**Introduction**

The focus of Meeting 8 will be to review draft design standards and guidelines for streetscape, signage, building massing and key streets. We will also review transitions to surrounding historic districts and potential updates to the previously-discussed upper story setback alternative and massing standards.

**Packet Materials**

<table>
<thead>
<tr>
<th>Item</th>
<th>Notes</th>
</tr>
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<tbody>
<tr>
<td>Draft Agenda</td>
<td>This provides a draft summary of topics that we will present and discuss at the task force meeting</td>
</tr>
</tbody>
</table>
| Working Draft of all Chapters of the Design Standards and Guidelines (DSG) | This includes a complete draft of basic DSG content (all chapters). We reviewed earlier drafts of the following chapters at previous task force meetings:  
  - Introduction  
  - Chapter 1: Site Design  
  - Chapter 2: Building Design  
  - Chapter 6: Design Review Process  
  Updates to text in the above chapters (since previous task force review) are marked in red underline. Updates to building massing standards in Chapter 2 are of particular note.  
This packet contains several chapters that we have not reviewed at previous task force meetings:  
  - Chapter 3: Key Streets  
  - Chapter 4: Streetscape Design  
  - Chapter 5: Signs  
  - Chapter 6: Review Process  
  - Appendix  
All chapters include placeholders for graphics and illustrations that are under development.  
Following a full internal review by city staff in late December, the task force will have the opportunity to review one additional draft of the design standards and guidelines prior to official public review and comment. |
| Table of Updates to Existing Arapahoe Square Design Standards and Guidelines | 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. It has been updated based on draft DSG changes made after the last task force meeting. |

*For reference, the current Arapahoe Square Design Standards and Guidelines, adopted in 1998, are posted on the project website at: [www.denvergov.org/arapahoesquare](http://www.denvergov.org/arapahoesquare) under “Background Documents.”*
Agenda: Meeting 8 of Phase 2

December 9, 2015
3:00-6:00pm

3:00 – Opening/Welcome

3:15 – Touch Base on Schedule and Milestones Moving Forward


3:40 – Review Draft Key Streets Material for Task Force Input

- Intent for key streets
- Zoning requirements for key streets
- Relationship to 21st Street Urban Design Project
- DSG for key streets

4:15 – Review Draft Sign DSG for Task Force Input

- Application of sign DSG
- Specific guidance for signs

4:35 – Break

4:45 – Review Recommended Updates to Draft Massing Standards and Guidelines (DSG)

- General massing and articulation standards
- Upper story setback alternative

5:20 – Follow Up on Task Force Meeting #7 Questions

- Historic district transitions
- Touch base on zone district mapping in Curtis Park

5:55 – Wrap-Up and Next Steps

Next Meeting: January 26 or 27

- Review zoning and DSG package that will be posted for public review

Find meeting materials and information at www.denvergov.org/arapahoesquare
Task force note: 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.
# Document Contents

## Introduction
- Vision For Arapahoe Square ................................................................. 2
- Purpose of the Design Standards & Guidelines ...................................... 3
- Applicability ......................................................................................... 4
- Context ............................................................................................... 4
- Policy and Regulatory Foundation ....................................................... 5
- Organization & Format ........................................................................ 6

## 1.0 Site Design Standards & Guidelines
- Introduction to the Site Design Standards & Guidelines ...................... 10
- Street Frontage .................................................................................. 12
- Vehicle Access .................................................................................. 16
- Parking ............................................................................................... 18
- Service Areas & Utilities .................................................................... 21

## 2.0 Building Design Standards & Guidelines
- Introduction to the Building Design Standards & Guidelines ............... 24
- Building Mass & Scale ....................................................................... 26
- Street Level Design .......................................................................... 34
- Windows & Transparency .................................................................... 36
- Building Materials ............................................................................ 38
- Structured Parking Design .................................................................. 39
- Facade Design for Signage .................................................................. 41
- Special Contexts & Building Forms .................................................... 42

## 3.0 Key Streets Design Standards & Guidelines
- Introduction to the Key Streets Design Standards & Guidelines .......... 48
- Design Standards & Guidelines for 21st Street .................................... 50
- Design Guidelines for 20th Street & Broadway .................................... 53
- Design Guidelines for Arapahoe & Curtis ........................................... 54
- Design Standards & Guidelines for Park Avenue & Welton ................ 55

## 4.0 Streetscape Design Guidelines
- Introduction to the Streetscape Design Guidelines ............................. 58
- Amenity Zone & Street Trees ............................................................... 60
- Streetscape Paving ............................................................................ 62
- Streetscape Furnishing & Lighting ...................................................... 63

## 5.0 Sign Design Standards & Guidelines
- Introduction to the Sign Design Standards & Guidelines ................... 66
- Sign Location ..................................................................................... 68
- Sign Character & Materials ................................................................. 69
- Sign Lighting ..................................................................................... 70
- Individual Sign Types ......................................................................... 72

## 6.0 Design Review Process
- The Design Review Process ............................................................... 76
- Submittal Requirements ..................................................................... 78

## Appendix
- Glossary of Terms ............................................................................ ii
List of Figures

Figure 1: Design Review Area .................................................................................................................................4
Figure 2: Using the Design Standards & Guidelines Chapters ...................................................................................7
Figure 3: Sample Design Standards & Guidelines Format ..........................................................................................8
Figure 4: Site Design Overview ................................................................................................................................11
Figure 5: Street Frontage Options ............................................................................................................................13
Figure 6: Vehicle Access Options ...........................................................................................................................17
Figure 7: Building Design Overview .........................................................................................................................25
Figure 8: Coordinated Massing Techniques ..............................................................................................................27
Figure 9: Facade Articulation Techniques ..................................................................................................................31
Figure 10: Building Design Overview ......................................................................................................................33
Figure 11: Transparency Standards by Building Stories .............................................................................................36
Figure 12: Guide to the Key Streets in Arapahoe Square ............................................................................................49
Figure 13: The Upper Story Setback Alternative for 21st Street ..................................................................................52
Figure 14: Streetscape Elements ..................................................................................................................................59
Figure 15: Amenity Zone Design Elements .............................................................................................................61
Figure 16: Sign Hierarchy ..........................................................................................................................................67
Figure 17: Definitions and Illustrations for Individual Sign Types ..................................................................................71
Figure 18: Summary of the DAB Design Review Process ..........................................................................................77
INTRODUCTION

This chapter includes:

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

Arapahoe Square provides one of the top opportunities for growth and change in Central Denver and will be a critical connection point between surrounding neighborhoods and the Central Business District. While 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 cutting edge, densely populated, mixed-use area that provides a range of housing types and a center for innovative businesses.

GUIDING PRINCIPLES FOR DESIGN IN ARAPAHOE SQUARE

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

- **Sense of Place.** Design in Arapahoe Square will promote a vibrant sense of place.

- **Human Scale.** Design in Arapahoe Square will be scaled primarily to encourage an active pedestrian environment.

- **Creativity.** Innovative and unique design solutions will help 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. See page 5 for more information on the policy and regulatory foundation for 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 6.0 Design Review Process on page 75 for more information.
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.

**APPLICABILITY**

All new construction, additions, exterior improvements, signs, and new or expanded outdoor use areas proposed in the design review area illustrated in Figure 1 above are subject to compliance with these design standards and guidelines.

New construction, additions, major exterior improvements including significant changes to the site and/or building exterior, and new or expanded outdoor use areas will be reviewed by the Design Advisory Board (DAB). Signage will be reviewed by City staff or the Vital Signs Design Review Committee as summarized in Chapter 6.0 on page 75. Chapter 6.0 also provides detail on the overall design review process and required submittals.

**CONTEXT**

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

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

**KEY STREETS**

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

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

See “Guide to the Key Streets in Arapahoe Square” on page 49 for more information.
The Design Standards and Guidelines for Arapahoe Square serve as one of a number of documents involved in the City’s planning and development process. The design standards and guidelines are intended to implement adopted City plans and policies while working within existing regulations. Key policy and regulatory documents relevant to Arapahoe Square are summarized below. All documents are available for download at www.denvergov.org/CPD.

DENVER ZONING CODE (DZC)

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

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

DOWNTOWN AREA PLAN

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

NORTHEAST DOWNTOWN NEIGHBORHOODS PLAN

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

BLUEPRINT DENVER

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

COMPREHENSIVE PLAN 2000

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

GREENPRINT DENVER

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

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

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

1. **Intent Statements**

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

3. **Design Guidelines**

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

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

FLEXIBILITY FOR CREATIVE OR INNOVATIVE DESIGNS

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

APPLICATION OF THE STANDARDS & GUIDELINES

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

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

<table>
<thead>
<tr>
<th>Chapter Number</th>
<th>Chapter Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.0</td>
<td>Site Design Standards &amp; Guidelines</td>
<td>9</td>
</tr>
<tr>
<td>2.0</td>
<td>Building Design Standards &amp; Guidelines</td>
<td>23</td>
</tr>
<tr>
<td>3.0</td>
<td>Key Streets Design Standards &amp; Guidelines</td>
<td>47</td>
</tr>
<tr>
<td>4.0</td>
<td>Streetscape Design Guidelines</td>
<td>57</td>
</tr>
<tr>
<td>5.0</td>
<td>Sign Design Standards &amp; Guidelines</td>
<td>65</td>
</tr>
<tr>
<td>6.0</td>
<td>Design Review Process</td>
<td>75</td>
</tr>
</tbody>
</table>

**1.0 Site Design Standards & Guidelines**

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

**2.0 Building Design Standards & Guidelines**

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

**3.0 Key Streets Design Standards & Guidelines**

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

**4.0 Streetscape Design Guidelines**

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

**5.0 Sign Design Standards & Guidelines**

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

See Chapter 6.0 Design Review Process on page 75 for more information about the application of the sign design standards and guidelines.

**6.0 Design Review Process**

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

Figure 2: Using the Design Standards & Guidelines Chapters
To increase clarity and ease-of-use, the individual design standards and guidelines pages in Chapters 1-4 use a standard format. The chart below uses a sample page from Chapter 2 (page 35) to indicate each key element of the standard format.

**A** Street Level Design

**B** Building Entries

**C** INTENT STATEMENTS

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

**D** DESIGN STANDARDS

- 2.22 Pedestrian entrances shall front onto a public street or street-facing Open Space.
- 2.23 The design of primary entries shall respond to the street level building use.
  - Locate commercial entrances at the level of the adjacent sidewalk whenever possible.
  - Locate residential entrances no more than approximately 3 feet above the level of the adjacent sidewalk.

**E** DESIGN GUIDELINES

- 2.24 Pedestrian entrances should be integrated into a signature building element whenever possible.
- 2.25 Where transit stops are adjacent to a building, a pedestrian entrance should be located adjacent to the stop.
- 2.26 For buildings with multiple tenants, consider dividing the façade into narrow widths or bays and provide multiple secondary access points to animate the street.

**G** ADDED INFORMATION

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

**H** 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.

**KEY TO THE SAMPLE DESIGN STANDARDS AND GUIDELINES PAGE ABOVE**

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

This chapter includes:

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

ILLUSTRATIONS USED IN THIS DOCUMENT

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

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

KEY TO ILLUSTRATION SYMBOLS

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

An X mark on an illustration indicates an approach that is generally inappropriate.
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. The design standards and guidelines apply to site improvements throughout Arapahoe Square.

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

Introduction to the Site Design Standards & Guidelines

GUIDING PRINCIPLES FOR SITE DESIGN

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

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

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

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

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

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.

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.

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

Bicycle parking should be located adjacent to active uses, Enhanced Setbacks, courtyards or plazas. See “Bicycle Parking” on page 20 for more information.

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

Figure 4: Site Design Overview
INTENT STATEMENTS

• To 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

PEDESTRIAN ORIENTED BUILDING EDGE

A pedestrian oriented building edge is an active street frontage created when buildings are located at or near the primary street property line.

Pedestrian oriented 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 34 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 pedestrian oriented building edge (see “Pedestrian Oriented 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 pedestrian oriented 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 (especially near neighborhood edges)

» Stoops

» Small private yard areas

» Courtyards or other Open Spaces

1.04 Street frontages should respond to the surrounding context.

» Where pedestrian activity is low and/or safety is a primary concern, an pedestrian oriented 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 pedestrian oriented 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 opens spaces create varied experiences along the street.
Street Frontage

Enhanced Setbacks & Open Space

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. See 2.23 on page 35 for more information.

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

Active Uses include, but are not limited to:
- Retail storefronts
- Restaurants and cafes
- Building lobbies and amenity areas

1.07 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.

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

1.09 Enhanced setback and Open Space areas shall include integrated pedestrian-scale (non-high glare) lighting to encourage evening use and to enhance security.
Street Frontage

Enhanced Setbacks & Open Space

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

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

**DESIGN GUIDELINES**

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

Such features may include, but are not limited to:

» Transparent windows linked to building uses

» Taller street level floor-to-floor heights that increase visibility of building uses

See “Street Level Design” on page 34 in Chapter 2.0 for more information

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

Complementary designs 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

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

Formal seating may include:

» Integrated benches

» Planter ledges that are designed to provide seating

Informal seating may include:

» Movable chairs or benches

» Bollards or planters

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

Features may include:

» Deciduous trees, canopies, awnings, or other features that provide shade where an Open Space is exposed to the summer sun

» Seating areas designed and oriented to provide winter warmth where an Open Space may be shaded in the winter

1.14 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.

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

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

See “Street Trees” on page 61 for more information.

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

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

Task force note: Capitalized terms (also in red) are defined in the appendix. The terms will be hot linked to the appendix in the final PDF of this document.
INTENT STATEMENTS

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

PUBLIC WORKS REVIEW

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

VEHICLE ACCESS ON KEY STREETS

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

DESIGN STANDARDS

1.20 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 the street, vehicle access points shall be combined with necessary service areas to minimize impacts to the pedestrian realm.
   See “Service Areas & Utilities” on page 21 for more information

1.24 Vehicle access shall be clearly defined with appropriate signage.

DESIGN GUIDELINES

1.25 Vehicle access points should be located and designed to maintain an active street edge where alley access is not possible.
   Appropriate strategies include:
   » Limiting the width of vehicle access points
   » Using paving materials that match or resemble adjacent building materials to extend the impression of an active building edge
   » Locating active building floors directly above vehicle access points

1.26 Vehicle access doors should incorporate high-quality materials and finishes.
CHAPTER 1.0 Site Design Standards & Guidelines

Vehicle Access Options

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

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

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

**PREFERRED LOCATION OF VEHICLE ACCESS**

**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.
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

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

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

1.29 Surface parking shall not be the dominant site characteristic.

1.30 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.

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

1.32 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**

1.33 Surface parking lots should be separated from sidewalks using landscape screening features.

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

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

   Appropriate features include:

   » Permeable paving
   » Bioswales and bioretention areas

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

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

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

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

• To promote sufficient bicycle parking, especially adjacent to existing and planned bicycle facilities
• To ensure that bicycle parking is located in a highly visible and accessible area near 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

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

1.41 Bicycle racks shall be located within 50 feet of the primary pedestrian entrance and shall be highly visible from the Public Right-of-Way.

1.42 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

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

Active uses include, but are not limited to:
- Retail storefronths
- Restaurants and cafes
- Building lobbies and amenity areas

1.44 When possible, place bicycle parking in Enhanced Setback or Open Space areas.

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.
CHAPTER 1.0 Site Design Standards & Guidelines (12/04/15)  |  21

DRAFT DESIGN STANDARDS & GUIDELINES  

18. 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.  

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

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 Service, utility and loading areas shall be located on the alley, or within the building mass.  

1.47 Service, utility and loading areas shall not be located adjacent to Enhanced Setback or Open Space areas.  

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

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

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

1.51 Rooftop mechanical, electrical and telecommunications systems shall be screened to minimize visibility from the primary street or adjacent neighborhoods.  

DESIGN GUIDELINES  

1.52 When possible, combine service, utility and loading areas for multiple tenants into one location.  

1.53 When possible, combine the service areas with the vehicle parking access to minimize overall impacts to the pedestrian realm.  

1.54 When it is not feasible to integrate loading and service areas on the alley or within the building mass, they should be screened with high-quality landscape and architectural elements.
2.0 BUILDING DESIGN STANDARDS & GUIDELINES

This chapter includes:

- Introduction to the Building Design Standards & Guidelines ........................................ Page 24
- Building Mass & Scale ........................................................................................................ Page 26
  » Articulation .......................................................................................................................... Page 29
  » Upper Story Setback ........................................................................................................... Page 32
- Street Level Design ............................................................................................................. Page 34
  » Building Entries .................................................................................................................. Page 35
- Windows & Transparency ..................................................................................................... Page 36
- Building Materials .............................................................................................................. Page 38
- Structured Parking Design .................................................................................................. Page 39
- Facade Design for Signage ................................................................................................. Page 41
- Special Contexts & Building Forms .................................................................................... Page 42
  » Point Tower Form ............................................................................................................. Page 42
  » Historic Transitions .......................................................................................................... Page 44

ILLUSTRATIONS USED IN THIS DOCUMENT

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

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

KEY TO ILLUSTRATION SYMBOLS

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

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

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

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

### Guiding Principles for Building Design

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

- **Sense of Place.** Buildings that are designed to frame and relate to the public realm help promote a vibrant sense of place.

- **Human Scale.** Buildings that are scaled and designed to encourage pedestrian activity promote a sense of Human Scale throughout Arapahoe Square.

- **Creativity.** Buildings that incorporate innovative and unique design solutions 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.

**HUMAN SCALE BUILDING DESIGN**

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

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

Figure 7: Building Design Overview
INTENT STATEMENTS

- To encourage varied building massing that promotes a strong sense of place through creative and innovative design
- To promote a Human Scaled urban environment
- To promote buildings that integrate cohesive massing and articulation techniques between the lower and upper story facade
- To promote development that encourages a diverse range of building heights, massing widths and innovative forms
- To encourage building massing that responds to context, including existing historic buildings
- To provide access to sunlight and views

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.

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 32 for more information)
   » Clearly define the street level (see “Street Level Design” on page 34 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 38 for more information).

2.02 Varied rhythms of massing techniques shall be used along the street facing facade.

2.03 Massing techniques should be coordinated between street-facing lower and upper story building facades.
   Note that the Point Tower building form shall be excepted from this standard. See “Point Tower Form” on page 42 for more information.

2.04 The lower story building facade shall incorporate at least two coordinated massing techniques at a minimum interval of 75 feet to break street-facing facades into smaller modules that relate to Human Scale.
   Combine at least two of the following techniques at a minimum of every 75 feet along the lower story primary street facade:
   » A minimum one story change in the height of an upper story setback below the fifth story for a minimum depth of 10 feet and minimum length of 25 feet (note that this may also count towards the zoning requirement for an upper story setback - see page 32 for more information)
   » A minimum 3 foot facade plane change for a minimum length of 25 feet and minimum height of approximately 2/3 the height of the lower story building facade
   » A change in building materials or color extending a minimum length of 25 feet and a minimum height of approximately 2/3 of the height of the lower story building facade

Flexibility may be provided for creative designs that meet the intent statements.
Coordinated Massing Techniques

The design options described and illustrated below may be used in combination, to meet design standard 2.04 on page 26.

1. CHANGE IN UPPER STORY SETBACK HEIGHT

A change in the height of an upper story setback helps break down the mass and scale of a longer facade plane into smaller modules. The change in height must be a minimum of one story along the lower story building facade (usually the first 5 stories), and must be a minimum of 25 feet in length before another height change occurs as illustrated at the upper left. A change in the height of an upper story setback must be combined with either a facade plane change or material/color change to meet design standard 2.04 on page 26, as illustrated at the upper right.

2. FACADE PLANE CHANGE

A shift or change in the plane of the facade helps introduce a Human Scale rhythm along the lower story facade. The plane change must be a minimum of 3 feet, must continue for a minimum of 25 feet in length and must rise a minimum of approximately 2/3 the height of the facade (i.e., about 3 stories on a 5 story facade) as illustrated at the upper left. A facade plane change must be combined with either a change in the height of an upper story setback or material color change to meet design standard 2.04 on page 26, as illustrated at the upper right.

3. CHANGE IN BUILDING MATERIALS OR COLOR

A change in building materials or color helps reinforce a Human Scale rhythm along the lower story facade. The change in materials/color must continue for a minimum of 25 feet in length and must rise a minimum of approximately 2/3 the height of the facade (i.e., about 3 stories on a 5 story facade) as illustrated at the upper left. A material/color change must be combined with either a facade plane change or change in the height of an upper story setback to meet design standard 2.04 on page 26, as illustrated at the upper right.
2.05 **Buildings with over approximately 200 feet of primary street frontage should incorporate additional massing techniques.**

Additional massing techniques may include:

- Use of the massing techniques described in Standard 2.04 on the upper story facade
- Use of three of the coordinated massing techniques described in Standard 2.04 at a minimum interval of 75 feet

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

Such features include:

- Building modules that reflect the size and shape of adjacent lower-scale buildings
- Horizontal articulation techniques that align with adjacent lower-scale building heights (see “Articulation” on page 29 for more information)
- A step down toward the lower-scale building

2.07 **Upper story building elements should be tapered to create distinct and compelling skyline elements.**

Appropriate strategies include:

- Sculpting the facade profile
- Composing a palette of materials with distinctive texture, pattern, or color
- Proving an architectural rooftop element

Roof forms should relate to the heights, proportions, forms and materials of surrounding buildings of similar scale.
Building Mass & Scale

INTENT STATEMENTS

• To promote articulation elements that reinforce massing techniques to ensure cohesive facade designs
• To introduce Human Scale facade features
• To maintain a sense of Human Scale on the lower-story building façade (see “Human Scale Building Design” on page 25 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 32 for more information.

21. Building articulation elements are intended to introduce facade features that visually relate to the typical rhythm of lot and facade widths in Arapahoe Square.

2.11 The lower and upper story building facade shall incorporate vertical & horizontal articulation techniques that reinforce the massing techniques described in Design Standard 2.04.

Appropriate articulation techniques include:
» Vertical & Horizontal Facade Plane Changes of approximately 2-3 inches
» Vertical & Horizontal Facade Projections or Banding
» Window Headers or Groupings
» Aligned Balconies or Terraces (inset or cantilevered)

See “Facade Articulation Techniques” on page 31 for more information.

2.12 Facade articulation shall be integral to the building form.

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

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

Such features include:
» Wall design systems with articulation and variations in materials
» Transparency consistent with standards for primary street-facing facades (see “Windows & Transparency” on page 36)
» Murals or other art works
» Super graphic treatments
Facade articulation should generally align between lower story and upper story facades to avoid creating a visual disconnection between the building base and upper stories.

See “Lower & Upper Story Building facade” on page 29 for definitions.

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

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

Facade articulation should generally relate to the original 25 foot lot widths and 80 foot street width in Arapahoe Square. Vertical articulation should establish a pattern of building bays wider than approximately double the original lot width on the lower story facade and no wider than the typical street width on the upper story building facade.
Facade 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 facade articulation. Whenever possible, the facade articulation techniques should promote a rhythm of facade articulation that relates to typical street and lot dimensions in Arapahoe Square as described on page 30. Note that other creative facade articulation strategies may also be appropriate.

1. FACADE PLANE CHANGES

Facade plane changes include vertical notches or shifts in the building façade. They often extend the full height of the lower and/or upper-story building façade, and should be used to reinforce other building massing techniques.

2. FACADE PROJECTIONS/BANDING

Facade projections and banding help break down the visual mass and scale of a larger building by introducing features that create a rhythm on the facade surface that breaks down the visual mass and scale of a larger building. They include vertical pilasters, or columns, as well as horizontal bands, moldings or cornices.

3. WINDOW HEADERS & GROUPING

Window headers and grouping techniques can help create a rhythm on the facade surface that breaks down the visual mass and scale of a larger building. Techniques include using horizontal header or sill elements and grouping windows in recessed or projected modules.

4. ALIGNED BALCONIES OR TERRACES

Horizontally or vertically-aligned balconies or terraces promote Human Scale on the building facade by introducing elements with a familiar scale that also help visually divide the building into smaller modules.

Figure 9: Facade Articulation Techniques
25. Upper story setbacks shall be integrated into the overall building design.

24. Upper story setbacks promote facade designs that relate to the pedestrian scale along the street and to adjacent smaller-scale buildings.

DENVER ZONING CODE UPPER-STORY SETBACK REQUIREMENTS

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

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

UPPER-STORY SETBACK ALTERNATIVE ON 21ST STREET

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

INTENT STATEMENTS

- To maintain the general appearance of a predominantly 5-story building height along the street frontage
- To promote facade designs that relate to the 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

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

Appropriate techniques include:

- Using upper story setbacks to emphasize building design elements, such as corner tower features
- Integrating a series of upper story setbacks into an overall system of building articulation (see “Articulation” on page 29 for more information)

DESIGN GUIDELINES

2.09 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

2.10 Where allowed, facade areas that are not set back should be located to highlight key building features such as primary entries or corner locations.
CREATIVE APPLICATIONS OF THE UPPER STORY SETBACK

The upper story setback enables for significant flexibility to create non-rectilinear building forms. Below are examples of building masses that meet or exceed the upper story setback requirement of 10 feet for 65% of the lot frontage on most streets in Arapahoe Square.
Street Level Design

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 25 for more information)
- To clearly define a prominent pedestrian area

DENVER ZONING CODE ACTIVE USE REQUIREMENTS

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

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

DESIGN STANDARDS

2.17 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

2.19 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.

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

Appropriate techniques include:
- Recessed entries
- Projecting window bays
- Changes in street level setback

See “Articulation” on page 29 for more information

DESIGN GUIDELINES

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

2.21 The street level height should reflect the street level height of any adjacent buildings that are locally-designated Denver Landmarks.
Street Level Design

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

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

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

DESIGN GUIDELINES

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

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

2.26 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 promote 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 enhance safety with “eyes on the street”
• To ensure that building activities are visible from the public realm

DENVER ZONING CODE TRANSPARENCY REQUIREMENTS

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

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

DESIGN STANDARDS

2.27 Street level transparent facade areas shall be located to provide visibility into the “street level active uses” required by the Denver Zoning Code. See “Denver Zoning Code Active Use Requirements” on page 34 for more information.

2.28 The Street Level shall incorporate a minimum of 65% transparent window glazing. Window glazing meeting the Street Level transparency standard shall have a:

» Minimum visible transmittance of approximately 65%
» Maximum reflectance of approximately .15

2.29 The lower story primary street-facing building facade above the Street Level shall incorporate a minimum of 50% transparent window glazing. Window glazing meeting the transparency standard shall have a:

» Minimum visible transmittance of approximately 50%
» Maximum reflectance of approximately .30

See “Lower & Upper Story Building facade” on page 29 for more information.

2.30 The upper story primary street-facing building facade shall incorporate a minimum of approximately 40% transparent window glazing with a maximum reflectance of approximately .35.

» Minimal use of opaque glass is acceptable to continue glazing patterns where screening of utilities is required. See “Lower & Upper Story Building facade” on page 29 for more information.

2.31 Exterior reflective coatings shall not be used on transparent window glazing.
2.32 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

TRANSPARENCY FOR STRUCTURED PARKING
The design standards and guidelines in this Transparency section do not apply to Visible Structured Parking. See “Structured Parking Design” on page 39 for standards and guidelines that promote openings in a structured parking facade to produce the impression of transparent facade areas.

DESIGN GUIDELINES
2.33 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.

2.34 Where possible, windows should be located on alley-facing facades to enhance security.

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

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

2.37 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 29 for more information.

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

INTENT STATEMENTS

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

DESIGN STANDARDS

2.39 Building materials used on visible facade areas shall be of proven durability.
   - Applicants may be required to demonstrate the durability of unproven or unusual materials.

2.40 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

2.41 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

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

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

DESIGN GUIDELINES

2.44 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.

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

2.46 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 “Articulation” on page 29 for additional information.

2.47 Building materials should be applied to maintain a simple facade appearance that is not overly busy.
Structured Parking Design

INTENT STATEMENTS

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

DESIGN STANDARDS

2.48 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 structured parking facades and the upper story building facade.

See “Articulation” on page 29 for more information.

2.49 Facade areas with visible structured parking shall incorporate openings that reflect the minimum transparency required for non parking facades.

See “Windows & Transparency” on page 36 for more information.

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

- Use similar opening proportions to those on the overall building facade.
- Align openings with those on adjacent buildings or facade areas, when possible.

DENVER ZONING CODE UPPER STORY PARKING LIMITATION

The Denver Zoning Code (DZC) “General 2” and “Point Tower” building forms provide a height incentive for buildings that wrap a minimum percentage of structured parking with another use, locate parking underground or do not provide on-site parking.

The design standards and guidelines in this section build on DZC standards to address the design of “visible structured parking” as defined below.

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

VISIBLE STRUCTURED PARKING

For the purposes of the design standards and guidelines in this section “visible structured parking” refers to structured parking adjacent to the primary street-facing facade that is not wrapped with another use.
36. The facade of structured parking that is fully enclosed and ventilated should incorporate materials and finishes similar to those used on the overall building facade.

37. Placeholder: Parking access points, service areas and ventilation shall not adversely affect the primary street sidewalk and overall public realm.

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, public 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, public 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 The facade of structured parking that is fully enclosed and ventilated should incorporate materials and finishes similar to those used on the overall building facade.

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

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

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

STRUCTURED PARKING ADJACENT TO HISTORIC DISTRICTS

Special consideration should be given to structured parking that may be visible from an adjacent historic district. See design standard 2.78 on page 44 for more information.
Facade Design for Signage

**INTENT STATEMENTS**

- To ensure that facade designs consider potential future locations for pedestrian oriented signage
- To encourage facade designs that promote harmonious relationships between overall building mass and scale, architectural features and potential future signage

**DESIGN ADVISORY BOARD REVIEW OF FACADE DESIGN**

The Design Advisory Board (DAB) uses the design standards and guidelines in this section to consider potential future sign locations when reviewing proposed building designs.

The location and design of individual signs are reviewed separately from building design and are addressed in Chapter 5.0 on page 65.

**DESIGN STANDARDS**

**2.59** Facade designs shall consider potential future locations for pedestrian-oriented signage.

Appropriate strategies include:

- Incorporating a designated band or area for signage above Street Level frontages that may accommodate commercial or retail activities in the future
- Designing canopies and awnings to accommodate potential future signage
- Designating areas to accommodate tenant or directory signage near primary building entries

**2.60** Where applicable, facade designs shall consider locations for potential large-scale building identification signage.

Appropriate strategies include:

- Limiting large-scale building identification signage to taller buildings (approx. 12+ stories)
- Reserving an area along the roof parapet, or integrated into a roof cap feature, for future large-scale building identification signage
- Ensuring that roof designs or upper story architectural features do not preclude future signage locations

**DESIGN GUIDELINES**

**2.61** Whenever possible, use overall building design or architectural features to market building tenants rather than individual signage.

Appropriate strategies include:

- Using building massing techniques to create projecting or recessed facade elements that emphasize storefronts or tenant entries (See “Building Mass & Scale” on page 26 for more information)
- Locating architectural features to highlight storefronts or tenant entries
- Using iconic building elements such as tower elements or curved facades to emphasize storefronts or tenant entries
- Incorporating building address signage into the design of the facade

**2.62** Facade designs should integrate power sources for future signage lighting, whenever possible.

**2.63** Facade designs should consider the potential future preparation of a Comprehensive Sign Plan for the building or development.

See “Comprehensive Sign Plans” on page 67 for more information.
### SPECIAL CONTEXTS & BUILDING FORMS

#### 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

2.64 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

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

2.66 A Point tower shall be designed to be viewed from all sides.
2.67 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.

2.68 The street level of a Point Tower shall promote an active, pedestrian-oriented sidewalks and Open Spaces. See “Street Level Design” on page 34 for more information.

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

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

2.71 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
- Incorporating roof forms that relate to the proportions, form and materials of surrounding buildings of similar scale
- Using high-quality building materials and design treatments on all visible facades (see Guideline 2.28 below)

2.72 Consider creative Point Tower designs. Creative solutions are appropriate for:

- Tower shape
- Facade design
- Lower story design (see “Lower & Upper Story Building facade” on page 29 for more information)

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

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

2.75 A Point Tower should provide a range of high-quality, comfortable private and shared outdoor amenity spaces throughout the site. Such spaces may include:

- Amenity decks located above the lower stories
- Large terraces
- Usable green roof areas
INTENT STATEMENTS

- To maintain and highlight historic resources in and around Arapahoe Square
- To promote high-quality, four-sided, design on building facades, including structured parking, that may be visible from an adjacent historic district
- To promote design compatibility on building facades adjacent to designated Denver Landmark Structures

HISTORIC LANDMARKS & DISTRICTS

Arapahoe Square includes two designated Denver Landmark structures and is adjacent to three historic districts:

- **Ballpark Historic District**
  A historic commercial district located across the alley at the northwest edge of Arapahoe Square

- **Clements Historic District**
  A historic residential district located across the alley at the southeast edge of Arapahoe Square

- **Curtis Park Historic District**
  A historic residential district located across Park Avenue from Arapahoe Square

DESIGN STANDARDS

2.76 A new building located adjacent to a historic district shall incorporate design features consistent with the design standards and guidelines for primary street-facing facades on all facades visible from the historic district (including facades that do not face a primary street).

Such features include:

- Massing and articulation consistent with design standards and guidelines for “Building Mass & Scale” on pages 26-28 and “Articulation” on pages 29-30
- Lower and upper story transparency consistent with the design standards and guidelines for “Windows & Transparency” on pages 36-37

2.77 A new building located adjacent to a historic district shall integrate a minimum of 60%* masonry building materials on all visible lower story facades and a minimum of 30%* masonry on all visible upper story facades, including rear facades facing a historic district.

Appropriate masonry materials include:

- Brick
- Stone
- Terra cotta

*Not including window and door areas

2.78 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:

- Wrapping parking with another use
- Locating parking underground

Limiting visible 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 39 for more information.
2.79 The mass and scale of a new building should reflect mass and scale characteristics of an adjacent Denver Landmark structure or an adjacent contributing structure in a historic district.

Appropriate techniques include:

» Positioning taller portions of the building (including point towers) away from historic buildings, when possible.
» Use of building modules that reflect the size and shape of adjacent historic buildings
» Horizontal articulation techniques that align with adjacent historic building heights (see “Articulation” on page 29 for more information)
3.0 KEY STREETS DESIGN STANDARDS & GUIDELINES

This chapter includes:

- Introduction to the Key Streets Design Standards & Guidelines .................. Page 48
- Design Standards & Guidelines for 21st Street .................................................. Page 50
- Design Guidelines for 20th Street & Broadway ................................................ Page 53
- Design Guidelines for Arapahoe & Curtis ....................................................... Page 54
- Design Standards & Guidelines for Park Avenue & Welton ...................... Page 55

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

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

KEY TO ILLUSTRATION SYMBOLS

- A checkmark on an illustration indicates an approach that is generally appropriate.
- An X mark on an illustration indicates an approach that is generally inappropriate.
This chapter provides context-specific site, building and streetscape design standards and guidelines that apply to projects with frontage on one or more of the following “Key Streets” in Arapahoe Square:

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

See “Guide to the Key Streets in Arapahoe Square” on the next page for more information on the unique context of each of the Key Streets. Note that all other applicable design standards and guidelines in this document also apply to projects with frontage on one or more Key Streets.

**GUIDING PRINCIPLES FOR KEY STREETS**

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

- **Sense of Place.** Designs that reinforce the unique characteristics of Key Streets promote a distinctive sense of place in Arapahoe Square.
- **Human Scale.** Pedestrian-oriented designs promote a sense of Human Scale in Arapahoe Square.
- **Creativity.** Creative designs highlight and differentiate Key Streets throughout Arapahoe Square.
- **Context.** Designs that promote the unique design intent for each Key Street help create a sense of context throughout Arapahoe Square.
- **Sustainability.** Pedestrian-oriented designs for that incorporate Low Impact Development principles help promote sustainability on Key Streets.
The following “Gateway Corners” on 21st provide opportunities for architecturally significant moments that will invite pedestrians onto active sections of 21st Street:

- 21st Street & Arapahoe Street
- 21st Street & Broadway

**Gateways Corners**

2011 Northeast Downtown Neighborhoods Plan identify Broadway and Park Avenue as “Grand Boulevards” that will transform into “celebrated, multi-modal boulevards.”

**Existing & Future Conditions on the Key Streets**

**21st Street**

This Key Street serves as the primary east-west pedestrian and bicycle connection through Arapahoe Square from the baseball stadium to the Clements Historic District. The 2011 Northeast Downtown Neighborhoods Plan recommends making 21st Street into a focal point and community gathering space for Northeast Downtown neighborhoods. A subsequent urban design plan builds on this concept to envision 21st as a highly active street with three primary subareas in Arapahoe Square:

- **From Larimer to Arapahoe**, 21st Street will transition from a highly active commercial street that combines bicycle and pedestrian activity near the baseball stadium and Ballpark Historic District to the active Gateway Corner (see above) at Arapahoe, where many pedestrians will enter Arapahoe Square.

- **From Arapahoe to Broadway**, 21st Street will maintain a high level of activity between Gateway Corners.

- **From Broadway to the Clements Historic District**, 21st Street will provide a park-like transition to the lower-scale residential neighborhood.

**20th Street**

This Key Street will further develop as a highly urban frontage that provides an active transition between Arapahoe Square and the Central Business District.

**Arapahoe Street**

This Key Street provides a connection for pedestrians and bicyclists (using the protected bike lane) between the Central Business District and both Arapahoe Square and Curtis Park. Skyline Park is a key pedestrian amenity along Arapahoe Street to the southwest of Arapahoe Square.

**Curtis Street**

This Key Street provides an additional connection for pedestrians through Arapahoe Square, connecting the Denver Center for the Performing Arts in the southwest to Mestizo-Curtis Park in the northeast. The 2011 Northeast Downtown Neighborhoods Plan describes a number of future concepts for Curtis Street, including potential conversion to two-way operations and opportunities to widen sidewalks. The Plan also identifies the corner of 21st and Curtis as an opportunity to focus on establishing an identity for Arapahoe Square.

**Broadway**

This Key Street cuts diagonally through Arapahoe Square, creating complex intersections with unique lot configurations.

**Park Avenue**

This Key Street forms the northeastern border of Arapahoe Square. It provides a direct connection to Interstate 25 and serves as an important mass and scale transition to the adjacent Curtis Park neighborhood. The 2007 Downtown Area Plan and The 2011 Northeast Downtown Neighborhoods Plan identify Park Avenue as a “Grand Boulevard” (see above) with a high-quality green streetscape and pedestrian realm.

**Welton Street**

This Key Street is an important transit corridor and provides a transition to the Clements Historic District to the southeast and Five Points Historic Cultural District to the northeast. The sidewalk area along the southeast side of the street is uniquely configured adjacent to an active light rail line and could be improved to better accommodate pedestrians.
Design Standards & Guidelines for 21st Street

SPECIFIC DENVER ZONING CODE REQUIREMENTS FOR 21ST STREET

The Denver Zoning Code (DZC) provides a context-specific 100% upper story setback requirement for 21st Street that is intended to reinforce Human Scale design and maximize sky exposure. As described in “The Upper Story Setback Alternative for 21st Street” on page 52, the DZC also allows alternative upper story setback designs along 21st Street to enable creative designs and allow building massing that highlights Gateway Corners.

21ST STREET URBAN DESIGN PLAN

Placeholder: Information regarding the 21st Street Urban Design Plan.

INTENT STATEMENTS

- To promote development of 21st Street as a park-like “shared street” that emphasizes pedestrian and bicycle access
- To promote innovative, environmentally friendly stormwater management techniques that take advantage of 21st Street’s position along the ridge between stormwater basins
- To provide flexibility for creative upper story setback designs that integrate with building design along 21st Street
- To promote development of strong urban forms at Gateway Corners where 21st Street intersects Arapahoe Street and Broadway (see “Gateway Corners” on page 49 for more information)
- To frame views of the baseball stadium
- To promote development of a vibrant commercial street with highly-activated Open Spaces along 21st Street from the Ballpark Historic District to the Gateway Corner at Arapahoe Street
- To promote development of a mixed-use street frontage between the Gateway Corners at Arapahoe Street and Broadway
- To promote a more passive park-like environment as 21st Street transitions from the Gateway Corner at Broadway to the Clements Historic District
3.01 Enhanced setback areas and Open Spaces along 21st Street between the Ballpark Historic District and Arapahoe Street shall be located adjacent to Highly Active Street Level Uses.

Highly active street level uses include, but are not limited to:

- Retail storefronts
- Restaurants and cafes
- Indoor arts and recreation facilities
- Yoga or dance studios
- Apartment rental centers and real estate offices

Street level uses that will not be considered as highly active include:

- Building lobbies
- Residential units
- Parking or other vehicular use areas

3.02 Vehicle access to parking, service or drop off areas shall not be provided from 21st Street.

3.03 Strong building massing shall be used to identify Gateway Corners along 21st Street.

Appropriate techniques include:

- Locating tall building elements at the corner (the upper story setback alternative described on page 52 allows for flexible building massing)
- Identifying corner building elements with a change in materials or wall plane

See “Gateway Corners” on page 49 for more information.

3.04 Alternative upper story setback designs allowed by the Denver Zoning Code along 21st Street shall provide a total setback surface area equal to, or greater than, the approximate area of a 10 foot upper story setback for the full width of the street-facing building facade.

- Alternative setback designs may vary in depth from zero to 30 feet.
- Areas that are set back more than 30 feet do not apply towards the total setback surface area.

See “The Upper Story Setback Alternative for 21st Street” on page 52 for more information.

3.05 Streetscape designs on 21st Street should promote implementation of the 21st Street Urban Design Plan.

See “21st Street Urban Design Plan” on page 50 for more information.

3.06 Whenever possible, Enhanced Setback and Open Space areas along 21st Street should incorporate innovative, environmentally friendly stormwater management techniques.

Appropriate techniques include:

- Bio-swales
- Permeable Pavers
- Infiltration Tree Wells
- Sub-regional Detention Ponds (in conjunction with new Open Space)
- Other Low-Impact Development Techniques

3.07 When possible, alternative upper story setback designs on 21st Street should incorporate curves, angles or other innovative setback configurations.

3.08 When possible, alternative upper-story setback designs on 21st Street should be located to preserve sky exposure and views from Enhanced Setback and Private Open Space.
The Upper Story Setback Alternative for 21st Street

**MEASURING UPPER STORY SETBACK AREA**

Alternative upper story setback designs on 21st Street must provide a total setback area equal to, or greater than, the area of a 10 foot upper story setback for 100% of the lot frontage at or below 5 stories and 70 feet.

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 ON 21ST STREET**

Figure 13: The Upper Story Setback Alternative for 21st Street
Design Guidelines for 20th Street & Broadway

INTENT STATEMENT

- To promote development of a highly urban character with strong building massing along 20th Street and Broadway

SPECIFIC DZC REQUIREMENTS FOR 20TH STREET & BROADWAY

The Denver Zoning Code (DZC) does not require an upper story setback on 20th Street or Broadway in Arapahoe Square to enable development with a highly urban character with strong building massing.

DESIGN STANDARD

3.09 **Strong building massing shall be used to identify the Gateway Corner at Broadway and 21st Street**

Appropriate techniques include:

- Locating tall building elements at the corner
- Identifying corner building elements with a change in materials or wall plane

See “Gateway Corners” on page 49 for more information.

DESIGN GUIDELINE

3.10 **Upper story setbacks should generally be limited on 20th Street and Broadway to create a highly urban character.**
INTENT STATEMENTS

- To promote development of Arapahoe Street as a pedestrian gateway into Arapahoe Square and a pedestrian and bicycle spine connecting Skyline Park to Arapahoe Square and Curtis Park
- To provide a pedestrian and visual connection along Curtis Street between Mestizo-Curtis Park to the northeast and the Denver Performing Arts Center to the southwest
- To promote innovative, environmentally friendly stormwater management techniques on Arapahoe Street and Curtis Street

DESIGN GUIDELINES

3.11 The street frontage along Arapahoe Street and Curtis Street should incorporate features that promote pedestrian use.
   Appropriate features include:
   » Enhanced setbacks and Open Space areas (see “Enhanced Setbacks & Open Space” on page 14 for more information)
   » Street furniture to provide places of respite
   » Unique paving materials or pedestrian lighting built into the paving system (note that paving materials must maintain handicap accessibility)
   » Pedestrian scale lighting

3.12 Streetscape designs on Arapahoe Street and Curtis Street should promote pedestrian movement.
   Appropriate techniques include:
   » Wide, unobstructed sidewalks
   » Mid block bulb outs (with cut throughs for bicycle facilities, where applicable)
   » Parklets

3.13 Streetscape designs on the northwest side of Arapahoe Street should respond to the on-street bicycle facility.
   Appropriate strategies include:
   » Providing designated pedestrian connections across the on-street bicycle facility to on-street parking areas
   » Locating bicycle racks to be accessible from the on-street bicycle facility

3.14 Whenever possible, Enhanced Setback and Open Space areas along Arapahoe and Curtis Streets should incorporate innovative, environmentally friendly stormwater management techniques.
   Appropriate techniques include:
   » Bio-swales
   » Permeable Pavers
   » Infiltration Tree Wells
   » Other Low-Impact Development Techniques

3.15 Upper story setbacks along Arapahoe Street and Curtis Street should be positioned to maximize the visual connection between the central business district and neighborhoods to the northeast.
INTENT STATEMENTS

• To provide a building scale transition along Park Avenue between Arapahoe Square and lower-scale neighborhoods to the northeast.
• To encourage an Enhanced Setback area along the southeast side of Welton that provides a comfortable pedestrian environment adjacent to the light rail line.

SPECIFIC DENVER ZONING CODE REQUIREMENTS FOR PARK AVENUE

The Denver Zoning Code (DZC) provides a context-specific 100% upper story setback requirement for Park Avenue that is intended to promote the intent for Park Avenue to provide a building scale transition to lower-scale neighborhoods to the northeast.

SPECIFIC DENVER ZONING CODE REQUIREMENTS FOR WELTON

The Denver Zoning Code (DZC) provides a context-specific build-to range on the southeast side of Welton Street that enables Enhanced Setback areas to extend the full length of the lot frontage. This expanded pedestrian area promotes the intent for Welton Street to provide a comfortable pedestrian environment adjacent to the light rail line.

DESIGN STANDARDS

3.16 The street frontage along the southeast side of Welton Street shall provide a comfortable transition between the building and the light rail line by providing additional space for pedestrians. Appropriate features include:
» Enhanced Setbacks and Open Space areas (see “Enhanced Setbacks & Open Space” on page 14 for more information)
» Recessed entries
» Residential stoops or yard areas

DESIGN GUIDELINES

3.17 Building designs on Park Avenue should incorporate features that promote a compatible transition to the Curtis Park historic district. Appropriate features include:
» Use of masonry building materials on the Primary Street-facing facade
» Use of massing and articulation techniques that reflect traditional rhythms in the historic district
» A consistent upper story setback (required by the Denver Zoning Code)

3.18 Streetscape designs on the southeast side of Welton Street should help buffer the sidewalk from the adjacent light rail line. Appropriate techniques include:
» Columnar street trees spaced at intervals of less than 35 feet
» Street lighting and other features with a strong vertical dimension
» Raised planters

See Chapter 4.0 on page 57 for design standards and guidelines that apply to streetscape design throughout Arapahoe Square.
This chapter includes:

- Introduction to the Streetscape Design Guidelines .................................................. Page 58
- Amenity Zone & Street Trees .......................................................................................... Page 60
- Streetscape Paving ............................................................................................................ Page 62
- Streetscape Furnishing & Lighting ............................................................................... Page 63

Task force note: The DAB will use this chapter to engage in a dialog regarding streetscape design. This chapter includes only guidelines (not standards) in recognition of the Department of Public Works role as the approval authority for streetscape improvements.

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.

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

An X mark on an illustration indicates an approach that is generally inappropriate.
Introduction to the Streetscape Design Guidelines

Streetscape design addresses the character of the Public Right-of-Way (ROW) between the property line and the primary street, including the sidewalk and amenity zone between the sidewalk and the street.

This chapter provides design guidelines for key streetscape design topics, including paving, lighting, furnishing, street trees and the design of the amenity zone. Design standards are not included in this chapter.

Note that design standards and guidelines for building arrangement and Open Space areas on individual sites (outside of the ROW) are provided in Chapter 1.0 on page 9. Additional design standards and guidelines for Key Streets, such as 21st Street and Curtis Street, are provided in Chapter 3.0 on page 47.

GUIDING PRINCIPLES FOR STREETSCAPE DESIGN

The following core streetscape design principles provide the basis for the guidelines:

- **Sense of Place.** Streetscape designs that define the pedestrian area and create a cohesive design environment along the street promote the sense of Arapahoe Square as a distinctive district within Downtown Denver.

- **Human Scale.** Streetscape designs that create a rhythm of pedestrian-oriented elements along the sidewalk help promote a sense of Human Scale in Arapahoe Square.

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

- **Context.** Streetscape designs that respond to the scale and character of the street help promote a sense of context throughout Arapahoe Square.

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

PUBLIC WORKS REVIEW OF STREETSCAPE DESIGNS

All projects in the Public Right-of-Way are subject to review and approval by the City of Denver’s Public Works Department. In some cases, Public Works review may result in required changes to streetscape designs or deviation from the design standards and guidelines.
Streetscape Elements

Placeholder: Illustration defining the progression of elements within the Public Right-of-way

Task force note: The text and graphics on this page will provide an overview of key streetscape elements with cross references to sections within this chapter.

Figure 14: Streetscape Elements
Amenity Zone & Street Trees

INTENT STATEMENTS

- To provide definition between vehicular and pedestrian use areas
- To create a cohesive public street edge along both sides of the street and between blocks
- To introduce natural elements to the street and public realm
- To encourage amenity zone designs that respond to the context of the street
- To encourage low maintenance amenity zone designs that retain their quality over time
- To encourage amenity zone designs that help maintain a safe pedestrian realm
- To encourage amenity zone designs that promote environmental sustainability

DESIGN GUIDELINES

4.01 The Amenity Zone should incorporate a variety of pedestrian-oriented amenities.

- Street furniture
- Paved pedestrian use areas
- Pedestrian-scaled lighting
- Street trees

4.02 Deciduous shade trees should be planted at minimum intervals of approximately 35 feet along the Primary Street frontage.

- Street trees

4.03 Street tree species should be adapted to the harsh conditions of a dense urban environment.

- See “Street Trees” on page 61 for links to lists of approved street trees.

4.04 Street tree species should generally remain consistent along the same side of a block.

4.05 Tree pits should be a minimum of approximately 5 by 15 feet in dimension to accommodate shade trees at maturity.

4.06 Tree grates should be proportioned to accommodate mature trunk sizes.

4.07 Structural soil should be used to support street trees and other plantings in the amenity zone of developments with more than approximately 150 feet of primary street frontage.

- See “Structural Soil” on page 61 for more information.

4.08 Permeable paving systems that can be maintained over time should be used within the Amenity Zone to provide air and rainwater to the root system of street trees.

4.09 When possible, Low Impact Development (LID) stormwater management systems should be integrated into the amenity zone.

- Stormwater planters
- Bioretention areas
- Permeable paving (also see Guideline 4.08 above)

- See “LID Stormwater Management” on page 61 for more information.
Amenity Zone Design Elements

The Amenity Zone is the area between the street and sidewalk that is improved with street trees, paving, street furniture, stormwater management systems or other amenities. Amenity Zones in Arapahoe Square are located within the Public Right-of-Way.

The design elements illustrated below are appropriate for use in the Amenity Zone.

**STREET TREES**

A permit is required from the Office of the City Forester prior to planting or removing trees from the public right-of-way per Chapter 57 of the Revised Municipal Code. The City Forester maintains a list of approved street trees and provides additional spacing information for street trees.

Note that Colorado State University also maintains a list of recommended tree species for the Front Range.

**LID STORMWATER MANAGEMENT**

Low Impact Development (LID) is a stormwater management approach to address rainfall in a way which more closely mimics the natural hydrologic system at the site prior to development. LID stormwater management systems, such as the stormwater planter illustrated above, allow for infiltration, storage, filtration, evaporation and/or detention of stormwater close to the location where the rain fell. They promote environmental sustainability by increasing water quality and reducing off-site impacts.

**STRUCTURAL SOIL**

Structural soil is a below pavement medium that can be compacted to support building and paving requirements while still allowing for tree root growth. By supporting healthier, faster-growing trees, Structural Soil helps promote the intent to introduce natural elements to the street and public realm that also maintain their quality over time. It may be used under the Amenity Zone as well as surrounding streets and sidewalks.

**STREET FURNITURE**

Placeholder: Illustration and information

**PAVED PEDESTRIAN USE AREAS**

Placeholder: Illustration and information

**PEDESTRIAN-SCALE LIGHTING**

Placeholder: Illustration and information

Figure 15: Amenity Zone Design Elements
Streetscape Paving

INTENT STATEMENTS

• To clearly define pedestrian use areas
• To encourage creative paving designs that help create a unique sense of place
• To define different elements of the streetscape with distinct paving
• To promote paving designs that help manage stormwater

DISTINCT PAVING MATERIALS

The City of Denver’s Public Works Department reviews and approves paving materials and designs. Public Works may approve unique or distinctive paving designs if applicants have a program to ensure ongoing maintenance of paving.

DESIGN GUIDELINES

4.10 Where possible, paving materials and treatments should be used to differentiate key elements of the Public Right-of-Way.

Appropriate strategies include:

» Using distinctive paving to differentiate the amenity zone from the pedestrian sidewalk

» Using distinctive paving to differentiate the pedestrian sidewalk from Enhanced Setback and Open Space areas

» Using creative paving designs that help create a unique sense of place

4.11 Permeable paving systems that can be maintained over time should be used throughout the streetscape to allow natural stormwater drainage.
INTENT STATEMENTS

- To promote a comfortable, safe and clean pedestrian environment
- To invite pedestrians to linger with a rhythm of respite areas within the streetscape
- To ensure the long term success of the streetscape through furnishings and lighting that maintain their quality over time
- To promote creative streetscape furnishing and lighting designs

DESIGN GUIDELINES

4.12 Streetscape furnishing should be provided to encourage pedestrian activity.
   Appropriate streetscape furnishings include:
   » Benches
   » Planters
   » Bicycle racks
   » Trash containers
   » Pet waste bag dispensers

4.13 Streetscape furnishings and lighting should be durable and suitable for outdoor conditions

4.14 Streetscape designs include integrated pedestrian-scale lighting to encourage evening use and to enhance security.
   Appropriate strategies include:
   » Use of low-height fixtures
   » Use of fixtures that provide soft lighting
   » Installation of fixtures at frequent intervals

4.15 Streetscape furnishing and lighting should incorporate creative designs.
   Appropriate strategies include:
   » Use of streetscape furnishings that serve multiple purposes such as planters with integrated seating
   » Incorporating public art

4.16 Streetscape furnishing and lighting should enhance neighborhood safety.
   Appropriate strategies include:
   » Designing benches and other seating to discourage overnight use
   » Ensuring that pedestrian use areas are well lit

4.17 Where possible, pedestrian lighting should be integrated into streetscape design elements.
   Appropriate strategies include:
   » Integrating lighting into streetscape furnishings
   » Integrating lighting into planters or garden walls
   » Integrating LED lighting into paving systems
5.0 SIGN DESIGN STANDARDS & GUIDELINES

This chapter includes:

- Introduction to the Sign Design Standards & Guidelines................................. Page 66
- Sign Location ........................................................................................................ Page 68
- Sign Character & Materials ................................................................................ Page 69
- Sign Lighting ...................................................................................................... Page 70
- Individual Sign Types ........................................................................................ Page 72
  » Projecting Signs .............................................................................................. Page 72
  » Non-Projecting Sign Types ............................................................................. Page 73

Task force note: This chapter provides preliminary design standards and guidelines for signs. It will be updated to ensure that it clearly reinforces current zoning requirements for signs in Arapahoe Square.

Task force note: Design review authority for signs will vary depending on the type of sign.

ILLUSTRATIONS USED IN THIS DOCUMENT

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

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

KEY TO ILLUSTRATION SYMBOLS

- A checkmark on an illustration indicates an approach that is generally appropriate.
- An X mark on an illustration indicates an approach that is generally inappropriate.
Sign design addresses the location, character and lighting of signage.

This chapter provides design standards and guidelines for a variety of sign types throughout Arapahoe Square.

The location and design of individual signs are not reviewed by the Design Advisory Board for Arapahoe Square. However, the design standards and guidelines in this chapter will be used to guide review of:

- Comprehensive Sign Plans by City Staff and the Denver Planning Board
- New or modified projecting signs (where permitted by a comprehensive sign plan) by City Staff and the Vital Signs Design Review Committee
- All other (non-projecting) permitted sign types by City staff

See Chapter 6.0 on page 75 for more information on the design review process.

**GUIDING PRINCIPLES FOR SIGN DESIGN**

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

- **Sense of Place.** Unique signs that are integrated into overall building design help create a cohesive design environment along the street and promote the sense of Arapahoe Square as a distinctive district within Downtown Denver.

- **Human Scale.** Signs that are located and scaled for pedestrian visibility promote a sense of Human Scale in Arapahoe Square.

- **Creativity.** Signs with creative shapes and iconographic designs help to reinforce Arapahoe Square’s special character.

- **Context.** Signs that are located and designed to respond to their surroundings promote a sense of context throughout Arapahoe Square.

- **Sustainability.** Signs that assist with pedestrian wayfinding promote environmental sustainability by encouraging pedestrian activity throughout Arapahoe Square.

**DESIGN ADVISORY BOARD REVIEW OF FACADE DESIGN**

Although the Design Advisory Board (DAB) does not use this chapter to review the location and design of individual signs, the DAB does consider potential future sign locations when reviewing proposed building designs.

See “Facade Design for Signage” on page 41 in Chapter 2.0 for more information.

**DENVER ZONING CODE SIGN REQUIREMENTS**

Division 10.10 of the Denver Zoning Code (DZC) provides base requirements for the erection, remodeling, enlarging, moving, operation and maintenance of all signs.

The design standards and guidelines in this Chapter are intended to build on DZC requirements.
Sign Hierarchy

When planning signage, it is important to understand the purpose that each sign can play, and to consider the hierarchy and scale of signs types, messages and designs. “Layering” information will help visitors obtain the information they need, while also ensuring that every proposed sign has an objective. With a few exceptions, most building signage plans should provide for both primary and secondary signage. This signage should be attractive and visually interesting. Iconic shaped signs add an extra layer of artistry and appeal, and can help to convey the unique personality and character of the building occupant.

<table>
<thead>
<tr>
<th>PRIMARY SIGNAGE</th>
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<tbody>
<tr>
<td>Placeholder: Text and illustrations to define primary signage</td>
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</table>

<table>
<thead>
<tr>
<th>SECONDARY SIGNAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Placeholder: Text and illustrations to define secondary signage</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>ADDITIONAL/ICONIC SIGNAGE</th>
</tr>
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<tbody>
<tr>
<td>Placeholder: Text and illustrations to define additional/iconic signage</td>
</tr>
</tbody>
</table>

**COMPREHENSIVE SIGN PLANS**

Division 10.10 of the Denver Zoning Code enables a Comprehensive Sign Plan process that allows flexibility in zoning requirement for the size, type and location of signs identifying the use and location of large facilities. Flexibility is generally offered because these facilities often have a need for additional or different types of signage due to the complexity of the issues and varied physical layout of the facility. This flexibility is offered in exchange for a coordinated program of signage ensuring a higher standard of design quality for such signs.

Note that a Comprehensive Sign Plan or Vital Comprehensive Sign Plan is required to enable use of Projecting Signs in Arapahoe Square. See page 72 for more information.
**SIGN LOCATION**

**INTENT STATEMENTS**

- To encourage sign locations that promote a vibrant, pedestrian-oriented street frontage
- To ensure that signs are integrated into overall building design
- To improve wayfinding in Arapahoe Square by identifying business and entrance locations

**FACADE DESIGN FOR SIGNAGE**

Additional design standards and guidelines that address the relationship of signage overall facade design are provided on page 41 in Chapter 2.0.

**DESIGN STANDARDS**

5.01 Signs shall be located within facade areas set aside for signage in the overall facade design.

Such facade areas may include:

- A distinct signage band area above storefronts at the Street Level
- Architectural bays or panels

See “Facade Design for Signage” on page 41 for design standards and guidelines related to setting aside facade areas for potential future signage.

5.02 Where facade areas have not been set aside for signs in the overall facade design, signs shall be located in areas where they best integrate with the overall design of the facade.

5.03 Signs for Street Level uses shall be located to ensure pedestrian visibility.

5.04 Signs shall be located adjacent to the identified use.

Note that this design standard does not apply to Joint Identification Signs (see page 73).

5.05 Signs shall not overlap or conceal architectural features on the building facade.

**DESIGN GUIDELINES**

5.06 Signs located on upper stories of the facade should identify the building rather than individual tenants.

5.07 Signs for multiple tenants should be consolidated whenever possible.

See “Joint Identification Signs” on page 73 for related design standards and guidelines.

5.08 Signs should indicate building entries and entries to parking facilities.

5.09 Signs should be coordinated so as not to conflict with key streetscape elements whenever possible.

Streetscape elements to consider include:

- Street trees
- Street lighting
- Street furniture

5.10 Tenant signage should not be located significantly above the Street level unless it is located and designed to be integral to the building facade.
SIGN CHARACTER & MATERIALS

INTENT STATEMENTS

- To encourage the development of a well-defined sense of place in Arapahoe Square
- To promote Human Scaled, pedestrian-oriented signage
- To ensure that signs are subordinate to overall building design
- To ensure that signs retain a quality appearance over time

DESIGN STANDARDS

5.11 Signs shall be oriented towards and scaled for pedestrians.
Appropriate strategies include:
» Locating signs at, or just above, the Street Level
» Ensuring that signage is not the most prominent feature of Street Level facade design

5.12 Signs shall be designed to integrate with architectural features on the building facade.

5.13 Signs shall incorporate durable materials that will maintain their quality over time.
Appropriate materials include, but are not limited to:
» Metal
» Painted or carved wood
» Individual wood or cast metal letters or symbols
» Stone such as slate, marble or sandstone
» Painted, gilded or sandblasted glass

DESIGN GUIDELINES

5.14 Signs should be designed to work together to create a cohesive identity for the building facade.
Note that a Comprehensive Sign Plan provides flexibility for a coordinated palette of signage. See “Comprehensive Sign Plans” on page 67 for more information.

5.15 Signs should be designed to be creative and iconographic whenever possible.
Appropriate techniques include:
» Using three-dimensional sign elements
» Incorporating symbols or representations of products into sign design
» Integrating iconic typography into sign design
» Integrating creative lighting into sign design
Note that projecting signs must incorporate iconographic features. See page 72 for more information.

5.16 Signs should be designed using distinctive materials and craftsmanship, whenever possible.
SIGN LIGHTING

INTENT STATEMENTS

• To promote pedestrian-oriented lighting that enhances security
• To encourage sign lighting that minimizes energy consumption

DESIGN STANDARDS

5.17 Sign lighting shall be integrated into the design of the sign or facade.
   Appropriate strategies include:
   » Built-in indirect back lit (halo) lighting
   » Built in goose neck or contemporary lighting arms
   » Sign lighting that is integrated into an architectural feature on the building facade

5.18 Sign lighting shall be directed toward signs for pedestrians on adjacent sidewalks.
   Appropriate strategies include:
   » Focusing lighting directly towards the sign
   » Incorporating hoods or caps to avoid casting light upward

5.19 Electrical conduits and raceways for sign lighting shall be concealed.
   Appropriate strategies include:
   » Integrating electrical connections into the design of the facade
   » Painting conduit to blend with the facade color

5.20 Signs shall not be internally illuminated.

DESIGN GUIDELINES

5.21 Signs should be lit to encourage continuous pedestrian activity in Arapahoe Square.
5.22 Sign lighting should be consistent with overall building lighting.
5.23 Sign lighting installation should minimize the number of penetrations into the building facade.
Definitions and Illustrations for Individual Sign Types

Sign types allowed by the Denver Zoning Code (DZC) are defined and illustrated below. Design standards and guidelines specific to each sign type are provided on the following pages.

1. PROJECTING SIGN
   An iconographic three-dimensional sign attached to and projecting from the wall of a building, typically perpendicular to a façade. This sign type is only allowed with a Comprehensive Sign Plan.

2. ARCADE SIGN
   A sign attached to the roof or wall of an arcade and totally within the outside limits of the structural surfaces which are delineating the arcade.

3. GROUND SIGN
   A sign supported by poles, uprights or braces extending from the ground or an object on the ground but not attached to any part of any building.

4. WALL SIGN
   A sign attached to, painted on or erected against a wall, facia, parapet wall or pitched roof of a building or structure.

5. WINDOW SIGN
   A sign which is applied or attached to, or located within three feet of the interior of a window, which sign can be seen through the window from the exterior of the structure.

6. JOINT IDENTIFICATION SIGN
   A sign which serves as a common or collective identification for three or more businesses on the same zone lot.
Individual Sign Types

INTENT STATEMENTS

• To promote a unique visitor experience through creative sign design
• To promote projecting sign locations and designs that are integrated into the overall arrangement of signage on the building facade.
• To ensure that projecting signs are pedestrian oriented
• To promote projecting sign designs that enliven the pedestrian environment with unique, expressive and iconic shapes

VITAL SIGNS COMMITTEE & VITAL SIGNS PLANS

Placeholder: Information about the Vital Signs Committee.

DESIGN STANDARDS

5.24 Projecting signs shall be three-dimensional.

Appropriate techniques include:

» Using shapes that limit the need for signage text
» Incorporating three-dimensional objects, such as products related to the advertised use, in sign design (objects may be abstracted)

5.25 Projecting signs shall be designed to be creative and iconographic.

Appropriate techniques include:

» Integrating iconic typology into sign design
» Integrating creative lighting into sign design

5.26 Where multiple projecting signs are used on a single building, they shall use a consistent attachment detail.

DESIGN GUIDELINES

5.27 Projecting signs should be located to enhance building image.

Appropriate locations include:

» On a building corner
» Above a recessed facade element

5.28 Projecting signs should generally be limited to approximately 12 square feet.
Individual Sign Types

INTENT STATEMENTS
- To promote appropriate use of a variety of sign types
- To limit the visual impact of multiple signs on a building facade
- To maintain the appearance of an active Street Level with a high percentage of transparency

DENVER ZONING CODE BONUS FOR JOINT IDENTIFICATION SIGNS
For some multi-tenant buildings, the Denver Zoning Code (DZC) exempts one joint tenant sign from the calculation of maximum signage area in Arapahoe Square. Such joint tenant signs may take the form of a wall or ground sign.

Task force note: This section will be updated to more clearly link to the range of sign types permitted by the Denver Zoning Code in Arapahoe Square.

Non-Projecting Sign Types

DESIGN STANDARDS

ARCADE SIGNS
5.29 Arcade signs shall be mounted parallel to the building facade above an arcade building entry or perpendicular to the building facade hanging from an arcade.

GROUND SIGNS
5.30 Ground signs shall be located only in Enhanced Setback or Open Space areas.

JOINT IDENTIFICATION SIGNS
5.31 Joint identification signs shall be located adjacent to primary building entries.

WALL SIGNS
5.32 Walls signs shall be designed to fit within sign bands or architectural details on the building facade.

WINDOW SIGNS
5.33 Window signs shall not block views into active building areas or display cases.

Techniques to ensure that window signs maintain visibility include:
» Using window signs only to include logos or provide additional information about products and services
» Using individual lettering rather than solid color backgrounds

DESIGN GUIDELINES

ARCADE SIGNS
5.34 Arcade signs should be scaled to be compatible with the overall arcade design.

GROUND SIGNS
5.35 Materials used for ground mounted signs should be coordinated with materials used on adjacent buildings, whenever possible.

JOINT IDENTIFICATION SIGNS
5.36 Joint identification signs should be designed with a coordinated set of materials, colors and typefaces to promote a consistent style of building identification.

WALL SIGNS
5.37 Where possible, wall signs should generally align with wall signs on neighboring buildings.

WINDOW SIGNS
5.38 Window signs should generally be scaled for pedestrians and located at, or below, pedestrian height.
6.0 DESIGN REVIEW PROCESS

This chapter includes:

• The Design Review Process ................................................................. Page 76
• Submittal Requirements ........................................................................ Page 78
  » New Construction/Additions .......................................................... Page 78
  » Exterior Improvements ................................................................. Page 79

Task force note: This chapter is under development.

The task force will have an opportunity to review a complete draft prior to official public review.
The Design Review Process

OVERVIEW

The Design Advisory Board is empowered through the Denver Zoning Code to advise and assist the Community Planning and Development Department (CPD) in the design review process. The Design Advisory Board (DAB) will review the following types of projects for conformance with the Arapahoe Square Design Standards and Guidelines: new construction, additions, major exterior improvements including significant changes to the site and/or building exterior, and new or expanded outdoor use areas.

Proposed new signs and comprehensive sign plans will not be reviewed by the DAB and are subject to existing review processes, summarized in the table below. For all types of review, the Design Standards and Guidelines should be used in conjunction with the Denver Zoning Code’s Downtown Arapahoe Square zone districts, and all other applicable regulations.

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Reviewers</th>
<th>Review Process</th>
</tr>
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</table>
| • New construction | • CPD staff  
• Design Advisory Board | • Design Advisory Board Design Review Process (detailed below, pages 64-65) |
| • Additions  
• Major exterior improvements including significant changes to the site and/or building exterior  
• New or expanded outdoor use areas | | |
| Project Types Not Reviewed by the Design Advisory Board | | |
| • Minor exterior improvements to the site or building exterior | • CPD staff  
| | | • Administrative review as part of zoning and/or building permit review |
| • Comprehensive sign plans | • CPD staff  
• Denver Planning Board | • See Division 10.10 of the Denver Zoning Code |
| • Sign permits | • CPD staff  
• Permits for projecting signs will also be reviewed by the Vital Signs Design Review Committee (see Division 10.10 of the Denver Zoning Code) | • Administrative review as part of sign permit review |

DESIGN ADVISORY BOARD DESIGN REVIEW PROCESS

For projects reviewed by the Design Advisory Board (DAB), the following standard review process applies.

PRE-APPLICATION/CONCEPT REVIEW MEETING

A Pre-Application meeting shall be held between the applicant and CPD staff to review the design review process and to identify all requirements and requirements. This meeting may be the same as the Concept Review meeting that is required for the Site Plan Development review process. This meeting provides an opportunity for discussion of the proposed project and how the Design Standards and Guidelines might affect its development.

OPTIONAL CONCEPT REVIEW BY DAB

Following the Pre-Application/Concept Review meeting, the applicant is encouraged to share their initial conceptual design with the Design Advisory Board (DAB). This will provide an opportunity for early input from the board and help the applicant to develop a Design Review submittal. There is no formal submittal checklist, but applicants are encouraged to provide a conceptual site plan and building elevations.

DESIGN REVIEW SUBMITTAL

The Design Review phase generally corresponds to Schematic Development Design Phase and is the most important time for review and feedback from the DAB. Following the Pre-Application/Concept Review meeting (or the optional concept review meeting with the DAB), the applicant may submit the Design Review submittal. See pages 78-79 for the submittal requirements checklist.

CPD staff will review the submittal and determine whether the applicant is prepared to proceed to the DAB for review. More than one Design Review submittal may be required before proceeding to the DAB. For some project types that...
are smaller in scope, such as exterior improvements or expanded outdoor use areas, the applicant may be able to proceed directly to the final design review submittal.

**DESIGN REVIEW BY DESIGN ADVISORY BOARD**

The applicant or designee, including the design professional for the project, shall be present at the DAB review meeting(s). CPD staff and the applicant (or the applicant’s designee) will present the item to the DAB. Following the presentation, the Board shall discuss the merits of the application and provide input on how the application complies with the Design Standards and Guidelines. The Board will provide specific guidance to the applicant to incorporate into the Final Design Review submittal. The DAB may require additional submittal materials and subsequent meetings with the Board before proceeding to the Final Design Review phase.

**FINAL DESIGN REVIEW SUBMITTAL**

Once the applicant has completed the initial Design Review meeting(s) with the DAB, they may submit a Final Design Review submittal that incorporates the feedback of the Board. The purpose of this submittal, which generally corresponds to the Design Development Design Phase, is to demonstrate compliance with Design Standards and Guidelines and obtain a final recommendation from the DAB. See pages ___-___ for the submittal requirements checklist.

CPD staff will review the Final Design Review submittal and make a recommendation to the DAB regarding the project’s compliance with the design standards and guidelines.

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**PUBLIC NOTICE DURING THE DESIGN REVIEW PROCESS**

For each Design Advisory Board meeting, notice of the meeting agenda shall be distributed to City Council District office, as well as all Registered Neighborhood Organizations (RNOs) within 200 feet of the Arapahoe Square design review area. The notice of the meeting agenda shall be sent a minimum of 14 calendar days prior to the Design Advisory Board meeting and will include information about how to access the relevant submittals for all agenda items.

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**SUMMARY OF THE DESIGN ADVISORY BOARD DESIGN REVIEW PROCESS**

**PRE-APPLICATION/CONCEPT REVIEW MEETING**

**OPTIONAL CONCEPT REVIEW BY DAB**

**DESIGN REVIEW**

Design Review Submittal(s)
Review by CPD Staff
Design Advisory Board Meeting

**DESIGN CONFIRMATION**

Final Design Review Submittal
Review by CPD Staff
Design Advisory Board Meeting and Recommendation

**FINAL DETERMINATION**

Utilizing recommendation of the Design Advisory Board, Zoning Administrator makes final determination.

*Figure 18: Summary of the DAB Design Review Process*

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**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.

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**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.
Submittal Requirements

This checklist applies to new construction and additions. The DAB will not review an application that is incomplete. The following materials are required prior to scheduling a Design Review and/or Final Review meeting with the Design Advisory Board:

- A letter defining the design intent of the project and a written narrative describing how the proposed development meets the Arapahoe Square Design Standards and Guidelines. The narrative should detail how the project confirms to all of the design standards and guidelines. If a standard is not met, the applicant must demonstrate in the narrative how the proposed alternative better achieves the intent statement.

- A map of the Arapahoe Square area showing the location of your building/site.

- A detailed site plan (to scale and dimensioned) showing the location of the building, property line, site access and circulation, setbacks and all site amenities including a landscape plan, streetscape plan, and civil engineer plan.

- Photograph(s) showing the project location in relationship to all of the surrounding buildings and context. These photos should include a comprehensive view of the adjacent building elevations and any other existing development or features that could influence the proposed development.

- Colored and fully dimensioned building sections, floor plans and elevations, including indication of potential future locations for signage. While renderings, models and digital representations are not requirements, you are encouraged to provide sufficient information for the Board to understand the project in the context of the neighborhood surrounds. The Board may request additional information to assist in their review.

- A list of all external building materials.

- Color and/or material samples to depict color, texture and material quality for construction (as needed).

- Other materials as requested by staff or the Design Advisory Board.

Task force note: Checklist materials are under development.
This checklist applies to major exterior improvements and new or expanded outdoor uses areas. The DAB will not review an application that is incomplete. The following materials are required prior to scheduling a Design Review and/or Final Review meeting with the Design Advisory Board:

- A letter from the building owner or building management stating they have reviewed and approved the proposed building or façade renovation.
- A written narrative defining the design intent of the project and that states how the proposed development meets the Arapahoe Square Design Standards and Guidelines. If a standard is not met, the applicant must demonstrate in the narrative how the proposed alternative better achieves the intent statement.
- A map of the Arapahoe Square area showing the location of your building/site.
- A detailed site plan (to scale and dimensioned) showing the location of the building, property line, site access and circulation, setbacks and all site amenities including a landscape plan, streetscape plan, and civil engineer plan.
- Photograph(s) showing the project location in relationship to all of the surrounding buildings. These photos should include the adjacent building elevations and any other existing development or features that could bear on the proposed development.
- Colored and fully dimensioned building elevations (if changes to the building facades are proposed). While renderings, models and digital representations are not requirements, you are encouraged to provide sufficient information for the Board to understand the project in the context of the neighborhood surrounds. The Board may request additional information to assist in their review.
- A list of all external building materials (if changes to the building materials are proposed).
- An individual color and/or material sample to depict color, texture and applicators (if changes to the building materials are proposed).
- Other materials, including material samples, as requested by staff or the Design Advisory Board.
APPENDIX

Contents

• Glossary of Terms

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

**ACTIVE USES**

*Placeholder for definition*

**AMENITY ZONE**

An area between the street and sidewalk that is improved with street trees, paving, street furniture or other amenities. An Amenity Zone is typically located within the Public Right-of-Way.

**CITY STAFF**

For purposes of these Design Standards and Guidelines, “City Staff” refers to the City Zoning Administrator and his or her designees in the Department of Community Planning and Development.

**ENHANCED SETBACKS**

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

**GATEWAY CORNER**

An intersection where strong building massing will help invite pedestrians onto active sections of 21st Street. See “Gateway Corners” on page 49 for more information.

**HIGHLY ACTIVE USES**

*Placeholder for definition*

**HUMAN SCALE**

A sense of Human Scale is achieved when one can reasonably interpret the size of a building by comparing features of its design to comparable elements in one’s experience. See “Human Scale Building Design” on page 25 for more information.

**KEY STREETS**

Unique or important streets in Arapahoe Square where context-specific design guidance is provided. See “Key Streets” on page 4 for more information.

**LOW-IMPACT DEVELOPMENT**

Low Impact Development (LID) is stormwater management approach to address rainfall in a way which more closely mimics the natural hydrologic system at the site prior to any development.

**LOWER STORY 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.

**OPEN SPACE**

An Open Space is a type of Enhanced Setback that may extend beyond the primary street build-to range allowed by the Denver Zoning Code to provide more substantial pedestrian use areas, such as: courtyards, plazas, pocket parks, and pedestrian pathways leading into a development.

**PARKLET**

*Placeholder for definition*

**PRIVATE OPEN SPACE**

A build-to alternative provided in the Denver Zoning Code.

**PUBLIC REALM**

*Placeholder for definition*

**PUBLIC RIGHT-OF-WAY**

The area of land owned by the municipality over which the road and sidewalk is built. The public right-of-way generally includes the roadway, sidewalks and amenity zone areas.

**QUALITY**

Refers to the use of a material that is low maintenance, will stand up to wear and tear and is appropriate for the intended use or design application.

**RIGHT-OF-WAY**

See Public Right-of-Way
SCALE
The term used to describe the perception of a building’s (or space’s) size in relation to a human, based on proportions, scaling elements and contextually sensitive solutions to the design of the structure. The most obvious clues are doors and windows. Other clues may be the size of a brick, a handrail, a step, a pattern of texture. Scale is one of the elements that contribute to our perception of a place’s character.

STRUCTURAL SOIL
Structural soil is a below pavement medium that can be compacted to support building and paving requirements while still allowing for tree root growth. See “Structural Soil” on page 61 for more information.

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 34 apply to urban street edges.

VISIBLE FACADE
Placeholder for definition

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.

### Updates to Existing Arapahoe Square Design Standards and Guidelines (DSG)

<table>
<thead>
<tr>
<th>Existing Arapahoe Square DSG (adopted 1998)</th>
<th>Will Be Integrated Into:</th>
<th>Other Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Access</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Intent</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• To minimize vehicular and pedestrian conflicts within a given block in order to improve and support the district as a walkable neighborhood.</td>
<td>✓</td>
<td>Site Design: Vehicle Access</td>
</tr>
<tr>
<td><strong>Intent</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• To minimize curb cuts and driveways thereby maximizing a continuous building “wall” adjacent to the street.</td>
<td>✓</td>
<td>Site Design: Vehicle Access</td>
</tr>
<tr>
<td><strong>Standards</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<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>
<td>✓</td>
<td>Site Design: Vehicle Access</td>
</tr>
<tr>
<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>
<td>✓</td>
<td></td>
</tr>
<tr>
<td><strong>Guidelines</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Driveways should be oriented 90 degrees to the street.</td>
<td>✓</td>
<td>PW Site Design Standards cover this topic</td>
</tr>
<tr>
<td><strong>Guidelines</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Minimize the visibility of parking and driveway surfaces from the public right-of-way.</td>
<td>✓✓</td>
<td>Site Design: Vehicle Access Updated zoning addresses parking location.</td>
</tr>
<tr>
<td><strong>Guidelines</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Minimize the number of curb cuts to reduce conflicts between pedestrians and automobiles.</td>
<td>✓</td>
<td>Site Design: Vehicle Access</td>
</tr>
<tr>
<td><strong>Parking</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Intent</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• To minimize the visual impact of parking on the streetscape and the pedestrian experience.</td>
<td>✓✓</td>
<td>Site Design: Vehicular Surface Parking &amp; Building Design: Structured Parking Design New zoning addresses parking location.</td>
</tr>
<tr>
<td><strong>Intent</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• To minimize the conflict between active, pedestrian-oriented uses and surface parking.</td>
<td>✓</td>
<td>Site Design: Vehicular Surface Parking</td>
</tr>
<tr>
<td><strong>Intent</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• To increase pedestrian activity in the neighborhood by locating commercial uses at the street level of parking garages.</td>
<td>✓✓</td>
<td>Building Design: Structured Parking Design New zoning addresses street level use.</td>
</tr>
<tr>
<td><strong>Surface Parking Lots</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Standards</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<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>
<td>✓✓</td>
<td>Site Design: Vehicular Surface Parking New zoning addresses parking location.</td>
</tr>
<tr>
<td><strong>Standards</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<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>Site Design: Vehicular Surface Parking New zoning addresses parking location.</td>
</tr>
<tr>
<td><strong>Standards</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Low walls or screens (5’ minimum) and landscaping shall be used to screen parking that is adjacent to the street front.</td>
<td>✓✓</td>
<td>Site Design: Vehicular Surface Parking Existing and new zoning addresses parking screening</td>
</tr>
<tr>
<td><strong>Standards</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• No parking shall be permitted in the front setback.</td>
<td>✓</td>
<td>Site Design: Vehicular Surface Parking</td>
</tr>
<tr>
<td><strong>Guidelines</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Upper building floors should be continued over parking access driveways to maintain continuity of building facades along the street frontage.</td>
<td>✓</td>
<td>Building Design: Structured Parking Design</td>
</tr>
<tr>
<td><strong>Parking Structures</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Standards</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Parking structures with street-oriented frontage shall provide the opportunity for lessee commercial space for not less than 50% of the ground level frontage.</td>
<td>✓✓</td>
<td>Building Design: Structured Parking Design New zoning requires a use other than parking for 70% of the façade.</td>
</tr>
<tr>
<td><strong>Standards</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Facades of parking structures that front the street must satisfy all standards described under Building Facades later in these guidelines.</td>
<td>✓</td>
<td>Building Design: Structured Parking Design</td>
</tr>
<tr>
<td><strong>Standards</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<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 façades shall be level.</td>
<td>✓</td>
<td>Building Design: Structured Parking Design</td>
</tr>
</tbody>
</table>

Updated 12/04/15
<table>
<thead>
<tr>
<th>Standards</th>
<th><strong>Will be Integrated into:</strong></th>
<th><strong>Other Comments</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>• 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</td>
<td>✓</td>
<td>Building Design: Structured Parking Design</td>
</tr>
<tr>
<td>Guidelines</td>
<td>• The span and proportions of openings (excluding every door) in the facade of the parking structure should be similar to those of windows on adjacent buildings.</td>
<td>✓</td>
</tr>
<tr>
<td>Guidelines</td>
<td>• Parking structures should utilize materials and architectural detailing found in the primary development being served.</td>
<td>✓</td>
</tr>
</tbody>
</table>

**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.

- **Standard**
  - Service areas shall be located so that their function is not readily visible from or disrupive to the street space.
  - 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**
  - Refuse storage and pick-up areas should be combined with other service and loading areas whenever possible.

**Right of Way Improvements**

- Streetscaping 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.

- **Standard**
  - No less than 50% of the building facade within the lower 80’ shall be oriented parallel to the street on which it fronts.
  - The ground floor area of those portions of buildings conforming to build-to-street orientation requirements shall be occupied by active commercial or residential uses.

- **Guideline**
  - 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.

- **Guidelines**
  - The majority of the street-oriented frontage of any building should be occupied by active uses that are visually and physically accessible from the street.
  - 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.
<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Intent</td>
<td>New Zoning Updated DSG</td>
<td>DSG Section</td>
</tr>
<tr>
<td>• To define and contain the street space, thereby concentrating and reinforcing pedestrian activity and creating a sense of the street as ‘place.’</td>
<td>✓</td>
<td>Site Design: Enhanced Stepback and Open Space</td>
</tr>
<tr>
<td>Intent</td>
<td>✓</td>
<td>Site Design: Street Frontage</td>
</tr>
<tr>
<td>To create a continuous street wall.</td>
<td>✓</td>
<td>Building Design: Point Tower Form</td>
</tr>
<tr>
<td>Intent</td>
<td>✓</td>
<td>Building Design: Key Streets</td>
</tr>
<tr>
<td>To frame the mountain vistas (along the named streets) to the west.</td>
<td>✓</td>
<td>New zoning increases build-to percentage to 70% and allows increased range residential uses at the ground floor and on Key Streets</td>
</tr>
<tr>
<td>Intent</td>
<td>✓</td>
<td>New zoning increases build-to percentage to 70% and allows increased range residential uses at the ground floor and on Key Streets</td>
</tr>
<tr>
<td>To frame the vistas to downtown and to Coors Field.</td>
<td>✓</td>
<td>New zoning increases build-to percentage to 70% and allows increased range residential uses at the ground floor and on Key Streets</td>
</tr>
<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>
<td>✓</td>
</tr>
<tr>
<td>Guideline</td>
<td>New construction should create a strong and attractive street edge close to the sidewalk.</td>
<td>✓</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>
<td>✓</td>
</tr>
<tr>
<td>Building Form Massing</td>
<td></td>
<td>Zoning provides build to alternative of Open Space, garden wall is not a permitted build-to alternative.</td>
</tr>
<tr>
<td>Intent</td>
<td>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.</td>
<td>✓</td>
</tr>
<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>
<td>✓</td>
</tr>
<tr>
<td>Intent</td>
<td>To create buildings which are “sculpted” to reduce the overall appearance of mass.</td>
<td>✓</td>
</tr>
<tr>
<td>Intent</td>
<td>To provide light and air through increased sky exposure to the public streets.</td>
<td>✓</td>
</tr>
<tr>
<td>Standards</td>
<td>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.</td>
<td>✓</td>
</tr>
<tr>
<td>Guidelines</td>
<td>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.</td>
<td>✓</td>
</tr>
<tr>
<td>Guidelines</td>
<td>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.</td>
<td>✓</td>
</tr>
<tr>
<td>Relationship to Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Intent</td>
<td>To enhance the activity and function of the public streets by orienting primary building entries to the street.</td>
<td>✓</td>
</tr>
<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>
<td>✓</td>
</tr>
<tr>
<td>Standards</td>
<td>All buildings shall provide at least one primary building entry oriented directly to a public street.</td>
<td>✓</td>
</tr>
<tr>
<td>Standards</td>
<td>Existing Arapahoe Square DSG (adopted 1998)</td>
<td>Will be Integrated Into:</td>
</tr>
<tr>
<td>-----------</td>
<td>-------------------------------------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td>New Zoning</td>
<td>Updated DSG</td>
<td>DSG Section</td>
</tr>
<tr>
<td>Standards</td>
<td>All pedestrian-active uses with street-level, exterior exposure shall provide at least one direct pedestrian entry from the street.</td>
<td>✓</td>
</tr>
<tr>
<td>Guidelines</td>
<td>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.</td>
<td>✓</td>
</tr>
<tr>
<td>Guidelines</td>
<td>Each building should have one or more clearly identifiable “front doors” that address the street for each street-facing façade.</td>
<td>✓</td>
</tr>
<tr>
<td>Guidelines</td>
<td>Street-level commercial space should be at the same elevation as the public sidewalk to promote easy access.</td>
<td>✓</td>
</tr>
<tr>
<td>Guidelines</td>
<td>Entries recessed within the building mass shall be excluded from the build-to requirements.</td>
<td>✓</td>
</tr>
<tr>
<td>Guidelines</td>
<td>Street-level residential floors should be elevated a few steps above the level of the public sidewalk to promote privacy.</td>
<td>✓</td>
</tr>
<tr>
<td>Building Facades</td>
<td>Intent</td>
<td>To avoid large areas of undifferentiated or blank building facades.</td>
</tr>
<tr>
<td>Intent</td>
<td>To create a comfortably scaled and thoughtfully detailed urban environment through the use of well-designed architectural forms and details.</td>
<td>✓</td>
</tr>
<tr>
<td>Intent</td>
<td>To provide for the comfort and interest of the pedestrian environment through the provision of human-scaled architectural character.</td>
<td>✓</td>
</tr>
<tr>
<td>Standards</td>
<td>Each building façade oriented to the public street shall include architectural scaling patterns that incorporate three or more of the following elements:</td>
<td>✓</td>
</tr>
<tr>
<td>✓</td>
<td>Expressions of building structural elements such as floors (banding, belt courses, etc., not less than 1” deep and 4” wide), columns (plasters, piers, etc., not less than 4” deep and 1” wide), and foundations (water tables, rustication);</td>
<td>✓</td>
</tr>
<tr>
<td>✓</td>
<td>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;</td>
<td>✓</td>
</tr>
<tr>
<td>✓</td>
<td>Change in color;</td>
<td>✓</td>
</tr>
<tr>
<td>✓</td>
<td>Change in texture;</td>
<td>✓</td>
</tr>
<tr>
<td>✓</td>
<td>Change in material, module or pattern;</td>
<td>✓</td>
</tr>
<tr>
<td>✓</td>
<td>Patterns of architectural ornament integral to the building façade.</td>
<td>✓</td>
</tr>
<tr>
<td>✓</td>
<td>Architectural scaling patterns shall occur both horizontally and vertically.</td>
<td>✓</td>
</tr>
<tr>
<td>Guidelines</td>
<td>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 integrated into the building form and construction, not a thinly applied facade.</td>
<td>✓</td>
</tr>
</tbody>
</table>

Updated 12/04/15
<table>
<thead>
<tr>
<th><strong>Existing Arapahoe Square DSG (adopted 1998)</strong></th>
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</thead>
<tbody>
<tr>
<td><strong>Guidelines</strong></td>
<td><strong>New Zoning</strong></td>
</tr>
<tr>
<td>Variation in building scaling and detail should relate to the 25-foot width of the typical lot and to the pedestrian-oriented uses along the street.</td>
<td>✓ Building Design: Façade Design Building Articulation</td>
</tr>
</tbody>
</table>

| **Intent**                                    | **Updated DSG**             |
| To create facades that accentuate the visual interest created by the interplay of light and shadows with the building’s surface. | ✓ Building Design: Façade Design Building Articulation |

| **Intent**                                    | **DSG Section**             |
| To avoid large expanses of undifferentiated building facade. | ✓ Building Design: Façade Design Building Articulation |

| **Intent**                                    | **Other Comments**          |
| To provide reveals and/or changes in surface texture that contribute to the visual interest of the facade. | ✓ Building Design: Façade Design Building Materials |

| **Standards**                                 | **Updated DSG**             |
| Each change of material shall involve a minimum 1-1/2” variation in wall plane. Reveal shall be not less than 1” deep and 1” wide. | ✓ Building Design: Façade Design Building Materials |

| **Guidelines**                                | **Updated DSG**             |
| Material changes should occur at inside corners or be delineated by a specific transitional detail such as a belt course, cap, or reveal. | ✓ Building Design: Façade Design Building Materials |

| **Materials**                                 | **Updated DSG**             |
| To reinforce the masonry traditions of Denver and its regional architecture. | ✓ Building Design: Façade Design Building Materials |

| **Intended**                                  | **Updated DSG**             |
| To encourage human-scaled buildings through the use of smaller material modules. | ✓ Building Design: Façade Design Building Articulation |

| **Intended**                                  | **Updated DSG**             |
| To ensure the consistent use of high quality materials appropriate to the urban environment. | ✓ Building Design: Materials |

| **Standards**                                 | **Updated DSG**             |
| 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. | ✓ Building Design: Façade Design Building Materials |

| **Guidelines**                                | **Updated DSG**             |
| Stucco and EIFS (Exterior Insulating Finish Systems) are discouraged. EIFS should never be used as an extremity cladding on a building ground floor facade. | ✓ Building Design: Materials |

| **Guidelines**                                | **Updated DSG**             |
| 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. | ✓ Building Design: Materials |

| **Guidelines**                                | **Updated DSG**             |
| Carefully detailed combinations of materials should be used to reinforce architectural scaling requirements (see - Architectural Scoping Elements - Page 4). | ✓ Building Design: Materials |

| **Guidelines**                                | **Updated DSG**             |
| Colors used on large areas of building facades should be: natural earth tones to respect Denver’s tradition of masonry construction. | ✓ Building Design: Materials |

| **Guidelines**                                | **Updated DSG**             |
| 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. | ✓ Building Design: Materials |

| **Intent**                                    | **Updated DSG**             |
| To require transparent and open lower floor facades that insure the visibility of pedestrian active uses, and provide a lighter, more detailed and human-scaled architectural expression along the sidewalk. | ✓ Building Design: Street Level Design |

| **Intent**                                    | **Updated DSG**             |
| To require a more solid wall with a pattern of individual windows at the upper floors in order to provide greater variety of scale through fenestration patterns, architectural elements, surface relief, texture, and materials. | ✓ Building Design: Street Level Design |

This intent statement may not align with the vision for Arapahoe Square as an innovative and creative neighborhood.
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<tbody>
<tr>
<td><strong>Standards</strong></td>
<td><strong>New Zoning</strong></td>
</tr>
<tr>
<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>
<td>✓</td>
</tr>
<tr>
<td>Between 25% and 60% of the upper floor facade and above shall be transparent glazing (up to 80 feet).</td>
<td>✓</td>
</tr>
<tr>
<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>
<td>✓</td>
</tr>
<tr>
<td>Portions of a building facade that must restrict glazing for functional reasons must conform to the architectural scaling standards (page 4).</td>
<td>✓</td>
</tr>
<tr>
<td><strong>Intent</strong></td>
<td><strong>Building Design:</strong></td>
</tr>
<tr>
<td>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.</td>
<td>✓</td>
</tr>
<tr>
<td>Clear glass shall have an exterior reflectance rating not to exceed 20.</td>
<td>✓</td>
</tr>
<tr>
<td>No reflective coating shall be on the exterior surface of the glass.</td>
<td>✓</td>
</tr>
<tr>
<td><strong>Guidelines</strong></td>
<td><strong>Building Design:</strong></td>
</tr>
<tr>
<td>Clear, “Low E,” or slightly tinted glazing should be used to ensure the visibility of pedestrian-oriented commercial uses.</td>
<td>✓</td>
</tr>
<tr>
<td>Minimal use of opaque glass is acceptable to continue glazing patterns in areas where screening of structures and utilities is required.</td>
<td>✓</td>
</tr>
<tr>
<td>All glazing should be recessed and subdivided by systems of framing and mullions to reinforce architectural scaling requirements.</td>
<td>✓</td>
</tr>
<tr>
<td><strong>Roof Mechanical Equipment</strong></td>
<td><strong>Building Design:</strong></td>
</tr>
<tr>
<td>To integrate all building systems within a complete architectural form.</td>
<td>✓</td>
</tr>
<tr>
<td>To increase the visual interest of the downtown skyline.</td>
<td>✓</td>
</tr>
<tr>
<td>All rooftop building systems shall be incorporated into the building form in a manner integral to the building architecture.</td>
<td>✓</td>
</tr>
<tr>
<td>All roof mounted mechanical, electrical, and telecommunication systems shall be screened from view of surrounding streets and structures.</td>
<td>✓</td>
</tr>
<tr>
<td><strong>Guidelines</strong></td>
<td><strong>Building Design:</strong></td>
</tr>
<tr>
<td>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.</td>
<td>✓</td>
</tr>
<tr>
<td>Flat roofs are discouraged on structures that are above 80’ high</td>
<td></td>
</tr>
<tr>
<td><strong>Balconies</strong></td>
<td><strong>Building Design:</strong></td>
</tr>
<tr>
<td>To maintain open sight lines along the public right-of-way.</td>
<td></td>
</tr>
<tr>
<td>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.</td>
<td>✓</td>
</tr>
<tr>
<td>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.</td>
<td></td>
</tr>
<tr>
<td><strong>Building Security</strong></td>
<td></td>
</tr>
<tr>
<td>Intent</td>
<td>To promote the perception of the Arapahoe Square (B-8A) area as a safe neighborhood.</td>
</tr>
<tr>
<td>--------</td>
<td>----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Standards</td>
<td>Chain link and razor wire fencing shall not be visible from the public right-of-way.</td>
</tr>
<tr>
<td>Guidelines</td>
<td>When security bars are used, they should be installed on the interior (behind the glass).</td>
</tr>
<tr>
<td>Guidelines</td>
<td>Limited use of exterior security bars may be appropriate if they are designed in a sculptural manner that belies their function.</td>
</tr>
<tr>
<td>Guidelines</td>
<td>Security fencing shall be accomplished with iron railing.</td>
</tr>
<tr>
<td>Guidelines</td>
<td>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.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>New Zoning</th>
<th>Updated DSG</th>
<th>DSG Section</th>
<th>Other Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>✔️</td>
<td></td>
<td></td>
<td>Security DSG are under evaluation.</td>
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Updated 12/04/15
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