Arapahoe Square Zoning

Task Force Meeting 7
October 22, 2015
3:30 – Opening/Welcome

3:45 – Review Draft DSG
  - Brief overview of DSG
  - Introduction
  - Site Design
  - Building Design

4:50 – Update on the 21st Street Urban Design Project

5:00 – Break

5:10 – Review Draft Mapping of Zone Districts in and Around Arapahoe Square
  - NE Downtown Neighborhoods Plan Concept Height and Land Use
  - Scope of the Rezoning Area
  - Mapping New D-AS Districts in Arapahoe Square
  - Mapping Areas Outside of Arapahoe Square (with current D-AS Zoning)
  - Areas for Discussion

6:25 – Wrap-Up and Next Steps
# Road Map

## Meeting 1
- **February**
- *Begin Building Form*
  - Max height
  - Height transitions
  - Datum
  - Build-to
  - Point tower building form
- Discussion will include the connection between building form and parking
- 6 weeks (staff models and test)

## Meeting 2
- **Mid March**
- *Continue and Refine Building Form*
  - Key Corridors
    - Ground story activation
    - Parking location
- 5-6 weeks

## Meeting 3
- **Late April**
- *Continue and Refine Building Form*
  - Above-grade Parking
  - Incentives
- 5-6 weeks

## Meeting 4
- **Mid June**
- *Uses*
  - Off-Street Parking Ratios
  - Check-in on Building Form and outside testing
- 5-6 weeks

## Meeting 5
- **Mid July**
- *Share outside testing results of Building Form concepts*
  - Begin DSG: Goals; Key Topics: Review Process
- 5-6 weeks

## Meeting 6
- **August 26**
- *Continue DSG*
  - Recommendations on key DSG topics
  - Present first draft of zoning building form standards for task force review
- 6-8 weeks

## Meeting 7
- **October 22**
  - *DSG remaining topics*
    - Transitions: Curtis Park, Ballpark, Clements Park
    - Mapping: Review draft map for zoning and DSG
- 5-7 weeks

## Meeting 8
- **Early December**
- *DSG remaining topics: key corridors; streetscape; signage*
  - Any final zoning or mapping items
  - +/- 6 weeks (staff drafts zoning and DSG)

## Meeting 9
- **Late Jan/Early Feb**
- *Review final package of draft Zoning, Map, and DSG*
  - Address any remaining topics for Public Review draft
- Public Review Draft Meeting

## Meeting 10
- **Early Spring 2016**
- *Review comments on Public Review Draft*
  - Recommendations for any edits to Draft Zoning, DSG, or Map before public adoption (Phase 3) begins

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**Mid July - End of Summer:** Staff begins working drafts of zoning and DSG

**City Internal Review of Draft Zoning and DSG**

**Public Review Draft Released (after City Internal Review)**
# Road Map

<table>
<thead>
<tr>
<th>Meeting 1</th>
<th>Meeting 2</th>
<th>Meeting 3</th>
<th>Meeting 4</th>
<th>Meeting 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>February</td>
<td>Mid March</td>
<td>Late April</td>
<td>Mid June</td>
<td>Mid July</td>
</tr>
</tbody>
</table>
| - Begin Building Form  
  - Max height  
  - Height transitions  
  - Datum  
  - Build-to  
  - Point tower building form  
  *Discussion will include the connection between building form and parking* | - Continue and Refine Building Form  
  - Key Corridors  
    - Ground story activation  
    - Parking location | - Continue and Refine Building Form  
  - Key Corridors  
  - Above-grade Parking  
  - Private Open Space  
  - Incentives | - Uses  
  - Off-Street Parking Ratios  
  - Check-in on Building Form and outside testing | - Share outside testing results of Building Form concepts  
  - Begin DSG: Goals; Key Topics: Review Process |

Mid July - End of Summer: Staff begins working drafts of zoning and DSG

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<table>
<thead>
<tr>
<th>Meeting 6</th>
<th>Meeting 7</th>
<th>Meeting 8</th>
<th>Meeting 9</th>
<th>Meeting 10</th>
</tr>
</thead>
<tbody>
<tr>
<td>August 26</td>
<td>October 22</td>
<td>Early December</td>
<td>Late Jan/Early Feb</td>
<td>Early Spring 2016</td>
</tr>
</tbody>
</table>
| - Continue DSG  
  - Recommendations on key DSG topics  
  - Present first draft of zoning building form standards for task force review | - DSG remaining topics  
  - Transitions: Curtis Park, Ballpark, Clements Park  
  - Mapping: Review draft map for zoning and DSG | - DSG remaining topics: key corridors; streetscape; signage  
  - Any final zoning or mapping items | - Review final package of draft Zoning, Map, and DSG  
  - Address any remaining topics for Public Review draft | - Review comments on Public Review Draft  
  - Recommendations for any edits to Draft Zoning, DSG, or Map before public adoption (Phase 3) begins |

City Internal Review of Draft Zoning and DSG  
Public Review Draft Released (after City Internal Review)
Design Standards and Guidelines
Purpose of the DSG Discussion

• Provide an overview of the in-progress DSG
• Focus discussion on new content
• Staff will incorporate task force comments
  – In meeting
  – Emailed
  – We’re happy to meet one-on-one!
• The Task Force will have the opportunity to review a final completed draft before it is posted for the public
• Introduction
• 1.0 Site Design
• 2.0 Building Design
• 3.0 Streetscape
• 4.0 Signage
• 5.0 Design Review Process
**DSG – How do they work?**

- **Intent Statements** establish the objectives for each design topic. In circumstances where the applicability of a Design Standard or Design Guideline is in question, the intent statement will provide additional direction.

- **Design Standards** are prescriptive criteria that provide a specific set of directions for achieving the Intent Statements. Standards use the term “shall” to indicate that compliance is expected.

- **Design Guidelines** provide additional suggested strategies to achieve the Intent Statements. Design Guidelines use the term “should” or “consider.”

**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 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.
DSG – How do they work?

**Intent Statements**
- Establish goals for the topic
- Determinations on innovative approaches
- Prescriptive
- Provide specific directions

**Standards**
- Not prescriptive, but pertinent to process
- Additional suggestions

**Guidelines**
- Overall goals
- Shape intents

**Principles**
- Topic
- Sub Topic
- Diagrams

**Start of Chapter**
Guiding Principles for DSG

• 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 to reinforce Arapahoe Square’s special character and variety of eclectic development.

• 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.

DSG: Page 2
DSG Introduction

• Vision for Arapahoe Square
• Purpose of the DSG
• Applicability
• Context
• Policy & Regulatory Foundation
• Organization and Format
Chapter 1: Site Design

• Street Frontage
  – Enhanced Setbacks & Open Space

• Vehicle Access

• Parking
  – Vehicular Surface Parking
  – Bicycle Parking

• Service Areas & Utilities

• Site Design on Key Streets
### Chapter 1: Site Design

**• Street Frontage**

<table>
<thead>
<tr>
<th>Intent</th>
<th>Standards</th>
<th>Guidelines</th>
</tr>
</thead>
</table>
| **Overall:** Promote a well-defined street edge with a variety of vibrant pedestrian experiences | • Clearly-define frontage with urban street edge, enhanced setback area or open space | • Provide commercial activation  
• Provide residential transition  
• Respond to surrounding context |
| **Enhanced Setbacks:** Ensure that areas where buildings are not built directly along sidewalk contribute to activating the public realm | • Locate at sidewalk grade  
• Pedestrian scale lighting | • Provide high-quality, durable paving materials  
• Integrate sustainable stormwater management, when possible |
| **Open Space:** Provide a variety of activated courtyards, plazas and pocket parks for human scale, pedestrian respite, etc. | • Locate at sidewalk grade and at entries or routes to entries  
• Locate adjacent to active uses | • Link with building uses  
• Provide formal and informal seating  
• Maximize sky exposure  
• Provide year-round usability |

Pages 12-15
Chapter 1: Site Design

- Street Frontage
  - Do you agree with the direction we are heading?
  - Are we missing anything big?
## Chapter 1: Site Design

### Intent Standards Guidelines

<table>
<thead>
<tr>
<th>Intent</th>
<th>Standards</th>
<th>Guidelines</th>
</tr>
</thead>
</table>
| **Vehicle Access:** Minimize conflicts between vehicles, pedestrians and cyclists through use of alleys and consolidated access points | • Take access from alley  
  • Combine primary street access points  
  • Emphasize ped areas with enhanced paving | • Provide access at the short end of the block (excepting some key streets)  
  • Incorporate quality materials into access doors |
| **Surface Parking:** Integrate parking with streetscape and minimize visual impacts | • Screen with deciduous trees  
  • Integrate landscaping | • Incorporate LID principles  
  • Consider future redevelopment |
| **Bicycle Parking:** Ensure sufficient, secure bicycle parking near building entries | • Provide racks with two points of contact  
  • Locate within 50’ of entrance | • Locate near activities/active uses  
  • Use creative design |
| **Service Areas:** Minimize the visibility and impacts of service areas by consolidating to rear | • Locate on an alley or within the building  
  • Screen rooftop mech. | • Combine service areas among tenants/vehicle access points |

Pages 16-21
Chapter 1: Site Design

- Vehicle Access, Surface Parking & Service Areas
  - Do you agree with the direction we are heading?
  - Are we missing anything big?

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

15. Bicycle Parking should be located adjacent to active uses to increase security and natural surveillance.

17. Dumpsters shall be recessed and screened with high-quality materials and/or landscaping that are consistent with the building.
Chapter 1: Site Design

- Key Streets

We will discuss this topic at the next meeting.
Chapter 2: Building Design

- Building Mass & Scale
  - Upper Story Setback
  - Upper Story Setback Zoning Alternative
- Façade Design
  - Building Articulation
  - Building Materials
- Street Level Design
  - Building Entries
  - Street Level Transparency
- Structured Parking Design
- Special Contexts & Building Forms
  - Point Tower Form
  - Building Design on Key Streets
  - Historic Landmark Transitions
  - Building Design on Key Streets
Chapter 2: Building Design

- Mass & Scale
  - Upper Story Setback
  - Upper Story Setback
  - Zoning Alternative
  - Building Articulation

We reviewed this topic last time. Staff is evaluating changes based on testing/modeling – We will review changes at our next meeting.
## Chapter 2: Building Design

### Façade Design/Materials

<table>
<thead>
<tr>
<th>Intent</th>
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<th>Guidelines</th>
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</thead>
</table>
| **Overall:** Promote visually-interesting, human-scaled façade designs that engage the public realm | • Provide min. 60% transparency/openings on lower floors  
• Provide depth of detail in window openings  
• Avoid blank walls | • Match transparency to use  
• Provide visibility into active uses |
| **Building Materials:** Promote durable materials that provide a sense of human scale and are integrated into a cohesive façade design... While also encouraging innovative materials | • Use materials of proven durability  
• Properly detail and finish modular materials  
• Limit use of fiber cement siding  
• Do not use cementitious stucco on primary facade | • Apply to provide a sense of scale (panels that produce shadow lines, etc.)  
• Integrate materials into building design |
Chapter 2: Building Design

• Façade Design/Materials
  – Do you agree with the direction we are heading?
  – Are we missing anything big?
Chapter 2: Building Design

• Street Level Design

We reviewed this topic last time.

Transparency alternatives included in zoning:
• Display cases
• Wall Art
Chapter 2: Building Design

• Structured Parking Design

We reviewed this topic last time.
Chapter 2: Building Design

- Point Tower Design

We reviewed this topic last time.
## Historic District Transitions

<table>
<thead>
<tr>
<th>Intent</th>
<th>Standards</th>
<th>Guidelines</th>
</tr>
</thead>
<tbody>
<tr>
<td>Promote high-quality, four-sided design adjacent to historic districts</td>
<td>Incorporate high-quality materials and articulation on all facades (including rear) visible from an adjacent historic district</td>
<td>Reflect the mass and scale characteristics of and adjacent Denver Landmark or contributing structure in a historic district</td>
</tr>
<tr>
<td>Transition scale to contributing buildings in historic districts across alley</td>
<td>Do not locate visible structured parking above the level of a contributing building in an adjacent historic district</td>
<td></td>
</tr>
<tr>
<td>Promote compatibility with adjacent landmark structures</td>
<td></td>
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</tr>
</tbody>
</table>
Chapter 2: Building Design

• Historic Landmark Transitions
  – Do you agree with the direction we are heading?
  – Are we missing anything big?
Chapters 3 & 4

• Chapter 3: Streetscape
  – We reviewed this Chapter last time.  Pages 47-48

• Chapter 4: Signs
  – We will review this chapter next time. Pages 49-50
Chapter 5: Design Review Process

• Design Review Process

We reviewed this Chapter last time.
– Updated to include optional review by DAB
– Updated to include public notice of DAB meetings
Comments on the DSG

Send to Abe: abe.barge@denvergov.org

By November 16
Update on the 21st Street + Wynkoop Street Urban Design Plan
21st Street + Wynkoop Street Urban Design Plan

21st Street

GOAL STATEMENT

Make 21st Street a focal point for the Northwest Downtown neighborhoods by promoting its use as an important pedestrian and bicycle route and community gathering place.

WHAT IS IT?

Early in the planning process, 21st Street was identified as a potential transformative location for the Northwest Downtown neighborhoods. Three major concepts — a Bike Boulevard, a Festival Street, and innovative stormwater management — emerged during the Arapahoe Square charrette in January 2013. 21st Street is a two-way, low-traffic, greenway street that connects two neighborhood landmarks in bookends: Coors Field in the west and Boulder Street Park on the east. Coors Field in particular acts as a strong terminus for the street and is a valuable asset for any future development on 21st Street. The low-level of traffic, when compared to other streets in the area makes 21st Street a favorite for pedestrians and bicyclists. Bike sharekiosks are already on 21st Street and many people visit the street as a primary walking route on game days in the fast lane entrance to Coors Field. This pedestrian friendly route in game days is the fastest lane entrance to Coors Field. A pedestrian friendly route was recognized when planning for Coors Field occurred in the 1990s' resulting in enhanced streetcar being installed between Wazee and Arapahoe Streets.

Two major concepts for improvements are on 21st Street, the Bike Boulevard and the Festival Street. It is implemented, successful and recognized in these initial ideas of the street being a place with an enhanced greenway and prioritizing pedestrians and bicyclists. Another opportunity for the enhanced public realm and prioritizing pedestrians and bicyclists is the Festival Street, since it is located at the edge of two neighborhood boundaries, serves as a potential testing ground for innovative, environmentally friendly stormwater management techniques.

In the short-term, these parking lots will likely remain, but in the long term land assembly and pedestrianization of Downtown make 21st Street a focal point for Arapahoe Square and an excellent location for pedestrian and cycling.

21st Street Recommendations:

- Develop 21st Street as a Festival Street: Evaluate cross section to include improvements in support of potentially closing street for events and accommodating wide sidewalks, on street parking, one lane of travel in each direction, bike lanes, and pedestrian improvements. This concept should be first considered on a short portion of the street, such as 22nd to 23rd, before considering extending the treatment along the corridor. The term Festival Street is flexible and should reflect the Bike Boulevard concept identified previously.

- Identify 21st Street as a potential greenway for several of the Sustainable stormwater technologies due to its location at the edge of two stormwater basins. Explore integration of stormwater technologies into other projects on 21st Street such as future development activities, streetscape improvements, Festival Street, Bike Boulevard, etc.

- Boulevard
- Pedestrian Bays
- Separated Bike Lanes
- Sub-regional Detention Basin (in conjunction with new open space)
- Low-impact Development Techniques

- Encourage the addition of standard bike lanes along the 21st Street parking lots to improve the visual quality of the street and acknowledge its short term function for parking by promoting the Denver Public Works and Downtown Denver Partnership parking program to parking lot owners.

The re-orientation of 21st Street would be designed and positioned to:

- Promote active use along the street
- Provide potential new development that would begin to frame the street into a connectable, pedestrian-friendly, public realm
- Improved multi-modal capacity increases access to neighborhood amenities for pedestrians and cyclists.
21st Street + Wynkoop Street Urban Design Plan

EXTEND POSITIVE CHARACTERISTICS OF TRAIL
21st Street + Wynkoop Street Urban Design Plan:
Conceptual Design
21st Street + Wynkoop Street Urban Design Plan: Feedback
21st Street + Wynkoop Street Urban Design Plan: Existing
21st Street + Wynkoop Street Urban Design Plan: Framework
BUILDING AN URBAN TRAIL
AGGREGATE OPEN SPACE & CLAIM SOME PARKING

14TH AVE PARK BOULEVARD, SEATTLE
21st Street + Wynkoop Street Urban Design Plan: Park

BUILDING AN URBAN TRAIL
CREATE THE URBAN TRAIL… A BRAIDED CHANNEL

INDIANAPOLIS CULTURAL TRAIL

PARKING
21st Street + Wynkoop Street Urban Design Plan:

BUILDING AN URBAN TRAIL
MEANDER THE ROADWAY
21st Street + Wynkoop Street
Urban Design Plan

BUILDING AN URBAN TRAIL
CREATE THE URBAN TRAIL...
A BRAIDED CHANNEL
21st Street + Wynkoop Street Urban Design Plan: Framework
21st Street + Wynkoop Street
Urban Design Plan

PORTLAND STATE UNIVERSITY, PORTLAND, OR

BUILDING AN URBAN TRAIL

INCORPORATE SOCIAL EDDIES & GREEN INFRASTRUCTURE
21st Street + Wynkoop Street Urban Design Plan

BUILDING AN URBAN TRAIL

COORDINATE WITH COMPLEMENTARY PARK SPACES

REYNOLDS POCKET PARK, CHICAGO
21st Street + Wynkoop Street Urban Design Plan: Framework
21st Street + Wynkoop Street
Urban Design Plan

BUILDING AN URBAN TRAIL
GO CURBLESS
AT MOST ACTIVE BLOCKS
21st Street + Wynkoop Street
Urban Design Plan

We’ll discuss design standards & guidelines for key streets at the next task force meeting.

Get involved and attend the next workshop:
November 19, 2015
From 5-7pm
at Coors Field

Additional Information:
Steven Chester, Project Manager
Senior City Planner
steve.chester@denvergov.org
Break
Draft Mapping
What are the boundaries for the new Downtown-Arapahoe Square (D-AS) zone districts?

**Primary goal:** implement the recommendations of the 2011 NE Downtown Neighborhoods Plan

- Building height and transitions to adjacent neighborhoods
- Land Use
Plan: Max Building Heights

*20 story point towers in 12-story area and 30 story point towers in 20-story area
Plan: Land Use
Scope of Potential Rezoning Area

- Anything with D-AS zoning today
- Anything shown as part of Arapahoe Square in NE Downtown Neighborhoods plan (may not be zoned D-AS today)
Existing D-AS Zoning

- **D-AS: 200’ max height**
- **D-AS: 80’ max height**
Existing D-AS Zoning with Neighborhood Boundary

- D-AS: 200’ max height
- D-AS: 80’ max height
Mapping: D-AS Districts and Boundary Between 21st and 22nd
D-AS Districts

- Proposal: two new Downtown-Arapahoe Square (D-AS) Districts that follow the Arapahoe Square neighborhood boundaries
  - Implements plan recommendations
  - Realigns D-AS boundaries with the Arapahoe Square neighborhood
Plan: Max Bldg Height

- Max Bldg Height
  - 8
  - 20*
  - 12*
  - 3
  - 5
  - 3
  - 8

Legend:
- 2.5 Stories
- 3 Stories
- 5 Stories
- 8 Stories
- 8 Stories
- 12 Stories
- 20* Stories
Plan: Max Bldg Height

D-AS-16/20+
- 16 story base
- 20 stories with wrapped parking
- 30 story point towers
Plan: Max Bldg Height

- D-AS-8/12+
  - 8 story base
  - 12 stories with wrapped parking
  - 20 story point towers
Plan: Max Bldg Height

Where to draw this line?
Boundary Between D-AS Districts

- Plan recommendation: mid-block height transition between 21st Street and 22nd Street
  - Exact location of should be determined as part of form-based zoning study in the future
• Drawing the boundary mid-block allows for the same scale along 21st Street and 22nd Street.
Option 1: No Split Parcels
Option 2: Mid-block 200’/200’
Option 3: Mid-block 250’/150’
Option 3: Recommended

• Achieves plan goal for a mid-block transition with the same scale of buildings on both sides of 21st and 22nd Streets
• Easy to understand and map
• 9 existing parcels divided into two zone districts (versus 14 parcels if split is evenly down the middle of the block)
  – Split zoning does not complicate development since height is the only difference between the two districts
Split Zoning Example

C-CCN-5 (max height 5 stories)  C-CCN-7 (max height 7 stories)
• Height is the only difference between the two districts

Shears Adkins Point Tower Test Project
Mapping: Areas outside of Arapahoe Square
Plan: Max Bldg Height

*20 & 30 Story Point Tower Option
Plan Heights vs. Existing D-AS

* 20 & 30 Story Point Tower Option
Plan Heights: Ballpark

Ballpark: area currently zoned D-AS (80’max) and recommended for 8 stories

* 20 & 30 Story Point Tower Option
Plan Heights: Ballpark

Ballpark

- Height – Maximum building heights in Ballpark and River North range from three to eight stories. The eight story heights are located in the area’s two nodes of density: in the Ballpark neighborhood between 20th and 24th, and at the future TOD area at the 38th & Blake station. The three and five story areas are located generally between 24th and 35th, with Blake and Walnut supporting 5 stories and Larimer supporting three to aid in the transition between RiNo and Curtis Park.
Draft Mapping: Ballpark

Proposed: C-MX-8
- Meets plan recommendations for max of 8 stories and mixed use
- Other properties in this area of Ballpark with DZC zoning are zoned C-MX-8
Curtis Park: areas currently zoned D-AS (80’max) and recommended for 5 and 3 stories max
Curtis Park

Southern Edge – Curtis Park meets Arapahoe Square at Park Ave West. The strategy for transitioning from the much higher building heights in Arapahoe Square is to limit development to 5 stories along Park Ave, and then step down to a three story maximum approaching 24th Street.
Plan Heights: Curtis Park

= Existing D-AS zoning with 80’ max height
Draft Mapping: Curtis Park

Proposed:
- C-MX-5 in 5 story height area
- C-MX-3 in 3 story height area south of 24th
- U-MX-3 in 3 story height area north of 24th
Proposed:
- C-MX-5 in 5 story height area
- C-MX-3 in 3 story height area south of 24th
- U-MX-3 in 3 story height area north of 24th

How to draw this mid-block line?
Boundary Between C-MX Districts in Curtis Park

- Difficult to map
- Parcel lines will likely change over time

No Split Parcels
Boundary Between C-MX Districts in Curtis Park

- Easy to understand and map
- Approx. 5 existing parcels divided into two zone districts
- Split zoning not a problem for development since building height is the only difference
Draft Mapping: Curtis Park

Proposed:
- C-MX-5 in 5 story height area
- C-MX-3 in 3 story height area south of 24th
- U-MX-3 in 3 story height area north of 24th
Draft Mapping: Composite
Mapping: Areas for Discussion
Areas for Discussion
Areas for Discussion

Area 1: currently zoned C-MX-12 and proposed to become D-AS-8/12+
<table>
<thead>
<tr>
<th></th>
<th>C-MX-12</th>
<th>D-AS-8/12+</th>
</tr>
</thead>
</table>
| Height (max stories)         | 12              | Base: 8
|                               |                 | Wrapped Parking: no limit |
| Height (max feet)            | 150’            | Base: 110’
|                               |                 | Wrapped Parking: 150’
|                               |                 | Point Tower: 250’ |
| Upper Story Setback Above 5 Stories | na          | Varies – Generally 10’ for 65% |
| Build-to                     | 70% 0’/10’      | 70% 0’/10’         |
| FAR                          | 4.0 to 7.0      | na                 |
| Open Space                   | 30 sf per dwelling unit | na              |
| Surface Parking Between Building and Primary/Side Street | Discouraged in DSG | Not Allowed/ Not Allowed |
| Street Level Transparency (min) | 60% (DSG)     | 40%                |
| Street Level Active Use      | na              | max. 30% can be parking |
Areas for Discussion

Area 2: currently D-AS (80’ max) and proposed to become C-MX-3
Areas for Discussion

Area 3: currently D-AS (80’ max) and proposed to become U-MX-3
# Areas for Discussion: D-AS to C-MX-3 & U-MX-3

<table>
<thead>
<tr>
<th></th>
<th>D-AS with 80’ Height Limit</th>
<th>C-MX-3</th>
<th>U-MX-3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Height (max stories)</td>
<td>na</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Height (max feet)</td>
<td>80’</td>
<td>45’</td>
<td>45’</td>
</tr>
<tr>
<td>Build-to</td>
<td>65% 0’/10’</td>
<td>70% 0’/10’</td>
<td>70% 0’/15’</td>
</tr>
<tr>
<td>FAR</td>
<td>4.0 to 7.0</td>
<td>na</td>
<td>na</td>
</tr>
<tr>
<td>Open Space</td>
<td>30 sf per dwelling unit</td>
<td>na</td>
<td>na</td>
</tr>
<tr>
<td>Surface Parking Between Building and Primary/Side Street</td>
<td>Discouraged in DSG</td>
<td>Not Allowed/Not Allowed</td>
<td>Not Allowed/Allowed</td>
</tr>
<tr>
<td>Street Level Transparency (min)</td>
<td>60% (DSG)</td>
<td>40%</td>
<td></td>
</tr>
<tr>
<td>Street Level Active Use</td>
<td>na</td>
<td>max. 30% can be parking</td>
<td>max. 60% can be parking</td>
</tr>
</tbody>
</table>
Mapping: “Old Code” Zoning (PUDs and PBG)
Old Zoning Code Districts

• Properties with PUDs or PBGs were not rezoned into Denver Zoning Code in 2010
• Rezoning area in study has two PUDs and 1 PBG
• General approach: Not automatically included in the rezoning but may opt-in if they wish (same approach as previous legislative rezonings)
PUD 553

- Based on B-8-A OD5
- Created to allow for temporary outdoor flea market
- Outdoor retail sales are allowed in C-MX-8
PUD 570 (Great Divide)

- Based on B-8
- Created to allow production of malt beverages without a square footage limitation
- D-AS zoning would allow production up to 110,000 gallons per year
Discussion

- Does the proposed zone district mapping implement the plan?
- Is the proposed zone district mapping ready for public review?
Mapping: DSG Boundaries
Criteria for New DSG Boundaries

- Better align with Arapahoe Square neighborhood
- Match boundaries of proposed new D-AS zoning
- Remove overlap between design review areas:
  - D-AS DSG
  - Landmark guidelines (overlaps with current D-AS DSG in Ballpark and Curtis Park historic districts)
Current DSG Overlap
Proposed New DSG Boundaries

Ballpark

Curtis Park

Clements

Welton St Corridor
Next Steps

• Next Meeting: Early December
  – Streetscape DSG
  – Signs DSG
  – Key Streets DSG

Photos
  – Email Abe if you have photos that you think would be good for the DSG
    abe.barge@denvergov.org
Stay in the Loop

21st Urban Design Plan Workshop:
November 19, 2015
From 5-7pm
at Coors Field

Task Force Meeting 8:
Early December (December 9)

Additional Information:


abe.barge@denvergov.org