in the right of way are acceptable, provided the loading zones do not erode or interrupt the tree lawn.
- Shared drives are encouraged.

### 3. PARKING STRUCTURES AND LOTS

**INTENT**

- To create a walkable neighborhood by providing active pedestrian-oriented public uses on street-facing ground floors of parking structures.
- To minimize the visual impact of parking structures and parking lots on the streetscape and the impact of vehicle noise, headlights, lighting and mechanical systems associated with parking facilities.

**STANDARDS**

- Street-facing ground floor levels shall have pedestrian active uses such as retail, office, studios or residential units (see glossary). Lighting and mechanical systems associated with parking facilities shall be screened and located to avoid adverse impacts to other uses. Screening elements shall be architecturally compatible with dominant building(s) in terms of material quality and detail.
- Surface parking lots shall be located to the side or rear of buildings.

**GUIDELINES**

- Parking structures should incorporate ground floor retail, office, studios or residential units along street frontages. Street-level pedestrian active uses at garage facades may be waived, provided future conversion to retail and commercial uses is accommodated in the design of the structure. Accommodation requires on-grade access, floor to floor clearances, utility layouts, and bay depths which would readily facilitate conversion of these spaces into commercial uses. Garage facades without immediate pedestrian active
uses must incorporate architectural scaling elements as described under “Building Facades and Roofs”.

- Parking facility setbacks should not disrupt the street wall.
- Lighting and mechanical systems associated with parking facilities should not impact adjacent properties.

4. PEDESTRIAN CONNECTIONS AND PUBLIC SPACES

**INTENT**

- To give prominence to the pedestrian realm as a major element of neighborhood character.
- To create opportunities for informal interaction within the Triangle and convenient use of surrounding public amenities through enhanced pedestrian connections.
- To provide community open space within the neighborhood; create informal gathering places.
- To encourage opportunities for pedestrian connections in addition to ROW improvements.

**STANDARDS**

- Unobstructed walkway in the ROW shall be provided throughout the district. The minimum requirements are either five foot (5’) detached with eight foot (8’) tree lawn, or ten foot (10’) detached with five foot (5’) amenity zone. See appendix for locations.
- Maintain and re-lay historic stone sidewalks in the ROW.
- Pedestrian circulation shall be provided for all major areas of the site and connections to the public ROW.
- All primary entries as well as ground floor street-facing uses shall provide direct street access.

**GUIDELINES**

- Maximize visibility and animation along pedestrian pathways by orienting windows, secondary entries and balconies towards walks.
- Pedestrian amenities such as benches, bike racks, and trash receptacles should be placed to encourage pedestrian activity with open visibility and access from the public sidewalk.
- Businesses should utilize existing setbacks with outdoor cafes & seating, displays, and local art.
- Supplemental plantings and seating areas should be provided at recessed entrances.

5. BUILDING SETBACKS AND BUILD-TO LINES

**INTENT**

- To enhance the urban character of the neighborhood by placement of primary structures to provide a consistent edge to the street.
- To promote the development of buildings that incorporate pedestrian activity through the inclusion of pedestrian-oriented uses at the ground level street frontage.

*The Police Administration building at Cherokee and West 14th Avenue is an example of a drive aisle parallel to the public street. This condition disrupts pedestrian movement and shall not be used in new development.*
To enhance the unique characteristics of the Golden Triangle’s sub-areas, including Civic Center, Lincoln/Broadway, Speer Boulevard, Colfax Avenue, Acoma Street and the interior of the neighborhood.

a. General Locations

**INTENT**

- To reinforce the consistent streetwall in close proximity to the public right of way.

**STANDARDS**

- Buildings shall be located at or within five feet (5’) of the property line adjoining the street for no less than sixty-five percent (65%) of each zone lot frontage unless otherwise specified in specific subarea standards and guidelines. When the building is an addition to an existing structure, street edge shall be determined by the total building frontage (original structure plus the addition).

- Sites with more than two street frontages may apply the 65% requirement to the entire perimeter frontage, provided that the build-to requirement is met on the majority of any given street frontage and on all corners.

- Setback areas located between the building and the public ROW, within the required sixty-five percent (65%) zone, shall be maintained as public or semi-public, such as extension of the public sidewalk, unfenced landscape area and unenclosed entry porches or stoops with direct access to the ROW. Finished grade or floor height within this area shall not exceed thirty inches (30”) above the public sidewalk.

- Arcades shall not be used to satisfy the build-to requirement.

- Ground floor residential units may satisfy the build-to requirement by providing covered front porches of a usable size with direct access to the ROW.

- Entryways shall be recessed and not occupy the public right of way.

- Existing building elements that may extend into the public right of way include cornices and balconies less than eighteen inches (18”). Proper ROW use permits must be obtained.

**GUIDELINES**

- Buildings should create the appearance of a continuous streetwall adjacent to the street and sidewalks. Minor variations in the street edge are acceptable.

- Development on large sites should create a streetwall adjacent to the street and sidewalk and establish solid corners at adjoining streets.

- Any building setback should be used for pedestrian amenities such as wider sidewalks, street trees, landscaping, outdoor seating areas, pocket parks, or pedestrian lighting.

- The majority of the lower eighty feet (80’) of the building mass should align with the sidewalk and street.

- Street level commercial space should be at the same elevation as the public sidewalk to promote easy access.

- Use of the public right of way is limited to building elements that do not impair the public use. Proper permits must be obtained. Temporary uses that activate the pedestrian environment may be allowed provided that the public walkway is not impaired and proper permits are obtained.

b. Civic Center Sub-Area

**NOTE:** Buildings in the Civic Center Historic District must comply with the Civic Center Design Guidelines and be
Map of Golden Triangle Sub-Areas
reviewed and approved by the Landmark Preservation Commission. For additional details about design in this sub-area, see the Civic Center Design Guidelines.

**INTENT**

- To use building placement and setbacks to reflect the change in scale centered on the Civic Center.
- To transition from Downtown to the neighborhood scale of the Golden Triangle.
- To create civic/public buildings whose architecture reflects and reinforces the importance of the Civic Center to Denver.

**STANDARDS**

- New development shall consider prevailing Civic Center setbacks (usually a minimum of ten feet). The setback shall be used for landscaping or pedestrian amenities.
- Provide an upper level building setback of at least fifteen feet (15’) at a level sixty to eighty feet (60’ to 80’) above grade on new buildings on the south side of 14th Avenue between Cherokee Street and Grant Street.

**GUIDELINES**

- Buildings on Colfax Avenue between Speer and 14th Street should be set back a minimum of ten feet (10’) from the property line.
- Buildings on 14th Avenue between Speer Boulevard and Grant Street should be set back a minimum of ten feet (10’) from the property line.
- On blocks fronting on or near Civic Center Park, an upper level building stepback should be provided in new buildings that face the park or historic buildings. A building stepback of at least fifteen feet (15’) deep should be provided at a height above grade between sixty and eighty feet (60’ and 80’). This approximates the height of the cornice lines or roof lines of the City and County Building, the Carnegie Library (Annex III) Building, and the State Capitol. This stepback need not apply to buildings whose height is less than one hundred feet (100’).
- Other ways of establishing a cornice line and scale compatible with the historic Civic Center buildings may be acceptable.
- The architecture and siting of Civic Center projects shall reflect the importance of this sub-area through scale, proportion, extensive use of high-quality materials in relation to other civic structures, to open space and the public realm.
- Any building setback should be used for pedestrian amenities such as wider sidewalks, street trees, landscaping, outdoor seating areas, pocket parks or pedestrian lighting.

**c. Speer Boulevard Sub-Area**

NOTE: Rules and Regulations governing development on Commercial Corridors also apply to this sub-area.

**INTENT**

- To frame and provide scale to the parkway, enhancing its significance.
- To reinforce Speer’s character as an historic parkway.
- To create buildings that are “sculpted” to reduce the overall appearance of mass.
- To contribute to a consistent front setback without abrupt transitions or encroachments.

**STANDARDS**

- Buildings shall be built between ten and twenty feet (10’-20’) of the
Civic Center Stepback

Setback 15'

Speer Boulevard Stepback

100'

Rooftop Mechanical
property line adjoining the street for no less than sixty-five percent (65%) of each zone lot frontage. The setback shall be used for landscaping or pedestrian amenities.

The land between Speer Boulevard and the building shall be landscaped or used for pedestrian amenities such as wider sidewalks, street trees, landscaping, outdoor seating areas, pocket parks or pedestrian lighting.

The zoning code requires that any structure over one hundred feet (100') tall on a zone lot of at least 15,000 square feet shall have that portion of the facade facing Speer greater than one hundred feet (100') above ground level set back at least twenty feet (20') from the right of way of Speer Boulevard, unless waived through the design review process (see Guidelines below).

All new buildings located on parcels adjacent to Speer Blvd. shall continue the linear quality of the parkway by aligning and orienting their primary facade to the Boulevard. Buildings presenting rear or side facades to Speer Blvd. are undesirable. Minimize curb cuts along the Parkway with access from side streets. Allow a maximum of one curb cut per parcel only when no alternative side street access is available. New parking lots should not front onto Speer Boulevard.

GUIDELINES

The Speer Boulevard setback area should reinforce the parkway character through landscaping or pedestrian amenities.

The required additional ten foot (10') setback (for a total of twenty feet [20'] from the ROW) for the portion of buildings taller than one hundred feet (100') may be waived provided the mass and bulk of the entire structure is articulated in a manner to avoid overshadowing Speer Boulevard (see Glossary). This may be accomplished by means such as reducing the building mass through multiple full or partial setbacks.

Alleys intersecting Speer Boulevard create irregularly-shaped blocks and awkward development parcels. Therefore, to facilitate redevelopment and public safety, alleys may be vacated provided that other design goals are met (see Standards and Guidelines under “Street Grid”).

d. Colfax Avenue Sub-Area

NOTE: Rules and Regulations governing development on Commercial Corridors also apply to this sub-area.

INTENT

To provide a continuous street frontage.

To enhance and improve the public realm where inadequate public right of way exists.

STANDARDS

New development shall consider prevailing Colfax setbacks (usually a minimum of ten feet). The setback shall be used for pedestrian amenities such as sidewalks, trees, pedestrian lights, or outdoor seating areas.

GUIDELINE

Buildings should be located between ten feet and twenty feet (10’-20’) of the property line adjoining the street for no less that sixty-five percent (65%) of each zone lot frontage. The setback should be used for landscaping or pedestrian amenities.

e. Broadway-Lincoln Sub-Area

NOTE: Rules and Regulations governing development on Commercial Corridors also apply to this sub-area.
INTENT
- To provide a continuous street wall on Broadway with building fronts brought to the property line.
- To use new construction and reuse of appropriate existing buildings to create a strong visual identity for the Broadway-Lincoln Corridor.
- To re-knit the traditional urban fabric.

STANDARD
- Buildings shall be located at the property line adjoining the street for no less than 65% of each zone lot frontage. Any additional building setback shall be used for landscaping or pedestrian amenities.

GUIDELINE
- Buildings, including parking structures, should create a continuous street wall adjacent to the Broadway and Lincoln ROW.

B. ARCHITECTURE

1. FORM AND MASSING

a. Building Adjacencies

INTENT
- To reinforce the grid system of streets, blocks and alleys, and the existing urban pattern.
- To spatially define the street spaces by building form and massing.
- To modulate building massing as appropriate to the neighborhood sub-area and immediate environment.

STANDARDS
- Tall buildings adjacent to lower structures shall establish scale relationships with neighboring buildings through methods such as horizontal alignment of architectural features and fenestration, similar proportions, similar use of materials and stepbacks reflecting the height of the lower structure.

GUIDELINES
- When new development is larger in height and mass than the existing context, building mass should be varied through changes in wall plane and building height to moderate scale changes between developments.

b. Relationship to the street and public spaces

INTENT
- To create a walkable neighborhood by providing active pedestrian-oriented public uses on the ground floors of mixed-use projects, direct sidewalk access enhanced streetscaping, and building design with human scale and detail.
- To reinforce pedestrian activity and circulation along the street, create as many external street-oriented entries as possible to ground floor pedestrian active uses.
- To create a community identity and develop the Golden Triangle neighborhood into a distinctive place through the overall

Greater detail at residential building entrance (Elati & 12th)
composition of spaces, juxtaposition of buildings, unique architectural character and details.

› To provide community open space within the neighborhood; to create informal gathering places.
› To reinforce the grid pattern of streets and alleys, the block pattern, and the existing urban structure.

1. Entries and Corners
STANDARDS
› All buildings shall provide at least one primary building entry oriented directly to a public street.
› All pedestrian active uses with street level, exterior exposure shall provide at least one direct pedestrian entry from the street.

GUIDELINES
› Each building should have one or more clearly identifiable front entries that face the street for each major street facade.
› The use of street-oriented entries serving small groups of dwelling units in large, multiple unit buildings is expected; however, street-facing ground floor residential units should have individual exterior entries.
› Entries to buildings should have direct pedestrian access to the street on which they front.
› The majority of street oriented frontage of any building should be occupied by pedestrian active uses that are visually and physically accessible from the street (see glossary).

2. Orientation
STANDARDS
› At least sixty-five percent (65%) of the building façade within the lower eighty feet (80’) shall be oriented parallel to the street on which it fronts.

GUIDELINES
› New construction should create a strong and attractive street edge close to the sidewalk.
› Automotive-oriented uses should be located away from public sidewalks and street frontages in a manner that supports the desired urban pedestrian characteristics of the neighborhood.

3. Ground Floor Uses
STANDARDS
› The ground floor area fronting the street shall be occupied by pedestrian active commercial or residential uses (see glossary).

GUIDELINES
› Drive aisles, ceiling heights, utility layouts and structural openings should be designed to be consistent with future occupancy of the building with pedestrian-active uses.

2. BUILDING FACADES & ROOFS

a. Facades

INTENT
› To provide human scale through change in plane, contrast and intricacy in form, color, and materials.
› To avoid large areas of undifferentiated or blank building façade.
› To create a comfortably scaled and thoughtfully detailed urban environment through the use of well-
designed architectural forms and details.

- To provide for the comfort and interest of the pedestrian environment through the provision of human-scaled architectural character.
- To provide lower floor facades that insure the visibility of pedestrian active uses, and provide a more transparent, architecturally detailed and human-scaled design along the sidewalk.
- To provide a more solid wall with a pattern of individual windows at the upper floors in order to provide greater variety of scale through fenestration patterns, architectural elements, surface relief, textures and materials.
- To enhance street intersections through special corner treatment of buildings.

**1. Architectural Scaling Elements**

**STANDARDS**

- Each building facade facing a public street shall, at minimum, incorporate architectural scaling patterns that utilize three or more of the following scaling elements:
  1. Expression of building structural elements through floors (banding, belt coursing, etc.), columns (pilasters, piers, etc.), or foundation (watertables, rustications)

**NOTE:** Architectural features in parentheses are provided for example only and are not intended to imply a preference for historical styles.

- Patterns of window and door openings that are emphasized through the use of sills, lintels, pediments, mullions, muntins, and other scale providing elements
  1. Change in color
  2. Change in texture
  3. Change in material module or pattern
  4. Patterns of architectural ornament integral to the building facade

**GUIDELINES**

- Required scaling elements shall be integral to the building form and architecture, not applied.
- Architectural scaling patterns shall occur both horizontally and vertically.

**2. Surface Variation**

**STANDARDS**

- Each change of material shall involve a minimum one-inch (1") variation in wall plane. Reveals shall be not less than one inch (1") deep and one inch (1") wide.

**GUIDELINES**

- Dimensions of reveals should reinforce the architectural character of the building through separation of different materials, articulation of surfaces, and relationship to underlying structure, proportion, and details.
3. Windows

a. Transparency

STANDARDS
- Clear glass shall have an exterior reflectance rating not to exceed .20.
- No reflective coating shall be on the exterior surface of the glass.

GUIDELINES
- Clear, “Low-E”, or slightly tinted glazing should be used to insure the visibility of pedestrian oriented commercial uses.
- Minimal use of opaque glass is acceptable to continue glazing patterns in areas where screening structures and utilities is required.
- Spandrel glass may be used to screen service/utility areas, structural elements, or to continue a pattern created as a result of screening.

b. Window to Wall Ratio

STANDARDS
- Ground floor commercial facades shall have a minimum of sixty percent (60%) transparent materials.
- Between twenty-five and sixty percent (25%-60%) of upper floor facades, up to eighty feet (80’), shall be transparent glazing. Spandrel glass may be used to screen service, utility or structural elements, or to continue a pattern created as a result of screening.

GUIDELINES
- For mixed-use developments, a variety of glass-wall ratios that reflect the different uses within a building are expected. Typically, this is characterized by a lower glass to wall ratio in residential uses and a higher glass to wall ratio in commercial uses. Second floor mezzanine levels may conform to either characteristic.

- Non-reflective glass curtain wall systems are acceptable for commercial portions of buildings.

c. Detailing

STANDARDS
- The height of windows serving the residential portion of any building shall be equal or greater than their width. All windows serving the residential portion of any building shall be set into the building facade a minimum of three inches (3”) from the surrounding wall surface.
- Storefront systems in mixed use or commercial buildings shall reflect the dimensions and proportions of building bays and modules in order to visually bring the building mass and structural system to the ground.

GUIDELINES
- All glazing should be recessed and subdivided by systems of framing and mullions to reinforce architectural scaling elements.
- Windows may be proportioned in contemporary configurations, or may reflect the more vertically oriented, deeply set punched opening characteristics typical of traditional Denver architecture.
- Size and proportions of storefront systems in mixed use or commercial buildings should use devices such as columns, piers and/or wall areas to subdivide and create rhythm while visually bringing the building mass and structural system to the ground.
- Portions of a building facade that must restrict glazing for functional reasons should conform to the architectural scaling standards.
b. Roofs

**INTENT**
- To develop building tops with architectural silhouettes which add definition to the Denver skyline, with consideration given for all vantage points, not just as viewed in elevation from street level.
- To integrate all building systems within a complete architectural form.

**STANDARDS**
- All rooftop building systems shall be incorporated into the building form in a manner integral to the building architecture in terms of form and material.
- All mechanical, electrical, and telecommunications systems shall be screened from view of surrounding streets and structures.

**GUIDELINES**
- Roof forms should relate to the context in which they are viewed in terms of height, proportion, form and materials.
- Roof forms should be used to integrate roof equipment, telecommunications equipment and other devices so as to express/conceal them as architectural elements.
- The architecture of the building’s upper floors and termination should complete the building form within an overall design concept for the base, middle and top that works in concert with the architectural scaling requirements.

To allow the evolution of development patterns to include new technologies and materials that contribute to the neighborhood character, such as architectural metals, and materials that express depth, detail and modularity enhanced by the sunny regional climate.
- To relate new construction to existing buildings through the use of similar scale elements present in standard brick, modular stone, cast stone accents, concrete masonry, architectural metals and detailed stucco.

**STANDARDS**
- The first floor exterior wall surfaces shall incorporate a majority of masonry materials, such as stone, cast stone, brick, special surface concrete masonry (split face, burnished, etc.)
- EIFS (Exterior Insulating Finish Systems) shall not be used as exterior cladding on building ground floor facades.
- On exterior wall surfaces viewable from the street, stucco and EIFS should incorporate architectural scaling elements similar to masonry construction, e.g. sills, belt coursing, reveals, wall caps, pilasters, offset massing.

**GUIDELINES**
- All building materials should be selected with the objectives of quality and durability in the urban context as well as to produce a positive effect on the pedestrian environment through such qualities as scale, color and texture.
- Carefully detailed combinations of materials should be used to reinforce architectural scaling requirements.
- Architectural metals, cast in place concrete, architectural concrete
masonry units, tile, glass, glass block systems, etc. are acceptable materials when properly finished and detailed. 

- Stucco systems may be used above the ground floor. When used on upper floors, stucco systems should be combined with street-level materials such as brick, stone, or pre-cast concrete to provide an integrated material vocabulary.

**d. Building accessories and components**

**INTENT**

- To integrate all building accessories within a complete architectural form.
- To prevent excessive contrast in night lighting levels.
- To ensure a safe pedestrian environment.
- To create a pedestrian environment with visual interest.

1. **Balconies**

**STANDARDS**

- Balconies and terraces shall be incorporated into vertical and horizontal shifts and building massing wherever possible to avoid building faces that are dominated by cantilevered balcony projections.

**GUIDELINES**

- Balconies should be consistent with the overall architectural character of the building.
- Cantilevered balcony railings should be designed to be as open as possible.

2. **Porte cocheres and loading areas**

**STANDARDS**

- Passenger loading areas shall either be at the public street curb or interior to the development and not prominent from the public right of way.
- Design of vehicular access shall minimize size and number of curb cuts.

**GUIDELINES**

- Passenger loading areas should be designed for minimal visual and physical impact on public right of way.
- Exterior loading areas should not be located between the building and the street.
- On-street loading areas should not cut into the tree lawn or sidewalk, but may be located in the parking lane at the public street curb.

3. **Awnings and Canopies**

**STANDARDS**

- Awnings and canopies shall be compatible with building design in terms of materials, details, massing and form.
- On awnings and canopies extending over the public right of way, internal lighting and advertising shall not be permitted. Street-level awnings and canopies may be externally illuminated. Building or tenant name and address may be printed on the awnings/canopies. All proper permits must be obtained to extend over the right of way.

4. **Building Lighting**

**STANDARDS**

- Site lighting shall be contained within the site, providing cut-off type luminaires in non-accent applications, such as parking and utility use.
- Light levels shall be designed to avoid extreme contrasts between light and shadow.
- If exposed to public view, building light fixtures shall be incorporated so as to be integral with the building architecture.
GUIDELINES

- Building lighting should enhance safety and security and be shielded to minimize glare and light pollution.
- All lighting fixtures should be architecturally compatible in terms of materials, details, massing and form.

5. Accessible Ramps, Stairs, Elevators

STANDARD

- If exposed to public view, all other building accessories shall be compatible with building design in terms of materials, details, massing and form.

6. Mechanical equipment

STANDARD

- All rooftop building systems shall be incorporated into the building form in a manner integral to the building architecture.

GUIDELINE

- All roof-mounted electrical, mechanical, and telecommunications systems should be screened from view of surrounding streets and structures.

7. Building Security Bars and Fencing

STANDARD

- Chain link and razor wire fencing shall not be visible from the public right of way.
- Security fencing shall be accomplished with architectural quality railing.

GUIDELINES

- Limited use of exterior security bars may be appropriate if they are designed in a architectural manner.

C. LANDSCAPE ARCHITECTURE

1. LANDSCAPING ON PRIVATE PROPERTY

a. Green Space

INTENT

- To provide attractive and architecturally compatible landscape and/or hard surface design in areas exposed to public view, and/or accessible to the public.
- To provide landscaping and/or hard surface design that reinforces pedestrian activity at the street, such as sidewalk cafes, window shopping and other display of goods.
- To insure that landscaping reinforces ground level transparency and/or a welcoming character to ground level uses facing the street.
To help create a special identity for the district through the design of private, street oriented landscaping.

- To create informal public gathering places.
- To help mitigate existing largely blank street facing facades.
- To maximize the percentage of open space that is permeable and green space.
- To coordinate front setback landscaping and/or hard surface design with the streetscape design within the public R.O.W.
- To use both public and private outdoor space to enhance both the privacy of residences and the pedestrian experience.

**STANDARDS**

- Landscaping within the allowed setback areas on the site shall reinforce the ROW landscaping through more formal, urban placement of plant material.
- Ground level mechanical equipment, utility pedestals, loading docks, trash enclosures, meters and other utilitarian elements shall be screened from public view.
- Garden space illumination shall be accomplished with low-level lighting which does not produce glare into adjacent spaces.

**GUIDELINES**

- Fences or walls on public frontages should be supplemented with landscaping.
- Mature trees should be retained and incorporated whenever possible into site landscaping.

### b. Parking Lot Landscaping

**INTENT**

- To screen, mitigate and/or soften the edges of larger parking lots from public view.
- To clearly demarcate parking lots from the street, sidewalks, and other pedestrian paths.
- To frequently interrupt and/or divide the hard surfacing of larger parking lots exposed to public view with trees and other landscaping.
- To help create a special identity for the district through the coordination of private, street oriented landscaping.
- To coordinate street-oriented parking lot edge landscaping with the streetscape design within the public R.O.W.

**STANDARDS**

- Surface parking lots shall adhere to Denver’s *Rules and Regulations for the Landscaping of Parking Areas*.
- Parking lot screen walls shall relate to associated building architecture in terms of materials, details, massing and form.

**GUIDELINES**

- Parking lot landscaping should include a secondary planting of ornamental or street trees in a landscaped planting bed along the parking lot edge in order to provide a double tree lawn.

### c. Lighting

**INTENT**

- To enhance and emphasize pedestrian activity at the street, such as sidewalk cafes, window shopping, display of goods, etc.
- To create interest, and a safe and welcoming character along street facing frontages.
To reinforce architectural elements such as entries, structural bays, shop windows, etc., and to emphasize such elements generally at street level.

To avoid glare, both to pedestrians and to residents in nearby property (including internal and rooftop parking garage lighting).

To insure that parking lot lighting does not create glare onto the street and/or onto adjacent property.

To provide high quality parking lot light poles and luminaires.

**STANDARDS**

Public area and parking lot lighting shall be low cut-off fixtures to avoid glare.

**GUIDELINES**

Business signs and building entrances may be illuminated by external or indirect source only to provide nighttime visibility, enhance safety, and avoid glare.

2. PUBLIC R.O.W. AND OTHER PUBLIC SPACES

a. Street trees and Landscaping

**INTENT**

- To create a uniform street landscape character.
- To create tree-lined streets with uniform tree spacing.
- To provide easily maintained and walkable landscaping in the tree lawn in order to encourage on-street parking and pedestrian activity.
- To create growing environments that encourage healthy and fully developed trees and other plant material.

**STANDARDS**

- Landscaping shall be consistent with the City of Denver Streetscape Design Manual, and streetscape template shown in the Golden Triangle Neighborhood Plan (see appendix).

- Trees shall be planted in a uniform pattern with equal spacing, thirty-five feet (35’) on center, centered in the tree lawn width.

- Trees in grates shall be used along Colfax Ave, Broadway, Bannock and Cherokee from Colfax to 13th Avenue. All other areas are to be planted with tree lawns.

- Trees used in the ROW shall be deciduous shade species, not ornamental species, as approved by City Forester.

**GUIDELINES**

- Tree spacing may be slightly modified with the approval of the City Forester.

- Limited paving in the treelawn to allow pedestrian cross-access from the street may be allowed through design review.

b. Pedestrian lighting and street lights

**INTENT**

- To create a uniform pedestrian lighting character for the Golden Triangle.

- To allow some sub-area, but not individual building, exceptions to the uniform character where appropriate in order to help create special identity.

**STANDARDS**

- Pedestrian lights shall be installed at least fifty feet (50’) apart; sixty to one hundred fifteen feet (60’-115’) is recommended.

- Color-corrected high-pressure sodium lamps shall be used.

- The same light styles shall be used throughout the district to create a unifying streetscape design theme:

Manual shall be used in most locations.

- Parkway Globe luminaires are required on Speer Boulevard, Acoma Street north of 9th Ave., and West 14th Avenue Parkway, as well as in Denver parks.

GUIDELINES

- Banner sign mountings should be installed at every other pedestrian light to announce special events and neighborhood programs.
- Hanging plants should be installed from pedestrian lights.

c. Sidewalks and pedestrian area paving

INTENT

- To provide sidewalks along every street.
- To provide sidewalk continuity by minimizing the number and width of curb cuts.
- To provide sidewalk continuity through the consistent use of paving materials.
- To develop special crosswalk/intersection treatment where designated by the neighborhood plan.
- To preserve existing stone sidewalks and curbs.

STANDARDS

- Detached sidewalks shall be five feet (5’) minimum to ten feet (10’) minimum (see appendix for locations).
- Treelawns shall be eight feet (8’) minimum and curbside amenity zones shall be five feet (5’) minimum (see appendix for locations).
- Existing stone sidewalks shall be preserved and maintained.
- New sidewalks shall be uncolored concrete.

GUIDELINES

- Private use of ROW is subject to revocable permits; a five foot (5’) continuous unobstructed walkway must be maintained.

d. Street Furniture and Identity Elements

INTENT

- To implement Denver Streetscape Design Manual standards.
- To allow some sub-area, but not individual building, exceptions to the uniform character.
- To locate street furniture where people are likely to congregate, and/or would desire to spend time.
- To emphasize entry points to the District.

STANDARDS

- Install pedestrian lights as per specifications and spacing as noted in the Denver Streetscape Design Manual.
- Install Civic Center sub-area pedestrian lights as per the Civic Center Design Guidelines.
- Incorporate bike racks into all projects.
- On Speer Boulevard, West 14th Ave., and Acoma Street, the Denver Parkway Globe is the standard fixture.
- On the remaining streets, the Denver Acorn is the standard fixture.

e. General Street Design

INTENT

- To mitigate traffic volume and speed on local and collector streets.
- To avoid paving or elimination of the tree lawn and/or elimination of street trees.
- To reduce the pedestrian crossing distance through the use of ‘bulb-out’ curbs in locations as shown in the appendix on the streetscape requirements map.
To coordinate with the appropriate public agencies where street furniture is on public property.

To insure the comfort, safety and attractiveness for pedestrian and transit rider use.

To reinforce street activity wherever possible.

**STANDARDS**

- Vehicular drop-offs or parking shall not occur in the tree lawn or amenity zone.
- Improvements to the public right of way, such as corner bulb outs, handicapped curb ramps, curb and gutter, and sidewalks shall be provided consistent with Department of Public Works standards.

**GUIDELINES**

- New development should limit the number of curb cuts required for access and should remove existing curb cuts wherever possible.
- Locate and design bus and transit stops to be attractive, safe and convenient for riders.

### 3. FENCES, WALLS & RAILINGS

#### a. Fences and walls on private property

**INTENT**

- To insure that fences and walls reinforce ground level transparency, and/or a welcoming character for ground level uses facing the street.
- To establish high quality design and materials for walls and fences facing / adjoining public ROW.
- To reinforce the building’s architecture in the design and materials of fences and walls.
- To help screen ground level mechanical equipment, utility pedestals, loading docks, trash enclosures, meters and other utilitarian elements from public view, and from the view of nearby residential uses.
- To screen parking lots.

**STANDARDS**

- Property line fences along the public street shall provide transparency through the use of open pickets, open mesh or other material that allows visibility, unless being used as a screening material.
- Fences used to screen utilitarian shall be opaque in design.
- Fences and walls visible from the public right of way shall use durable, high quality material compatible with the materials of the primary structure.
- Fence and wall design shall be compatible with building design.

#### b. Railings in public right of way

**INTENT**

- To establish high quality design and materials for railings on public property that are used to define outdoor dining areas.
- To implement the standards of the Denver Streetscape Design Manual.

**STANDARDS**

- Railings shall have ornamental character as well as a utilitarian function.
- Design of railings shall relate to the architectural design of the associated building.
- Railings in the public right of way must not interfere with pedestrian safety or movement, or with other streetscape elements.
RMC Section 59.399.4(3) allows the planning office to grant a density incentive of 1 FAR (to a project maximum of 7:1 FAR) if an applicant submits the entire project to design review. This incentive may be granted based on:

- All facades facing public rights of way are consistent with these design standards and guidelines.
- The entire height of the building is consistent with these standards and guidelines.
- Other urban form goals of the Comprehensive and Golden Triangle Neighborhood plans are met, including:
  - Building height that is appropriate to the sub-area (see page 33).
  - Street-facing facades include active uses such as retail, office or residential units.
SIGN DESIGN REVIEW
Sign review is a separate zoning process which may be subject to design review. Sign size and location are regulated by the Denver Zoning Code.

**INTENT**

- To insure that building architecture appropriately accommodates needed signage in the design of the facades.
- To insure that lighted signs are located to minimize glare onto adjoining property.
- To improve vehicular and pedestrian sign visibility.
- To create an organized and inter-related system of signs, sign structures, lighting and graphics.
- To provide high quality signage and graphic design and durable materials appropriate to an urban setting.
- To create signs and graphic elements that are appropriate to and expressive of the use they identify.
- To create signs and graphic elements that are related to and/or respect the architecture of the building which they serve.

**GUIDELINES**

- Multiple street signs on a block face should be uniformly designed.

**B. STYLE**

**STANDARDS**

- All signs shall conform to the Denver Zoning Code.
- Direct exposure of light sources and internally illuminated signs shall be avoided in residential areas. Indirect and external light sources shall be the preferred option where lighting is required.

**GUIDELINES**

- Sign style shall be compatible with building architecture and coordinate with streetscape design within the district.
- Shielded external direct lighting or indirect internal lighting of sign characters and figures should be used to light signs. Exposed light sources and fully illuminated sign faces should not be used.
- Building architecture should provide locations for attaching necessary and appropriate signs for identification of businesses, building names and addresses.
- Signs should creatively use two- and three-dimensional form, profile, and iconographic representation: lighting, typography, color, and materials in expressing the character of the use, the identity of the development, the character of the neighborhood, and the architecture of the building.
Signs should fit within the architectural features of the facade and compliment the building’s architecture.

Signs should not overlap and conceal architectural elements.

C. SIZE

STANDARDS

- All signs shall conform to the Denver Zoning Code.

GUIDELINES

- Signs should not dominate the building facade.
- Lettering should be legible to both the pedestrian and automobile traffic.
PUBLIC ART PREMIUMS
RMC Section 39-399.4(f) allows a floor area premium equal to 25% of the zone lot area to be granted for public art.

In order to obtain approval of the proposed artwork, the developer must submit a proposal to CPDA/Urban Design prior to purchasing or commissioning the artwork for consideration. The developer is strongly encouraged to meet with CPDA staff as early as possible and prior to submitting the proposal to discuss possible and acceptable concepts.

A. Qualifications

The premium may be applied for and granted if:

- The public art costs one-percent (1%) of the cost of building construction or rehabilitation; or,
- The public art costs at least five hundred thousand dollars ($500,000).

B. Art Approval

A Public Art Committee will undertake review of the public art proposal. The Director of CPDA appoints the committee members from the following individuals:

- An architect or other professional design staff member of CPDA, who serves as the Committee Chair;
- The property owner or his/her designee;
- The Director of the Denver Art Museum or his/her designee;
- The Director of Mayor’s Office of Art Culture and Film or his/her designee;
- A resident from the neighborhood;
- A local artist.

Before purchasing or commissioning any piece of art, the developer must first meet with the Public Art Committee to discuss the general characteristics and possible concepts for the artwork. Following this meeting, a proposal from the developer must be submitted to the committee for consideration.

The proposal must contain a written and graphic description of the project art, including the following appropriate information:

- Site plans of the vicinity where the art is to be located;
- Elevations;
- Perspectives;
- Details of structural elements;
- Verification of costs; and,
- Maintenance requirements, maintenance schedule and source of maintenance funds.

The Public Art Committee will make a recommendation to the Director of CPDA, who makes the final determination on acceptance or denial of the artwork and granting of the density premium.

The Public Art Committee must review and approve any changes in the design and/or concept of the project art after the final proposal has been approved.

CPDA may, at its sole discretion, revise this process as necessary to respond to individual circumstances of different projects.

C. Requirements

1. Location

The public art must be located outside the building or on the exterior surface of the building, available and accessible to the general public.
Any part of the artwork in the public right of way must be granted the appropriate permits.

2. Art Types
Public art includes, but is not limited to, the following:

- **Sculpture**: in the round, bas relief, mobile, fountain, kinetic, and electronic, in any material or combination of materials;
- **Painting**: all media, including portable and permanently affixed works;
- **Graphic arts**: printmaking and drawing;
- **Mosaics**;
- **Photography**;
- **Crafts**: in clay, fiber and textiles, wood, metal, plastics, stained glass, and other materials both functional and nonfunctional;
- **Mixed media**: any combination of forms or media, including collage;
- **Earth works and environmental installations**; and,
- **Decorative or ornamental elements** which are designed by practicing artists.

The following elements will generally not be considered acceptable forms of art under this program:

- Directional elements such as supergraphics and signage;
- Objects which are mass produced in a standard design such as playground equipment, benches and chairs;
- Reproductions of original works of art, except in such cases as film, video, photography, printmaking and other media arts;
- Landscape architecture and gardening, except where the elements are designed by an artist and are an integral part of a larger piece of artwork;
- Renovation of historic facades or other historical elements functional to the project;
- Commercial elements used to promote or advertise the project; and,
- Other elements of the development project which are functional or directly related to the operation of the project.

3. Review Criteria
The developer is encouraged, but not required, to utilize a local artist in the development of the public art. Additionally, the Public Art Committee will use the following criteria in evaluating the proposal:

- Appropriateness of relationship to project;
- Artistic excellence;
- Strong contribution to the historic, ethnic or other characteristics of the site;
- Susceptibility to wear and vandalism;
- Longevity and permanence of materials;
- Maintenance schedule and source of maintenance funds;
- Mediation of environmental hazards; and,
- Compliance with applicable public safety codes.
Amenity Zone: A portion of the public right of way that contains streetscape elements.

Attached Sidewalk: Sidewalk immediately adjacent and attached to a street curb


CPDA: Community Planning and Development Agency

Density Premium: Additional gross floor area allowed by zoning in exchange for defined public benefits

Detached Sidewalk: Sidewalk separated from the curb by a tree lawn or amenity zone

DPR: Denver Department of Parks and Recreation

E.I.F.S.: Exterior Insulation Finish System

FAR: Floor Area Ratio, allowed gross floor area as a ratio of a zone lot

Human-scale: A design term that denotes building variety, contrast, fine detail, texture and proportion. It includes those elements which relate architecture to the size of an individual and includes an intuitive understanding of the function and size of buildings. Human-scale architectural elements allow for comfortable interaction and use of the built environment by integrating individual buildings into their surrounding context.

LPC: Denver Landmark Preservation Commission

Overshadow: As applied to buildings on Speer Boulevard, meaning to make insignificant by comparison.

Pedestrian-active use: Defined in RMC 59-399.2(1); uses by right in the B8G zone district.

R.N.O.: Registered Neighborhood Organization

ROW: Public Right of Way; property dedicated to public use and ownership, usually streets, alleys and sidewalks

Street wall: The cumulative effect of many buildings providing a consistent edge to the public street, creating a public space defined by a wall of buildings. On commercial corridors and in mixed-use areas, the street wall is typically immediately adjacent to the sidewalk.

Streetscape: Elements that define a street character, such as sidewalks, trees, tree lawn, lights, benches, etc.

Tree Lawn: A portion of the public right of way between the curb and the sidewalk that is landscaped with trees and ground cover, usually sod.
City and County of Denver

Approved for Legality:

Kerry Buckey
Assistant City Attorney, City and County of Denver

Approved and Adopted:

William H. Hornby
Chair, Denver Planning Board

Myrna Hipp
Acting Director, Community Planning and Development Agency

Adopted and published pursuant to Section 59-399.9 of the Revised Municipal Code of the City and County of Denver and Section 12-18 of the Revised Municipal Code of the City and County of Denver.
APPENDICES
Acknowledgements

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Jim Ottenstein
Graphic Designer
Civic Center Building Height Restrictions/State Capitol View Plane Height Restrictions

Area A Elevation = 5451'
Area B Elevation = 5523'
Area C Elevation = 5391'
Area D Elevation = 5451'
Area E Elevation = 5353'
Area F Elevation = 5391'
State Capitol View Plane

Sec. 10-61. State Capitol Area

(a) Adaption of map.
The attached map shall be and hereby is approved and adopted and the portion thereon indicated by shading or crosshatching shall be and hereby is determined to be and is designated as an area necessary for the preservation of a certain panoramic view. The restrictive provisions of this article shall be in full force and effect as to the portion of the attached map indicated by shading or crosshatching.

(b) Limitations on construction.
No part of a structure within the area on the attached map indicated by shading or crosshatching shall be exceed an elevation of five thousand two hundred eighty-six (5,286) feet above mean sea level plus one and seven-tenths feet for each one hundred (100) feet that the part of a structure is horizontally distant from the reference point. Wherever a structure lies partially outside and partially inside of the area on the attached map indicated by shading or crosshatching, the provisions of this section shall apply only to that part of the structure that lies within the area indicated on the map by shading or crosshatching.

(c) Reference point.
Reference point is a point having an elevation of five thousand two hundred eighty-six (5,286) feet above mean sea level, which point is located at the midpoint of the top step on the westerly exposure of the capitol of the state. (Code 1950, § 645.4-4)
Street Trees in Grates

Bulb Out/Widen Sidewalks

Special Street Furniture and Pedestrian Lighting

Note: Provide street trees in lawns unless otherwise noted. Provide pedestrian lights throughout.

**Streetscape Requirements**
URBAN DESIGN STANDARDS AND GUIDELINES

Tree with grate
Pedestrian light
Tree with grass lawn

Broadway/Lincoln Streetscape Template
CAPITOL Series
Cast Iron Posts • 20" dia. base

3" O.D. x 3” High Tenon

4.5" Ø

Post Height

3.25" x 5.25" x 6" H.
Door Opening for Anchorage and Wiring Access

20" Ø

22"

12" Dia. Opening

15" Dia. Bolt Circle

3/4" Ø x 24" Hot Dip Galvanized L-Type Anchor Bolts (4 per Post)

Ordering Information
Choose the boldface catalog nomenclature that best suits your needs and write it on the appropriate line.

Example: PI C20 12 ANPP Options

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<td>CAPITOL</td>
<td>13</td>
<td>ANDB</td>
</tr>
<tr>
<td>20” base</td>
<td>15</td>
<td>ANDG</td>
</tr>
</tbody>
</table>

Options

- Receptacles
- Banner Arms
- Flagpole Holders
- Custom Logos
- Signage

See Signage and Accessories section in the catalog or contact Antique Street Lamps.

NOTE:
1. For finish specifications and color options, see Finish section in catalog or contact Antique Street Lamps.

ANCHORAGE Guide

ANTIQUE Street Lamps
2011-B W. Rundberg Ln. • Austin, TX 78758 • Ph (512) 977-8444 • Fax (512) 977-9622
**CAPITOL Series**

**Cast Iron Posts**

20" dia. base

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**Specifications**

**Description**
The lighting post shall be all cast iron construction, massively tapered with a deep, 16-flute pattern on the shaft and base. The post shall be Antique Street Lamps’ catalog number PI C20 XX finish.

**Materials**
The post material shall be ASTM A48, Class 30 cast iron, formed true to the pattern with complete detail. All exposed hardware shall be tamper resistant stainless steel. Anchor bolts to be completely hot dip galvanized. Partially galvanized bolts are not acceptable.

**Dimensions**
The post shall be $X' - XX"$ in height with a 20" diameter base. The post shall 7" diameter at the top of the base to 4.5" diameter at the post top. An integral 3" O.D. x 3" tenon shall be provided at the top for luminaire mounting. The post top shall include a transitional donut between the fluted shaft and the tenon.

**Installation**
The post shall be provided with four 3/4" diameter by 24" long, L-type anchor bolts to be installed on a 15" diameter bolt circle. A door shall be provided in the base for anchorage and wiring access. A grounding screw shall be provided inside the base opposite the door.

For finish specifications and color options, see “Finish” section in catalog.
**Specifications**

**Description**
The acorn styled luminaire shall consist of a decorative luminaire base with an integral globe holder/ballast housing and an acorn shaped globe.

**Dimensions**
Dimensions shall be as detailed on back page.

**Materials**
The luminaire base, ballast housing and globe holder shall be heavy wall, copper free, cast aluminum produced from certified ASTM 356.1 ingot per ASTM B-179-95A or ASTM B26-95, formed true to the pattern with complete detail. Globe material shall be clear textured acrylic (standard) with clear textured polycarbonate or white textured polycarbonate as options. This globe is also available in clear textured acrylic. Internal refractors shall be borosilicate glass and reflectors shall be polished aluminum. Optional final shall be cast aluminum, metal top is spun aluminum and decorative banding is brass. All hardware shall be stainless steel. All exterior hardware shall be tamper resistant.

**Installation**
The luminaire shall mount on a 3" O.D. x 3" tenon with six 1/4" dia. socket set screws. (Luminaires with a B series luminaire base shall mount on a 8.25" O.D. ring.) The globe shall be secured to the luminaire by four 1/4" dia. socket set screws. The ballast and socket assembly shall be furnished with a quick disconnect plug and mount on a removable ballast plate. The ballast plate shall be removed by loosening a thumb screw.

**Finish**
For finish specifications and color options, see "Finish" section in catalog.

**Light Source**
Luminaires shall be furnished with an H.I.D. ballast and socket assembly. Luminaire shall be UL listed and labeled as suitable for wet locations. Sockets shall be glazed porcelain, mogul or medium base, with a copper alloy nickel plated screw shell and center contact. Ballast shall be core and coil, high power factor, regulating type.

**Certification**
Upon request, manufacturer shall certify the use of 356.1 ingot alloy. Upon request, manufacturer shall supply UL file # and listing information.
**S20 Luminaires**

**Specifications**

**Description**
The sphere luminaire shall consist of a decorative luminaire base with an integral globe holder/ballast housing and a sphere globe.

**Dimensions**
Fixture dimensions shall be as detailed on back page.

**Materials**
The luminaire base, ballast housing and globe holder shall be heavy wall, copper free, cast aluminum produced from certified ASTM 356.1 ingot per ASTM B-179-95A or ASTM B26-95, formed true to the pattern with complete detail. Globe shall be white (standard) or clear. Globe material is available in acrylic (standard) or polycarbonate. Internal refractors shall be borosilicate glass and reflectors shall be polished aluminum. All hardware shall be stainless steel. All exterior hardware shall be tamper resistant.

**Installation**
The luminaire shall mount on a 3” O.D. x 3” tenon with six 1/4” dia. socket set screws. (Luminaires with a B series luminaire base shall mount on a 8.25” O.D. ring.) The globe shall be secured to the luminaire by four 1/4” dia. socket set screws. The ballast and socket assembly shall be furnished with a quick disconnect plug and mount on a removable ballast plate. The ballast plate shall be removed by loosening a thumb screw.

**Finish**
For finish specifications and color options, see “Finish” section in catalog.

**Light Source**
Luminaires shall be furnished with an H.I.D. ballast and socket assembly. Luminaire shall be UL listed and labeled as suitable for wet locations. Sockets shall be glazed porcelain, mogul or medium base, with a copper alloy nickel plated screw shell and center contact. Ballast shall be core and coil, high power factor, regulating type.

**Certification**
Upon request, manufacturer shall certify the use of 356.1 ingot alloy. Upon request, manufacturer shall supply UL file # and listing information.
Date: Project No.

Project Address:

Applicant:

Address:

Phone:

Project Description:

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Submittals Required
All submission materials must be dated

**Project Information:**
- Completed Application Form
- Summary of project program: Total gross square footage, uses and area calculations; parking required and parking supplied.
- F.A.R. calculations: indicate use of premiums
- Proof of neighborhood notification/presentation
- Narrative of project compliance with criteria

**Photographs:**
- Photographs of street facing facades of existing buildings adjoining and across the street from the proposed project

**Drawings:**
- Location Map
- Context photos or elevations
- Site Plan with streetscape and landscape
- Ground Floor Plan
- Building Elevations
- Entrance design
- Street Wall Design

11” x 17” reductions of the above drawings shall be submitted with the completed application form and program information

**Building Materials:**
- Material Descriptions, finishes and colors
- Samples

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I hereby certify that I will complete the project described herein as approved, as required by Section 59-399.9 of the Revised Municipal Code of the City and County of Denver. If there are design changes in the scope of work, I will amend the application for consideration and approval. Upon completion, I will submit one or more photographs show the completed work.

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Signature of Owner or Applicant Date

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**DESIGN REVIEW — for internal use only**

Meeting Date: ____________________________

Decision:
- ☐ Approve
- ☐ Approve with Conditions
- ☐ Deny
- ☐ Conditions Met

Signature of Urban Design Architect Date