

# DESIGN GUIDELINES

*for* STAPLETON

URBAN DESIGN STANDARDS AND GUIDELINES  
COMMUNITY PLANNING AND DEVELOPMENT AGENCY



CITY *and* COUNTY *of* DENVER  
APRIL 1999

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# INTRODUCTION



## Planning Objectives

The overall goal for Stapleton development is to combine the best home, work, and play environments in cohesive patterns that are economically viable and environmentally responsible. The balance between old and new, efficiency and livability, and automobiles and pedestrians are important objectives of the Stapleton Development Plan (the “Plan”).

The Plan seeks to create a community of mixed-use neighborhoods, a diversity of residents, employment, and recreation that can be sustained and healthy for a long period of time. The Plan combines traditional patterns of development with new forms of building, transportation, open space, and other urban systems that are complimentary to the surrounding community.

### ■ Neighborhood Development

Site development should create distinct neighborhoods that extend the general pattern of existing neighborhoods into the site. New neighborhoods should be walkable, mixed-use, balanced communities incorporating a coordinated grouping of neighborhoods, specialized districts and specialized corridors; whose character is enhanced through parks and open spaces, civic places, quality streets, and quality development.

### ■ Civic Places and Organizing Features

Mixed-use neighborhoods should be unified with civic or other organizing places and features such as schools, parks, public institutions, and commercial services. Thoughtful placement of civic, neighborhood support, retail, and service uses at accessible locations should

reinforce the walkability of each neighborhood.

### ■ Community Streets

Multi-purpose streets are important to creating the quality neighborhoods and public realm that distinguish Denver from other cities. In Stapleton, no streets should serve auto traffic purposes only; instead, almost all should accommodate cars, pedestrians, bikes, and transit with trees, tree lawns, on-street parking, building entries, and underground utilities to create a safe and pleasant experience.

### ■ Walkable Environments

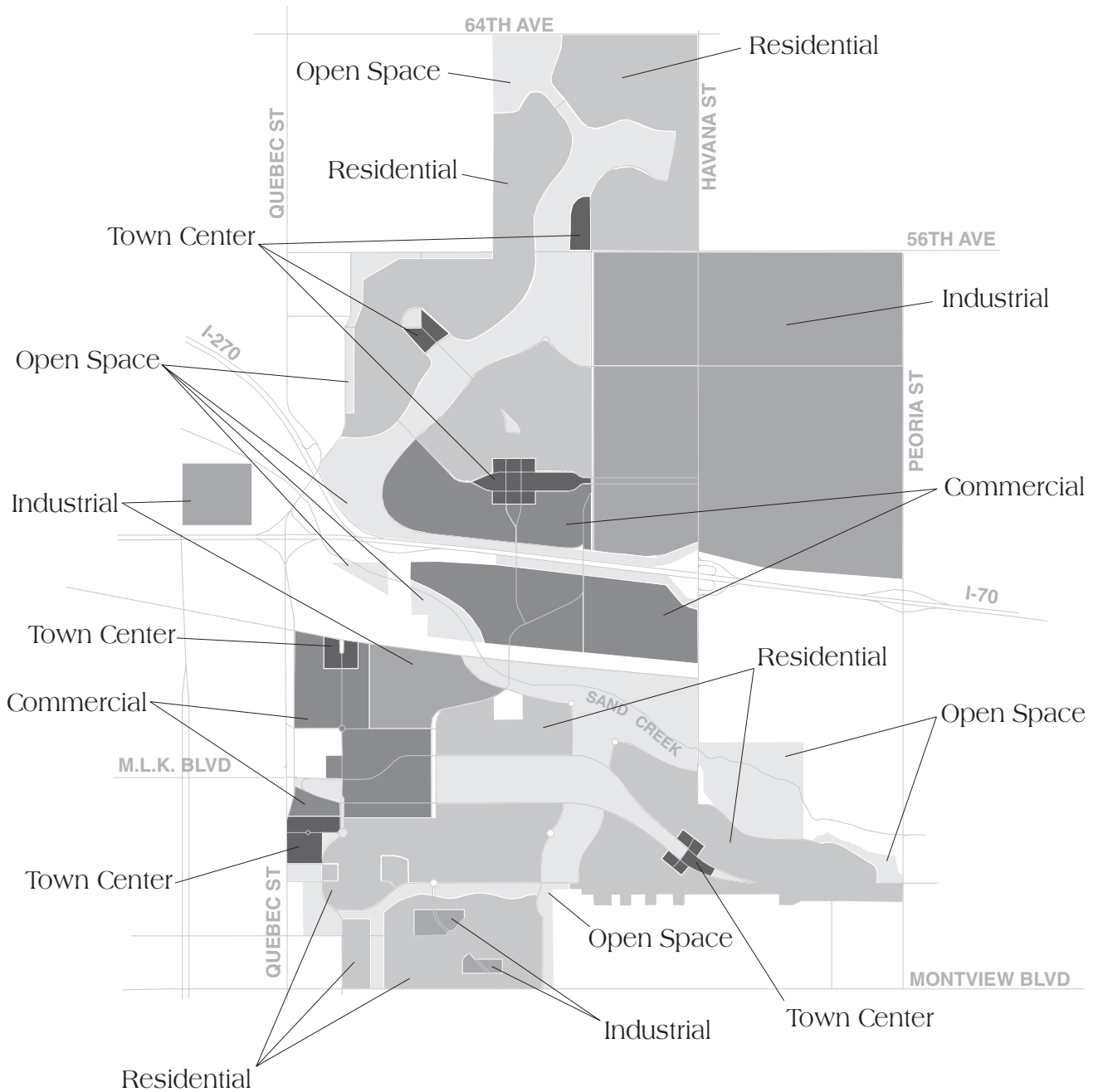
Mixed-use neighborhoods are intended to be walkable with distances from edge to center ranging from 1/4 to 1/2 mile. Neighborhood residents should have convenient access to transit stops, parks, open space, trails, and services.

### ■ Integrated Land Use

The placement and mix of land uses should reflect the hierarchy and capacity of streets serving the area, concentration of activity along travel corridors to encourage walking, and convenient access to the open spaces within neighborhoods, as well as the regional park and open space system.

## Design Standards and Guidelines

These Rules and Regulations are written as Intent Statements, Design Standards, and Guidelines, to be observed as follows. Proposed development at Stapleton will also be subject to the additional design criteria stated in the applicable private Covenants, Conditions, and Restrictions (CCRs) for the property.



**Stapleton Land Use**

## ■ Intent Statement

Intent statements set forth the goals for development of Stapleton. The Standards and Guidelines provide direction as to how the goals may be achieved.

## ■ Standards

Design Standards are objective criteria that provide specific direction based on the related Intent Statement. Standards are used to define issues 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 will not be achieved by application of the Standard in this circumstance;
- the effect of other Standards or Guidelines will be improved by not applying this Standard; or
- unique site factors make the Standard impractical.

## ■ Guidelines

Design Guidelines provide further 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 allow discretion based on site and project conditions. Achieving guidelines may help in identifying alternative approaches to achieving standards. Guidelines are strongly considered if there is a request to waive a related standard.

## Definitions

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

### ■ Building Coverage

The actual “footprint” of all buildings on the site at grade. Building areas covered by outdoor plazas, pedestrian malls, and/or landscaping shall constitute Open Space and not Building Coverage. Similarly, building area situated over plazas, pedestrian malls, or landscaping shall constitute Building Coverage and not Open Space.

### ■ Building Site

Any parcel of land, the size, dimensions, and boundaries of which are for submitted for review.

### ■ Contiguous Lots

Shall mean parcels of real property that share the same lot or parcel line(s).

### ■ Improvement

Shall mean every structure and all appurtenances of every kind and type and any other physical change upon, over, across, above or under Stapleton or upon existing improvements. This includes, but is not limited to, whether permanent or temporary in nature: buildings, outbuildings, parking structures, garages, parking lots, parking areas, streets, roads, traffic control devices, driveways, bikeways, access roads, loading areas, signs, canopies, awnings, trellises, fences, lawns, landscaping (including landscaping of balconies, plazas, and other portions of



buildings), plazas, patios, recreational facilities such as tennis courts and swimming pools, walkways, pedestrian malls, sidewalks, trails, shelters, security and safety devices, bridges, construction trailers and other temporary construction outbuildings, screening walls, retaining walls, stairs, decks, benches and other exterior furniture, hedges, windbreaks, plantings, planted trees and shrubs, poles, exterior air conditioning, water softener fixtures or equipment, aerials, antennas, lighting fixtures, drainageways and structures, communications equipment including but not limited to microwave dishes and relay equipment, coaxial and fiber optic cables, satellite transmitting and/or receiving ground stations, poles, pumps, wells, tanks, reservoirs, pipes, lines, meters, towers, and other facilities used in connection with water, sewer, gas, electric, telephone, regular or cable television, or other utilities, and color texture, material, or other changes to any Improvement

■ **Landscaped Area**

The landscaped area of developed private property as required herein that may include open space areas.

■ **Open Space**

The use of the term open space in this document shall refer to space that is clearly intended to be usable and publicly accessible as defined below. Other landscaped areas left over after the placement of buildings and parking do not typically meet the intent of this term:

*Developed Open Space*

Public or private open space (accessible to the public) that is integrated into and bounded by an orderly pattern of streets and buildings. May incorporate formal arrangements of landscaping, circulation,

and activity areas such as plazas, gardens, artworks, playgrounds, or playing fields. Town squares and campus-like quadrangles or mall systems are additional examples.

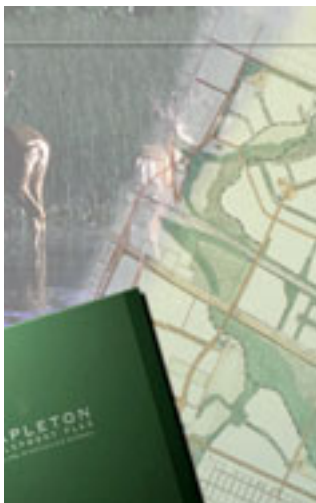
*Natural Open Space*

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

*Organizing Feature*

An open space embedded within a development area and closely bounded by buildings and/or streets organized around the space and that orient to it, such as a small park, square, or campus-like quadrangle. 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.

### ■ Pads

Free standing retail development usually associated with a larger retail development and located in a parking lot. Pads frequently have a facade facing a dedicated public street, which is considered a primary facade for the purposes of these guidelines.

### ■ Streets

The use of the word streets in this document are generally intended to include their full right-of-way widths, curbs and gutters, tree lawns, sidewalks, and medians.

#### *Arterial Streets*

Streets spaced at approximately one-mile intervals and carrying high volumes of traffic through Stapleton.

#### *Collector Streets*

Streets that convey local traffic through neighborhoods to arterials

#### *Local Streets*

All other public streets.

#### *Parkways*

Streets with center landscaped medians.

#### *Private Street:*

A privately owned drive or roadway serving a public, commercial or residential use, not including drive aisles through parking lots.

### ■ Walkable

Pedestrian oriented facilities including paths and convenient access to adjacent structures and uses.

# GENERAL STANDARDS AND GUIDELINES

## ■ Intent of the Stapleton Design Standards and Guidelines

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

To utilize natural open spaces, such as creeks, and developed public spaces, 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 create a built environment that is in scale and character with pedestrian oriented activities.

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

**1.0 Streets**

INTENT

To organize an adaptable and interconnected transportation system which provides superior access to all buildings, sidewalks, trails, and transit modes, and which seeks to minimize negative impacts on air pollution and reliance on the automobile. Transportation systems should include public as well as private systems, including pedestrian, bicycle, multi-modal and inter-modal connections.

**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 Stapleton site and tie into the established pattern of arterial and collector streets

To provide a balanced system of through streets, transit corridors, sidewalks, and trails in a pattern that facilitates dispersed traffic and multiple access routes to all sites.

**1.2 Variation of Collector Street Alignments**

To allow variation from the collector street alignments in an established master streets plan.

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

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

To provide convenient, interconnected access to all lots and development parcels that allows dispersion of local traffic without encouraging "cut-through" to non-local destinations.

**STANDARDS**

- ▶ Extend the existing street and block patterns from surrounding neighborhoods into the southeast and southwest portions of Stapleton. Modifications and departures from the grid will be considered for necessary and logical reasons including parks, open space, and organizing features. In all cases, the block and street system shall be easily understood, walkable, and interconnected.
- ▶ All public streets at Stapleton shall conform to all applicable city standards for classification, size, design, and other requirements.

- ▶ All development shall utilize the plan for arterial and collector streets that is in any Stapleton General Development Plan (GDP), Infrastructure Master Plan (IMP), or the master street development plan of the Department of Public Works. The location of arterial streets shall not be varied without approval of the Community Planning and Development and the Department of Public Works.
- ▶ Arterials shall be located at no less than one-mile intervals in both east-west and north-south directions. Within each one-mile segment, arterials shall align and connect across intersecting arterials to distribute traffic and provide continuity.
- ▶ Within each one-mile segment, at least one collector street shall divide the segment east-west and north-south at approximately the half-mile points (or 550 to 660 feet on either side of the half-mile points), resulting in approximately 160-acre areas. Collectors shall align at arterials to distribute traffic and to provide continuity for bicycle routes.
- ▶ Full access intersections shall be provided on arterial streets only at locations 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 shall require modification of the GDP or IMP. GDPs may propose variations of street alignment for purposes described in the Guidelines below; however, streets must remain continuous between established intersections.

- ▶ Within the subareas between collector streets, at least one street giving access to each interior shall be provided on every perimeter street of the area (unless prevented by an obstacle) and should define four areas of roughly similar size. Such access streets shall connect across collectors unless prevented by an organizing feature. All such access streets shall be connected internally within the area.

**GUIDELINES**

- ▶ The purpose and hierarchy of streets is critical to the determination of which type of street is applied to a specific location. Street classifications should be made with regard for both transportation needs and its ability to serve proposed land uses along the street.
- ▶ On-street parallel parking is encouraged whenever allowed by the Department of Public Works.

- ▶ Pedestrian walks should provide direct connections within neighborhoods to the nearest transit facilities, reinforced by regular block patterns that give transit patrons the widest range of connections with different transit stops serving different lines.

- ▶ Variation from the established alignment of collector streets should only be considered when the change would 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.

*(Standards continued next page)*

*(Guidelines continued next page)*

**1.0 Streets (continued)**

INTENT

**1.3 Location and Design of Local and Private Streets**  
(continued)

**2.0 Pedestrian and Bicycle Circulation**

**2.1 Public Sidewalks**



To design a safe, convenient, and inter-connected system of pedestrian walks along all streets and throughout all private development sites and open space areas.

To minimize conflicts between automobiles, pedestrians, and bicyclists.

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

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

**STANDARDS**

**GUIDELINES**

- ▶ Within each area defined above, at least one street giving access to its interior shall be provided on every perimeter street of the area (unless prevented by an obstacle). Such streets shall connect across other local streets, and define areas of roughly similar size and connect internally unless furthering another goal of this document.
- ▶ 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.
- ▶ The pattern of local streets shall be highly interconnected and provide the equivalent access of a block grid system.
- ▶ Local streets serving single-family residential areas shall consist of two travel lanes and on-street parking
- ▶ Private alleys shall be designed to minimize alley width. This is especially critical at the intersection of the alley with the public street. Alley flares should be the minimum width possible to accommodate public safety and maintenance equipment.

- ▶ Local streets should accommodate short term on-street parking.
- ▶ In residential developments, alleys should be considered as a means of concealing parking and service areas, for locating utilities, and for minimizing curb cuts.

- ▶ New streets, bikeways, paths and trails shall connect to adjacent neighborhoods. Traffic calming measures shall be used to discourage short cuts and support a desirable living environment.
- ▶ Pedestrian and/or bike connections shall be made to residential neighborhoods, retail centers and open space systems. Pedestrian, bike, and visual connections shall also be made wherever auto connections are not feasible.
- ▶ All streets, whether public or private, shall provide a detached sidewalk at least 5 feet wide, a tree lawn not less than 8 feet wide, and street trees no more than 40 feet on-center, except for arterials which shall have a tree lawn not less than 13 feet wide. Exceptions to this require the approval of CPD, Parks and Recreation and the Department of Public Works. Sidewalks should be widened to attach to the curb at transit stops. The design of transitions from existing to new streets will be reviewed on a case-by-case basis to develop the most reasonable solution in each case.
- ▶ Public sidewalks shall be concrete with no color additives, using a broom finish and smooth trawled joints, except for wheelchair ramps, which shall comply with all city standards. Joint patterns for public sidewalks should create a module of 5'0" x 5'0" on five-foot wide walks and 4'0" x 4'0" on eight-foot wide walks.
- ▶ Sidewalks and plazas shall provide for handicapped access and shall be constructed of concrete or other approved materials of sufficient strength to support light maintenance vehicles.
- ▶ All transit stops shall be linked to private properties by paved walkways.

- ▶ 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.

**2.0 Pedestrian and Bicycle (continued)**

INTENT

**2.2 Private Sidewalks**

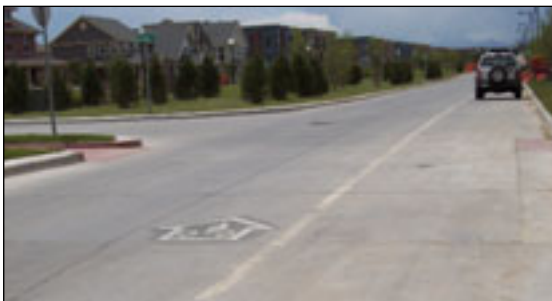
To provide continuous opportunities for pedestrian movement through the development.

To enhance pedestrian safety and comfort by providing clearly defined routes through parking areas and from the public sidewalk to primary building entries and trail connections.

**2.3 Bicycle Circulation and Access**

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

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





**STANDARDS**

**GUIDELINES**

- ▶ A direct pedestrian connection to the building entry shall be provided from the public sidewalk.
- ▶ Development shall provide pedestrian circulation from public walks to parking areas, building entries, plazas, transit stops and open spaces. Walkways shall be provided to separate pedestrians and vehicles, and shall link ground level uses. Pedestrian walks shall be a minimum of five feet wide.
- ▶ Clear and safe pedestrian routes shall be defined through parking areas to provide pedestrian access between buildings with minimum conflicts with vehicles. Where walks cross drive aisles, they should be clearly marked with signage, special paving, landscaping, or similar methods.
- ▶ Sidewalks, no less than eight feet in width, shall be provided along any facade abutting public parking areas and featuring a public entrance. Such sidewalks shall be located at least six feet from the facade of the building to provide planting beds for foundation landscaping, except where features such as arcades or entryways or display windows are part of the facade; or street trees in grates or planted areas no less than 40 feet on center are provided along the length of the facade.
- ▶ Pedestrian walks incorporating bicycle lanes shall be not less than 10 feet in width.
- ▶ All parking areas located between a street and a building shall include a landscaped pedestrian walk linking the building with a public sidewalk. Sidewalks may be attached to internal drives or parking areas if they are a minimum of five feet wide along drives or six feet wide where parked vehicles overhang the curb.
- ▶ Contiguous developments shall avoid erection of physical barriers between projects unless necessary for safety or the mitigation of adverse impacts.

- ▶ 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.

- ▶ Bicycle access shall be provided between bicycle lanes or trails and on-site bicycle parking areas.
- ▶ Two-way bikeways that are not combined with drives or parking lot surfaces shall be of concrete and shall be a minimum of 10 feet in width in all locations on private and public properties. One-way bikeways (without pedestrian access) shall be a minimum of five feet in width.
- ▶ Where bikeways are combined with streets, driveways, and parking areas, the bikeway shall be designated with a solid, white, four-inch wide stripe between the bike and the parking lanes.

- ▶ Bicycle parking should be located in visible, active, and well lit areas; near building entries, convenient to primary bicycling access, and not encroaching on pedestrian walkways. If possible, locate racks where parked bicycles are visible from the inside of adjacent buildings.
- ▶ Bicycle circulation should connect and align with pre-existing and planned off-site bicycle routes. Crossings at intervening streets should be located where safe means for crossing can be provided.

**3.0 Large Area Development**

INTENT

To encourage mixed-uses, including a mix of housing products, commercial uses, neighborhood centers, shared parking opportunities, and the integration of different land uses within neighborhoods and within buildings.

To view lots and blocks as the fundamental “building blocks” of the Stapleton pattern.

**3.1 Lots and Block Patterns**

To establish a flexible pattern of blocks throughout Stapleton with a general north-south orientation that extends the scale of the existing block pattern from surrounding neighborhoods into the southeast and southwest portions of the site.

To allow site planning flexibility and consistency of development patterns across Stapleton.

**3.2 Organizing Features**

NOTE: Organizing features shall be included in large area planning to utilize natural open space, creeks, formal public spaces, streets, parks, and parkways to organize and coordinate development patterns. They 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 planned collector street alignments in order to accommodate building groups organized around developed open space features.

**3.3 Open Space**



To utilize well defined natural and developed open spaces as features to serve as the focus of 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.

**STANDARDS**

**GUIDELINES**

- ▶ Block dimensions and proportions shall facilitate subdivision into lots that are generally regular in size and shape and avoid left-over parcels that are difficult to develop.
- ▶ All lots shall have frontage that is adjacent to a street. Street frontage shall typically not be less than 25% of the lot depth. Flag lots are strongly discouraged. This standard applies to single-family detached residences; not to row homes.

- ▶ Large retail development should be organized in support of surrounding development in serving area housing, retailing and services, employment, and neighborhood public places.

- ▶ An organizing feature shall be publicly accessible and designed to organize the placement of buildings to create a sense of place, character, or identity within a neighborhood or district. At least one central feature or gathering place should be located within a geographically distinct neighborhood, e.g., a convenient outdoor open space or plaza with amenities such as benches, monuments, kiosks, or public art. These places may be located on “civic blocks,” and may include buildings such as libraries, government offices, or public meeting places.
- ▶ Organizing features shall be embedded in the framework of streets, blocks, and lots, and should not be used for drainage detention unless a minimum of 20,000 square feet remains outside the detention area. Incidental or left-over space in connection with other public facilities will not be counted for this purpose.
- ▶ Buildings shall not orient rear, blank, or service dominated facades toward an organizing feature and shall include an entry that is visible, convenient to use, and connected to a public sidewalk by a direct route. Facades facing an organizing feature shall be of at least comparable architectural quality to other primary building facades.
- ▶ Parking lots shall not be permitted within organizing features.

- ▶ 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 quadrangle.
- ▶ 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.

- ▶ 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.
- ▶ 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 and naturalized drainage ways (with trails) shall be publicly accessible at not less than 800-foot intervals.

- ▶ 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.
- ▶ Open space should be utilized to bind various projects into cohesive interrelated districts wherever possible.

*(Guidelines continued next page)*

**3.0 Large Area Development (continued)**

INTENT

**3.3 Open Space**  
(continued)

**3.4 Transitions and Interconnections**



To create neighborhoods with transitions and interconnections that can be natural or man-made features, such as open spaces, drainage corridors, streets, sidewalks, and/or trails.

**3.4.1 Interstate 70 Frontage**

**STANDARDS**

**GUIDELINES**

- ▶ Significant shifts in the scale of development, such as lot size and building size, shall occur across rear lot lines, alleys, open space or arterial streets. In order to promote consistent street character and scale, developments of significantly different scale shall not face each other across 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 and scales of development shall allow for interconnections at a logical scale. Developments shall not be fenced off from the surrounding community.
- ▶ Infill buildings shall be located and designed to align or approximately align with previously established building/sidewalk relationships.
- ▶ Where incompatible scale or activities cannot be mitigated through adequate transition, buffering and screening shall be required. Buffering and screening strategies shall consider building and parking placement, building orientation, walls, fences, and landscaping.
- ▶ Residential development within commercial mixed-use districts shall provide all necessary buffering and screening from other allowed uses within that district.

- ▶ Developed, public, and common area private 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 frontages on public and private common areas are strongly encouraged. As long as street frontage and access is maintained, rear yards facing open spaces are strongly discouraged.
- ▶ Smaller urban common areas should be accessible, well lit, and maximize visibility into the area from adjacent streets.

- ▶ 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, but not to the detriment of achieving appropriate mix of uses at edges of neighborhoods. 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 maximize useful interconnections and shared efficiencies.
- ▶ Important views and vistas, both natural and man-made, should be used as opportunities to create edges or to align public spaces and corridors to enhance the quality of the public experience.
- ▶ Where development is phased, early phases should establish the long-term image of the project and its relationship to the street. Where early phases of a development project are not appropriate on street or open space frontages, the plan should indicate how a positive street or open space relationship will be achieved in subsequent phases.

- ▶ All sites adjoining I-70 shall treat I-70 as a primary orientation with regard to the quality and orientation of site design, architecture, and parking area design. This shall be in addition to any other required access and orientation. Primary frontage is intended to include landscape and building design that complies with all applicable provisions of these guidelines. No industrial or warehouse docking shall front onto I-70. Commercial retail docks shall be screened from view with a combination of masonry walls and landscaping.
- ▶ Parking area fronting on to I-70 shall be buffered by a minimum 20’ landscape setback which shall include trees spaced a minimum of 30 feet on center and a double row of vertical shrubs.

**4.0 Site Planning**

INTENT

**4.1 General Criteria - All Districts**

To provide for compatibility of use, access, and circulation between adjoining properties.

To ensure that streets are treated as development frontage.

To utilize building placement and open space to establish views on and off Stapleton.

To set standards of quality that will ensure long term value and maintainability of properties.

To ensure that building placement and orientation is consistent with pedestrian oriented development.

**4.2 Building Location and Orientation**

To reinforce the character and quality of public streets through the development of buildings that provide orientation and access toward the street.



**STANDARDS**

- ▶ Lots shall be designed to minimize conflicts between automobiles, trucks, bikes, and pedestrians, as well as to create an organized system of entrances, driveways, parking lots, and delivery areas.
- ▶ Zone lots straddling zone districts shall comply first with the requirements of the most restrictive district where necessary to provide reasonable consistency and compatibility with adjacent development. Appropriate transitions of scale, height, or architectural character may be required to achieve this standard.
- ▶ Neighborhood Retail, Office and vertically mixed-uses shall be designed as part of an overall site plan that achieves an organized, walkable commercial area when completed
- ▶ All stormwater management is subject to the recommendations of the adopted Stapleton Stormwater Outfall Systems Plan which defines the criteria that must be met in the development of Stapleton and on individual lots.

**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, as well as framing or terminating views.
- ▶ 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 east/west street corridors and from other public open space should be enhanced through careful consideration of building and landscape locations, massing, and orientation.

- ▶ No development shall be permitted to place or orient buildings, parking, circulation, or service facilities on a lot in such a way as to treat primary street frontage(s) as a rear lot line. For the purposes of this requirement "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.
- ▶ All building frontages visible from a street or residential area shall have the equivalent treatment of the primary building facade and completely screen all service and loading facilities.
- ▶ Non-residential uses located in the same block with residential uses shall be located on higher traffic streets and at the periphery or the end of each block having both uses and be effectively screened of light, noise, and pollution from service area or other incompatible activities.
- ▶ Large retail buildings (over 30,000 gross square feet) shall be located to minimize the impact of windowless walls and service areas on public streets. On sites that include large retail buildings, smaller buildings in-line or on pads shall be located to form edges that frame and reinforce the space and appearance of public streets. Pad sites adjoining the public right of way shall locate at least one facade including windows and similar architectural features within 30 feet of the public right-of-way. Pad buildings shall be located at site corners and entries.

- ▶ Site planning should relate as much as possible to the existing or proposed development on adjoining properties to minimize incompatible conditions, maximize useful inter-connections, and enhance the appearance of the properties from the street.
- ▶ Buildings should be located as close to the street as possible, after setback and/or build-to zone requirements have been fulfilled.
- ▶ Smaller in-line tenant spaces may be "saddle-bagged" onto the outside of large retail buildings to relieve large blank facades and provide activity fronting streets or parking areas.
- ▶ The front setback of commercial uses on collector or local streets may be paved as an extension of the pedestrian zone with street trees in grates only where the primary building entry is located directly adjacent to the public sidewalk.

**4.0 Site Planning (continued)**

INTENT

**4.2.1 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 defining landscape features.

**4.2.2 Multi-Unit Residential: Specific Criteria for Building Organization and Open Space**

To utilize open space as positive, useable features around which buildings are located, ordered, and orientated to promote a sense of security and community. 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 is strongly discouraged.

**4.3 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 to reduce their impact on the location of street trees and maximize the continuity of the tree lawn.



**STANDARDS**

**GUIDELINES**

- ▶ 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 the property line or by providing a 10-foot-wide landscape 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 frontage strip shall include one row of trees, the equivalent of two rows of shrubs, and grass or other live ground cover.

- ▶ Buildings shall be organized in relation to open spaces such as yards, and courts, to create a balance of usable open space and efficient circulation and parking. This standard shall not override the establishment of an orderly, positive, and urban character of the relationship of buildings to streets.
- ▶ Open space shall be utilized to facilitate pedestrian circulation, provide views, and/or provide active or passive recreation amenities.

- ▶ Contiguous developments shall coordinate circulation to minimize curb cuts.
- ▶ Access for each lot will be reviewed with the project's overall traffic circulation and capacity needs and located according to City of Denver standards. Direct driveway access to arterials, streets, and parkways shall minimize the number of driveways per block frontage.
- ▶ Access drives for non-residential and large-scale multifamily uses shall be coordinated with other access drives. Access drives across from other existing or planned drives shall either be combined to provide a full intersection or separated by no less than 150 feet.
- ▶ Vehicle access and circulation into retail sites shall be provided at each adjoining cross street, unless traffic safety precludes access. No perimeter of a retail site shall exceed 600 feet in length without vehicle access, except along arterials.
- ▶ Vehicle 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.

- ▶ Developments adjacent to undeveloped parcels should consider potential opportunities for future auto, pedestrian, and bicycle connections to adjoining sites.

**4.0 Site Planning (continued)**

INTENT

**4.3.1 Auto Oriented Uses**

To minimize impacts of auto circulation, queuing, drive-up facilities (including speaker systems and similar activities) on street oriented building design, pedestrian amenities, and orientation.

**4.4 Parking Area Location**  
**4.4.1 General Criteria – All Districts**

To minimize the visual impact of parking lots and structures on streets, open spaces, and adjoining development. Generally locate parking lots to the side or rear of buildings. Maximize the positive character of streets and buildings through continuity of buildings and landscape frontage.



**STANDARDS**

**GUIDELINES**

- ▶ Auto oriented and drive-through uses, where permitted, shall locate drive-through lanes away from street frontage. Drive-up and drive-through facilities (order stations, pick-up windows, bank teller windows, money machines, etc.) shall be located on the side or rear of a building and away from residential uses.
- ▶ For buildings greater than 100 feet from the street and with no intervening buildings, drive-through windows may be allowed to face a perimeter street, and drive through-lanes may be allowed with adequate landscape buffer from the right-of-way line.

- ▶ Automobile gasoline service stations should orient parking, car wash, and service bays away from street views.

- ▶ Parking and vehicular circulation between streets and buildings shall be limited. Shared parking and circulation is encouraged wherever practicable.
- ▶ No more than one double-loaded bay of parking, excluding on-street parking, shall be allowed in front of buildings in neighborhood retail (i.e. consumer retail and service, small scale uses). The maximum allowable length of the parking area in front of retail buildings is 125 feet.
- ▶ For large and medium scale retailing, no more than 50% of total surface parking shall be located between buildings and arterial streets. The restricted area is defined by lines extending toward the street at 45 degrees outward from the center of the building facade. For retail buildings larger than 30,000 square feet, the allowed parking may be enlarged to 60%.
- ▶ Denver Wastewater Management specifications for Better Management Practices shall apply to any parking development.
- ▶ Minimum setbacks of parking and drives from protected land uses shall be 15 feet from the property line of a protected district as defined in Section 59-81(e)(1) of the City Code, and five feet from the property line of all other uses, except development within shared parking areas (i.e., zero feet required).

- ▶ Driving lanes should not be provided between the building and adjacent public streets, sidewalks, or amenity zones. For small scale retail uses the location of all off-street parking behind the structure is strongly encouraged.
- ▶ Parking and vehicular circulation between the street and building should be limited where possible. Shared parking and circulation is encouraged wherever 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.
- ▶ 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 wherever possible, rather than aggregating parking into continuous street facing strips.
- ▶ No more than 45% of a zone lot may be covered by off-street parking, so long as the parking requirement established by ordinance is provided.
- ▶ Where parking is located between the street and building, pedestrian amenity may be enhanced by special paving.
- ▶ Special paving should be carefully chosen for structural capability and durability in the local climate. The only materials that are recommended for vehicular use other than concrete and asphalt are granite and hydraulically pressed concrete paving units, when placed on an engineered base. The use of colored concrete is allowed; however, future patching of colored concrete is difficult and long-term maintenance should be considered. Engineered base conditions are recommended for all paving, especially when using materials that have not been proven in the local area.
- ▶ Parking should be designed to allow for adequate snow storage in a manner that does not contribute to ice within traffic areas. Snow should be stored in sunny areas for rapid melting.

**4.0 Site Planning (continued)**

**INTENT**

<p>4.4.2 C-MU-10 District</p>	
<p>4.4.3 C-MU-20 District</p>	
<p>4.4.4 C-MU-30 District</p>	
<p>4.4.5 Multi-Unit Residential: Specific Criteria for the Location of Parking Areas</p>	<p>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.</p>
<p><b>4.5 Parking Structures</b></p>	<p>To maximize the design quality of parking structures and integrate their use and function into pedestrian oriented settings.</p>

**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.

▶ No more than 120 parking spaces shall be permitted without interruption by a landscaped median no less than 12 feet wide.

▶ 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.

▶ 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 I-70 right of way shall have no more than 180 parking spaces without interruption by a landscape median not less than 12 feet wide.

▶ No parking, shall be permitted between the street and the building's street oriented frontage.

▶ Street facing garage doors shall be recessed at least two feet behind occupied building space and shall not exceed 33% of the length of any ground floor facade of any building facing a public street or 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, sidewalks, and open space.

▶ Carports serving more than two vehicles shall not be permitted to be accessed directly from the street and shall use buildings or landscaping to screen parked cars from the view of public streets and open space. Carports are not allowed within the front setback area.

▶ 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 the garage is within 40 feet of a public street.

▶ All decks, parapets, structure, and openings shall be vertically and horizontally aligned on facades facing streets and open spaces.

▶ Any parking structure that is physically detached from the principal building served by the structure shall be connected to such building with a pedestrian walkway a minimum of eight feet in width.

▶ Back-out parking spaces into the major circulation system of development larger than 100 dwelling units are discouraged

▶ The design of parking structures should consider incorporation of other uses at ground level locations adjacent to pedestrian areas or design ground level bays and drive aisles and floor to floor heights to accommodate future conversion to retail or commercial uses on facades facing public right of way or active open space where future anticipated densities can support such conversions.

▶ Signage and light sources internal to the parking structure should not be visible from outside the parking structure. Lighting, particularly on parking decks, should not illuminate or produce glare to adjacent properties.

▶ The use of planters and vegetation in and around parking garages is encouraged.

**5.0 Architectural Design**

**INTENT**

**5.1 General Criteria**  
5.1.1 Form and Scale



To encourage building forms that will define high quality, orderly, and regular street spaces, compatible relationships to adjoining sites, and an urban character.

To create buildings that provide human scale, interest, and are architecturally cohesive, yet varied, in their overall form.

To discourage any development from orienting poor quality building facades or services areas toward a public street.

5.1.2 Glazing for Non-residential and Mixed-use Structures

To provide human scale and visible activity within those portions of buildings that face streets.

**STANDARDS**

- ▶ Buildings shall be designed to relate directly to and reinforce the pedestrian scale and quality of street, civic, and open spaces. The following techniques may be used to meet this objective:
  - Shifts in building massing, variations in height, profile, and roof form that provide human scale while maintaining a consistent relationship of overall building form to the street edge;
  - 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 relate 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, and similar features.
- ▶ In general, variation in form shall be encouraged. However, some building forms such as townhouses and neighborhood retail may rely on architectural uniformity to establish an architecturally pleasing pattern.
- ▶ Building facades facing arterial streets shall either be the primary entry facade or shall be of comparable quality in terms of architecture, materials and detailing. Primary building entries shall be connected to the street sidewalk by the most direct route practical. Corner buildings need only provide public entry on one street oriented facade.
- ▶ Ground floor retail shall have direct pedestrian entries onto public streets, parks, or plazas. Primary building entries must be easily and directly accessible from a street and shall be either oriented to or easily visible from the street.

- ▶ Ground floor facades facing an arterial street shall provide not less than 50% window to solid wall area.
- ▶ Those portions of a building facing facade, 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.

**GUIDELINES**

- ▶ Buildings should be designed 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.
- ▶ Large scale variations of massing, such as simple shifts in building form and roof shape, may be important to providing light, air, and transitions to nearby properties.
- ▶ 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.
- ▶ The design of the roof form and other related elements such as roof material, color, trim, and lighting should be an integral part of the architecture.
- ▶ Non-residential 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 direct access from the public sidewalk.
- ▶ For larger buildings, simple, flat roof, or parapet profiles are preferred as the predominant non-residential roof form, i.e., and buildings larger than 30,000 SF in footprint.
- ▶ Roofs should not be designed as attention-getting devices related to the reinforcement of signage or as an identifiable corporate image.

- ▶ Building facades adjoining or oriented toward streets and pedestrian areas should incorporate a substantial proportion of transparent glazing at all occupied levels.

**5.0 Architectural Design (continued)**

INTENT

**5.1.3 Material Quality and Detail**



To use materials complimentary to those found in older, traditional North Denver neighborhoods.

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

To encourage material palettes that emphasize the urban character of Denver with color, texture, and durability.

To provide materials of a quality, durability, and scale appropriate to pedestrian activity and contact

**5.1.4 Service and Equipment Areas**

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



**STANDARDS**

- ▶ All primary buildings shall use materials that are durable, economically maintained, and of a quality that will retain their appearance over time including but not limited to precast concrete, stone, brick, and architectural metals.
- ▶ The following cladding materials shall be prohibited:
  - Pre-cast concrete and tilt-up wall systems that are primarily structural in appearance (such as Twin-Ts) shall not be permitted.
  - Natural wood or wood paneling shall not be used as a principle exterior wall cladding system except for single-family development. Durable synthetic materials with the appearance of wood may be acceptable.
  - Synthetic stucco or EIFS shall not be permitted for use on exterior cladding on ground floors or within two feet of the head or jambs of any exterior building entry (pedestrian or vehicular).
  - Natural cinder block is not permitted as exterior finish for any development.
  - Materials intended for indoor finishes are not permitted for any exterior cladding.
- ▶ Reflective glass whose percentage of outdoor, visible light reflectivity is greater than 19% or having a transmittance factor of less than 60% shall not be used. Reflective glazing shall be permissible for limited detail and aesthetic effects. 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. No first surface reflective coatings shall be permitted.
- ▶ Service and emergency drive lanes shall be designed as part of the site circulation and shall not be use dedicated lanes that add impervious surfaces. Circulation and parking for service areas shall be designed to minimize disruption to the flow of traffic.
- ▶ Service areas and storage areas shall not front onto streets and open spaces. Such areas shall be located to the rear or side of buildings, screened from view from the street and/or open space.
- ▶ Refuse storage and pick-up areas shall be combined with other service and loading areas to the extent practicable. All outdoor refuse containers shall be screened from view from adjacent properties and streets. All trash containers must be covered. Reinforced concrete aprons are required in front of trash storage areas to accommodate trucks.
- ▶ Rooftop mechanical equipment, including satellite dishes and antennas over 30 inches in diameter, shall be screened from the view of public streets and open space. Alternate structures housing such equipment or wall-mounted painted-to-match units in unobtrusive locations in lieu of traditional screening will be considered. Visual simulation of screening may be requested.

**GUIDELINES**

- ▶ High quality, durable materials that provide scale and detail such as architectural masonry should be included in street facing facades. Where a variety of wall materials are used, changes in material should generally occur at inside corners or where the transition is accommodated through an architectural detail such as a cap or belt course.
- ▶ Durable, long lasting 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 clear, untinted glass.
- ▶ Large walls of glass should incorporate a variety of mullion patterns, bay dimensions, glass types or detailing to provide human scale. Large, monolithic, flush glass walls are strongly discouraged.
- ▶ Material quality is most important on building facades facing public streets and open space.
- ▶ Buildings within a development should share service areas to the extent practicable.

*(Standards continued next page)*

**5.0 Architectural Design (continued)**

INTENT

**5.1.4 Service and Equipment Area  
(continued)****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 urban character of streets and open spaces.

To encourage building forms that provide human scale and orientation.

**STANDARDS**

**GUIDELINES**

- ▶ Where possible, utility equipment shall be located to facilitate access and connection to multiple properties.
- ▶ Screening enclosures shall be incorporated into building architecture and utilize the same materials as the principle building to the greatest degree practicable. Screening and fences shall be one foot higher than the object being screened, but not more than eight feet high, on all sides where access is not needed. A metal gate shall be included where required for complete screening.
- ▶ Utility appurtenances within the right-of-way shall be located behind the sidewalk and out of the tree lawn, or, where it must be in the tree lawn, equipment shall be centered on the tree line and aligned with but no closer than 42 inches from the face of curb. This includes switch boxes, telephone pedestals, transformers, meters, irrigation, and similar equipment. The use of alleys is encouraged to locate all such equipment to the extent possible.
- ▶ Switch boxes and electrical and gas meters shall 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.
- ▶ 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.

- ▶ 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.
  - Diversity 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. Changes in materials should generally occur at inside corners or where the transition is accommodated through an architectural detail such as a cap or belt course.
- ▶ 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.

- ▶ 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.

*(Standards continued next page)*

**5.0 Architectural Design (continued)**

INTENT

**5.2 Multi-Unit Residential Development**  
 5.2.1 Form and Scale  
 (continued)

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

To coordinate the siting and bulk of individual residences so as to maintain solar access.

5.3.2 Garage Location and Orientation



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

**5.4 Retail (large scale) Massing and Facade Development**

To establish a pedestrian friendly retail environment that encourages a reduction in vehicle miles traveled.

**STANDARDS**

**GUIDELINES**

- ▶ 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 shall contribute to the sense of community safety. Ground floor residences that adjoin a public street or open space should provide direct resident access and to the public street or open space by entrances or gates of similar design quality and prominence as the primary entries.
- ▶ Garages and carports shall either be integrated into the primary building form or shall be constructed of the same materials as the primary buildings.

- ▶ Front setbacks shall not vary by more than eight feet on any given block frontage unless necessitated by the curvature of the street or other unique site conditions.

- ▶ 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.

- ▶ Ground floor facades that face public streets shall have arcades, display windows with vision glass, spandrel glass (not to exceed 50% of the total glass on any one façade), entry area, awnings, or other such features along no less that 60% of their horizontal length.
- ▶ All building facades shall include a repeating pattern that includes no less than three of the elements listed below. At least one of these elements shall repeat horizontally.
  - Color change
  - Texture change
  - Material change
- ▶ Expression of architectural or structural bay through a change in plane no less than 8 inches in width, such as an offset, reveal, or projecting rib.
- ▶ Exterior sales areas shall be enclosed by screening that is integral to the architecture. Materials and architectural detailing should be consistent with the adjacent structure. Chain-link enclosures are not permitted.

- ▶ The massing of residential structures should be considerate of solar access to neighboring properties, particularly winter sun angles to properties immediately north.

- ▶ 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.
- ▶ 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.

- ▶ Facades shall be articulated to reduce the massive scale and the uniform appearance of large retail buildings.

**5.0 Architectural Design (continued)**

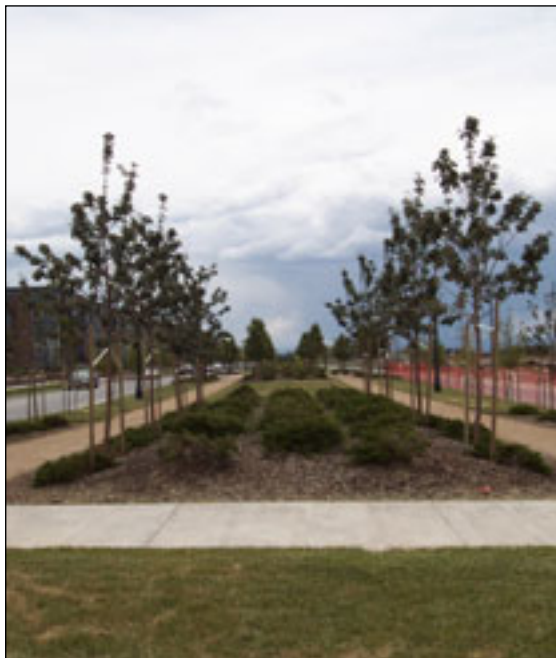
**5.5 Office Massing and Façade Development**

INTENT

To create office buildings that are pedestrian friendly and that blend into the surrounding neighborhoods patterns of development.

**6.0 Landscape Design**

**6.1 General Criteria**



To promote quality in landscape design, compatibility between lots, mitigation of the impacts of large buildings and paved areas, water conservation, and a well maintained appearance.

To soften and mitigate the visual impacts of large buildings and expansive paved areas.

To establish project and district identities that relate to Denver’s landscape design traditions.

To reinforce the orderly character of open space created to organize building groups, and to create public space reminiscent of Denver parks and parkways.

To create usable open space suitable for passive recreation.

To provide transitions between developed and natural areas, and buffers between different uses.

**STANDARDS**

**GUIDELINES**

- ▶ Office buildings shall be designed with clear glass at the ground level and with direct pedestrian entrances from adjacent street frontage.
  
- ▶ Landscape design for individual lots shall be developed according to a Landscape Plan. Each building or cluster of buildings within each development shall provide a plan that indicates all planned landscape materials, and their location, minimum size, quantity, and irrigation. All of the landscaped site area shall be included in one of the following categories:
  - Landscaped and irrigated;
  - Low water landscapes;
  - Native landscaping within drainage areas.
- ▶ All land areas not covered by buildings, streets, paved areas, or other planned and approved surfaces shall be planted with living plant material and mulches.
- ▶ The City and County of Denver's Rules and Regulations for the Landscaping of Parking Areas shall be in full force and effect unless specifically superseded by more stringent criteria herein.
- ▶ 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.
- ▶ 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.
- ▶ 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.

- ▶ Office uses should occur within a pedestrian oriented framework that emphasizes connections to the surrounding community.
- ▶ On-street parking should be provided.
  
- ▶ All development areas should recognize the unique climate, open character, and gentle open topography of the high plains environment and should employ development, construction and landscape forms, materials, and methods that are appropriate to that environment.
- ▶ Landscaping should visually frame buildings and buffer parking, garage, and service areas. It should define and enhance the sense of arrival at appropriate site locations.
- ▶ 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 large 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.
- ▶ Construction near existing trees should follow established practices to ensure their survival.
- ▶ Substitute irrigation should be supplied to trees or other vegetation that have natural or drainage water diverted or eliminated due to site development or construction.

*(Standards continued next page)*

**6.0 Landscape Design (continued)**

INTENT

**6.1 General Criteria**  
(continued)

**6.2 Walls and Fences**

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

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





**STANDARDS**

**GUIDELINES**

- ▶ All areas of live plant material, other than existing vegetation, over 200 square feet located more than 10 feet from a building foundation and requiring more than 15 inches of annual precipitation to survive shall be irrigated.
- ▶ 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
- ▶ Landscape areas shall be continuous from one lot to another and shall incorporate landscape materials that are compatible with landscaping on adjacent lots, public streets, drainage corridors, and landscape easements.
- ▶ All plant material used shall meet the minimum standards established by the American Association of Nurserymen, as published in the American Standards for Nursery Stock (comply with ANSI Z60.1).

- ▶ 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 100 feet through not less than two of the following methods:
  - changes in plane of not less than two feet;
  - expression of structure, such as post, column, or pilaster not less than one foot in width;
  - variation of material; and/or
  - variation of form, such as from solid to open pickets
- ▶ The design and materials for walls and fences 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. The combined height of walls and fences on top of an earth berm shall not exceed the maximum permitted height for the wall or fence alone. The design will avoid long, unarticulated street fences facing walks and prevent "fence canyons."
- ▶ Exterior Insulated Finish Systems (synthetic stucco) shall not be used as a cladding material for any site fencing or exterior screen wall unless used over a hard, durable substrate such as masonry or cast in place concrete. Wood and interior finish systems shall not be used on exterior enclosures. Architectural security fences may be allowed in front of buildings with approval.

- ▶ Where an alley abuts a public open space, special effort should be applied to ensuring that the alley has an attractive appearance. For example, additional landscaping should be provided along the alley to blend its appearance with the open space and all refuse/service areas should be screened from the open space.
- ▶ Where chain link or similar forms of security fencing are required, they should be screened from the view of the adjoining streets, open space, and development by building placement and landscaping.

**6.0 Landscape Design (continued)**

INTENT

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



To create tree-lined streets in the tradition of Denver's older neighborhoods.

To create consistencies in tree plantings without creating monoculture problems.

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

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

To soften and mitigate the visual impacts of large paved areas.

**STANDARDS**

**GUIDELINES**

- ▶ Any proposed landscaping, pedestrian lighting, street furniture and other amenities within public right-of-way shall conform to the requirements of the Stapleton Streetscape Master Plan and other applicable documents.
- ▶ The City Forester shall approve all landscaping including street tree species and spacing in any public right-of-way.
- ▶ Street trees shall be provided and aligned in straight rows parallel to the curb, centered in the tree lawn. Irrigated turf and street trees shall be provided in the tree lawn. Berms and inorganic groundcover 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 for otherwise required tree lawns.
- ▶ Street tree openings in walks shall be covered with minimum five-foot by five-foot tree grates and provided with five-foot by 15-foot tree wells containing planting soil. The area of walk over the well should be reinforced concrete slab able to support an SU 30 truck.
- ▶ Any proposed pedestrian lighting; street furniture and other amenities shall conform to the requirements of the "Stapleton Streetscape Manual."
- ▶ Maximum street tree spacing should be approximately 40 feet on-center. Tree lawns should be sloped to drain toward the curb at a preferred slope of two to three percent. Trees should be spaced at least 25 feet away from street lights(center of tree to center of light).

- ▶ Street tree species should be selected to maximize the cohesiveness of each block without creating monocultures that may be susceptible to disease.
- ▶ Planting within the tree lawn area should be limited to grass and trees with shrubs and other landscaping occurring behind the sidewalk.

- ▶ Specific portions of the City and County of Denver Rules and Regulations for the Landscaping of Parking Areas shall be superseded as follows:
  - Berms shall not be permitted as a method of parking lot screening along streets.
  - Medians dividing areas 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.
- ▶ Drive-through lanes and parking that adjoin public streets shall be buffered by low walls, railings, and/or hedges at least 36 inches high. Where a drive-through use is adjacent to a residential use, the drive-through lanes and/or parking shall also be screened by an opaque wall at least 48 inches high. All walls shall be landscaped facing the street, sidewalk, or residential use.
- ▶ All drives, parking, and vehicular circulation areas shall be paved. Where higher quality materials are used at drop-off, pedestrian/parking courts or other areas, they should include only those with proven longevity in the local environment such as colored concrete, hydraulically-pressed concrete pavers, and stone.

- ▶ Landscaping around parking lots should be designed so as to buffer 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.
- ▶ Parking areas between buildings and the street should consider the use of special paving materials to create parking courts with a higher level of pedestrian amenity.

**7.0 Lighting**

INTENT

To create a well balanced, integrated lighting plan for public and private properties that enhances vehicular and pedestrian visibility while minimizing lighting glare and contrast . Lighting shall emphasize both public and private features and destinations by using a minimum amount of light to meet these objectives.

The purpose of all lighting is to provide needed illumination of the site and, at the same time, prevent undesired off-site glare.

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

To provide safety and consistent appearance in conformance with Denver Standards throughout Stapleton.

**7.2 Pedestrian Lighting — Public Rights-of-Way**



To provide consistent systems of pedestrian lighting that add to the character, aesthetic appeal, and safety of Stapleton, thereby promote greater pedestrian activity.

**7.3 Parking Area Lighting**

To light parking areas in a consistent, attractive, and unobtrusive manner that minimizes off-site impacts.

**STANDARDS**

**GUIDELINES**

- ▶ 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.

- ▶ 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.

- ▶ 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.
- ▶ 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.
- ▶ 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 systems throughout the lot.
- ▶ The maximum height of parking lot light fixtures shall be 35 feet above the ground. Fixtures shall be of low cut off 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 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.
- ▶ At no point should lighting levels in parking and service areas, including service stations, exceed eight foot candles when measured at the ground.

## 7.0 Lighting (continued)

### INTENT

#### 7.4 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.

## 8.0 Signage

To identify the location of a business with signage that is unobtrusive to surrounding residential uses and well integrated with the buildings and/or landscape design.



**STANDARDS**

- ▶ 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. More prominent building lighting may be considered for buildings that adjoin I-70. The use of floodlights is not permitted.
- ▶ 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.

**GUIDELINES**

- ▶ 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.

- ▶ Signs shall be compatible with the character of the surrounding area and adjacent architecture in terms of scale, color, materials, lighting levels.
- ▶ Signs shall be compatible with the architectural characteristics of the buildings on which they are placed in terms of scale, color, materials, lighting levels.
- ▶ Signs shall be constructed with high quality, durable materials appropriate to the physical demands of an urban setting.
- ▶ Buildings shall be designed with built-in sign bands or locations to accommodate signage that is complementary to the building architecture, detailing, and materials.

- ▶ Signs should be unobtrusive to the surrounding uses.
- ▶ Sign colors, materials, sizes, shapes and lighting should be used to complement the other elements of the façade and landscape design

# APPROVALS

Adopted April 21, 1999  
Amended January 7, 2004

Approved for Legality

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Karen A. Aviles Date  
*Assistant City Attorney, City and County of Denver*

Approved and Adopted

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William H. Hornby Date  
*Chair, Denver Planning Board*

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Peter J. Park Date  
*Manager, Community Planning and Development*

Adopted and published as enabled by Section 59-301 and pursuant to Section 12-18 of the Revised Municipal Code, as amended, of the City and County of Denver.

