Technical Task Force Meeting 7 – Meeting Materials

October 22, 2015

Introduction
The focus of Meeting 7 will be to review draft site and building design guidelines, as well as a draft description of the proposed design review process for Arapahoe Square.* We will also review and discuss draft mapping of zone districts in Arapahoe Square.

Packet Materials

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<td>Draft Agenda</td>
<td>This provides a draft summary of topics that we will present and discuss at the task force meeting.</td>
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<tr>
<td>Summary of Zone District Mapping Considerations</td>
<td>This includes a brief introduction to the zone district mapping considerations that we will present and discuss during the task force meeting.</td>
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<tr>
<td>Working Draft of Design Standards and Guidelines (DSG)</td>
<td>This includes a draft of the DSG through Chapter 2: Building Design, as well as an initial draft of Chapter 5: Design Review Process. The material includes placeholders for graphics and illustrations that are under development as well as several forthcoming chapters and topics, including:</td>
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<tr>
<td>• Introduction</td>
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<td></td>
<td>• Key Streets (we will discuss this topic to be included in Chapter 1 and Chapter 2 at our next meeting)</td>
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<td>• Streetscape Guidelines (we will discuss this forthcoming chapter at our next meeting)</td>
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<td>• Sign Guidelines (we will discuss this forthcoming chapter at our next meeting)</td>
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<tr>
<td></td>
<td>The DSG also includes an update to several building design topics discussed in our previous meeting, as well as preliminary draft site design DSG and additional building design topics.</td>
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<td>The content has not been through a full internal review by city staff. The task force will have the opportunity to review an entire draft of the design standards and guidelines prior to official public review and comment.</td>
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<tr>
<td>Table of Updates to Existing Arapahoe Square Design Standards and Guidelines</td>
<td>This table lists primary intent statements, standards and guidelines from the existing Arapahoe Square DSG (adopted 1998). It then indicates how the existing material is being integrated into the proposed system of zoning and updated DSG.</td>
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<td>The table is included for informational purposes and will be further updated as the project proceeds.</td>
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*For reference, the current Arapahoe Square Design Standards and Guidelines, adopted in 1998, are posted on the project website at: www.denvergov.org/arapahoesquare under “Background Documents.”
3:30 – Opening/Welcome

  • 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
  • Boundary of the Design Review Area

6:25 – Wrap-Up and Next Steps

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

Find meeting materials and information at www.denvergov.org/arapahoesquare
Summary of Zone District Mapping Considerations

This page provides a brief introduction to the zone district mapping considerations that we will present and discuss during the task force meeting. It also includes relevant map excerpts from the 2011 Northeast Downtown Neighborhoods Plan.*

Primary Goal for Zone District Mapping. Implement the objectives of the 2011 Northeast Downtown Neighborhoods Plan, with specific emphasis on:

- Objectives for Building Height and Transitions to Adjacent Neighborhoods (see plan map below, which is excerpted from page 67 of the NE Downtown Neighborhoods Plan*)
- Objectives for Land Use (see plan map below, which is excerpted from page 68 of the NE Downtown Neighborhoods Plan*)

Scope of Zone District Mapping. The zone district mapping for this project will include:

- All areas within the boundary of the Arapahoe Square area as defined by the NE Downtown Neighborhoods Plan (area generally northeast of 20th Street, northwest of the alley between Welton and Glenarm, southwest of Park Avenue and southeast of the alley between Larimer and Lawrence)
- All areas that are currently zoned as D-AS (includes some areas outside of the Arapahoe Square boundaries defined above)

Mapping Topics to be Reviewed at the Task Force Meeting. We will present review several specific mapping topics at the October 22 task force meeting:

- A draft zoning map that implements the primary goal for zone district mapping summarized above
- Evaluation of options for determining zone district boundaries
- A draft map showing updated boundaries for the proposed Arapahoe Square design review area (the area where the design standards and guidelines will apply).

*The complete Northeast Downtown Neighborhoods Plan is available for download at: https://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/plans_pre_2013/NE_Downtown_Plan_FINAL_Adopted_052311.pdf
Task force note: This document is a preliminary draft of the DSG through Chapter 2: Building Design, as well as an initial draft of Chapter 5: Design Review Process. The material includes placeholders for several forthcoming chapters and topics, including:

- Key Streets (we will discuss this topic to be included in Chapter 1 and Chapter 2 at our next meeting)
- Streetscape Guidelines (we will discuss this forthcoming chapter at our next meeting)
- Sign Guidelines (we will discuss this forthcoming chapter at our next meeting).

The content of this document has not been through a full internal review by city staff. The task force will have the opportunity to review an entire draft of the design standards and guidelines prior to official public review and comment.
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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 6
- Organization and Format ........................................................................ Page 7
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 much of Arapahoe Square is defined by its lack of existing 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 high density, but human scaled, mixed-use district with a strong sense of place.

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 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.

Additional detail regarding each of the guiding principles above is provided in the introduction to each chapter of the design standards and guidelines.
PURPOSE OF THE DESIGN STANDARDS & GUIDELINES

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 “5.0 Design Review Process” on page 51 for more information.
APPLICABILITY

All new construction, exterior renovation, site impacts, signage projects, and new or expanded outdoor use areas proposed in the design review area illustrated in Figure 1 above are subject to Design Advisory Board (DAB) review using these standards and guidelines.

CONTEXT

Arapahoe Square immediately adjacent to the Central Business District. Bound by Park Avenue, 20th Street, the alley between Welton and Glenarm and the alley between Larimer and Lawrence.

GENERAL CHARACTER

Arapahoe Square is an eclectic diverse with diverse building designs and uses. It provides a connection between downtown and neighborhoods to the north, as well as the fast-developing River North area.

KEY STREETS

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

- **20th Street** is especially urban with direct adjacency to the Downtown core.

- **21st Street** is identified in the 2011 Northeast Downtown Neighborhoods Plan as a transformative “festival” street that will provide pedestrian and bicycle connections between Coors Field and Benedict Fountain Park. The street is envisioned to become a linear park and serve as a community-gathering place.

  21st Street has three primary character areas:

  - **Benedict Fountain Park to Welton:** Placeholder for description
  - **Welton to Broadway:** Placeholder for description
  - **Broadway to Larimer:** Placeholder for description
  - **Larimer to Coors Field:** Placeholder for description

  Two important gateway corners are also identified along 21st Street:

  - **21st and Broadway:** Placeholder for description
  - **21st and Arapahoe:** Placeholder for description

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, 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 illustrated at left.
Arapahoe Street is an important regional connection for pedestrians and cyclists. Placeholder for additional description

Broadway is identified as a “Grand Boulevard” in the 2007 Downtown Area Plan. The street is envisioned to have an urban character with significant building massing.

Curtis Street is identified in the Northeast Downtown Neighborhoods Plan as an important pedestrian connection between Curtis Park and central downtown.

Park Avenue forms the northwestern border to the Arapahoe Square area and serves as an important transition to the adjacent Curtis Park neighborhood.

Welton Street is an important transit corridor linking Arapahoe Square to central downtown. It provides a transition to the Clements Historic District to the southeast and the 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.

DENVER ZONING CODE REQUIREMENTS FOR KEY STREETS

The Denver Zoning Code (DZC) provides specific requirements for some Key Streets in Arapahoe Square. Such requirements address required build-to ranges (see page 12) and upper story setbacks (see page 28).

Task force note: Descriptions of Key Streets and specific objectives will be presented and discussed at task force meeting 8.
POLICY AND REGULATORY FOUNDATION

The Arapahoe Square Design Standards and Guidelines serve as one of a number of documents involved in the City’s planning and development process. The Guidelines are intended to implement adopted City plans and policies while working within existing regulations. Key policy and regulatory documents 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 orderly growth and expansion of the City.

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

NORTHEAST DOWNTOWN NEIGHBORHOODS PLAN
The 2011 Northeast Downtown Neighborhoods Plan functions as the official planning document for the neighborhood. Adopted by City Council, it is an element of the City’s Comprehensive Plan and provides guidance for private development and public improvements. It is used by public agencies, utilities, neighborhood and business organizations, residents, business owners, land owners and private developers.

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 also aims to protect the character and desired traits of Denver’s neighborhoods.

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.

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. This 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.
ORGANIZATION AND FORMAT

The Arapahoe Square Design Standards and Guidelines are organized into chapters that address different levels of design, or specific design topics.

- **Chapter 1: Site Design** addresses 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.

- **Chapter 2: Building Design** addresses the vertical component of development and redevelopment, which includes the visual and functional character of individual buildings.

- **Chapter 3: Streetscape** addresses the character of the public right-of-way between the street and the primary street property line.

- **Chapter 4: Signs** provides guidance for the location and design of signage on buildings in Arapahoe Square.

- **Chapter 5: Design Review Process** outlines the process for design review by City Staff and the Arapahoe Square Design Advisory Board.

Chapters 1-4 each begin with a set of guiding principles. Each topic within the chapter is then addressed at three levels:

- **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.”

The guiding principles, intent statements, design standards and design guidelines provide structure for the design review process, but are not intended to discourage flexibility or creativity.

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**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.
Sample Design Guidelines Format

To increase clarity and ease-of-use, the individual design standards and guidelines pages in Chapters 1-4 use a standard format as summarized below. The standard format includes topic headings, intent statements related to the topic, design standards, design guidelines, additional information about appropriate strategies and illustrations or diagrams. The chart below uses a sample page from Chapter 2 (page 38) to indicate each key element.

**A → Street Level Design**

32. Pedestrian entrances shall front onto a public street or street-facing open space.

**B → Building Entries**

33. Locate residential entrances no more than approximately 3 feet above the level of the adjacent sidewalk.

**D → INTENT STATEMENTS**

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

**E → DESIGN STANDARDS**

2.41 Pedestrian entrances shall front onto a public street or street-facing open space.

2.42 The design of primary entries should 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.

**F → DESIGN GUIDELINES**

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

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

2.45 For buildings with multiple tenants, consider dividing the façade into narrow widths or bays and provide multiple secondary access points to animate the street.

**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.

34. Pedestrian entrances shall front onto a public street or street-facing open space.

33. Locate residential entrances no more than approximately 3 feet above the level of the adjacent sidewalk.

**G → SIDEBARS**

Indicates an appropriate approach

Indicates an inappropriate approach

Figure 2: Sample 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
- Site Design on Key Streets ..................................................................................... Page 22

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.
Site design addresses 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.

This chapter provides design standards and guidelines for key site design topics, including street frontage, open space, surface parking and service areas. Most of the design standards and guidelines apply to site improvements throughout Arapahoe Square, but some context-specific standards and guidelines apply specifically to Key Streets such as Curtis and 21st Street.

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.

**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.

- **Human Scale.** Site designs that promote a sense of human scale provide respite from the busy urban environment and encourage pedestrian activity throughout 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 between the district and adjacent neighborhoods.

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

Task force note: The guiding principles above express the goals for the continued evolution of Arapahoe Square. These principles shape the intent statements, which in turn define the design standards and guidelines.
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 be located adjacent to 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.
### INTENT STATEMENTS

- To provide a well-defined edge along the sidewalk and public realm that supports a vibrant pedestrian experience.
- To promote a variety of experiences along the street frontage, including urban street edges, enhanced setback areas and private open spaces.
- To encourage street frontage configurations that are linked to street level uses in the building.

### WHAT IS AN URBAN BUILDING EDGE?

*An urban building edge is an active street frontage created when buildings are located at or near the primary street property line.*

*Urban building edges directly activate the street and sidewalk with building entries and activities. Note that the standards and guidelines for “Street Level Design” on page 37 apply to urban street edges.*

### DESIGN STANDARD

**1.01 The street frontage shall be defined with pedestrian oriented features.**

Use one or more of the following features:

- An urban building edge (see “What is An Urban Building Edge?” at left for more information)
- An enhanced setback or open space area (see “What is an Enhanced Setback?” on page 14 at left for more information)

### DESIGN GUIDELINES

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

Use one or more of the following features:

- An urban building edge with active uses
- Enhanced setback areas that are used for pedestrian seating or outdoor dining
- Courtyards or other open spaces that are directly connected to building entries and active uses

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

Use one or more transitional features, such as:

- Landscape setbacks
- 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, an urban building edge (rather than an enhanced setback or open space) may be most appropriate.
- In order to provide relief and variety, enhanced setbacks and open space may be most appropriate where surrounding frontages include only urban building edges.
Street Frontage Options

Placeholder: A full page sidebar describing and illustrating a range of options for commercial and residential building frontages. Will also describe the relationship between zoning build-to requirements and street frontage DSG.

DENVER ZONING CODE BUILD-TO REQUIREMENTS

Placeholder: Section illustrating Denver Zoning Code build-to requirements and the open space build-to alternative.

EXPERIENCES ALONG THE STREET

Placeholder: Section illustrating how urban street edge, enhanced setbacks and open spaces create varied experiences along the street.
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 areas along the street frontage that offer pedestrian respite
- To encourage a variety of open spaces, such as courtyards, plazas, and pocket parks

**WHAT IS AN ENHANCED SETBACK?**

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.

**WHAT IS AN 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
- Pedestrian pathways leading into a development

Note that the open space described in this section is generally located on private property. Features used to meet the “Private Open Space” Build-to alternative provided in the Denver Zoning Code must meet the standards and guidelines in this section.

**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.

1.06 Enhanced setback and open space areas shall include integrated pedestrian-scale lighting to encourage evening use and to enhance security.

1.07 High glare security lights shall not be used to illuminate an enhanced setback or open space area.

1.08 Open Spaces, such as courtyards and plazas, shall be located adjacent to primary pedestrian building entries or along routes that lead to primary building entries.

1.09 Open Spaces, such as courtyards and plazas, shall be located adjacent to active building uses.

Active uses include, but are not limited to:

- Retail storefronts
- Restaurants and cafes
- Building lobbies

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

1.11 Adjacent building facades should help activate and provide security for enhanced setback and open space areas.

Activating features may include, but are not limited to:

» Transparent windows linked to active building uses
» Taller street level floor-to-floor heights
» Canopies and awnings

See “Street Level Design” on page 37 in Chapter 2.0 for more information.

1.12 Enhanced setback and open space areas should be designed to complement adjacent building uses.

Complementary designs could 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

1.13 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

1.14 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

1.15 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 Where possible, enhanced setback and open space areas should incorporate sustainable stormwater management systems.

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

1.18 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.

1.19 Consider integrating public art into an enhanced setback or open space area.
Vehicle Access

**INTENT STATEMENTS**

- To minimize conflicts between vehicles, pedestrians and cyclists
- To promote the use of alleys as the primary means of accessing vehicle parking and loading areas
- To minimize curb cuts through consolidation of vehicle access points
- To establish a pedestrian emphasis at vehicle access points
- 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 “Site Design on Key Streets” on page 22 for more information.

**DESIGN STANDARDS**

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

   » When alley access is not feasible, vehicle access shall be limited to one access per zone lot.

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

1.22 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

1.23 When located on a primary 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

1.24 Vehicle access shall be clearly defined with appropriate signage.

**DESIGN GUIDELINES**

1.25 With the exception of some Key Streets, vehicle access should be provided from the street at the short end of the block to maintain the public realm on the long end of the block.

   See “Site Design on Key Streets” on page 22 for more information

1.26 Vehicle access points should be located and designed to maintain an active street edge.

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

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

1.28 When possible, vehicle access points should be combined for multiple tenants to minimize impacts on the public realm.
Vehicle Access Options

**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 “Site Design on Key Streets” on page 22 for more information)

**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 5: Vehicle Access Options**

*Task force note: This page provides a preliminary draft of graphic material that is under development to illustrate design concepts throughout the document.*

*Task force note: Text and graphics related to Key Streets is under development.*

*Task force note: Graphic to be updated to illustrate compatible vehicle access design.*
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

1.29 Surface parking shall not be permitted between building facades and streets.

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

1.31 Surface parking shall not be the dominant site characteristic.

1.32 Parking shall be screened from streets, enhanced setback areas and open spaces with a minimum of one deciduous canopy tree for every 50 linear feet of perimeter area.

1.33 Landscape medians a minimum of 6 feet in width shall be located at a minimum interval of every 15 parking spaces.

1.34 Parking lots shall incorporate glare-free lighting.

Task force note: Numerical dimensions are adapted from DZC Article 10 (which generally does not apply to D-AS (Downtown Parking standards are located in Article 8))
Parking

Vehicular Surface Parking (continued)

14. Placeholder: Adequate signage and wayfinding should be provided for orientation and accessibility.

**DESIGN GUIDELINES**

1.35 Surface parking lots should not be placed directly adjacent to sidewalks.

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

   Appropriate features include:
   - Permeable paving
   - Bioswales and bioretention areas

1.37 Pedestrian access from the parking lot to the primary street sidewalk should be provided.

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

1.39 Surface parking lots should be designed to provide opportunities for pop-up events and public gatherings.

1.40 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 to 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 provision of additional bicycle parking beyond minimum requirements.

DESIGN STANDARDS

1.41 Bicycle racks shall provide two points of contact to the bicycle frame that are approximately 30 inches apart.

1.42 Bicycle racks shall be located within 50 feet of the primary pedestrian entrance and shall be highly visible from the public right-of-way.

1.43 Bicycle racks shall not impede pedestrian traffic.

PUBLIC WORKS BICYCLE FACILITY REQUIREMENTS

The City of Denver’s Department of Public Works provides standards for the design of requirement 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.

DESIGN GUIDELINES

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

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

Consider:
- Creative place making
- Integration of public art

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

DESIGN STANDARDS

1.46 On-site loading and/or service areas shall be located on the alley, or within the building mass and away from pedestrian focused areas such as sidewalks or open space.

» When it is not feasible to integrate loading and service areas underground, or within the building mass, locate these activities to limit negative impacts on the safety, comfort and quality of the public realm.

» Where appropriate, use high-quality architectural elements and landscape design to screen these activities from public view.

1.47 Lighting shall be provided for service activities to promote a safe atmosphere along all edges of the development.

1.48 Ventilation shafts, grates, and other above-ground mechanical or site servicing equipment, shall be located away from the public realm.

1.49 Dumpsters shall be recessed and screened with high-quality materials and/or landscaping that are consistent with the building.

1.50 Rooftop mechanical systems should be screened so that it is not visible from the primary street or adjacent neighborhoods.

DESIGN GUIDELINES

1.51 The combination of multi-tenant service areas is strongly encouraged to maximize the development potential and to enhance the public realm.

1.52 When possible, combine the service areas with the vehicle parking access to minimize overall impacts to the pedestrian realm.
KEY STREETS IN ARAPAHOE SQUARE

The design standards and guidelines on this page recognize the unique context of several Key Streets throughout Arapahoe Square, as illustrated on the map at left. It is important to note that all other relevant standards and guidelines in this document also apply to the Key Streets, including the building design guidelines for Key Streets on page 45.

See “Context” on page 4 in the Introduction for more information about Key Streets in Arapahoe Square, including special Denver Zoning Code requirements that apply to some Key Streets.

INTENT STATEMENTS

Placeholder: Intent statements for Key Streets

DESIGN STANDARDS

Placeholder: Design standards for Key Streets

DESIGN GUIDELINES

Placeholder: Design guidelines for Key Streets

Task force note: We will present and discuss material for key streets at task force meeting 8.
2.0 BUILDING DESIGN STANDARDS & GUIDELINES

This chapter includes:

- Introduction to the Building Design Standards & Guidelines ................................ Page 24
- Building Mass & Scale ........................................................................................................ Page 26
  » Upper Story Setback ........................................................................................................ Page 28
  » Upper-Story Setback: Zoning Alternative ............................................................... Page 29
- Facade Design ........................................................................................................................ Page 32
  » Building Articulation ........................................................................................................ Page 33
  » Building Materials ........................................................................................................... Page 36
- Street Level Design ............................................................................................................. Page 37
  » Building Entries ............................................................................................................ Page 38
  » Street Level Transparency ........................................................................................... Page 39
- Structured Parking Design ................................................................................................ PAGE 40
- Special Contexts & Building Forms .................................................................................. Page 42
  » Point Tower Form ........................................................................................................ Page 42
  » Historic Landmark Transitions .................................................................................... Page 44
  » Building Design on Key Streets .................................................................................. 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. Most design standards and guidelines apply to projects throughout Arapahoe Square, but some context-specific standards and guidelines apply specifically to Key Streets such as Curtis and 21st Street.

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 promote a sense of human scale encourage pedestrian activity throughout Arapahoe Square.
- **Creativity.** Buildings that incorporate innovative and unique design solutions help to reinforce Arapahoe Square’s special character and wide variety of eclectic designs.
- **Context.** Buildings that are sensitive to their context help ensure harmonious relationships throughout Arapahoe Square and between the district and 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.** Allows a base building height with flexible requirements
- **General 2 Building.** Allows flexibility for greater building height if structured parking is wrapped with other uses, located underground or not provided on site.
- **Point Tower.** Allows slender tower building forms that preserve views and maximize sky exposure while also minimizing the visibility of structured parking (see “Point Tower Building Form” on page 42 for more information). The design guidelines and standards in this Chapter are intended to build on DZC building form requirements.
Building Design Overview

Placeholder: Labeled graphic of a full block frontage that provides an overview of how the guiding principles, intent statements, standards and guidelines come together.

Task force note: This page will include graphic material that is under development to illustrate design concepts throughout the document.
INTENT STATEMENTS

• To promote a human-scaled urban environment
• To define the public realm with compatibly-massed building facades
• To promote development that reflects the diverse range of building heights in Arapahoe Square, including existing lower-scale buildings with historic integrity
• To provide 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 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 28 for more information)
» Clearly define the street level (see “Street Level Design” on page 37 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 36 for more information).

2.02 Buildings shall incorporate massing features that establish compatible relationships with adjacent lower-scale buildings.

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 “Building Articulation” on page 33 for more information)
» A step down toward the lower-scale building

2.03 Buildings with street frontage of more than approximately 150 feet shall incorporate at least two massing techniques to help to break the building into smaller modules that relate to human scale.

Appropriate massing techniques to differentiate building modules include:

» A change in building height of two or more stories along the street frontage
» A change in materials extending the full height of the lower story building facade
» A change in wall plane of at least 2 to 3 feet extending the full height of the lower-story building facade

See “Human Scale Building Massing” on page 27 for more information

DESIGN GUIDELINE

2.04 Where possible, a building should be designed to maximize natural daylighting.

Appropriate techniques include:

» Allowing for natural daylighting to reach the maximum amount of actively use, interior spaces
» Articulating building facades to shade window areas

Task force note: Building mass & scale standards will be revised based on further evaluation and testing.
Human Scale Building Massing

Placeholder: Graphics defining and illustrating techniques for human scale building massing. DSG for using the individual techniques are provided on the following pages.

1. UPPER STORY SETBACKS

Task force note: This page will included graphic material that is under development to illustrate design concepts throughout the document.

2. HUMAN SCALE BUILDING MODULES

3. FACADE ARTICULATION

LOWER & UPPER STORY BUILDING FACADE

The lower story building facade will generally be considered as stories 1-5 (up to 70 feet), with everything above defined as the upper story building facade. 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 with everything above the setback defined as the upper stories.
Building Mass & Scale

Upper Story Setback

20. Placeholder for image

21. Upper story setbacks shall be integrated into the overall building design.

22. 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) requirements for the D-AS Zone Districts include a minimum Primary Street Upper Story setback at or below 5 stories and 70 feet on most streets in Arapahoe Square. The DZC requires an upper story setback for the full frontage along sensitive or transitional streets such as Park Avenue adjacent to the Curtis Park neighborhood. On most streets, however, the DZC excepts a percentage of the frontage (up to a maximum facade width without setback) from the required upper story setback.

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

Note that Upper Story setback requirements do not apply to Broadway or 20th street frontages.

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 eclectic 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 provide access to sunlight and views
- To help maintain visual connections throughout the neighborhood

DESIGN STANDARDS

2.05 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 “Building Articulation” on page 33 for more information)

DESIGN GUIDELINES

2.06 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

2.07 Where allowed, facade areas that are not set back should be located to highlight key building features such as primary entries or corner locations.
**INTENT STATEMENTS**

- To provide flexibility for creative upper story setback designs that integrate into the overall design of the building
- To promote innovative building designs that maintain a general appearance of a predominantly 5-story building height along the street frontage

**DENVER ZONING CODE UPPER-STORY SETBACK ALTERNATIVE**

Where the Denver Zoning Code (DZC) requires an upper story setback, 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 DZC where the alternative is found to meet the design standards and guidelines provided on this page.

**DESIGN STANDARD**

2.08 Alternative upper story setback designs 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 if the total resulting surface setback area is 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.
- Areas that are set back more than 30 feet do not apply towards the total setback surface area.

See “Upper Story Setback Area” at left for more information

**DESIGN GUIDELINES**

2.09 When possible, alternative upper story setback designs should incorporate curves, angles or other innovative setback configurations.

2.10 Alternative upper-story setback designs should promote access to light and views 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 views and light from upper story windows or deck areas on adjacent properties

2.11 Alternative upper-story setback designs should promote compatible mass-and-scale relationships among buildings.

Appropriate techniques include:
- Locating facade areas with little or no upper story setback at a street corner or other location where strong building massing is desired
- Providing a significant upper story setback area adjacent to designated historic districts and historic Denver Landmark buildings
Working With Upper Story Setbacks

Options for Expressing the Upper Story Setback

Task force note: This page provides a preliminary draft of graphic material that is under development to illustrate design concepts throughout the document. Graphics will be noted/dimensioned to show how the setback varies by street frontage.
Working with the Upper Story Setback Alternative

MEASURING UPPER STORY SETBACK AREA

Alternative setback designs must provide a total setback area equal to, or greater than, the area of a 10 foot upper story setback for the full width of the street-facing building facade at or below 5 stories and 70 feet.

For example, on a sample lot with 200 feet of primary street frontage, an upper story setback of 10 feet for the full frontage would have a total area of approximately 2,000 square feet (10’x200’). An alternative design that incorporated a range of building setbacks from 1 to 30 feet in depth between the first and fifth floors (70 feet) could be considered if it provided a minimum of approximately 2,000 square feet of setback area.

OPTIONS FOR EXPRESSING THE UPPER STORY SETBACK ALTERNATIVE

Figure 9: Working with the Upper Story Setback Alternative

Task force note: This page provides a preliminary draft of graphic material that is under development to illustrate design concepts throughout the document. Graphics will be noted/dimensioned to show how the setback is calculated and reallocated per the alternative.
INTENT STATEMENTS

- To promote visually interesting building 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 engage the public realm with building facades that incorporate transparency and other openings
- To provide visual connections to active uses

STREET LEVEL TRANSPARENCY

Design standards and guidelines for street level transparency are provided on page 39. Note that The Denver Zoning Code (DZC) requires a minimum percentage of street level transparency.

DESIGN STANDARDS

2.12 The lower story primary street-facing building facade above the street level shall integrate a minimum of 60% transparent window glazing or openings into interior spaces such as structured parking.
   » Minimal use of opaque glass is acceptable to continue glazing patterns where screening of utilities is required.
   See “Lower & Upper Story Building facade” on page 33 for more information

2.13 The upper story primary street-facing building facade shall integrate a minimum of 40% to 50% transparent window glazing.
   » Minimal use of opaque glass is acceptable to continue glazing patterns where screening of utilities is required.
   See “Lower & Upper Story Building facade” on page 33 for more information

2.14 Window openings shall be designed to provide depth of detail on the building 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

2.15 Non primary street-facing facade areas that are visible from surrounding streets and properties shall integrate visually interesting design features to avoid the appearance of long blank walls.
   Such features include:
   » Transparency consistent with standards for primary street-facing facades
   » Murals or other art works
   » Super graphic treatments
   » Wall design systems with articulation and variations in materials

DESIGN GUIDELINES

2.16 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.

2.17 Transparent areas on the lower story building facade should be located to provide visibility into active uses.
   See “Lower & Upper Story Building facade” on page 33 for more information
Chapter 2.0 Building Design Standards & Guidelines (10/18/15)

**INTENT STATEMENTS**

- To ensure cohesive facade designs
- To introduce human scale facade features that visually relate to the typical rhythm of historic lot widths in Arapahoe Square
- To maintain a sense of human scale on the lower-story building facade (see “Human Scale Building Design” on page 26 for more information)

**LOWER & UPPER STORY BUILDING FACADE**

The lower story building facade will generally be considered as stories 1-5, with everything above defined as the upper story building facade. 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 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 28 for more information.

**DESIGN STANDARDS**

2.18 The lower story building facade shall be vertically articulated into bays that are a maximum of approximately 25 to 80 feet in width.

- Appropriate articulation techniques include:
  - Vertical facade offsets not less than 1 foot deep and 4 inches wide (see page 35 for more information)
  - Vertical facade projections not less than 1 foot deep and 4 inches wide (see page 35 for more information)

2.19 The lower story building facade shall incorporate at least one horizontal articulation technique.

- Appropriate horizontal articulation techniques include:
  - Facade projections (see page 35 for more information)
  - Changes in material or texture (see page 35 for more information)
  - Upper story setbacks in addition to those required by the Denver zoning code (see the sidebar at left for more information)

See page 37 for horizontal articulation techniques to define the street level.

2.20 The upper story building façade shall be vertically articulated into bays that are a maximum of approximately 80 feet in width.

- Appropriate articulation techniques include:
  - Vertical facade offsets (see page 35 for more information)
  - Vertical facade projections (see page 35 for more information)

2.21 The upper story facade of a building over 8 stories in height shall incorporate at least one horizontal articulation technique.

- Appropriate articulation techniques include:
  - Facade projections (see page 35 for more information)
  - Changes in material (see page 35 for more information)
  - Upper story setbacks above the sixth floor
  - Horizontally-aligned balconies or terraces at least 4 feet in depth (see page 35 for more information)

*Task force note: Articulation standards will be revised based on further evaluation and testing.*
2.22 Articulation elements should be integral to the building form.

» Where possible, continue lower-story vertical and horizontal articulation techniques onto the upper-story building façade.

» Consider using articulation techniques, such as a change in materials or setback, to highlight structural building modules and differentiate building uses at the street level.

2.23 Building 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 Building façade” on page 33 for more information.

2.24 Building articulation should relate the building to the context and adjacent building forms.

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

2.25 Visible secondary (non street-facing) facades should be articulated to reduce their visual mass and scale.

» Articulation should be considered for taller secondary facades that are visible from the public realm.

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

Design standards for articulation are intended to relate to the original 25 foot lot widths and 80 foot street width in Arapahoe Square. As described in Standard 2.18. Vertical articulation shall 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 building facade as described in Standard 2.20.
Building Articulation Techniques

The design options described and illustrated below may be used individually, or in combination, to meet the intent of the design guidelines for building articulation. Note that other creative building articulation strategies may also be appropriate.

1. FACADE OFFSETS

Facade offsets include vertical notches or breaks in the building façade. They often extend the full height of the lower and/or upper-story building façade, and may be combined with changes in roof form or building materials.

2. FACADE PROJECTIONS

Facade projections help break down the visual mass and scale of a larger building by introducing facade features that visually relate to the typical rhythm of historic lot and facade widths. Facade projections include vertical pilasters, or columns, as well as horizontal bands, moldings or cornices.

3. CHANGES IN MATERIAL/TEXTURE

Variations in material or texture add visual interest and express typical façade widths. Such changes may be vertical or horizontal and often follow a repeating pattern.

4. BALCONIES OR TERRACES

Horizontally-aligned balconies or terraces promote human scale on the upper-story building façade by introducing elements with a familiar scale that also help visually divide the building into smaller modules.

Figure 10: Building Articulation Techniques

Task force note: Graphic to be updated.
Facade Design

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

Task force note: Numerical dimensions are adapted from existing Arapahoe Square DSG

DESIGN STANDARDS

2.27 Building materials used on visible facade areas shall be of proven durability.
   » Applicants may be required to demonstrate the durability of new or unusual materials.

2.28 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

2.29 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

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

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

DESIGN GUIDELINES

2.32 Building materials should be selected and applied to convey a sense of human scale.
   » Add visual interest through texture, finish and detailing.
   » Apply materials in units, panels or modules that produce shadow lines to help convey a sense of scale.

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

2.34 Carefully detailed combinations of building materials should be used to reinforce building mass and scale and articulation techniques.
   See “Building Mass & Scale” on page 26 and “Building Articulation” on page 33 for additional information

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

2.36 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

2.37 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 “Building Articulation” on page 33 for more information

2.38 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

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

2.40 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

2.41 Pedestrian entrances shall front onto a public street or street-facing open space.

2.42 The design of primary entries should 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

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

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

2.45 For buildings with multiple tenants, consider dividing the façade into narrow widths or bays and provide multiple secondary access points to animate the street.
INTENT STATEMENTS

- To animate and provide visual interest along the pedestrian frontage.
- To enhance safety with “eyes on the street.”
- To visually link the sidewalk with building activities.

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 guidelines and standards in this section are intended to build on DZC transparency requirements.

DENVER ZONING CODE ACTIVE USE REQUIREMENTS

The DZC requires a minimum percentage of “street level active use” (uses other than parking or other inactive uses).

As described in this section, street level active uses shall be linked to transparent facade areas.

DESIGN STANDARDS

2.46 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” at left for more information

2.47 Transparency shall be appropriately dispersed at the street level to avoid expanses of blank walls.

DESIGN GUIDELINE

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

35. Placeholder for image: “Transparency shall be appropriately dispersed throughout the ground floor.”
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 are activated with ground floor retail or other pedestrian-oriented uses.

• To clearly identify the parking entrance and sign parking areas for orientation and accessibility.

• 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

2.49 The design of facade areas with visible structured parking shall be integrated into the design of upper story building facades.

Appropriate techniques include:

» Using similar building materials on the facade of structured parking as those used on the upper story building facade.

» Extending vertical and horizontal articulation across the facade of structured parking facades and the upper story building facade.

See “Building Articulation” on page 33 for more information.

2.50 Facade areas with visible structured parking shall maintain the pattern of openings seen on the overall building facade and the surrounding context.

» Use similar opening proportions to those on the overall building facade.

» Align openings with those on adjacent buildings or facade areas, when possible.

"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 that is not wrapped with another use.

Task force note: These standards and guidelines only address structured parking that faces the street and is part of a building with other uses. Additional design standards and guidelines may be included to address the design of stand-alone parking structures.
Chapter 2.0 Building Design Standards & Guidelines (10/18/15)

**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)**

2.51 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, private streets and plazas or open space.

2.52 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

2.53 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**

2.54 Facade areas with visible structured parking should be fully enclosed and ventilated whenever possible.

2.55 Light pollution and impacts to the public realm should be minimized through the use of LED lighting within structured parking areas.

2.56 Locate vehicular ramps and circulation internal to the structure when feasible to maintain the natural horizontal rhythm of street-facing building facades.

2.57 Servicing, parking access and utilities should be coordinated to maximize efficiently and minimize the negative impacts to the adjacent properties and the public realm.

38. Fully enclosed structured parking shall maintain the same materials and finish of the building to create a cohesive building facade.

39. Placeholder: Parking access points, service areas and ventilation shall not adversely affect the primary street sidewalk and overall public realm.
Special Contexts & Building Forms

Point Tower Form

### 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.

### Intent Statements

- To promote buildings that contribute positively to the Denver skyline
- To provide flexibility for tall slender buildings that fit harmoniously within the surrounding context and preserve views and sky exposure from the street, sidewalk and open spaces
- To promote a diverse range of building heights that reflect the eclectic context of Arapahoe Square
- To ensure appropriate locations for the tallest building elements in Arapahoe Square.

### Design Standards

2.58 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

2.59 The Street-facing facade of a Point Tower shall not exceed approximately 125 feet in width.

2.60 A Point tower shall be designed to be viewed from all sides.
DESIGN STANDARDS (Continued)

2.61 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.

2.62 The street level of a Point Tower shall promote an active, pedestrian-oriented sidewalks and open spaces.

See “Street Level Design” on page 37 for more information.

2.63 A Point Tower up to 250 feet in height shall be separated from any other Point Tower by a minimum of approximately 80 feet.

2.64 A Point Tower over 250 feet in height shall be separated from any other Point Tower by a minimum of approximately 100 feet.

DESIGN GUIDELINES

2.65 A point tower should contribute to the quality and character of the Denver skyline. Appropriate techniques include:
» Incorporating a “cap” or other element that creates an integrated conclusion to the tower
» Locating point towers to frame view of Downtown or the mountains
» Using high-quality building materials and design treatments on all visible facades (see Guideline 2.28 below)

2.66 Consider creative Point Tower designs. Creative solutions are appropriate for:
» Tower shape
» Facade design
» Lower story (base) design (see “Lower & Upper Story Building facade” on page 33 for more information)

2.67 The placement, spacing and orientation of point towers should be sensitive to other existing and planned buildings.

2.68 Consider locating a Point Tower on a prominent corner to serve as a visual anchor or gateway.

2.69 A Point Tower should provide a range of high-quality, comfortable private and shared outdoor amenity spaces throughout the site.

Such spaces may include:
» Rooftop amenity decks located above the lower stories
» Large terraces
» Usable green roof areas

Task force note: Point Tower spacing dimensions are being evaluated/tested.
INTENT STATEMENTS

- To promote high-quality, four-sided, design on building facades that may be visible from an adjacent historic district
- To provide a transition in scale to contributing buildings across an alley in the Ballpark and Clements historic districts
- To promote design compatibility on building facades that are adjacent to a designated Denver Landmark Structure

HISTORIC LANDMARKS & DISTRICTS

Arapahoe Square includes several 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 from Arapahoe Square

DESIGN STANDARDS

2.70 A new building located adjacent to a historic district shall incorporate high-quality design features on all visible facades, including the rear facade.

Such features include:

» High quality materials (see “Building Materials” on page 36 for more information)

» Vertical and horizontal articulation techniques see “Building Articulation” on page 33 for more information

2.71 Visible structured parking shall not be located above the height of an adjacent Denver Landmark structure or 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 “Building Articulation” on page 33 for more information)

DESIGN GUIDELINES

2.72 The mass and scale of a new building should reflect mass and scale characteristics of and adjacent Denver Landmark structure or contributing structure in a historic district.

Appropriate techniques include:

» Wrapping parking with another use

» Locating parking underground

» Limiting structured parking to the lower levels of a building so that it is not located above an adjacent historic structure (for example, if the adjacent historic structure is two stories in height, structured parking would not be located above the second floor)

See “Visible Structured Parking” on page 40 for more information
Special Contexts & Building Forms

Building Design on Key Streets

**Figure 11: Key Streets in Arapahoe Square For Building Design**

**INTENT STATEMENTS**

Placeholder: Intent statements for Key Streets

**KEY STREETS IN ARAPAHOE SQUARE**

The design standards and guidelines on this page recognize the unique context of the following Key Streets throughout Arapahoe Square:

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

It is important to note that all other relevant standards and guidelines in this document also apply to the Key Streets, including the site design guidelines for Key Streets on page 22.

See “Context” on page 4 in the Introduction for more information about Key Streets in Arapahoe Square, including special Denver Zoning Code requirements that apply to some Key Streets.

**DESIGN STANDARDS**

Placeholder: Design standards for Key Streets

**GATEWAY CORNERS ON 21ST STREET**

“Gateway corners” with strong building massing will help invite pedestrians onto active sections of 21st Street. The following gateway corners have been identified:

- The intersection of 21st Street and Arapahoe Street
- The intersection of 21st Street and Broadway

See Figure 11 above for the locations of Gateway Corners.

**DESIGN GUIDELINES**

Placeholder: Design guidelines for Key Streets

Task force note: We will present and discuss material for Key Streets at task force meeting 8.
### 3.0 STREETSCAPE GUIDELINES

Placeholder: Forthcoming chapter addressing cohesive treatment of streetscape and landscape area along the sidewalk and between the sidewalk and the street – Note that the design review process will not have specific authority over areas within the public right-of-way.

Task force note: We will present and discuss Streetscape topics in task force meeting 8.
4.0 SIGN GUIDELINES

Placeholder: Forthcoming chapter addressing the location and design of signage on buildings in Arapahoe Square.

Task force note: We will present and discuss Signage topics in task force meeting 8.
5.0 DESIGN REVIEW PROCESS

This chapter includes:

- The Design Review Process ................................................................. Page 52
The Arapahoe Square 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 Arapahoe Square Design Advisory Board (DAB) will review all submittals for conformance with the Arapahoe Square Design Standards and Guidelines. 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.

**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 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 __-__ for the required 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.

**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 Design Development submittal. The DAB may require additional submittal materials and subsequent meetings with the Board before proceeding to the Final Design Review phase.
The Design Review Process (Continued)

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 Phase, is to demonstrate compliance with Design Standards and Guidelines and obtain a final recommendation from the DAB. See pages __-__ for the Final Design Review submittal checklist.

CPD staff will review the Final Design Review submittal and make a recommendation to the DAB for approval, approval with conditions, or denial.

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.

DESIGN CONFIRMATION BY THE DESIGN ADVISORY BOARD

The purpose of this meeting is to confirm that the final project design conforms with the 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.

SUMMARY OF THE 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 12: Summary of the Design Review Process
APPENDIX

Contents

- Glossary of Terms ........................................................................................................... ii

Task force 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.

**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.

**Key Streets.** Unique or important streets in Arapahoe Square where context-specific design guidance is provided.

**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.

**Lower Story Building 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.

**Private Open Space.** A build-to alternative provided in the Denver Zoning Code must meet the standards and guidelines in this section.

**Public Realm.** Placeholder for definition

**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. Artificial or synthetic materials do not meet the district objectives of quality materials.

**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.

**Secondary Facade.** Placeholder for definition

**Supergraphic.** Placeholder for definition

**Upper Story Building 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.

**Urban Street Edge.** An urban building edge is an active street frontage created when buildings are located at or near the primary street property line. Urban building edges directly activate the street and sidewalk with building entries and activities. Note that the standards and guidelines for “Street Level Design” on page 37 apply to urban street edges.

**Wall Murals.** Placeholder for definition

**Placeholder: Additional defined terms.**
This table lists primary intent statements, standards and guidelines from the existing Arapahoe Square DSG (adopted 1998). It then indicates how the existing material is being integrated into the proposed system of zoning and updated DSG. The table is included for informational purposes and will be further updated as the project proceeds.

While many of the intent statements, design standards and guidelines from the existing DSG are included in the current draft of the new DSG, some language has been modified or improved upon based on task force discussion, staff research, and expert comments. In some cases, design topics (i.e., minimum build-to requirements) that are addressed in the existing DSG are proposed to be addressed in the updated zoning for Arapahoe Square. Note that some topics are proposed to be addressed in both the new zoning and updated DSG (i.e., minimum build-to requirements would be addressed in the new zoning, with additional information provided in the updated DSG). In these cases, there is a ‘✓’ for both the zoning and DSG.

<table>
<thead>
<tr>
<th>Site Access</th>
<th>Will be Integrated Into:</th>
<th>New Zoning</th>
<th>Updated DSG</th>
<th>DSG Section</th>
<th>Other Comments</th>
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<tbody>
<tr>
<td>Intent</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>To minimize vehicular and pedestrian conflicts within a given block in order to improve and support the district as a walkable neighborhood.</td>
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<td></td>
<td>Site Design : Vehicle Access</td>
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<td>To minimize curb cuts and driveways thereby maximizing a continuous building “wall” adjacent to the street.</td>
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<td></td>
<td>Site Design : Vehicle Access</td>
<td></td>
</tr>
<tr>
<td>Standards</td>
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<td>✓</td>
<td></td>
<td>Site Design : Vehicle Access</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Developments having street frontage for 2/3 or more of the long side of a block may have a maximum of two curb cuts along the street.</td>
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<td></td>
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<tr>
<td></td>
<td>Those developments having street frontage for less than 2/3 of the block shall have the minimum number of curb cuts necessary to provide access to the property.</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Guidelines</td>
<td></td>
<td>✓</td>
<td>✓</td>
<td>PW Site Design Standards cover this topic.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Driveways should be oriented 90 degrees to the street.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Guidelines</td>
<td></td>
<td>✓</td>
<td>✓</td>
<td>Site Design : Vehicle Access</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Minimize the visibility of parking and driveway surfaces from the public right-of-way.</td>
<td>✓</td>
<td>✓</td>
<td>Updated zoning addresses parking location.</td>
<td></td>
</tr>
<tr>
<td>Guidelines</td>
<td></td>
<td>✓</td>
<td></td>
<td>Site Design : Vehicle Access</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Minimize the number of curb cuts to reduce conflicts between pedestrians and automobiles.</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>To minimize the visual impact of parking on the streetscape and the pedestrian experience.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Intent</td>
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<td>✓</td>
<td></td>
<td>Site Design : Vehicular Surface Parking</td>
<td>New zoning addresses parking location.</td>
</tr>
<tr>
<td></td>
<td>To increase pedestrian activity in the neighborhood by locating commercial uses at the street-level of parking garages.</td>
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<tr>
<td>Intents</td>
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<td>✓</td>
<td>Building Design: Structured Parking Design</td>
<td>New zoning addresses street level use.</td>
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<td>Surface Parking Lots</td>
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<td>✓</td>
<td>Site Design : Vehicular Surface Parking</td>
<td>New zoning addresses parking location.</td>
</tr>
<tr>
<td>Standards</td>
<td>All surface parking shall be located at the rear or side of the site in order to minimize gaps in the street wall. The preferred location shall be at the rear.</td>
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<td>✓</td>
<td>Site Design : Vehicular Surface Parking</td>
<td>New zoning addresses parking location.</td>
</tr>
<tr>
<td></td>
<td>If the building site is a corner lot, the building footprint shall occupy the corner with parking located away from the corner.</td>
<td>✓</td>
<td>✓</td>
<td>Site Design : Vehicular Surface Parking</td>
<td>New zoning addresses parking location.</td>
</tr>
<tr>
<td>Standards</td>
<td>Low walls or screens (5’ minimum) and landscaping shall be used to screen parking that is adjacent to the street front.</td>
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<td>✓</td>
<td>Site Design : Vehicular Surface Parking</td>
<td>Existing and new zoning addresses parking screening</td>
</tr>
<tr>
<td>Standards</td>
<td>No parking shall be permitted in the front setback.</td>
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<td>✓</td>
<td>Site Design : Vehicular Surface Parking</td>
<td></td>
</tr>
<tr>
<td>Guidelines</td>
<td>Upper building floors should be continued over parking access drives to maintain continuity of building facades along the street frontage.</td>
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<td></td>
<td>Building Design: Structured Parking Design</td>
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<tr>
<td>Parking Structures</td>
<td></td>
<td>✓</td>
<td>✓</td>
<td>Building Design: Structured Parking Design</td>
<td>New zoning requires a use other than parking for 70% of the façade.</td>
</tr>
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<td>Standards</td>
<td>Parking structures with street-oriented frontage shall provide the opportunity for leasable commercial space for not less than 30% of the ground level frontage.</td>
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<td>✓</td>
<td>Building Design: Structured Parking Design</td>
<td></td>
</tr>
<tr>
<td>Standards</td>
<td>Facades of parking structures that front the street must satisfy all standards described under Building Facades later in these guidelines.</td>
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<td></td>
<td>Building Design: Structured Parking Design</td>
<td></td>
</tr>
<tr>
<td>Standards</td>
<td>Facade openings which face any public right of way or open space shall be vertically and horizontally aligned with no exposed ramps and the floors fronting on such facades shall be level.</td>
<td>✓</td>
<td></td>
<td>Building Design: Structured Parking Design</td>
<td></td>
</tr>
</tbody>
</table>
### Standards
- Parking structures shall be designed to minimize the view of all parked cars and internal light sources from the adjacent public right-of-way or public open space for the full height of the structure.

### Guidelines
- The span and proportions of openings (excluding entry doors) in the facade of the parking structure should be similar to those of windows on adjacent buildings.
- Parking structures should utilize materials and architectural detailing found in the primary development being served.

### Loading and Service Area

#### Intent
- To reduce the impact of these activities on the appearance of the neighborhood.
- To minimize the negative impacts of service areas on pedestrian circulation, public streets, and adjoining property.
- Service areas shall be located so that their function is not readily visible from or disruptive to the street space.

#### Standard
- Loading docks and/or service areas shall be incorporated into building architecture.
- Service areas not incorporated into building architecture shall be screened from view of all public streets.

#### Guideline
- Storage and pick-up areas should be combined with other service and loading areas whenever possible.

### Right of Way Improvements

#### Intended
- Streetscape is addressed in the Northeast Downtown Neighborhood Plan. New construction should follow the recommendations of the Neighborhood Plan and subsequent policy requirements.

### Building Placement and Orientation

#### Intent
- To reinforce the urban characteristics of buildings and structures that define the street space.
- To promote development of buildings that encourage pedestrian activity through the incorporation of pedestrian-oriented uses at the ground level street frontage.
- No less than 50% of the building facade within the lower 80’ shall be oriented parallel to the street on which it fronts.

#### Standard
- Buildings with drive-through uses, where permitted, shall locate the building adjacent to the street front and locate drive-through lanes, menu/order boards and service windows away from street frontage.
- The majority of the street-oriented frontage of any building shall be occupied by active uses that are visually and physically accessible from the street.

#### Guidelines
- Buildings should be designed so that the majority of the building mass aligns with the sidewalk and street.
- Automotive-oriented uses should be located in a manner that supports the desired urban pedestrian-oriented characteristics of the B-8A.

#### Intent
- To define and contain the street space, thereby concentrating and reinforcing pedestrian activity and creating a sense of the street as ‘place.’
- To create a continuous street wall.
- To frame the mountain vistas (along the named streets) to the west.

<table>
<thead>
<tr>
<th>Standards</th>
<th>Guidelines</th>
</tr>
</thead>
<tbody>
<tr>
<td>✓ Building Design: Structured Parking Design</td>
<td>✓ Building Design: Structured Parking Design</td>
</tr>
<tr>
<td>✓ Site Design: Service Areas and Utilities</td>
<td>✓ Site Design: Service Areas and Utilities</td>
</tr>
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<td>✓ Site Design: Service Areas and Utilities</td>
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</tr>
<tr>
<td>✓ New Streetscape DSG will provide standards based on the Northeast Downtown Area Plan.</td>
<td>✓ Site Design: Street Frontage</td>
</tr>
</tbody>
</table>

| Site Design: Key Streets | New zoning requires a use other than parking for 70% of the façade. DSG, encourages commercial uses on Key Streets |
| Site Design: Street Frontage | New zoning does not permit drive-through uses. |
| Site Design: Key Streets | New zoning does not allow most automotive oriented uses. |
| Site Design: Street Frontage | Building to requirements in new zoning address this topic. |
| Site Design: Street Frontage | Building Design: Street Frontage |
| Site Design: Street Frontage | Building Design: Street Frontage |
| Site Design: Street Frontage | Building Design: Street Frontage |
| Site Design: Key Streets | Site Design: Key Streets |

<p>| Building Design: Enhanced Stepback and Open Space | Site Design: Street Frontage |
| Building Design: Expanded Stepback and Open Space | Site Design: Street Frontage |
| Building Design: Point Tower Form | Site Design: Street Frontage |</p>
<table>
<thead>
<tr>
<th>Intent</th>
<th>To frame the vistas to downtown and to Coors Field.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Standard</td>
<td>Buildings shall be built at, or within 10’ of the property line adjoining the street for no less than 65% of each zone lot frontage (see illustration p.3).</td>
</tr>
<tr>
<td>Guideline</td>
<td>New construction should create a strong and attractive street edge close to the sidewalk.</td>
</tr>
<tr>
<td>Guidelines</td>
<td>If the building does not occupy 65% of the zone lot, the build-to requirement may be met with the use of a screen wall and other landscaping elements.</td>
</tr>
<tr>
<td>Guideline</td>
<td>Site Design: Street Frontage</td>
</tr>
<tr>
<td>Guidelines</td>
<td>Site Design: Enhances Setback and Open Space</td>
</tr>
<tr>
<td>Guidelines</td>
<td>Zoning provides build-to alternative of Open Space, garden wall is not a permitted build-to alternative.</td>
</tr>
</tbody>
</table>

### Building Form Massing

<table>
<thead>
<tr>
<th>Intent</th>
<th>To moderate scale changes between adjacent buildings, and to integrate new construction into the context of lower-scale buildings through variation in form and mass that reflects adjacent architecture.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intent</td>
<td>To relate new development to existing historic buildings in order to respect the historic character of the existing buildings.</td>
</tr>
<tr>
<td>Intent</td>
<td>To create buildings which are “sculpted” to reduce the overall appearance of mass.</td>
</tr>
<tr>
<td>Intent</td>
<td>To provide light and air through increased sky exposure to the public streets.</td>
</tr>
</tbody>
</table>

#### Standards

Tall buildings adjacent to lower structures shall establish scale relationships with the neighboring buildings through methods such as: horizontal alignment of architectural features and fenestration, similar proportions, similar use of materials and step-backs that reflect the height of the lower structure. Building massing standards and guidelines are under evaluation and testing.

#### Guidelines

When new development is larger in height and mass than the existing context, building mass shall be varied through changes in wall plane and building height to deflect possible tunnel effects and to increase sunlight access to the street, particularly along numbered streets.

Ground floor and frontage in mixed-use developments should be distinguished from residential facades through such methods as height, material, detail, percentage of glazing, etc., and may be used to establish a strong building base or street-level corners.

### Relationship to Street

<table>
<thead>
<tr>
<th>Intent</th>
<th>To enhance the activity and function of the public streets by orientating primary building entries to the street.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intent</td>
<td>To reinforce the occurrence of pedestrian activity and circulation along the street by creating as many external, street-oriented entries as possible to ground floor, pedestrian-active uses.</td>
</tr>
</tbody>
</table>

#### Standards

All buildings shall provide at least one primary building entry oriented directly to a public street.

#### Standards

All pedestrian-active uses with street-level, exterior exposure shall provide at least one direct pedestrian entry from the street.

#### Guidelines

Entries to ground floor pedestrian-active uses and building lobbies should be emphasized through changes in plan, differentiation in material and/or color, greater level of detail and enhanced lighting.

#### Guidelines

Each building should have one or more clearly identifiable “front doors” that address the street for each street-facing facade.

#### Guidelines

Street-level commercial space should be at the same elevation as the public sidewalk to promote easy access.
| Guidelines | Entries recessed within the building mass shall be excluded from the building requirements. | ✓ |  |
| Guidelines | Street-level residential floors should be elevated a few steps above the level of the public sidewalk to promote privacy. | ✓ | Updated DSG suggest a 3’ residential elevation, which is subject to additional evaluation and testing. |

### Building Facades

#### Intent
- To avoid large areas of undifferentiated or blank building facades.
- To create a comfortably scaled and thoughtfully detailed urban environment through the use of well-designed architectural forms and details.
- To provide for the comfort and interest of the pedestrian environment through the provision of human-scaled architectural character.

#### Standards
Each building facade oriented to the public street shall include architectural scaling patterns that incorporate three or more of the following elements:
- Expressions of building structural elements such as floors (banding, belt courses, etc., not less than 1” deep and 4” wide), columns (pilasters, piers, etc., not less than 4” deep and 1” wide), and foundations (water tables, rustication);
- Patterns of windows and door openings that provide surface variation through change of plane (not less than 4” deep) and/or the use of sills, lintels, mullions, and other scale-providing elements;
- Change in color;
- Change in texture;
- Change in material, module or pattern;
- Patterns of architectural ornament integral to the building facade.
- Architectural scaling patterns shall occur both horizontally and vertically.

#### Guidelines
Architectural scaling elements should be used to break down the appearance of large building facades into architectural patterns and component building forms. Variation in building scaling may include changes in wall plane or height and may relate to primary building entries, important corners or other significant architectural features. Scaling elements should be integral to the building form and construction, not a thinly applied facade.

### Materials

#### Standards
- Each change of material shall involve a minimum 1-1/2” variation in wall plane. Reveals shall be not less than 1” deep and 1” wide.

#### Guidelines
Material changes should occur at inside corners or be delineated by a specific transitional detail such as a belt course, cap, or reveal.
<table>
<thead>
<tr>
<th>Intent</th>
<th>This intent statement may not align with the vision for Arapahoe Square as an innovative and creative neighborhood.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intent</td>
<td>To encourage human-scaled buildings through the use of smaller material modules.</td>
</tr>
<tr>
<td>Standards</td>
<td>Not less than 70% of all facades (not including door and window areas) facing public streets shall be constructed of masonry materials defined as brick, stone, terra cotta, architectural precast, cast stone, architectural concrete masonry units, and prefabricated brick panels.</td>
</tr>
<tr>
<td>Guidelines</td>
<td>Stucco and EIFS (Exterior Insulating Finish Systems) are discouraged. EIFS should never be used as an exterior cladding on a building ground floor facade.</td>
</tr>
<tr>
<td>Guidelines</td>
<td>All building materials should be selected with the objectives of quality and durability in the urban context as well as to produce a positive effect on the pedestrian environment through such qualities as scale, color, and texture.</td>
</tr>
<tr>
<td>Guidelines</td>
<td>Carefully detailed combinations of materials should be used to reinforce architectural scaling requirements (see Architectural Scaling Elements - Page 4).</td>
</tr>
<tr>
<td>Guidelines</td>
<td>Colors used on large areas of building facades should be natural earth tones to respect Denver's tradition of masonry construction.</td>
</tr>
<tr>
<td>Guidelines</td>
<td>Architectural metals, cast-in-place concrete, architectural concrete masonry units, tile, glass, and glass block systems, among others, are acceptable materials when properly finished and detailed.</td>
</tr>
<tr>
<td>Intent</td>
<td>To require transparent and open lower floor facades that ensure the visibility of pedestrian active uses, and provide a lighter, more detailed and human-scaled architectural expression along the sidewalk.</td>
</tr>
<tr>
<td>Standards</td>
<td>Not less than 60% of the ground floor facade shall be made of transparent materials, or otherwise designed to allow pedestrians to view activities inside the building or displays related to these activities.</td>
</tr>
<tr>
<td>Standards</td>
<td>Between 25% and 60% of the upper floor facade and above shall be transparent glazing (up to 80 feet).</td>
</tr>
<tr>
<td>Guidelines</td>
<td>For mixed-use developments, a variety of glass-to-wall ratios that reflect the different uses within a building are strongly encouraged. Typically, this is characterized by a lower glass-to-wall ratio for residential uses and a higher glass-to-wall ratio for commercial uses. Second floor mezzanine levels may conform to either standard.</td>
</tr>
<tr>
<td>Guidelines</td>
<td>Portions of a building facade that must restrict glazing for functional reasons must conform to the architectural scaling standards (page 4).</td>
</tr>
<tr>
<td><strong>Intent</strong></td>
<td><strong>To require the use of clear glass in commercial as well as residential applications, to ensure visibility of pedestrian-oriented uses and to avoid the glare of reflective glass.</strong></td>
</tr>
<tr>
<td>---</td>
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</tr>
<tr>
<td><strong>Standards</strong></td>
<td><strong>Clear glass shall have an exterior reflectance rating not to exceed .20.</strong></td>
</tr>
<tr>
<td><strong>Standards</strong></td>
<td><strong>No reflective coating shall be on the exterior surface of the glass.</strong></td>
</tr>
<tr>
<td><strong>Guidelines</strong></td>
<td><strong>Clear, “Low E,” or slightly tinted glazing should be used to ensure the visibility of pedestrian-oriented commercial uses.</strong></td>
</tr>
<tr>
<td><strong>Guidelines</strong></td>
<td><strong>Minimal use of opaque glass is acceptable to continue glazing patterns in areas where screening of structures and utilities is required.</strong></td>
</tr>
<tr>
<td><strong>Guidelines</strong></td>
<td><strong>All glazing should be recessed and subdivided by systems of framing and mullions to reinforce architectural scaling requirements.</strong></td>
</tr>
<tr>
<td><strong>Roof Mechanical Equipment</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Intent</strong></td>
<td><strong>To integrate all building systems within a complete architectural form.</strong></td>
</tr>
<tr>
<td><strong>Intent</strong></td>
<td><strong>To increase the visual interest of the downtown skyline.</strong></td>
</tr>
<tr>
<td><strong>Standards</strong></td>
<td><strong>All rooftop building systems shall be incorporated into the building form in a manner integral to the building architecture.</strong></td>
</tr>
<tr>
<td><strong>Standards</strong></td>
<td><strong>All roof mounted mechanical, electrical, and telecommunication systems shall be screened from view of surrounding streets and structures.</strong></td>
</tr>
<tr>
<td><strong>Guidelines</strong></td>
<td><strong>Roof form should relate to the context in which it is viewed in terms of height, proportions, form, and materials, whether the context is surrounding buildings of similar scale or, in the case of a high-rise tower, the context of the city skyline.</strong></td>
</tr>
<tr>
<td><strong>Guidelines</strong></td>
<td><strong>Flat roofs are discouraged on structures that are above 80’ high</strong></td>
</tr>
<tr>
<td><strong>Blaconies</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Intent</strong></td>
<td><strong>To maintain open sight lines along the public right-of-way.</strong></td>
</tr>
<tr>
<td><strong>Standards</strong></td>
<td><strong>Balconies and terraces shall be incorporated into vertical and horizontal shifts in building massing wherever possible to avoid building faces that are dominated by cantilevered balcony projections.</strong></td>
</tr>
<tr>
<td><strong>Guidelines</strong></td>
<td><strong>Cantilevered balconies should be designed to appear as unobtrusive and transparent as possible. They should complement the overall architecture. Their use should be minimized on street-facing facades.</strong></td>
</tr>
<tr>
<td><strong>Building Security</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Intent</strong></td>
<td><strong>To promote the perception of the Arapahoe Square (B-8A) area as a safe neighborhood.</strong></td>
</tr>
<tr>
<td><strong>Standards</strong></td>
<td><strong>Chain link and razor wire fencing shall not be visible from the public right-of-way.</strong></td>
</tr>
<tr>
<td><strong>Guidelines</strong></td>
<td><strong>When security bars are used, they should be installed on the interior (behind the glass).</strong></td>
</tr>
<tr>
<td><strong>Guidelines</strong></td>
<td><strong>Limited use of exterior security bars may be appropriate if they are designed in a sculptural manner that belies their function.</strong></td>
</tr>
<tr>
<td><strong>Guidelines</strong></td>
<td><strong>Security fencing shall be accomplished with iron railing.</strong></td>
</tr>
<tr>
<td><strong>Guidelines</strong></td>
<td><strong>Iron pickets should be installed in a neutral position, vertical to the ground plan, no portion of the picket should point toward, or away from, the public right-of-way.</strong></td>
</tr>
</tbody>
</table>