DENVER LANDMARK PRESERVATION COMMISSION
REQUEST FOR LANDMARK DESIGNATION

Please provide the following information as fully as possible.
First Avenue/

1. ADDRESS OF BUILDING: Speer Boulevard from University Blvd. to Irving St.

2. NAME OF PROPERTY (if any): Speer Boulevard

3. PRESENT OWNER: City of Denver
STREET ADDRESS: City and County Building, Denver, CO 80202
CITY: __________________ STATE: __________ ZIP CODE: __________

NOTE: If the property is in multiple-ownership, please list on the back of this page the names and addresses of other persons owning or having some legal or equitable interest in the property.

4. PRESENT USE OF THE PROPERTY: Parkway/City Right-of-way

5. ANTICIPATED FUTURE USE: Same

6. YEAR OF CONSTRUCTION: 1904 - 1957
Source of information: "Denver's Speer Boulevard: A Revitalization"

7. ARCHITECT: Various - Robinson-Kessler / DeBoer
Source of information: National Register Nomination, June 11, 1986

8. Please attach (by paper clip) at least one good quality 8 x 10 black and white or color photograph of the predominate facade of the building.

9. Describe the architectural and/or historical and/or geographical significance of the property and include the source of information. Please use additional pages and attach.

10. Please attach any additional information which might be useful in considering the qualifications of this property for landmark designation (copies of newspaper clippings, copies of portions of the abstract of title, etc.) Please list which materials you would like to have returned.

SUBMITTED BY: Mary J. Roberts
name: ___________________ address: 1445 Cleveland Place, Room 400

DATE: April 4, 1988
date: _______________ telephone: 575-2736

The information submitted herewith is true and correct to the best of my knowledge.

______________________________
signature
HISTORY
Speer Boulevard had its beginnings along the banks of Cherry Creek in the 1800's. In its earliest development, it consisted of foot paths and trails. Early maps of the 1870's show a portion of what would become Speer Boulevard from Larimer to Blake Streets. However, during this period there was no real planning and any development happened in a very localized and haphazard manner.
All this was to change during the first two terms of Mayor Speer's administration from 1904-1912. Mayor Speer's idea of the beautification of America was strictly in line with the City's planning movement that was evident in major cities throughout the world. At this time, the banks of Cherry Creek consisted of unsightly city dumps and trash piles. Also, the area was subject to a flood threat. Consequently, the concrete walling of and creation of the boulevard along the edge from Broadway to the old City Hall on Larimer Street was a natural result of this planning philosophy.
Work done along Cherry Creek was divided into three improvement districts. The first included the beautification schemes between Broadway and West Colfax Avenue. This was to cover the rehabilitation of the lake and sunken gardens that bordered Speer Boulevard from 9th to 11th Avenues and from Elati Street to Cherry Creek. The second improvement district resulted in boulevarding and walling east of Broadway as far as Downing Street. A number of dams were constructed across the Creek between Broadway and Logan in 1909. They were designed to strengthen walls along the creek and to form small lakes for beautification purposes in the creek. The third improvement district, from West Colfax Avenue to the 14th Street viaduct, resulted in concrete retaining walls from West Colfax to Blake Street on both sides of the Creek.
Critical to the development of Speer Boulevard were the development of the parks along it. The largest and most prominent was Sunken Gardens. It was created in 1910 and planted in 1911. In addition to a waterfall and meandering stream of water diverted from Cherry Creek, the park featured a shallow swimming pool that also served as a winter skating pond. In 1925, the planting of Arlington Park was begun between Downing and Clarkson, south of Cherry Creek. Finally, in 1927, the first plantings were seen in Alamo Placita -- the little place of Cottonwoods. Alamo Placita is located at Speer Boulevard and Ogden.
In the 1930's, construction began on Speer, in what would culminate in the boulevard as we know it today. In 1937, work on widening of Speer between Broadway and Bannock was begun. City officials approved extension of the Boulevard on the west side of Cherry Creek from West Colfax to 14th Street viaduct. Finally, all construction and changes resulted in Speer Boulevard becoming a one-way route on Sunday, December 8, 1957. Speer on the east side of Cherry Creek became one-way going northwest from Marion to Larimer Street. Speer on the west side of the Creek, sometimes called Forest Drive, became one way going southeast from Curtis Street to East 1st Avenue near Downing Street.

When the viaduct widening and the ramp construction jobs were complete, reciprocal one-way traffic was now possible from University Boulevard all the way to the Valley Highway.
CITY AND COUNTY OF DENVER
STATE OF COLORADO

Certification

I, Felicia Muftic, Clerk and Recorder, Ex-Officio Clerk of the City and County of Denver, do hereby certify that the attached is a true and correct copy of Ordinance No. 604 Series 1988.

I have hereunto set my hand and affixed the Seal of the City and County of Denver, State of Colorado, this 10th day of October A.D. 1988.

Felicia Muftic
Clerk and Recorder, Ex-Officio
Clerk of the City and County of Denver

[Signature]

Deputy
A BILL

FOR AN ORDINANCE DESIGNATING FIRST AVENUE/SPEER BOULEVARD FROM UNIVERSITY BOULEVARD TO IRVING STREET, INCLUDING THE SPEER BOULEVARD TRIANGLES AS A DISTRICT FOR PRESERVATION.

WHEREAS, the Preservation Commission has transmitted to the Council a proposed designation of a district for preservation; and

WHEREAS, the Planning Board has approved the same; and

WHEREAS, the district, consisting of First Avenue/Speer Boulevard, from University Boulevard to Irving Street, including the Speer Boulevard Triangles, has character, interest and value as part of the development, heritage, and cultural characteristics of the City, State and Nation; is identified with persons who had some influence on society; exemplifies the cultural, political and historic heritage of the community; portrays the environment of a group of people in an era of history characterized by a distinctive landscape architectural style; is the work of designers and builders whose individual work has influenced the development of the city; and is part of a park and parkway system that should continue to be developed and preserved according to a plan based on an historical and landscape architectural motif;

NOW, THEREFORE, BE IT ENACTED BY THE COUNCIL OF THE CITY AND COUNTY OF DENVER:

Section 1. That certain property described as follows, together with all improvements situated and located thereon, be and the same is hereby designated as a District for Preservation:

The publicly owned right-of-way of First Avenue/Speer Boulevard from University Boulevard to Irving Street, including the Speer Boulevard triangles at Lincoln, Cherokee, Delaware, Elati, Fox, Galapago and Inca Streets.

Section 2. Design Standards. Any building permit application to alter, construct, erect, add to or demolish any improvement situated in or located upon any real property described in Section 1 hereof shall be subject to architectural review by the Landmark Preservation Commission, as provided in Chapter 30 of the Revised Municipal Code, to determine the continuity, compatibility, appropriateness and relationship of the proposed alteration, construction, erection or demolition of the subject improvement with adjacent improvements, the district as a whole and open spaces within the district. In such review the Commission shall consider, but with no requirement that the architectural style of existing improvements be reproduced, the following:

1. The materials, texture of materials, permanent nature of the construction and materials, and color used in exterior construction;

2. The continuity and compatibility of improvements to the public right-of-way, including Cherry Creek, such as paving, landscaping, lighting, bridges, and signage.

Section 3. "Speer Boulevard/Cherry Creek Parkway Urban Design Guidelines" are available through the Denver Planning Office as a resource guide for improvements in the Speer/Cherry Creek corridor.
Section 4. The effect of this designation may enhance the value of said properties but may delay or require denial of building permits found unacceptable by the Preservation Commission under the standards contained in Sections 30-6(c), (d) and (e) of the Revised Municipal Code and the design standards set forth herein.

PASSED BY the Council ___________________________ September 26, 1988

President ____________________________________

APPROVED: ____________________________________ 

Mayor ___________________________ Sept. 27, 1988

ATTEST: ______________________________________

Clerk and Recorder, Ex-Officio Clerk of the city and County of Denver


PREPARED By: ________________________________ ________________________ 1988

Landmark Preservation Commission

REVIEWED By: ____________________ ________________________ 1988

City Attorney 9/14

SPONSORED By Council Member(s): ____________

The publicly owned right-of-way of First Avenue/Speer Boulevard from University Boulevard to Irving Street, including the Speer Boulevard triangles at Lincoln, Cherokee, Delaware, Elati, Fox, Galapago and Inca Streets.
The Speer Boulevard/Cherry Creek Parkway Urban Design Guidelines are referenced in the designating ordinance (Ordinance #604, Series of 1988) for Speer Boulevard. The legal description for the district is:

*The publicly owned right-of-way for First Avenue/Speer Boulevard from University Boulevard to Irving Street include the Speer Boulevard triangles at Lincoln, Cherokee, Delaware, Elati, Fox, Galapago and Inca streets.*

Section 2 of the ordinance establishes the LPC’s design review authority and Section 3 references the following design guidelines as “…a resource guide for improvements in the Speer/Cherry Creek corridor.” Voluntary guidelines for private development were prepared at the same time.

**Chronology (source: Denver’s Designated Parkways: Speer Boulevard, Mundus Bishop Design for Denver Parks and Recreation, n.d.)**

- **Designers:** George Kessler, S.R. DeBoer and F.W. Ameter
- **1906** Concrete retaining walls (Colfax-Broadway)
- **1907** Concrete retaining walls (Broadway-Downing)
- **1908** Concrete curb & gutter, walk, tree lawn, paving (north side only)
- **1917** Forest Drive (Broadway-Marion)
- **1957** Speer Boulevard one lane on either side of creek
- **1960s** Widening of roadway
- **1978** Cherry Creek trail
- **1990s** Tunnel under Broadway, replacement bridges, replica lighting

The 1933 aerial photograph shows Speer as a single street on the Downtown edge of the Creek from Colfax to the northwest with bridges connecting the Downtown and Auraria grids at Stout, Champa, Curtis, Lawrence and Larimer. The street shifted to the southwest side of the Creek at Market and Blake as the start of the 14th Street Viaduct (constructed 1897-1899) spanning the rail yards and South Platte River. Little documentation of the Creek walls north of Colfax is readily available, though the Creek had clearly been channelized by 1933.

Over the years, numerous design studies have been done of Speer Boulevard. Relatively little attention has been paid to the Downtown segment, Colfax to Larimer, in part because little change was expected due to the large facilities on either side. The Creekfront project, the park and underpass, was completed for the northwest bound sides of Speer in ___; the other side was not undertaken apparently because of major utilities. The Auraria Master Plan and reinvestment in a more urban campus, as well as the CU-Denver facilities located in Downtown are raising awareness of this Downtown segment. In addition, the Downtown Area Plan (2007) identified Speer as one of several Grand Boulevards: “Transform Speer Boulevard, Colfax Avenue, Broadway, Park Avenue and Auraria Parkway into celebrated, multimodal boulevards to overcome the physical and perceptual barriers of these major thoroughfares.”
SPEER BOULEVARD/CHERRY CREEK PARKWAY
URBAN DESIGN GUIDELINES*

*These design guidelines were prepared in 1986 along with the designation application. The document was created as a Word Document in 1992 with edits in 2011.

HISTORY

Speer Boulevard is an urban pathway of great significance to the people and history of Denver.

Following the Cherry Creek drainage, the Speer Boulevard/Cherry Creek Parkway was built upon the early trail network, which leads to and from Denver. As Denver grew into first a trading post and service point for the early trappers and prospectors and then a major western city, this early trail became and remains, a foundation of the urban fabric of the city. Its importance in providing the continuity to the three communities (Auraria, Denver City and Highland), which became Denver was realized in the city’s historic park and parkway plan developed at the turn of the century. It serves as the great diagonal connection for the three early park and interconnecting circulation systems developed for East Denver, South Denver and North Denver. As such, it is Denver’s premiere parkway, extending from Colorado Boulevard on the east, to Irving Street (west of Federal Boulevard) on the west. Begun in 1906, the parkway was not fully completed until the 1950’s, with the addition of a median at the Country Club section.

PURPOSE

The purpose of establishing design guidelines for this significant and historic parkway is to revitalize the civic and historic quality of the boulevard and to ensure that this quality is restored and maintained over time. Although it was built over a period of years, the Speer Boulevard/Cherry Creek Parkway was conceived and instituted as a cohesive unit, with continuity and consistency in its design and image throughout the parkway. The guidelines are intended to again provide that framework and consistency for all improvements along the parkway. They should serve as the ideal towards which both public and private improvements and redevelopment work. They will function as the mechanism by which all improvements are coordinated over time to ensure consistency and responsibility to that ideal.

Although the parkway needs to be treated as a cohesive unit, it also needs to respect and complement other area specific plans which have been developed for the neighborhoods and circulation systems with which it intersects. These plans will be coordinated with the guidelines on an on-going basis as specific recommendations affecting the parkway are realized. The guidelines are not static; rather they are a framework by which specific improvements can be coordinated to once again create a cohesive design pattern for the parkway. Coordination with these other planning efforts is vital to realizing a shared vision for the future of Denver. This concept of a shared vision is the tradition upon which the Speer Boulevard/Cherry Creek Parkway was built. It is the goal of this effort to continue that vision.
FRAMEWORK POLICIES

City Beautiful:
I. The design character of the parkway should maintain, enhance and revitalize the historic classic image of the linear boulevard, as exemplified by the City Beautiful movement.

People:
II. The physical character of the parkway should emphasize and regenerate the boulevard as a place for people recognizing that the parkway is designed for multiple uses, e.g., recreation, waterway, drainage, park, walkway, auto transit and open space.

Water:
III. The focus of the parkway should reinforce the waterway as an amenity for people to use, enjoy and view.

Classic Image:
IV. The overall character, design and maintenance of the entire parkway should be consistent and uniform, and should reinforce the image of the parkway as a part of the historic Denver park and parkway system.

Historic/Civic Quality:
V. The parkway and its design elements should exemplify a superior level of civic quality consistent with its historic role as a key element of Denver’s urban design legacy.

OBJECTIVES AND GUIDELINES

The following design objectives and guidelines for Urban Design, Landscape Design, and Historic Design have been developed to generally guide and direct public and private improvements along the parkway within the context of the framework policies. These guidelines are performance oriented and are intended to assist in creatively thinking about how to design an improvement or development to enhance the parkway’s historic character and civic quality. Design criteria guidelines for specific design elements of the parkway (i.e. lighting, tree and shrub species and spacing) are included as attachments to this document.

These objectives and guidelines should be interpreted in light of the framework policies.
URBAN DESIGN

Speer Boulevard was composed of many urban design elements, which were critical to the overall character, unity and civic quality of the parkway. These elements formed the basic design pattern of the parkway and should be reinstated along the length of the boulevard. Many of these characteristics may still be seen today, but their integrity has been eroded over time. The urban design elements which are important to the historic quality of the parkway are identified as follows:

- **Linear** – The Boulevard is basically a *straight*, diagonal connection from southeast to northwest.

- **Formal** - The treatment of buildings, landscaping and lighting along the boulevard is *formal* and reinforces the *linear* quality of the parkway.

- **Uniform** - The design *pattern* is repeated throughout the length of the boulevard, but specific features may employ a slightly varied design.

- **Colonnade/Promenade** – The *linear* quality and *formal* setting interact to create a promenade for the boulevard’s users.

- **Pedestrian Scale** – Lighting, tree placement and the landscape pattern are used to create a safe, ambient pedestrian environment. A planting strip was traditionally used to separate the pedestrian from the vehicular.

- **Water** - Although traditionally not directly accessible to people, Cherry Creek is one of Denver’s few water resources. Speer’s parkway treatment highlights the creek as an oasis which should be enhanced visually, physically and in terms of accessibility.
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| UDI. Encourage site design and building placement to reinforce the classic image of the boulevard. | 1A. The site design and landscape plan should continue the linear quality of the parkway.  
1B. The major façade of the building should be oriented parallel to the creek.  
1C. Buildings should have the main entrance or major architectural feature facing the boulevard.  
1D. Building placement should allow for the reinstatement of a pedestrian walkway and planting strip along the right-of-way. | UDI. Create new parkway zone with consideration given to setback building orientation, facade treatment and parking location. |
| UD2. Encourage the design, placement and landscaping of parking lots to complement the classic design context of the parkway. | 2A. The site design of new development and redevelopment should place parking lots so that they are physically removed (not adjacent to) or visually separated from (through landscape features) from the parkway.  
2B. Existing parking lots should be screened from the parkway with approved landscaping materials.  
2C. Parking lots should have internal landscaping which is in keeping with the classic image of the boulevard. | UD2. Parcels owned by public and quasi-public agencies and used as parking lots should be redeveloped as park/open space;  
- Require existing parking lots to be landscaped;  
- Parking lots should only be permitted as an accessory use serving and on the same zone lot as a primary use. |
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| UD3. Reinstate the landscape planning strips along both the public and private sides of the parkway where appropriate. | 3A. Parking along the traffic lanes in the public right-of-way should be replaced with a planting strip along the right-of-way.  
3B. The planting design and materials should continue the classic image of the boulevard with a formal, regular planting plan and utilization of approved landscaping materials.  
3C. The maintenance of the planting strip should be provided for either publicly or privately, including watering, grooming, clean up and refurbishment. | UD3.  
• Redevelop parking in the right-of-way to the traditional planting strip.  
• Prohibit on-street parking along Speer.  
• Require street trees to be planted as redevelopment occurs. |
| UD4. Restore and enhance pedestrian (people) scale and amenities along the entire parkway. | 4A. Pedestrian spaces should be defined and separated, visually and physically, from automobile space.  
4B. Pedestrian lighting should be provided.  
1) Such lighting should be consistent with lighting throughout the parkway.  
2) Such lighting should be scaled to and be pleasing to the pedestrians.  
4C. Pedestrian walkways should clearly and conveniently link the pedestrian to the creek, to public spaces along the parkway, to private development, and to neighborhoods along the parkway. | UD4.  
• Require that a uniform lighting standard for the Boulevard (see attachment) be utilized.  
• Develop a pedestrian circulation plan for the boulevard.  
• Develop an informational signage program to direct pedestrians along the boulevard as well as to adjacent areas.  
• Develop design guidelines for structures along the parkway. |
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<td>4D.</td>
<td>Materials, buildings, and physical features in and adjacent to pedestrian spaces should be scaled to the pedestrian, utilizing features (windows, see-through glass, doorways, etc.) and details (sills, lintels, etched materials, small design patterns) which make the structure interesting to the pedestrian.</td>
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<td>4E.</td>
<td>Pedestrian access should be safely, clearly (e.g., signage) and adequately provided along pathways, public spaces and private spaces. 1) The pedestrian walkway should be walkable and should be able to accommodate the pedestrian, lighting, signage, and trees.</td>
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<td>4F.</td>
<td>Streetscape improvements should be consistent along the corridor. 1) Paving materials should be consistent. 2) Street lighting should be unified in terms of style, color, and placement. 3) Traffic control and informational signage should be uniform in size, material and placement. 4) Traffic control devices should be uniform in type, color, size and placement.</td>
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LANDSCAPE DESIGN

The landscape pattern established along Speer Boulevard is the key element of the urban design plan. The classic image of the parkway is created through the formality and continuity of the landscape plan along the length of the parkway. The landscape pattern, however, was also used to create “softer” environments away from, but directly related to the boulevard. Examples of such areas are the various parks along the parkway (Alamo Placita, Hungarian Freedom, and Sunken Gardens) and the use of vines overhanging the Creek channel to soften the walled embankment. The landscape pattern has been eroded over time with the loss of vegetation caused by disease, age, neglect, and roadway widening. As replanting of the parkway occurs, it should serve as the standard for the future, and thus, re-establish Speer as the city’s premiere parkway. The common landscaping elements include the following:

- **Parkway** - Large canopy trees are used along the vehicular lanes to define the parkway’s edge and
to create a park-like atmosphere and feeling of enclosure.

- **Repetition** - Tree and shrub varieties, shapes, and plantings are repeated consistently along the parkway.

- **Definition** - Landscape features are used to clearly delineate the active and passive; pedestrian and auto; and formal and informal areas within and adjacent to the boulevard.

- **Vistas** - Vistas of the city, the mountains, the creek and the boulevard itself are framed intentionally by the landscape pattern.

- **Connections** - Landscaping is used to provide clear, safe, identifiable, and pleasing links to the various activities and spaces, including the creek, along the boulevard.
## LANDSCAPE DESIGN GUIDELINES

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<td>LD1. Re-establish and continue the classic, formal boulevard concept.</td>
<td>1A. Open spaces should be identified, clearly defined and appropriately landscaped. &lt;br&gt; 1. Formal landscape patterns should be utilized along edges adjacent to the boulevard and to provide visual separation. 2. Random landscaping within a formal pattern to establish various types of open spaces and provide variety in the setting should be used in open settings and less formal spaces.</td>
<td>LD1. &lt;br&gt; • Adopt the original landscape plans for all replanting efforts along the boulevard. • Establish appropriate trees and shrubs for use along Speer (see Attachments I and II). • Establish a uniform tree spacing plan (see Attachment I). • Develop a standard maintenance agreement with Parks and Recreation.</td>
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<td>1B. Private development/use in public rights-of-way should be reclaimed for public use.</td>
<td>1C. Proposed landscape design should promote, protect, and complement the original Speer Boulevard design. &lt;br&gt; 1. Trees and shrubs appropriate for the area should be specified (see attached plant guidelines). 2. Trees and shrubs should be consistent with the original design and should complement and relate to the landscaping on each side of the boulevard. 3. Trees should conform to a linear design and uniform spacing. 4. All other landscape materials should complement the original design and reflect the formal environment of the corridor. 5. The landscape plan should complement and enhance the various styles or design patterns employed throughout the formal landscape development of the parkway.</td>
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<td>1D. Long-term maintenance for new and replacement landscaping should be provided.</td>
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<td>LD2.</td>
<td>2A. Parks and walkways should be physically defined from the transportation corridor.</td>
<td>LD2.</td>
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<td>2B. The landscape plan should reinforce open spaces, pathways, and the creek as safe, accessible spaces for people.</td>
<td>• Establish standard walkway widths, which will permit the reinstatement of a planting strip.</td>
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<td>2C. Pedestrian walkways and access points to parks, the creek and connecting links should be created or completed where necessary.</td>
<td>• Establish uniform standards for placement of lighting, trees, signage, bollards, to create a visual and physical buffer for pedestrians.</td>
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<td>• Require the use of a planting strip, bollards, trees, lighting, different paving material to separate the pedestrian walkway from the roadway.</td>
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<td>LD3.</td>
<td>3A. Old, diseased or lost trees or plant materials should be replaced.</td>
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<td>3B. The historic landscape fabric and features (fountains, etc.) should be preserved and revitalized as important pedestrian amenities.</td>
<td>• Establish an inventory of existing vegetation, its age and condition.</td>
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<td>3C. Billboards and advertising benches should be eliminated from the parkway, and a uniform informational signage system established.</td>
<td>• Prohibit advertising benches and billboards from the parkway and adjacent parcels.</td>
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<td>• Develop a phased planting program to replace aged and diseased trees as well as to infill where trees have already been lost.</td>
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<td>LD4. Restore the historic image of the parkway through the use of appropriate plant materials. (The attached tree and shrub list is the approved planting guide for the boulevard and reflects the following guidelines.)</td>
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| **4A.** The historic variety of plant materials should be represented throughout the corridor in the appropriate locations.  
4B. The plant materials should be consistent with the historic planting of the parkway while considering modern concerns regarding adaptability to Denver’s environment, low maintenance and durability.  
4C. New plant materials, especially trees, should be varied along broad segments of the corridor to prevent simultaneous loss of vegetation due to age or disease.  
4D. Indigenous plant materials may be used in appropriate locations, such as along the Creek at Confluence Park and along the Creek in the Colorado Boulevard to University segment. |
| LD4. Establish the standard tree and shrub planting lists (Attachments I and II) as the required standard for landscaping along Speer. |
HISTORIC DESIGN
The historic design elements are those more detailed features which historically have been associated with the boulevard. Many of these elements have been lost over time, and those that are remaining are of special importance. These features included amenities such as street lighting, benches, railings, bridge design, creek spillways and dams, as well as circulation, landscaping and vistas. These historic elements are recognized as features and designs which should be reinstated and become, again, viable components of the parkway as it revitalizes its image and evolves over time. Important historic design concepts to consider include:

- Classic Design - The civic quality of the parkway is manifest in the classical design pattern taken from the City Beautiful movement of the late 1890’s. This design pattern is formal, regular and uniform throughout the parkway.

- Continuity - The concept of the boulevard as one cohesive element linking the northwest to the southeast is reinforced by its historic design features, such as bridge railings, lighting, tree plantings, etc., which are repeated along the parkway. This continuity of features helps to unify the boulevard and integrate its component sections together.

- Variation - Although design patterns and features are consistent and repeated throughout the boulevard, their execution is varied along the parkway. Design features are expected to carry forth the classic image of the boulevard, but are not rigidly replicated.

- Sense of Place - The parkway serves as a multi-functional people environment: It is a waterway, a transportation corridor, a linear park and open space. All of these functions are intended to relate in a manner which enhances the image of the city as a place to be and enjoy.

- Quality - The boulevard symbolizes the environmental and civic quality expected for the city which should be carefully designed, constructed, maintained and enhanced as Denver’s premier parkway, linking its neighborhoods and important civic features.
## HISTORIC DESIGN GUIDELINES

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| HD1. Retain, emphasize and enhance the existing historic features and design elements of the parkway. | 1A. The site plan/improvement should complement the historic circulation pattern.  
1B. In addition to traffic considerations, bridges should be designed for safety, pedestrian amenities and aesthetics.  
1C. The historic layout and design pattern of the area should be identified and the site plan and landscaping plan should reinforce that pattern.  
1D. Historic vistas of, along and from the parkway, (e.g., mountain, boulevard, creek and city), should be maintained and enhanced.  
1E. Historic features such as iron fence detailings, the creek retaining walls, bridges and spillways, should be preserved and reused along the boulevard.  
1F. Historic features and design elements should be identified and incorporated into the new development/improvement plan. | HD1.  
- Additional roadway width should be prohibited. Traffic volumes along Speer should be maintained and managed at or below existing levels.  
- Develop specific design criteria for bridge replacements which include pedestrian amenities recreate historic features, and meet AASHTO standards.  
- Develop a comprehensive traffic management program for the boulevard to ensure that additional right-of-way is not taken for roadway use.  
- Establish an historic park along the corridor where existing historic elements may be reused and historical background provided.  
- Establish a program for the appropriate reuse of historic elements.  
- Identify and landmark key elements for preservation.  
- Establish Speer Boulevard as a City of Denver Landmark to ensure that its historic integrity is maintained and enhanced. |
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| HD2. Revitalize and enhance the historic image of the parkway but not necessarily through replication. | 2A. The site design and landscape plan should be consistent with the classic design of the parkway.  
2B. The improvement/site design should be in scale and character with the pedestrian environment of the parkway.  
2C. The improvement/site design should utilize design elements found within other similar improvements along the parkway.  
2D. The improvement/site design should maintain a uniform pattern both within the site and in relation to the design of the park and parkway system. | HD2. Establish design guidelines for private redevelopment along the parkway. |
| HD3. Encourage new development, redevelopment and improvements to utilize design which reinforces the historic functions of the parkway as a waterway, a transportation link, a place for people, a linear park and open space. | 3A. Historic public spaces should be preserved, clearly defined and easily accessible.  
3B. The historic links to other civic features and open spaces throughout the city should be maintained and enhanced.  
3C. The site design/improvement should enhance the parkway as a place to be in rather than go through.  
3D. Historic features and elements which have been replaced or lost, should be identified and commemorated.  
3E. Links to adjacent civic features and public spaces should be developed. | HD3.  
- Identify the major links to key civic features and open spaces and develop a uniform landscape plan for these supplementary roadways.  
- Develop a tour program to provide community education about the historical background of the parks system, and trails system.  
- Incorporate the supplementary linking system into the city biking and walking trails system.  
- Install historical plaques and markers at appropriate locations. |