Introduction
The focus of Meeting 9 is to review the final proposed package of zoning and design standards and guidelines (DSG) for public review. The package of regulations reflects the multiple agreements made by the task force throughout the drafting process. The task force will have the opportunity to review the proposed package of regulations and decide if any final changes are needed before releasing the zoning and DSG for public review.

Because the zoning and DSG are long documents, staff prepared an executive summary that highlights the major components of the proposed regulations. Prior to the meeting, please review all relevant documents (at a minimum, the executive summary) since there will not be time in the meeting to provide a comprehensive overview of all items in the meeting.

Packet Materials

<table>
<thead>
<tr>
<th>Item</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Draft Agenda</td>
<td>This provides a draft summary of topics that we will present and discuss at the task force meeting</td>
</tr>
<tr>
<td>Executive Summary</td>
<td>This provides a high-level overview of the proposed content of both the zoning and DSG</td>
</tr>
</tbody>
</table>
| Draft Zoning                              | This portion of the packet includes all pages of the zoning code that are expected to have substantive changes as part of the Arapahoe Square text amendment. A couple of notes:  
  - The formatting uses CPD’s traditional formatting for text amendments, where new text is red and underlined and relocated text is blue  
  - Explanatory annotations have been added by staff – in red boxes – to help understand the document                                                                                                                                                                           |
| Draft Zoning Map                          | This maps shows the proposed mapping for the legislative rezoning that will be part of the adoption of the new Arapahoe Square regulations                                                                                                                                                                                                  |
| Draft Design Standards and Guidelines (DSG)| This includes a complete draft of DSG. Updates that have been made since the previous task force review are marked in red underline.                                                                                                                                                                                                 |

Please note that PDFs of the above documents have been posted at the Arapahoe Square web page: www.denvergov.org/arapahoesquare
Agenda: Meeting 9 of Phase 2

January 27, 2015
3:00-6:00pm

3:00 – Opening/Welcome
3:15 – Touch Base on Schedule and Milestones Moving Forward
3:20 – Review the Overall Zoning and Design Review System
3:40 – Building Form & Height Tools
4:00 – Tools to Promote a Pedestrian-oriented Neighborhood
4:10 – Tools to Promote Quality, Human Scale Design
4:20 – Tools to Promote Context Sensitive Design
4:30 – Break
4:40 – Review Zone District Mapping
5:00 – Discussion & Agreement on the Public Review Draft

5:45 – Task Force Role Moving Forward
- Represent the project and process
- Attend public open house, if possible
- Attend last task force meeting to discuss public comments
- Attend adoption hearings

5:55 – Wrap-Up and Next Steps
- Public Open House: March 9 at the Stout Street Health Center
- Final Task Force Meeting: Late March/Early April

Find meeting materials and information at www.denvergov.org/arapahoesquare
EXECUTIVE SUMMARY: ARAPAHOE SQUARE ZONING + DESIGN STANDARDS & GUIDELINES

Executive Summary

ARAPAHOE SQUARE ZONING + DESIGN STANDARDS & GUIDELINES

This document summarizes the proposed new zoning and updated design standards and guidelines for the Arapahoe Square neighborhood. It provides a high-level review of the key components of the proposed Downtown Arapahoe Square (D-AS) zone districts, as well as key concepts from the proposed updates to the design standards and guidelines (DSG) that will apply in Arapahoe Square.

The proposals described in this document reflect agreements reached by the Arapahoe Square Zoning Technical Task Force, an all-volunteer group of diverse stakeholders including residents, property owners, architects and design professionals who met over a 14 month period. To learn more about the process for writing the new zoning and please visit www.DenverGov.org/ArapahoeSquare.

Following an introduction to the proposed zoning and design review system, the executive summary is organized around the desired future conditions in Arapahoe Square that the new zoning and DSG seek to promote. The full text of the proposed zoning and DSG will be posted to www.DenverGov.org/ArapahoeSquare in February, 2016

The Arapahoe Square neighborhood is bounded by Park Avenue, 20th Street, the alley between Lawrence and Larimer and the alley between Welton and Glenarm.
Introduction to the Zoning & Design Review System

Arapahoe Square is one of several special neighborhoods in Denver where both base zoning requirements and a parallel design review process, using design standards and guidelines (DSG), help shape compatible, high-quality development. The proposed system will improve significant improvements to both zoning and design review in Arapahoe Square.

Proposed Zone Districts

Two new form-based zone districts are proposed to replace the existing Downtown Arapahoe Square (D-AS) zone district:

- **Downtown Arapahoe Square 12+ (D-AS-12+)** is proposed for the northeastern part of Arapahoe Square closest to low-scale neighborhoods. It limits most building heights to 8 or 12 stories with a maximum height of about 20 stories as a tall, slender tower (see page 4 for more information on building forms).

- **Downtown Arapahoe Square 20+ (D-AS-20+)** is proposed for the southwestern part of Arapahoe Square closest to the Downtown Core. It limits most building heights to 16 or 20 stories with a maximum height of about 30 stories as a tall, slender tower (see page 4 for more information on building forms).

The D-AS-12+ and D-AS-20+ districts will implement the height and land use objectives of the *Northeast Downtown Neighborhoods Plan* by allowing for a vibrant mix of uses in buildings that transition in scale from the Downtown core to neighborhoods to the north (see “Building Heights that Transition from Downtown” on page 6 for more information).

**WHAT IS ZONING?**

Zoning provides the base development regulations for property development. Zoning regulations are prescriptive and generally quantitative. All development projects must meet applicable zoning regulations which usually include:

» Allowed building locations
» Maximum height
» Minimum or maximum setbacks
» Specific design requirements
» Parking requirements
» Permitted uses

**WHAT IS DESIGN REVIEW?**

Design review complements zoning with a parallel process to ensure high-quality design. Design review is conducted by staff or a separate board using flexible design standards and guidelines (DSG) that provide performance-oriented guidance for context-specific review of development projects. Typical design standards and guidelines topics include:

» Context-sensitive site design
» Building mass & scale
» Facade character and materials
» Streetscape/landscaping

**THE 2010 FORM BASED ZONING CODE**

Denver’s 2010 Zoning Code Update overhauled Denver’s outdated zoning code by providing context-sensitive zoning standards that promote compatible building forms throughout most of the City. However, the 2010 update did not include the zone districts that apply in Downtown Denver.

If adopted, the proposed D-AS-12+ and D-AS-20+ districts described at left will be the first downtown zone districts that use the updated 2010 form-based zoning format.
EXECUTIVE SUMMARY: ARAPAHOE SQUARE ZONING + DESIGN STANDARDS & GUIDELINES

Introduction to the Zoning & Design Review System

Proposed Design Review System
The proposed design review system replaces City staff-led design review with a new Arapahoe Square Design Advisory Board composed of design professionals, property owners and residents. The board will be appointed by the Mayor and use extensively updated design standards and guidelines (DSG) to guide their review of new development in Arapahoe Square. The proposed process will work in tandem with the zoning approval process to streamline development review.

Flexibility for Creative Design
The proposed zoning and design review system provides extensive flexibility to promote creative design in Arapahoe Square. Flexible tools include:

- **A variety of building forms** in the proposed zoning allow flexibility for a range of designs while also incentivizing higher design quality. See “A Vibrant Neighborhood with a Mix of Building Forms” on page 4 for more information.
- **Alternatives** in the proposed zoning allow a variety of approaches for meeting build-to, transparency and upper story setback requirements.
- **Percentage-based tools** in the proposed zoning allow flexibility for creatively-design building frontages, facades, upper story setbacks and other features.
- **Intent Statements** in the proposed design standards and guidelines may be used to approve innovative or creative designs that may not meet specific standards or guidelines.
- **Suggested strategies** in the proposed design standards list specific approaches that are appropriate to meet the intent of a specific standard or guideline, but also allow for other innovates or creative approaches.

Alternatives and percentage-based zoning tools allow creative upper story setback designs that meet the intent of the five story “datum line” recommended in the Northeast Downtown Neighborhoods Plan.

The NORTHEAST DOWNTOWN NEIGHBORHOODS PLAN
The 2011 Northeast Downtown Neighborhoods Plan provides the policy background for the new Arapahoe Square zoning and DSG. In addition to recommending the form-based zoning study that led to the proposed zoning and DSG, the Plan outlines specific objectives that are embedded in the proposals described in this document, including:

- Maximum building heights
- A five story datum line (upper story setback)
- Point Tower building form
EXECUTIVE SUMMARY: ARAPAHOE SQUARE ZONING + DESIGN STANDARDS & GUIDELINES

A Vibrant Neighborhood with a Mix of Building Forms

Building Forms
To promote a vibrant, mixed-use district with a range of building types, the draft zoning proposes three basic building forms. These building forms will accommodate the density envisioned for Arapahoe Square in the Northeast Downtown Neighborhoods Plan, while also incentivizing buildings that minimize the visibility of structured parking.

GENERAL
This building form allows for a wide range of building types with a maximum height of 8 stories in the D-AS-12+ zone district and 16 stories in the D-AS-20+ zone district. Although this form has the lowest maximum height, it allows for the greatest flexibility since there are no requirements regarding parking design or limits on the size of upper story floors.

GENERAL WITH HEIGHT INCENTIVE
The General with Height Incentive building form is very similar to the General building form, with one primary difference: taller heights are allowed in exchange for minimizing the visibility of above-grade parking. If at least 70% of street-facing parking is wrapped with an active use (uses other than parking, including residential and office), or if no above-grade parking is provided at all, the General with Height Incentive form may be used. It allows for buildings as tall as 150 feet in the D-AS-12+ zone district and 250 feet in the D-AS-20+ zone district. The maximum heights are in feet only, with no restriction on the total number of stories.

General Building Form: allows for maximum heights of 8 or 12 stories. No restriction on above-grade parking. Accommodates a wide variety of building forms, including row homes.

General with Height Incentive Building Form: allows taller heights than the General Building Form. In exchange for greater height, the development must wrap at least 70% of all structured parking facing the street, or provide no above-grade structured parking at all.

ABOVE-GRAGE STRUCTURED PARKING
An important goal of the regulations for Arapahoe Square is to minimize the visibility of structured parking. This objective is accomplished through a few key strategies:
» Two building forms that incentivize wrapped parking and below-grade parking
» Restrictions on parking at the street level (see “Street Level Uses” on page 7)
» Where above grade parking is visible, design standards to ensure quality design that integrates with the building’s architecture (see “Structured Parking” on page 11)
POINT TOWER

This building form is recommended for Arapahoe Square in the Northeast Downtown Neighborhoods Plan. It allows for significant height in slender tower forms that reduce impacts, such as shadows, on the pedestrian realm. Point Towers may reach as tall as 250 feet in the D-AS-12+ zone district and 375 feet in the D-AS-20+ zone district, with no restriction on the total number of stories. As with the General with Height Incentive building form, requirements to minimize above-grade parking apply -- buildings must wrap at least 70% of exposed parking structures, or provide no above-grade parking.

The Point Tower form also requires a maximum floor plate of 10,000 square feet above 5 stories/70 feet. This ensures a narrow tower form above the base of the building.

An example of a point tower in Portland, Oregon.

Point Building Form: buildings may be as tall as 250-375 feet under this building form. Above the 5th story/70 feet, the floor plate is limited to a maximum of 10,000 square feet. This slender, tall form accommodates the density envisioned for Arapahoe Square while minimizing overall building mass.
A major goal of the new zoning and design standards and guidelines is to accomplish a more appropriate height transition between the Downtown core and neighborhoods adjacent to Arapahoe Square.

**Zone District Mapping**
The mapping of the two proposed zone districts summarized on page 2 creates a height transition between the Downtown core and the low-density residential neighborhood on the northern edge of Arapahoe Square. This height transition is recommended in the *Northeast Downtown Neighborhoods Plan*. The major height transition occurs mid-block between 21st and 22nd Streets, with lower heights allowed to the northwest, as seen in the image below.

**Transitions to Historic Districts**
Arapahoe Square is surrounded by three historic districts -- Ballpark to the northwest, Clements to the southeast, and Curtis Park to the north, across from Park Avenue. All three districts are lower-scale than Arapahoe Square and Clements and Curtis Park are lower-density residential neighborhoods. Transitions to these three historic edge are incredibly important. The proposed design standards and guidelines promote sensitive transitions to these areas through tools such as screened parking garage facades and increased use of masonry. See more about transitions to historic districts under “Historic Assets” on page 13.

**Zone district mapping:** building heights step down moving from Downtown toward Curtis Park, with a step down between the two zone districts occurring between 21st and 22nd Streets.
A key goal for the future of Arapahoe Square is to create a vibrant, pedestrian-friendly district. The proposed zoning and design standards and guidelines promote pedestrian-oriented design in a variety of ways.

**Street Level Design**

**BUILDING PLACEMENT**
The proposed zoning requires buildings to be placed close to the sidewalk, which is called a “build-to” requirement. On most streets, buildings should be within 0-10 feet of the property line. Building placement close to the sidewalk creates an interesting edge for pedestrians and prevents surface parking from fronting the public realm.

**STREET LEVEL TRANSPARENCY**
Transparency requirements ensure a significant number of glass windows and doors at the street level so that pedestrians can easily see into buildings and enjoy viewing active uses inside the building as they pass by.

**FACADE DESIGN AT THE STREET LEVEL**
The proposed design standards and guidelines include a variety of features that encourage pedestrian-friendly street level design, such as:

- human scale articulation, including bay windows and recessed entries
- pedestrian-oriented features such as awnings and canopies
- building entrances that are connected to the sidewalk, clearly visible to the pedestrian, and oriented to the sidewalk or open spaces

**Street Level Uses**
Uses that detract from a vibrant pedestrian experience, such as parking garages and mini-storage, are not allowed for the majority of the building’s street level frontage. For smaller lots, there is flexibility to place these uses at the street level if certain design requirements are met, including tall floor-to-floor heights so that the street level could be converted to a more active, pedestrian-friendly use in the future.
EXECUTIVE SUMMARY: ARAPAHOE SQUARE ZONING + DESIGN STANDARDS & GUIDELINES

A Pedestrian-Oriented Neighborhood

**Open Space/Enhanced Setbacks**
Privately-owned open space, where thoughtfully designed and easily accessible to the public, contributes to a vibrant pedestrian experience. To encourage street-facing open spaces and enhanced setbacks (which are areas where the building is setback in order to accommodate amenities such as cafes), the proposed zoning allows for exceptions to the build-to requirement. This enables developments to set the building back further from the sidewalk and create pedestrian-friendly features such as courtyards, plazas, and outdoor cafe seating. The design standards and guidelines require high-quality design of these spaces and encourage them to be activated by uses in the building so that they are safe, attractive places for pedestrians to linger.

**Streetscape**
Streetscape is the area between the building and the street. It includes the sidewalk, plantings and trees, as well as other amenities such as pedestrian seating. High-quality streetscaping is an important component of a pedestrian-friendly street. The proposed design standards and guidelines, contain guidelines that encourage new development to provide a variety of quality streetscape elements, including:

- Appropriately spaced street trees to provide shade and buffer pedestrians from the street
- Distinctive paving patterns to help designate the pedestrian zone
- Street furniture and lighting that are designed to create safe, pedestrian-friendly streetscapes

Where buildings are not built at or near the sidewalk edge, the zoning and design guidelines promote enhanced setback areas (upper left) and open spaces (above right) that are activated with pedestrian-friendly uses and design elements.
EXECUTIVE SUMMARY: ARAPAHOE SQUARE ZONING + DESIGN STANDARDS & GUIDELINES

A Pedestrian-Oriented Neighborhood

Signs
Signage can have a large impact on the pedestrian experience. The proposed design standards and guidelines require high-quality, durable signs that are scaled and oriented to the pedestrian. There are also standards to promote signs that are appropriately integrated into the architecture of the building, thereby contributing to positive, human scale design.

On-Site Parking Requirements
Because Arapahoe Square is envisioned to be an urban, pedestrian-focused district with significant multimodal transportation options, the proposed zoning does not require new development to provide a minimum number of off-street parking spaces for vehicles. This is the same approach to regulating on-site parking in most of the Downtown area. While private development is likely to provide significant on-site parking based on market demand, a flexible approach to parking requirements encourages creative parking solutions such as central parking reservoirs and developments that provide on-site spaces for car share vehicles.

Pedestrian-Friendly Uses
To advance the vision for a truly urban neighborhood that is focused on the pedestrian, the proposed zoning will not allow uses that detract from the quality of the pedestrian realm. For example, new stand-alone parking lots and drive-through uses will not be allowed. There are also significant limitations on auto-services that are allowed, including tire repair shops and auto sales, such as requiring them to be fully enclosed and limiting their presence along the street.

The proposed design standards and guidelines require high-quality, durable signs that are scaled and oriented to the pedestrian.
Quality, Human Scale  Design that Promotes a Sense of Place

The Northeast Downtown Neighborhoods Plan calls for enhancing urban design within Arapahoe Square. The proposed new regulations, especially the design standards and guidelines, advance a new design vision for the neighborhood. The focus is on human scale architecture and creative, innovative design that creates a unique sense of place.

Massing and Articulation
Design techniques that break down the mass of large buildings are an important tool in creating quality, human scale design. The proposed design standards and guidelines require developments with street frontages over 125 feet to incorporate elements such as changes in material and variations in the plane of the facade. These techniques help to break the facade into smaller, human scale components and they promote variety and visual interest for the pedestrian.

Upper Story Setbacks
The Northeast Downtown Neighborhoods Plan calls for balancing the height and density recommended for Arapahoe Square with pedestrian-friendly design. In particular, the plan recommends an upper story building setback (or “Datum”) for taller buildings, which will help to minimize the impact of taller buildings on the pedestrian realm. The proposed zoning carries forward this recommendation by requiring an upper story setback along most streets. The setback, which must be a minimum of 10 feet in depth, may occur anywhere from two to five stories in height. To allow for design flexibility and creativity, up to 35% of the building’s frontage on each street is not required to setback.

Recognizing the unique character of key streets in Arapahoe Square, the upper story setback requirement varies on important corridors such as 20th Street, Park Avenue, 21st Street, and Broadway. See more under “Key Streets” on page 12.

Transparency
As mentioned in “Street Level Design” on page 7, the proposed zoning requires a minimum amount of the street level to have glass windows and doors. The design standards and guidelines also contain requirements for transparency -- or windows -- above the street level. This promotes visually interesting facades and the placement of active uses along the street.
EXECUTIVE SUMMARY: ARAPAHOE SQUARE ZONING + DESIGN STANDARDS & GUIDELINES

Quality, Human Scale  Design that Promotes a Sense of Place

Materials
The proposed design standards and guidelines promote high-quality, visually interesting facades by requiring durable materials, as well as variety in materials, for all street-facing facades. A wide range of materials are allowed, and innovative, creative materials are encouraged. The importance of quality materials for visible alley-facing facades is also addressed.

Structured Parking
A major goal of the proposed regulations is to minimize the presence of parking structures, which are not an active, pedestrian-friendly use, along the street. As mentioned in “Building Forms” on page 4, the proposed zoning incentivizes building forms that wrap above grade parking, or provide all parking below grade.

Where parking is exposed to the street, the proposed design standards and guidelines promote quality design and cohesive integration of the structured parking into the rest of the building’s design. This includes techniques such as:

- Using materials and articulation patterns that are similar to other, non-parking portions of the building
- Creating patterns of openings in the parking structure that reflect the minimum transparency for non-parking facades
- Aligning openings in the parking garage with windows in the upper stories of the building
- Encouraging fully enclosed, ventilated garages

The proposed design standards and guidelines promote high-quality, visually interesting facades by requiring durable materials, as well as variety in materials, for all street-facing facades
Context Sensitive Design

Arapahoe Square is a diverse neighborhood with a variety of contexts and character. A significant goal for the proposed regulations is promoting context sensitive design that responds to the unique characteristics of a specific site, corridor, or subarea.

Key Streets

The proposed regulations recognize the importance of several key corridors, each with their own unique character, throughout Arapahoe Square. Below is a summary of these key streets and examples of how the regulations respond to their special characteristics.

21ST STREET

This important corridor is planned to be the community gathering space for Arapahoe Square. A recent urban design plan for 21st Street reinforces the vision of the street as a high-quality public space with focus on pedestrian and bicycle travel. The proposed regulations further this vision in a variety of ways. Two examples include requiring 100% of the street frontage to meet the upper story setback requirement -- with flexibility for alternative setback designs -- and encouraging the identification of key gateway corners through building massing.

20TH STREET AND BROADWAY

20th Street is the border between Arapahoe Square and the Central Business District. It is envisioned to have a more urban character common to the Downtown Core. Broadway is a wide arterial that cuts diagonally through Arapahoe Square. North of 20th, Broadway is envisioned as a Grand Boulevard in the city’s adopted plans with a high-quality streetscape and pedestrian realm. The proposed regulations encourage a strong, urban edge along these streets and also emphasize the quality of street level designs.

ARAPAHOE AND CURTIS STREETS

Both of these streets provide an important pedestrian connection between the Central Business District, Arapahoe Square, and Curtis Park. Arapahoe Street is also an important bike corridor since it has a protected bike lane. The proposed regulations for these streets contain features such as a wider build-to range -- to encourage enhanced setbacks and open space -- and streetscape features that promote the pedestrian.
PARK AVENUE
This street, at the northeastern edge of Arapahoe Square, is a key transition between Downtown and the Curtis Park neighborhood. Similar to Broadway, this corridor is identified as a Grand Boulevard in the city’s adopted plans, with a strong emphasis on the pedestrian experience. The proposed regulations encourage this corridor as a successful transition to Curtis Park by requiring 100% of the street frontage to meet the upper story setback requirement -- with flexibility for alternative setback designs -- and encouraging building design that responds to the character of Curtis Park through tools such as increased use of masonry.

WELTON STREET
Welton Street is an important transit corridor with light rail service that connects Arapahoe Square to downtown and the Five Points Historic Cultural District. It also forms a transition between Arapahoe Square and the Clements Historic District to the southeast. Regulatory approaches that acknowledge the unique character of Welton include a wide build-to range along the light rail side of the street (in order to accommodate enhanced sidewalk space for pedestrians) and streetscape techniques that help to buffer pedestrians from the light rail, which is located very close to the sidewalk.

Historic Assets
Context sensitive design includes respecting and responding to the historic resources in and around Arapahoe Square. New buildings located adjacent to one of the three historic districts that abut Arapahoe Square -- Ballpark, Clements, and Curtis Park -- will need to follow additional design standards that recognize the importance of the historic district, including:

- Designing any facade that is visible from the historic district to contain articulation and upper story transparency required for facades that face the street
- Increasing the amount of masonry on all visible upper story facades
- For parking garages that are adjacent to a contributing structures in an historic district, utilizing design techniques such as wrapping or screening the parking

In addition, the proposed design standards and guidelines encourage the mass and scale of new development to respond to the character of any adjacent historic structure, defined as a Denver Landmark or contributing structure in an historic district.
Draft Zoning
This portion of the packet includes all pages of the zoning code that are expected to have substantive changes as part of the Arapahoe Square text amendment. A couple of notes:

- The formatting uses CPD’s traditional formatting for text amendments, where new text is red and underlined and relocated text is blue.
- Explanatory annotations have been added by staff – in red boxes – to help understand the document.

The draft zoning pages are followed by an 11x17 page illustrated draft zone district mapping.
### General Urban, Urban Center and Downtown Neighborhood Context:

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<td>D-TD Downtown Theater District</td>
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### Special Contexts and Zone Districts:

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<td></td>
</tr>
<tr>
<td>OS-C Open Space Conservation</td>
<td></td>
</tr>
</tbody>
</table>
SECTION 8.2.1 DISTRICTS ESTABLISHED

To carry out the provisions of this Article, the following Zone Districts have been established in the Downtown Context and are applied to property as set forth on the Official Map.

Downtown Neighborhood Context
D-C Downtown Core District
D-TD Downtown Theater District
D-LD Lower Downtown (LoDo) District
D-CV Downtown Civic District
D-GT Downtown Golden Triangle District
D-AS-12+ Downtown Arapahoe Square 12+ District
D-AS-20+ Downtown Arapahoe Square 20+ District

SECTION 8.2.2 DOWNTOWN DISTRICTS

8.2.2.1 General Purpose
The purpose of the Downtown Neighborhood Context Districts is to provide building use, building form, and design standards for this central Denver area. Each of the Downtown Districts is specific to and uniquely applies to a single area within the Downtown Context.

8.2.2.2 Specific Intent

A. Downtown Core District (D-C)
The Downtown Core District is and must remain Denver’s most prominent public environment; an urban center that is at once comfortable, exciting, and without question the business, entertainment and urban lifestyle center of the region.

B. Downtown Theater District (D-TD)
The Downtown Theater District is specific to an area of the Central Business District associated with the Denver Performing Arts Center, and which specifically enables over-scale, lively, and dynamic billboards and signage to promote Denver’s preeminent entertainment district.

C. Lower Downtown (LoDo) District (D-LD)
The Lower Downtown District is specific to the Lower Downtown Historic District.

D. Downtown Civic District (D-CV)
The Downtown Civic District includes primarily public buildings surrounding and in the vicinity of the Civic Center park, and is intended to promote and continue the signature civic architecture and urban design of buildings and public spaces within the district.

E. Downtown Golden Triangle District (D-GT)
The Golden Triangle (D-GT) is a neighborhood with a mixture of housing, office, commercial, and retail. It is a neighborhood of active pedestrian-oriented streets and mixed-use development. Historic buildings as well as contemporary structures designed with human scale and detail are a part of the district’s unique character.
F. **Downtown Arapahoe Square 12+ District (D-AS-12+)**
   The Arapahoe Square (D-AS) neighborhood is in a position to knit northeast downtown into a cohesive urban area. D-AS is intended to support a mix of uses that provide a pedestrian-friendly transition from the surrounding lower scale neighborhoods to the high-rise scale of downtown. D-AS-12+ applies to mixed-use areas within the Arapahoe Square neighborhood that provide a pedestrian-friendly transition between the Downtown Core and adjacent lower-scale neighborhoods. The district is intended to facilitate the development of Arapahoe Square into a cutting edge, densely populated, area that provides a range of housing types and a center for innovative businesses. Typical building heights range from 8 to 12 stories, with the Point Tower building form providing an opportunity for building heights of over 20 stories in a slender tower.

G. **Downtown Arapahoe Square 20+ District (D-AS-20+)**
   D-AS-20+ applies to mixed-use areas within the Arapahoe Square neighborhood that are adjacent to the Downtown Core. The district is intended to facilitate the development of Arapahoe Square into a cutting edge, densely populated, area that provides a range of housing types and a center for innovative businesses. Typical building heights range from 16 to 20 stories, with the Point Tower building form providing an opportunity for building heights of over 30 stories in a slender tower.
DIVISION 8.7—DOWNTOWN ARAPAHOE SQUARE DISTRICTS

SECTION 8.7.1—ARAPAHOE SQUARE DISTRICT

8.7.1.1 Generally
The provisions of this Division 8.7 apply to all lands, uses and structures in the Downtown Arapahoe Square (D-AS) Zone District.

8.6.1.5 Uses Permitted
See Division 8.9 for uses permitted in the D-AS District.

8.6.1.6 Permitted Structures

A. Open Space Required
For each structure designed, used or occupied either in whole or in part as a multiple unit-dwelling there shall be provided in the D-AS district a minimum of 30 square feet of unobstructed open space for each dwelling unit; such unobstructed open space may be located on the ground or on several usable roofs or balconies but shall not include space provided for off-street parking. Such requirement shall not apply to the construction of multiple unit dwellings through the conversion of buildings originally designed for nonresidential uses.

B. Setbacks from Abutting Street Frontages
Buildings shall be built at or within 10' of the zone lot line abutting the street for no less than 65% of each zone lot frontage, unless otherwise provided in this Division 8.7 or in Design Standards and Guidelines adopted for the D-AS District.

C. Maximum Height
In the D-AS district, the maximum height of structures shall not exceed 200 feet except in the height areas shown below, wherein structure height is limited to a maximum 80 feet in those areas on the exhibit shown as “Restriction Area”.

D. Floor Area in Structures

1. Basic Maximum Gross Floor Area
The sum total of the gross floor area of all structures on a zone lot shall not exceed 4 times the area of the zone lot on which the structures are located.

2. Floor Area Premiums
In addition to the basic maximum gross floor area permitted under Section 8.7.1.3.D.1. above, a premium of additional floor area may be constructed according to the following formulas:

a. Premium for Housing
One (1) square foot of floor area premium shall be awarded for each square foot of Residential uses constructed in a new structure or through conversion of all or a part of an existing structure from other uses.

b. Premium for Residential Support Uses
One (1) square foot of floor area premium shall be awarded for each square foot of “Residential support
uses”, defined to be limited to a retail food sales use, or elementary or secondary
school meeting all requirements of the compulsory education laws of the state, or
day care center constructed to at least the minimum licensing standards of the
Colorado Department of Environmental Health.

c. **Premium for Arts, Entertainment, or Cultural Facility**
One (1) square foot of floor area premium shall be awarded for each square foot of
“arts, entertainment, or cultural facility”, defined to be limited to the provision of
amusement or entertainment services upon payment of a fee, art gallery, museum,
theater, or other similar uses as determined by the Zoning Administrator.

d. **Premium for Rehabilitation of Historic Structure**
One (1) square foot of floor area premium shall be awarded for each square foot of
rehabilitation of a designated historic building defined as a structure designated for
preservation or a structure located in a district for preservation, the rehabilitation
of which has been approved by the Landmark Preservation Commission in accor-
dance with D.R.M.C., Chapter 30 (Landmark Preservation).

e. **Premium for Public Art**
A floor area premium equal to 25 percent of the zone lot area for public art con-
structed in a new structure or through conversion of all or a part of an existing
structure from other uses with the following conditions:

i. The public art must cost at least 1 percent of the valuation of construction of
the new structure or 1 percent of the valuation of construction of the structure
renovation or $500,000.00, whichever is less, and

ii. The public art is displayed outside or on the exterior surface of the new or
renovated structure and is visible from at least 1 public street.

f. **Premium for Affordable Housing**
A floor area premium equal to 40 percent of the zone lot area if the structure quali-
ifies under the provisions of D.R.M.C., Chapter 27, Article IV (Affordable Housing),
provided all of said floor area premium is dedicated to residential uses.

g. **Continuation of Uses**
All areas for which a floor area premium has been granted shall continue to be
occupied by those same uses or by other uses eligible for at least an equal amount
of premium space and no change of use permit shall be approved except in compli-
ance with the aforementioned requirement.

3. **Maximum Gross Floor Area in Structures**
Notwithstanding the provisions of Section 8.7.1.3.D.2 (Floor Area Premiums), the sum
total of the gross floor area of all structures on a zone lot shall not be greater than 6
times the area of the zone lot on which the structures are located, provided, however,
that if an applicant submits the design of the entire project to the design review process
described in Section 8.7.1.4 (Design Review), the sum total of the gross floor area of all
structures on a zone lot shall not be greater than 7 times the area of the zone lot on which
the structures are located. In addition, undeveloped floor area from designated historic
structures within the D-AS Zone District may be transferred to other properties within
the D-AS district pursuant to the procedures for transfer of undeveloped floor area from
historic structures in the Downtown Core/Downtown Theater district set forth in Section
8.3.1.4.D.3, provided, however, that no receiving zone lot may increase its maximum gross
floor area by more than 1 times the area of the receiving zone lot through such a transfer,
and no such transfer of undeveloped floor area shall have the effect of increasing the
sum total of the gross floor area of all structures on a zone lot to more than those limits
set forth in the preceding sentence.
8.6.1.7  **Design Review**

**A. Applicability**

Design standards and review procedures shall apply to the following:

1. The floor area premium described in Section 8.7.1.3.D above: All structures, and all site improvements or alterations, where the renovation includes alterations to the exterior of the building; and
2. The lower 80 feet of a building; constructed or renovated, and all site improvements or alterations constructed or renovated, where the renovation includes alterations to the exterior of the building.

**B. Procedures**

Design review shall be conducted by Community Planning and Development. Design review shall be completed within 30 days after the submission of a complete application to the Zoning Administrator, except that the 30-day review period may be extended by an amount of time equal to any delay caused by the applicant, or with the applicant’s consent, and no permits for construction and use shall be issued until design review has been completed.

**C. Criteria**

Design review shall be based on the following criteria:

1. **Design Review of Floor Area Premium**
   The project shall be designed to promote the following objectives:
   a. Be consistent with the pertinent elements of the Comprehensive Plan, particularly any adopted neighborhood plan;
   b. Provide human scale through change, contrast, intricacy in facade form, color and/or materials;
   c. Spatially define the street space; and
   d. Respect the character of the neighborhood as defined by its older, pre-World War II masonry industrial and commercial buildings;
   e. Provide step backs in the building form to:
      i. Create pedestrian scale along the street;
      ii. Deflect wind patterns created by taller buildings away, as much as is practicable, from the street;
      iii. Increase sky and daylight exposure to the street; and
      iv. Increase sunlight exposure to the street, particularly along “numbered” streets;
   f. Locate pedestrian active uses, wherever possible, along the street;
   g. Provide at Street Level as much as possible, transparent facades, and frequent pedestrian access to the buildings;
   h. Provide finished, architecturally designed and detailed facades for all exposures of the building, particularly those exposures above the first floor;
   i. Architecturally design the top of the building to provide a finished terminus to the building’s form. At a minimum, screen all roof-top mechanical equipment and carefully design and detail all roof top penthouses; and
   j. Avoid highly reflective glass, and facades composed predominantly of glass curtain wall systems.

2. **Review of Lower 80 Feet Required for All Structures**

Project layout and design of the lower 80 feet of structures shall be designed to promote the following objectives:
a. Be consistent with the pertinent elements of the Comprehensive Plan, particularly any adopted neighborhood plan;
b. Provide human scale through change, contrast, intricacy in facade form, color, and/or materials where lower levels of a structure face public streets;
c. Spatially define the street space in order to promote pedestrian activity; and
d. All structures should respect the character of the neighborhood as defined by its older, pre-World War II masonry industrial and commercial buildings;
e. Provide setbacks in the building form to:
   i. Create pedestrian scale along the street;
   ii. Deflect wind patterns created by taller buildings away, as much as is practicable, from the street;
   iii. Increase sky and daylight exposure to the street; and
   iv. Increase sunlight exposure to the street, particularly along “numbered” streets;

f. Locate pedestrian active uses, wherever possible, along the street;
g. Provide, at Street Level, as much as possible, transparent facades, and frequent pedestrian access to the buildings; and,
h. Avoid highly reflective glass, and facades composed predominantly of glass curtain wall systems.

3. **Parking Structures Review**

   a. All parking structures in the D-AS District shall have ground floor frontages occupied by Pedestrian Active Uses, as defined in Article 13 of this Code, or shall have driving aisles, ceiling heights, utility layouts, and structural openings designed to be consistent with future occupancy of the street frontages by pedestrian active uses, unless such requirements are inconsistent with the structural layout of existing structures being converted to parking uses;

   b. All parking structures in the D-AS District shall be designed to be compatible with the scale and character of the surrounding area and the vision and goals of the Denver comprehensive plan and any adopted neighborhood plan; and

   c. All parking structures in the D-AS District shall provide variety and human scale through the use of architectural proportions, detail, surface relief, texture, and materials that are complementary to traditional commercial and industrial structures.

4. **Rules and Regulations**

   The Manager has the authority to adopt rules and regulations further establishing criteria, standards and procedures for the Arapahoe Square neighborhood.
DIVISION 8.7 DESIGN STANDARDS FOR DOWNTOWN ARAPAHOE SQUARE DISTRICTS

The following Intent Statements are intended to provide further information regarding intent and performance expectations for the district, site and building design standards.

SECTION 8.7.1 GENERAL INTENT

The Intent of this Division 8.7 Design Standards for Downtown Arapahoe Square Districts is to:

8.7.1.1 Implement the Denver Comprehensive Plan.
8.7.1.2 Implement the Zone Districts' intent and purpose.
8.7.1.3 Continue Denver’s physical character, including access to parks and parkways, tree lined streets, detached sidewalks, interconnected street networks, and convenient access to parks, open space, and transit.
8.7.1.4 Improve compatibility with and respect for the existing character and context of Denver and its neighborhoods.
8.7.1.5 Arrange building density, uses, heights, and scaling devices to reinforce public transit centers and corridors, and to transition to adjoining areas.
8.7.1.6 Give prominence to the pedestrian realm as a defining element of neighborhood character.
8.7.1.7 Spatially define public streets and their associated open space as positive, usable features around which to organize and orient buildings in a manner that promotes pedestrian activity, a sense of security and community.
8.7.1.8 Provide human scale in buildings through use of detail, contrast, form, window and door placement, color and materials.
8.7.1.9 Provide easily identifiable pedestrian connections between private development, public rights of way and multiple modes of transit.
8.7.1.10 Configure the site so that a clear, safe, and attractive pedestrian system, with the transit facility as a component, is the primary public element to which buildings are oriented.
8.7.1.11 Arrange residential, employment, retail, service, and open space uses to be convenient to and compatible with each other and with transit.
8.7.1.12 Maximize pedestrian amenities near transit facilities and along the primary pedestrian connections to transit facilities.
SECTION 8.7.2 BUILDING FORM INTENT FOR DOWNTOWN ARAHAPOE SQUARE Districts

8.7.2.1 Height
A. Encourage buildings whose forms are responsive to the surrounding context, including opportunities to reinforce existing and evolving nodes of mixed-use, pedestrian and transit activities.
B. Arrange building heights, and scaling devices to provide transitions to adjoining areas.

8.7.2.2 Siting
A. Required Build-To
   1. Provide a consistent street edge to enhance character of the context.
   2. Define streets to promote pedestrian activity and sense of place.
   3. Reinforce the character and quality of public streets with buildings that provide consistent siting, pedestrian orientation and access to the street.
B. Setbacks
   1. Site buildings to be consistent with the intended character and functional requirements of the downtown context.
   2. Site buildings to define the street edge/public realm consistent with the context.
   3. Utilize buildings to create positive transitions between districts.
C. Parking Location
   1. Minimize the visual impacts of parking areas on streets and adjoining property.
   2. Minimize conflicts between pedestrians and vehicles.

8.7.2.3 Design Elements
A. Primary Street Upper Story Setback
   1. Provide appropriate pedestrian scale, height and massing along the street.
   2. Maintain the general appearance of a predominantly 5-story height near the sidewalk edge.
B. Building Configuration
   1. Promote variation in building form that enhances access to sky exposure, air and views in the district.
   2. Encourage variation in building form that provides opportunities for architectural scale relationships in large building contexts.
C. Transparency
   1. Maximize transparency of windows at Street Level to activate the street.
   2. Utilize doors and windows to establish scale, variation, and patterns on building facades that provide visual interest and reflect the uses within the building.
   3. Limit the use of highly reflective glass to avoid reflected glare onto neighboring streets and properties and promote engagement between building activities and the sidewalk.

D. Entrances
   1. Give prominence to pedestrian realm as a defining element of neighborhood character.
   2. Provide convenient access to buildings and pedestrian active uses from the street.
   3. Articulate and create a visual hierarchy of building entrances as an aid in way-finding.
   4. Provide a positive relationship to the street through access, orientation and placement consistent with the context.
   5. Create visually interesting and human-scaled facades.

E. Parking Limitation Above the Street Level
   1. Minimize the visibility of structured parking and promote visual interest on upper story building facades.

8.7.2.4 Specific Building Form Intent

A. General
   To establish the base set of standards for the zone district from which all other building forms deviate for specific situations.

B. General with Height Incentive
   To promote buildings with elevated design quality that minimizes the visibility of structured parking while allowing increased building height.

C. Point Tower
   To promote tall, slender building forms with elevated design quality that preserves views and sky exposure while also minimizing the visibility of structured parking.
SECTION 8.7.3 PRIMARY BUILDING FORM STANDARDS FOR DOWNTOWN ARAPAHOE SQUARE DISTRICTS

8.7.3.1 Applicability
All development, except detached accessory structures, in all D-AS Districts.

8.7.3.2 General Standards
Combining standards from different building forms for the same structure is prohibited, except where expressly allowed.

8.7.3.3 District Specific Standards Summary
The maximum number of structures per zone lot and building forms allowed by Zone District is summarized below:

<table>
<thead>
<tr>
<th>Downtown Arapahoe Square (D-AS) Zone Districts</th>
<th>Max Number of Primary Structures per Zone Lot</th>
<th>Building Forms</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown Arapahoe Square 12+ Story District (D-AS-12+)</td>
<td>no max</td>
<td>Suburban House</td>
</tr>
<tr>
<td>Downtown Arapahoe Square 20+ Story District (D-AS-20+)</td>
<td>no max</td>
<td></td>
</tr>
</tbody>
</table>

[■ = Allowed, □ = Allowed subject to limitations]

Task force note: The above Standards Summary table reflects similar tables provided in current DZC Articles 3-7. In the future, a similar table may summarize permitted building forms throughout all Downtown districts.
8.7.3.4 **District Specific Standards**

A. **General**

Task force note: A two-page spread illustrates each of the three building forms and provides zoning requirements per the standard DZC layout.

Task force note: the graphics included in this document illustrate specific zoning requirements, such as the required upper story setback, and are not intended to express a particular architectural style.
**Article 8. Downtown Neighborhood Context**

**Division 8.7 Downtown Arapahoe Square Districts**

---

**GENERAL**

### HEIGHT

<table>
<thead>
<tr>
<th>A Stories (max)</th>
<th>D-AS-12+ 8</th>
<th>D-AS-20+ 16</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Feet (max)</td>
<td>110'</td>
<td>200'</td>
</tr>
</tbody>
</table>

**Note:** Permitted building height varies by zone district and building form. This “General” form provides the base height limit for a building with upper story parking that is not wrapped with another use.

**Height Exceptions**

**SITING**

#### REQUIRED BUILD-TO BY STREET

<table>
<thead>
<tr>
<th>B Primary Street (min build-to % within range)</th>
<th>70% 70% 70%</th>
</tr>
</thead>
<tbody>
<tr>
<td>B (min/max range for residential only buildings)</td>
<td>0'/15' 0'/20' 0'/10'</td>
</tr>
</tbody>
</table>

**Build-to Exceptions and Alternatives**

**SETBACKS**

<table>
<thead>
<tr>
<th>C Primary Street (min)</th>
<th>0'</th>
</tr>
</thead>
<tbody>
<tr>
<td>C Side Interior (min)</td>
<td>0'</td>
</tr>
<tr>
<td>C Rear, alley and no alley (min)</td>
<td>0'</td>
</tr>
</tbody>
</table>

**Setback Encroachments**

**PARKING**

<table>
<thead>
<tr>
<th>C Surface Parking between building and Primary Street</th>
<th>Not Allowed</th>
</tr>
</thead>
<tbody>
<tr>
<td>C Surface Parking Screening Required</td>
<td>See Sections 8.8.3 and 10.5.4.4</td>
</tr>
</tbody>
</table>

**Vehicle Access, 3 or more side-by-side dwelling units in one structure**

<table>
<thead>
<tr>
<th>C Vehicle Access, all other permitted uses</th>
<th>Shall be determined as part of Site Development Plan Review</th>
</tr>
</thead>
</table>

**DESIGN ELEMENTS**

#### REQUIRED UPPER STORY SETBACK BY STREET

<table>
<thead>
<tr>
<th>D Primary Street Upper Story Setback above 5 stories and 70' (min % of zone lot width/min setback)</th>
<th>na/na 100%/10&quot; 65%/10'</th>
</tr>
</thead>
<tbody>
<tr>
<td>E Primary Street Wall Length within the Upper Story Setback (max)</td>
<td>na na 80'</td>
</tr>
<tr>
<td>E Primary Street Upper Story Setback Alternative</td>
<td>See Section 8.7.6.2</td>
</tr>
</tbody>
</table>

**STREET LEVEL ACTIVATION**

<table>
<thead>
<tr>
<th>F Street Level Transparency, Primary Street (min for non-residential/min for residential only buildings)</th>
<th>60%/40%</th>
</tr>
</thead>
<tbody>
<tr>
<td>G Pedestrian Access, Primary Street</td>
<td>Entrance</td>
</tr>
</tbody>
</table>

**USES**

(1) All permitted Primary Uses shall be allowed within this building form. See Division 8.9 Uses and Parking; and (2) 100% of the portion of the Street Level building frontage that meets the minimum Primary Street build-to requirement shall be occupied by Street Level active uses as described in Section 8.7.5.1.

**Note:** Upper story setback requirements above implement the “Datum” concept from the NE Downtown Neighborhoods Plan and task force discussion regarding the need for design flexibility.

**ARAPAHOE SQUARE TEXT AMENDMENT**

**TASK FORCE REVIEW DRAFT 01/22/16**

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Task force note: The “Street Level Active Use” requirements at right reflect DZC amendments adopted in June, 2015. “Active Use” terminology may be updated in the future.
B. **General with Height Incentive**

Task force note: The graphics for this “General with Height Incentive” building form illustrate increased height as an incentive for buildings that wrap parking with an active use, locate parking underground or do not provide any on-site parking.
## ARAPAHOE SQUARE TEXT AMENDMENT
### TASK FORCE REVIEW DRAFT 01/22/16

### GENERAL WITH HEIGHT INCENTIVE

<table>
<thead>
<tr>
<th><strong>Heights</strong></th>
<th>D-AS-12+</th>
<th>D-AS-20+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stories (max)</td>
<td>na</td>
<td>na</td>
</tr>
<tr>
<td>Feet (max)</td>
<td>150’</td>
<td>250’</td>
</tr>
<tr>
<td>Height Exceptions</td>
<td>See Section 8.8.1.1</td>
<td></td>
</tr>
</tbody>
</table>

### Sitting

**Required Build-to by Street**

| **Primary Street (min build-to % within range)** | 70% | 70% | 70% |
| **Primary Street (min/max range)** | 0'/15' | 0'/20' | 0'/10' |
| **Build-to Exceptions and Alternatives** | See Sections 8.7.6.1 and 8.7.7.1 |

### Setbacks

| **Primary Street** | 0' |
| **Side Interior (min)** | 0' |
| **Rear, alley and no alley (min)** | 0' |
| **Setback Encroachments** | See Section 8.7.7.2 |

### Parking

**Surface Parking between building and Primary Street**

| **Surface parking screening required** |
| **Vehicle Access, 3 or more side-by-side dwelling units in one structure** |
| **Vehicle Access, all other permitted uses** |

### Design Elements

**Required Upper Story Setback by Street**

| **Primary Street Upper Story Setback above 5 stories and 70’ (min % of zone lot width/min setback)** | na/na | 100%/10’* | 65%/10’* |
| **Primary Street Wall Length within the Upper Story Setback (max)** | na | na | 80’ |
| **Primary Street Upper Story Setback Alternative** | See Section 8.7.6.2 |

### Street Level Activation

**Street Level Transparency, Primary Street (min for non-residential/min for residential only buildings)**

| **Street Level Transparency Alternatives** |
| **Pedestrian Access, Primary Street** |
| **Parking Limitation Above Street Level** |

### Uses

(1) All permitted Primary Uses shall be allowed within this building form. See Division 8.9 Uses and Parking; and (2) 100% of the portion of the Street Level building frontage that meets the minimum Primary Street build-to requirement shall be occupied by Street Level active uses as described in Section 8.7.5.1.

*Does not apply to Park Avenue northwest of Broadway or southeast of Welton Street (requirements for “All Other Streets” apply)

Note: This "General with Height Incentive" form provides increased height (see below) as an incentive for buildings that wrap parking with an active use, locate parking underground or do not provide any on-site parking. Per task force direction, the max height is measured in feet only, not stories.

Note: The parking limitation at left provides requirements for the treatment of upper story parking that is incentivized by the increased height limit for this "General with Height Incentive" building form.
C. **Point Tower**
## Article 8. Downtown Neighborhood Context

### Division 8.7 Downtown Arapahoe Square Districts

<table>
<thead>
<tr>
<th>POINT TOWER</th>
<th><strong>HEIGHT</strong></th>
<th><strong>D-AS-12+</strong></th>
<th><strong>D-AS-20+</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>A Stories (max)</td>
<td>na</td>
<td>na</td>
<td></td>
</tr>
<tr>
<td>A Feet (max)</td>
<td>250'</td>
<td>375'</td>
<td></td>
</tr>
</tbody>
</table>

**Height Exceptions**

See Section 8.8.1.1

### SITING

**REQUIRED BUILD-TO BY STREET**

<table>
<thead>
<tr>
<th>21st Street Arapahoe Street Curtis Street</th>
<th>All D-AS Districts</th>
<th>All Other Streets</th>
</tr>
</thead>
<tbody>
<tr>
<td>B Primary Street (min build-to % within range)</td>
<td>70%</td>
<td>70%</td>
</tr>
<tr>
<td>B Primary Street (min/max range)</td>
<td>0'/15'</td>
<td>0'/20'</td>
</tr>
<tr>
<td>Build-to Exceptions and Alternatives</td>
<td>See Sections 8.7.6.1 and 8.7.7.1</td>
<td></td>
</tr>
</tbody>
</table>

### SETBACKS

**Primary Street (min)**

| 0'                                      | 0'                  |

**Rear, alley and no alley (min)**

| 0'                                      | 0'/25'             |

**Setback Encroachments**

See Section 8.7.7.2

### PARKING

**Surface Parking between building and Primary Street**

Not allowed

**Surface Parking Screening Required**

See Sections 8.8.3 and 10.5.4.4

**Vehicle Access, 3 or more side-by-side dwelling units in one structure**

From Alley; or Street access allowed when no Alley present

**Vehicle Access, all other permitted uses**

Shall be determined as part of Site Development Plan Review

### DESIGN ELEMENTS

**REQUIRED UPPER STORY SETBACK BY STREET**

<table>
<thead>
<tr>
<th>20th Street Broadway</th>
<th>All D-AS Districts</th>
<th>All Other Streets</th>
</tr>
</thead>
<tbody>
<tr>
<td>D Primary Street Upper Story Setback above 5 stories and 70’ (min % of zone lot width/min setback)</td>
<td>na/na</td>
<td>100%/10'*</td>
</tr>
<tr>
<td>E Primary Street Wall Length within the Upper Story Setback (max)</td>
<td>na</td>
<td>na</td>
</tr>
<tr>
<td>Primary Street Upper Story Setback Alternative</td>
<td>See Section 8.7.6.2</td>
<td></td>
</tr>
</tbody>
</table>

### BUILDING CONFIGURATION

**Point Tower Floor Plate above 5 stories and 70’ (max)**

| 10,000 square feet |

**Street Level Activation**

| 60%/40% |

**Street Level Transparency Alternatives**

See Section 8.7.6.3

**Pedestrian Access, Primary Street**

Entrance

**Parking Limitation Above Street Level**

| 70% |

See Section 8.7.5.2

**USES**

1. All permitted Primary Uses shall be allowed within this building form. See Division 8.9 Uses and Parking; and (2) 100% of the portion of the Street Level building frontage that meets the minimum Primary Street build-to requirement shall be occupied by Street Level active uses as described in Section 8.7.5.1.

*Does not apply to Park Avenue northwest of Broadway or southeast of Welton Street (requirements for “All Other Streets” apply)
**SECTION 8.7.4 DETACHED ACCESSORY BUILDING FORM STANDARDS FOR DOWNTOWN ARAPAHOE SQUARE DISTRICTS**

8.7.4.1 **Applicability**
All detached accessory structures in all Downtown Arapahoe Square Zone Districts

8.7.4.2 **General Standards**

- **A. Combining standards from different building forms for the same structure is prohibited.**

- **B. Detached Accessory Structures Specifically Allowed**
  The following detached accessory structures are specifically allowed:

  1. **Buildings:**
     Sheds, utility buildings, playhouses, Patios, cabanas, pool houses, Porches, garages, and guard houses

  2. **Underground Structures:**
     Swimming pools, storm and fallout shelters

  3. **Unenclosed Structures:**
     a. Carports
     b. Decks, gazebos, arbor/trellis, swimming pools and other recreational and play facilities, non-commercial barbecues, outside fireplaces, and eating areas
     c. Radio and Television Receiving Antennas and Support Structures
        Permitted accessory radio and television receiving antennas and support structures shall include satellite dishes less than 32 inches in diameter, and one amateur radio sending and receiving antenna and support structures provided for same.
     d. Solar and photo-voltaic energy systems

  4. **Fences, Walls and Retaining Walls**
     All accessory fences, walls and retaining walls shall comply with the fence and wall standards in Division 10.5, instead of this Section 8.7.4.

  5. **Accessory Structures Not Specifically Listed**
     a. The Zoning Administrator shall determine and impose limitations on accessory structures not otherwise listed as allowed in an applicable Use Table in Articles 3 through 9, or not otherwise covered by the standards in this Section 8.7.4.
     b. All such determinations shall be reviewed according to the procedures and review criteria stated in Section 12.4.6, Code Interpretations and Determination of Unlisted Uses. In addition to the criteria stated in Section 12.4.6, the Zoning Administrator shall determine whether a proposed accessory structure is common and customary to the primary structure on the zone lot or to a specific primary use, and if the structure is incidental to the primary structure(s) on the zone lot or to a specific primary use.
     c. The Zoning Administrator may impose limitations on the proposed accessory structure, which shall be uniform throughout the Zone District, and taking into consideration the size of the accessory structure, the total number of structures on the zone lot, and the effect on adjacent property.
     d. Matters that may be regulated according to this Section shall include, but shall not be limited to, the size, area and number of accessory structures, except as specifically permitted or excluded by Articles 3 through 9, or by this Section 8.7.4.
8.7.4.3 **Supplemental Standards**

A. **Gross Floor Area for Detached Accessory Structures in All D-AS Zone Districts**

If an accessory use is operated partially or entirely in one or more detached accessory structures, the gross floor area of such detached accessory structures shall not exceed 10 percent of the area of the zone lot; provided, however, that this limitation shall not apply to detached accessory structures with vehicle access doors.

B. **Additional Standards for Detached Structures Accessory to Single Unit Dwellings**

1. **Required Building Materials**

   All detached structures accessory to primary single unit dwelling use shall be constructed of materials that are (1) compatible with the materials employed on the primary building, (2) durable, and (3) are not constructed from salvage doors, or other similar materials as designated by the Zoning Administrator.

2. **Access and Contiguity**

   Any residential floor area contained within a second story located above an attached accessory structure shall be contiguous to and accessed only through other residential floor area contained within the principal residential structure.

8.7.4.4 **District Specific Standards Summary**

The maximum number of structures per zone lot and building forms allowed by Zone District is summarized below:

<table>
<thead>
<tr>
<th>Downtown Arapahoe Square (D-AS) Zone Districts</th>
<th>Max Number of Detached Accessory Structures per Zone Lot</th>
<th>Building Forms</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown Arapahoe Square 12+ Story District (D-AS-12+)</td>
<td>no max</td>
<td>Detached Accessory Dwelling Unit</td>
</tr>
<tr>
<td>Downtown Arapahoe Square 20+ Story District (D-AS-20+)</td>
<td>no max</td>
<td></td>
</tr>
</tbody>
</table>

■ = Allowed    □ = Allowed subject to limitations
8.7.4.5 District Specific Standards

A. Detached Accessory Structures

Not to Scale. Illustrative Only.
## DETACHED ACCESSORY STRUCTURES

<table>
<thead>
<tr>
<th><strong>HEIGHT</strong></th>
<th>All D-AS</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Stories (max)</td>
<td>1</td>
</tr>
<tr>
<td>A Feet (max)</td>
<td>17'</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>SITING</strong></th>
<th>All D-AS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Additional Standards</td>
<td>See Section 8.7.4.3</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>SETBACKS</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>B Primary Street</td>
<td>5'</td>
</tr>
<tr>
<td>C Side Interior (min)</td>
<td>0'</td>
</tr>
<tr>
<td>D Rear (min)</td>
<td>0'</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>DESIGN ELEMENTS</strong></th>
<th>All D-AS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross Floor Area (max)</td>
<td>10% of the Zone Lot, provided this restriction shall not apply to the parking of vehicles. See Section 8.7.4.3</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>USES</strong></th>
<th>All D-AS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessory Uses Only</td>
<td></td>
</tr>
</tbody>
</table>

See Sections 8.7.5 - 8.8.1 for Supplemental Design Standards, Design Standard Alternatives and Design Standard Exceptions.
SECTION 8.7.5 SUPPLEMENTAL DESIGN STANDARDS FOR DOWNTOWN ARAPAHOE SQUARE DISTRICTS

8.7.5.1 Street Level Active Uses in the D-AS Zone Districts

A. **Intent**
   To promote activity on the street and sidewalk, enhance safety and encourage a vibrant urban environment.

B. **Applicability**
   This Section 8.7.5.1 applies to all building forms in the D-AS zone districts.

C. **Street Level Active Uses**
   1. **Street Level active uses include all permitted primary uses except the following:**
      a. **Automobile Services, Light**;
      b. **Mini-storage Facility**; or
      c. **Wholesale Trade or Storage, Light**.

   2. **Street Level active uses include all permitted accessory uses except the following:**
      a. **Car Wash Bay Accessory to Automobile Services or Hotel Uses**; or
      b. **Drive Through Facility Accessory to Eating/Drinking Establishments and to Retail Sales, Service, and Repair Uses**.

   3. **Street Level active uses shall not include Parking Spaces or Parking Aisles**.

   4. **Street Level active uses shall occupy Street Level floor area for a minimum depth of 15 feet (may include the depth of a recessed entrance allowed to meet minimum pedestrian access standards and insets for building articulation up to 10 feet in depth)**.

D. **Exception for Pre-Existing Small Zone Lots**
   **Zone lots equal to or smaller than 75 feet in Primary Street lot width or 9,400 square feet in area on June 20, 2016 shall be exempt from the required Street Level active use where the uses that do not meet the requirements of Section 8.7.5.1.C. are located in a Street Level area that:**
   1. **Has a minimum floor-to-floor height of 12 feet to allow for future conversion to an active use**;
   2. **Is fully enclosed with similar building materials to those used on the upper story facade, including transparent glass**.

8.7.5.2 Parking Limitation Above Street Level in the D-AS Zone Districts

A. **Intent**
   To minimize the visibility, and impacts of structured parking and promote visual interest on upper story building facades.

B. **Applicability**
   This Section 2 applies to the General with Height Incentive and Point Tower building forms in the D-AS zone districts.

C. **Allowance**
   1. **Uses that meet the parking limitation above Street Level shall include all primary uses, but shall not include Parking Spaces or Parking Aisles for the minimum percentage of the Primary Street-facing zone lot width specified in the building form table**.

   2. **Uses that meet the parking limitation above Street Level shall occupy floor area above Street Level for a minimum depth of 15 feet from the Primary Street frontage (may include the depth of recessed balcony or terrace areas and insets for building articulation up to 10 feet in depth)**.
SECTION 8.7.6  DESIGN STANDARD ALTERNATIVES FOR DOWNTOWN ARAPAHOE SQUARE DISTRICTS

8.7.6.1  Required Build-To Alternatives in D-AS Districts

A.  
**Intent**
To help define the public realm and enhance the visual quality of the built environment where it is not possible to define the street and public sidewalk edge with building facades.

B.  
**Allowance**
The following alternative may be used as an alternative to a required build-to standard and may count toward the required build-to no more than as described in the table below, provided it meets the requirements stated in Section 13.1.5.6.E.

<table>
<thead>
<tr>
<th>REQUIRED BUILD-TO ALTERNATIVE</th>
<th>PRIVATE OPEN SPACE (MAX % OF BUILD-TO)</th>
</tr>
</thead>
<tbody>
<tr>
<td>D-AS-12+</td>
<td>25%</td>
</tr>
<tr>
<td>D-AS-20+</td>
<td></td>
</tr>
</tbody>
</table>

Task force note: The build-to alternative at left is a way to enable the provision of quality private open spaces adjacent to the street. The max. % of required build-to that may be substituted with Private Open Space is under evaluation.

8.7.6.2  Primary Street Upper Story Setback Alternative for 21st Street & Park Avenue in D-AS Districts

A.  
**Intent**
To allow a flexible alternative for creative designs fronting 21st Street and Park Avenue that maintain a building setback at or below 5 stories and 70 feet, but do not meet the specific Primary Street Upper Story Setback requirements set forth in the building form tables.

B.  
**Applicability**
This Section 2 applies to Primary Street upper story setbacks on the 21st Street and Park Avenue frontage of all building forms in the D-AS zone districts.

C.  
**Allowance**
The Zoning Administrator may approve an alternative Primary Street Upper Story setback design that does not meet the specific Upper Story setback requirements set forth in the building form standards tables where the alternative is found to meet the design standards and guidelines for the Upper Story setback alternative on 21st Street and Park Avenue in the Design Standards and Guidelines for Arapahoe Square.

Note: The “Setback Alternative” applies to 21st Street and Park Avenue, where a 10’ upper story setback would otherwise be required for 100% of the Primary Street frontage. Staff evaluation indicates that base standards on other streets provide sufficient flexibility for creative upper story setback designs.
8.7.6.3 **Street Level Transparency Alternatives in D-AS Districts**

A. **Intent**

To provide visual interest on building facades, to activate the public street and sidewalk, and enhance the visual quality of the built environment along Street Level facade areas where windows do not provide sufficient transparency.

B. **Allowance**

The following alternatives may be used singularly or in combination as alternatives to a required transparency standard and may count toward required transparency no more than as described in the table below, provided all alternatives meet the requirements stated in Section 13.1.6.2.A.5:

<table>
<thead>
<tr>
<th>ZONE DISTRICT</th>
<th>ZONE LOT LINE DESIGNATION</th>
<th>DISPLAY CASES (MAX)</th>
<th>PERMANENT ART (MAX)</th>
<th>COMBINATION OF ALTERNATIVES (MAX)</th>
</tr>
</thead>
<tbody>
<tr>
<td>D-AS-12+</td>
<td>Primary Street</td>
<td>20%</td>
<td>20%</td>
<td>40%</td>
</tr>
<tr>
<td>D-AS-20+</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

8.7.7 **DESIGN STANDARD EXCEPTIONS FOR DOWNTOWN ARAHAOE SQUARE DISTRICTS**

8.7.7.1 **Required Build-To Exceptions in D-AS Districts**

A. **Civic, Public & Institutional Uses**

1. **Intent**

To accommodate signature entrance architecture, gathering spaces, plazas, or community amenities along the front facades of structures containing civic, public and institutional uses.

2. **Standard**

Structures containing one or more uses in the Civic, Public & Institutional Use Classification are not required to meet the Primary Street and Side Street Build-To standards.

8.7.7.2 **Setback Encroachments in D-AS Districts**

A. **Intent**

To allow minor elements to encroach into a setback while maintaining an open and unobstructed minimum setback space.

B. **Standard**

Required minimum setbacks shall be open and unobstructed. The following setback encroachments, excluding required upper story setbacks, are allowed:

1. **Architectural Elements**

To allow for minor elements which add to the architectural character of buildings, while maintaining an open and unobstructed setback space.

Note: Setback encroachments do not currently apply in Downtown districts. In other DZC Articles, they are provided for all districts. This section extends encroachments consistent with current Urban Center standards to D-AS districts. In the future the encroachments may be moved to the section that applies to all Downtown districts.
### Belt Courses, sills, lintels, pilasters, pediments, cornices; chimneys and fireplace insert vents not exceeding 6’ in width

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All D-AS Zone Districts</td>
<td>1.5’ Cornices only: 3’</td>
<td>1.5’ Cornices only: 3’</td>
<td>1.5’ Cornices only: 3’ if setback is less than 5’: 2’</td>
<td>1.5’ Cornices only: 5’</td>
</tr>
</tbody>
</table>

**Intent:** To allow common, minor decorative elements which are integral to a building.

### Brick and stone veneers above Finished Grade for re-siding an existing structure only

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All D-AS Zone Districts</td>
<td>6”</td>
<td>6”</td>
<td>6”</td>
<td>6”</td>
</tr>
</tbody>
</table>

**Intent:** To allow for re-siding of existing structures which may not meet a required minimum setback or the re-siding of the structure would result in not meeting the required minimum setback.
### Canopies providing cover to an entrance:

The width shall be no greater than 25% of the width of the face of the building or 20', whichever is less; and Shall be open on three sides.

**Intent:** Provide protection from the weather for pedestrians entering the building and define street entrances to the building.

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All D-AS Zone Districts</td>
<td>Any distance</td>
<td>Any distance</td>
<td>Not allowed</td>
<td>Not allowed</td>
</tr>
</tbody>
</table>

![Illustrative only](image)

### Gutters and Roof Overhang

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All D-AS Zone Districts</td>
<td>3'</td>
<td>3'</td>
<td>3' if setback is less than 5'; 2'</td>
<td>5'</td>
</tr>
</tbody>
</table>

**Intent:** To allow features of structures intended to repel weather.

![Illustrative only](image)

---

**ARAPAHOE SQUARE TEXT AMENDMENT**

**TASK FORCE REVIEW DRAFT 01/22/16**

---

**DENVER ZONING CODE**

June 25, 2010 | Republished July 6, 2015
Porches (1 story or multi-story), Decks, Patios, Exterior Balconies, Stoops, and above-grade stairways at the ground story connected to a porch:
May be covered:
All sides shall be at least 50% open except for any side abutting a building facade.

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All D-AS Zone Districts</td>
<td>8' and minimum of 1' between right-of-way and first riser of above-grade stairway</td>
<td>5' and minimum of 1' between right-of-way and first riser of above-grade stairway</td>
<td>Not allowed</td>
<td>5'</td>
</tr>
</tbody>
</table>

Intent: To promote elements which provide for street activation.

Projecting Windows:
Shall be a minimum of 1.5' above finished floor; Shall not extend floor to ceiling; and No individual projection shall be more than 10' in horizontal length at the opening along the face of the building.

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All D-AS Zone Districts</td>
<td>1.5'</td>
<td>1.5'</td>
<td>Not allowed</td>
<td>1.5'</td>
</tr>
</tbody>
</table>

Intent: To allow for improved interior daylighting.
## Shading devices

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All D-AS Zone Districts</td>
<td>5'</td>
<td>3'</td>
<td>3'</td>
<td>10'</td>
</tr>
</tbody>
</table>

**Intent:** To allow for elements either integral or attached to a building which control light entering through windows.

### Site Elements

To allow for minor screening and parking elements while maintaining an open and unobstructed setback space.

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fences and Walls</td>
<td>See Article 10, Division 10.5 Landscaping, Fences, Walls and Screening</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Surface Parking</td>
<td>Not Allowed</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Service & Utility Elements

To allow for minor service and utility elements while maintaining an open and unobstructed setback space.
## ARAPAHOE SQUARE TEXT AMENDMENT
**TASK FORCE REVIEW DRAFT 01/22/16**

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All D-AS Zone Districts</td>
<td>Any distance</td>
<td>Any distance</td>
<td>Any distance</td>
<td>Any distance</td>
</tr>
</tbody>
</table>

**Barriers-free access ramps providing access to buildings as required by the Americans with Disabilities Act or Denver Accessibility Standards, when no alternative locations are available.**

Setback encroachments for required barrier-free access ramps are only allowed for expansions, enlargements, and alterations to existing buildings. Such ramps shall be designed to be compatible with the character of the building, as determined by the Zoning Administrator.

**Intent:** To provide flexibility in the location of required barrier-free access to buildings.

---

**Basketball goals on a fixed post**

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All D-AS Zone Districts</td>
<td>Any distance</td>
<td>Any distance</td>
<td>Any distance</td>
<td>Any distance</td>
</tr>
</tbody>
</table>

---

**Illustrative Only**

Not to Scale. Illustrative Only.
Enclosed structure that is below the original grade and completely underground, of any setback space, except as otherwise restricted by this Code

Intent: To allow below grade structures that do not disrupt the streetscape.

Gas and electric meters

Intent: To allow for functional siting.
Ground mounted air conditioning units or other similar mechanical equipment, except evaporative coolers, provided the following are all met:

1. Does not generate more than 75 decibels of ambient sound according to the manufacturer’s specifications and does not exceed the noise standards of Section 36-6 of the D.R.M.C.;
2. Does not exceed 4’ in height or 10 square feet in area per unit;
3. Does not exceed 2 units per zone lot;
4. Has adequate screening to conceal it from view from adjacent properties and public rights-of-way by means of landscaping and/or fencing; and
5. The location of the unit(s) minimizes the impacts on adjoining properties.

Intent: To allow for functional siting.

Ground mounted evaporative coolers located behind the front of the primary structure and screened from adjacent properties and public rights-of-way, and not to exceed the noise standards of D.R.M.C. Section 36-6

Intent: To allow for functional siting.
**Article 8. Downtown Neighborhood Context**

**Division 8.7 Downtown Arapahoe Square Districts**

---

### Emergency Egress

Emergency egress, when required by Denver Fire Code, such as fire escapes, fire escape ladders, and outside stairways, including landing(s) which do not exceed the minimum required dimensions for a landing as defined in the Denver Building And Fire Code and excluding above-grade walkways.

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All D-AS Zone Districts</td>
<td>5'</td>
<td>3'</td>
<td>3'</td>
<td>10'</td>
</tr>
</tbody>
</table>

**Intent:** To provide for egress from a building only for emergency purposes.

---

### Pedestrian Bridge

Pedestrian Bridge where the encroachment is necessary to complete a connection for access to a mass transit station, provided Public Works has approved a right-of-way encumbrance. Shall not include elevators, stairways or other vertical circulation elements.

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All D-AS Zone Districts</td>
<td>Any distance</td>
<td>Any distance</td>
<td>Any distance</td>
<td>Any  distance</td>
</tr>
</tbody>
</table>

**Intent:** To allow for above-grade connections to and from transit stations.

---

**Illustrative only**

**Not to Scale. Illustrative Only.**
### Solar Panel, Flush Mounted Roof

**Intent:** To allow flush mounted solar panels on the roof of existing structures which may not meet a required minimum setback.

### Utility pedestals, transformers or other similar equipment, excluding mechanical equipment:

**Shall not exceed 3’ in height.**

**Intent:** To allow for functional siting.
### Window well and/or emergency basement egress areas:
Shall be below grade.

<table>
<thead>
<tr>
<th>ZONE DISTRICTS</th>
<th>PRIMARY STREET</th>
<th>SIDE STREET</th>
<th>SIDE INTERIOR</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>All D-AS Zone Districts</td>
<td>Any distance for any width</td>
<td>Each may be no more than 3' in width as measured perpendicular to the side interior/side street zone lot line and 6' in length as measured parallel to the building facade facing the side interior/side street zone lot line</td>
<td>Any distance for any width</td>
<td></td>
</tr>
</tbody>
</table>

**Intent:** To allow for emergency egress

![Illustrative only](image.png)

*Not to Scale. Illustrative Only.*
## Article 8. Downtown Neighborhood Context
### Division 8.8 Design Standards

#### SECTION 8.8.1 DESIGN STANDARD EXCEPTIONS

**8.8.1.1 Height Exceptions**

**A. Intent**
To allow building features to exceed maximum height for utility purposes and/or limited recreation or building amenities in the higher intensity zone districts/larger forms.

**B. Applicability and Standards:**

1. The following building features are allowed to exceed height in feet, stories, bulk plane and upper story setbacks as described in the table below, subject to the standards in this section 8.8.1.1.B.

2. Unoccupied elevator penthouses, stair enclosures, and enclosed or unenclosed mechanical equipment including vertical or sloped screen walls for such equipment granted an exception for height in stories shall only be as large as necessary to achieve the intended function of the feature and shall not exceed the minimum required dimensions defined in the Denver Building and Fire Code.

3. An elevator lobby granted an exception for height in stories shall be no larger in area than the area of the elevator shaft which it abuts, measured to the exterior walls.

4. Unoccupied building features shall not include space for living, sleeping, eating, cooking, bathrooms, toilet compartments, closets, halls, storage, or similar space.

<table>
<thead>
<tr>
<th>BUILDING FEATURES</th>
<th>ZONE DISTRICTS</th>
<th>THE AGGREGATE SHALL NOT EXCEED 33-1/3 PERCENT OF THE AREA OF THE SUPPORTING ROOF</th>
<th>SHALL BE SET BACK FROM THE PERIMETER OF THE BUILDING A MINIMUM OF ONE FOOT HORIZONTALLY FOR EVERY ONE FOOT OF VERTICAL HEIGHT</th>
<th>MAY EXCEED MAXIMUM HEIGHT IN FEET BY:</th>
<th>MAY EXCEED MAXIMUM HEIGHT IN STORIES BY:</th>
<th>MAY PROJECT THROUGH THE BULK PLANE</th>
<th>MAY ENCROACH INTO THE UPPER STORY SETBACK</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eaves</td>
<td>All D-Zone Districts</td>
<td>No</td>
<td>No</td>
<td>Any distance when attached to a feature that meets the definition of a Story</td>
<td>Not applicable</td>
<td>Any distance</td>
<td>Any distance</td>
</tr>
<tr>
<td>Unoccupied spires, towers, flagpoles, antennas, chimneys, flues and vents</td>
<td>All D-Zone Districts</td>
<td>No</td>
<td>No</td>
<td>28’</td>
<td>Not applicable</td>
<td>Any distance</td>
<td>Any distance</td>
</tr>
<tr>
<td>Unoccupied cooling towers and enclosures for tanks</td>
<td>All D-Zone Districts</td>
<td>No</td>
<td>Yes</td>
<td>28’</td>
<td>Not applicable</td>
<td>Not allowed</td>
<td>Not allowed</td>
</tr>
<tr>
<td>Unoccupied elevator penthouses, stair enclosures, and enclosed or unenclosed mechanical equipment including vertical or sloped screen walls for such equipment</td>
<td>All D-Zone Districts</td>
<td>Yes</td>
<td>Yes</td>
<td>28’</td>
<td>1 story</td>
<td>Not allowed</td>
<td>Not allowed</td>
</tr>
<tr>
<td>Elevator lobbies</td>
<td>All D-Zone Districts</td>
<td>Yes</td>
<td>Yes</td>
<td>28’</td>
<td>1 story</td>
<td>Not allowed</td>
<td>Not allowed</td>
</tr>
</tbody>
</table>
8.8.1.2 Setback Exceptions

A. Intent
To promote compatible building character along Parkways, when Parkway setbacks are more restrictive than this Code’s setbacks.

B. Standard
In all D-Zone Districts, where a zone lot has street frontage on a Parkway designated under D.R.M.C., Chapter 49, the greater of the following street setbacks shall apply:

1. The street setback required by the applicable building form standards in this Code; or
2. The required Parkway setback established under D.R.M.C., Chapter 49.

SECTION 8.8.2 REFERENCE TO OTHER APPLICABLE DESIGN STANDARDS
See Article 10, General Design Standards.

SECTION 8.8.3 SURFACE PARKING LOT LANDSCAPING

A. Applicability
1. Surface Parking as a primary use in the D-C, D-TD, D-LD, D-GT, D-AS and D-CV zones shall be landscaped according to this Section 8.8.3.

B. Street Tree Planting Required
1. Street trees shall be required on all street frontages for all proposed new parking areas.
2. Such trees shall be located on the public right-of-way where the available space between the flow line (face of curb) and the right-of-way/private property line is at least 10 feet wide and where no unusual problem or physical constraint exists. If such problem or constraint does occur in this situation, then the trees shall be located on private property.

C. Screening Device Required
1. In addition to required street tree planting, a decorative screening device is required that conforms to city design concepts or a similar screening device as may be acceptable to the Zoning Administrator. The height of such device may vary between 2'-8” and 3 feet. Such screening device shall be located on private property.

Table: BUILDING FEATURES

<table>
<thead>
<tr>
<th>Building Feature</th>
<th>Zone Districts</th>
<th>Aggregate SHALL NOT EXCEED 33-1/3 PERCENT OF THE AREA OF THE SUPPORTING ROOF</th>
<th>Shall Be Set Back From The Perimeter of the Building a Minimum of One Foot Horizontally For Every One Foot of Vertical Height</th>
<th>May Exceed Maximum Height in Feet By:</th>
<th>May Exceed Maximum Height in Stories By:</th>
<th>May Project Through the Bulk Plane</th>
<th>May Encroach Into the Upper Story Setback</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open Structures</td>
<td>All D-Zaone Districts</td>
<td>Yes</td>
<td>Yes</td>
<td>28’</td>
<td>Not applicable</td>
<td>Not allowed</td>
<td>Not allowed</td>
</tr>
<tr>
<td>Parapet Wall and/or Safety Railing</td>
<td>All D-Zone Districts</td>
<td>No</td>
<td>No</td>
<td>Any distance</td>
<td>Not applicable</td>
<td>Not allowed</td>
<td>Any distance</td>
</tr>
<tr>
<td>Flush-mounted solar panels</td>
<td>All D-Zone Districts</td>
<td>No</td>
<td>No</td>
<td>Any distance</td>
<td>Not applicable</td>
<td>Any distance</td>
<td>Any distance</td>
</tr>
<tr>
<td>Evaporative coolers</td>
<td>All D-Zone Districts</td>
<td>No</td>
<td>Yes</td>
<td>Any distance</td>
<td>Not applicable</td>
<td>Any distance</td>
<td>Any distance</td>
</tr>
<tr>
<td>Accessory water tanks</td>
<td>All D-Zone Districts</td>
<td>No</td>
<td>Yes</td>
<td>28’</td>
<td>Not applicable</td>
<td>Any distance</td>
<td>Any distance</td>
</tr>
</tbody>
</table>

Note: Upper story setback standards exist only in D-AS districts. The height exception for coolers and water tanks has been removed to promote the intent of the Arapahoe Square upper story setback.

Note: Surface parking is no longer allowed as a primary use in D-AS districts. See Article 10 for general design standards that apply to all surface parking in D-AS districts.
Article 8. Downtown Neighborhood Context
Division 8.8 Design Standards

2. Except for required street tree planting and additional standards in Section 8.8.3.D, no tree lawn, landscaping or interior landscaping is required; however, owners may submit for Zoning Administrator review proposals for alternative designs that incorporate landscaping (sod and/or shrubs) with the screening device.

Illustration 1: D-C, D-TD, D-LD, D-CV and D-GT Zone Districts

D. Additional D-GT and D-AS Zone District Parking Lot Landscaping Requirements

1. Tree Lawn Required
   a. In addition to required street tree planting, a street front tree-lawn at least 8 feet wide shall be required between the flow line and the parking lot. If the space between the flow line and the property line is inadequate to install an 8-foot wide tree lawn, the width of such tree lawn may be reduced; however, in no case shall it be reduced to less than 5 feet in width. Further, if such 5-foot wide tree lawn is located partially on private property, that portion on private property shall be counted toward the satisfaction of the 5% area requirement of Section D.2 below.
   b. “Tree lawn” for the purposes of this provision is defined as a linear strip of ground which contains trees as required by Section 8.8.3.B above.
   c. A tree lawn is generally located on the public right-of-way, but may in some cases be partially located on private property.

2. Additional Parking Lot Landscaping Requirement
   An area of landscaping equal to 5% of the parking area shall be provided in addition to street tree and tree lawn landscaping areas. This additional landscaped area may be located:
   a. In the interior of the parking area according to the standards in Section 10.5.4.5, Interior Surface Parking Lot Landscaping Standards; or
   b. Along the street front as an addition to the tree lawn in the case of attached sidewalks; or
   c. With detached sidewalks, this area may be in the form of a landscaped planting strip with a minimum width of 5 feet located between the sidewalk and the parking area.
3. **Pedestrian Access**
   A 3-foot-wide opening for pedestrians shall be located a maximum of 80 feet apart along all public street and alley frontages of the parking lot.

4. **Variations Allowed**
   Variations in the arrangement or location of the tree lawn may be allowed depending on the location of existing sidewalks or on the quality of design proposals made by the developer according to the minimum widths set forth in Section 8.8.3.D.1 above.

---

**Illustration 2: D-C, D-TD, D-LD, D-CV and D-AS D-GT Zone Districts**

Applicable where right-of-way (flow line to property line) is at least 16.5' or more and sidewalk is attached.

**Illustration 3: D-C, D-TD, D-LD, D-CV and D-AS D-GT Zone Districts**

Applicable where right-of-way (flow line to property line) is 15.5' or more and sidewalk is detached.
Illustration 4: D-C, D-TD, D-LD, D-CV and D-AS D-GT Zone Districts

Applicable where right-of-way (flow line to property line) is at least 13.5' and sidewalk is attached.

Illustration 5: D-C, D-TD, D-LD, D-CV and D-AS D-GT Zone Districts

Applicable where right-of-way (flow line to property line) is at least 12.5' or more and sidewalk is attached.
DIVISION 8.9 USES AND REQUIRED MINIMUM PARKING

SECTION 8.9.1 APPLICABILITY

8.9.1.1 This Division 8.9 sets forth the land uses permitted and the required zoning procedure in all the Downtown Neighborhood Context Zone Districts, and the minimum parking requirements for the D-GT and D-AS Zone Districts. D-C, D-TD and D-CV Zone Districts have no parking requirement (see Section 8.3.1.5). D-LD parking requirements are provided in Section 8.4.1.4.

8.9.1.2 Uses not listed are prohibited, unless the Zoning Administrator specifically permits the unlisted use according to Section 12.4.6, Code Interpretations and Determination of Unlisted Uses.

8.9.1.3 For number of primary and accessory uses allowed per Zone Lot, see Section 1.2.3.5, Number of Uses and Structures Allowed per Zone Lot.

SECTION 8.9.2 ORGANIZATION

8.9.2.1 Organized by Primary, Accessory and Temporary Uses
The Use and Parking Table first presents all primary uses, then all accessory uses, and finally all temporary uses. Primary uses are arranged hierarchically within the table by use classification, category of primary uses, and then by specific use type. Accessory uses are organized by whether such use is accessory to a primary residential use or to a primary nonresidential use. Temporary uses are presented alphabetically ordered in the last division of the table.

8.9.2.2 Primary Use Classifications, Categories & Specific Use Types
A. Primary Use Classifications
All primary land uses in the Use and Parking Table are organized into one of the following five general land use classifications:

1. Residential Uses
2. Civic, Public & Institutional Uses
3. Commercial Sales, Service & Repair Uses
4. Industrial, Manufacturing & Wholesale Uses
5. Agriculture

B. Primary Use Categories & Specific Use Types
Primary uses are further organized into use categories and specific use types listed under each general primary land use classification. The Use and Parking Table is organized into the above five general land use classifications, use categories and specific use types.

C. Classifications & Categories Are Mutually Exclusive
The general land use classifications and use categories listed in the Use and Parking Table are intended to be mutually exclusive; that is, a use classified into one use category, such as “lodging accommodations,” cannot be classified in a different use category, such as “group living,” unless otherwise expressly allowed by this Code.

SECTION 8.9.3 EXPLANATION OF TABLE ABBREVIATIONS

8.9.3.1 General Explanation of Table Cell Entries
In each of the table cells, the entry will indicate first whether use limitations apply to the specific use, and then separated by a hyphen, the type of zoning review required prior to establishment of the use under this Code. For example, as described in more detail below, a cell entry “L-ZPIN” means, first, the use is subject to use limitations (the “L”), and, second, that the use is subject to zoning permit review with information notice (the “ZPIN”) prior to its establishment.
### 8.9.3.2 Permitted, Limited, Not Permitted

**A. Permitted Use - No Use Limitations Apply ("P")**
A "P" in a table cell indicates that the use is permitted in the respective Zone District, and is not subject to use limitations.

**B. Permitted Use - Subject to Use Limitations ("L")**
"L" in a table cell indicates the use is permitted in the Zone District subject to compliance with the use limitations referenced in the last column of the use table ("Applicable Use Limitations").

**C. Uses Not Permitted ("NP")**
"NP" in a table cell indicates that the use is not permitted in the specific Zone District.

### 8.9.3.3 Zoning Procedure

**A. Use Subject to Zoning Permit Review ("ZP")**
"ZP" in a table cell indicates that the use is permitted in the respective Zone District only if reviewed and approved according to the requirements in Section 12.4.1, Zoning Permit Review.

**B. Use Subject to Zoning Permit Review with Informational Notice ("ZPIN")**
"ZPIN" in a table cell indicates that the use is permitted in the respective Zone District only if reviewed and approved according to the public notice and procedural requirements in Section 12.4.2, Zoning Permit Review with Informational Notice. Such uses shall comply with any applicable use limitations noted in the last column of the use table ("Applicable Use Limitations"), as well as the review criteria stated in Section 12.4.2, Zoning Permit Review with Informational Notice.

**C. Use Subject to Zoning Permit with Special Exception Review ("ZPSE")**
"ZPSE" in a table cell indicates that use is generally appropriate in the neighborhood context and zoning district, yet may have the potential for limited impacts on adjacent properties or on the established character of the neighborhood context or zoning district. "ZPSE" uses are subject to a Board of Adjustments public hearing according to Section 12.4.9, Zoning Permit with Special Exception Review, which grants the Board of Adjustment the authority to impose conditions on the specified use to mitigate any potential impacts. Such uses shall comply with any applicable use limitations noted in the last column of the use table ("Applicable Use Limitations"), as well as the review criteria stated in Section 12.4.9, Zoning Permit with Special Exception Review.

**D. Uses Where More Than One Zoning Procedure Is Indicated**
Where a table cell shows more than one zoning procedure applies to a use, for example "L-ZP/ ZPIN", the referenced use limitation (last table column) will indicate which zoning procedure applies in a specific case. For example, a table cell may indicate "L-ZPIN/ZPSE" for a use. This means that the ZPIN zoning procedure will apply, unless the applicable use limitation specifies the ZPSE zoning procedure is triggered (e.g., by proximity to a Protected District).

### 8.9.3.4 Enclosure of Uses

All primary, accessory and temporary uses must be established, operated and maintained within a completely enclosed structure, unless otherwise specifically allowed by this Code. The Use and Parking Tables in Articles 3-9 indicate when a use may be established, operated or maintained outside a completely enclosed structure by including an asterisk "*" next to the specific use type. For example, the asterisk following the “Telecommunication Tower*" use type in the tables indicates that a telecommunication tower land use need not be enclosed.
### SECTION 8.9.4 DISTRICT SPECIFIC STANDARDS

**Denmark Square Amendments and Task Force Review Draft 01/22/16**

**Task force note:** Vehicle parking requirements for D-AS have been removed. Bicycle parking requirements apply.

**KEY:**
- * = Need Not be Enclosed
- P = Permitted Use without Limitations
- L = Permitted Use with Limitations
- NP = Not Permitted Use
- ZP = Zoning Permit Review
- ZPIN = Subject to Zoning Permit Review with Informational Notice
- ZPSE = Subject to Zoning Permit with Special Exception Review

When no ZP, ZPIN, ZPSE listed = No Zoning Permit required

<table>
<thead>
<tr>
<th>USE CATEGORY</th>
<th>SPECIFIC USE TYPE</th>
<th>APPLICABLE USE LIMITATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Parking Ratios Shown in Table Apply in D-GT &amp; D-AS Districts Only</td>
<td></td>
</tr>
<tr>
<td>Household Living</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dwellling, Single Unit</td>
<td>No Parking Requirements</td>
<td>P-ZP</td>
</tr>
<tr>
<td>Dwellling, Two Unit</td>
<td>D-GT District: Vehicle: 0.75/unit</td>
<td>P-ZP</td>
</tr>
<tr>
<td></td>
<td>D-AS &amp; D-GT Districts: Bicycle: No requirement</td>
<td>P-ZP</td>
</tr>
<tr>
<td>Dwellling, Multi-Unit</td>
<td>D-GT District: Vehicle: 0.75/unit</td>
<td>P-ZP</td>
</tr>
<tr>
<td></td>
<td>D-AS &amp; D-GT Districts: Bicycle: 1/2 units (80/20)</td>
<td>P-ZP</td>
</tr>
<tr>
<td>Dwellling, Live / Work</td>
<td>D-GT District: Vehicle: 0.75/unit</td>
<td>L-ZP</td>
</tr>
<tr>
<td></td>
<td>D-AS &amp; D-GT Districts: Bicycle: 1/2 units (80/20)</td>
<td>L-ZP</td>
</tr>
<tr>
<td>Assisted Living Facility</td>
<td>D-GT District: Vehicle: .75/unit</td>
<td>L-ZPIN</td>
</tr>
<tr>
<td></td>
<td>D-AS &amp; D-GT Districts: Bicycle: 1/10 units (50/50)</td>
<td>L-ZPIN</td>
</tr>
<tr>
<td>Community Corrections Facility</td>
<td>D-GT District: Vehicle: No requirement</td>
<td>L-ZPIN</td>
</tr>
<tr>
<td></td>
<td>D-AS &amp; D-GT Districts: Bicycle: 1/10 units (50/50)</td>
<td>L-ZPIN</td>
</tr>
<tr>
<td>Nursing Home, Hospice</td>
<td>D-GT District: Vehicle: .75/unit</td>
<td>L-ZPIN</td>
</tr>
<tr>
<td></td>
<td>D-AS &amp; D-GT Districts: Bicycle: 1/10 units (50/50)</td>
<td>L-ZPIN</td>
</tr>
<tr>
<td>Residence for Older Adults</td>
<td>D-GT District: Vehicle: No requirement</td>
<td>L-ZPIN</td>
</tr>
<tr>
<td></td>
<td>D-AS &amp; D-GT Districts: Bicycle: 1/10 units (50/50)</td>
<td>L-ZPIN</td>
</tr>
<tr>
<td>Residential Care Use, Small or Large</td>
<td>D-GT District: Vehicle: No requirement</td>
<td>L-ZPIN</td>
</tr>
<tr>
<td></td>
<td>D-AS &amp; D-GT Districts: Bicycle: 1/10 units (50/50)</td>
<td>L-ZPIN</td>
</tr>
<tr>
<td>Rooming and Boarding House</td>
<td>D-GT District: Vehicle: No requirement</td>
<td>L-ZPIN/L</td>
</tr>
<tr>
<td></td>
<td>D-AS &amp; D-GT Districts: Bicycle: No requirement</td>
<td>L-ZPIN/L</td>
</tr>
<tr>
<td>Shelter for the Homeless</td>
<td>D-GT District: Vehicle: 0.75/unit</td>
<td>P-ZP</td>
</tr>
<tr>
<td></td>
<td>D-AS &amp; D-GT Districts: Bicycle: 1/2 units (80/20)</td>
<td>P-ZP</td>
</tr>
</tbody>
</table>

**Task force note:**
- Rooming and Boarding House revised from “NP” to “P-ZP” to align with other form-based districts in the Denver Zoning Code (i.e., C-MX districts)
### Article 8. Downtown Neighborhood Context

#### Division 8.9 Uses and Required Minimum Parking

**Key:**  
* = Need Not be Enclosed  
P = Permitted Use without Limitations  
L = Permitted Use with Limitations  
NP = Not Permitted Use  
ZP = Zoning Permit Review  
ZPIN = Subject to Zoning Permit Review with Informational Notice  
ZPSE = Subject to Zoning Permit with Special Exception Review  

When no ZP, ZPIN, ZPSE listed = No Zoning Permit required

<table>
<thead>
<tr>
<th>USE CATEGORY</th>
<th>SPECIFIC USE TYPE</th>
<th>PARENT DISTRICTS</th>
<th>APPLICABLE USE LIMITATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Civic, Public &amp; Institutional Primary Use Classification</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Basic Utilities</td>
<td>Utility, Major Impact*</td>
<td>D-GT &amp; D-AS</td>
<td>L-ZP</td>
</tr>
<tr>
<td></td>
<td>D-GT District - Vehicle: .5 / 1,000 s.f. GFA</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>D-AS &amp; D-GT Districts - Bicycle: No requirement</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Utility, Minor Impact*</td>
<td>D-GT &amp; D-AS</td>
<td>L-ZP</td>
</tr>
<tr>
<td></td>
<td>D-GT District - Vehicle: .5 / 1,000 s.f. GFA</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>D-AS &amp; D-GT Districts - Bicycle: No requirement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community Center</td>
<td>No Parking Requirements</td>
<td>D-GT &amp; D-AS</td>
<td>L-ZP</td>
</tr>
<tr>
<td>Postal Facility, Neighborhood</td>
<td>Postal Processing Center</td>
<td>D-GT &amp; D-AS</td>
<td>P-ZP</td>
</tr>
<tr>
<td></td>
<td>D-GT District - Vehicle: 1.25 / 1,000 s.f. GFA</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>D-AS &amp; D-GT Districts - Bicycle: 1/7,500 s.f. GFA (20/80)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Safety Facility</td>
<td>Postal Processing Center</td>
<td>D-GT &amp; D-AS</td>
<td>P-ZP</td>
</tr>
<tr>
<td></td>
<td>D-GT District - Vehicle: 1 / 1,000 s.f. GFA</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>D-AS &amp; D-GT Districts - Bicycle: 1/7,500 s.f. GFA (20/80)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hospital</td>
<td>Correctional Institution</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Article 8. Downtown Neighborhood Context

**Division 8.9 Uses and Required Minimum Parking**

**DENVER ZONING CODE**

**June 25, 2010 | Republished July 6, 2015**

**ARAPAHOE SQUARE TEXT AMENDMENT**

**TASK FORCE REVIEW DRAFT 01/22/16**

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<table>
<thead>
<tr>
<th>USE CATEGORY</th>
<th>SPECIFIC USE TYPE</th>
<th>APPLICABLE USE LIMITATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cultural/Special Purpose/Public Parks &amp; Open Space</td>
<td>Cemetery*</td>
<td>NP</td>
</tr>
</tbody>
</table>
| | Library D-GT & D-AS Districts:  
  - D-GT District - Vehicle: 1/1,000 s.f. GFA  
  - D-AS & D-GT Districts - Bicycle: 1/10,000 s.f. GFA (0/100) | P-ZP | P-ZP | P-ZP | P-ZP | P-ZP | P-ZP |
| | Museum D-GT & D-AS Districts:  
  - D-GT District - Vehicle: 1/1,000 s.f. GFA  
  - D-AS & D-GT Districts - Bicycle: 1/10,000 s.f. GFA (0/100) | P-ZP | P-ZP | P-ZP | P-ZP | P-ZP | P-ZP |
| | City Park* | NP | NP | NP | NP | NP | NP | NP | NP |
| | Open Space - Recreation*  
  - No Parking Requirements | P-ZP | P-ZP | P-ZP | P-ZP | P-ZP | P-ZP |
| | Open Space - Conservation*  
  - No Parking Requirements | P-ZP | P-ZP | P-ZP | P-ZP | P-ZP | P-ZP |
| Education | Elementary or Secondary School D-GT & D-AS Districts:  
  - D-GT District - Vehicle: 1/1,000 s.f. GFA  
  - D-AS & D-GT Districts - Bicycle: 1/10,000 s.f. GFA (0/100) | L-ZP | L-ZP | L-ZP | L-ZP | L-ZP | § 11.3.8 |
| | University or College D-GT & D-AS Districts:  
  - D-GT District - Vehicle: 1/1,000 s.f. GFA  
  - D-AS & D-GT Districts - Bicycle: 1/10,000 s.f. GFA (0/100) | L-ZP | L-ZP | L-ZP | L-ZP | L-ZP | § 11.3.8; § 11.3.8 |
| | Vocational or Professional School D-GT & D-AS Districts:  
  - D-GT District - Vehicle: 1/1,000 s.f. GFA  
  - D-AS & D-GT Districts - Bicycle: 1/10,000 s.f. GFA (0/100) | L-ZP | L-ZP | L-ZP | L-ZP | L-ZP | § 11.3.8 |
| Public and Religious Assembly | All Types  
  - No Parking Requirements | P-ZP | P-ZP | P-ZP | P-ZP | P-ZP | P-ZP |

**COMMERCIAL SALES, SERVICES, & REPAIR PRIMARY USE CLASSIFICATION**

| Adult Business | All Types | NP | NP | NP | NP | NP | NP | NP | See Section 9.4.4, Use Overlay Districts, for adult business use allowance in the UO-1 District.
## Article 8. Downtown Neighborhood Context

### Division 8.9 Uses and Required Minimum Parking

- **DENVER ZONING CODE**
  - June 25, 2010 | Republished July 6, 2015

**Key:**
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When no ZP, ZPIN, ZPSE listed = No Zoning Permit required

<table>
<thead>
<tr>
<th>USE CATEGORY</th>
<th>SPECIFIC USE TYPE</th>
<th>Parking Ratios Shown in Table Apply in D-GT &amp; D-AS Districts Only</th>
</tr>
</thead>
</table>
| Arts, Recreation & Entertainment | Arts, Recreation and Entertainment Services, Indoor D-GT & D-AS Districts -  
• D-GT District - Vehicle - Artist Studio: 0.3/1000 ft² GFA  
• D-GT District - Vehicle - All Others: 1.25/1,000 s.f. GFA  
• D-AS & D-GT Districts - Bicycle: 1/7,500 s.f. GFA (20/80) | P-ZP P-ZP P-ZP P-ZP P-ZP |
| | Arts, Recreation and Entertainment Services, Outdoor* D-GT & D-AS Districts -  
• D-GT District - Vehicle: 1.25/1,000 s.f. GFA  
• D-AS & D-GT Districts - Bicycle: 1/7,500 s.f. GFA (20/80) | L-ZP L-ZP L-ZPIN L-ZPIN L-ZPIN § 11.4.3 |
| Sports and/or Entertainment Arena or Stadium* | NP NP NP NP NP |
| Nonresidential Uses in Existing Business Structures In Residential Zones | Not Applicable |

### Task Force Notes:
- **Surface Parking:** Surface Parking changed from "L-ZP" to "NP" per task force's direction in Meeting 4.
- **Bed and Breakfast Lodging:** B&B and other lodging uses changed from "L-ZPIN" to "P-ZP" to align with Urban Center zone districts.
### Article 8. Downtown Neighborhood Context

### Division 8.9 Uses and Required Minimum Parking

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**Use Category**

**Specific Use Type**

Parking Ratios Shown in Table Apply in D-GT & D-AS Districts Only

- Vehicle Parking Reqmt: # spaces per unit of measurement
- Bicycle Parking Reqmt: # spaces per unit of measurement (% Required Spaces in Enclosed Facility /% Required Spaces in Fixed Facility)

|-----|------|------|------|------|----------|------------|------|

### Retail Sales, Service & Repair (Not Including Vehicle or Equipment Sales, Service & Repair)

- **Animal Sales and Services, Household Pets Only**
  - D-GT & D-AS Districts
    - D-GT District - Vehicle: 1.25/1,000 s.f. GFA
    - D-AS & D-GT Districts - Bicycle: 1/7,500 s.f. GFA (20/80)
- **Animal Sales and Services, All Others**
  - No Parking Requirements
- **Body Art Establishment**
  - D-GT & D-AS Districts
    - D-GT District - Vehicle: 1.25/1,000 s.f. GFA
    - D-AS & D-GT Districts - Bicycle: 1/7,500 s.f. GFA (20/80)
- **Food Sales or Market**
  - D-GT & D-AS Districts
    - D-GT District - Vehicle: 1.25/1,000 s.f. GFA
    - D-AS & D-GT Districts - Bicycle: 1/7,500 s.f. GFA (20/80)
- **Liquor Store, Including Drugstores Licensed to Sell Liquor**
  - D-GT & D-AS Districts
    - D-GT District - Vehicle: 1.25/1,000 s.f. GFA
    - D-AS & D-GT Districts - Bicycle: 1/7,500 s.f. GFA (20/80)
- **Pawn Shop**
  - D-GT & D-AS Districts
    - D-GT District - Vehicle: 1.25/1,000 s.f. GFA
    - D-AS & D-GT Districts - Bicycle: 1/7,500 s.f. GFA (20/80)
- **Retail Sales, Service & Repair -- Outdoor**
- **Retail Sales, Service & Repair - Firearms Sales**
- **Retail Sales, Service & Repair, All Others**
  - D-GT & D-AS Districts
    - D-GT District - Vehicle: 1.25/1,000 s.f. GFA
    - D-AS & D-GT Districts - Bicycle: 1/7,500 s.f. GFA (20/80)

**Task force note:** Auto Emissions Inspection changed from "L-ZP" to "NP" to align with D-LD, D-CV, and Urban Center zone districts

**Task force note:** Auto Services Light changed to "L-ZP" with significant limitations (see 11.4.19.3) per task force direction in Meeting 4

**Vehicle / Equipment Sales, Rentals, Service & Repair**

- **Automobile Emissions Inspection Facility**
  - D-GT & D-AS Districts
    - D-GT District - Vehicle: 5/1,000 s.f. GFA
    - D-AS & D-GT Districts - Bicycle: No requirement
- **Automobile Services, Light**
  - D-GT & D-AS Districts
    - D-GT District - Vehicle: 5/1,000 s.f. GFA
    - D-AS & D-GT Districts - Bicycle: No requirement
- **Automobile Services, Heavy**
- **Automobile / Motorcycle / Light Truck Sales, Rentals, Leasing; Pawn Lot or Vehicle Auctioneer**
  - D-GT & D-AS Districts
    - D-GT District - Vehicle: 5/1,000 s.f. GFA
    - D-AS & D-GT Districts - Bicycle: No requirement
- **Heavy Vehicle/ Equipment Sales, Rentals & Service**

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#### INDUSTRIAL, MANUFACTURING & WHOLESALE PRIMARY USE CLASSIFICATION

<table>
<thead>
<tr>
<th>USE CATEGORY</th>
<th>SPECIFIC USE TYPE</th>
<th>APPLICABLE USE LIMITATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Communications and Information</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Antennas Not Attached to a Tower*</td>
<td>L-ZP L-ZP L-ZP L-ZP L-ZP</td>
<td>§11.5.2</td>
</tr>
<tr>
<td>• No Parking Requirements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Communication Services D-GT &amp; D-AS Districts</td>
<td>L-ZP L-ZP L-ZP L-ZP L-ZP</td>
<td>§11.5.1</td>
</tr>
<tr>
<td>• D-GT District – Vehicle: .5 / 1,000 s.f. GFA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• D-AS &amp; D-GT Districts – Bicycle: No requirement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Telecommunications Towers*</td>
<td>L-ZP/ZPIN ZPIN ZPIN ZPIN ZPIN</td>
<td>§11.5.2</td>
</tr>
<tr>
<td>• No Parking Requirements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Telecommunications Tower - Alternative Structure*</td>
<td>L-ZP ZPIN ZPIN ZPIN ZPIN</td>
<td>§11.5.2</td>
</tr>
<tr>
<td>• No Parking Requirements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Telecommunication Facilities -- All Others*</td>
<td>L-ZPIN L-ZPIN L-ZPIN L-ZPIN L-ZPIN</td>
<td>§11.5.2</td>
</tr>
<tr>
<td>• No Parking Requirements</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Industrial Services</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contractors, Special Trade - General D-GT &amp; D-AS Districts</td>
<td>L-ZP L-ZP L-ZP L-ZP L-ZP</td>
<td>§11.5.3</td>
</tr>
<tr>
<td>• D-GT District – Vehicle: .5 / 1,000 s.f. GFA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Bicycle: No requirement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contractors, Special Trade - Heavy/ Contractor Yard*</td>
<td>NP NP NP NP NP</td>
<td></td>
</tr>
<tr>
<td>Food Preparation and Sales, Commercial D-GT &amp; D-AS Districts</td>
<td>L-ZP L-ZP L-ZP L-ZP L-ZP</td>
<td>§11.5.5</td>
</tr>
<tr>
<td>• D-GT District – Vehicle: .5 / 1,000 s.f. GFA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Bicycle: No requirement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Laboratory, Research, Development and Technological Services D-GT &amp; D-AS Districts</td>
<td>L-ZP L-ZP L-ZP L-ZP L-ZP</td>
<td>§11.5.6</td>
</tr>
<tr>
<td>• D-GT District – Vehicle: .5 / 1,000 s.f. GFA</td>
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<td></td>
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<tr>
<td>• Bicycle: No requirement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Service/Repair, Commercial D-GT &amp; D-AS Districts</td>
<td>L-ZP L-ZP L-ZP L-ZP L-ZP</td>
<td>§11.5.7</td>
</tr>
<tr>
<td>• D-GT District – Vehicle: .5 / 1,000 s.f. GFA</td>
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<tr>
<td>• Bicycle: No requirement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manufacturing, Fabrication &amp; Assembly -- Custom D-GT &amp; D-AS Districts</td>
<td>L-ZP L-ZP L-ZP L-ZP L-ZP</td>
<td>§11.5.8</td>
</tr>
<tr>
<td>• D-GT District – Vehicle: .5 / 1,000 s.f. GFA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Bicycle: No requirement</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Manufacturing and Production</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manufacturing, Fabrication &amp; Assembly -- General D-GT &amp; D-AS Districts</td>
<td>L-ZP/ZPSE L-ZP/ZPSE L-ZPIN/ZPSE L-ZPIN/ZPSE L-ZPIN/ZPSE</td>
<td>§11.5.9</td>
</tr>
<tr>
<td>• D-GT District – Vehicle: .5 / 1,000 s.f. GFA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Bicycle: No requirement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manufacturing, Fabrication &amp; Assembly -- Heavy</td>
<td>NP NP NP NP NP</td>
<td></td>
</tr>
<tr>
<td>Mining &amp; Extraction and Energy Producing Systems</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil, Gas -- Production, Drilling*</td>
<td>NP NP NP NP NP</td>
<td></td>
</tr>
<tr>
<td>Sand or Gravel Quarry*</td>
<td>NP NP NP NP NP</td>
<td></td>
</tr>
<tr>
<td>Wind Energy Conversion Systems*</td>
<td>L-ZP L-ZP L-ZP L-ZP L-ZP</td>
<td>§11.5.13</td>
</tr>
<tr>
<td>• No Parking Requirements</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

**Task force note:** Manufacturing, General changed from "L-ZPIN/ZPSE" to "L-ZP/ZPSE" since the ZPSE process will apply to situations where review/notification is important, so ZPIN not needed.
<table>
<thead>
<tr>
<th>USE CATEGORY</th>
<th>SPECIFIC USE TYPE</th>
<th>APPLICABLE USE LIMITATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Parking Ratios Shown in Table Apply in D-GT &amp; D-AS Districts Only</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Vehicle Parking Reqmt: # spaces per unit of measurement</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Bicycle Parking Reqmt: # spaces per unit of measurement (% Required Spaces in Enclosed Facility /% Required Spaces in Fixed Facility)</td>
<td></td>
</tr>
<tr>
<td>Transportation Facilities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Task force note: Railroad Facilities changed from “L-ZP” to “NP” to reflect goals for Arapahoe Square and to align with Urban Center districts</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Airport*</td>
<td>NP NP NP NP NP</td>
<td></td>
</tr>
<tr>
<td>Helipad, Helistop, Heliport*</td>
<td>L-ZP L-ZP NP L-ZP L-ZP</td>
<td>§11.5.14</td>
</tr>
<tr>
<td>Railroad Facilities*</td>
<td>L-ZP L-ZP NP L-ZP L-ZP</td>
<td>§8.9.5.2</td>
</tr>
<tr>
<td>Railway Right-of-Way*</td>
<td>P-ZP P-ZP P-ZP P-ZP P-ZP</td>
<td></td>
</tr>
<tr>
<td>Terminal, Station or Service Facility for Passenger Transit System</td>
<td>P-ZP P-ZP P-ZP P-ZP P-ZP</td>
<td></td>
</tr>
<tr>
<td>Terminal, Freight, Air Courier Services</td>
<td>L-ZP L-ZP L-ZP L-ZPIN NP</td>
<td>§ 8.9.5.3</td>
</tr>
<tr>
<td>Automobile Parts Recycling Business*</td>
<td>NP NP NP NP NP</td>
<td></td>
</tr>
<tr>
<td>Junkyard*</td>
<td>NP NP NP NP NP</td>
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</tr>
<tr>
<td>Recycling Center</td>
<td>NP NP NP NP NP</td>
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<tr>
<td>Recycling Collection Station</td>
<td>NP NP NP NP NP</td>
<td></td>
</tr>
<tr>
<td>Recycling Plant, Scrap Processor</td>
<td>NP NP NP NP NP</td>
<td></td>
</tr>
<tr>
<td>Solid Waste Facility</td>
<td>NP NP NP NP NP</td>
<td></td>
</tr>
<tr>
<td>Wholesale, Storage, Warehouse &amp; Distribution</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Task force note: Wholesale Trade or Storage, Light changed from “P-ZP” to “L-ZP/ZPIN/ZPSE” with use limitations from Section 11.5.26. This is to align with goals for Arapahoe Square and the Urban Center zone districts.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Automobile Towing Service Storage Yard*</td>
<td>NP NP NP NP NP</td>
<td></td>
</tr>
<tr>
<td>Mini-storage Facility</td>
<td>L-ZP L-ZP L-ZP L-ZP L-ZP</td>
<td>§11.5.23</td>
</tr>
<tr>
<td>Vehicle Storage, Commercial*</td>
<td>L-ZP/ ZPSE L-ZP/ ZPSE L-ZP/ ZPSE L-ZP/ ZPSE L-ZP/ ZPSE</td>
<td>§ 11.5.24</td>
</tr>
<tr>
<td>Wholesale Trade or Storage, General</td>
<td>NP NP NP NP</td>
<td></td>
</tr>
<tr>
<td>Wholesale Trade or Storage, Light</td>
<td>P-ZP P-ZP P-ZP P-ZP L-ZP/ZPIN/ZPSE</td>
<td>§ 11.5.26</td>
</tr>
</tbody>
</table>
### Article 8. Downtown Neighborhood Context
### Division 8.9 Uses and Required Minimum Parking

#### USE CATEGORY

<table>
<thead>
<tr>
<th>SPECIFIC USE TYPE</th>
<th>APPLICABLE USE LIMITATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking Ratios Shown in Table Apply in D-GT &amp; D-AS Districts Only</td>
<td></td>
</tr>
<tr>
<td>- Vehicle Parking Reqmt: # spaces per unit of measurement</td>
<td></td>
</tr>
<tr>
<td>- Bicycle Parking Reqmt: # spaces per unit of measurement (% Required Spaces in Enclosed Facility /% Required Spaces in Fixed Facility)</td>
<td></td>
</tr>
</tbody>
</table>

#### AGRICULTURE PRIMARY USE CLASSIFICATION

<table>
<thead>
<tr>
<th>USE</th>
<th>APPLICABLE USE LIMITATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aquaculture*</td>
<td>NP</td>
</tr>
</tbody>
</table>

| Garden, Urban* | L-ZP |
| D-GT & D-AS Districts: |
| - D-GT District - Vehicle: .5/ 1,000 s.f. GFA |
| - Bicycle: No requirement |

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>+---</td>
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<td>+---</td>
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</tbody>
</table>

### ACCESSORY TO PRIMARY RESIDENTIAL USES USE CLASSIFICATION

<table>
<thead>
<tr>
<th>USE</th>
<th>APPLICABLE USE LIMITATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unlisted Accessory Uses</td>
<td>L - Applicable to all Zone Districts</td>
</tr>
<tr>
<td>Accessory Dwelling Unit</td>
<td>L-ZP</td>
</tr>
</tbody>
</table>

| Domestic Employee | L |
| Garden* | L |

| Keeping of Household Animals* | L/L-ZPIN |
| Keeping and Off-Street Parking of Vehicles, Motorcycles, Trailers & Recreational Vehicles* | L |
| Kennel or Exercise Run* | L |
| Limited Commercial Sales, Services Accessory to Multi-Unit Dwelling Use | Not Applicable - See Permitted Primary Uses |
| Second Kitchen Accessory to Single Unit Dwelling Use | L-ZP |
| Vehicle Storage, Repair and Maintenance* | L |
| Wind Energy Conversion Systems* | Not Applicable - See Permitted Primary Uses |
| Yard or Garage Sales* | L |

### HOME OCCUPATIONS ACCESSORY TO PRIMARY RESIDENTIAL USES USE CLASSIFICATION

<table>
<thead>
<tr>
<th>USE</th>
<th>APPLICABLE USE LIMITATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Home Occupations Accessory to a Primary Residential Use (Parking is Not Required for Home Occupations Unless Specifically Stated in this Table or in an Applicable Use Limitation)</td>
<td></td>
</tr>
<tr>
<td>Child Care Home, Large</td>
<td>L-ZPIN</td>
</tr>
</tbody>
</table>

| All Other Types | L-ZP |

| Unlisted Home Occupations | L-ZPIN |

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**ARAPAHOE SQUARE TEXT AMENDMENT**
**TASK FORCE REVIEW DRAFT 01/22/16**

**DENVER ZONING CODE**
June 25, 2010 | Republished July 6, 2015

8.9-10
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### ACCESSORY TO PRIMARY NONRESIDENTIAL USES USE CLASSIFICATION

<table>
<thead>
<tr>
<th>USE CATEGORY</th>
<th>SPECIFIC USE TYPE</th>
<th>APPLICABLE USE LIMITATIONS</th>
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</thead>
<tbody>
<tr>
<td>Unlisted Accessory Uses</td>
<td>L - Applicable to all Zone Districts</td>
<td>§11.7; §11.10.1</td>
</tr>
<tr>
<td>Amusement Devices Accessory to Eating/Drinking Establishments, College/University and Theater Uses</td>
<td>L-ZP</td>
<td>L-ZP</td>
</tr>
<tr>
<td>Automobile Rental Services Accessory to Certain Retail Uses*</td>
<td>Not Applicable - See Permitted Primary Uses</td>
<td>NP</td>
</tr>
<tr>
<td>Book or gift store; media recording and production facilities accessory to public libraries, museums, places of religious assembly, colleges or universities</td>
<td>L</td>
<td>L</td>
</tr>
<tr>
<td>Car Wash Bay Accessory to Automobile Services</td>
<td>NP</td>
<td>NP</td>
</tr>
<tr>
<td>College accessory to a Place for Religious Assembly</td>
<td>L</td>
<td>L</td>
</tr>
<tr>
<td>Conference Facilities Accessory to Hotel Use</td>
<td>L</td>
<td>L</td>
</tr>
<tr>
<td>Drive Through Facility Accessory to Eating/Drinking Establishments and to Retail Sales, Service, and Repair Uses*</td>
<td>NP</td>
<td>NP</td>
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<tr>
<td>Garden*</td>
<td>L</td>
<td>L</td>
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<tr>
<td>Keeping of Animals</td>
<td>L/ L-ZP/L-ZPIN</td>
<td>L/ L-ZP/L-ZPIN</td>
</tr>
<tr>
<td>Nonresidential Uses in Existing Business Structures in Residential Zones - Accessory Uses</td>
<td>Not Applicable</td>
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<tr>
<td>Occasional Sales, Services Accessory to Places of Religious Assembly*</td>
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<td>L</td>
</tr>
<tr>
<td>Outdoor Eating and Serving Area Accessory to Eating/Drinking Establishment Use*</td>
<td>L-ZP</td>
<td>L-ZP</td>
</tr>
<tr>
<td>Outdoor Entertainment Accessory to an Eating/Drinking Establishment Use*</td>
<td>L-ZPIN/ZPSE</td>
<td>L-ZPIN/ZPSE</td>
</tr>
<tr>
<td>Outdoor Retail Sale and Display*</td>
<td>L-ZP</td>
<td>L-ZP</td>
</tr>
<tr>
<td>Outdoor Storage, General*</td>
<td>NP</td>
<td>NP</td>
</tr>
<tr>
<td>Outdoor Storage, Limited*</td>
<td>L</td>
<td>L</td>
</tr>
<tr>
<td>Rental or Sales of Adult Material Accessory to a Permitted Bookstore Retail Sales Use</td>
<td>L</td>
<td>L</td>
</tr>
</tbody>
</table>

---

**Task force note:** Drive-Through uses changed from "L-ZP" to "NP" per Task Force agreement in Meeting 4.

**Access to Primary Nonresidential Uses**  
(Parking is Not Required for Accessory Uses Unless Specifically Stated in this Table or in an Applicable Use Limitation)
### Section 8.9.5 Applicable Use Limitations

#### 8.9.5.1 Community Corrections Facility

In all Downtown Zone Districts, where permitted with limitations, all Community Corrections Facilities shall comply with the following limitations:

**A. Community Corrections Subject to Large Residential Care Use Limitations**

Community Corrections Facilities are classified as Large Residential Care uses and are therefore subject to all of the requirements applicable to Large Residential Care uses in Section 11.2.5, in addition to the following use-specific limitations. In case of conflict with the requirements of Section 11.2.5, the more specific limitations in this Subsection shall apply.

**B. Moratorium on New Community Corrections Facilities**

After April 30, 2008, no new community corrections facilities shall begin operation until May 1, 2018.

**C. Permitted Location**

Community corrections facilities (for purposes of this Subsection, hereinafter “facilities” or “facility”) shall be allowed only in the D-C, D-TD, and D-LD Zone Districts, and shall be located more than:

1. 1,500 feet from a school meeting all requirements of the compulsory education laws of the state;
SECTION 10.5.3 TREE PRESERVATION - RESIDENTIAL ZONE DISTRICTS

10.5.3.1 Applicability - Preservation of Established Trees in Residential Primary and Side Street Setbacks

As a condition of any permit to demolish or construct any building containing a single unit dwelling, two-unit dwelling, or multi-unit dwelling in a Residential Zone District, the owner of the zone lot shall be required to preserve any established tree not otherwise diseased or decayed within the primary and side street setback areas of the zone lot.

10.5.3.2 Preservation Measures Required

In order to protect an established tree from damage or destruction and to enhance the tree’s chance of survival after construction activities on the zone lot are completed, the owner shall take and maintain throughout the course of demolition or construction the following measures:

A. Erect and maintain temporary fencing surrounding the area beneath the tree in order to mitigate the chance of impact injuries to the tree during demolition or construction;

B. Refrain from operating construction equipment or storing construction materials beneath the canopy of the tree or engaging in other activities that would cause the undue compaction of the soil in the tree’s root zone; and

C. Refrain from any excavation beneath the canopy of the tree that would cause undue destruction of the tree’s roots.

10.5.3.3 Permit for Tree Removal

The owner may be relieved from the requirements of this Section only upon obtaining a permit for tree removal from the City Forester according to the provisions of Sections 57-20(b) and 57-25 of the D.R.M.C.

10.5.3.4 Definition of “Established Tree”

See Article 13, Rules of Measurement and Definitions, for the definition of “established tree.”

SECTION 10.5.4 LANDSCAPING STANDARDS

10.5.4.1 Applicability and Exceptions

A. Applicability

1. This Section 10.5.4 shall apply to development in all Zone Districts, except residential development in all SU or TU Zone Districts.

2. Whenever the area of an existing surface parking lot is expanded or when a new area is constructed, the entire Off-Street Parking Area shall be landscaped according to this Section 10.5.4.

3. For Surface Parking as a Primary Use in the Downtown Neighborhood Context, except for D-AS Districts, Section 8.8.3, Surface Parking Lot Landscaping, shall apply rather than this Section 10.5.4.

**10.5.4.4 Perimeter Surface Parking Lot Landscaping Standards**

### A. Applicability
Section 10.5.4.1, Applicability and Exceptions, shall apply.

### B. Perimeter Surface Parking Lot Landscaping Standards Abutting Street Right-of-Way

1. **Standards**
   a. To the maximum extent feasible, on-site drainage required for a zone lot shall be integrated into the perimeter planting strip.
   b. Alternatives to required landscape, fence and wall materials may be allowed to better match primary building materials used on the site according to Section 12.4.5, Administrative Adjustment.
   c. The following shall be provided within zone lot boundaries between the boundary of any surface parking lot and street rights-of-way (except as noted):

<table>
<thead>
<tr>
<th>CONTEXT AND/OR DISTRICT</th>
<th>PERIMETER PLANTING STRIP REQUIRED</th>
<th>PLANTINGS REQUIRED WITHIN THE PERIMETER PLANTING STRIP</th>
<th>GARDEN WALL REQUIRED</th>
<th>GARDEN WALL HEIGHT</th>
<th>GARDEN WALL MATERIALS</th>
<th>PEDESTRIAN ACCESS REQUIRED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Suburban Neighborhood Context I-A and I-B Zone Districts I-MX Zone Districts with Industrial Building Form (See Figure 10.5-4)</td>
<td>Yes, minimum width of 10 feet</td>
<td>1 deciduous canopy tree for every 25’ of linear frontage Spacing of trees may vary, the maximum spacing is 40’</td>
<td>No; however may reduce perimeter planting strip width to 5 feet if provide a garden wall</td>
<td>Min 30 inches; Max 42 inches</td>
<td>Masonry or Ornamental fence with masonry piers spaced not more than 25 feet</td>
<td>Yes</td>
</tr>
<tr>
<td>Urban Edge, Urban, General Urban Neighborhood Contexts Campus Master Planned Contexts I-MX Zone Districts with General Building Form (See Figure 10.5-5)</td>
<td>Yes, minimum width of 5 feet</td>
<td></td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Urban Center Neighborhood Context (See Figure 10.5-6)</td>
<td>Not Required</td>
<td>NA</td>
<td></td>
<td></td>
<td></td>
<td>Yes</td>
</tr>
<tr>
<td>Downtown Neighborhood Context (D-AS Districts only)</td>
<td>Yes, minimum width of 8 feet (may be located in street right-of-way)</td>
<td>1 deciduous canopy tree for every 25’ of linear frontage Spacing of trees may vary, the maximum spacing is 40’</td>
<td>Yes</td>
<td>Min 30 inches; Max 42 inches</td>
<td></td>
<td>Yes; Min. 3 feet wide access at max. of 80 feet intervals along all public street and alley frontages of the parking lot</td>
</tr>
<tr>
<td>Downtown Neighborhood Context (D-C, D-TD, D-LD, D-CV, D-GT Districts)</td>
<td>See Downtown Neighborhood Context Section 8.8.3 in Article 8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Figure 10.5-4**

**Figure 10.5-5**

**Figure 10.5-6**

*Note: Redlines above extend standards that currently apply to surface parking as a primary use in D-AS to apply to all surface parking in D-AS*
SECTION 11.4.19 AUTOMOBILE SERVICES, LIGHT OR HEAVY

11.4.19.1 All RX Zone Districts
In all RX Zone Districts, where permitted with limitations,
A. All Automobile Services uses, including the sale of automotive fuel and associated fuel pumps, shall be completely enclosed.

11.4.19.2 All MX-2A, -2; MS-2 Zone Districts
In all MX-2, -2A; MS-2 Zone Districts, where permitted with limitations, automobile wash, laundry, detail or polishing shops (a specific type of Automobile Services, Light use) are prohibited.

11.4.19.3 All C-CCN Zone Districts and All D-AS Districts
In all C-CCN and D-AS Zone Districts, where permitted with limitations, the following limitations shall apply and control in case of any conflict with the more general limitations in Section 11.4.16:

A. Intent
Improve the pedestrian experience in important mixed-use districts through the pedestrian-friendly active uses in all new development or redevelopment. While Automobile Services uses provide a desirable neighborhood service, such uses do not invite the high-intensity customer, visitor, and resident interactions throughout the day and night that substantially contribute to the activation, economic vitality, and safety of this important mixed-use neighborhood. Street Level area set aside in buildings for non-Automobile Services uses according to this limitation is intended to be adequately configured and dimensioned to support the feasible use of such space for pedestrian-friendly active uses.

B. Limitations
1. Permitted Automobile Services uses are limited to routine maintenance and minor repair of automobiles, which may include greasing, tire repair, wheel alignment, brake repair, muffler replacement, engine tune-up, flushing of radiators, servicing of air conditioners, and other similar minor repair and servicing activities.

2. All Automobile Services uses shall be operated in a completely enclosed structure with no outdoor displays, sales, or storage.

See also C-CCN Zone District use limitations related to ground-story Household Living uses in Section 11.2.5, and C-CCN Zone District supplemental design standards in Section 7.3.5.1 related to permitted ground-story uses in structures or buildings containing parking spaces, and D-AS Zone District Street Level active use requirements in Section 8.7.5.1.

3. Accessory fuel sales, including the sale of compressed natural gas or liquefied petroleum, are prohibited, except accessory electric charging of vehicles shall be permitted.

4. Accessory trailer rental is prohibited.

5. Washing, cleaning, and/or waxing of automobiles by hand or with manually or automatically operated equipment is permitted only as accessory to the primary Automobile Services use, and shall be located in the same building as the primary Automobile Services use.

6. In the C-CCN Zone Districts, when located in a building that abuts one or more named or numbered public streets, Automobile Services uses may be located:
   a. On any story above or below the Street Level, and/or
b. On the Street Level, but only if 100% of the building’s street frontage(s) is occupied by one or more primary uses other than the Automobile Services use. Internal pedestrian-only access to the Automobile Services use from the primary street side(s) of the building is permitted (e.g., a pedestrian lobby or waiting area), and such area may be credited toward compliance with the 100% Street Level use frontage requirement.

See also C-CCN Zone District use limitations related to ground-story Household Living uses in Section 11.2.5, and C-CCN Zone District supplemental design standards in Section 7.3.5.1 related to permitted ground-story uses in structures or buildings containing parking spaces.

7. Accessory fuel sales, including the sale of compressed natural gas or liquefied petroleum, are prohibited, except accessory electric charging of vehicles shall be permitted.

8. Accessory trailer rental is prohibited.

9. Washing, cleaning, and/or waxing of automobiles by hand or with manually or automatically operated equipment is permitted only as accessory to the primary Automobile Services use, and shall be located in the same building as the primary Automobile Services use.

### 11.4.19.4 All Zone Districts

In all Zone Districts, where permitted with limitations:

A. Outdoor public address or loudspeaker systems are prohibited.

B. Rental or sale of motor vehicles is prohibited, unless otherwise permitted as a primary use in the subject Zone District.

C. Fuel pumps and permitted accessory trailer storage need not be enclosed, except in a RX Zone District.

D. All discarded parts and materials shall be deposited into a completely enclosed container concealed from adjacent properties.

E. Vehicles being serviced or stored for customers shall not be parked on streets, alleys, public sidewalks or public park strips.

F. The use shall be provided with barriers of such dimensions that occupants of adjacent structures are not unreasonably disturbed, either by day or night, by the movement of vehicles; outdoor lighting shall be arranged so it neither unreasonably disturbs occupants of adjacent residential properties nor interferes with traffic.

G. All outdoor lighting shall be provided with full cut-off fixtures. The use shall extinguish all outdoor lighting that is not fully shielded at close of business or 11:00 p.m., whichever is earlier.

H. Trailer rentals are permitted as an accessory use subject to the following limitations:

1. One trailer is permitted on the zone lot for each 4,000 square feet of land area in the zone lot, not, however, exceeding 5 trailers at any one time; and

2. Each trailer shall not exceed 8 feet in height, length and width.

I. A single bay car wash containing either manual or automatic equipment is permitted as an accessory use subject to compliance with the accessory use standards in Division 11.7, Accessory Use Limitations, and in Division 11.10, Uses Accessory to Nonresidential Uses - Limitations.

J. An automobile services use may include the sale of compressed natural gas, liquefied petroleum, or other types of fuel for vehicles as regulated by the Denver Fire Code. Any above-
SECTION 11.5.26 WHOLESALE TRADE OR STORAGE, LIGHT

11.5.26.1 All CC, MX, MS, CMP, and D-AS Zone Districts

In all CC, MX, MS, CMP, and D-AS Zone Districts, where permitted with limitations:

A. A Wholesale Trade or Storage, Light use proposed on a zone lot greater than 25,000 square feet or is proposed to operate between 10:00 p.m. and 5:00 a.m. shall be reviewed according to Section 12.4.9, Zoning Permit with Special Exception Review.

B. A Wholesale Trade or Storage, Light use proposed on zone lots fronting 56th Avenue, Tower Road, or Pena Boulevard, or within 300 feet of any boundary with any portion of Adams County other than the Rocky Mountain Arsenal, shall be reviewed according to Section 12.4.2, Zoning Permit Review with Informational Notice, in order to permit review and comment by adjacent jurisdictions.
12.2.7.2 Review Authority

   A. Within the C-CCN Zone Districts, the Cherry Creek North Design Advisory Board shall review and make recommendations to the Development Review Committee or the Zoning Administrator as specified in adopted rules and regulations, as may be amended from time to time.

SECTION 12.2.8 DOWNTOWN ARAHAHOE SQUARE DESIGN ADVISORY BOARD

12.2.8.1 Creation

   A. The Downtown Arapahoe Square Design Advisory Board shall consist of seven members appointed by the Mayor. The seven members shall include individuals from the following categories: four design professionals who reside in Denver, including architects, landscape architects, and urban designers, at least one of whom shall be a landscape architect; one property owner from the Arapahoe Square area; one resident of the downtown area; and one representative of the development/construction industry who resides in Denver, including but not limited to engineers, contractors, and developers.

   B. The members of the board shall be appointed by the Mayor for terms of three years and shall serve at the pleasure of the Mayor. Terms of office shall be staggered by making the appointments so that approximately one-third of the members’ terms expire each year. Vacancies shall be filled by the mayor within 30 days from the date on which the vacancy occurs.

12.2.8.2 Board Meetings

   A. All meetings of the Downtown Arapahoe Square Design Advisory Board shall be open to the public and allow opportunity for public comment.

12.2.8.3 Review Authority

   A. Within the Downtown Arapahoe Square (D-AS) Zone Districts, the Design Advisory Board for Downtown Arapahoe Square shall review and make recommendations to the Development Review Committee or Zoning Administrator, as specified in adopted rules and regulations, which may be amended from time to time.

Note: The Downtown Arapahoe Square Design Advisory Board is a new board to be formed in Spring, 2016. Based on the outcome of potential future updates to other Downtown zone districts, the geographic scope of the review board could expand in the future.
adopted plans, or to change the regulations and restrictions of an area as reasonably necessary to promote the public health, safety or general welfare.

**12.4.10.2 Zone Districts Not Available for Rezoning**

Except as otherwise provided in Section 9.4.2.1 and Section 12.3.3.9, no land may be rezoned into any Zone District not established in this Code. In addition, the following Zone Districts established in this Code, while mapped on the Official Zoning Map, shall not be applied to any lands after June 25, 2010:

A. **D-GT Downtown Golden Triangle Zone District**
B. **D-AS Downtown Arapahoe Square Zone District**
C. **O-1 Zone District**
D. **Adult Use Overlay District (UO-1)**
E. **Billboard Use Overlay District (UO-2)**

**12.4.10.3 Minimum Area Requirements**

A. **Applicability**

This section's minimum area requirements shall apply to all applications for Official Map Amendments to this Code adopted after June 25, 2010, unless specifically exempted in Paragraph B. below.

B. **Exemptions from Minimum Area Requirements**

In addition to any exemptions specified in Section 12.4.10.3.D's summary table, the following applications for an official map amendment are exempt from this section's minimum area requirements:

1. An official map amendment determined by the City Attorney to be a legislative zone map amendment.

2. The subject property is adjacent to the same Zone District designation sought for the subject property (for example, the subject property seeks a rezoning to G-MU-5 and is adjacent to property already zoned G-MU-5). For the purposes of this provision, adjacency shall not be destroyed by the existence of a dedicated public right-of-way.

3. The subject property abuts property with the same zone classification except for the permitted maximum height, and the Official Map Amendment seeks a lower building height maximum than such abutting property (for example, the subject property seeks a rezoning to G-MU-5 and abuts property zoned G-MU-12).

4. An official map amendment applying zoning to lands newly included within the city's corporate boundaries after City Council approval of a minor boundary adjustment.

C. **Calculation of Minimum Area**

1. For the purpose of computing the size of an area for compliance herewith, there shall be added to the minimum area calculations the following:
   a. All land area, including public rights-of-way, within and extending to the centerline of the abutting right-of-way.
   b. The area of any land within the corporate limits of the city that is adjacent to the area being changed and which land already bears the zoning classification sought for the area being changed. For the purposes of this provision, adjacency shall not be destroyed by the existence of a dedicated public right-of-way.
2. For the purpose of computing the size of an area for compliance herewith, there shall be excluded from the minimum area calculation the following:
   a. That portion of public rights-of-way in excess of 60 feet in width;
   b. Water reservoirs, including supporting land, owned by the city, the state, the Denver Water Board, or any agency of the federal government;
   c. All land owned by Denver School District No. 1 which is used for school purposes; and
   d. All land owned by the city, the state, or any agency of the federal government which is used for public park or recreational purposes.

D. Minimum Area Requirements for Rezonings
Subject to the foregoing limitations, an area proposed to bear the following zoning classifications shall contain at least the following area:

<table>
<thead>
<tr>
<th>ZONE DISTRICT CLASSIFICATION PROPOSED</th>
<th>MINIMUM AREA REQUIRED</th>
</tr>
</thead>
<tbody>
<tr>
<td>SU</td>
<td>4 acres or at least two facing block faces except as required below:</td>
</tr>
<tr>
<td></td>
<td>- Rezone from &quot;A&quot;, &quot;B&quot;, &quot;C&quot;, etc. SU zone to &quot;A1&quot;, &quot;B1&quot;, &quot;C1&quot; etc. SU Zone District: minimum 1 block</td>
</tr>
<tr>
<td></td>
<td>- Rezone from &quot;A&quot;, &quot;B&quot;, &quot;C&quot;, etc. SU zone to &quot;A2&quot;, &quot;B2&quot;, &quot;C2&quot; etc. SU Zone District: 8 acres</td>
</tr>
<tr>
<td>TU</td>
<td>4 acres or at least two facing block faces except as required below:</td>
</tr>
<tr>
<td></td>
<td>- Rezone from &quot;A&quot;, &quot;B&quot;, &quot;C&quot;, etc. TU zone to &quot;A1&quot;, &quot;B2&quot;, &quot;C1&quot; etc. TU Zone District: 8 acres</td>
</tr>
<tr>
<td>TH</td>
<td>2 acres, or at least one face block</td>
</tr>
<tr>
<td>RH</td>
<td>2 acres, or at least one face block</td>
</tr>
<tr>
<td>MU</td>
<td>2 acres, or at least two facing block faces or one block</td>
</tr>
<tr>
<td>RO</td>
<td>No requirement</td>
</tr>
<tr>
<td>CC</td>
<td>No requirement</td>
</tr>
<tr>
<td>RX</td>
<td>No requirement</td>
</tr>
<tr>
<td>MX</td>
<td>No requirement</td>
</tr>
<tr>
<td>MS</td>
<td>No requirement</td>
</tr>
<tr>
<td>CCN</td>
<td>No requirement</td>
</tr>
<tr>
<td>D-C</td>
<td>Must abut an existing D-C District</td>
</tr>
<tr>
<td>D-TD</td>
<td>Must abut an existing D-TD district</td>
</tr>
<tr>
<td>D-LD</td>
<td>Must abut an existing D-LD district</td>
</tr>
<tr>
<td>D-CV</td>
<td>Must abut an existing D-CV district</td>
</tr>
<tr>
<td>D-AS</td>
<td>Must abut an existing D-AS District</td>
</tr>
<tr>
<td>I-MX</td>
<td>No requirement</td>
</tr>
<tr>
<td>I-A</td>
<td>8 acres</td>
</tr>
<tr>
<td>I-B</td>
<td>8 acres</td>
</tr>
<tr>
<td>CMP-H, H2</td>
<td>6 acres or no minimum if abutting an existing CMP-H or CMP-H2 district</td>
</tr>
<tr>
<td>CMP-EI, EI2</td>
<td>CMP-EI: 6 acres or no minimum if abutting an existing CMP-EI district</td>
</tr>
<tr>
<td></td>
<td>CMP-EI2: 70,000 square feet or no minimum if adjacent to or across the street from an existing CMP-EI or CMP-EI2 district</td>
</tr>
<tr>
<td>CMP-ENT</td>
<td>6 acres</td>
</tr>
</tbody>
</table>
D. General Requirements

1. Required build-to standards shall apply only to the ground floor of the primary structure(s) on a zone lot.

2. Buildings, or a permitted alternative, shall be built at or within the Build-To requirement for at least the minimum percentage (%) required along the Primary and/or Side Street frontage.

3. Build-to requirements are calculated separately for each separately owned zone lot frontage comprising a development site.

E. Build-to Alternative Requirements

Where permitted, the following alternatives may be used singularly or in combination as alternatives to a required build-to minimum percentage standard:

1. Permanent Outdoor Patio Seating

   Permanent outdoor patio seating shall be placed between the building and the Primary Street zone lot line. Street Level Activation standards shall still apply for portions of the facade behind permanent outdoor patio seating.

   Figure 13.1-58

   Not to Scale. Illustrative Only.

2. Private Open Space

   When used as an alternative to a required build-to standard, Private Open Space shall comply with the following standards: shall meet the intent and rules of measurement provided in Section 13.1.6.1.B.

   a. Private Open Space used as a build-to alternative in any Zone District:

   i. Shall be open to the sky

   ii. Shall not be covered by an Off-Street Parking Area or a Completely or Partially Enclosed Structure, but may include Open Structures excluding Exterior Balconies

   iii. May include tables, chairs, benches, sculptures and similar elements
iv. May include the operation of any unenclosed primary, accessory, or temporary uses permitted in the zone district

v. Shall be fully visible from a primary street

vi. Shall not be permanently enclosed by railings, fences, gates, or walls that do not allow public access during business hours.

b. Private Open Space used as a build-to alternative in a C-CCN Zone District shall contain at least one Minimum Contiguous Area meeting the requirements of Section 13.1.6.1.B.3.b.vii

3. Garden Wall
   A garden wall shall comply with all of the following standards:
   a. Garden Walls must be between 30” and 42” in height with the following exceptions:
      i. Decorative and/or structural piers may exceed 42” in height.
      ii. Seating incorporated into the wall may be a minimum of 18” in height and may be accessed from both sides of the wall without an intervening division.
      iii. Pergola, awning and trellis structures must maintain clear visual sight lines between the public right of way and the property between the heights of 42” and 84.”
   b. Allowed materials are limited to masonry or an ornamental metal fence with masonry piers spaced at not more than 25’ with landscaping.
      i. An Administrative Adjustment to the allowed material is permitted to better match the primary building. See Article 12.
   c. Garden walls used as a Required Build-To Alternative may also be counted toward Perimeter Landscaping Requirements in Article 10.

4. Pergola
   A pergola shall comply with all of the following standards:
   a. Pergola structure shall consist of an arbor or passageway of columns that is at least 50% open to the sky.
   b. Pergola structure shall be no less than 5’ deep as measured perpendicular to the Primary or Side Street zone lot line.
   c. Pergola structure shall not be erected over a Drive or Driveway, or over any part of an Off-Street Parking Area.
SECTION 13.1.6   DESIGN ELEMENT FORM STANDARDS

The design element form standards of this Code are defined and measured as set forth below.

13.1.6.1 Building Configuration

A. Front or Side Wall Length / Overall Structure Length
   The length of the front or side wall of a structure, or the overall structure length, shall be measured along the primary or side street zone lot line for the entire length of the structure, as shown in Figure 13.1-70 below.

   Figure 13.1-70

B. Private Open Space for Cherry Creek Open Space Building Forms
   1. Intent
      To create quality privately owned open spaces on private property in the Cherry Creek North mixed use shopping district that are adjacent and physically open to the street. Private open space should provide visual interest and activate the pedestrian realm.

   2. Applicability
      This section applies to zone lots in the C-CCN Zone Districts.

   3. Rules of Measurement
      a. For Cherry Creek Open Space building forms, Private Open Space shall be calculated as a percentage (%) using the total area open to the sky, subject to the below requirements, divided by the total gross square footage of the zone lot and multiplied by 100.

      b. For purposes of Private Open Space measurement for Cherry Creek Open Space building forms, the total area open to the sky:
         i. Shall not be covered by Off-Street Parking Area or a Completely or Partially Enclosed Structure, but may include Open Structures excluding Exterior Balconies. Private Open Space may also include tables, chairs, benches, sculptures and similar elements.
         ii. May include the operation of any unenclosed primary, accessory, or temporary uses permitted in the zone district.
         iii. Any portion of the Private Open Space within the build-to range shall count toward the required build-to percentage (see Subsection 7.3.6.1, Required Build-To Alternatives).
         iv. Shall abut a primary street zone lot line.
         v. Shall be fully visible from a primary street.
vi. Shall not be permanently enclosed by railings, fences, gates, or walls that do not allow public access during business hours.

vii. Shall contain at least one Minimum Contiguous Area, subject to the minimum dimensions below. The width of the Minimum Contiguous Area shall be measured parallel to the primary street zone lot line, shown as “A” in Figure 13.1-71. The depth of the Minimum Contiguous Area shall be measured as the horizontal distance between the primary street zone lot line and the closest facade of the exterior building wall facing the primary street, measured perpendicular to the zone lot line, shown as “B” in Figure 13.1-71.

a) For zone lots 9,375 square feet or less, as of October 27, 2014, the Minimum Contiguous Area shall be at least 15 feet wide and 15 feet deep.

b) For zone lots 9,375 square feet or less, as of October 27, 2014, where the zone lot abuts the southern boundary of the 3rd Avenue right-of-way, the Minimum Contiguous Area shall be at least 15 feet wide and 15 feet deep and shall abut, be fully visible from, and fully accessible from the 3rd Avenue right-of-way.

c) For all other zone lots the Minimum Contiguous Area shall be at least 15 feet wide and 30 feet deep.

---

C. Mass Reduction

1. Intent
   To sculpt building mass above the base of a building, to reduce the horizontal scale of taller buildings, to provide sun and light exposure through taller buildings, and to encourage architectural variety.

2. Rule of Measurement see Figure 13.1-72
   a. The Mass Reduction is calculated as a percentage (%) using the “gross area without building coverage” at a height of 31 feet or the highest point of the second story, whichever is less, divided by the total gross square foot area of the zone lot and multiplied times 100. For purposes of Mass Reduction, “gross area without building coverage” shall be calculated as the gross area from all zone lot lines to the exterior faces of the following structures:
      i. Structure, Completely Enclosed;
D. **Point Tower Floor Plate**

1. **Intent**
   To preserve sky exposure and encourage architectural variety by reducing the horizontal scale of the tower portion of a point tower building form.

2. **Rule of Measurement**
   a. **Point Tower Floor Plate** shall be measured as the Floor Plate of the largest Habitable Story located above the specified height in the building form table. See Figure 13.1-76.

Figure 13.1-76
E. **Upper Story Side or Rear Setback, adjacent to Protected District**

1. **Intent**
   To provide appropriate height and massing transitions to less intensive adjoining zone districts.

2. **Rule of Measurement**
   An upper-story side or rear setback is measured from the side or rear zone lot line, extending to the specified height from the Base Plane and then horizontally to the specified setback distance. See Figure 13.1-76/77.

F. **Primary Street Upper Story Setback**

1. **Intent**
   To provide appropriate pedestrian scale, height and massing along a main Primary street.

2. **Rules of Measurement**
   a. **Upper Story Setback**
      A minimum upper-story setback shall be measured from the Primary Street zone lot line, extending to the maximum specified height in feet and stories from the Base Plane and then horizontally to the specified setback distance, see Figure 13.1-76/77.

   b. **Percentage of Zone Lot Width for an Upper Story Setback**
      Where a minimum percentage of Zone Lot Width is specified for a Primary Street Upper Story Setback, the specified building form table percentage of Zone Lot Width at the Primary Street Zone Lot Line shall be required to meet the minimum Upper Story Setback. See Figure 13.1-78

---

**Figure 13.1-77**

**Figure 13.1-78**

---

**DENVER ZONING CODE**
June 25, 2010 | Republished July 6, 2015
**Article 13. Rules of Measurement & Definitions**

**Division 13.1 Rules of Measurement**

**Primary Street Wall Length within the Upper Story Setback**

i. Where a maximum wall length within the Upper Story Setback is specified, it shall be measured as the total length of street-facing walls along the Primary Street zone lot line within the specified depth of the Upper Story Setback. For example, if the minimum Primary Street Upper Story Setback is 10 feet, and the maximum wall length within the Upper Story Setback is 80 feet, the combined length of all street-facing facades above the Upper Story Setback height and within 10 feet of the Primary Street property line may be no more than 80 feet. See Figure 13.1-79.

ii. A building wall is “street-facing” if it faces a named or numbered street, which shall be determined by extending a line the width of the facade and perpendicular to it to the zone lot boundary. If any portion of said line touches the right-of-way of a name or numbered street at the zone lot boundary, then said wall is “street-facing.” See Figure 13.1-79.

**G. Upper Story Stepback**

1. **Intent**

   To shape building forms to reduce effect of massing on adjoining properties or along a street.

2. **Rule of Measurement**

   Upper Story Stepback is measured as the specified vertical distance starting at the Base Plane, and then extending the specified horizontal distance from the face of the building’s lower portion, as shown in Figure 13.1-80.

---

**Not to Scale. Illustrative Only.**

---

**ARAPAHOE SQUARE TEXT AMENDMENT**

**TASK FORCE REVIEW DRAFT 01/22/16**

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**DENVER ZONING CODE**

June 25, 2010 | Republished July 6, 2015
H. Parking Limitation Above Street Level

1. **Intent**
   
   To minimize the visibility and impacts of structured parking and promote visual interest on upper story building facades.

2. **Rules of Measurement**

   a. **Depth of Parking Limitation Above Street Level**
      
      i. The depth of a parking limitation above Street Level shall be measured from the exterior of the street-facing building wall. Uses that meet the parking limitation above Street Level shall be located within the specified depth except as provided below.

      ii. The depth of recessed balcony or terrace areas or insets for building articulation up to 10 feet in depth shall be excluded from the parking limitation above Street Level. The remaining depth after recessed balcony or terrace areas and insets for building articulation are excluded shall be subject to the uses that meet the parking limitation above Street Level. See Figure 13.1-81.

   b. **Percentage of Zone Lot Width for a Parking Limitation Above Street Level**
      
      The minimum specified building form table percentage of Zone Lot Width at the Primary Street Zone Lot Line shall be required to meet the Parking Limitation Above Street Level. See Figure 13.1-82.

   Task force note: An alternate approach to measuring the parking limitation is under discussion.
ARAPAHOE SQUARE AREA
DRAFT ZONE DISTRICT MAPPING

January 22, 2016

This draft map is intended to implement the objectives of the 2011 Northeast Downtown Neighborhood Plan (see plan maps below). It includes areas that are currently zoned D-AS, as well as other areas within the Arapahoe Square Neighborhood boundary.

This draft map is intended to inform discussion with the Arapahoe Square Task Force.

*20 story point towers in 12 story area and 30 story point towers in 20 story area

*The complete Northeast Downtown Neighborhoods Plan is available for download at: https://www.denvergov.org/content/dam/denvergov/Portals/44/docs/planning/Planning/Plans/plans_prs_2013/NE_Downtown_Plan_FINAL_Adopted_052311.pdf
Draft Design Standards & Guidelines
This portion of the packet includes all pages of the draft Design Standards and Guidelines:

- Text that is new and updated since the December 9, 2015 task force meeting is shown as red and underlined.
- Explanatory annotations have been added by staff – in red boxes – to help understand the document
Note: This draft of the DSG includes placeholders for some model graphics photographs. Most graphics and photographs will be included in the public review draft for posting in February 2016.
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INTRODUCTION

This chapter includes:

- Vision For Arapahoe Square ................................................................. Page 2
- Purpose of the Design Standards & Guidelines ........................................ Page 3
- Applicability .............................................................................................. Page 4
- Context ...................................................................................................... Page 4
- Policy and Regulatory Foundation .......................................................... Page 5
- Organization & Format ............................................................................. Page 6
VISION FOR ARAPAHOE SQUARE

Arapahoe Square provides one of the top opportunities for growth and change in Central Denver and will be a critical connection point between surrounding neighborhoods and the Central Business District. **While some parts of Arapahoe Square lack an established context,** some areas do maintain the original pattern of commercial and mixed-use buildings that originally characterized the district. These areas provide inspiration for the future development of Arapahoe Square into a cutting edge, densely populated, mixed-use area that provides a range of housing types and a center for innovative businesses.

GUIDING PRINCIPLES FOR DESIGN IN ARAPAHOE SQUARE

Development and redevelopment will promote the vision for Arapahoe Square by incorporating the following design principles:

- **Sense of Place.** Design in Arapahoe Square will promote a vibrant sense of place.
- **Human Scale.** Design in Arapahoe Square will be scaled primarily to encourage an active pedestrian environment.
- **Creativity.** Innovative and unique design solutions will help define a special character for Arapahoe Square.
- **Context.** Design in Arapahoe Square will promote harmonious relationships within the district, and with surrounding neighborhoods.
- **Sustainability.** Design in Arapahoe Square will promote social, economic and environmental sustainability.

Additional detail regarding each of the guiding principles above is provided in the introduction to each chapter of the design standards and guidelines. See page 5 for more information on the policy and regulatory foundation for the design standards and guidelines.

Note: Text that has been added or revised since the previous task force draft is shown in red underline.
The purpose of the Design Standards & Guidelines for Arapahoe Square (DSG) is to promote the neighborhood vision by setting clear expectations for the level of design quality expected for improvements in Arapahoe Square. This document sets forth design standards and guidelines that provide the basis for review of proposed improvements on private properties and associated improvements in the Public Right-of-Way.

The Zoning Administrator shall utilize staff and design review findings by the Design Advisory Board when making a determination of Approval, Approval with Conditions or Denial for proposed projects in Arapahoe Square. See Chapter 6.0 Design Review Process on page 77 for more information.
APPLICABILITY
All new construction, additions, exterior improvements, signs, and new or expanded outdoor use areas proposed in the design review area illustrated in Figure 1 above are subject to compliance with these design standards and guidelines.

New construction, additions, major exterior improvements including significant changes to the site and/or building exterior, and new or expanded outdoor use areas will be reviewed by the Design Advisory Board (DAB). Signage will be reviewed by City staff or the Vital Signs Design Review Committee as summarized in Chapter 6.0 on page 77. Chapter 6.0 also provides detail on the overall design review process and required submittals.

CONTEXT
Arapahoe Square lies directly northeast of the Central Business District. Its boundaries are Park Avenue West, 20th Street, the alley between Welton and Glenarm and the alley between Larimer and Lawrence as illustrated in Figure 1 above.

The district is characterized by its wide variety of building designs and scales. Its position between the Central Business District and neighborhoods to the north, provides an opportunity for redevelopment of Arapahoe Square into a vibrant mixed-use area that services downtown workers and local residents.

KEY STREETS
The design standards and guidelines recognize the unique context of the following Key Streets throughout Arapahoe Square:

- 20th Street
- 21st Street
- Arapahoe Street
- Curtis Street
- Broadway
- Park Avenue West
- Welton Street

See “Guide to the Key Streets in Arapahoe Square” on page 49 for more information.

DESIGN REVIEW AREA
The Arapahoe Square Design Standards and Guidelines apply in the design review area illustrated at left, which is bounded by 20th Street, Park Avenue West, the alley between Lawrence and Larimer and the alley between Welton and Glenarm.

As described in “Context” below, the design standards and guidelines also provide special context-sensitive guidance for the Key Streets.

Figure 1: Design Review Area
POLICY AND REGULATORY FOUNDATION

The Design Standards and Guidelines for Arapahoe Square serve as one of a number of documents involved in the City’s planning and development process. The design standards and guidelines are intended to implement adopted City plans and policies while working within existing regulations. Key policy and regulatory documents relevant to Arapahoe Square are summarized below. All documents are available for download at www.denvergov.org/CPD.

DENVER ZONING CODE (DZC)
The Denver Zoning Code preserves and promotes the public health, safety and welfare of the City’s residents and employees and facilitates the orderly growth and expansion of the City.

Zoning regulations provide the basic form, parking, signage, and land-use requirements for all neighborhoods within the City, including Arapahoe Square.

DOWNTOWN AREA PLAN
The 2007 Downtown Area Plan provides an overall vision and set of goals and recommendations for the downtown area, including the redevelopment of Arapahoe Square as a vibrant mixed-use neighborhood.

NORTHEAST DOWNTOWN NEIGHBORHOODS PLAN
The Northeast Downtown Neighborhoods Plan is the most current planning document for Arapahoe Square. It was adopted by City Council in 2011 as an element of the Denver Comprehensive Plan 2000. It is used by public agencies, utilities, neighborhood and business organizations, residents, business owners, land owners and private developers to shape development and public improvements in Arapahoe Square.

BLUEPRINT DENVER
Blueprint Denver is a citizen-driven, integrated land-use and transportation plan. The plan was adopted in 2002 and aims to enhance Denver life by using land in the way that is healthy for its economy, supports alternative modes of transportation and maintains the integrity of neighborhoods. Blueprint Denver identifies and differentiates areas of stability from areas of change in order to guide new development. It identifies Arapahoe Square as an area of change.

COMPREHENSIVE PLAN 2000
Denver Comprehensive Plan 2000 establishes a vision for Denver as a city that is livable for its people, now and in the future. The plan reflects the effort of hundreds of residents from different backgrounds and perspectives, who have agreed on the city’s long-term purposes, and suggested strategies that will sustain its intangible assets for the future.

GREENPRINT DENVER
Greenprint Denver is the City’s pledge to hold residents, businesses and community partners accountable and to demonstrate leadership at the local level in seven broad areas of environmental sustainability: energy, water reduction, urban design, urban nature, transportation, environmental health and water. Greenprint Denver integrates Denver’s Sustainable Development Initiative programs and policies into its objectives that are tracked, measured, refined and reported.
ORGANIZATION & FORMAT

The Design Standards and Guidelines for Arapahoe Square are organized into chapters that address different levels of design, or specific design topics, as summarized in “Using the Design Standards & Guidelines Chapters” on page 7.

Chapters 1-5 begin with a set of guiding principles. Each topic within the chapter is then addressed at three levels:

1. **Intent Statements**
2. **Design Standards** (note that Chapter 4.0 Streetscape Design Guidelines does not include design standards)
3. **Design Guidelines**

The guiding principles, intent statements, design standards and design guidelines provide structure for the design review process while encouraging flexibility for creative design.

See “Sample Design Standards & Guidelines Format” on page 8 for more detail regarding the format and use of guiding principles, intent statements, design standards and design guidelines.

FLEXIBILITY FOR CREATIVE OR INNOVATIVE DESIGNS

In some cases, an innovative or creative approach may not comply with specific design standards or guidelines but may be approved if it is consistent with the guiding principles and relevant intent statements. It is the applicant’s responsibility to show that alternative solutions are consistent with, and effectively implement the guiding principles and intent statements of the Arapahoe Square Design Standards and Guidelines.

APPLICATION OF THE STANDARDS & GUIDELINES

Not all standards and guidelines will apply to every project in Arapahoe Square. Standards and guidelines that refer to design topics or elements that are not part of a development or redevelopment project are not applicable.
Using the Design Standards & Guidelines Chapters

This document is organized into an introduction and six chapters that are used by City Staff, the Design Advisory Board (DAB), Planning Board and/or Vital Signs Committee as summarized below. Chapters 1-5 provide specific design standards and guidelines (the standard format for these guidelines is summarized on page 10). Chapter 6 summarizes the design review process.

1.0 SITE DESIGN STANDARDS & GUIDELINES

This chapter is used by the Design Advisory Board (DAB) and City Staff to review plans for the arrangement of buildings and related features on a site, as well as the visual and functional character of those features and how they shape the public realm.

2.0 BUILDING DESIGN STANDARDS & GUIDELINES

This chapter is used by the Design Advisory Board (DAB) and City Staff to review plans for the vertical component of development and redevelopment, which includes the visual and functional character of individual buildings.

3.0 KEY STREETS DESIGN STANDARDS & GUIDELINES

This chapter is used by the Design Advisory Board (DAB) and City Staff to review context-specific site, building and streetscape designs with frontage along one or more of the streets listed under “Key Streets” on page 4. It does not apply to review of projects on other streets.

4.0 STREETSCAPE DESIGN GUIDELINES

This chapter is used by the Design Advisory Board (DAB) and City Staff to review plans for the treatment of the Public Right-of-Way between the street and the primary street property line.

5.0 SIGN DESIGN STANDARDS & GUIDELINES

This chapter is used by the Planning Board and City Staff to review comprehensive sign plans. The Vital Signs Committee and City staff use this chapter to review Vital Sign Plans, as well as the location and design of projecting signs. City staff use this chapter to review the location and design of all other sign types in Arapahoe Square.

See Chapter 6.0 Design Review Process on page 77 for more information about the application of the sign design standards and guidelines.

6.0 DESIGN REVIEW PROCESS

This chapter summarizes the design review process and application requirements for projects throughout Arapahoe Square. It is used by applicants, the Design Advisory Board, Planning Board, Vital Signs Committee and City Staff.

Figure 2: Using the Design Standards & Guidelines Chapters
Sample Design Standards & Guidelines Format

To increase clarity and ease-of-use, the individual design standards and guidelines pages in Chapters 1-4 use a standard format. The chart below uses a sample page from Chapter 2 (page 36) to indicate each key element of the standard format.

**A** → Street Level Design

**B** → Building Entries

**C** → INTENT STATEMENTS

- To activate the street level and integrate pedestrian circulation into building design.
- To ensure that pedestrian entries are clearly visible.

**D** → DESIGN STANDARDS

1. Pedestrian entrances shall front onto a public street or street-facing Open Space.

2. The design of primary entries shall respond to the street level building use.

**E** → DESIGN GUIDELINES

1. Pedestrian entrances should be integrated into a signature building element whenever possible.

2. Where transit stops are adjacent to a building, a pedestrian entrance should be located adjacent to the stop.

**F** → Additional Information

- Locate commercial entrances at the level of the adjacent sidewalk whenever possible.
- Locate residential entrances no more than approximately 3 feet above the level of the adjacent sidewalk.

**G** → Sidebars

- Provide background information on the design topic or relationship to the Denver Zoning Code.

**H** → Key to the Sample Design Standards and Guidelines Page Above

- **A** The Design Topic is indicated with a heading at the top of each page.
- **B** A Design Subtopic is sometimes included in black text at the right side of the header.
- **C** Photographs & Diagrams are located below the page heading. They are numbered for cross-reference.
- **D** Intent Statements establish the objectives to be achieved for each topic and may also be used to determine the appropriateness of alternative or innovative approaches that do not meet specific design standards.
- **E** Design Standards set prescriptive criteria for achieving the intent statements. They use the term “shall” to indicate that compliance is expected and are numbered by chapter for reference.
- **F** Design Guidelines provide additional suggestions to achieve the intent statements. They use the term “should” or “consider” and are numbered by chapter for reference.
- **G** Additional Information is provided as a bulleted list beneath some standards and guidelines to indicate specific approaches and strategies.
- **H** Sidebars provide background information on the design topic or relationship to the Denver Zoning Code.

*Figure 3: Sample Design Standards & Guidelines Format*
1.0 SITE DESIGN STANDARDS & GUIDELINES

This chapter includes:

- Introduction to the Site Design Standards & Guidelines ........................................ Page 10
- Street Frontage ............................................................................................................. Page 12
  - Enhanced Setbacks & Open Space .......................................................................... Page 14
- Vehicle Access ............................................................................................................ Page 16
- Parking ....................................................................................................................... Page 18
  - Vehicular Surface Parking ....................................................................................... Page 18
  - Bicycle Parking ..................................................................................................... Page 20
- Service Areas & Utilities ............................................................................................ Page 21

ILLUSTRATIONS USED IN THIS DOCUMENT

The design standards and guidelines include many photographs and diagrams to illustrate acceptable or unacceptable approaches. The illustrations are provided as examples and are not intended to indicate the only options.

If there appears to be a conflict between the text of the design standards and guidelines and a related illustration, the text shall prevail.

KEY TO ILLUSTRATION SYMBOLS

- A checkmark on an illustration indicates an approach that is generally appropriate.
- An X mark on an illustration indicates an approach that is generally inappropriate.
Introduction to the Site Design Standards & Guidelines

Site design addresses the arrangement of buildings and the spaces on a site, as well as the visual and functional character of those spaces and how they shape the public realm.

This chapter provides design standards and guidelines for site design topics, including street frontage, Open Space, surface parking and service areas. The design standards and guidelines apply to site improvements throughout Arapahoe Square.

Note that design standards and guidelines for the visual and functional character of individual buildings located on a site are provided in Chapter 2.0 on page 23. Additional design standards and guidelines for Key Streets, such as 21st Street and Curtis Street, are provided in Chapter 3.0 on page 47.

GUIDING PRINCIPLES FOR SITE DESIGN

The following core site design principles provide the basis for the standards and guidelines:

- **Sense of Place.** Site designs that frame the street and sidewalks with buildings, Enhanced Setback areas and Private Open Space help create active edges and provide a sense of comfort and safety that promotes a strong sense of place.

- **Human Scale.** Site designs that provide respite from the busy urban environment and encourage pedestrian activity help promote a sense of Human Scale in Arapahoe Square.

- **Creativity.** Site designs that incorporate creative features help to reinforce Arapahoe Square’s special character.

- **Context.** Site designs that are sensitive to their context help ensure harmonious relationships throughout Arapahoe Square and with adjacent neighborhoods.

- **Sustainability.** Site designs that encourage pedestrian interaction and incorporate low impact development principles promote social, economic and environmental sustainability.
Site Design Overview

Placeholder: The diagram below provides an overview of key site design topics. It illustrates development that is consistent with the intent of the design standards and guidelines and also provides cross-references to key topics addressed in this chapter.

- **Street Frontage - Enhanced Setback (Residential)**: An Enhanced Setback is the space created when buildings are set back from the primary street property line. See “Enhanced Setbacks & Open Space” on page 14 for more information.

- **Street Frontage - Enhanced Setback (Outdoor Dining)**: The character of an Enhanced Setback area should vary depending on adjacent building uses. See “Enhanced Setbacks & Open Space” on page 14 for more information.

- **Street Frontage - Open Space (Courtyard)**: An Open Space is a type of Enhanced Setback that may provide more substantial pedestrian use areas, such as courtyards and plaza. See “Enhanced Setbacks & Open Space” on page 14 for more information.

- **Vehicle Access**: Vehicle access addresses the access points into surface or structured parking areas on a site. See “Vehicle Access” on page 16 for more information.

- **Bicycle Parking**: Bicycle parking should promote access to highly active uses, Enhanced Setbacks, courtyards or plazas. See “Bicycle Parking” on page 20 for more information.

- **Services & Utilities**: Service areas should be located and designed to minimize impacts on the public realm. See “Service Areas & Utilities” on page 21 for more information.

Figure 4: Site Design Overview
### INTENT STATEMENTS

- To locate and orient buildings to create a well-defined street frontage that promotes a vibrant pedestrian experience
- To provide a variety of experiences along the street frontage
- To link the street frontage to activities in adjacent buildings

### DESIGN STANDARD

1.01 **Buildings shall be located to clearly define a pedestrian-oriented street frontage.**

One or more of the following frontage conditions are appropriate:

- An active street frontage with facades at or near the primary street zone lot line (see “Buildings Located at or Near the Primary Street Zone Lot Line” on page 13 for more information)
- An Enhanced Setback (see “Enhanced Setbacks” on page 13 for more information)
- An Open Space area (see “Open Space” on page 13 for more information)

### DESIGN GUIDELINES

1.02 **Commercial frontages should activate adjacent sidewalks.**

Use one or more of the following features:

- Buildings located at or near the primary street zone lot line
- Enhanced Setback areas with pedestrian seating, outdoor dining, or additional sidewalk space
- Courtyards or other Open Spaces that are directly connected to building entries and highly active uses

1.03 **Residential frontages should provide a transition between adjacent sidewalks and private residences.**

Use one or more transitional features, such as:

- Primary entrance/lobby areas
- Landscape setbacks (especially near neighborhood edges)
- Stoops
- Small private yard areas
- Courtyards or other Open Spaces

1.04 **Street frontages should respond to the surrounding context.**

- Where pedestrian activity is low and/or safety is a primary concern, locating facades at or near the primary street zone lot line is appropriate.
- Where pedestrian activity is high, Enhanced Setbacks and Open Space are appropriate to provide relief and variety.
Pedestrian-oriented Street Frontage

The strategies described and illustrated below are appropriate to clearly define a pedestrian-oriented street frontage.

**BUILDINGS LOCATED AT OR NEAR THE PRIMARY STREET ZONE LOT LINE**

Buildings located at or near the primary street zone lot line directly activate the street and sidewalk with building entries and activities. See “Street Level Design” on page 35 for related building design standards and guidelines.

**ENHANCED SETBACKS**

An Enhanced Setback is the space created when buildings are set back from the primary street property line, but generally still positioned within the primary street build-to range provided in the Denver Zoning Code. Such setbacks should be enhanced to provide attractive and usable areas that activate the street frontage. They can range in size from modest extensions of the sidewalk provided by building setbacks to larger patio seating or pedestrian use areas.

**OPEN SPACE**

Open Spaces extend beyond the primary street build-to range allowed by the Denver Zoning Code to provide expanded pedestrian use areas. They are typically located adjacent to the street frontage, but may sometimes be located along internal paths or walkways. Open Space may include courtyards & plazas, pocket parks and pedestrian paths leading into a site.

Note that the Open Space used to meet the “Private Open Space” Build-to alternative provided in the Denver Zoning Code must meet the standards and guidelines on pages 14 and 15.

Figure 5: Pedestrian-oriented Street Frontage
3. Enhanced Setback and Open Space areas are intended to ensure that areas where buildings are not built directly along the sidewalk edge contribute to activating the public realm.

**INTENT STATEMENTS**

- To ensure that areas where buildings are not built directly along the sidewalk edge contribute to activating the public realm
- To encourage the provision of additional sidewalk space to provide areas for pedestrian movement and door openings
- To encourage a variety of Open Spaces, such as courtyards, plazas, and pocket parks
- To provide comfortable space for publicly accessible outdoor amenities, such as café seating, event space, and public art
- To link Enhanced Setback and Open Space to active building uses
- To ensure that Enhanced Setbacks and Open Space maintain pedestrian safety

**DESIGN STANDARDS**

1.05 Pedestrian areas that are part of Enhanced Setbacks and Open Space shall be located at grade with the sidewalk.

Note that areas intended for private residential use may be located above or below the sidewalk level. See Standard 2.25 on page 36 for more information on raised residential entries.

1.06 Open Spaces, such as courtyards and plazas, shall be fronted with Highly Active Uses on at least one side.

Highly Active Uses include, but are not limited to:

- Retail storefronts
- Restaurants and cafes
- Building lobbies and amenity areas
- Indoor art or recreation facilities
- Arts and cultural facilities

1.07 Where Open Spaces, such as courtyards and plazas are provided, they shall be located adjacent to pedestrian building entries or along routes that lead to building entries.

1.08 Open Spaces, such as courtyards and plazas, shall be located and oriented to provide a direct visual connection to the street.

1.09 Enhanced Setback and Open Space areas shall include integrated pedestrian-scale lighting to encourage evening use and to enhance security.
Street Frontage

Enhanced Setbacks & Open Space (continued)

4. Enhanced Setback and Open Space areas should be designed to complement adjacent building uses.

5. Consider integrating public art into an Enhanced Setback or Open Space area.

DESIGN GUIDELINES

1.10 Facades adjacent to Enhanced Setback and Open Space areas should incorporate features that promote pedestrian safety.

Such features may include, but are not limited to:

- Clear sight lines
- Uniform lighting
- Transparent windows linked to building uses
- Taller street level floor-to-floor heights that increase visibility of building uses

See “Street Level Design” on page 35 in Chapter 2.0 for more information.

1.11 Enhanced Setback and Open Space areas should be designed to complement adjacent building uses.

Complementary designs include:

- Enhanced Setback areas that provide seating for customers of adjacent commercial storefronts
- Outdoor dining areas to complement an adjacent cafe or restaurant
- Landscaped courtyards with integrated seating to complement adjacent residential or office uses
- Stoops or small yard areas to complement adjacent row house units

1.12 Enhanced Setbacks and Open Space areas should provide both formal and informal seating areas.

Formal seating may include:

- Integrated benches
- Planter ledges that are designed to provide seating

Informal seating may include:

- Movable chairs or benches
- Bollards or planters

1.13 Enhanced Setbacks and Open Space areas should incorporate features to enhance year-round usability.

Features may include:

- Deciduous trees, canopies, awnings, or other features that provide shade where an Open Space is exposed to the summer sun
- Seating areas designed and oriented to provide winter warmth where an Open Space may be shaded in the winter

1.14 Enhanced Setback areas should serve as an extension of the public sidewalk.

- Use materials that are similar to the adjacent sidewalk.

1.15 Pedestrian areas that are part of Enhanced Setbacks and Open Space should be paved with high-quality, durable paving materials that are complementary to adjoining buildings.

1.16 Open Space areas, such as plazas and courtyards, should be designed to maximize sky exposure and natural lighting.

1.17 Trees and plantings in an Enhanced Setback or Open Space area should be hardy and drought tolerant.

See “Street Trees” on page 64 for more information.

1.18 Where possible, Enhanced Setback and Open Space areas should incorporate sustainable stormwater management systems.

1.19 Consider locating and designing an Open Space area, such as a plaza, to provide opportunities for events such as an outdoor market or live concert.

1.20 Where possible, public art should be integrated into an Enhanced Setback or Open Space area.

1.21 Private amenity areas such as decks and courtyards should be provided for residents and employees, in addition to Street Level Open Space.
Vehicle Access

INTENT STATEMENTS

• To reduce visual impacts on streets and the public realm
• To minimize conflicts between vehicles, pedestrians and cyclists
• To promote the use of alleys as the primary means of accessing vehicle parking, loading and service areas
• To minimize curb cuts through consolidation of vehicle access points
• To establish a pedestrian emphasis where vehicle access points cross sidewalks and pedestrian use areas
• To protect Enhanced Setback areas, Open Spaces and other pedestrian-oriented areas from vehicular impacts

PUBLIC WORKS REVIEW

Placeholder: Information regarding Department of Public Works review and approval of vehicle access locations.

VEHICLE ACCESS ON KEY STREETS

In some cases, context-sensitive vehicle access standards and guidelines are provided for Key Streets, such as 21st Street and Curtis Street. See Chapter 3.0 on page 47 for more information.

DESIGN STANDARDS

1.22 Pedestrian connections across vehicle access points shall be emphasized with enhanced paving materials.

1.23 Vehicle access areas shall be located away from Enhanced Setback or Open Space areas to minimize negative impacts.

Appropriate strategies include:
» Screening vehicle access areas with landscaping or other vertical elements
» Recessing vehicle access areas from the street

1.24 When located on the street, vehicle access points shall be combined with necessary service areas to minimize impacts to the pedestrian realm.

See “Service Areas & Utilities” on page 21 for more information

1.25 Vehicle access shall be clearly defined with appropriate signage.

1.26 Vehicle access shall not be provided from streets with dedicated bicycle facilities.

DESIGN GUIDELINES

1.27 Vehicle access should be taken from the alley when present.

See “Public Works Review” at left for more information regarding approval of vehicular access points.

1.28 Vehicle access should generally be taken from named, rather than numbered, streets.

Note that Park Avenue West and Broadway are exceptions to this Guideline (vehicle access should generally not be provided from Park Avenue West or Broadway).

1.29 Vehicle access points should be located and designed to maintain an active street edge where alley access is not possible.

Appropriate strategies include:
» Limiting the width of vehicle access points
» Using paving materials that match or resemble adjacent building materials
» Locating active building floors directly above vehicle access points

1.30 Vehicle access doors should incorporate high-quality materials and finishes.

6. Vehicle access shall be taken from the alley when present.

7. Vehicle access points should be located away from pedestrian highly active uses such as cafe seating.

8. Placeholder: Vehicle access points are intended to have a pedestrian emphasis.
Vehicle Access Options

Placeholder: A full page sidebar describing and illustrating a range of options for vehicular access.

PREFERRED LOCATION OF VEHICLE ACCESS

9. Placeholder: Vehicle access shall be taken from the alley when present.

10. Placeholder: With the exception of Key Streets, vehicle access shall be provided from the street at the short end of the block to maintain the public realm on the long end of the block.

11. Placeholder: Vehicle access to parking, service or drop off areas shall not be provided from 21st Street (see Chapter 3.0 on page 47 for more information on Key Streets)

DESIGN CONSIDERATIONS FOR VEHICLE ACCESS

Placeholder: A section describing and illustrating design elements to minimize conflicts between vehicles, pedestrians and bicycles and to establish a pedestrian emphasis at vehicle access points.

Figure 6: Vehicle Access Options
INTENT STATEMENTS

- To ensure that surface parking is well-integrated to the streetscape
- To ensure that surface parking contributes positively to a sustainable urban environment

DENVER ZONING CODE PARKING REQUIREMENTS

The Denver Zoning Code (DZC) provides basic parking location requirements and sets forth the minimum number of required parking spaces in the Downtown Neighborhood Context. The DZC does not require a minimum number of off-street parking in Arapahoe Square.

The DZC also provides specific requirements for surface parking lot landscaping, including:

- Required street tree planting
- Required Tree Lawn
- Required screening device (decorative wall)

The design guidelines and standards in this section are intended to build on DZC parking lot landscaping requirements.

DESIGN STANDARDS

1.31 Surface parking shall not be permitted between facades and streets.

1.32 Surface parking shall be located at the rear and/or to one side of the building.

1.33 Surface parking shall not be the dominant site characteristic.

1.34 Parking shall be screened from adjacent Enhanced Setback areas and Open Spaces. Appropriate screening devices include:

- Landscaping
- Trees
- Garden walls
Parking

Vehicular Surface Parking (continued)

1.35 Where a surface parking lot is located to the side of a building, the short dimension of the lot should face towards the street and sidewalk.

1.36 Surface parking designs should incorporate low impact development (LID) principles for stormwater management.

Appropriate features include, but are not limited to:

» Permeable paving
» Bio-swales and bioretention areas
» Tree cover

1.37 The placement and design of surface parking lots should consider the potential future use and development of the site.

1.38 Surface parking lots should be designed to provide flexibility for temporary events such as pop-up events and public gatherings.

1.39 Adequate signage and wayfinding should be provided for orientation and accessibility.
INTENT STATEMENTS

- To promote sufficient bicycle parking, especially adjacent to existing and planned bicycle facilities
- To ensure that bicycle parking is located in a highly visible and accessible area near pedestrian circulation
- To ensure that bicycle parking is safe and secure
- To promote a multi-modal network

DENVER ZONING CODE BICYCLE PARKING REQUIREMENTS

The Denver Zoning Code (DZC) provides specific requirements for fixed bicycle parking. The design standards and guidelines in this section are intended to build on DZC requirements with additional guidance regarding the placement and character of bicycle parking. They are also intended to encourage the provision of additional bicycle parking beyond minimum requirements.

DESIGN STANDARDS

1.40 **Bicycle parking shall be located in highly active areas that are visible from the Public Right-of-Way.**

   Locate bicycle parking:
   » Within 50 feet of a pedestrian entry
   » In an Amenity Zone within the public right-of-way, an Enhanced Setback or in an Open Space

1.41 **Bicycle racks shall not impede pedestrian traffic.**

1.42 **Bicycle racks shall be located a minimum of 4 feet from street trees.**

PUBLIC WORKS BICYCLE FACILITY REQUIREMENTS

The City of Denver’s Department of Public Works provides standards for the design of required bicycle facilities. Public Works also requires a permit for placement of bicycle parking facilities in the Public Right-of-Way.

See Public Work’s Bicycle Parking Standards for specific dimensions and spacing requirements. **Note that Guidelines 4.08 and 4.16 in Chapter 4.0 Streetscape Design Guidelines also relate to bicycle parking.**

DESIGN GUIDELINES

1.43 **Additional bicycle parking, beyond zoning code minimums, should be provided whenever possible.**

   Additional bicycle parking is especially important adjacent to:
   » Dedicated bicycle facilities
   » High traffic pedestrian areas

1.44 **Bicycle Parking should be located adjacent to Highly Active Uses to increase security and natural surveillance.**

   Highly Active Uses include, but are not limited to:
   » Retail storefronts
   » Restaurants and cafes
   » Building lobbies and amenity areas
   » Indoor art or recreation facilities
   » Arts and cultural facilities

1.45 **Bicycle parking provided in addition to minimum Denver Zoning Code requirements should incorporate creative designs.**

   Consider:
   » Creative place making
   » Integration of public art
   » Use of Bicycle Corrals

Note that the design of bicycle parking located in the public-right-of-way will be subject to approval by the City of Denver’s Department of Public Works.
INTENT STATEMENTS

- To minimize the visibility and impact of service areas to the public realm
- To reduce conflicts between servicing activities, pedestrians and cyclists
- To promote the use of alleys as the primary means of accessing service areas and utilities
- To protect Enhanced Setback areas, Open Spaces and other highly pedestrian-oriented areas from noise and odor impacts associated with service areas
- To encourage utility and service areas to be consolidated with other vehicle access points

PUBLIC UTILITY REQUIREMENTS

Placeholder: Information regarding approval of utility locations by Xcel Energy

DESIGN STANDARDS

1.46 Service, utility and loading areas shall be located on the alley, or within the building mass.
1.47 Service, utility and loading areas shall not be located adjacent to Enhanced Setback or Open Space areas.
1.48 Lighting shall be provided for service activities to promote a safe atmosphere along all edges of the development.
1.49 Ventilation shafts, grates, and other above-ground mechanical or site servicing equipment, shall be located away from the public realm.
1.50 Dumpsters shall be secured to prevent access by non-service personnel and keep alley areas tidy.
1.51 Dumpsters shall be recessed and screened with high-quality materials and/or landscaping that are consistent with the building.
1.52 Rooftop mechanical, electrical and telecommunications systems shall be screened to minimize visibility from the primary street or adjacent neighborhoods.

DESIGN GUIDELINES

1.53 When possible, combine service, utility and loading areas for multiple tenants into one location.
1.54 When possible, combine the service areas with the vehicle parking access to minimize overall impacts to the pedestrian realm.
1.55 When it is not feasible to integrate loading and service areas on the alley or within the building mass, they should be screened with high-quality landscape and architectural elements.
2.0 BUILDING DESIGN STANDARDS & GUIDELINES

This chapter includes:

- Introduction to the Building Design Standards & Guidelines ....................................... Page 24
- Building Mass & Scale ........................................................................................................... Page 26
  » Articulation ....................................................................................................................... Page 30
  » Upper Story Setback ........................................................................................................... Page 33
- Street Level Design ............................................................................................................. Page 35
  » Building Entries .................................................................................................................. Page 36
- Windows & Transparency ........................................................................................................ Page 37
- Building Materials .................................................................................................................. Page 39
- Structured Parking Design ....................................................................................................... Page 40
- Facade Design for Signage ....................................................................................................... Page 42
- Special Contexts & Building Forms ......................................................................................... Page 43
  » Point Tower Building Form .................................................................................................. Page 43
  » Historic Transitions ............................................................................................................. Page 45

ILLUSTRATIONS USED IN THIS DOCUMENT

The design standards and guidelines include many photographs and diagrams to illustrate acceptable or unacceptable approaches. The illustrations are provided as examples and are not intended to indicate the only options.

If there appears to be a conflict between the text of the design standards and guidelines and a related illustration, the text shall prevail.

KEY TO ILLUSTRATION SYMBOLS

A checkmark on an illustration indicates an approach that is generally appropriate.

An X mark on an illustration indicates an approach that is generally inappropriate.
Building design addresses the vertical component of development and redevelopment, which includes the visual and functional character of individual buildings.

This chapter provides design standards and guidelines for key building design topics, including building massing, pedestrian character and materials. The design standards and guidelines apply to projects throughout Arapahoe Square.

Note that design standards and guidelines for the arrangement of buildings and related features on a site are provided in Chapter 1.0 on page 9. Additional design standards and guidelines for Key Streets, such as 21st Street and Curtis Street, are provided in Chapter 3.0 on page 47.

### GUIDING PRINCIPLES FOR BUILDING DESIGN

The following core building design principles provide the basis for the standards and guidelines:

- **Sense of Place.** Buildings that are designed to frame and relate to the public realm help promote a vibrant sense of place.
- **Human Scale.** Buildings that are scaled and designed to encourage pedestrian activity promote a sense of Human Scale throughout Arapahoe Square.
- **Creativity.** Buildings that incorporate innovative and unique design solutions will help define a unique character for Arapahoe Square.
- **Context.** Buildings that are sensitive to their context help ensure harmonious relationships throughout Arapahoe Square and with adjacent neighborhoods.
- **Sustainability.** Buildings that provide opportunities for interaction among a wide variety of people and incorporate environmentally sustainable design approaches will help the district adapt to future urban demands.

### DENVER ZONING CODE BUILDING FORMS

The Denver Zoning Code (DZC) sets forth zoning standards that vary by building form:

- **General Building Form.** Allows a base building height with flexible requirements
- **General with Height Incentive Building Form.** Allows flexibility for greater building height if structured parking is wrapped with other uses, located underground or not provided on site.
- **Point Tower Building Form.** Allows slender tower building forms that preserve views and maximize sky exposure (see “Point Tower Building Form” on page 43 for more information).

The design guidelines and standards in this Chapter are intended to build on DZC building form requirements.
LOWEST & UPPER STORY FACADE

The lower story facade will generally be considered as stories 1-5 (up to 70 feet), with everything above defined as the upper story facade. However, where upper story setbacks are located below the fifth story, the lower story facade may be considered as stories 1-2, 1-3 or 1-4 with everything above the setback defined as the upper stories.

Figure 7: Building Design Overview
Building Mass & Scale

INTENT STATEMENTS

- To encourage varied building massing that promotes a sense of place through creative and innovative design
- To promote a Human Scaled urban environment
- To promote buildings that integrate massing and articulation techniques between the lower and upper story facade
- To encourage building massing that responds to context, including existing historic buildings
- To maintain access to sunlight and views

HUMAN SCALE BUILDING DESIGN

A sense of Human Scale is achieved when one can reasonably interpret the size of a building by comparing features of its design to comparable elements in one’s experience. Examples of human-scale building design include:

» Incorporating massing and articulation techniques that visually divide the building into smaller modules
» Spacing and dimensioning windows and other openings to reflect those on nearby buildings.
» Using masonry or other materials with a familiar dimension

DESIGN STANDARDS

2.01 Buildings shall promote an overall sense of Human Scale.

» Incorporate upper story setbacks to reduce the visual impact of upper stories on the pedestrian realm (see “Upper Story Setback” on page 33 for more information)
» Clearly define the street level (see “Street Level Design” on page 35 for more information)
» Use materials that convey scale in their proportion, detail and form. Materials applied in units, panels or modules help to convey a sense of scale (see “Building Materials” on page 39 for more information).

2.02 Massing techniques shall be coordinated between primary street-facing lower and upper story facades to create continuity between the lower and upper stories.

2.03 Buildings with over approximately 125 feet of primary street frontage shall incorporate coordinated massing techniques on the lower story primary street-facing facade.*

Combine at least two of the following techniques every 25-75 feet along the lower story facade, or three of the following techniques at a minimum of every 12-125 feet along the lower story facade:

» A change in the height of an upper story setback for a minimum depth of 10 feet**
» A facade plane change with a minimum 3 foot depth and minimum height of approximately 2/3 the height of the lower story facade
» A building material or color change for a minimum height of approximately 2/3 of the height of the lower story facade

See “Coordinated Massing Techniques” on page 27 for more information.

*Excepting buildings under 3 stories or 45 feet in height **Upper story setbacks at or below the fifth count towards the zoning requirement for an upper story setback - see page 33 for more information.
Coordinated Massing Techniques

Coordinated massing techniques help divide a larger building into smaller modules that promote a Human Scaled urban environment. Massing techniques that meet Standard 2.03 on page 26 are described and illustrated below. The graphics on this page illustrate combinations of two techniques every 25-75 feet. Combinations of three techniques every 12-125 feet are illustrated on the next page.

1. CHANGE IN UPPER STORY SETBACK HEIGHT

A change in upper story setback height must be a minimum of one story for the depth of the upper story setback (10 feet).

A change in upper story setback height must lower the setback height below the fifth story and be combined with either a facade plane change or material/color change. Note that setbacks will count towards the zoning requirement for an upper story setback. See page 33 for more information.

2. FACADE PLANE CHANGE

A facade plane change must be a minimum of 3 feet and must rise a minimum of approximately 2/3 the height of the facade.

A facade plane change must cause the facade to inset or project and be combined with either a change in the height of an upper story setback or material/color change.

3. CHANGE IN BUILDING MATERIALS OR COLOR

A change in materials/color must apply to approximately 2/3 the height of the facade.

A material/color change must create variation on the appearance of the facade and be combined with either a change in upper story setback height or facade plane change.

Figure 8: Coordinated Massing Techniques
4. COMBINING THREE MASSING TECHNIQUES

A coordinated change in all three massing techniques described in Standard 2.03 on page 26 may occur at longer intervals.

A combined change in upper story setback height, facade plane and materials helps create a massing break that divides the facade into smaller modules.

5. FLEXIBILITY FOR CREATIVE DESIGNS

As illustrated above, flexibility may be provided for creative designs that meet the intent statements for building mass and scale on page 26, but do not utilize the specific massing techniques described in Standard 2.03 on page 26.

Figure 8: Coordinated Massing Techniques (continued)
2.04 Smaller buildings with less than approximately 125 feet of primary street frontage should incorporate coordinated massing techniques on the lower story facade.

2.05 Large buildings with more than approximately 250 feet of primary street frontage and approximately 8 stories in height should be designed to reduce visual mass and scale and preserve sky exposure.

   Appropriate strategies include:
   » Increasing the dimension of the massing techniques described in Standard 2.03 (i.e., incorporating more than a 3 foot facade plane change on the lower story facade)
   » Increasing upper story setbacks or incorporating additional setbacks above the 6th story
   » Breaking upper story mass into separate towers or visual modules

2.06 Buildings with approximately 12 or more stories should incorporate roof forms and elements that make a positive contribution to the skyline.

   Appropriate forms and elements include:
   » Roof forms that relate to the heights, proportions, forms and materials of surrounding buildings of similar scale
   » Architectural rooftop elements, such as cornice and cap elements

   See “Point Tower Building Form” on page 43 for more information regarding design of the tallest buildings in Arapahoe Square.

2.07 When a building is located adjacent to a lower-scale building, it should incorporate massing features that establish compatible relationships with the adjacent building.

   Such features include:
   » Building modules that reflect the size and shape of adjacent lower-scale buildings
   » Horizontal articulation techniques that align with adjacent lower-scale building heights (see “Articulation” on page 30 for more information)
   » A step down toward the lower-scale building
Building Mass & Scale

Articulation

21. **Primary street-facing lower and upper story facades shall incorporate vertical & horizontal articulation techniques that reinforce the massing techniques described in Standard 2.03.**

**INTENT STATEMENTS**

- To promote articulation elements that reinforce massing techniques to ensure cohesive facade designs
- To introduce Human Scale facade features
- To maintain a sense of Human Scale on the lower-story building façade (see “Human Scale Building Design” on page 26 for more information)

**LOWER & UPPER STORY FACADE**

The lower story facade will generally be considered as stories 1-5, with everything above defined as the upper story facade. However, where upper story setbacks are located below the fifth story, the lower story facade may be considered as stories 1-2, 1-3 or 1-4 with everything above the setback defined as the upper stories.

**ARTICULATION & THE UPPER STORY SETBACK**

The upper story setback required on most streets in Arapahoe Square may be considered as a horizontal articulation technique. See “Upper Story Setback” on page 33 for more information.

**DESIGN STANDARDS**

2.08 **Primary street-facing** lower and upper story facades shall incorporate vertical & horizontal articulation techniques that reinforce the massing techniques described in Design Standard 2.03.

Appropriate articulation techniques include:

» Vertical & Horizontal Facade Plane Changes of a minimum of approximately 2-3 inches
» Vertical & Horizontal Facade Projections or Banding
» Window Headers or Groupings
» Inset or Projected Windows
» Balconies or Terraces (inset or cantilevered)
» Other creative facade articulation techniques

See “Facade Articulation Techniques” on page 32 for more information.

2.09 **Alley-facing upper story facades** shall incorporate vertical and horizontal articulation techniques consistent with those described in Standard 2.08 above.

See “Facade Articulation Techniques” on page 32 for more information.

2.10 Facade articulation shall be integral to the building form.

Appropriate strategies include:

» Using facade articulation techniques to reinforce the overall pattern of building massing
» Continuing lower-story articulation techniques onto the upper-story building façade
» Using articulation techniques, such as a change in materials or setback, to highlight structural building modules and differentiate building uses at the street level

2.11 Non primary street-facing facade areas that are visible from surrounding streets, properties and alleys shall integrate visually interesting design features to avoid the appearance of long blank walls.

Such features include:

» Wall design systems with articulation and variations in materials
» Transparency consistent with standards for primary street-facing facades (see “Windows & Transparency” on page 37)
» **Wall Murals** or other art works

Note: Numerical dimensions of facade offsets and projections carried forward from existing Arapahoe Square DSG
Building Mass & Scale

Articulation (continued)

22. Facade articulation should be integral to the building form.

23. When possible, align one or more horizontal articulation elements with those on neighboring buildings.

DESIGN GUIDELINES

2.12 Facade articulation should generally promote a facade rhythm that relates to typical street and lot dimensions in Arapahoe Square.

See “Relationship of Articulation & Typical Lot & Street Dimensions” below for more information.

2.13 Facade articulation should generally align between lower story and upper story facades to avoid creating a visual disconnection between the building base and upper stories.

See “Lower & Upper Story Facade” on page 30 for definitions.

2.14 When possible, one or more horizontal articulation elements should align with the roof lines or articulation on adjacent buildings.

2.15 Where balconies and terraces are provided, they should be integrated into vertical and horizontal articulation systems.

RELATIONSHIP OF ARTICULATION & TYPICAL LOT & STREET DIMENSIONS

Facade articulation should generally relate to the original 25 foot lot widths and 80 foot street width in Arapahoe Square. Vertical articulation should establish a pattern of building bays wider than approximately double the original lot width on the lower story facade and no wider than the typical street width on the upper story facade.
Facade Articulation Techniques

Facade articulation combines with massing techniques to add texture and rhythm that promotes a Human Scaled urban environment with a strong sense of place. The facade articulation techniques described and illustrated below may be used to meet design standard 2.08 on page 30. Note that the illustration below combines articulation techniques with the massing techniques illustrated on pages 27-28.

1. FACADE PLANE CHANGES
   Facade plane changes include vertical notches or shifts in the building façade that help break down the visual mass and scale of a larger building.

2. FACADE PROJECTIONS/BANDING
   Facade projections and banding include vertical pilasters and columns or horizontal bands, moldings or cornices that help create a rhythm on the facade.

3. WINDOW HEADERS/GROUPINGS
   Window headers and groupings include arrangements of windows or strong window header/sill elements that help create a rhythm on the facade.

4. INSET OR PROJECTED WINDOWS
   Windows that are recessed or projected help create shadow lines and depth of detail on the facade.

5. BALCONIES & TERRACES
   Inset or cantilevered balconies or terraces help create vertical and horizontal rhythms on the facade.

6. OTHER CREATIVE TECHNIQUES
   Other creative articulation techniques that meet the intent statements on page 30 may be appropriate.

Figure 9: Facade Articulation Techniques
25. Upper story setbacks promote facade designs that relate to the pedestrian scale along the street and to adjacent smaller-scale buildings.

DENVER ZONING CODE UPPER-STORY SETBACK REQUIREMENTS

Denver Zoning Code (DZC) requires a minimum Primary Street Upper Story setback at or below 5 stories and 70 feet on most streets in Arapahoe Square. Upper story setbacks along sensitive streets such as Park Avenue West and 21st Street must extend along the full primary street frontage (except where an alternative is used along 21st Street as described below). On other streets a percentage of the frontage is excepted from the required upper story setback.

The design guidelines and standards in this section are intended to build on DZC upper story setback requirements. Note that Upper Story setback requirements do not apply to Broadway or 20th street frontages.

UPPER-STORY SETBACK ALTERNATIVE ON 21ST & PARK AVE.

The DZC requires an upper story setback above the fifth floor for 100% of the primary street frontage along 21st Street and Park Avenue West. However, the Zoning Administrator may approve an alternative Primary Street Upper Story setback design where the alternative is found to meet the design standards and guidelines provided on page 51.

INTENT STATEMENTS

• To maintain the general appearance of a predominantly 5-story building height along the street frontage
• To promote facade designs that relate to the traditional range of building scales in Arapahoe Square
• To promote facade designs that relate to the pedestrian scale along the street and to adjacent smaller-scale buildings
• To provide a scale transition along street frontages that face existing lower scale neighborhoods
• To promote access to sunlight and views
• To help maintain visual connections throughout the neighborhood

DESIGN STANDARDS

2.16 Upper story setbacks shall be integral to overall building design.

Appropriate techniques include:
» Using upper story setbacks to emphasize building design elements, such as corner tower features
» Integrating a series of upper story setbacks into an overall system of building articulation (see “Articulation” on page 30 for more information)

DESIGN GUIDELINES

2.17 Setbacks should preserve views and maximize sky exposure from adjacent properties and key locations along the street frontage.

Appropriate techniques include:
» Locating upper story setback areas above a public or Private Open Space
» Locating upper story setbacks to promote access to sunlight and views from upper story windows or deck areas on adjacent properties

2.18 Where allowed, facade areas that are not set back should be located to highlight key building features such as primary entries or corner locations.
Working With Upper Story Setbacks

**CREATIVE DESIGNS THAT MEET THE UPPER STORY SETBACK REQUIREMENT**

The upper story setback enables for significant flexibility to create non-rectilinear building forms. Below are examples of building masses that meet or exceed the upper story setback requirement of 10 feet for 65% of the lot frontage on most streets in Arapahoe Square. Note that the Upper Story setback alternative provides opportunities for flexible designs on streets that require a setback for 100% of the lot frontage. See “The Upper Story Setback Alternative for 21st Street & Park Avenue West” on page 56 for more information.

Figure 10: Working with Upper Story Setbacks
### Intent Statements

- To promote an active pedestrian area at the street level along the primary street building frontage
- To promote Human Scale design features at the street level along the primary street building frontage (see “Human Scale Building Design” on page 26 for more information)
- To clearly define a prominent pedestrian area

### Design Standards

#### 2.19 A pedestrian-oriented street level shall be clearly defined for each street-facing facade.

Appropriate features to define the street level along the primary street frontage include:

- Awnings and canopies
- A prominent cornice above the street level
- Changes in materials between the street level and upper stories

#### 2.20 The street level shall be articulated to promote a Human Scale building frontage.

Appropriate techniques include:

- Recessed entries
- Projecting window bays
- Changes in street level setback

See “Articulation” on page 30 for more information

#### 2.21 The street level shall incorporate a substantial floor-to-floor height to promote visual prominence.

- An approximately 12 foot floor-to-floor height minimum is appropriate for a street level occupied by residential uses.
- An approximately 14 foot floor-to-floor height minimum is appropriate for a street level occupied by commercial uses.
- Taller street level floor-to-floor heights are encouraged.

### Design Guidelines

#### 2.22 Canopies and awnings used to define the street level should be well integrated into building design and appropriately scaled.

#### 2.23 The street level height should reflect the street level height of any adjacent buildings that are locally-designated Denver Landmarks.
INTENT STATEMENTS

- To activate the street level and integrate pedestrian circulation into building design
- To provide a high number of street level entries into active uses to encourage pedestrian activity
- To ensure that pedestrian entries are clearly visible

DENVER ZONING CODE PEDESTRIAN ACCESS REQUIREMENTS

The Denver Zoning Code (DZC) includes pedestrian access (entrance) requirements to ensure a clear, obvious, publicly accessible connection between the primary street and uses within the building.

The design guidelines and standards in this section are intended to build on DZC pedestrian access requirements for the D-AS districts.

DESIGN STANDARDS

2.24 Pedestrian entrances shall front onto a public street or street-facing Open Space.

2.25 The design of primary entries shall respond to the street level building use.
   » Locate commercial entrances at the level of the adjacent sidewalk whenever possible.
   » Locate residential entrances no more than approximately 3 feet above the level of the adjacent sidewalk.

DESIGN GUIDELINES

2.26 Pedestrian entrances should be integrated into a signature building element whenever possible.

2.27 Where transit stops are adjacent to a building, a pedestrian entrance should be located adjacent to the stop.

2.28 For buildings with multiple tenants, consider dividing the façade into narrow widths or bays and provide multiple secondary access points to animate the street.
CHAPTER 2.0 Building Design Standards & Guidelines (01/22/16)

INTENT STATEMENTS

- To promote facades that reflect a sense of Human Scale
- To encourage visually interesting facade designs that create interplay of light and shadow on the building’s surface
- To enhance safety with “eyes on the street”
- To ensure that building activities are visible from the public realm

DENVER ZONING CODE TRANSPARENCY REQUIREMENTS

The Denver Zoning Code (DZC) requires a minimum percentage of street level transparency (the total linear feet of windows or permitted alternatives along the street level facade) to provide visual interest, and activate the street and sidewalk.

The design standards and guidelines in this section are intended to build on DZC street level transparency requirements.

DESIGN STANDARDS

2.29 **Street Level transparent facade areas shall be located to provide visibility into the “street level active uses” required by the Denver Zoning Code.**

See “Denver Zoning Code Active Use Requirements” on page 35 for more information

2.30 **The Street Level shall incorporate a minimum of 65% transparent window glazing.**

Window glazing meeting the Street Level transparency standard shall have:
- Minimum visible transmittance of approximately 65%
- Maximum reflectance of approximately .15

2.31 **Lower story primary street-facing facades above the Street Level shall incorporate a minimum of 50% transparent window glazing.**

Window glazing meeting the transparency standard shall have:
- Minimum visible transmittance of approximately 50%
- Maximum reflectance of approximately .30

See “Lower & Upper Story Facade” on page 30 for more information

2.32 **Upper story primary street-facing facades shall incorporate a minimum of approximately 40% transparent window glazing with a maximum reflectance of approximately .35.**

- Minimal use of opaque glass is acceptable to continue glazing patterns where screening of utilities is required.

See “Lower & Upper Story Facade” on page 30 for more information

2.33 **Upper story alley-facing facades shall incorporate a minimum of approximately 25% transparent window glazing with a maximum reflectance of approximately .35.**

- Minimal use of opaque glass is acceptable to continue glazing patterns where screening of utilities is required.

See “Lower & Upper Story Facade” on page 30 for more information

2.34 **Exterior reflective coatings shall not be used on transparent window glazing.**

30. Windows and transparency are intended to promote facades that reflect a sense of Human Scale.
Windows & Transparency (continued)

DESIGN STANDARDS (Continued)

2.35 Window openings shall be designed to provide depth of detail on the facade.

Appropriate techniques include:
» Recessing a window opening a minimum of 2 to 6 inches behind the facade
» Projecting windows a minimum of 2 to 6 inches in front of the facade

TRANSPARENCY FOR STRUCTURED PARKING

The design standards and guidelines in this Transparency section do not apply to Visible Structured Parking. See “Structured Parking Design” on page 40 for standards and guidelines that promote openings in a structured parking facade to produce the impression of transparent facade areas.

DESIGN GUIDELINES

2.36 For mixed-use developments, levels of transparency should reflect different uses within the building.
» A lower glass-to-wall ratio is typical of residential uses.
» A higher glass-to-wall ratio is typical of commercial uses.

2.37 Balcony railings should not significantly block visibility of facade areas used to meet transparency standards.

2.38 Clear, “Low E,” or slightly tinted windows should be used to ensure the visibility of pedestrian-oriented commercial uses.

2.39 Transparent areas on the lower story facade should be located to provide visibility into active uses.

See “Lower & Upper Story Facade” on page 30 for more information.

2.40 Where landscaping is used to screen street level residential units, visibility to the street should be maintained to enhance safety.
Building Materials

INTENT STATEMENTS

- To promote use of durable building materials and material treatments that provide a sense of Human Scale
- To encourage the use of innovative, high-quality and sustainable materials
- To ensure that building materials are integrated into a cohesive facade design

Design Standards

2.41 Building materials used on primary street-facing facades shall be of proven durability.

- Applicants may be required to demonstrate the durability of unproven or unusual materials.

2.42 Modular building materials shall be properly finished and detailed.

Such materials include:
- Cast-in-place concrete
- Architectural concrete masonry units
- Glass and glass block systems

2.43 Cementitious Stucco or EIFS (Exterior Insulating Finish Systems) shall not be used on a primary street-facing facade.

Cementitious stucco or EIFS may be used on a visible facade that does not face a primary street where it is:
- Applied as a limited accent material
- Located on an upper story facade area

2.44 Fiber cement siding shall not be used on more than 50% of the primary street-facing facade.

2.45 Any change in materials shall be combined with a minimum 1.5 inch variation in the wall plane.

Design Guidelines

2.46 Building materials should be selected and applied to convey a sense of Human Scale.

Appropriate techniques include:
- Adding visual interest through texture, finish and detailing
- Applying materials in units, panels or modules that produce shadow lines to help convey a sense of scale

2.47 Any change in building materials should occur at the inside corner of a variation in the wall plane.

2.48 Carefully detailed combinations of building materials should be used to reinforce building mass and articulation techniques.

See “Building Mass & Scale” on page 26 and “Articulation” on page 30 for additional information

2.49 Building materials should be applied to maintain a simple facade appearance that is not overly busy.

2.50 Building materials used on upper story alley-facing facades should be consistent with material standards for primary street-facing facades, whenever possible.

Note: Numerical dimensions are adapted from existing Arapahoe Square DSG
Structured Parking Design

INTENT STATEMENTS

- To promote structured parking designs that are compatible in character and quality with adjoining buildings, plazas and streetscapes.
- To promote structured parking designs that reflect the pattern of transparency and openings seen on the overall facade.
- To ensure that the design of Visible Structured Parking is compatible with adjacent historic resources (see “Historic Transitions” on page 45 for more information).
- To promote structured parking designs that are activated with ground floor retail or other pedestrian-oriented uses.
- To minimize visual impacts of parked cars on the streetscape and the pedestrian experience.
- To mitigate the physical impacts of parking (access points, service areas, etc.) on the streetscape and the pedestrian experience.

DESIGN STANDARDS

2.51 The design of facade areas with Visible Structured Parking shall be integrated into the design of upper story facades.

Appropriate techniques include:

- Using similar building materials on the facade of structured parking as those used on the upper story facade.
- Extending vertical and horizontal articulation across structured parking facades and the upper story facade.
- Aligning openings with those on adjacent buildings or facade areas, when possible.

The Denver Zoning Code (DZC) General with Height Incentive and Point Tower building forms provide a height incentive for buildings that wrap a minimum percentage of structured parking with another use, locate parking underground or do not provide on-site parking.

The design standards and guidelines in this section build on DZC standards to address the design of “Visible Structured Parking” as defined below.

Note that the DZC does not require a minimum number of on-site parking spaces in the D-AS zone districts. Therefore, parking should be provided with the consideration of the downtown context and its proximity to transit and alternative mode share.

VISIBLE STRUCTURED PARKING

For the purposes of the design standards and guidelines in this section Visible Structured Parking refers to structured parking adjacent to the primary street-facing facade, or alley facade facing a Landmark structure or historic district, that is not wrapped with another use.

DENVER ZONING CODE UPPER STORY PARKING LIMITATION

The Denver Zoning Code (DZC) General with Height Incentive and Point Tower building forms provide a height incentive for buildings that wrap a minimum percentage of structured parking with another use, locate parking underground or do not provide on-site parking.

The design standards and guidelines in this section build on DZC standards to address the design of “Visible Structured Parking” as defined below.

Note that the DZC does not require a minimum number of on-site parking spaces in the D-AS zone districts. Therefore, parking should be provided with the consideration of the downtown context and its proximity to transit and alternative mode share.

2.52 Facade areas with Visible Structured Parking shall incorporate openings that reflect the minimum transparency required for non-parking facades.

See “Windows & Transparency” on page 37 for more information.

2.53 Facade areas with Visible Structured Parking shall maintain the pattern of openings seen on the overall facade.

- Use similar opening proportions to those on the overall facade.
- Align openings with those on adjacent buildings or facade areas, when possible.
ARTISTIC SCREENING OF A PARKING STRUCTURE

Artistic screens may sometimes be appropriate for facade areas with Visible Structured Parking. While such screens may not be integrated into the overall building design or maintain patterns of openings, they may be approved on a case-by-case basis where they:

» Are a “work of public art” as defined by Section 20-86 of the Denver Revised Municipal Code, as determined by the Zoning Administrator with input from Denver Arts and Venues

» Limit the view of all parked cars and angled ramps from adjacent plazas, public rights-of-way, private streets and plazas or Open Space

DESIGN STANDARDS (Continued)

2.54 Facade areas with Visible Structured Parking shall be designed to limit the view of all parked cars and angled ramps from adjacent plazas, public rights-of-way, public streets and plazas or Open Space.

2.55 Facade areas with Visible Structured Parking shall be designed to minimize the visual impacts of security lighting and headlights.

Appropriate techniques include:

» Use of non-transparent materials for approximately the first 30 to 36 inches of the facade to block the view of headlights

» Architectural features that block the view of ceiling and security lighting

2.56 Parking access points, service areas and ventilation shall not adversely affect the primary street sidewalk and overall public realm.

» Whenever possible, provide parking access and related services from the alley and away from primary pedestrian routes.

» Do not place mechanical ventilation systems for structured parking along a primary street-facing facade.

DESIGN GUIDELINES

2.57 Facade areas with Visible Structured Parking should be fully enclosed and ventilated whenever possible.

2.58 The facade of any structured parking that is fully enclosed and ventilated should incorporate materials and finishes similar to those used on the overall facade.

2.59 Light pollution and impacts to the public realm should be minimized through the use of LED lighting within structured parking areas.

2.60 Locate vehicular ramps and circulation internal to the structure when feasible to maintain the natural horizontal rhythm of street-facing facades.

2.61 Servicing, parking access and utilities should be coordinated to maximize efficiently and minimize the negative impacts to the adjacent properties and the public realm.

STRUCTURED PARKING ADJACENT TO HISTORIC DISTRICTS

Special consideration should be given to structured parking that may be visible from an adjacent historic district. See design standard 2.81 on page 45 for more information.
Facade Design for Signage

**INTENT STATEMENTS**

- To ensure that facade designs consider potential future locations for pedestrian-oriented signage
- To encourage facade designs that promote harmonious relationships between overall building mass and scale, architectural features and potential future signage

**DESIGN ADVISORY BOARD REVIEW OF FACADE DESIGN**

The Design Advisory Board (DAB) uses the design standards and guidelines in this section to consider potential future sign locations when reviewing proposed building designs.

The location and design of individual signs are reviewed separately from building design and are addressed in Chapter 5.0 on page 67.

**DESIGN STANDARDS**

2.62 Facade designs shall consider potential future locations for pedestrian-oriented signage.

Appropriate strategies include:
- Incorporating a designated band or area for signage above Street Level frontages that may accommodate commercial or retail activities in the future
- Designing canopies and awnings to accommodate potential future signage
- Designating areas to accommodate tenant or directory signage near primary building entries

2.63 Where applicable, facade designs shall consider locations for potential large-scale building identification signage.

Appropriate strategies include:
- Limiting large-scale building identification signage to taller buildings (approx. 12+ stories)
- Reserving an area along the roof parapet, or integrated into a roof cap feature, for future large-scale building identification signage
- Ensuring that roof designs or upper story architectural features do not preclude future signage locations

2.64 Whenever possible, use overall building design or architectural features to market building tenants.

Appropriate strategies include:
- Using building massing techniques to create projecting or recessed facade elements that emphasize storefronts or tenant entries (See “Building Mass & Scale” on page 26 for more information)
- Locating architectural features to highlight storefronts or tenant entries
- Using iconic building elements such as tower elements or curved facades to emphasize storefronts or tenant entries
- Incorporating building address signage into the design of the facade

2.65 Facade designs should integrate power sources for future signage lighting, whenever possible.

2.66 Facade designs should consider the potential future preparation of a Comprehensive Sign Plan for the building or development.

See “Comprehensive Sign Plans” on page 69 for more information.
**Special Contexts & Building Forms**

**Point Tower Building Form**

**INTENT STATEMENTS**

- To promote buildings that contribute positively to the Denver skyline
- To provide flexibility for tall slender buildings that preserve views and sky exposure from the street, sidewalk and [Open Spaces](#)
- To promote a diverse range of building heights throughout Arapahoe Square
- To ensure appropriate locations for the tallest building elements in Arapahoe Square

**DESIGN STANDARDS**

2.67 A Point Tower shall be located and oriented to maximize sky exposure from the street and sidewalk.

Appropriate techniques include:

- Locating the tower away from adjacent designated historic districts and historic Denver Landmark buildings
- Orienting the tower to maximize sky exposure from plazas, patios or other [Open Space](#) areas

2.68 The Street-facing facade of a Point Tower shall not exceed approximately 125 feet in width.

2.69 A Point tower shall be designed to be viewed from all sides.

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**POINT TOWER BUILDING FORM**

The Point Tower building form defined in the [Denver Zoning Code](#) (DZC) promotes slender towers that preserve views and solar access while also minimizing the visibility of structured parking.

The 2011 Northeast Downtown Neighborhood Plan recommended the Point Tower building form in appropriate locations to encourage the development of Arapahoe Square into a mixed-use, mixed-income, innovative business neighborhood.

The DZC limits the floor area of Point Towers above 5 stories and 70 feet, but allows the tower to rise to a significantly greater height than other building forms (note that maximum height varies by zone district). The design guidelines and standards in this section are intended to build on DZC requirements for the Point Tower building form.

See “Denver Zoning Code Building Forms” on page 24 for more information about other building forms permitted in Arapahoe Square.
2.70 The lower stories of a Point Tower shall provide a compatibly-scaled building base that frames the public realm and integrates into the surrounding area.

2.71 The street level of a Point Tower shall promote an active, pedestrian-oriented sidewalks and Open Spaces.

See “Street Level Design” on page 35 for more information.

2.72 A Point Tower up to 250 feet in height shall be separated from any other Point Tower by a minimum of approximately 80 feet.

2.73 A Point Tower over 250 feet in height shall be separated from any other Point Tower by a minimum of approximately 100 feet.

Note: Point Tower spacing dimensions are being evaluated/tested.

2.74 A point tower should contribute to the quality and character of the Denver skyline.

Appropriate techniques include:

» Incorporating an architectural “cap” or other element that creates an integrated conclusion to the tower

» Locating point towers to frame view of Downtown or the mountains

» Incorporating roof forms that relate to the proportions, form and materials of surrounding buildings of similar scale

» Using high-quality building materials and design treatments on all visible facades (see Guideline 2.28 below)

2.75 Consider creative Point Tower designs.

Creative solutions are appropriate for:

» Tower shape

» Facade design

» Lower story design (see “Lower & Upper Story Facade” on page 30 for more information)

2.76 The placement, spacing and orientation of point towers should be sensitive to other existing and planned buildings.

2.77 Consider locating a Point Tower on a prominent corner to serve as a visual anchor or gateway.

See “Gateway Corners” on page 49 for related information regarding important corners along 21st Street.

2.78 A Point Tower should provide a range of high-quality, comfortable private and shared outdoor amenity spaces throughout the site.

Such spaces may include:

» Amenity decks located above the lower stories

» Large terraces

» Usable green roof areas
INTENT STATEMENTS

• To maintain and highlight historic resources in and around Arapahoe Square
• To promote high-quality, four-sided, design on facades, including structured parking, that may be visible from an adjacent historic district
• To promote design compatibility on facades adjacent to designated Denver Landmark Structures

HISTORIC LANDMARKS & DISTRICTS

Arapahoe Square includes two designated Denver Landmark structures and is adjacent to three historic districts:

» Ballpark Historic District
   A historic commercial district located across the alley at the northwest edge of Arapahoe Square

» Clements Historic District
   A historic residential district located across the alley at the southeast edge of Arapahoe Square

» Curtis Park Historic District
   A historic residential district located across Park Avenue West from Arapahoe Square

DESIGN STANDARDS

2.79 A new building located adjacent to a historic district shall incorporate design features consistent with the design standards and guidelines for primary street-facing facades on all facades visible from the historic district (including facades that do not face a primary street).

Such features include:

» Articulation consistent with design standards and guidelines on pages 30-31

» Upper story transparency consistent with the design standards and guidelines for “Windows & Transparency” on pages 37-38

2.80 A new building located adjacent to a historic district shall integrate a minimum of 60%* masonry building materials on all visible lower story facades and a minimum of 30%* masonry on all visible upper story facades, including rear facades facing a historic district.

Appropriate masonry materials include:

» Brick
» Stone
» Terracotta

*Not including window and door areas

2.81 The facade of Visible Structured Parking adjacent to a Denver Landmark structure or contributing structure in a historic district shall incorporate high quality design techniques.

Appropriate techniques include:

» Incorporating articulation consistent with standards for primary street-facing facades on page 30.

» Wrapping the primary street-facing facade treatment around the corner for approximately 25 feet of an alley-facing facade, where applicable.

» Fully enclosing and ventilating structured parking (also see Guideline 2.58 on page 41)

See Visible Structured Parking on page 39 for more information.
2.82 The mass and scale of a new building should reflect mass and scale characteristics of an adjacent Denver Landmark structure or an adjacent contributing structure in a historic district.

Appropriate techniques include:

» Positioning taller portions of the building (including point towers) away from historic buildings, when possible.
» Use of building modules that reflect the size and shape of adjacent historic buildings.
» Horizontal articulation techniques that align with adjacent historic building heights (see “Articulation” on page 30 for more information).

Applicable standards include:

» Design Standards 2.52-2.55
» Design Guidelines 2.57-2.60

See pages 40-41 for more information.

2.84 The first 3 stories or 30 feet of the facade of Visible Structured Parking adjacent to a Denver Landmark structure or contributing structure in a historic district shall incorporate techniques to mitigate impacts on immediate neighbors.

Appropriate techniques include:

» Use of architectural screens or other techniques that reduce the visibility of vehicles.
» Use of non-transparent materials, architectural screens or other techniques to block the view of headlights and ceiling or security lighting.

2.85 The facade of Visible Structured Parking on stories above the first 3 stories or 30 feet adjacent to a Denver Landmark structure or contributing structure in a historic district shall incorporate features that meet the design standards and guidelines applied to primary street-facing facades.

Applicable standards include:

» Design Standards 2.52-2.55
» Design Guidelines 2.57-2.60

See pages 40-41 for more information.

ADJACENT LANDMARK & CONTRIBUTING STRUCTURES

Some design standards and guidelines in this section refer to an adjacent Denver Landmark structure, or an adjacent contributing structure in a historic district. For purposes of these standards and guidelines, adjacent structures include:

» Structures on an immediately adjacent parcel on the same side of the street.
» Structures on a parcel directly across a public alley.

44. The design standards and guidelines are intended to help maintain and highlight historic resources in Arapahoe Square, such as the Savage Candy Company building (left) and 20th Street Gymnasium (above).
3.0 KEY STREETS DESIGN STANDARDS & GUIDELINES

This chapter includes:

- Introduction to the Key Streets Design Standards & Guidelines .................. Page 48
- Design Standards & Guidelines for 21st Street .................................................. Page 50
- Design Guidelines for 20th Street & Broadway ................................................. Page 53
- Design Guidelines for Arapahoe & Curtis Streets ........................................... Page 54
- Design Standards & Guidelines for Park Avenue West .................................. Page 55
- Design Standards & Guidelines for Welton Street .......................................... Page 57

ILLUSTRATIONS USED IN THIS DOCUMENT

The design standards and guidelines include many photographs and diagrams to illustrate acceptable or unacceptable approaches. The illustrations are provided as examples and are not intended to indicate the only options.

If there appears to be a conflict between the text of the design standards and guidelines and a related illustration, the text shall prevail.

KEY TO ILLUSTRATION SYMBOLS

- A checkmark on an illustration indicates an approach that is generally appropriate.
- An X mark on an illustration indicates an approach that is generally inappropriate.
This chapter provides context-specific site, building and streetscape design standards and guidelines that apply to projects with frontage on one or more of the following “Key Streets” in Arapahoe Square:

- 20th Street
- 21st Street
- Arapahoe Street
- Broadway
- Curtis Street
- Park Avenue West
- Welton Street

See “Guide to the Key Streets in Arapahoe Square” on the next page for more information on the unique context of each of the Key Streets. Note that all other applicable design standards and guidelines in this document also apply to projects with frontage on one or more Key Streets.

GUIDING PRINCIPLES FOR KEY STREETS

The following core design principles provide the basis for the standards and guidelines for Key Streets:

- **Sense of Place.** Designs that reinforce the unique characteristics of Key Streets promote a distinctive sense of place in Arapahoe Square.

- **Human Scale.** Pedestrian-oriented designs promote a sense of Human Scale in Arapahoe Square.

- **Creativity.** Creative designs highlight and differentiate Key Streets throughout Arapahoe Square.

- **Context.** Designs that promote the unique design intent for each Key Street help create a sense of context throughout Arapahoe Square.

- **Sustainability.** Pedestrian-oriented designs for that incorporate Low Impact Development principles help promote sustainability on Key Streets.
Guide to the Key Streets in Arapahoe Square

EXISTING & FUTURE CONDITIONS ON THE KEY STREETS

21st Street
This Key Street serves as the primary east-west pedestrian and bicycle connection through Arapahoe Square from Coors Field to the Clements Historic District. The 2011 Northeast Downtown Neighborhoods Plan recommends making 21st Street into a focal point and community gathering space for Northeast Downtown neighborhoods. A subsequent urban design plan builds on this concept to envision 21st as a highly active, park-like street. The character of 21st Street will vary as it crosses Arapahoe Square:

From Larimer to Broadway, 21st Street will transition from a highly active commercial street that combines bicycle and pedestrian activity near Coors Field and Ballpark Historic District through the active Gateway Corner at Arapahoe to the Gateway Corner at Broadway.

From Broadway to the Clements Historic District, 21st Street will provide a park-like transition to the lower-scale residential neighborhood.

20th Street
This Key Street will further develop as a highly urban frontage that provides an active transition between Arapahoe Square and the Central Business District.

Arapahoe Street
This Key Street provides a connection for pedestrians and bicyclists (using the protected bike lane) between the Central Business District and both Arapahoe Square and Curtis Park. Skyline Park is a key pedestrian amenity along Arapahoe Street to the southwest of Arapahoe Square.

Curtis Street
This Key Street provides an additional connection for pedestrians through Arapahoe Square, connecting the Denver Center for the Performing Arts in the southwest to Mestizo-Curtis Park in the northeast. The 2011 Northeast Downtown Neighborhoods Plan describes a number of future concepts for Curtis Street, including potential conversion to two-way operations and opportunities to widen sidewalks. The Plan also identifies the corner of 21st and Curtis as an opportunity to focus on establishing an identity for Arapahoe Square.

Broadway
This Key Street cuts diagonally through Arapahoe Square, creating complex intersections with unique lot configurations. The 2007 Downtown Area Plan and The 2011 Northeast Downtown Neighborhoods Plan identify Broadway north of 20th as a “Grand Boulevard” (see above) with a high-quality green streetscape and pedestrian realm.

Park Avenue West
This Key Street forms the northeastern border of Arapahoe Square. It provides a direct connection to Interstate 25 and serves as an important mass and scale transition to the adjacent Curtis Park neighborhood. The 2007 Downtown Area Plan and The 2011 Northeast Downtown Neighborhoods Plan identify Park Avenue West as a “Grand Boulevard” (see above).

Welton Street
This Key Street is an important transit corridor and provides a transition to the Clements Historic District to the southeast and Five Points Historic Cultural District to the northeast. The sidewalk area along the southeast side of the street is uniquely configured adjacent to an active light rail line and could be improved to better accommodate pedestrians.

GATEWAY CORNERS
The following “Gateway Corners” on 21st provide opportunities for architecturally significant moments that will invite pedestrians onto active sections of 21st Street:

» 21st Street & Arapahoe Street
» 21st Street & Broadway

GRAND BOULEVARDS
The 2007 Downtown Area Plan and 2011 Northeast Downtown Neighborhoods Plan identify Broadway and Park Avenue West as “Grand Boulevards” that will transform into “celebrated, multi-modal boulevards.”

Figure 12: Guide to the Key Streets in Arapahoe Square
INTENT STATEMENTS

- To create 21st Street as a signature street within the neighborhood with development complementary to a shared street that emphasizes the pedestrian and cyclist experience.
- To promote innovative, environmentally friendly stormwater best management practices.
- To provide flexibility for creative upper story setback designs that integrate with building design along 21st Street.
- To frame views of unique terminating vistas at Benedict Found Park and Coors Field.
- To promote development of a vibrant mixed-use street with highly-activated Open Spaces along 21st Street from alley between Larimer and Lawrence toward Broadway.
- To provide a defined gateway through strong urban forms at 21st and Broadway (see “Gateway Corners” on page 49 for more information).
- To promote a more park-like neighborhood scaled environment as 21st Street transitions from Broadway to the Clements Historic District.

SPECIFIC DENVER ZONING CODE REQUIREMENTS FOR 21ST STREET

The Denver Zoning Code (DZC) requires a context-specific 100% upper story setback requirement for 21st Street that is intended to reinforce Human Scale design and maximize sky exposure. As described in “Upper Story Setback Alternative for 21st Street & Park Avenue West” on page 56, the DZC also allows alternative upper story setback designs along 21st Street to enable creative designs and allow building massing that highlights Gateway Corners.

21ST STREET URBAN DESIGN PLAN

The 21st Street Urban Design Plan has developed a conceptual design for 21st Street that balances the needs of all users and enhances the street into a destination for residents and visitors alike. The resulting design of the plan will further define and compliment the design standards and guidelines.
### DESIGN STANDARDS

#### 3.01 Buildings shall be oriented to front 21st Street with well-defined pedestrian entry features.

#### 3.02 Vehicle access to parking, service or drop off areas shall not be provided from 21st Street.

#### 3.03 Highly active uses shall occur on the street level of 21st from the alley between Larimer and Lawrence to Broadway. An exception may occur when the entire develop is residential, and therefore residential units may occur at the ground level so long as a primary pedestrian entrance is provided for each street level unit onto 21st Street.

- Highly active uses include, but are not limited to:
  - Retail storefronts
  - Restaurants and cafes
  - Indoor arts and recreation facilities
  - Building lobbies and amenity areas
  - Arts and cultural facilities
- Street level uses that will not be considered as highly active include:
  - Residential units
  - Light warehousing
  - Mini-storage
  - Parking or other vehicular use areas

#### 3.04 Streetscape designs on 21st Street shall promote implementation of the 21st Street Urban Design Plan.

See “21st Street Urban Design Plan” on page 50 for more information.

#### 3.05 Distinctive design elements shall be used to identify Gateway Corners along 21st Street.

- Appropriate techniques include:
  - Locating tall building elements at the corner (the upper story setback alternative described on page 56 allows for flexible building massing)
  - Identifying corner building elements with a change in materials or wall plane
  - Locating highly active uses accompanied with high levels of transparency on the street level

See “Gateway Corners” on page 49 for more information.

#### 3.06 Alternative upper story setback designs allowed by the Denver Zoning Code along 21st Street shall provide a total setback surface area equal to, or greater than, the approximate area of a 10 foot upper story setback for the full width of the street-facing building facade.

- Alternative setback designs may vary in depth from zero to 30 feet.
- Areas that are set back more than 30 feet do not apply towards the total setback surface area.
- Use of the upper-story setback alternative shall not result in continuous facade lengths of over 80 feet within 10 feet of the primary street property line.

See “Upper Story Setback Alternative for 21st Street & Park Avenue West” on page 56 for more information on the standard.

47. Placeholder: Highly Active Street Level Uses shall be located adjacent to any Enhanced Setback or Open Space areas that are provided along 21st Street between the Ballpark Historic District and Arapahoe Street.
3.07 Whenever possible, Enhanced Setback and Open Space areas along 21st Street should incorporate innovative, environmentally friendly stormwater management techniques.

Appropriate techniques include:
» Bio-swales
» Permeable Pavers
» Infiltration Tree Wells
» Sub-regional Detention Ponds (in conjunction with new Open Space)
» Other Low-Impact Development Techniques

3.08 Alternative upper story setback designs on 21st Street should incorporate curves, angles or other innovative setback configurations.

3.09 Alternative upper-story setback designs on 21st Street should be located to preserve sky exposure and views from Enhanced Setback and Private Open Space.

3.10 Landscaped open space areas should be located along 21st Street east of Broadway.

3.11 Building facades along 21st Street between the Ballpark Historic District and Broadway should incorporate materials that reflect Coors Field and adjacent historic district.

Appropriate materials include:
» Brick
» Stone
» Terracotta
INTENT STATEMENT

• To promote development of a highly active, pedestrian-oriented Street Level along 20th Street and Broadway.
• To promote development of an urban street character with strong building massing along 20th Street and Broadway

SPECIFIC DZC REQUIREMENTS FOR 20TH STREET & BROADWAY

The Denver Zoning Code (DZC) does not require an upper story setback on 20th Street or Broadway in Arapahoe Square to enable development with a highly urban character with strong building massing.

DESIGN STANDARD

3.12 Strong building massing shall be used to identify the Gateway Corner at Broadway and 21st Street

Appropriate techniques include:
» Locating tall building elements at the corner
» Identifying corner building elements with a change in materials or wall plane
See “Gateway Corners” on page 49 for more information.

DESIGN GUIDELINE

3.13 Street Level design on 21st Street and Broadway should incorporate pedestrian friendly features.

Appropriate features include:
» Awnings and canopies
» A prominent cornice above the street level
» Changes in materials between the street level and upper stories
» Substantial Street Level storefront heights

3.14 Upper story setbacks should generally be limited on 20th Street and Broadway to create a highly urban character.
Design Guidelines for Arapahoe & Curtis Streets

INTENT STATEMENTS

- To promote development of Arapahoe Street as a pedestrian gateway into Arapahoe Square, connecting Skyline Park through to Curtis Park
- To provide a pedestrian and visual connection along Curtis Street between Mestizo-Curtis Park to the northeast and the Denver Performing Arts Center to the southwest
- To promote innovative, environmentally friendly stormwater management techniques on Arapahoe Street and Curtis Street

SPECIFIC DENVER ZONING CODE REQUIREMENTS FOR CURTIS STREET

The Denver Zoning Code (DZC) provides a context-specific build-to range on Arapahoe Street and Curtis Street that enables Enhanced Setback areas to extend the full length of the lot frontage. This expanded setback area promotes the intent for Curtis Street to function as a primary pedestrian and visual connection through Arapahoe Square.

DESIGN GUIDELINES

3.15 The street frontage along Arapahoe Street and Curtis Street should incorporate features that promote pedestrian and bicycle use.

Appropriate features include:
- Enhanced Setbacks and Open Space areas (see “Enhanced Setbacks & Open Space” on page 14 for more information)
- Street furniture to provide places of respite
- Unique paving materials or pedestrian lighting built into the paving system (note that paving materials must maintain handicap accessibility)
- Pedestrian scale lighting

3.16 Streetscape designs on Arapahoe Street and Curtis Street should promote pedestrian movement.

Appropriate techniques include:
- Wide, unobstructed sidewalks
- Mid block bulb outs (with cut throughs for bicycle facilities, where applicable)
- Parklets

3.17 Whenever possible, Enhanced Setback and Open Space areas along Arapahoe and Curtis Streets should incorporate innovative, environmentally friendly stormwater management techniques.

Appropriate techniques include:
- Bio-swales
- Permeable Pavers
- Infiltration Tree Wells
- Other Low-Impact Development Techniques

3.18 Upper story setbacks along Arapahoe Street and Curtis Street should be positioned to maximize the visual connection between the central business district and neighborhoods to the northeast.
INTENT STATEMENTS

• To provide a building scale transition along Park Avenue West between Arapahoe Square and lower-scale neighborhoods to the northeast

• To provide flexibility for creative upper story setback designs that provide a building scale transition to neighborhoods to the northeast

SPECIFIC DENVER ZONING CODE REQUIREMENTS FOR PARK AVENUE WEST

The Denver Zoning Code (DZC) requires a context-specific 100% upper story setback requirement for Park Avenue West that is intended to promote the intent for Park Avenue West to provide a building scale transition to lower-scale neighborhoods to the northeast. As described in “Upper Story Setback Alternative for 21st Street & Park Avenue West” on page 56, the DZC also allows alternative upper story setback designs along Park Avenue West to enable creative designs that provide a building scale transition to neighborhood to the northeast.

DESIGN STANDARDS

3.19 Building designs on Park Avenue West shall incorporate features that promote a compatible transition to the Curtis Park Historic District.

Appropriate features include:

» Use of masonry building materials on the Primary Street-facing facade (see Standard 2.80 on page 45 for masonry requirements adjacent to a historic district)

» Use of massing and articulation techniques that reflect traditional rhythms in the historic district

» A consistent upper story setback (required by the Denver Zoning Code)

3.20 Alternative upper story setback designs allowed by the Denver Zoning Code along Park Avenue West shall provide a total setback surface area equal to or greater than the approximate area of a 10 foot upper story setback for the full width of the street-facing building facade.

» Alternative setback designs may vary in depth from zero to 30 feet.

» Areas that are set back more than 30 feet do not apply towards the total setback surface area.

» Alternatives shall not result in continuous facade lengths of over 80 feet within 10 feet of the primary street property line.

See “Upper Story Setback Alternative for 21st Street & Park Avenue West” on page 56 for more information.
Upper Story Setback Alternative for 21st Street & Park Avenue West

The Denver Zoning Code (DZC) requires a 10 foot upper story setback for 100% of lot frontage on 21st Street and Park Avenue West. The DZC also specifically enables an "upper story setback alternative" that allows redistribution of the setback area to provide flexibility for creative upper story setback designs. Alternative upper story setback designs must provide a total setback area equal to, or greater than, the area of a 10 foot upper story setback for 100% of the lot frontage at or below 5 stories and 70 feet, as illustrated below. Standard 3.06 on page 51 will be used to review alternative upper story setback designs on 21st Street. Standard 3.20 on page 55 will be used to review alternative story setback designs on Park Avenue West.

**REDISTRIBUTING THE UPPER STORY SETBACK AREA**

To determine the upper story setback area that must be provided in an alternative design, first calculate the area that would be provided in a 10 foot setback for 100% of the lot frontage. For example, a 10 foot upper story setback for 100% of a 125 foot wide lot along 21st Street would be 1,250 square feet in area (multiply the 10 foot setback by the 125 foot lot width), as illustrated above.

An alternative setback design may redistribute the area of a 10% setback for 100% of the lot frontage. All setback areas within 30 feet of the Primary Street property line will be counted toward the required setback area. For example, a required 1,250 square foot setback area along 21st Street may be redistributed into a creative design with setbacks from 0 to 30 feet as long as the resulting setback area is a minimum of approximately 1,250 feet, as illustrated above.

**CREATIVE DESIGNS ALLOWED THROUGH THE UPPER STORY SETBACK ALTERNATIVE**

In the example illustrated above, the upper story setback alternative has been used to allow for an angled setback design on Park Avenue West.

In the example illustrated above, the upper story setback alternative has been used to allow for a curved setback design on Park Avenue West.

In the example illustrated above, the upper story setback alternative has been used to allow for strong building massing at a Gateway Corner on 21st Street.

Figure 13: Upper Story Setback Alternative for 21st Street & Park Avenue West
INTENT STATEMENTS

• To encourage an Enhanced Setback area along the southeast side of Welton that provides a comfortable pedestrian environment adjacent to the light rail line.

SPECIFIC DENVER ZONING CODE REQUIREMENTS FOR WELTON

The Denver Zoning Code (DZC) provides a context-specific build-to range on the southeast side of Welton Street that enables Enhanced Setback areas to extend the full length of the lot frontage. This expanded pedestrian area promotes the intent for Welton Street to provide a comfortable pedestrian environment adjacent to the light rail line.

REGIONAL TRANSIT DISTRICT (RTD) PURVIEW ON WELTON STREET

The Regional Transit District (RTD) must approve streetscape and other improvements that impact the public right-of-way along the southeast (light rail) side of Welton Street to ensure that designs do not interfere with transit operations.

DESIGN GUIDELINES

3.21 The street frontage along the southeast side of Welton Street should provide a comfortable transition between the building and the light rail line by providing additional space for pedestrians.

Appropriate features include:

» Enhanced Setbacks and Open Space areas (see “Enhanced Setbacks & Open Space” on page 14 for more information)
» Recessed entries
» Residential stoops or yard areas

3.22 Streetscape designs on the southeast (light rail) side of Welton Street should help buffer the sidewalk from the adjacent light rail line.

Appropriate techniques include:

» Columnar street trees spaced at intervals of less than 35 feet
» Street lighting and other features with a strong vertical dimension
» Raised planters

See Chapter 4.0 on page 59 for design standards and guidelines that apply to streetscape design throughout Arapahoe Square.
4.0 STREETSCAPE DESIGN GUIDELINES

This chapter includes:

- Introduction to the Streetscape Design Guidelines ........................................ Page 60
- Amenity Zone & Street Trees .................................................................................. Page 62
- Streetscape Paving ................................................................................................ Page 65
- Streetscape Furnishing & Lighting ...................................................................... Page 66

Note: The Design Advisory Board will use this chapter to engage in a dialog regarding streetscape design. This chapter includes only guidelines (not standards) in recognition of the Department of Public Works role as the approval authority for streetscape improvements.

ILLUSTRATIONS USED IN THIS DOCUMENT

The design standards and guidelines include many photographs and diagrams to illustrate acceptable or unacceptable approaches. The illustrations are provided as examples and are not intended to indicate the only options.

If there appears to be a conflict between the text of the design standards and guidelines and a related illustration, the text shall prevail.

KEY TO ILLUSTRATION SYMBOLS

- **A checkmark** on an illustration indicates an approach that is generally appropriate.
- **An X mark** on an illustration indicates an approach that is generally inappropriate.
Introduction to the Streetscape Design Guidelines

Guiding Principles for Streetscape Design

The following core streetscape design principles provide the basis for the guidelines:

- **Sense of Place.** Streetscape designs that define the pedestrian area and create a cohesive design environment along the street promote the sense of Arapahoe Square as a distinctive district within Downtown Denver.
- **Human Scale.** Streetscape designs that create a rhythm of pedestrian-oriented elements along the sidewalk help promote a sense of Human Scale in Arapahoe Square.
- **Creativity.** Streetscape designs that incorporate creative features help to reinforce Arapahoe Square’s special character.
- **Context.** Streetscape designs that respond to the scale and character of the street help promote a sense of context throughout Arapahoe Square.
- **Sustainability.** Streetscape designs that encourage pedestrian interaction and incorporate low impact development principles promote social, economic and environmental sustainability.

Public Works Review of Streetscape Designs

All projects in the Public Right-of-Way are subject to review and approval by the City of Denver’s Public Works Department. In some cases, Public Works review may result in required changes to streetscape designs or deviation from the design standards and guidelines.

Streetscape Design on 21st Street

In some cases, special or unique streetscape designs may be appropriate on frontages along 21st Street. See “Design Standards & Guidelines for 21st Street” on page 50 for additional information.
Streetscape Elements

*Placeholder: Illustration defining the progression of elements within the Public Right-of-way*

<table>
<thead>
<tr>
<th>STREET</th>
<th>AMENITY ZONE</th>
<th>SIDEWALK</th>
</tr>
</thead>
</table>

*Figure 14: Streetscape Elements*

Note: The text and graphics on this page will provide an overview of key streetscape elements with cross references to sections within this chapter.
Amenity Zone & Street Trees

INTENT STATEMENTS

• To provide definition between vehicular and pedestrian use areas
• To create a cohesive public street edge along both sides of the street and between blocks
• To introduce natural elements to the street and public realm
• To encourage amenity zone designs that respond to the context of the street and building
• To encourage low maintenance amenity zone designs that retain their quality over time
• To encourage amenity zone designs that help maintain a safe pedestrian realm
• To encourage amenity zone designs that promote environmental sustainability

DESIGN GUIDELINES

4.01 The Amenity Zone should incorporate a variety of pedestrian-oriented amenities.
Appropriate amenities include:
  » Street trees
  » Paved pedestrian use areas
  » Street furniture and lighting

4.02 Building and streetscape designs should promote development of a mature tree canopy.
Appropriate strategies include:
  » Providing bulb-outs that allow space for larger canopy trees.
  » Stepping buildings back by approximately 5 feet above the second or third floor to allow room for symmetrical canopy growth.

4.03 Trees should be planted in the amenity zone at intervals that will provide a full canopy when trees reach maturity.
Note that other strategies/plantings are appropriate on the southeast side of Welton (see Guideline 3.22 on page 57)

4.04 Tree shape should generally be consistent along the same side of a block, while maintaining species diversity.

4.05 Street tree species should be adapted to the harsh conditions of a dense urban environment.
See “Street Trees” on page 64 for links to lists of approved street trees.

4.06 Planting areas should be designed to protect trees.
Appropriate strategies include:
  » Use of slightly raised planter beds that protect trees from de-icing agents or other chemicals while retaining pedestrian mobility
  » Use of features that retain crusher fines or other ground covers in the tree bed

FLEXIBILITY FOR SMALL LOTS

Flexibility in the application of the Streetscape Design Guidelines may be appropriate for smaller lots (lots less than approximately 75 feet in width).
Amenity Zone & Street Trees (continued)

DESIGN GUIDELINES (continued)

4.07 Tree grates should be proportioned to accommodate mature trunk sizes and incorporate features to protect trees from locked bikes.

4.08 Amenity zone designs should respond to adjacent dedicated bicycle facilities, where applicable.

   Appropriate strategies include:
   » Providing designated pedestrian connections across the bicycle facility
   » Locating bicycle racks to be accessible from the bicycle facility (see “Bicycle Parking in the Public Right-of-way” on page 66 for more information)

4.09 Landscaping used in the amenity zone should be hardy and drought tolerant.

   » Trees and ground covers may be more appropriate than smaller shrubs that often do not survive over time.

4.10 Amenity zone designs should promote long-term maintenance.

   Appropriate strategies include:
   » Use of integrated irrigation systems
   » Use of modular elements that may be removed to allow maintenance access

4.11 Amenity Zone design adjacent to multifamily residential projects should consider pet-related impacts.

   » Consider dedicated areas for dogs or other pets.
   » Provide plantings or hardscape areas that can survive impacts related to dogs or other pets.
   » Avoid locating lawn areas in the Amenity Zone that cannot survive over time.

4.12 Permeable paving systems that can be maintained over time should be used within the Amenity Zone to provide air and rainwater to the root system of street trees.

4.13 Low Impact Development (LID) stormwater management systems should be integrated into the amenity zone whenever possible.

   Appropriate stormwater management systems include:
   » Stormwater planters
   » Bioretention areas
   » Permeable paving (also see Guideline 4.07 above)

   See “LID Stormwater Management” on page 64 for more information.
Amenity Zone Design Elements

The Amenity Zone is the area between the street and sidewalk that is improved with street trees, paving, street furniture, stormwater management systems or other amenities. Amenity Zones in Arapahoe Square are located within the Public Right-of-Way. The design elements illustrated below are appropriate for use in the Amenity Zone.

**STREET TREES**

A permit is required from the Office of the City Forester prior to planting or removing trees from the public right-of-way per Chapter 57 of the Revised Municipal Code. The City Forester maintains a list of approved street trees and provides additional spacing information for street trees.

Note that Colorado State University also maintains a list of recommended tree species for the Front Range.

**LID STORMWATER MANAGEMENT**

Low Impact Development (LID) is a stormwater management approach to address rainfall in a way which more closely mimics the natural hydrologic system at the site prior to development. LID stormwater management systems, such as the stormwater planter illustrated above, allow for infiltration, storage, filtration, evaporation and/or detention of stormwater close to the location where the rain fell. They promote environmental sustainability by increasing water quality and reducing off-site impacts.

**STRUCTURAL SOIL**

Structural soil is a below pavement medium that can be compacted to support building and paving requirements while still allowing for tree root growth. By supporting healthier, faster-growing trees, Structural Soil helps promote the intent to introduce natural elements to the street and public realm that also maintain their quality over time. It may be used under the Amenity Zone as well as surrounding streets and sidewalks.

**STREET FURNITURE**

**PAVED PEDESTRIAN USE AREAS**

**PEDESTRIAN-SCALE LIGHTING**

Figure 15: Amenity Zone Design Elements
INTENT STATEMENTS

- To clearly define pedestrian use areas
- To encourage creative paving designs that help create a unique sense of place
- To define different elements of the streetscape with distinct paving
- To promote paving designs that help manage stormwater

DISTINCT PAVING MATERIALS

The City of Denver’s Public Works Department reviews and approves paving materials and designs. Public Works may approve unique or distinctive paving designs if applicants have a program to ensure ongoing maintenance of paving.

DESIGN GUIDELINES

4.14 Where possible, paving materials and treatments should be used to differentiate key elements of the Public Right-of-Way.

Appropriate strategies include:

- Using distinctive paving to differentiate the amenity zone from the pedestrian sidewalk
- Using distinctive paving to differentiate the pedestrian sidewalk from Enhanced Setback and Open Space areas
- Using creative paving designs that help create a unique sense of place

4.15 Permeable paving systems that can be maintained over time should be used throughout the streetscape to allow natural stormwater drainage.
INTENT STATEMENTS

• To promote a comfortable, safe and clean pedestrian environment
• To invite pedestrians to linger with a rhythm of respite areas within the streetscape
• To ensure the long term success of the streetscape through furnishings and lighting that maintain their quality over time
• To promote creative streetscape furnishing and lighting designs

DESIGN GUIDELINES

4.16 Streetscape furnishing should be provided to encourage pedestrian activity.
Appropriate streetscape furnishings include:
» Benches
» Planters
» Bicycle racks
» Trash containers
» Pet waste bag dispensers

4.17 Streetscape furnishings and lighting should be durable and suitable for outdoor conditions.

4.18 Streetscape furnishings, such as cafe seating, should not encroach significantly into the pedestrian movement area along the sidewalk.

4.19 Streetscape designs include integrated pedestrian-scale lighting to encourage evening use and to enhance security.
Appropriate strategies include:
» Use of low-height fixtures
» Use of fixtures that provide soft lighting
» Installation of fixtures at frequent intervals

4.20 Streetscape furnishing and lighting should incorporate creative designs.
Appropriate strategies include:
» Use of streetscape furnishings that serve multiple purposes such as planters with integrated seating
» Incorporating public art

4.21 Streetscape furnishing and lighting should enhance neighborhood safety.
Appropriate strategies include:
» Designing benches and other seating to discourage overnight use
» Ensuring that pedestrian use areas are well lit

4.22 Where possible, pedestrian lighting should be integrated into streetscape design elements.
Appropriate strategies include:
» Integrating lighting into streetscape furnishings
» Integrating lighting into planters or garden walls
» Integrating LED lighting into paving systems

BICYCLE PARKING IN THE PUBLIC RIGHT-OF-WAY

The design standards and guidelines for bicycle parking on page 20 in Chapter 1.0 Site Design Standards & Guidelines also apply to the design of bicycle parking located in the public right-of-way.
5.0 SIGN DESIGN STANDARDS & GUIDELINES

This chapter includes:

- Introduction to the Sign Design Standards & Guidelines............................... Page 68
- Sign Location ...................................................................................................... Page 70
- Sign Character & Materials ................................................................................ Page 71
- Sign Lighting ....................................................................................................... Page 72
- Individual Sign Types ........................................................................................ Page 74
  » Projecting Signs ............................................................................................. Page 74
  » Non-Projecting Sign Types ............................................................................. Page 75

Note: Design review authority for signs will vary depending on the type of sign.

ILLUSTRATIONS USED IN THIS DOCUMENT

The design standards and guidelines include many photographs and diagrams to illustrate acceptable or unacceptable approaches. The illustrations are provided as examples and are not intended to indicate the only options.

If there appears to be a conflict between the text of the design standards and guidelines and a related illustration, the text shall prevail.

KEY TO ILLUSTRATION SYMBOLS

A checkmark on an illustration indicates an approach that is generally appropriate.

An X mark on an illustration indicates an approach that is generally inappropriate.
Sign design addresses the location, character and lighting of signage.

This chapter provides design standards and guidelines for a variety of sign types throughout Arapahoe Square.

The location and design of individual signs are not reviewed by the Design Advisory Board for Arapahoe Square. However, the design standards and guidelines in this chapter will be used to guide review of:

- Comprehensive Sign Plans by City Staff and the Denver Planning Board
- New or modified projecting signs (where permitted by a comprehensive sign plan) by City Staff and the Vital Signs Design Review Committee.
- All other (non-projecting) permitted sign types by City staff

See Chapter 6.0 on page 77 for more information on the design review process.

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**GUIDING PRINCIPLES FOR SIGN DESIGN**

The following core sign design principles provide the basis for the standards and guidelines:

- **Sense of Place.** Unique signs that are integrated into overall building design help create a cohesive design environment along the street and promote the sense of Arapahoe Square as a distinctive district within Downtown Denver.

- **Human Scale.** Signs that are located and scaled for pedestrian visibility promote a sense of Human Scale in Arapahoe Square.

- **Creativity.** Signs with creative shapes and iconographic designs help to reinforce Arapahoe Square’s special character.

- **Context.** Signs that are located and designed to respond to their surroundings promote a sense of context throughout Arapahoe Square.

- **Sustainability.** Signs that assist with pedestrian wayfinding promote environmental sustainability by encouraging pedestrian activity throughout Arapahoe Square.

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**DESIGN ADVISORY BOARD REVIEW OF FACADE DESIGN**

Although the Design Advisory Board (DAB) does not use this chapter to review the location and design of individual signs, the DAB does consider potential future sign locations when reviewing proposed building designs.

See “Facade Design for Signage” on page 42 in Chapter 2.0 for more information.

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**DENVER ZONING CODE SIGN REQUIREMENTS**

Division 10.10 of the Denver Zoning Code (DZC) provides base requirements for the erection, remodeling, enlarging, moving, operation and maintenance of all signs.

The design standards and guidelines in this Chapter are intended to build on DZC requirements.
Sign Hierarchy

When planning signage, it is important to understand the purpose that each sign can play, and to consider the hierarchy and scale of signs types, messages and designs. “Layering” information will help visitors obtain the information they need, while also ensuring that every proposed sign has an objective. With a few exceptions, most building signage plans should provide for both primary and secondary signage. This signage should be attractive and visually interesting. Iconic shaped signs add an extra layer of artistry and appeal, and can help to convey the unique personality and character of the building occupant.

1. PRIMARY SIGNAGE

*Placeholder: Text and illustrations to define primary signage*

2. SECONDARY SIGNAGE

*Placeholder: Text and illustrations to define secondary signage*

3. ADDITIONAL/ICONIC SIGNAGE

*Placeholder: Text and illustrations to define additional/iconic signage*

COMPREHENSIVE SIGN PLANS

Division 10.10 of the *Denver Zoning Code* enables a Comprehensive Sign Plan process that allows flexibility in zoning requirement for the size, type and location of signs identifying the use and location of large facilities. Flexibility is generally offered because these facilities often have a need for additional or different types of signage due to the complexity of the issues and varied physical layout of the facility. This flexibility is offered in exchange for a coordinated program of signage ensuring a higher standard of design quality for such signs.

Note that a Comprehensive Sign Plan or Vital Comprehensive Sign Plan is required to enable use of Projecting Signs in Arapahoe Square. See page 74 for more information.
Sign Location

**INTENT STATEMENTS**

- To encourage sign locations that promote a vibrant, pedestrian-oriented street frontage
- To ensure that signs are integrated into overall building design
- To improve wayfinding in Arapahoe Square by identifying business and entrance locations

**DESIGN STANDARDS**

5.01 Signs shall be located within facade areas set aside for signage in the overall facade design.

Such facade areas may include:

» A distinct signage band area above storefronts at the Street Level
» Architectural bays or panels

See “Facade Design for Signage” on page 42 for design standards and guidelines related to setting aside facade areas for potential future signage.

5.02 Where facade areas have not been set aside for signs in the overall facade design, signs shall be located in areas where they best integrate with the overall design of the facade.

5.03 Signs for Street Level uses shall be located to ensure pedestrian visibility.

5.04 Signs shall be located adjacent to the identified use.

Note that this design standard does not apply to Joint Identification Signs (see page 75).

5.05 Signs shall not overlap or conceal architectural features on the building facade.

5.06 Signs located on upper stories of the facade should identify the building rather than individual tenants.

5.07 Signs for multiple tenants should be consolidated whenever possible.

See “Joint Identification Signs” on page 75 for related design standards and guidelines.

5.08 Signs should indicate building entries and entries to parking facilities.

5.09 Signs should be coordinated so as not to conflict with key streetscape elements whenever possible.

Streetscape elements to consider, include:

» Street trees
» Street lighting
» Street furniture

5.10 Tenant signage should not be located significantly above the Street level unless it is located and designed to be integral to the building facade.

**FACADE DESIGN FOR SIGNAGE**

Additional design standards and guidelines that address the relationship of signage overall facade design are provided on page 42 in Chapter 2.0.
INTENT STATEMENTS

- To encourage the development of a well-defined sense of place in Arapahoe Square
- To promote Human Scaled, pedestrian-oriented signage
- To ensure that signs are subordinate to overall building design
- To ensure that signs retain a quality appearance over time

DESIGN STANDARDS

5.11 Signs shall be oriented towards and scaled for pedestrians.

Appropriate strategies include:
» Locating signs at, or just above, the Street Level
» Ensuring that signage is not the most prominent feature of Street Level facade design

5.12 Signs shall be designed to integrate with architectural features on the building facade.

5.13 Signs shall incorporate durable materials that will maintain their quality over time.

Appropriate materials include, but are not limited to:
» Metal
» Painted or carved wood
» Individual wood or cast metal letters or symbols
» Stone such as slate, marble or sandstone
» Painted, gilded or sandblasted glass

5.14 Signs should be designed to work together to create a cohesive identity for the building facade.

Note that a Comprehensive Sign Plan provides flexibility for a coordinated palette of signage. See “Comprehensive Sign Plans” on page 69 for more information.

5.15 Signs should be designed to be creative and iconographic whenever possible.

Appropriate techniques include:
» Incorporating symbols or representations of products into sign design
» Integrating iconic typography into sign design
» Integrating creative lighting into sign design

Note that projecting signs must incorporate iconographic features. See page 74 for more information.

5.16 Signs should be designed using distinctive materials and craftsmanship, whenever possible.
INTENT STATEMENTS

- To promote pedestrian-oriented lighting that enhances security
- To encourage sign lighting that maintains its quality over time

DESIGN STANDARDS

5.17 Sign lighting shall be integrated into the design of the sign or facade.
Appropriate strategies include:
» Built-in indirect back lit/halo lighting
» Built in goose neck or contemporary lighting arms
» Sign lighting that is integrated into an architectural feature on the building facade

5.18 Sign lighting shall be directed toward signs for pedestrians on adjacent sidewalks.
Appropriate strategies include:
» Focusing lighting directly towards the sign
» Incorporating hoods or caps to avoid casting light upward

5.19 Electrical conduits and raceways for sign lighting shall be concealed.
Appropriate strategies include:
» Integrating electrical connections into the design of the facade
» Painting conduit to blend with the facade color

DESIGN GUIDELINES

5.20 Signs should be lit to encourage continuous pedestrian activity in Arapahoe Square.

5.21 Sign lighting should be consistent with overall building lighting.

5.22 Internally illuminated signs should be designed to allow for easy maintenance and replacement of lighting systems.
Definitions and Illustrations for Individual Sign Types

Sign types allowed by the Denver Zoning Code (DZC) are defined and illustrated below. Design standards and guidelines specific to each sign type are provided on the following pages.

1. PROJECTING SIGN
   An iconographic three-dimensional sign attached to and projecting from the wall of a building, typically perpendicular to a façade. This sign type is only allowed with a Comprehensive Sign Plan.

2. ARCADE SIGN
   A sign attached to the roof or wall of an arcade and totally within the outside limits of the structural surfaces which are delineating the arcade.

3. GROUND SIGN
   A sign supported by poles, uprights or braces extending from the ground or an object on the ground but not attached to any part of any building.

4. WALL SIGN
   A sign attached to, painted on or erected against a wall, facia, parapet wall or pitched roof of a building or structure.

5. WINDOW SIGN
   A sign which is applied or attached to, or located within three feet of the interior of a window, which sign can be seen through the window from the exterior of the structure.

6. JOINT IDENTIFICATION SIGN
   A sign which serves as a common or collective identification for three or more businesses on the same zone lot.

Figure 17: Definitions and Illustrations for Individual Sign Types
Individual Sign Types

**INTENT STATEMENTS**

- To promote a unique visitor experience through creative sign design
- To promote projecting sign locations and designs that are integrated into the overall arrangement of signage on the building facade.
- To ensure that projecting signs are pedestrian oriented
- To promote projecting sign designs that enliven the pedestrian environment with unique, expressive and iconic shapes

**DESIGN REVIEW OF PROJECTING SIGNS**

Projecting signs may be permitted through an approved Comprehensive Sign Plan (see “Comprehensive Sign Plans” on page 69) or Vital Signs Plan (see “Vital Signs Committee & Vital Signs Plans” below). The Vital Signs Board will review and approve applications for new or modified projecting signs.

**DESIGN STANDARDS**

5.23 Projecting signs shall be designed to be creative and iconographic.

Appropriate techniques include:
- Integrating iconic typology into sign design
- Integrating creative lighting into sign design

5.24 Projecting signs shall be three-dimensional.

Appropriate techniques include:
- Using shapes that limit the need for signage text
- Incorporating three-dimensional objects, such as products related to the advertised use, in sign design (objects may be abstracted)

5.25 Where multiple projecting signs are used on a single building, they shall use a consistent attachment detail.

**DESIGN GUIDELINES**

5.26 Projecting signs should be located to enhance building image.

Appropriate locations include:
- On a building corner
- Above a recessed facade element

5.27 Projecting signs should generally be limited to approximately 12 square feet.
Individual Sign Types

Non-Projecting Sign Types

**INTENT STATEMENTS**

- To promote appropriate use of a variety of sign types
- To limit the visual impact of multiple signs on a building facade
- To maintain the appearance of an active Street Level with a high percentage of transparency

**DENVER ZONING CODE BONUS FOR JOINT IDENTIFICATION SIGNS**

For some multi-tenant buildings, the Denver Zoning Code (DZC) exempts one joint tenant sign from the calculation of maximum signage area in Arapahoe Square. Such joint tenant signs may take the form of a wall or ground sign.

**DESIGN STANDARDS**

**ARCADE SIGNS**

5.28 Arcade signs shall be mounted parallel to the building facade above an arcade building entry or perpendicular to the building facade hanging from an arcade.

**GROUND SIGNS**

5.29 Ground signs shall be located only in Enhanced Setback or Open Space areas.

**JOINT IDENTIFICATION SIGNS**

5.30 Joint identification signs shall be located adjacent to primary building entries.

**WALL SIGNS**

5.31 Walls signs shall be designed to fit within sign bands or architectural details on the building facade.

**WINDOW SIGNS**

5.32 Window signs shall not block views into active building areas or display cases.

Techniques to ensure that window signs maintain visibility include:
- Using window signs only to include logos or provide additional information about products and services
- Using individual lettering rather than solid color backgrounds

**DESIGN GUIDELINES**

**ARCADE SIGNS**

5.33 Arcade signs should be scaled to be compatible with the overall arcade design.

**GROUND SIGNS**

5.34 Materials used for ground mounted signs should be coordinated with materials used on adjacent buildings, whenever possible.

**JOINT IDENTIFICATION SIGNS**

5.35 Joint identification signs should be designed with a coordinated set of materials, colors and typefaces to promote a consistent style of building identification.

**WALL SIGNS**

5.36 Where possible, wall signs should generally align with wall signs on neighboring buildings.

5.37 Where a wall sign will be internally-lit, separate internally-illuminated lettering should be used rather than a single internally-illuminated box.

**WINDOW SIGNS**

5.38 Window signs should generally be scaled for pedestrians and located at, or below, pedestrian height.

*Note: This section will be updated to more clearly link to the range of sign types permitted by the Denver Zoning Code in Arapahoe Square.*
6.0 DESIGN REVIEW PROCESS

This chapter includes:

- The Design Review Process ................................................................. Page 78
- Submittal Requirements ................................................................. Page 80
  » New Construction/Additions ....................................................... Page 80
  » Exterior Improvements ............................................................... Page 81
The Design Review Process

OVERVIEW
The Design Advisory Board is empowered through the Denver Zoning Code to advise and assist the Community Planning and Development Department (CPD) in the design review process. The Design Advisory Board (DAB) will review the following types of projects for conformance with the Arapahoe Square Design Standards and Guidelines: new construction, additions, major exterior improvements including significant changes to the site and/or building exterior, and new or expanded outdoor use areas.

Proposed new signs and comprehensive sign plans will not be reviewed by the DAB and are subject to existing review processes, summarized in the table below. For all types of review, the Design Standards and Guidelines should be used in conjunction with the Denver Zoning Code’s Downtown Arapahoe Square zone districts, and all other applicable regulations.

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Reviewers</th>
<th>Review Process</th>
</tr>
</thead>
<tbody>
<tr>
<td>New construction</td>
<td>• CPD staff • Design Advisory Board</td>
<td>• Design Advisory Board Design Review Process (detailed below, pages 64-65)</td>
</tr>
<tr>
<td>Additions</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Major exterior improvements including significant changes to the site and/or building exterior</td>
<td></td>
<td></td>
</tr>
<tr>
<td>New or expanded outdoor use areas</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Types Not Reviewed by the Design Advisory Board</th>
<th>Reviewers</th>
<th>Review Process</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minor exterior improvements to the site or building exterior</td>
<td>• CPD staff</td>
<td>• Administrative review as part of zoning and/or building permit review</td>
</tr>
<tr>
<td>Comprehensive sign plans</td>
<td>• CPD staff • Denver Planning Board</td>
<td>• See Division 10.10 of the Denver Zoning Code</td>
</tr>
<tr>
<td>Sign permits</td>
<td>• CPD staff • Permits for projecting signs will also be reviewed by the Vital Signs Design Review Committee (see Division 10.10 of the Denver Zoning Code)</td>
<td>• Administrative review as part of sign permit review</td>
</tr>
</tbody>
</table>

DESIGN ADVISORY BOARD DESIGN REVIEW PROCESS
For projects reviewed by the Design Advisory Board (DAB), the following standard review process applies.

PRE-APPLICATION/CONCEPT REVIEW MEETING
A Pre-Application meeting shall be held between the applicant and CPD staff to review the design review process and to identify all requirements and requirements. This meeting may be the same as the Concept Review meeting that is required for the Site Plan Development review process. This meeting provides an opportunity for discussion of the proposed project and how the Design Standards and Guidelines might affect its development.

OPTIONAL CONCEPT REVIEW BY DAB
Following the Pre-Application/Concept Review meeting, the applicant is encouraged to share their initial conceptual design with the Design Advisory Board (DAB). This will provide an opportunity for early input from the board and help the applicant to develop a Design Review submittal. There is no formal submittal checklist, but applicants are encouraged to provide a conceptual site plan and building elevations.

DESIGN REVIEW SUBMITTAL
The Design Review phase generally corresponds to Schematic Development Design Phase and is the most important time for review and feedback from the DAB. Following the Pre-Application/Concept Review meeting (or the optional concept review meeting with the DAB), the applicant may submit the Design Review submittal. See pages 80-81 for the submittal requirements checklist.

CPD staff will review the submittal and determine whether the applicant is prepared to proceed to the DAB for review. More than one Design Review submittal may be required before proceeding to the DAB. For some project types that
are smaller in scope, such as exterior improvements or expanded outdoor use areas, the applicant may be able to proceed directly to the final design review submittal.

**DESIGN REVIEW BY DESIGN ADVISORY BOARD**

The applicant or designee, including the design professional for the project, shall be present at the DAB review meeting(s). CPD staff and the applicant (or the applicant’s designee) will present the item to the DAB. Following the presentation, the Board shall discuss the merits of the application and provide input on how the application complies with the Design Standards and Guidelines. The Board will provide specific guidance to the applicant to incorporate into the Final Design Review submittal. The DAB may require additional submittal materials and subsequent meetings with the Board before proceeding to the Final Design Review phase.

**FINAL DESIGN REVIEW SUBMITTAL**

Once the applicant has completed the initial Design Review meeting(s) with the DAB, they may submit a Final Design Review submittal that incorporates the feedback of the Board. The purpose of this submittal, which generally corresponds to the Design Development Design Phase, is to demonstrate compliance with Design Standards and Guidelines and obtain a final recommendation from the DAB.

The applicant or designee, including the design professional for the project, shall be present at the DAB review meeting. CPD staff and the applicant (or the applicant’s designee) will present the item to the DAB. Following the presentation, the Board shall assess the project’s conformance with the Design Standards and Guidelines. The Board will make a formal recommendation of approval, approval with conditions, or denial to the Zoning Administrator. The Board may request additional materials and additional meeting(s) prior to finalizing a recommendation.

**FINAL DETERMINATION**

The Zoning Administrator, utilizing the recommendation of the DAB will make a final determination of approval, approval with conditions, or denial for the submitted application.

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**PUBLIC NOTICE DURING THE DESIGN REVIEW PROCESS**

For each Design Advisory Board meeting, notice of the meeting agenda shall be distributed to City Council District office, as well as all Registered Neighborhood Organizations (RNOs) within 200 feet of the Arapahoe Square design review area. The notice of the meeting agenda shall be sent a minimum of 14 calendar days prior to the Design Advisory Board meeting and will include information about how to access the relevant submittals for all agenda items.

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**SUMMARY OF THE DESIGN ADVISORY BOARD DESIGN REVIEW PROCESS**

**PRE-APPLICATION/CONCEPT REVIEW MEETING**

**OPTIONAL CONCEPT REVIEW BY DAB**

**DESIGN REVIEW**

Design Review Submittal(s)
Review by CPD Staff
Design Advisory Board Meeting

**DESIGN CONFIRMATION**

Final Design Review Submittal
Review by CPD Staff
Design Advisory Board Meeting and Recommendation

**FINAL DETERMINATION**

Utilizing recommendation of the Design Advisory Board, Zoning Administrator makes final determination.

*Figure 18: Summary of the DAB Design Review Process*
Submittal Requirements

This checklist applies to new construction and additions. The DAB will not review an application that is incomplete. The following materials are required prior to scheduling a Design Review and/or Final Review meeting with the Design Advisory Board:

- A letter defining the design intent of the project and a written narrative describing how the proposed development meets the Arapahoe Square Design Standards and Guidelines. The narrative should detail how the project confirms to all of the design standards and guidelines. If a standard is not met, the applicant must demonstrate in the narrative how the proposed alternative better achieves the intent statement.

- A map of the Arapahoe Square area showing the location of your building/site.

- A detailed site plan (to scale and dimensioned) showing the location of the building, property line, site access and circulation, setbacks and all site amenities including a landscape plan, streetscape plan, and civil engineer plan.

- Photograph(s) showing the project location in relationship to all of the surrounding buildings and context. These photos should include a comprehensive view of the adjacent building elevations and any other existing development or features that could influence the proposed development.

- Colored and fully dimensioned building sections, floor plans and elevations, including indication of potential future locations for signage. While renderings, models and digital representations are not requirements, you are encouraged to provide sufficient information for the Board to understand the project in the context of the neighborhood surrounds. The Board may request additional information to assist in their review.

- A list of all external building materials.

- Color and/or material samples to depict color, texture and material quality for construction (as needed).

- Other materials as requested by staff or the Design Advisory Board.

Note: Checklist materials are under development.
This checklist applies to major exterior improvements and new or expanded outdoor uses areas. The DAB will not review an application that is incomplete. The following materials are required prior to scheduling a Design Review and/or Final Review meeting with the Design Advisory Board:

- A letter from the building owner or building management stating they have reviewed and approved the proposed building or façade renovation.
- A written narrative defining the design intent of the project and that states how the proposed development meets the Arapahoe Square Design Standards and Guidelines. If a standard is not met, the applicant must demonstrate in the narrative how the proposed alternative better achieves the intent statement.
- A map of the Arapahoe Square area showing the location of your building/site.
- A detailed site plan (to scale and dimensioned) showing the location of the building, property line, site access and circulation, setbacks and all site amenities including a landscape plan, streetscape plan, and civil engineer plan.
- Photograph(s) showing the project location in relationship to all of the surrounding buildings. These photos should include the adjacent building elevations and any other existing development or features that could bear on the proposed development.
- Colored and fully dimensioned building elevations (if changes to the building facades are proposed). While renderings, models and digital representations are not requirements, you are encouraged to provide sufficient information for the Board to understand the project in the context of the neighborhood surrounds. The Board may request additional information to assist in their review.
- A list of all external building materials (if changes to the building materials are proposed)
- An individual color and/or material sample to depict color, texture and applicators (if changes to the building materials are proposed).
- Other materials, including material samples, as requested by staff or the Design Advisory Board.
APPENDIX

Contents

- Glossary of Terms .................................................................ii

Note: This appendix is under development.
Glossary of Terms

The terms included here are terms that are consistently referenced throughout the design standards and guidelines. Many of the terms are consistent with Denver’s Zoning Code definitions but are included in this document for ease and accessibility. For terms that are not included here, refer to the City of Denver’s Zoning Code, Section 13.3 Definition of Words, Terms and Phrases as well as Section 13.4 Definition of Uses.

HIGHLY ACTIVE USES

Highly Active Uses are uses that contribute to the activation and engagement of the pedestrian experience. These uses include (but are not limited to): retail store fronts; restaurants and cafes; Building lobbies and amenity areas; indoor art or recreation facilities; Arts and cultural facilities. Uses that are not considered Highly Active Uses are residential units, light warehousing, mini-storage, parking or other vehicular use areas.

ACTIVE USES

Active Uses are uses that contribute to the activation and engagement of the pedestrian experience. Active Uses shall include all permitted primary uses except the following: mini-storage facility; or wholesale trade or storage, light.

ALLEY FACING FACADE:

Any facade that is facing the alley.

AMENITY ZONE

An area between the street and sidewalk that is improved with street trees, paving, street furniture or other amenities. An Amenity Zone is typically located within the Public Right-of-Way.

BICYCLE CORRAL

Bicycle Corrals are an on-street bicycle parking facility that can accommodate bicycles in the same area as an on street-vehicle parking space. They work best where sidewalks are too narrow to accommodate bicycle racks and in areas with both high levels of people bicycling and demand for bicycle parking.

CITY STAFF

For purposes of these Design Standards and Guidelines, “City Staff” refers to the City Zoning Administrator and his or her designees in the Department of Community Planning and Development.

ENHANCED SETBACKS

An Enhanced Setback is the space created when buildings are set back from the primary street property line, but generally still positioned within the primary street build-to range provided in the Denver Zoning Code. Such setbacks should be enhanced to provide attractive and usable areas that activate the street frontage. They can range in size from modest setback areas provided by building offsets to larger patio seating or pedestrian use areas.

GATEWAY CORNER

An intersection where strong building massing will help invite pedestrians onto active sections of 21st Street. See “Gateway Corners” on page 49 for more information.

GENERAL BUILDING FORM

Placeholder for definition

GENERAL WITH HEIGHT INCENTIVE BUILDING FORM

Placeholder for definition

HIGHLY ACTIVE STREET LEVEL USES

Placeholder for definition

HUMAN SCALE

A sense of Human Scale is achieved when one can reasonably interpret the size of a building by comparing features of its design to comparable elements in one’s experience. See “Human Scale Building Design” on page 26 for more information.

KEY STREETS

Unique or important streets in Arapahoe Square where context-specific design guidance is provided. See “Key Streets” on page 4 for more information.

LOW-IMPACT DEVELOPMENT

Low Impact Development (LID) is stormwater management approach to address rainfall in a way which more closely mimics the natural hydrologic system at the site prior to any development.

LOWER STORY FACADE

The lower story building facade will generally be considered as stories 1-5. However, where upper story setbacks are located below the fifth story, the lower story building facade may be considered as stories 1-2, 1-3 or 1-4.
OPEN SPACE
An Open Space is a type of Enhanced Setback that may extend beyond the primary street build-to range allowed by the Denver Zoning Code to provide more substantial pedestrian use areas, such as: courtyards, plazas, pocket parks, and pedestrian pathways leading into a development.

PARKLET
A parklet is a sidewalk extension that provides more space and amenities for people using the street. Usually parklets are installed on parking lanes and use one or more parking spaces.

POINT TOWER BUILDING FORM
Placeholder for definition

PRIMARY STREET-FACING FACADE
Any facade that is facing the Primary Street.

PRIVATE OPEN SPACE
A build-to alternative provided in the Denver Zoning Code.

PUBLIC REALM
Any publicly owned streets, pathways, right of ways, parks, publicly accessible open spaces

PUBLIC RIGHT-OF-WAY
The area of land owned by the municipality over which the road and sidewalk is built. The public right-of-way generally includes the roadway, sidewalks and amenity zone areas.

QUALITY
Refers to the use of a material that is low maintenance, will stand up to wear and tear and is appropriate for the intended use or design application.

RIGHT-OF-WAY
See Public Right-of-Way

SCALE
The term used to describe the perception of a building’s (or space’s) size in relation to a human, based on proportions, scaling elements and contextually sensitive solutions to the design of the structure. The most obvious clues are doors and windows. Other clues may be the size of a brick, a handrail, a step, a pattern of texture. Scale is one of the elements that contribute to our perception of a place’s character.

STRUCTURAL SOIL
Structural soil is a below pavement medium that can be compacted to support building and paving requirements while still allowing for tree root growth. See “Structural Soil” on page 64 for more information.

UPPER STORY FACADE
The upper story building facade will generally be considered as all stories above the fifth story. However, where upper story setbacks are located below the fifth story, the upper story building facade may begin above a second, third or fourth story setback.

VISIBLE FACADE
Any facade that is visible from the public realm at the time of construction and not obstructed in view by another building, and is not otherwise defined as a Primary Street Facing Facade or Alley Facing Facade.

VISIBLE STRUCTURED PARKING
For the purposes of the design standards and guidelines in this section Visible Structured Parking refers to structured parking adjacent to the primary street-facing facade, or alley facade facing a Landmark structure or historic district, that is not wrapped with another use.

WALL MURALS
A mural is any piece of artwork or super graphic (which does not serve as an advertisement) painted or applied directly on a wall.

PLACEHOLDER
Additional defined terms.